



North Central Texas Council of Governments

TO: NCTCOG Executive Board **DATE:** August 20, 2014
FROM: Mike Eastland
 Executive Director
SUBJECT: Executive Board Meeting

The next regular meeting of the NCTCOG Executive Board will be:

DATE: August 28, 2014

Please RSVP to the Executive Director's office as soon as possible by return email or call (817) 695-9100.

NCTCOG BOARD

TIME: 11:15 a.m.: Finance Committee Meeting to consider Item 13 - Status Report on Fiscal Year 2015 Proposed Budget (Finance Committee - Danny Scarth, Chair; Vonciel Jones Hill; Tom Lombard; Keith Self)

12:00 noon – Lunch

12:45 p.m. – Executive Board Meeting

PLACE: NCTCOG Offices
 Centerpoint II Conference Center
 616 Six Flags Drive
 Arlington, TX 76011
 Transportation Council Room

I hope each of you will plan to attend this important meeting. I look forward to seeing you there!

ME:sc

**616 Six Flags Drive, Centerpoint Two
P.O. Box 5888, Arlington, Texas 76005-5888
(817) 640-3300 FAX: 817-608-2372
www.nctcog.org**

North Central Texas Council of Governments

616 Six Flags Drive, Arlington, TX, 76011

EXECUTIVE BOARD AGENDA

August 28, 2014

Executive Board

_____ Kathryn Wilemon	_____ Clay Jenkins	_____ Toni Rose
_____ John Horn	_____ Vonciel Jones Hill	_____ Keith Self
_____ Daniel Scarth	_____ Tom Lombard	_____ Kevin Strength
_____ Stephen Terrell	_____ Laura Maczka	_____ Laura Wheat
	_____ Larry Marshall	_____ Glen Whitley

Staff

_____ Mike Eastland	_____ Michael Morris	_____ Edith Marvin
_____ Monte Mercer	_____ David Setzer	_____ Lucille Johnson
_____ Tim Barbee	_____ Molly Thoerner	_____ Stephanie Cecil

REGULAR SESSION

Call to order time: _____

Pledges

ACTION:

Motion/ Second	Item #	Name of Item
_____/____	1.	Approval of Minutes
_____/____	2.	Resolution To Approve the Extension of the Current Agreement with Gabriel, Roeder, Smith & Company (GRS) for Other Post-Employment Benefits (OPEB) Shared Services Program (Monte Mercer)
_____/____	3.	Executive Board Endorsement of Transportation Department Agreed Upon Procedures Audit (Monte Mercer)

- ___/___ 4. **Resolution to Approve Contract with Mission Critical Partners (MCP) for 911 Project Management Services (Christy Williams)**

- ___/___ 5. **Resolution Authorizing Contract with Mascari Corporation for Housing Navigator Services (Doni Green)**

- ___/___ 6. **Resolution Authorizing Contract with Senior Source for Money Management Services (Doni Green)**

- ___/___ 7. **Resolution Authorizing Consultant Contract with Kimley-Horn and Associates, Inc., and HDR Engineering, Inc., to Implement the Regional Traffic Signal Retiming Program Phase III (Michael Morris)**

- ___/___ 8. **Resolution Approving Modifications to the FY2014 and FY2015 Unified Planning Work Program for Regional Transportation Planning (Michael Morris)**

- ___/___ 9. **Resolution Adding Local Funding to the Federal Highway Administration Vulnerability Assessment (Michael Morris)**

- ___/___ 10. **Action Requesting the City of Dallas to Consider Elements of the Proposed Regional Ordinance for For-Hire Services (Michael Morris)**

- ___/___ 11. **Resolution Endorsing 2014 Edition of the National Electrical Code with Regional Amendments (Edith Marvin)**

- ___/___ 12. **Resolution Authorizing the Amendment of Previously Approved Resolution E14-06-12 to Increase the Funding Amount for FEMA Risk Map Flooding Study (Edith Marvin)**

STATUS REPORTS:

- 13. **Status Report on Fiscal Year 2015 Proposed Budget (Monte Mercer)**

- 14. **Homeland Security Grant Program Closeout Project - Video Teleconferencing (Molly Thoerner)**

15. **SPEER Committee on Energy Efficiency (Mike Eastland)**

MISCELLANEOUS:

16. **Old and New Business**
17. **Future Calendar and Attendance**

Adjournment: _____

**NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS
EXECUTIVE BOARD MEETING**

Minutes — July 24, 2014
Transportation Council Room
616 Six Flags Drive
Arlington, Texas

President Wilemon called the regular meeting of the North Central Texas Council of Governments Executive Board to order at 11:53 am on July 24, 2014.

Members of the Board Present:

Kathryn Wilemon – President, Councilmember, City of Arlington
John Horn – Vice-President, County Judge, Hunt County
Daniel Scarth – Secretary/Treasurer, Councilmember, City of Fort Worth
Stephen Terrell – Past President, Mayor, City of Allen
Tom Lombard, Councilmember, City of North Richland Hills
Laura Maczka, Mayor, City of Richardson
Dr. Larry Marshall, Councilmember, City of Benbrook
Kevin Strength, Mayor, City of Waxahachie
B. Glen Whitley, County Judge, Tarrant County

Members of the Board Absent:

Clay Jenkins, County Judge, Dallas County
Vonciel Jones Hill, Councilmember, City of Dallas
Toni Rose, State Representative
Keith Self, County Judge, Collin County
Laura Wheat, Mayor, Town of Westlake

Members of the Staff Present:

Mike Eastland, Executive Director
Monte Mercer, Deputy Executive Director
Tim Barbee, Chief Information Officer, Research and Information Services
Michael Morris, Director of Transportation
David Setzer, Director of Workforce Development
Edith Marvin, Director of Environment and Development
Molly Thoerner, Director of Emergency Preparedness
Lucille Johnson, Assistant to the Executive Director
Stephanie Cecil, Administrative Assistant, EDO
Bob Best, Audio/Video Comp Support Tech, Transportation
Lori Clark, Principal Planner, Transportation
Tamara Cook, Manager, Environment & Development
Tamara Cook, Manager, Environment & Development
Jessie Huddleston, Planner, Transportation
Debra Kosarek, Quality Assurance Manager, Workforce
Shannan Ramirez, Assistant Director of Finance, Administration
Karen Richard, Chief Human Resources Officer
Shannon Stevenson, Program Manager, Transportation
Christy Williams, Chief Program Manager, 9-1-1
Candice Forsyth, Administrative Assistant, Emergency Preparedness
Kay O'Dell, Manager, Workforce Development
Sandra Barba, Solid Waste Coordinator, Environment & Development

Visitors Present:

Jonathan Grummer, Citizen

REGULAR SESSION

ACTION:

Item 1. Approval of Minutes

President Wilemon stated that the first item on the agenda was approval of the minutes from the June Executive Board meeting.

Upon a Motion by Judge Whitley (seconded by Judge Horn), and unanimous vote of all members present, the Board approved the minutes of the June Executive Board meeting.

Item 2. Resolution to Accept and Approve the Quarterly Investment Report

Monte Mercer, Deputy Executive Director, presented the Investment Report, as required by the Investment Policy and in compliance with the Public Funds Investment Act. The Report provided information on the investment activity for the quarter ending June 30, 2014, and showed the average rate of return, cumulative transactions and beginning and ending balances for the quarter. A supplementary schedule regarding the State's investment activity for Regional Toll Revenue funds as well as the NTTA Hwy 161 funds was also provided. (Attachment 1)

Upon a Motion by Councilmember Marshall (seconded by Judge Whitley), and unanimous vote of all members present, the Board approved the resolution as presented.

See Exhibit E14-07-2

Item 3. Resolution Authorizing a Consultant Contract for Completion of a Dallas Love Field Airport Survey

Michael Morris, Director of Transportation, informed the Board that TransSolutions has been recommended by the Consultant Selection Committee to complete the Dallas Love Field Airport Survey. He explained that this survey will use Surface Transportation Program - Metropolitan Mobility funds, from the Texas Department of Transportation, to assess departing passengers' trip origins, access modes, purpose of trips, vehicle accessibility, and parking location preferences (prior to the lifting of the Wright Amendment's flight restrictions in October 2014). The results will provide a basis for comparison versus the "after study" that will be performed in 2015 at Dallas-Fort Worth International and Dallas Love Field Airports. The results will also provide the airport with information that can be used for ground access planning and provide NCTCOG the data needed to evaluate the current and future airport trip distribution component of the travel model.

Upon a Motion by Councilmember Marshall (seconded by Mayor Maczka), and unanimous vote of all members present, the Board approved the resolution as presented.

See Exhibit E14-07-3

Item 4. Resolution Authorizing Contracts for the 2014 Cooperative Transit Vehicle and Inspection Services Procurements

In May of 2014, NCTCOG issued a Request for Proposals (RFP) from qualified vendors to design, manufacture, and deliver three types of Americans with Disabilities Act (ADA) accessible transit vehicles to support public transportation services related to the FTA grant programs. This is a service for small providers who operate public transportation services in the region in order to reduce duplication of efforts and to ensure compliance with federal rules in procurements. A combination of Federal Transit Administration (FTA) and local matching funds will be used.

FTA requires an in-plant inspector during the vehicle manufacturing process for procurements of more than ten (10) vehicles. In June of 2014, NCTCOG issued a Request for Statement of Qualifications and Interest for In-Plant Inspection Services to ensure the transit vehicles are designed and manufactured according to federal standards.

Vendor Selection Committees reviewed all the proposals and recommended the following awards:

- An award to Creative Bus Sales to design, manufacture, and deliver light-duty and small duty transit vehicles in a two-year base contract, for an amount not to exceed \$4,430,000
- An award to National Bus Sales to design, manufacture, and deliver medium-duty transit buses in a two-year base contract, for an amount not to exceed \$1,280,000
- An award to Transit Resource Center to provide in-plant inspection services related to the purchase of the transit vehicles in a two-year base contract, for an anticipated amount not to exceed \$14,000.

Upon a Motion Councilmember Lombard (seconded by Councilmember Marshall), and unanimous vote of all members present, the Board approved the resolution as presented.

See Exhibit E14-07-4

Item 5. Resolution Approving the FY 2015 Solid Waste Funding Implementation Projects

Edith Marvin, Director of Environment and Development, discussed the competitive project selection process undertaken by NCTCOG's Resource Conservation Council (RCC) to allocate approximately \$1.3 million available for FY2014-2015 Solid Waste Implementation Projects. She explained that the RCC has completed the scoring process set forth in the "FY2014-2015 Regional Solid Waste Management Program Funding Process" for the second call for projects and is endorsing and recommending seven local government projects and two regional projects for funding totaling \$539,511, as follows:

- City of Allen, Community Clean-Up Trailer Program, \$22,360
- City of Mesquite, Mesquite Athletic Facilities and Sports Complex Recycling, \$42,552
- City of Mansfield, Recycling Drop-Off Construction and Equipment, \$15,000
- City of Dallas, Scrap Tire Enforcement Program-Public Awareness & Education Campaign, \$125,000
- Town of Little Elm, Time to Recycle at the Little Elm ISD Event Stadium, \$23,964
- City of Wylie, Wylie Keeps Recycling!, \$46,700
- City of Azle, Recycling & Trash Solar Compactors for City Parks and Athletic Complex, \$37,320
- NCTCOG, Regional Solid Waste Management Plan Update (Volume II, Time to Recycle Website, Closed Landfill Inventory Map Digitizing), \$100,000
- NCTCOG, North Central Texas Regional Recycling Campaign, \$126,615

Upon a Motion by Councilmember Marshall (seconded by Mayor Strength), and unanimous vote of all members present, the Board approved the resolution as presented.

See Exhibit E14-07-5

APPOINTMENTS:

Item 6. Appointments to Executive Board Standing Committees

Mike Eastland explained that each year the Board President appoints four standing committees and that President Wilemon is requesting approval of a Resolution appointing committees, as follows:

Appointments: Steve Terrell, Chair; Larry Marshall; Toni Rose; Kevin Strength; Laura Wheat

Audit: John Horn, Chair; Clay Jenkins; Laura Maczka; Glen Whitley

Long Range Planning: Kathryn Wilemon, Chair; John Horn; Danny Scarth; Steve Terrell

Finance/Personnel: Danny Scarth, Chair; Vonciel Jones Hill; Tom Lombard; Keith Self

Upon a Motion by Judge Whitley (seconded by Judge Horn), and unanimous vote of all members present, the Board approved the appointments as presented.

See Exhibit E14-07-6

Item 7. 2014 Appointments to the Emergency Preparedness Planning Council (EPPC)

Molly Thoerner, Director of Emergency Preparedness, explained that due to the recent elections, the Emergency Preparedness Planning Council (EPPC) has two vacant population category seats open. To fill these vacancies she requested approval to seat two representatives at the next EPPC meeting: Mayor Martin Woodruff from the City of Decatur and Councilmember Nancy Yingling from the City of Coppel.

The EPPC serves in an advisory role to the NCTCOG Executive Board, which appoints qualified local elected officials to serve for a two-year term from a pool of nominations. The Council is responsible for providing policy direction and oversight functions pertaining to the development and maintenance of a coordinated and integrated regional approach to emergency management planning and response systems.

Upon a Motion by Councilmember Marshall (seconded by Judge Horn), and unanimous vote of all members present, the Board approved the appointments as presented.

STATUS REPORTS:

Item 8. September is National Preparedness Month

Molly Thoerner, Director of Emergency Preparedness, encouraged the Board to participate in preparedness activities and to encourage local governments to increase preparedness at the citizen level by supporting National Preparedness Month (NPM). NPM is sponsored by the *Ready* Campaign in partnership with Citizen Corps and held each September. It is designed to encourage Americans to take simple steps to prepare for emergencies in their homes, businesses, and communities. KnowWhat2Do is the regional public education campaign that seeks to educate and empower people in the 16-county region about the tools and resources available to help them prepare for threats specific to this region.

Item 9. Summary of New Workforce Legislation Passed by Congress

David Setzer, Director of Workforce Development, explained that the Workforce Investment Act (WIA) was originally enacted in 1998 and was never reauthorized. It has now been superseded by the new Workforce Innovation and Opportunity Act (WIOA), which was recently passed by Congress. He explained that the WIOA maintains the funding structure of the WIA (no block grant) but eliminates 15 existing programs, including: incentive grants, pilots, demonstration grants, Migrant and Seasonal Farmworkers, Community Based Job Training Grants, WIA Incentive Grants, TAA Health Care Gap Coverage. He gave the following overview of some of the differences between the two acts.

Primary federal program that supports workforce development

- Title I – Authorizes programs that provide job training and related services
- Title II – Authorizes education services to assist adults in improving literacy
- Title III – Integrates job search and matching assistance into One-Stop
- Title IV – Provides for employment related services to individuals with disabilities

Focus on Regional Cooperation, Specifically:

- Preparation of a regional plan
- Regional service strategies including cooperative service delivery agreements
- Development and implementation of sector initiatives
- Collection and analysis of regional LMI
- Administrative cost arrangements including pooling funds
- Coordination of transportation and supportive services
- Coordination of services with regional economic development
- Regional negotiation of local performance measures

WIOA Authorizes Appropriations to 2020

Only authorization levels, not actual funding levels. Unless Congress eliminates budget caps and sequestration, very unlikely programs would ever be funded at authorized levels.

State Grant Allotment Formulas

- Changes formula factors and weights
- Changes re-allotment provisions such that unobligated balances in excess of 10% of prior year funding become subject to re- allotment (current law is 20%).
- Increases the percentage of funds that local Workforce Development Boards may transfer between Adult and Dislocated programs from 20% to 100%, subject to approval by the governor.

Establishment of Local Workforce Development Areas

- During first two years, provides for automatic designation of LWDAs that were in existence under WIA and “performed successfully” and “sustained fiscal integrity”.
- After initial two-year period LWDAs with two consecutive years of missed performance or fiscal issues can be dissolved.
- Requires states to identify regions within a state consisting of one or more local areas to require regional planning for service delivery.

Local Workforce Investment Boards

WIA

- Defines criteria for board membership
- Requires appointment by local CEOs
- Member minimum 25

WIOA

- Maintains business majority but requires businesses to be in demand industries and have employees
- Requires representatives administering education and training activities including adult education, and higher education
- Requires members to represent economic and community development entities, ES and Vocational Rehabilitation
- Member minimum 17

Local Plans

WIA

- Requires five-year strategic plan
- Requires information on labor market
- Requires MOUs for One-Stop partners
- Requires description of employment and training activities

WIOA

- Changes planning period from five to four years with review every two years by CEOs
- Must align with State Unified Plan
- Must include description of economic conditions of region
- Requires strategy for regionally aligning core programs and coordinating with non-core programs

Changes to Eligibility

Adult and Dislocated Workers

- The definition of “disadvantaged adult” is changed to a person with an income of or in a family with an income of less than 150% of the federal poverty line
- Defines Adult as at least 22 and not older than 72

Youth

- The definition of “disadvantaged youth” is changed to a person with an income of or in a family with an income of less than 150% of the federal poverty line
- Includes free or reduced lunch and/or residence in high poverty area as part of eligibility for low income
- Youth Activities, splits the age eligibility into two groups: in-school youth must be 14-21 years old and out-of-school youth must be 16-24 years old.

Changes in Performance Accountability

- Adults and Dislocated Workers, Adds: Participation in and measureable skill gains toward education or training programs that lead to a recognized credential or employment
- Youth: Entry into education, training, or employment and Retention in education, training or employment
- Earnings for employed youth: Attainment of a postsecondary credential or secondary school diploma or

equivalent; —Participation in and measureable skill gains toward education or training programs that lead to a recognized credential or employment.

—Employers: Adds an undefined “metric” for program effectiveness in serving employers

Employment and Training Activities - Youth

WIA

—Requires range of employment and training services, including job search assistance, career counseling, occupational training, and on-the-job training.

—Minimum percentage of funding spent on out-of-school youth 30%

WIOA

—Minimum percentage of funding spent on out-of-school youth changed to 75%.

—Requires that 20% of funds support paid and unpaid work experience

Focus on Business Services and Employment Related Training

Business Services

—Requires local areas to designate a dedicated business liaison to develop relationships and networks with local employers

—Requires Boards to engage employers, develop and expand career pathways programs, promote proven and promising practices

Employment Related Training

—Allows 20% of funds to be used for incumbent worker training and transitional jobs

Allows local areas to transfer 100% of funds between adult and dislocated worker

—Focus on OJT, internship and apprenticeship

—Allowable OJT wage reimbursement rate 75%

Item 10. Status Update on Implementation of the Freight Efficiency Outreach Center

Michael Morris, Director of Transportation, explained that in June 2011, the North Central Texas Council of Governments (NCTCOG) Executive Board authorized staff to enter into an Agreement with Cascade Sierra Solutions for implementation of a Freight Efficiency Outreach Center in an amount not to exceed \$700,935 (\$450,000 federal and \$250,935 local match). Through the subgrant agreement, Cascade Sierra Solutions was responsible for owning, operating, managing, and staffing an outreach center devoted to providing the trucking sector with air quality related education, outreach, and assistance with deployment of the Environmental Protection Agency (EPA) SmartWay-verified emission-reduction and fuel-saving technologies. The facility, which was located in south Dallas, opened in June 2013 and assisted with implementation of 92 SmartWay upgrades by the end of the year.

In January 2014, Cascade Sierra Solutions closed the Dallas facility as part of company-wide downsizing in preparation for bankruptcy proceedings. Since January, NCTCOG has been working closely with EPA staff to determine an appropriate course of action moving forward in order to fulfill original project goals and grant obligations. In consultation with former Outreach Center staff and EPA, it has been determined that a physical location for the outreach center is unnecessary, and that goals can be accomplished through meetings and other face-to-face interaction at locations such as truck stops or fleet offices. Therefore, the proposal is to bring this project in-house and dedicate NCTCOG staff to fulfill the tasks required in the grant. Staff continues to coordinate with EPA to finalize a revised project scope.

MISCELLANEOUS:

Item 11. Old and New Business

There was no old or new business.

Item 12. Attendance and Calendar

The Board was provided a monthly meeting attendance record and a calendar of upcoming meetings.

President Wilemon adjourned the meeting at 1:42 pm.

Approved by:

Checked by:

Kathryn Wilemon
President, North Central Texas Council of Governments
Mayor Pro Tem, City of Arlington

Mike Eastland, Executive Director
North Central Texas Council of Governments

NCTCOG Quarterly Investment Report
Fiscal Year 2014 Quarter 3
Ended 6-30-2014

Attachement 1
 2014-07 Executive Board Minutes

**Investment Portfolio Detail
 by Fund**

Description	Account #	Program	Beginning Balance	Deposits	Withdrawals	Interest	Ending Balance	% of Total
TexPool	2200400001	General Operating	\$ 3,981,363.19	\$ 6,730,812.65	\$ (5,144,004.42)	\$ 309.21	\$ 5,568,480.63	11.14%
Logic	756049012-001	General Operating	438.07	-	-	-	438.07	0.00%
TexStar	1111-000	General Operating	5,051,665.35	-	(2,693,673.58)	371.24	2,358,363.01	4.72%
General Fund			\$ 9,033,466.61	\$ 6,730,812.65	\$ (7,837,678.00)	\$ 680.45	\$ 7,927,281.71	15.86%
TexPool	2200400002	Solid Waste	578,737.00	387,374.35	-	44.06	966,155.41	1.93%
TexPool	2200400003	Supplemental Environmental Projects	0.00	6,630.07	-	0.08	6,630.15	0.01%
TexPool	2200400005	Air Check Texas	2,742,931.50	-	(1,451,863.10)	187.21	1,291,255.61	2.58%
TexPool	2200400005	9-1-1 Operating	1,900,787.28	-	(1,368,952.77)	127.35	531,961.86	1.06%
TexPool	2200400007	Transportation Revenue Center 5 Funds	15,397,685.13	-	(409,996.78)	1,101.69	14,988,790.04	29.99%
TexStar	1111001	Transportation	226,575.73	-	-	18.34	226,594.07	0.45%
TexStar	2100000	Exchange Funds Principal Denton County	(0.00)	-	-	-	(0.00)	0.00%
TexStar	2100999	Exchange Funds Principal Pooled	18,535,910.92	693,673.58	(1,501.64)	1,501.64	19,229,584.50	38.48%
TexStar	3100000	Exchange Funds Earnings Denton County	0.00	-	-	-	0.00	0.00%
TexStar	3100999	Exchange Funds Earnings Pooled	4,806,114.05	1,501.64	-	388.13	4,808,003.82	9.62%
Special Revenue Fund			\$ 44,188,741.61	\$ 1,089,179.64	\$ (3,232,314.29)	\$ 3,368.50	\$ 42,048,975.46	84.14%
Total			\$ 53,222,208.22	\$ 7,819,992.29	\$ (11,069,992.29)	\$ 4,048.95	\$ 49,976,257.17	100.00%

**Investment Portfolio Detail
 by Investment Type**

Description	Account #	Program	Beginning Balance	Deposits	Withdrawals	Interest	Ending Balance	% of Total
TexPool	2200400001	General Operating	\$ 3,981,363.19	\$ 6,730,812.65	\$ (5,144,004.42)	\$ 309.21	\$ 5,568,480.63	11.14%
TexPool	2200400002	Solid Waste	578,737.00	387,374.35	-	44.06	966,155.41	1.93%
TexPool	2200400003	Supplemental Environmental Projects	0.00	6,630.07	-	0.08	6,630.15	0.01%
TexPool	2200400004	Air Check Texas	2,742,931.50	-	(1,451,863.10)	187.21	1,291,255.61	2.58%
TexPool	2200400005	9-1-1 Operating	1,900,787.28	-	(1,368,952.77)	127.35	531,961.86	1.06%
TexPool	2200400007	Transportation Revenue Center 5 Funds	15,397,685.13	-	(409,996.78)	1,101.69	14,988,790.04	29.99%
TexPool			\$ 24,601,504.10	\$ 7,124,817.07	\$ (8,374,817.07)	\$ 1,769.60	\$ 23,353,273.70	46.73%
Logic	756049012001	General Operating	\$ 438.07	\$ -	\$ -	\$ -	\$ 438.07	0.00%
TexStar	1111000	General Operating	5,051,665.35	-	(2,693,673.58)	371.24	2,358,363.01	4.72%
TexStar	1111001	Transportation	226,575.73	-	-	18.34	226,594.07	0.45%
TexStar	2100000	Exchange Funds Principal Denton County	(0.00)	-	-	-	(0.00)	0.00%
TexStar	2100999	Exchange Funds Principal Pooled	18,535,910.92	693,673.58	(1,501.64)	1,501.64	19,229,584.50	38.48%
TexStar	3100000	Exchange Funds Earnings Denton County	0.00	-	-	-	0.00	0.00%
TexStar	3100999	Exchange Funds Earnings Pooled	4,806,114.05	1,501.64	-	388.13	4,808,003.82	9.62%
TexStar			\$ 28,620,266.05	\$ 695,175.22	\$ (2,695,175.22)	\$ 2,279.35	\$ 26,622,545.40	53.27%
Total			\$ 53,222,208.22	\$ 7,819,992.29	\$ (11,069,992.29)	\$ 4,048.95	\$ 49,976,257.17	100.00%

NCTCOG Quarterly Investment Report
Fiscal Year 2014 Quarter 3
Ended 6-30-2014

Investment Portfolio Summary

Description	Beginning Balance	Deposits	Withdrawals	Interest	Ending Balance	% of Total
General Fund	\$ 9,033,466.61	\$ 6,730,812.65	\$ (7,837,678.00)	\$ 680.45	\$ 7,927,281.71	15.86%
Special Revenue	44,188,741.61	1,089,179.64	(3,232,314.29)	3,368.50	42,048,975.46	84.14%
Total	\$ 53,222,208.22	\$ 7,819,992.29	\$ (11,069,992.29)	\$ 4,048.95	\$ 49,976,257.17	100.00%

Fiscal Year 2014 to Date

Pool Description	Beginning Balance	Deposits	Withdrawals	Interest	Ending Balance	% of Total
TexPool	\$ 24,347,069.70	\$ 21,270,216.16	\$ (22,270,216.16)	\$ 6,204.00	\$ 23,353,273.70	46.73%
Logic	438.05	-	-	0.02	438.07	0.00%
TexStar	32,614,524.67	10,566,262.35	(16,566,262.35)	8,020.73	26,622,545.40	53.27%
Total	\$ 56,962,032.42	\$ 31,836,478.51	\$ (38,836,478.51)	\$ 14,224.75	\$ 49,976,257.17	100.00%

Year to Date Interest

Pool Description	Fiscal Year 2014			Fiscal Year 2013		
	General Fund	Special Revenue	Total	General Fund	Special Revenue	Total
TexPool	\$ 1,420.31	\$ 4,783.69	\$ 6,204.00	\$ 3,322.41	\$ 17,446.76	\$ 20,769.17
Logic	0.02	-	0.02	0.31	-	0.31
TexStar	1,410.36	6,610.37	8,020.73	4,840.33	28,458.31	33,298.64
Total	\$ 2,830.69	\$ 11,394.06	\$ 14,224.75	\$ 8,163.05	\$ 45,905.07	\$ 54,068.12

Interest Rate Averages

Rate Description	June-2014	June-2013	FY 2014 Qtr 3	FY 2013 Qtr 3	FY 2014 thru June-2014	FY 2013 thru June-2013
90 Day T-Bill	0.0400%	0.0500%	0.0333%	0.0500%	0.0478%	0.0744%
TexPool	0.0284%	0.0576%	0.0288%	0.0771%	0.0337%	0.1112%
Logic	0.1087%	0.1264%	0.0968%	0.1347%	0.0971%	0.1582%
TexStar	0.0322%	0.0614%	0.0325%	0.0792%	0.0355%	0.1190%

All funds are invested in investment pools whose book and market value are the same.

Regional Toll Revenue (RTR) Supplementary Report ⁽¹⁾

Fiscal Year 2014 Quarter 3

Thru 5-31-2014

Investment Balances Summary

This Month

Fund Description	Beginning Balance	Deposits	Withdrawals	Interest	Ending Balance	% of Total
RTR	\$ 1,242,443,982.81	\$ -	\$ (6,667,881.40)	\$ 439,320.18	\$ 1,236,215,421.59	69.84%
RTR-REVOLVING FUND	419,031,874.17	547,840.60	(4,059,856.43)	143,184.75	415,663,043.09	23.48%
SH161 FUNDS	95,878,604.15	-	(2,507,452.65)	33,920.33	93,405,071.83	5.28%
SH162 FUNDS	25,131,478.41	-	(435,993.91)	8,892.06	24,704,376.56	1.40%
Total	\$ 1,782,485,939.54	\$ 547,840.60	\$ (13,671,184.39)	\$ 625,317.32	\$ 1,769,987,913.07	100.00%

This Quarter

Fund Description	Beginning Balance	Deposits	Withdrawals	Interest	Ending Balance	% of Total
RTR	\$ 1,252,680,502.88	\$ -	\$ (17,345,335.76)	\$ 880,254.47	\$ 1,236,215,421.59	69.84%
RTR-REVOLVING FUND	375,437,282.79	1,059,443.70	38,890,910.56	275,406.04	415,663,043.09	23.48%
SH161 FUNDS	96,854,985.10	-	(3,517,977.99)	68,064.72	93,405,071.83	5.28%
SH162 FUNDS	25,471,755.50	-	(785,313.91)	17,934.97	24,704,376.56	1.40%
Total	\$ 1,750,444,526.27	\$ 1,059,443.70	\$ 17,242,282.90	\$ 1,241,660.20	\$ 1,769,987,913.07	100.00%

Last Quarter

Fund Description	Beginning Balance	Deposits	Withdrawals	Interest	Ending Balance	% of Total
RTR	\$ 1,280,973,700.13	\$ -	\$ (29,581,651.12)	\$ 1,288,453.87	1,252,680,502.88	71.56%
RTR-REVOLVING FUND	398,813,925.97	1,364,618.40	(25,141,109.49)	399,847.91	375,437,282.79	21.45%
SH161 FUNDS	100,642,239.49	-	(3,888,768.90)	101,514.51	96,854,985.10	5.53%
SH162 FUNDS	25,795,008.29	-	(349,320.00)	26,067.21	25,471,755.50	1.46%
Total	\$ 1,806,224,873.88	\$ 1,364,618.40	\$ (58,960,849.51)	\$ 1,815,883.50	\$ 1,750,444,526.27	100.00%

Fiscal Year 2014 to Date

Fund Description	Beginning Balance	Deposits	Withdrawals	Interest	Ending Balance	% of Total
RTR	\$ 1,319,120,693.88	\$ 43,885,865.84	\$ (130,146,338.13)	\$ 3,355,200.00	\$ 1,236,215,421.59	69.84%
RTR-REVOLVING FUND	429,743,000.92	3,775,277.86	(18,917,003.63)	1,061,767.94	415,663,043.09	23.48%
SH161 FUNDS	102,163,523.95	-	(9,023,940.32)	265,488.20	93,405,071.83	5.28%
SH162 FUNDS	27,802,026.38	-	(3,166,633.91)	68,984.09	24,704,376.56	1.40%
Total	\$ 1,878,829,245.13	\$ 47,661,143.70	\$ (161,253,915.99)	\$ 4,751,440.23	\$ 1,769,987,913.07	100.00%

Inception to Date

Fund Description	Beginning Balance	Deposits	Withdrawals	Interest	Ending Balance	% of Total
RTR	\$ -	\$ 2,509,540,060.13	\$ (1,460,389,477.92)	\$ 187,064,839.38	\$ 1,236,215,421.59	69.84%
RTR-REVOLVING FUND	-	1,018,698,323.17	(648,489,066.07)	45,453,785.99	415,663,043.09	23.48%
SH161 FUNDS	-	150,221,700.03	(58,759,544.44)	1,942,916.24	93,405,071.83	5.28%
SH162 FUNDS	-	50,073,900.01	(25,982,956.91)	613,433.46	24,704,376.56	1.40%
Total	\$ -	\$ 3,728,533,983.34	\$ (2,193,621,045.34)	\$ 235,074,975.07	\$ 1,769,987,913.07	100.00%

Interest Rate Averages

Rate Description	May-2014	May-2013	FY 2013 Qtr 4 thru May-2014	FY 2012 Qtr 4 thru May-2013	FY 2013 thru May- 2014	FY 2012 thru May- 2013
90 Day T-Bill	0.0300%	0.0400%	0.0445%	0.0500%	0.0488%	0.0775%
TexPool	0.0244%	0.0715%	0.0374%	0.0869%	0.0344%	0.1179%
Logic	0.0989%	0.1320%	0.0994%	0.1389%	0.0956%	0.1622%
TexStar	0.0273%	0.0723%	0.0384%	0.0881%	0.0359%	0.1262%
State Comptroller	0.3623%	0.3196%	0.3774%	0.3481%	0.3996%	0.4312%

⁽¹⁾ All funds are invested by the Texas Treasury Safekeeping Trust Company; interest earned in the current month is credited in the following month

North Central Texas Council of Governments Foundation, Inc.

616 Six Flags Drive, Arlington, TX, 76011

FOUNDATION BOARD MEETING

July 24, 2014

Immediately following the Executive Board Meeting

President Wilemon called the North Central Texas Council of Governments (NCTCOG) Foundation Board to order at 1:42 pm on July 24, 2014.

Members of the Board Present:

All members of the Board listed as present at the preceding Executive Board Meeting were present at the NCTCOG Foundation meeting.

Members of the Board Absent:

All members of the Board listed as absent at the preceding Executive Board Meeting were absent from the NCTCOG Foundation meeting.

Members of the Staff Present:

All staff present at the preceding Executive Board meeting were present for the NCTCOG Foundation Meeting.

<u>Item #</u>	<u>Name of Item</u>
Item F-1	Annual Meeting and Orientation of the North Central Texas Council of Governments Foundation, Inc.

Mike Eastland explained that the NCTCOG Foundation Bylaws require an Annual Meeting of the NCTCOG Foundation Board. He said there were no items for discussion or action during this year's meeting.

President Wilemon adjourned the Foundation Board at 1:44 pm.

Approved by:

Checked by:

Kathryn Wilemon
President, North Central Texas Council of Governments
Mayor Pro Tem, City of Arlington

Mike Eastland, Executive Director
North Central Texas Council of Governments

August 28, 2014 – ITEM 2



North Central Texas Council of Governments

TO: Mike Eastland
Executive Director

DATE: August 20, 2014

FROM: Monte Mercer
Deputy Executive Director

SUBJECT: Resolution to Approve the Extension of the Current Agreement with Gabriel, Roeder, Smith & Company (GRS) For Other Post-Employment Benefits (OPEB) Shared Services Program

In 2006, several member cities requested assistance in putting together a coordinated approach to respond to the Governmental Accounting Standards Board (GASB) statement 43/45 for Other Post-Employment Benefits (OPEB). We responded by issuing an actuarial services RFP and upon recommendation of representatives of the participating cities, the Executive Board approved a six (6) year contract with Gabriel Roeder Smith and Company (GRS). In 2012, the Board approved a two year extension to the contract to allow time for GASB's project for a companion standard entitled "Post-Employment Benefit Accounting and Financial Reporting" originally intended to be in effect by 2014. However the 2014 date was not met, and the effective date will be beginning January 2017.

The participating entities (cities and counties) which now number in excess of 100 are requesting that the GRS contract be extended another three (3) years so that a consistent approach can be maintained and avoid inherent time delays due to the startup time if a new firm were to be introduced to the program.

As background, this is a Shared Services project whereby NCTCOG holds the master contract with GRS. Participants then enter into a services agreement with GRS utilizing the terms and conditions in the Master Contract and are responsible for payment of their costs. GRS has agreed to hold constant the existing fee structure.

Staff recommends a three (3) year extension of the current agreement with GRS to provide GASB 43/45 valuations as part of the NCTCOG's OPEB Shared Services Program.

I will be available at the Board meeting to answer any questions.

**616 Six Flags Drive, Centerpoint Two
P.O. Box 5888, Arlington, Texas 76005-5888
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www.nctcog.org**

RESOLUTION TO APPROVE THE EXTENSION OF THE CURRENT AGREEMENT WITH GABRIEL, ROEDER, SMITH & COMPANY (GRS) FOR OTHER POST-EMPLOYMENT BENEFITS (OPEB) SHARED SERVICES PROGRAM

WHEREAS, the North Central Texas Council of Governments previously conducted a procurement process for GASB 43/45 valuations in 2006; and,

WHEREAS, Gabriel, Roeder, Smith & Company was awarded a six year contract with NCTCOG to provide those services; and,

WHEREAS, Gabriel, Roeder, Smith & Company previously extended the contract with NCTCOG to provide those services for two years; and,

WHEREAS, extending the contract with Gabriel, Roeder, Smith & Company is necessary in order to enable participants to have their first study under the new standards by the actuary as well as the option to restate their previous valuation for comparative purposes; and,

WHEREAS, the Executive Board has been presented the appropriate background and history regarding our current agreement for GASB 43/45 valuations;

NOW, THEREFORE, BE IT HEREBY RESOLVED:

- Section 1:** An extension of the current agreement with Gabriel, Roeder, Smith & Company for actuary services through September 30, 2017, is hereby approved, with the existing fee schedule.
- Section 2:** The Executive Director or designee is authorized to execute the extension on behalf of the North Central Texas Council of Governments
- Section 3:** This resolution shall be in effect immediately upon its adoption.

Kathryn Wilemon, President
North Central Texas Council of Governments
Mayor Pro Tem, City of Arlington

I hereby certify that this resolution was adopted by the Executive Board of the North Central Texas Council of Governments on August 28, 2014

Daniel Scarth, Secretary-Treasurer
North Central Texas Council of Governments
Councilmember, City of Fort Worth

August 28, 2014 – Item 3



North Central Texas Council of Governments

TO: Mike Eastland
Executive Director

DATE: August 20, 2014

FROM: Monte Mercer
Deputy Executive Director

SUBJECT: Resolution Accepting Audit Report from Weaver and Tidwell, LLP, for the Texas Department of Transportation (TxDOT) Agreed-Upon Procedures Audit

An external audit of Transportation Department consultant and subgrantee contracts for Fiscal Year 2013, 2012, and 2011 in excess of \$250,000 has been conducted as required by the Transportation Department's contracting procedures. These procedures have been approved by the Texas Department of Transportation (TxDOT). The accounting firm of Weaver & Tidwell, LLP, conducted the audit and has prepared a final report.

The audit consisted of a financial and non-financial review of Transportation Department consultant and subgrantee contracts to verify that invoices and payments pertaining to the contracts were in compliance with the department's contracting procedures. A total of eleven (11) contracts were reviewed. Specifically, auditors reviewed the following:

1. Proper determination of allowable costs;
2. Evidence of Disadvantaged Business Enterprise (DBE) participation;
3. Proper documentation and review of labor hours and rates;
4. Evidence of verification and calculation of overhead rates;
5. Verification and calculation of allowable profit;
6. Verification of allowable travel costs; and
7. Evidence of documentation and review of final work product prior to the release of retainage.

The auditor's report is included in the attached resolution. The report concluded that there were no exceptions in any of the above procedural areas for the contracts reviewed. A draft resolution accepting the audit report is attached for Executive Board consideration. I will also be available to answer any questions prior to requesting Board approval.

MM

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**RESOLUTION ACCEPTING AUDIT REPORT FROM WEAVER AND TIDWELL, LLP, FOR THE
TEXAS DEPARTMENT OF TRANSPORTATION (TXDOT) AGREED-UPON PROCEDURES
AUDIT**

WHEREAS, the North Central Texas Council of Governments (NCTCOG) is authorized by law to conduct such coordinating and technical activities as may be required to guide the unified development of the area, eliminate duplication, and promote economy and efficiency through areawide planning; and,

WHEREAS, the Unified Planning Work Program (UPWP) provides that consultant assistance may be requested to perform planning and implementation projects in the UPWP; and,

WHEREAS, NCTCOG's Transportation Department utilizes contracting procurement procedures in the selection and contracting with consultant to perform these activities; and,

WHEREAS, NCTCOG's Transportation Department's contracting procurement procedures have been approved by TxDOT; and,

WHEREAS, NCTCOG'S Transportation's Department's contracting procurement procedures requires an external audit of any consultant contract in excess of \$250,000; and,

WHEREAS, the accounting firm of Weaver & Tidwell, LLLP, performed an audit of the Transportation Department's consultant and subgrantee contracts in excess of \$250,000 for Fiscal Year (FY) 2013, 2012 and 2011 to determine compliance with the department's contracting procedures; and,

WHEREAS, the audit consisted of a financial and non-financial review of a total of eleven (11) contracts, and,

WHEREAS, Weaver & Tidwell, LLP, prepared a final report finding that no exceptions existed for any of the contracts reviewed.

NOW, THEREFORE, BE IT HEREBY RESOLVED THAT:

Section 1: The Agreed-Upon Procedures Audit Report, included as Attachment 1, prepared by Weaver & Tidwell, LLP, on Transportation Department consultant and subgrantee contracts in excess of \$250,000 for FY 2013, 2012 and 2011, be hereby accepted.

Section 2: The report shall be transmitted to TxDOT and other funding agencies as appropriate.

Section 3: This resolution shall be in effect immediately upon its adoption.

Kathryn Wilemon, President
North Central Texas Council of Governments
Mayor Pro Tem, City of Arlington

I hereby certify that this resolution was adopted by the Executive Board of the North Central Texas Council of Governments on August 28, 2014

Daniel Scarth, Secretary-Treasurer
North Central Texas Council of Governments
Councilmember, City of Fort Worth

NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

AGREED UPON PROCEDURES

Fiscal Year 2013, 2012 and 2011



INDEPENDENT ACCOUNTANT'S REPORT ON APPLYING AGREED-UPON PROCEDURES

Mr. Monte Mercer
Deputy Executive Director
North Central Texas Council of Governments
Arlington, Texas

We have performed the procedures listed below, which were agreed to by North Central Texas Council of Governments (the Council) in the engagement letter dated July 3, 2014, solely to assist the Council in verifying the invoices related to the Transportation consultant contracts listed in Schedule B of this report, are in compliance with the procedures listed in the attached Schedule A. The Council's management is responsible for the Council's compliance with those procedures. This agreed-upon procedures engagement was conducted in accordance with attestation standards established by the American Institute of Certified Public Accountants. The sufficiency of these procedures is solely the responsibility of those specified parties in this report. Consequently, we make no representation regarding the sufficiency of the procedures described in the attached document either for the purpose for which this report has been requested or for any other purpose.

PROCEDURES PERFORMED AND FINDINGS

In accordance with your instructions, our procedures and findings on the vouchers selected from the selected contracts listed in Schedule B are as follows:

- A. We verified the consulting contracts listed in Schedule B contained documented and reviewed labor hours and rates by reviewing the Form 60 or applicable budget pages. From the vouchers selected, we reviewed invoices for proper documentation and approval of overhead rates, profit calculations, and new salary rates.

No exceptions were found as a result of applying those procedures.

- B. We performed a financial review of invoices related to the consulting contracts listed in Schedule B for evidence of verification and calculation of overhead rates as agreed upon in the contract.

No exceptions were found as a result of applying those procedures.

- C. We performed a financial review of invoices related to the consulting contracts listed in Schedule B for evidence of verification and calculation of allowable profit as agreed upon in the contract.

No exceptions were found as a result of applying those procedures.

- D. We reviewed documentation and final work product to verify that the Council received proper authorization from the funding agency by examining the Payment Authorization Memo's (PAM) to ensure the financial payment authorization was received prior to release of retainage held.

No exceptions were found as a result of applying those procedures.

- E. For all contracts listed in Schedule B, we performed a financial review of invoices related to the consulting contracts listed in Schedule B for evidence of DBE (Disadvantaged Business Enterprises) participation as agreed upon in the contract.

No exceptions were found as a result of applying those procedures.

- F. We verified invoices related to the consulting contracts listed in Schedule B contained proper determination of allowable costs in accordance with OMB Circular A-87, *Cost principles for State, Local, and Indian Tribal Governments*.

No exceptions were found as a result of applying those procedures.

- G. We verified invoices related to the consulting contracts listed in Schedule B reflected travel costs as agreed upon in the contract (\$125 sustenance per day).

No exceptions were found as a result of applying those procedures.

We were not engaged to, and did not; conduct an examination, the objective of which would be the expression of an opinion on compliance. Accordingly, we do not express such an opinion. Had we performed additional procedures, other matters might have come to our attention that would have been reported to you.

This report is intended solely for the information and use of the Council's Executive Director, the Transportation department, management, and the Funding Agency, and is not intended to be and should not be used by anyone other than these specified parties.

Weaver and Tidwell, L.L.P.

WEAVER AND TIDWELL, L.L.P.

Fort Worth, Texas
July 31, 2014

**AGREED-UPON PROCEDURES
FOR THE
NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS**

We applied the following procedures to the contracts listed in Schedule B for the years ended September 30, 2013, 2012, and 2011. If the contract had 5 or fewer total vouchers, then we applied these procedures to 100% of the vouchers. If the contract had more than 5 total vouchers, then we randomly sampled 15% of the vouchers and applied these procedures to the vouchers selected.

1. Documentation and review of labor hours and rates by reviewing Form 60 (or applicable budget pages) for proper documentation and approval of overhead rates, profit calculations, and new salary rates.
2. Verification and calculation of overhead rates as agreed upon in the contract.
3. Verification and calculation of allowable profit as agreed upon in the contract.
4. Documentation and review of final work product to verify that the Council received proper authorization from funding agency by examining the Payment Authorization Memo's (PAM) to ensure that they received financial payment authorization prior to release of retainage held.
5. Verification of Disadvantaged Business Enterprise Participation as agreed upon in contracts.
6. Determination of allowable costs per OMB Circular A-87 (2 CFR 225), *Costs Principles for State, Local and Indian Tribal Governments*.
7. Determination if travel costs are as agreed upon in the contract (\$125 sustenance per day).

Schedule B

**CONSULTING CONTRACTS
TO PERFORM
AGREED-UPON PROCEDURES**

P/O NUMBER	Project Name	Consultant	Beg Date	Ending Date	Close Out Date*	Project Mgr	Project Status	Audit Schedule
03-07-0007	Thoroughfare Assessment Project (TAP) 3.1	Kimley Horn & Assoc, Inc.	10/13/2005	12/31/2010	3/28/2011	Natalie Bettger	complete	Jul-14
06-07-0047	Low-Cost Signal Improvement Program/Thoroughfare Assessment Program Phase 3.2	TEAL Engineering Services, Inc.	4/11/2006	12/31/2010	9/8/2011	Natalie Bettger	complete	Jul-14
TR-10-0211	Regional Vanpool Services	DART	10/1/2009	9/30/2010	3/2/2011	Sonya Landrum	complete	Jul-14
TR-10-0212	Enhanced Employer Trip Reduction	DART	10/1/2009	9/30/2010	3/15/2011	Sonya Landrum	complete	Jul-14
19173	Clean School Bus	Allen ISD	6/28/2012	2/28/2013	4/16/2013	Amanda Brimmer	complete	Jul-14
TR-12-0465	Regional Emmissions Reduction	Convoy Solutions LLC	9/13/2010	7/1/2013	9/19/2013	Lori Clark	complete	Jul-14
TR-10-0320	Cottenbelt Corridor Initiative Financial Plan	Partnership for Livable Communities	7/26/2010	3/31/2011	12/15/2011	Kevin Feldt	complete	Jul-14
19674	Regional Idling Reduction	JR Enterprises South LLC	12/20/2012	7/1/2013	9/10/2013	Lori Clark	complete	Jul-14
TR-11-0357	Clean Vehicle Technology	DFW Airport	6/30/2009	5/1/2010	12/8/2010	Lori Clark	complete	Jul-14
TR-10-0313	City of Dallas Bike Plan	Toole Design Group LLC	4/2/2010	4/30/2011	8/17/2011	Karla Weaver	complete	Jul-14
TR-12-0484	Regional Aerial Photography	Sanborn Map Company	1/1/2010	2/12/2013	2/12/2013	Mark Sattler	complete	Jul-14

* Close Out Date identifies the date that final financial obligations were completed for the contract (last of either retainage payment or reimbursement receipt from funding agency)

**VOUCHER SELECTIONS
TO PERFORM
AGREED-UPON PROCEDURES**

P/O Number 03-07-0007
Project name Thoroughfare Assessment Project (TAP) 3.1
Consultant Kimley Horn & Assoc., Inc.
Sample Method Random (15%)

Items sampled	Voucher #	Amount
1	124600	35,898.29
2	128417	12,635.83
3	131085	18,095.37
4	134391	14,203.62
5	152180	28,279.26
6	183657	966,958.20
7	183318	23,173.11
8	185314	21,576.90
9	218113	181,440.00
10	213329	38,004.68

P/O Number 06-07-0047
Project name Low-Cost Signal Improvement Program/
Thoroughfare Assessment Program Phase 3.2
Consultant TEAL Engineering Services, Inc.
Sample Method Random (15%)

Items sampled	Voucher #	Amount
1	117714	1,312.20
2	119514	26,368.98
3	128875	108,542.30
4	146556	37,778.84
5	157990	11,154.57
6	196750	12,941.15
7	229889	48,773.48
8	112191	10,974.73
9	119514	45,755.23
10	133718	4,371.87
11	158879	110,647.30
12	167201	176,932.98
13	192078	22,209.33
14	199215	20,778.57
15	229889	113,734.38
16	253610	(60,348.81)
17	253610	60,348.81

P/O Number 19173
Project name Clean School Bus
Consultant Allen ISD
Sample Method Random (15%)

Items sampled	Voucher #	Amount
1	289215	51,390.52
2	289215	211,339.99
3	289215	87,792.49

P/O Number 07-07-0076
Project name Regional Idling Reduction
Consultant JR Enterprise South, LLC
Sample Method Random (15%)

Items sampled	Voucher #	Amount
1	302255	124,441.99
2	302226	173,098.00

P/O Number TR-10-0211
Project name Regional Vanpool Services
Consultant DART
Sample Method Random (15%)

Items sampled	Voucher #	Amount
1	194961	113,371.86
2	215316	237,150.72
3	217550	2,597.68
4	226243	130,845.91

P/O Number TR-10-0212
Project name Enhanced Employer Trip Reduction
Consultant DART
Sample Method Random (15%)

Items sampled	Voucher #	Amount
1	266354	4,329.99
2	266355	11,598.54
3	216763	85,924.40
4	231033	21,981.60
5	271815	40,655.98

**VOUCHER SELECTIONS
TO PERFORM
AGREED-UPON PROCEDURES**

P/O Number TR-10-0313
Project name City of Dallas Bike Plan
Consultant Toole Design Group, LLC
Sample Method Random (15%)

Items sampled	Voucher #	Amount
1	205007	71,140.83
2	224812	21,876.28

P/O Number TR-11-0357
Project name Clean Vehicle Technology
Consultant DFW International Airport
Sample Method 100%

Items sampled	Voucher #	Amount
1	208895	426,300.00

P/O Number TR-12-0484
Project name Regional Aerial Photography
Consultant Sanborn Map Company
Sample Method 100%

Items sampled	Voucher #	Amount
1	272792	73,976.35
2	272791	74,702.93
3	272790	176,992.96
4	285420	32,987.74

P/O Number TR-10-0320
Project name Cottenbelt Corridor Initiative Financial Plan
Consultant Partnership for Livable Communities
Sample Method Random (15%)

Items sampled	Voucher #	Amount
1	205731	122,428.02
2	234706	289,323.67
3	242697	199,278.23

P/O Number TR-12-0465
Project name Regional Emissions Reduction
Consultant Convoy Solutions, LLC
Sample Method Random (15%)

Items sampled	Voucher #	Amount
1	291141	124,100.00
2	303366	18,790.00



August 28, 2014 – ITEM 4

North Central Texas Council of Governments

TO: Mike Eastland
Executive Director

DATE: August 20, 2014

FROM: Monte Mercer
Deputy Executive Director

SUBJECT: **Resolution to Approve Contract with Mission Critical Partners (MCP) for 911 Project Management Services**

The 9-1-1 Program submitted a Request for Proposal seeking technical project management services. The requested on-site resource will collaborate with NCTCOG's technology staff to ensure timely deployment of 9-1-1 technology and infrastructure projects, as well as management of vendor deliverables, timelines, and costs associated with project execution. The contract will be structured for a 12 month term with an option to renew for an additional 12 months.

Proposed projects include data backup solution deployment, network router and switch replacement at all PSAPs, 9-1-1 web based mapping software deployment, Microwave network feasibility study, renegotiation or procurement of Next Generation 9-1-1 contract, 9-1-1 Customer Premise Equipment (CPE) replacement, as well as other ongoing projects.

The 9-1-1 program is requesting Executive Board approval to contract with Mission Critical Partners, Inc. (MCP) to provide on-site technical project management for an estimated cost of \$320,000 for the two year period. This is a Commission on State Emergency Communications (CSEC) allowable expense and the 9-1-1 Program has the funding available in the NCTCOG 9-1-1 budget.

I will be available during the August 28th Board meeting to respond to questions.

**RESOLUTION TO APPROVE CONTRACT WITH MISSION CRITICAL PARTNERS
(MCP) FOR 911 PROJECT MANAGEMENT SERVICES**

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

WHEREAS, the North Central Texas Council of Governments (NCTCOG) is engaged in the planning, implementation, and maintenance of an emergency 9-1-1 (E9-1-1) system for 44 Public Safety Answering Points within a 14 county 9-1-1 service area; and

WHEREAS, NCTCOG 9-1-1 recognizes regional opportunities for improving the quality of life in North Central Texas through a regional 9-1-1 system; and

WHEREAS, NCTCOG 9-1-1 has historically found value in using consultant services in all aspects of the program; and

WHEREAS, NCTCOG 9-1-1 will require the services of a project manager for various technical projects over a two year period; and

WHEREAS, funding is available and allowable for this project.

NOW, THEREFORE, BE IT RESOLVED THAT:

Section 1. A contract between NCTCOG and MCP for project management services, in an amount of \$320,000 be and is hereby approved.

Section 2. The Executive Director or designee is authorized to execute a contract with MCP in the name of the North Central Texas Council of Governments.

Section 3. This Resolution shall take effect immediately upon adoption by the Executive Board.

Kathryn Wilemon, President
North Central Texas Council of Governments
Mayor Pro Tem, City of Arlington

I hereby certify that the resolution was adopted by the Executive Board of the North Central Texas Council of Governments on August 28, 2014.

Daniel Scarth, Secretary-Treasurer
North Central Texas Council of Governments
Councilmember, City of Fort Worth

August 28, 2014 – Item 5



North Central Texas Council of Governments

TO: Mike Eastland
Executive Director

DATE: August 20, 2014

FROM: Doni Green
Chief Aging Program Officer

SUBJECT: Resolution Authorizing Contract with Mascari Corporation for Housing
Navigator Services

The Texas Department of Aging and Disability Services (DADS) has funded NCTCOG's Aging program since 2010 for housing navigator services, which include developing an inventory of affordable housing, advocating for the expansion of affordable housing, and commenting on housing policy.

Aging has engaged in competitive procurement on a biennial basis to secure a contract housing navigator. It issued a Request for Qualifications in June and received only one proposal—from Mascari Corporation, which is the current contractor.

Mascari Corporation has performed well under its contract, and we wish to issue it a new contract for Fiscal Year 2015, subject to a one-year extension with both parties' consent. Compensation under this performance-based contract will not exceed \$50,000 per annum.

I will be available during the August 28th meeting should you or Board members have any questions.

Thank you.

DG/ct

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(817) 640-3300 FAX: 817-608-2372
www.nctcog.org**

**RESOLUTION AUTHORIZING CONTRACT WITH MASCARI CORPORATION FOR
HOUSING NAVIGATOR SERVICES**

WHEREAS, the Texas Department of Aging and Disability Services (DADS) is funding NCTCOG's Aging program for housing navigator services; and,

WHEREAS, NCTCOG has engaged in competitive procurement to select a qualified contractor for housing navigator services; and,

WHEREAS, NCTCOG has received only one proposal, from its current contractor, Mascari Corporation; and

WHEREAS, Mascari Corporation has performed well under its contract.

NOW, THEREFORE, BE IT HEREBY RESOLVED THAT:

Section 1. The North Central Texas Council of Governments' Executive Director is authorized to sign a contract with Mascari Corporation for housing navigator services.

Section 2. Such housing navigator contract shall be in effect from October 1, 2014 through September 30, 2015, subject to a one-year extension with both parties' consent. Reimbursement under this performance-based contract shall not exceed \$50,000 per annum.

Section 3. This resolution shall be in effect immediately upon its adoption.

Kathryn Wilemon, President
North Central Texas Council of Governments
Mayor Pro Tem, City of Arlington

I hereby certify that this resolution was adopted by the Executive Board of the North Central Texas Council of Governments on August 28, 2014.

Daniel Scarth, Secretary-Treasurer
North Central Texas Council of Governments
Councilmember, City of Fort Worth



North Central Texas Council of Governments

TO: Mike Eastland
Executive Director

DATE: August 20, 2014

FROM: Doni Green
Chief Aging Program Officer

SUBJECT: Resolution Authorizing Contract with Senior Source for Money Management Services

Since 1999 Aging has utilized Title III Legal Assistance funds to support money management services as less restrictive alternatives to guardianship. It provided the service in-house until 2001, and has subsequently contracted it out through a competitive procurement process.

Aging currently contracts with the Senior Source for money management services in Collin, Denton, and Rockwall counties, with a performance-based contract that terminates September 30, 2014. It has issued a Request for Proposals for the four-year contract cycle beginning October 1, 2014 and terminating September 30, 2018. The Senior Source was the only respondent, and deemed qualified.

Senior Source has performed well under the existing contract, and Aging wishes to extend a new contract to Senior Source for Fiscal Year 2015, with the option to issue three consecutive one-year extensions. Senior Source would be compensated on a cost-reimbursement basis, at a cost not to exceed \$38,580 during the first year of the contract. Compensation for subsequent years will be renegotiated on an annual basis, prior to contract extensions being issued.

Through the money management program, older persons who need assistance managing their personal finances and consent to the voluntary service may be assigned either a bill payer or a representative payee. Bill payers and representative payees can assist in developing a personal budget, reconciling checkbooks, preparing checks, and disbursing funds. Both staff and volunteers who provide money management services are bonded and insured.

Should you or the Board have questions, I will be available at the August 28th meeting.

Thank you.

DG/ct

RESOLUTION AUTHORIZING CONTRACT WITH SENIOR SOURCE FOR MONEY MANAGEMENT SERVICES

WHEREAS, NCTCOG's Aging Program has funded money management services since 1999 as less restrictive alternatives to guardianship; and,

WHEREAS, NCTCOG has engaged in a competitive procurement process for administration of the money management program during Fiscal Years 2015-2018; and,

WHEREAS, the Senior Source is currently providing money management services under contract with NCTCOG, has performed well, and is the only entity that has submitted an application for continued operation of the program during Fiscal Years 2015-2018; and

WHEREAS, NCTCOG wishes to subcontract with the Senior Source for administration of the money management program during Fiscal Years 2015-2018.

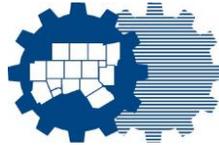
NOW, THEREFORE, BE IT HEREBY RESOLVED THAT:

- Section 1.** The North Central Texas Council of Governments' Executive Director is authorized to sign a contract with the Senior Source for money management services, with effective dates of October 1, 2014 through September 30, 2015.
- Section 2.** The North Central Texas Council of Governments' Executive Director is authorized to sign up to three one-year contract extensions with the Senior Source for money management services, with effective dates of October 1, 2015 through September 30, 2018.
- Section 3.** The amount of the money management contract will not exceed \$38,580 during Fiscal Year 2015. Compensation for Fiscal Years 2016-2018 will be renegotiated prior to the beginning of each new fiscal year.
- Section 4.** This resolution shall be in effect immediately upon its adoption.

Kathryn Wilemon, President
North Central Texas Council of Governments
Mayor Pro Tem, City of Arlington

I hereby certify that this resolution was adopted by the Executive Board of the North Central Texas Council of Governments on August 28, 2014.

Daniel Scarth, Secretary-Treasurer
North Central Texas Council of Governments
Councilmember, City of Fort Worth



North Central Texas Council of Governments

TO: Mike Eastland
Executive Director

DATE: August 21, 2014

FROM: Michael Morris, P.E.
Director of Transportation

SUBJECT: Resolution Authorizing Consultant Contract with Kimley-Horn and Associates, Inc., and HDR Engineering Inc., to Implement the Regional Traffic Signal Retiming Program Phase III

On May 2, 2014, the North Central Texas Council of Governments (NCTCOG) issued a Request for Proposals (RFP) to solicit consultant assistance for the Regional Traffic Signal Retiming Program Phase III. Additional funding was provided to the Regional Traffic Signal Retiming Program as part of the Environmental Speed Limit (ESL) Transportation Control Measures (TCM) substitution effort. This program was one of multiple projects that were identified to offset the emission-reduction credits lost by reversing the ESLs implemented in 2001. Five firms submitted proposals in response to the RFP. The Consultant Selection Committee met on June 9, 2014, to review and evaluate the proposals. The Consultant Selection Committee recommended the proposals from Kimley-Horn and Associates, Inc., and HDR Engineering, Inc., for this project. NCTCOG staff will ensure the consultants meets affirmative action requirements and NCTCOG's Disadvantaged Business Enterprise goals.

The goal of the Regional Traffic Signal Retiming Program Phase III is to maximize the capacity of the existing roadway system by improving traffic operations through signal retiming along selected corridors. The consultant will establish a baseline analysis, implement signal retiming, perform subsequent analysis (improved conditions), and prepare an executive summary of the program for approximately 600 signalized intersections in the Dallas-Fort Worth nonattainment area. A Project Review Committee (PRC) was formed and completed the identification of criteria for corridor selection. On December 3, 2013, NCTCOG requested from local agencies a list of prioritized corridors to be considered for implementation under this program. The PRC met to finalize corridor selection on April 8, 2014. NCTCOG staff then began contracting with local agencies and collecting local match. The consultants will not be authorized to proceed in each corridor until corresponding execution of funding agreement and receipt of local match.

A draft resolution authorizing consultant contracts with Kimley-Horn and Associates, Inc., and HDR Engineering Inc., to implement a Regional Traffic Signal Retiming Program Phase III, in an amount not to exceed \$1,400,000 for each consultant, is attached for Executive Board consideration pending an executed contract with the Texas Department of Transportation. The source of revenue is Congestion Mitigation and Air Quality Improvement Program funds plus State, local, and Transportation Development Credits (TDCs). I will provide a brief presentation of this item and will be available to answer any questions prior to requesting Board approval.

MT:al
Attachment

**RESOLUTION AUTHORIZING CONSULTANT CONTRACT WITH
KIMLEY-HORN AND ASSOCIATES, INC., AND HDR ENGINEERING, INC., TO IMPLEMENT THE
REGIONAL TRAFFIC SIGNAL RETIMING PROGRAM PHASE III**

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

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

WHEREAS, the Regional Transportation Council is committed to the development and implementation of policies, projects, and programs to improve air quality and reduce emissions; and,

WHEREAS, in May 2014, the NCTCOG Executive Board adopted a resolution authorizing the receipt of Surface Transportation Program – Metropolitan Mobility (STP-MM), Congestion Mitigation and Air Quality Improvement Program (CMAQ), Regional Toll Revenue (RTR), and associated local match funds which will be a combination of local match, State match, and Transportation Development Credits (TDCs) for planning and implementation programs to be administered and managed by NCTCOG; and,

WHEREAS, the Fiscal Year (FY) 2014 and FY2015 Unified Planning Work Program Element 5.07 provides for consultant assistance to implement the Regional Traffic Signal Retiming Program; and,

WHEREAS, on May 2, 2014, NCTCOG initiated a Request for Proposals to secure consultant assistance for the Regional Traffic Signal Retiming Program efforts; and,

WHEREAS, Kimley-Horn and Associates, Inc., and HDR Engineering, Inc., have been recommended by the Consultant Selection Committee to implement the Regional Traffic Signal Retiming Program Phase III for NCTCOG; and,

WHEREAS, NCTCOG has complied with federal and State regulations regarding contract and procurement proceedings.

NOW, THEREFORE, BE IT HEREBY RESOLVED THAT:

Section 1. A contract between NCTCOG and Kimley-Horn and Associates, Inc., to implement a Regional Traffic Signal Retiming Program in an amount not to exceed \$1,400,000 be and is hereby approved.

Section 2. A contract between NCTCOG and HDR Engineering Inc., to implement a Regional Traffic Signal Retiming Program in an amount not to exceed \$1,400,000 be and is hereby approved.

Section 3. The Executive Director is authorized to receive funds from local governments that have been selected for the program.

Section 4. The Executive Director or designee of NCTCOG is authorized to execute a contract with Kimley-Horn and Associates, Inc., in the name of the North Central Texas Council of Governments. The consultant will not be authorized to proceed in each corridor until corresponding execution of funding agreement and receipt of local match.

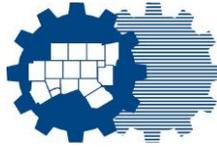
Section 5. The Executive Director or designee of NCTCOG is authorized to execute a contract with HDR Engineering, Inc., in the name of the North Central Texas Council of Governments. The consultant will not be authorized to proceed in each corridor until corresponding execution of funding agreement and receipt of local match.

Section 6. This resolution shall be in effect immediately upon its adoption.

Kathryn Wilemon, President
North Central Texas Council of Governments
Mayor Pro Tem, City of Arlington

I hereby certify that this resolution was adopted by the Executive Board of the North Central Texas Council of Governments on August 28, 2014.

Daniel Scarth, Secretary-Treasurer
North Central Texas Council of Governments
Council Member, City of Fort Worth



August 28, 2014 – Item 8

North Central Texas Council of Governments

TO: Mike Eastland
Executive Director

DATE: August 21, 2014

FROM: Michael Morris, P.E.
Director of Transportation

SUBJECT: Resolution Approving Modifications to the FY2014 and FY2015 Unified Planning Work Program for Regional Transportation Planning

The Unified Planning Work Program for Regional Transportation Planning (UPWP) is required by federal and State transportation planning regulations and provides a summary of the transportation and air quality planning tasks to be conducted by Metropolitan Planning Organization (MPO) staff. The FY2014 and FY2015 UPWP identifies the activities to be carried out between October 1, 2013, and September 30, 2015.

Listed below, and described in more detail in the following attachment, are proposed modifications to the FY2014 and FY2015 UPWP. Included in these amendments are new initiatives, project modifications, and funding adjustments, including the use of Transportation Development Credits as a source of matching funds. The proposed modifications were presented to the public during the July 14 and 17, 2014, public meetings and are posted on NCTCOG's Web site. The Regional Transportation Council took action to approve the modifications at its August 14, 2014, meeting.

Transportation Planning Fund (TPF) Modifications

- 2.04 Demographic Data and Forecasts – Data Maintenance and Public Information (update text to reflect public-agency access to Geographic Information System, land-use, and demographic data)
- 4.01 Metropolitan Transportation Plan (new initiative – update text to reflect a 2014 amendment of the Metropolitan Transportation Plan)
- 5.01 Corridor Studies/Environmental Study Support (new initiatives – update text to add IH 30 from Cooper Street to SH 161, IH 820 at IH 20/US 287, Southern Gateway – IH 35E/US 67, US 380 in Collin and Denton Counties, IH 35E Lowest Stemmons, and SH 121 Managed Lanes in Dallas and Tarrant Counties as technical assistance projects)
- 5.02 Transportation Subarea Studies and Comprehensive/Thoroughfare Planning Technical Support (new initiative - update text to add Western Tarrant County Transportation Initiative as a technical assistance project)

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- 5.03 Land-use/Transportation Initiatives (new initiative – update text to reflect support for economic development initiatives)
- 5.04 Capital and Operational Asset Management System – Asset Management Data Collection (update text to identify pilot corridors; expand on anticipated products to include guidance on the incorporation of asset management principles, performance measures, and pilot project recommendations into various agency documents; and reflect a reference to more detailed studies carried out in Subtask 5.14)
- 5.05 Congestion Management Process (new initiative – add \$75,000 TPF funds and update text to add D-STOP initiative, which will utilize the University Partnership Program, to support the Federal Highway Administration program in partnership with the TRB Research and Technology Coordinating Committee)

Chapter VIII – Proposed Budget (reflect the programming of the additional \$75,000 in TPF from Subtask 5.05, Congestion Management Process)

Other Modifications

- Introduction – Purpose (new initiative - update text to reference support for Agency's new Economic Development District Policy Advisory Committee)
- 1.02 Program Administration (update text to clarify that the Transportation Research Board Minority Student Fellowship Program is funded with local dollars)
- 1.03 Grant Management Streamlining (update text to reflect the use of Transportation Development Credits as a source of matching funds)
- 2.01 Travel Forecasting Support – Regional Travel Model Improvement and Support (new initiative – add \$100,000 FHWA funds and update text to reflect activities to develop, implement, and document advanced model improvements to the current travel demand model, and the use of Transportation Development Credits as the source of matching funds)
- 2.01 Travel Forecasting Support – Regional Traffic and Travel Data Collection (update Exhibit III-1 to reflect the replacement of local funds with Transportation Development Credits as the source for matching funds on the Toll Road User Survey)
- 2.03 Information Systems – Geographic Information Systems Coordination (update text to reflect use of Transportation Development Credits as a source of matching funds)
- 3.01 Transportation Project Programming – Regional Project Tracking, Monitoring, Assessment and Software Development Project (update text to reflect use of Transportation Development Credits as a source of matching funds)

- 3.03 Air Quality Management and Operations – Technology Improvements (add \$2,000,000 CMAQ funds and update text to reflect the use of Transportation Development Credits as a source of matching funds, and development of a revolving loan program to fund emission-reduction strategies)
- 3.03 Air Quality Management and Operations – Demonstration Programs (update text to reflect the use of Transportation Development Credits as a source of matching funds)
- 3.03 Air Quality Management and Operations – Partnerships and Collaborations (update text to reflect use of CMAQ funds, use of Transportation Development Credits as a source of matching funds, administration of the Freight Efficiency Outreach Center, and collaboration with stakeholders to develop a Web site that serves as a “clearinghouse” of information related to energy efficiency and conservation)
- 3.03 Air Quality Management and Operations – Regional Policies and Best Practices (update text to reflect use of Transportation Development Credits as a source of matching funds)
- 3.03 Air Quality Management and Operations – Enforcement Activities (update text to reflect use of CMAQ funds, use of Transportation Development Credits as a source of matching funds, education and training regarding impacts of an integrated single sticker for both vehicle registration and inspection processes, and evaluation of a mobile application for the Regional Smoking Vehicle Program)
- 3.04 Transportation and Air Quality Communications – Air Quality Public Education and Communication (update text to reflect use of Transportation Development Credits as a source of matching funds)
- 3.04 Transportation and Air Quality Communications – Clean Cities Program (update text to reflect use of Transportation Development Credits as a source of matching funds)
- 3.07 Quality Control and Field Operations (update text to reflect the use of Transportation Development Credits as a source of matching funds)
- 5.01 Corridor Studies/Environmental Study Support – Blacklands Corridor Study (update text to reflect the replacement of local funds with Transportation Development Credits as the source of matching funds)
- 5.01 Corridor Studies/Environmental Study Support – SH 199 (add \$1,000,000 STP-MM funds and update text to reflect extension of the corridor limits from IH 820 to the Fort Worth CBD, the use of Transportation Development Credits as the source for matching funds, and the potential for consultant assistance)
- 5.03 Land-use/Transportation Initiatives – Bicycle and Pedestrian Planning (update text to reflect use of Transportation Development Credits as a source of matching funds)

- 5.03 Land-use/Transportation Initiatives – Transit-Oriented Development (update text to reflect use of Transportation Development Credits as a source of matching funds)
- 5.04 Capital and Operational Asset Management System – Climate Change Pilot Program (add \$46,000 FHWA funds to fully program grant award and \$65,000 local match, and update text to reflect use of local funding beyond in-kind contributions for data collection and analysis efforts, and extension of the completion date to January 2015)
- 5.05 Congestion Management Process – Transportation System Management and Operations (update text to reflect use of Transportation Development Credits as a source of matching funds)
- 5.06 Congestion Management Operations – Regional Traffic Signal Retiming Project (update text to reflect use of Transportation Development Credits as a source of matching funds and the addition of frontage roads as part of the arterial system considered for improvements)
- 5.06 Congestion Management Operations – Special Event Management (update text to reflect use of Transportation Development Credits as a source of matching funds)
- 5.06 Congestion Management Operations – Park-and-Ride (add \$200,000 RTC Local funds and update text to reflect partnership with the Texas Rangers for the exchange of park-and-ride lots at IH 30, support for partners implementing parking technologies and services, and the deletion of reference to Partnership Program 3)
- 5.06 Congestion Management Operations – Regional Trip Reduction Program (update text to reflect use of Transportation Development Credits as a source of matching funds)
- 5.06 Congestion Management Operations – Freeway Incident Management Training (update text to reflect use of Transportation Development Credits as a source of matching funds)
- 5.06 Congestion Management Operations – Mobility Assistance Patrol Program Review (update text to reflect use of Transportation Development Credits as a source of matching funds)
- 5.06 Congestion Management Operations – Value Pricing Pilot Program (update text to reference IH 30 as the region's permanent test corridor and the use of other technologies beyond the smart card to collect travel patterns)
- 5.14 Strategic Corridor Initiatives (update text to include activities to advance project development and potential implementation of proposed corridor improvements evaluated through Subtask 5.04, Capital and Operational Asset Management System)
- 5.14 Strategic Corridor Initiatives – Dallas-Oak Cliff Streetcar (update text to support planning assistance for future streetcar extensions, including connection from Union Station to the McKinney Avenue Transit Authority Trolley Extension in the Arts District)

- 5.14 Strategic Corridor Initiatives – Cotton Belt Innovative Finance Initiative (update text to expand on anticipated products to include an analysis of project implementation, financial, and governance structure options)
- 5.14 Strategic Corridor Initiatives (new initiative – add \$593,000 STP-MM funds and update text to reflect activities on the regional people mover initiative and the use of Transportation Development Credits as the source of matching funds)

Chapter VIII – Proposed Budget (new initiative – update text to reflect new \$10 million Metropolitan Planning Organization Revolver Fund in partnership with the Texas Department of Transportation)

An Executive Board resolution supporting approval of the proposed UPWP modifications is attached.

vpj
Attachments

**RESOLUTION APPROVING
MODIFICATIONS TO THE FY2014 AND FY2015 UNIFIED PLANNING WORK PROGRAM
FOR REGIONAL TRANSPORTATION PLANNING**

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

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

WHEREAS, Moving Ahead for Progress in the 21st Century (MAP-21) assigns the MPO the responsibility for carrying out the metropolitan planning process, in cooperation with the State and operators of publicly owned transit service; and,

WHEREAS, MAP-21 assigns the MPO the responsibility for development of a Unified Planning Work Program which addresses the planning priorities of the metropolitan area and describes the metropolitan transportation and air quality planning activities to be undertaken and capital purchases used to support the planning process; and,

WHEREAS, new initiatives, project modifications, and funding adjustments have resulted in the need to amend the FY2014 and FY2015 Unified Planning Work Program; and,

WHEREAS, the Regional Transportation Council approved the modifications to the FY2014 and FY2015 Unified Planning Work Program on August 14, 2014.

NOW, THEREFORE, BE IT HEREBY RESOLVED THAT:

Section 1. The NCTCOG Executive Board approves the modifications to the FY2014 and FY2015 Unified Planning Work Program for Regional Transportation Planning.

Section 2. The proposed FY2014 and FY2015 Unified Planning Work Program modifications include funds that have become available since the adoption of the FY2014 budget, and the FY2014 budget is hereby amended to incorporate the resources associated with the approval of this resolution.

Section 3. This resolution shall be in effect immediately upon its adoption.

Kathryn Wilemon, President
North Central Texas Council of Governments
Mayor Pro Tem, City of Arlington

I hereby certify that this resolution was adopted by the Executive Board of the North Central Texas Council of Governments on August 28, 2014.

Daniel Scarth, Secretary-Treasurer
North Central Texas Council of Governments
Councilmember, City of Fort Worth

I. Introduction

A. Purpose

The North Central Texas Council of Governments has received a grant to assist in the formation of an Economic Development District. It is anticipated that data available through the metropolitan planning process may be utilized to help support the Agency's new Economic Development District Policy Advisory Committee in the development of Comprehensive Economic Development Strategies.

1.02 Program Administration

This subtask is ongoing throughout both FY2014 and FY2015, providing administrative support to the transportation planning process. It includes preparation and revision of the Unified Planning Work Program, financial management activities, support to policy and technical committees, processing of professional development opportunities, and general office management. Oversight of the University Partnership Program (UPP) and the Transportation Research Board's (TRB) Minority Student Fellowship Program is also contained within this subtask. The UPP is a partnership between NCTCOG and select universities in Texas, utilizing faculty and students to help carry out specific transportation and air quality planning projects identified in the UPWP. **Using local funds,** ~~the~~ TRB Minority Student Fellowship Program ~~which~~ links a minority student and a supporting professor, and ~~in which~~ the student submits a paper applicable to NCTCOG planning needs to TRB for presentation and publication. A small stipend and travel expenses to attend TRB are provided for the student and professor. In addition, this subtask also includes NCTCOG staff support for activities of the Association of Metropolitan Planning Organizations (AMPO) and Texas Metropolitan Planning Organizations (TEMPO). Transportation Planning Funds support the activities conducted under this administrative subtask. Local funds will be utilized to support activities that are not eligible for federal reimbursement. Anticipated products include:

1.03 Grant Management Streamlining

This subtask is a multi-year effort with funding identified through FY2016 for the development of enhanced policies and procedures supporting the fiscal management and administration of transportation projects. It includes development of procedures, tools, and other resources to streamline and integrate management activities for effective planning and implementation, including departmental policies and procedures for grant management, pre-award activities and development of new projects, and program oversight coordination. Surface Transportation Program-Metropolitan Mobility and local funds, **and as well as Transportation Development Credits (TDCs)** support the activities conducted under this subtask. Anticipated products include:

2.01 Travel Forecasting Support

Funding provided by the Federal Highway Administration, and matched with Transportation Development Credits, will be used to develop, implement and document advanced model improvements to NCTCOG's current travel demand model. This includes establishing: 1) Agency modeling needs, 2) data requirements, 3) an implementation plan, and 4) documentation of the process and results. The final products will be used as examples for other Metropolitan Planning Organizations wanting to enhance their current models.

2.01 Regional Traffic and Travel Data Collection

EXHIBIT III-1

DATA COLLECTION EFFORTS AND SURVEYS

Data Collection or Survey	FY2014	FY2015	Funding Source
Household Survey		•	STP-MM/Local
Airport Survey	•		STP-MM/Local
Traffic Counts and Speed Data Collection	•		STP-MM/Local
Regional Transit Travel Pattern Survey	•		STP-MM/Local
Toll Road User Survey		•	STP-MM/ Local TDCs

2.03 Information Systems

Geographic Information Systems Coordination – This element is ongoing throughout both FY2014 and FY2015 and seeks to manage and coordinate Geographic Information System (GIS) technologies so that they can be effectively utilized for transportation planning. This may include development, design, research, training, and maintenance activities. It may also include provision of advanced GIS services to department staff, including creating maps, performing analyses, supplying data, and providing technical assistance. Transportation Planning Funds support the above activities. Participation in the Regional Aerial Photography program is also expected to be undertaken; most of this work is anticipated to take place in FY2015, but some activities may occur in FY2014 as well. This effort is typically managed by the RIS Department and includes consultant assistance. Surface Transportation Program - Metropolitan Mobility, Texas Department of Transportation, and local funds, **as well as Transportation Development Credits** support the aeriels program. Anticipated products for this element include:

2.04 Demographic Data and Forecasts

Data Maintenance and Public Information – Ongoing throughout FY2014 and FY2015, this item includes improvements to internal databases; improvements to the public dissemination of information, **including public agency access to data through a secured, Web-based interface**; refinement of Census 2010 and American Community Survey (ACS) databases, technical support by RIS to assist with other transportation projects, and monitoring regional

growth through the collection of new residential development data, acquisition of employer database from public and private sources, acquiring land-use data, and creating organized databases for these data for transportation and land-use analysis. Transportation Planning Funds will be utilized for activities, and anticipated products are as follows:

- Database of past and forecasted growth of population and employment; ~~and~~
- ~~Database of the land uses of the planning area.~~
- **GIS data layers – Census geographies, major developments and features, and road and boundary files;**
- **Land use – inventory of land based on use such as residential, commercial, and industrial;**
- **Census data – processed decennial and American Community Survey data;**
- **Development monitoring – identification and tracking of developments with at least 80,000 square feet, 80 housing units, or 80 employees on site;**
- **Population estimates – annual, current-year estimates of population and housing for cities and counties;**
- **Small-area estimates – estimates of population and jobs by industry sector for subcounty areas like Census tracts; and**
- **Limited technical assistance – responses to a variety of inquiries by phone or email (complex or time-intensive inquiries may be subject to fees).**

3.01 Transportation Project Programming

Regional Project Tracking, Monitoring, Assessment, and Software Development Project – A series of improvements to the transportation project information system (TIP database) will continue. The goal of this project is to enable the tracking of projects by individual phase including the cost, funding, start date, and completion date of each project phase. This project was created in response to the federally mandated year of expenditure/total project cost requirements, as well as the increased complexity involved with funding, tracking, and monitoring transportation projects. Creation of this data management system will reduce administrative project review time and increase the availability of project information. This project is funded with STP-MM ~~funds~~ and RTC Local funds, **as well as Transportation Development Credits**. Anticipated projects include:

3.03 Air Quality Management and Operations

Technology Improvements – Technology improvements are achieved through programs, often implemented through regional funding opportunities, which enhance the use of cleaner, sustainable, more fuel-efficient vehicles, equipment, and technologies. Activities may be comprised of accelerated fleet replacement; vehicle emissions repairs; engine repowers, upgrades, and retrofits; alternative fuels and vehicles; advanced truck technologies; idle-reduction technologies; and other low-energy use technologies. Staff efforts under this element include not only award of funds, but also monitoring of grant-funded vehicles and equipment to ensure

compliance. This work element will be supported through Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds, Surface Transportation Program—Metropolitan Mobility (STP-MM) funds, US Department of Energy (DOE) funds, Texas Commission on Environmental Quality (TCEQ) funds, Regional Transportation Council (RTC) Local funds, **Transportation Development Credits**, and private funding sources. Additionally, NCTCOG may utilize funding from TCEQ collected from fines assessed for permitting and other environmental violations. This element is ongoing through FY2014 and FY2015. Anticipated products include:

- Competitive grant applications to seek additional funds to further leverage Calls for Projects (CFPs) and technology implementation efforts;
- One or two open, competitive Calls for Projects to select eligible technology projects for implementation;
- **Development of a revolving loan program to fund emission-reduction strategies;**
- Executed subgrantee agreements;
- Vehicle repair, replacement, or repower reimbursement; and
- Report on funded grant activities.

Demonstration Programs – These types of programs investigate methods to reduce fuel use and emissions not only through emissions testing, but also through activity and behavior modifications. Typically, these programs seek to demonstrate the benefit and feasibility of potential or conceptual measures for greater implementation. Projects may include both light- and heavy-duty vehicles as well as non-road equipment. NCTCOG may seek assistance from consultants for data collection and/or analysis. This work element will be supported through STP-MM funds, CMAQ funds, ~~and~~ RTC Local funds, **and Transportation Development Credits**. This element is ongoing throughout FY2014 and FY2015. Anticipated products include:

Partnerships and Collaborations – This element includes participation in collaborative efforts on the local, State, and federal levels to promote or implement projects or programs that help improve air quality. New, innovative partnerships may also be sought with private or non-profit stakeholders with key connections or interest in air quality or promoting “green” initiatives, such as hospitals, hotels, utility companies, or private developers. Collaborations may also be established with entities having connections to vehicles/equipment/technologies, such as impound lots or auctioneers. Staff also provides technical assistance and develops resources to facilitate involvement and aid decision making among local governments, industry, and private citizens. This work element will be supported through **CMAQ funds**, STP-MM funds, RTC Local funds, ~~and~~ US Environmental Protection Agency funds, **and Transportation Development Credits**. This element is ongoing throughout FY2014 and FY2015. Anticipated products include:

- Continued partnerships with federal, State, and regional/local partners including, but not limited to, the SmartWay Transport Partnership, Blue Skyways Collaborative, and Project Get Ready;
- Continued membership in and support of formal partnership arrangements, including the North Central Texas Environmental Stewardship forum and the Plug-In Hybrid Electric Vehicles/Electric Battery Vehicles: Transportation and Electricity Convergence (EV-TEC) and EPA SmartWay Transport Partnership;

- ~~Marketing and outreach for the new~~ **Administration of the** Freight Efficiency Outreach Center;
- Review and comment on air quality regulations, projects, programs, or studies by federal, State, local, or private entities, as requested and appropriate;
- Periodic meetings and conference calls regarding various air quality initiatives;
- Innovative new partnerships with key stakeholder organizations, such as vehicle auctioneers, charities and non-profits who accept donated vehicles, hospitals and universities, as well as the US Green Building Council; ~~and~~
- **Collaboration with key stakeholders to develop a Web site that serves as a “clearinghouse” of information related to energy efficiency and conservation related to air quality, transportation, and related issues; and**
- A project to refine data utilized in a study on truck traffic emissions associated with the Barnett Shale, and subsequent drafting of Phase II of the study (state funding may be solicited).

Regional Policies and Best Practices – These policies provide guidance on best practices to minimize the emissions impact of individual entities’ activities and may consider acquisition, operation, and/or maintenance behaviors. Information sharing can reduce the magnitude of resources needed to implement best practices and can offer insight into ways to reduce barriers to adoption of emission-reducing activities. Staff will work with regional stakeholders, including local governments and relevant private sector entities, to evaluate opportunities where policies might best be suited to facilitate emissions reductions and develop such policies where appropriate. Staff will also provide implementation assistance to adopting entities throughout the region. This work element will be supported through STP-MM **funds, and** RTC Local funds, **and Transportation Development Credits**. This element is ongoing throughout FY2014 and FY2015. Anticipated products include:

Enforcement Activities – Staff will also continue administering the Regional Smoking Vehicle Program (RSVP) and the College and University I/M Partnership Program. Enforcement efforts will be supported by **CMAQ funds, STP-MM funds, and** RTC Local funds, **and Transportation Development Credits**. This element is ongoing throughout FY2014 and FY2015. Anticipated products include:

- An emissions database containing additional enhancements;
- Continued partnerships with law enforcement, State, and federal agencies, and other I/M interested parties;
- Periodic meetings and training classes regarding emissions enforcement issues; ~~and~~
- **Education and training for both law enforcement and the general public regarding impacts of an integrated single sticker for both vehicle registration and inspections processes;**
- **Evaluation of a mobile application for the Regional Smoking Vehicle Program; and**
- Correspondence and follow-up with vehicle owners regarding the Regional Smoking Vehicle Program.

3.04 Transportation and Air Quality Communications

Air Quality Public Education and Communication – The North Central Texas Council of Governments will continue to implement a general public awareness campaign that encourages public participation and support of key elements in the State Implementation Plan and other air quality improvement strategies, as well as the reduction of energy use. These efforts will utilize Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds, Surface Transportation Program—Metropolitan Mobility (STP-MM) funds, **Transportation Development Credits**, and other funding sources that will be sought to support these communication elements and activities. Consultant assistance and paid media will be utilized when needed. This element is ongoing throughout FY2014 and FY2015. Anticipated products include:

Clean Cities Program – The Dallas-Fort Worth (DFW) Clean Cities Program will continue to provide a locally based, private and public partnership coalition that works to advance the economic, environmental and energy security goals of the United States by supporting local decisions to adopt practices that contribute to the reduction of petroleum consumption in the transportation sector. The program consists of facilitating the deployment of alternative fuel vehicles (AFVs); supporting installation of alternative fuel refueling infrastructure throughout the DFW area; increasing the use of fuel blends (i.e., diesel/biodiesel and ethanol/gasoline); accelerating sales of hybrid electric vehicles; promoting informed consumer choice on fuel economy; and encouraging the use of idle reduction technologies and strategies. The DFW Clean Cities Program will utilize CMAQ **funds**, STP-MM **funds**, DOE **funds**, DOE/Leonardo Technologies, Inc. **funds**, **Transportation Development Credits**, and other funding that will be sought to support program elements and activities. Consultants may be procured for certain activities. This element is ongoing throughout FY2014 and FY2015. Anticipated products include:

3.07 Quality Control and Field Operations

As various transportation-related projects are implemented throughout the region, staff will conduct quality control activities and on-site inspections as needed to monitor grant-funded activities to ensure compliance. The goal of this subtask is to verify information provided by a performing party to ensure grant-funded activities are being implemented in accordance with the performing party agreement. Staff will conduct field inspections of sub-grantees to verify various grant requirements, which may include, but are not limited to: documenting retired vehicles/equipment, inspecting replacement vehicle/equipment purchases, recording digital images for documentation purposes, and reviewing sub-grantee records. If deficiencies are discovered through this process, staff will work with the sub-grantees in order to bring them into compliance or recommend further enforcement if unable to resolve. This subtask is ongoing through FY2014 and FY2015 and will be supported through Congestion Mitigation and Air Quality Improvement Program and local funds, **as well as Transportation Development Credits**. Anticipated products include:

4.01 The Metropolitan Transportation Plan

Staff will coordinate efforts with transportation partners and the public during the development of the ~~next MTP, Mobility 2040~~, **Mobility 2035 – 2014 Amendment, which is a proposed strategic modification to the current MTP. This Amendment will modify the recommendations of a small number of projects in the MTP to make them consistent with ongoing corridor**

studies and environmental documents. This will allow these critical projects to proceed to implementation in a timely fashion. Following the adoption of the Mobility 2035 – 2014 Amendment, staff will begin the coordination process with transportation partners in the development of a new MTP, Mobility 2040. The Mobility 2035 – 2014 Amendment and Mobility 2040 will be developed in accordance with the rules outlining the contents of the MTP under the policy direction of the Regional Transportation Council, technical guidance of NCTCOG’s technical committees, and an extensive public involvement effort.

5.01 Corridor Studies/Environmental Study Support

Provided below is a list of roadway and rail corridor studies in the Dallas-Fort Worth area that are funded by Transportation Planning Funds, unless otherwise noted, and may require environmental analysis or other feasibility assistance. These studies will be conducted based on regional priorities, schedules of partner transportation agencies, and staff and funding availability. This list is not exhaustive of all potential corridor studies, but is included as a guide for projects on which assistance is currently ongoing or is anticipated. Additional corridors may be studied based on input from partner transportation agencies and required feasibility analyses in the development of future Metropolitan Transportation Plan recommendations. This list is divided into three categories that provide a scaled level of NCTCOG staff involvement: Category 1 – NCTCOG is conducting the study **and consultant assistance may be utilized**; Category 2 – NCTCOG is providing limited analysis and data to support an external study; and Category 3 – NCTCOG is responding to small, ad hoc requests for technical assistance.

Roadway Corridors:

Category 1

- Blacklands Corridor (Surface Transportation Program – Metropolitan Mobility **funds**, Regional Toll Revenue **funds**, and ~~local funds~~**Transportation Development Credits**)
- SH 183 Corridor Study – SH 199 to White Settlement Road
- SH 199 Corridor Study – IH 820 to ~~SH 183~~**Fort Worth Central Business District (Surface Transportation Program — Metropolitan Mobility funds and Transportation Development Credits)**

Category 2

- IH 635 – Luna Road to IH 20
- Loop 12/IH 35E – IH 635 to Spur 408
- SH 183 – IH 820 to IH 35E
- SH 360 South Toll Road – Sublett/Camp Wisdom Road to US 67
- Trinity Parkway – IH 35E to US 175
- US 175 (SM Wright Freeway) – IH 45 to SH 310
- US 75 Corridor Study (TxDOT funds)
- SH 199 Corridor Study – Azle to IH 820
- SH 190 East Branch – IH 30 to IH 20 (TxDOT funds)
- **IH 30 – Cooper Street to SH 161**
- **Southeast IH 820/IH 20/US 287 Corridor Study**
- **Southern Gateway – IH 35E (Colorado Blvd to IH 20) and US 67 (IH 35E/US 67 Split to FM 1382)**
- **US 380 Corridor Study in Collin and Denton Counties**

- **IH 35E Lowest Stemmons – IH 30 to Oak Lawn Avenue**
- **SH 121 Managed Lanes – Dallas County (Dallas County Line to SRT) and Tarrant County (Hall Johnson Road to SH 114 and from SH 114 to Dallas County Line)**

Category 3

- Technical Assistance

5.02 Transportation Subarea Studies and Comprehensive/Thoroughfare Planning Technical Support

Provided below is a list of ongoing and candidate projects in the Dallas-Fort Worth area which will be conducted or supported based on regional priorities, schedules of partner transportation agencies, and staff and funding availability. This list is divided into three categories that provide a scaled level of NCTCOG staff involvement: Category 1 – NCTCOG is conducting the study; Category 2 – NCTCOG is providing limited analysis and data to support an external study; and Category 3 – NCTCOG is responding to small, ad hoc requests for technical assistance.

Roadway Corridors:

Category 1

- Hood County Transportation Plan
- Wise County Transportation Plan
- Johnson County Transportation Plan

Category 2

- City of Cleburne Thoroughfare Plan
- City of Garland Thoroughfare Plan Update
- City of Irving Subarea Planning Support
- City of Midlothian FM 663/FM 1387 Corridor Study
- Dallas County Major Capital Improvement Plan (MCIP)
- City of Dallas Comprehensive Thoroughfare Plan Update
- Dallas County Thoroughfare Plan Update
- Fort Worth Subarea Transportation Plan
- City of Grand Prairie Master Thoroughfare Plan Update
- Fort Worth Master Thoroughfare Plan
- Denton County Thoroughfare Plan Update
- FM 1810 Corridor (Wise County)
- City of Haslet Subarea Planning Support
- **Western Tarrant County Transportation Initiative**

Category 3

- Technical Assistance

5.03 Land-use/Transportation Initiatives

This subtask is ongoing throughout both FY2014 and FY2015, including the evaluation and implementation of sustainable development strategies. Efforts in this subtask will be conducted in conjunction with local governments to better coordinate transportation investments and land use. The work is divided into several elements, including Bicycle/Pedestrian Planning, Sustainable Development Initiatives, ~~and~~—Transit-Oriented Development, ~~and~~ **Regional Economic Development Initiatives**.

Bicycle and Pedestrian Planning – The focus of this element is to monitor and improve bicycle and pedestrian mobility and safety throughout the region. Utilizing Surface Transportation Program—Metropolitan Mobility (STP-MM) **funds**, Federal Highway Administration (FHWA) Enhancement Program **funds**, ~~and~~ local funds, ~~and~~ **Transportation Development Credits**, staff will plan facilities for active transportation modes; support and provide technical assistance to local governments and the Bicycle and Pedestrian Advisory Committee (BPAC); advance general data collection, mapping, and regional user counts which will involve the purchase of permanent and mobile automated bicycle and pedestrian count equipment that will be utilized throughout the region; and develop and provide public education and information related to safety, accessibility, and economic impacts. It is anticipated that University Partnership Program assistance may be utilized to assist in the development of city-specific bicycle and pedestrian plans. RTC Local funds will be used for planning efforts by the university. Products of this general planning and coordination will include:

Transit-Oriented Development – The Transit-Oriented Development (TOD) Implementation group was created through the 2005-2006 Sustainable Development Call for Projects (SDCFP) and is funded by RTC Local **funds**, ~~and~~ STP-MM funds, ~~and~~ **Transportation Development Credits**. The TOD Implementation Group was established to provide education, planning, and research assistance to TOD projects. Under this element, staff will coordinate with public-sector sponsors to evaluate specific needs for the successful implementation of TOD. Additional work will also be conducted to promote TOD in the region. Anticipated products include:

Regional Economic Development Initiatives – **This element will provide planning assistance and transportation demographic technical information and data to support economic development initiatives throughout the metropolitan area. Efforts may be coordinated closely with the Office of the Governor; area chambers of commerce; economic development coalitions, authorities, and groups; and public-private sector partnerships when working to attract new business and large industries to the region. Transportation Planning Funds will be used to support these initiatives, as well as non-federal sources of funding as they become available. Anticipated products include:**

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

5.04 Capital and Operational Asset Management System

Asset Management Data Collection – Utilizing Transportation Planning Funds, this element will proceed with obtaining information about best asset management practices and examining tools for storing and analyzing asset data. Steps to determine asset data that is readily available from internal and external sources, prioritize the asset data (asset types, attributes, etc.), and collect and organize the asset data will continue. Additional efforts will include evaluation of options for collecting additional data (which may include development of regional strategies), implementing techniques to increase awareness of the Asset Management System, examining utilization strategies to affect planning and deployment of corridor capacity maximization programs, and identification of potential pilot projects to demonstrate system interoperability and effectiveness. **While additional corridors may be evaluated throughout this period based on Metropolitan Transportation Plan and Congestion Management Process guidance and outputs, the following corridors are currently identified for analysis in this effort:**

- **IH 20/IH 30 – Weatherford to Fort Worth**
- **IH 820 – IH 30 to SH 199**
- **IH 30/IH 35E – Project Pegasus (Dallas)**
- **IH 35E – Waxahachie**
- **IH 35W – South Tarrant County**
- **SH 161/PGBT – Irving**

Work will be ongoing throughout FY2014 and FY2015, and the following products will be delivered as the result of work done on this project:

- Maps, tables, reports, and presentations which will highlight analyses performed of the asset management data.; **and**
- **Documentation to guide incorporation of asset management principles, performance measures, and pilot project recommendations in the preparatory, analysis, and decision-making efforts for updates to the Metropolitan Transportation Plan, Congestion Management Process, and Transportation Improvement Program.**

When the Asset Management System evaluation recommends a program of candidate projects for more detailed study and potential implementation, activities to assist transportation providers in environmental clearance and schematic/final design will be carried out under Subtask 5.14, Strategic Corridor Initiatives, utilizing Surface Transportation Program – Metropolitan Mobility funds.

Climate Change Pilot Program – Through a grant award by the Federal Highway Administration (FHWA), ~~with an in-kind match from and the use of Regional Transportation Council Local funds, NCTCOG staff will partner with~~ the City of Dallas, the Fort Worth Transportation Authority (the T) and the University of Texas at Arlington, ~~this to conduct a~~ pilot study ~~will that~~ analyzes the vulnerability of transportation infrastructure in the North Central Texas region to climate change effects and extreme weather events. **Partner labor and resources will be contributed to the study as in-kind match to the grant award, and NCTCOG will fund data collection and analysis efforts to determine the potential spatial, intensity, and duration**

characteristics of historic/projected climate and hydrologic variables that can impact transportation facilities. From this and other collective mobility, safety, engineering, and economic research, the partnership will perform A—a comprehensive risk assessment on critical facilities ~~will be performed utilizing resources and input from regional transportation partners, existing travel forecasting networks, the Transportation Improvement Program (TIP) and the Metropolitan Transportation Plan (MTP).~~and prepare fact sheets for affected assets that detail specific vulnerabilities and potential impacts. Research, data collection, evaluation procedures, and conclusions will be integrated with the department's continued incorporation of FHWA's Infrastructure Voluntary Evaluation Sustainability Tool (INVEST) into the project evaluation process for future Transportation Improvement Programs and Metropolitan Transportation Plans, helping to better link infrastructure resiliency monitoring, capital asset management, environmental sustainability, and efficient long-range planning. Anticipated products to be completed by ~~November 2014~~ **January 2015** under this grant award include:

5.05 Congestion Management Process

Transportation System Management and Operations – This program is ongoing throughout both FY2014 and FY2015, supporting development of regional Transportation Systems Management and Operations (TSM&O) strategies. It includes strategies such as intersection and signalization improvements, grade separation, freeway bottleneck removal, and Intelligent Transportation Systems (ITS) which will be developed to reduce travel time and enhance system reliability. Transportation Planning Funds (TPF), Surface Transportation Program—Metropolitan Mobility (STP-MM) funds, ~~and~~ RTC Local funds, **and Transportation Development Credits** will be utilized to support activities in this area. Anticipated products through the use of TPF dollars include:

Data-Supported Transportation Operations and Planning Center Partnership – Through the use of Transportation Planning Funds and as a University Partnership Program initiative, NCTCOG will provide financial support and general guidance to the University of Texas at Austin for the development of a Data-Supported Transportation Operations and Planning Center (D-STOP). D-STOP is intended to be a national and international multimodal and multidisciplinary center focused on developing new methodologies and technologies for working with available data and potentially with completely new sources of data to improve models for transportation planning and traffic operations. The goal is to harness the full potential of wireless sensor networks and communications technology to 1) effectively and efficiently collect and organize data; 2) analyze data through a combination of processing features, and data fusion, mining and statistical techniques; and 3) use the information extracted for efficient, reliable and effective transportation operations and planning purposes. This initiative will support the Federal Highway Administration's program it has in partnership with the Transportation Research Board's Research and Technology Coordinating Committee. Anticipated products include:

- Participation, as requested, on D-STOP committees and guidance on D-STOP activities;
- Building of relationships between researchers, industry partners, and public agencies to help address transportation challenges; and

- **Engagement in the accelerated transfer of research and technological advancements to the real-world through interactions among academia, the industry, and public transportation agencies.**

5.06 Congestion Management Operations

Regional Traffic Signal Retiming Project – This CMAQ-funded project was initiated in FY2010 and is ongoing throughout FY2014 and FY2015. The Regional Traffic Signal Retiming Project targets the improvement of the arterial transportation system, **including frontage roads**, in the Dallas-Fort Worth region. NCTCOG hired two consultants to implement the Regional Traffic Signal Retiming Project (RTSRP). Staff worked with public-sector partners to select corridors to include in this project. The corridors were selected based on several factors, including but not limited to, high volumes, regional distribution, and previously funded and unfunded projects. NCTCOG staff will continue implementation of the project through coordination with public-sector partners to select additional corridors for signal retiming improvement. Additional consultant services will be procured to assist with implementation of the additional corridors. In addition to CMAQ funds, RTC Local funds, ~~and~~ other local funds, **and Transportation Development Credits** will also be utilized. NCTCOG staff will provide oversight of this project and anticipated products include:

Special Event Management – This program is ongoing throughout FY2014 and FY2015, providing planning and implementation activities for various transportation service needs for special events. NCTCOG continues coordination and technical support for local governments, transportation providers, and other key stakeholders in North Central Texas regarding the regional coordination of special event management plans and critical infrastructure needs to support these events. Surface Transportation Program – Metropolitan Mobility (STP-MM) funds, ~~and~~ local funds, **and Transportation Development Credits** will support this initiative. NCTCOG staff will provide oversight of the program, and anticipated products include:

Park-and-Ride – This program is ongoing throughout FY2014 and FY2015. ~~Through Partnership Program 3,~~ Regional Transportation Council (RTC) Local funds were programmed for development and expansion of selected park-and-ride projects. NCTCOG staff is working with project sponsors to implement these projects throughout the region. NCTCOG staff will provide project oversight, and anticipated products include:

- **Completion of IH 30 Park-and-Ride project in the City of Arlington at AT&T Way;**
- Completion of NE 15th Street Park-and-Ride project in the City of Grand Prairie; ~~and~~
- **Support and assistance to regional partners implementing parking technologies and services to better manage parking availability; and**
- Maintenance of and updates to the Regional Park-and-Ride Inventory Map.

Regional Trip Reduction Program – This program is ongoing throughout FY2014 and FY2015. It is designed to reduce employee commute vehicle trips through implementation of rideshare programs, telecommuting and flexible work-hour programs, transit pass subsidies, bicycling and similar strategies. This year-round voluntary program is aimed at private and public employers in the region with 100 or more employees. The Regional Transportation Council (RTC) passed a resolution in February 1998 to support the development of travel demand management strategies in major investment and environmental studies (now referred to as corridor/NEPA studies). This resolution reinforced an existing policy that encourages large employers to participate in employer

trip reduction solutions in appropriate corridors. NCTCOG staff is currently working on updating the resolution and researching ways to implement and enforce the resolution after the planning phase. Surface Transportation Program—Metropolitan Mobility (STP-MM) **funds, and** local funds, **and Transportation Development Credits** will be utilized for this project. NCTCOG staff will provide management and oversight of this program, and anticipated products include:

Freeway Incident Management (FIM) Training – This program is ongoing throughout FY2014 and FY2015, providing training for agencies responsible for managing and clearing traffic incidents. This training has been demonstrated to improve responder and motorist safety, and to significantly reduce the length and size of roadway closures. The Dallas-Fort Worth area was the first area in the nation to formalize the training process to reach out to all responders and generate improvements in the management of traffic incidents. The goal of NCTCOG FIM Training is to initiate a common, coordinated response to traffic incidents that will build partnerships, enhance safety for emergency personnel, reduce upstream traffic accidents, improve the efficiency of the transportation system, and improve air quality in the Dallas-Fort Worth region. By implementing best practices techniques throughout the region, clearance times can be reduced by as much as 40 percent. Such an improvement will reduce the impact of congestion, improve regional air quality, and improve the safety and efficiency of travel for all residents and visitors in the area. Congestion Mitigation and Air Quality Improvement Program **funds, and** local funds, **and Transportation Development Credits** support this program, and consultant services will be utilized. Anticipated products include:

Mobility Assistance Patrol Program Review – This program is ongoing throughout FY2014 and FY2015, providing assistance to motorists by helping them to move disabled vehicles from the main lanes of regional highway/freeway facilities and ultimately getting the vehicles operating or off the facility completely. The assistance is provided free of charge to the motorists and includes such services as assisting with flat tires, stalled vehicles, and minor accidents. MAPP coverage is focused on congested roadway systems in Dallas, Tarrant, and portions of Collin and Denton Counties and is operated by the Dallas County and the Tarrant County Sheriffs' Offices. MAPP coverage is also provided by the North Texas Tollway Authority on regional toll facilities. Surface Transportation Program—Metropolitan Mobility **funds, and** RTC Local funds, **and Transportation Development Credits** support this program, and consultant services may be utilized. NCTCOG staff will provide program oversight, and anticipated products include:

Value Pricing Pilot Program – The Value Pricing Pilot Program will establish local programs and gather information about the role that various types of value pricing methods can play in improving the efficiency of transportation systems and in dealing with congestion, pollution, energy, and other problems related to automobile use in congested areas. **This pilot program will be implemented on the IH 30 test corridor, which is the region's permanent test corridor.** This project will utilize funding from the Federal Highway Administration and contributions from local partners. Anticipated products include:

- Implementation of a pilot to develop incentives to change travel behavior such as mode and time of travel;
- Evaluation of the effectiveness of several types of incentives encouraging drivers to seek alternatives to driving alone or during the peak periods;

- Use of Smart Card technology **or other technology** to collect actual travel patterns to determine how High-Occupancy Toll (HOT) Lanes impact all users, including low-income populations; and
- Coordination with partner agencies.

5.14 Strategic Corridor Initiatives

This subtask is a multi-faceted program to assist transportation agencies and the Regional Transportation Council in advancing critical regional projects through development, approval, and implementation as soon as possible. The goal of this program is to help reduce cost escalation due to inflation, alleviate congestion faster, and assist in meeting air quality goals. As regional roadway and freight/passenger rail projects continue to increase in complexity, scope, and impacts, the NCTCOG Transportation Department has identified a need to expand its involvement beyond its current planning and programming functions to improve project implementation in the Dallas-Fort Worth region. Throughout FY2014 and FY2015, the program activities will provide assistance to advance all surface modes of transportation including passenger rail, freight rail, and roadway improvements, particularly on those projects that deal with multiple transportation modes. **The program will also work to advance project development and potential implementation of proposed corridor improvements evaluated through Capital and Operational Asset Management System efforts under Subtask 5.04.** Work products will vary depending on the work performed.

Dallas —Oak Cliff Streetcar System – Working in partnership with the City of Dallas and Dallas Area Rapid Transit (DART), NCTCOG secured a TIGER grant of \$23 million in early 2009 for an initial starter line of streetcar passenger rail service from Downtown Dallas to Oak Cliff. This 1.5 mile starter segment will travel from Union Station along Houston Street, across the Trinity River along the Houston Street Viaduct, and terminate near Methodist Hospital. NCTCOG staff will serve as the Federal Transit Administration (FTA) grantee providing management and oversight of the TIGER federal funds. The City of Dallas serves as project “Owner” and DART serves as the “Owner’s Technical Representative” responsible for design, environmental clearance, construction, and operations. FTA agreements were amended to include an additional \$3 million in TIGER funds provided to the project for a total of \$26 million in federal TIGER funds. The additional \$3 million is intended to construct a passing track to allow for a high level of service for the streetcar starter project. NCTCOG will administer these program dollars. Regional Toll Revenue funds in the amount of \$15.8 million will be utilized as the local match and will be administered by the City of Dallas. In January 2013, the Regional Transportation Council (RTC) awarded an additional \$30.87 million in Texas Mobility Funds for purposes of funding the design and construction of a 0.7 mile southern extension to the Bishop Arts District, a 0.25 mile northern extension to the Dallas Convention Center Hotel, and the purchase of two additional streetcar vehicles. These funds will also be administered by the City of Dallas. In addition, NCTCOG staff activities such as providing oversight and direction on planning, financial analysis, and grant agreement management for the 1.5 mile streetcar starter segment will be funded with Surface Transportation Program – Metropolitan Mobility funds and RTC Local funds. **In addition, NCTCOG staff will assist the City of Dallas in planning for future streetcar extensions, including connection from Union Station to the McKinney Avenue Transit Authority (MATA) Trolley Extension in the Arts District.** Deliverables for this project include:

Cotton Belt Innovative Finance Initiative – As a continuing effort from FY2013, NCTCOG staff will further investigate innovative funding opportunities to generate revenue for capital and operating cost needs for the 62-mile regional passenger rail Cotton Belt Corridor from Southwest Fort Worth to the DART Red Line in Richardson/Plano. NCTCOG staff will coordinate efforts with DART staff and The T staff to investigate the best methods and mechanisms to begin generating revenue. Significant effort is expected in meeting with and developing consensus on the financial plan approach with all stakeholders along the corridor, including 15 cities, three counties, and property owners and developers at each of 27 potential stations. In addition, equity issues of east vs. west and transit authority member cities vs. non-member cities will be investigated, and recommendations will be made regarding the most appropriate means for “fair share” participation. NCTCOG, working with stakeholders, will explore options under state and local laws for project implementation, financial, and governance structures to advance the Cotton Belt Passenger Rail Project. Consultant assistance will be utilized for this initiative and Regional Toll Revenue (RTR) funds will be used. The following products will be delivered as the result of work done on this project:

- **Various technical memorandums covering analysis of project implementation, financial, and governance structure options, developed by both NCTCOG staff and consultants;**
- Agency comments regarding submitted unsolicited proposal from private-sector interest;
- Formation of an executive board to direct the Cotton Belt Passenger Rail Improvement District;
- Final report regarding financial viability of a submitted unsolicited proposal; and
- Final report regarding legal issues associated with receipt of an unsolicited proposal.

Regional People Mover Initiative – **Many entities across the region have expressed interest in opportunities for an appropriate rail transit technology that could either serve as a “last mile” connection or serve as a distribution system within a mixed-use activity center area. A sample of these project opportunities include a transit rider distribution system within the Dallas Medical District, a “last mile” connection from the DART Green Line to Dallas Love Field terminal area, and a transit connection from UTA/Downtown Arlington to the IH30 High Speed Rail station onward to Dallas/Fort Worth International Airport. An initial assessment indicates this type of rail transit purpose can best be served by some form of people mover technology. During FY2015, NCTCOG staff, working in collaboration with the many project opportunity owners and stakeholders and transit authorities, will explore the following tasks:**

- **Identify the merits of alternative people mover technologies available world-wide;**
- **Assess each of the regional project opportunities for their unique needs, as well as their similarities and synergies; and**
- **Evaluate the potential for cost efficiencies and savings by a single people mover technology and provider, through limiting spare-part needs and reducing operating cost expenditures.**

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

- **Technical memorandums covering evaluation of alternative people mover technologies;**
- **Technical memorandums evaluating the needs of the various regional people mover project opportunities; and**
- **Final report identifying the opportunities for cost efficiencies and savings through a single people mover technology and provider.**

Consultant assistance will be utilized for this initiative, and Surface Transportation Program–Metropolitan Mobility (STP–MM) funds and Transportation Development Credits will be used.

VIII. Overview of Work Program Funding

Proposed Budget

The US Department of Transportation provides funds through programs of the Federal Highway Administration and the Federal Transit Administration. Both FHWA PL Section 112 and FTA Section 5303 funds are provided annually to Metropolitan Planning Organizations to support metropolitan regional transportation planning activities based on an 80 percent federal/20 percent local match requirement. TxDOT will provide the 20 percent match for the FHWA Section 112 and FTA 5303 funds for FY2014 and FY2015 to the MPO to carry out the UPWP in the form of transportation development credits. These transportation development credits are provided by metropolitan areas building toll roads and are used on a statewide basis to provide the match funds needed for all metropolitan planning organizations. The FY2014 and FY2015 FHWA and FTA funding levels reflected in this program are summarized in Exhibit VIII-1. The formula-based FHWA PL Section 112 allocation to the Unified Planning Work Program for the Dallas-Fort Worth Metropolitan Area is \$5,892,368 in FY2014 and \$5,892,368 in FY2015 for a two-year total of \$11,784,736. The Federal Transit Administration Section 5303 funding is \$2,539,331 in FY2014 and \$2,539,331 in FY2015 for a two-year total of \$5,078,662. An estimated balance of \$5,032,838 in unexpended/unobligated FHWA PL Section 112 funding will be available from the FY2013 authorization. Each of these funding amounts is incorporated by source agency into the Work

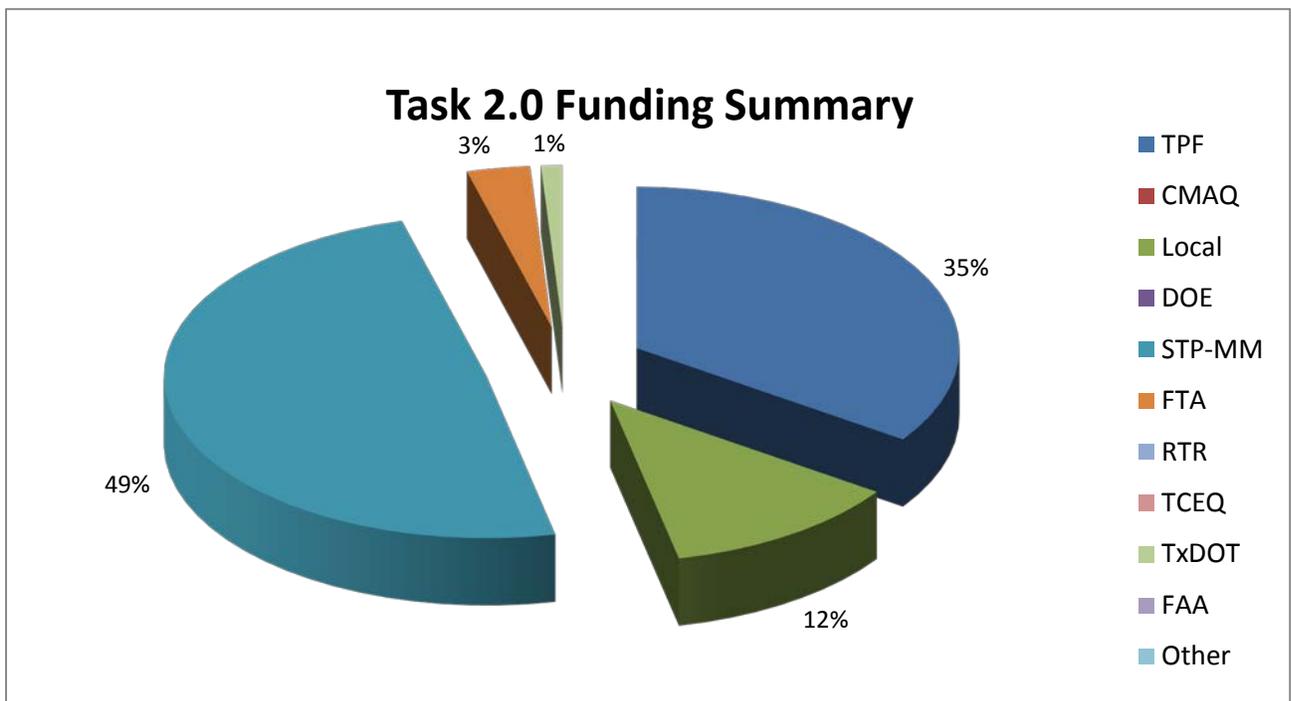
Program by task and subtask. Total FHWA PL Section 112 and FTA Section 5303 funding for the FY2014 and FY2015 UPWP is estimated at \$21,896,236. Transportation Planning Funds in the amount of ~~\$18,470,000~~ **\$18,545,000** have been programmed and allocated to each of the UPWP subtasks as shown in Exhibit VIII-2. These programmed funds include the FTA Section 5303 allocation of \$5,078,662, the estimated FY2013 FHWA PL Section 112 fund balance of \$5,032,838, and ~~\$8,358,500~~ **\$8,433,500** of Fiscal Years 2014 and 2015 FHWA PL Section 112 funding. The remaining balance of Fiscal Years 2014 and 2015 FHWA PL Section 112 funds of ~~\$3,426,236~~ **\$3,351,236** is anticipated to be carried over to Fiscal Year 2016.

The Texas Department of Transportation has approved \$10 million for an MPO Revolver Fund through a partnership with the North Central Texas Council of Governments and the Regional Transportation Council (RTC). As part of the partnership, the RTC will allocate 100 million Transportation Development Credits for the benefit of projects identified by TxDOT. Federal programs administered by NCTCOG require that costs be incurred and paid prior to seeking reimbursements from TxDOT and/or the appropriate federal agency. The MPO Revolver Fund will enable NCTCOG to cash flow the federal programs administered by NCTCOG.

E. Funding Summary

Subtask	TPF ¹	Additional Funding		Total
		Amount	Source	
2.01	\$1,328,000			
		\$279,000	FTA	
		\$100,000	FHWA	
		\$3,644,000	STP-MM	
		\$981,000	Local	
Subtotal				\$6,332,000
2.02	\$398,000			
Subtotal				\$398,000
2.03	\$241,000			
		\$682,000	STP-MM	
		\$94,000	TxDOT	
		\$77,000	Local	
Subtotal				\$1,094,000
2.04	\$1,074,000			
Subtotal				\$1,074,000
Total	\$3,041,000	\$5,857,000		\$8,898,000

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

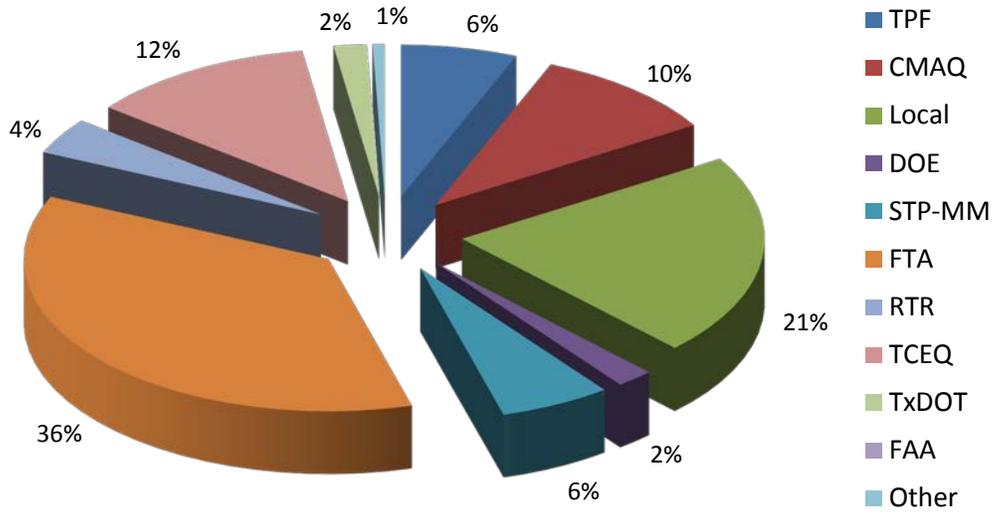


E. Funding Summary

Subtask	TPF ¹	Additional Funding		Total
		Amount	Source	
3.01	\$1,200,000			
		\$1,438,000	RTR	
		\$574,000	STP-MM	
		\$144,000	Local	
Subtotal				\$3,356,000
3.02	\$800,000			
		\$180,000	TCEQ	
Subtotal				\$980,000
3.03				
		\$4,024,000	CMAQ	
		\$1,784,000	STP-MM	
		\$6,042,000	TCEQ	
		\$640,000	DOE	
		\$331,000	EPA	
		\$2,093,000	Local	
Subtotal				\$14,914,000
3.04				
		\$670,000	CMAQ	
		\$704,000	STP-MM	
		\$388,000	DOE	
		\$379,000	Local	
Subtotal				\$2,141,000
3.05	\$1,200,000			
		\$290,000	FTA	
		\$297,000	Local	
		\$736,000	TxDOT	
Subtotal				\$2,523,000
3.06				
		\$18,406,000	FTA	
		\$563,000	RTR	
		\$8,106,000	Local	
		\$173,000	TxDOT	
Subtotal				\$27,248,000
3.07				
		\$480,000	CMAQ	
		\$120,000	Local	
Subtotal				\$600,000
Total	\$3,200,000	\$48,562,000		\$51,762,000

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

Task 3.0 Funding Summary



E. Funding Summary

Subtask	TPF ¹	Additional Funding		Total
		Amount	Source	
5.01	\$938,000			
		\$1,352,000	STP-MM	
		\$20,000	RTR	
		\$51,000	TxDOT	
		\$163,000	Local	
Subtotal				\$2,524,000
5.02	\$900,000			
Subtotal				\$900,000
5.03	\$400,000			
		\$148,000	FHWA	
		\$1,812,000	STP-MM	
		\$16,189,000	RTR	
		\$14,982,000	Local	
Subtotal				\$33,531,000
5.04	\$116,000			
		\$75,000	FHWA	
		\$75,000	Local	
Subtotal				\$266,000
5.05	\$774,000			
		\$119,000	STP-MM	
		\$30,000	Local	
Subtotal				\$923,000
5.06				
		\$9,324,000	CMAQ	
		\$4,898,000	STP-MM	
		\$134,000	FHWA	
		\$2,089,000	RTR	
		\$1,074,000	TxDOT	
		\$3,117,000	Local	
Subtotal				\$20,636,000
5.07	\$60,000			
		\$424,000	STP-MM	
		\$27,000	TxDOT	
		\$103,000	Local	
Subtotal				\$614,000

Subtask	TPF ¹	Additional Funding		Total
		Amount	Source	
5.08		\$86,000	STP-MM	
		\$22,000	Local	
Subtotal				\$108,000
5.09	\$80,000			
Subtotal				\$80,000
5.10	\$347,000			
		\$24,000	Local	
Subtotal				\$371,000
5.11	\$40,000			
		\$845,000	FAA	
		\$121,000	Local	
Subtotal				\$1,006,000
5.12				
		\$8,000	HUD	
		\$83,000	Local	
Subtotal				\$91,000
5.13				
		\$278,000	Local	
Subtotal				\$278,000
5.14				
		\$1,719,000	STP-MM	
		\$322,000	Local	
		\$20,500,000	FTA	
		\$2,884,000	RTR	
		\$509,000	TxDOT	
Subtotal				\$25,934,000
5.15				
		\$400,000	STP-MM	
		\$406,000	TxDOT	
Subtotal				\$806,000
Total	\$3,655,000	\$84,413,000		\$88,068,000

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

Task 5.0 Funding Summary

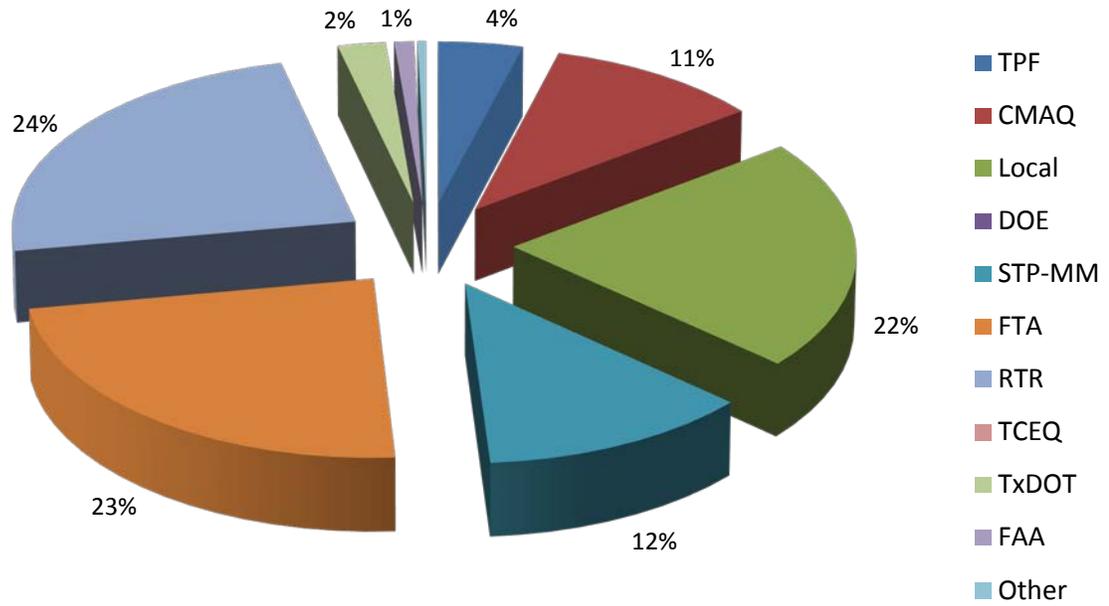
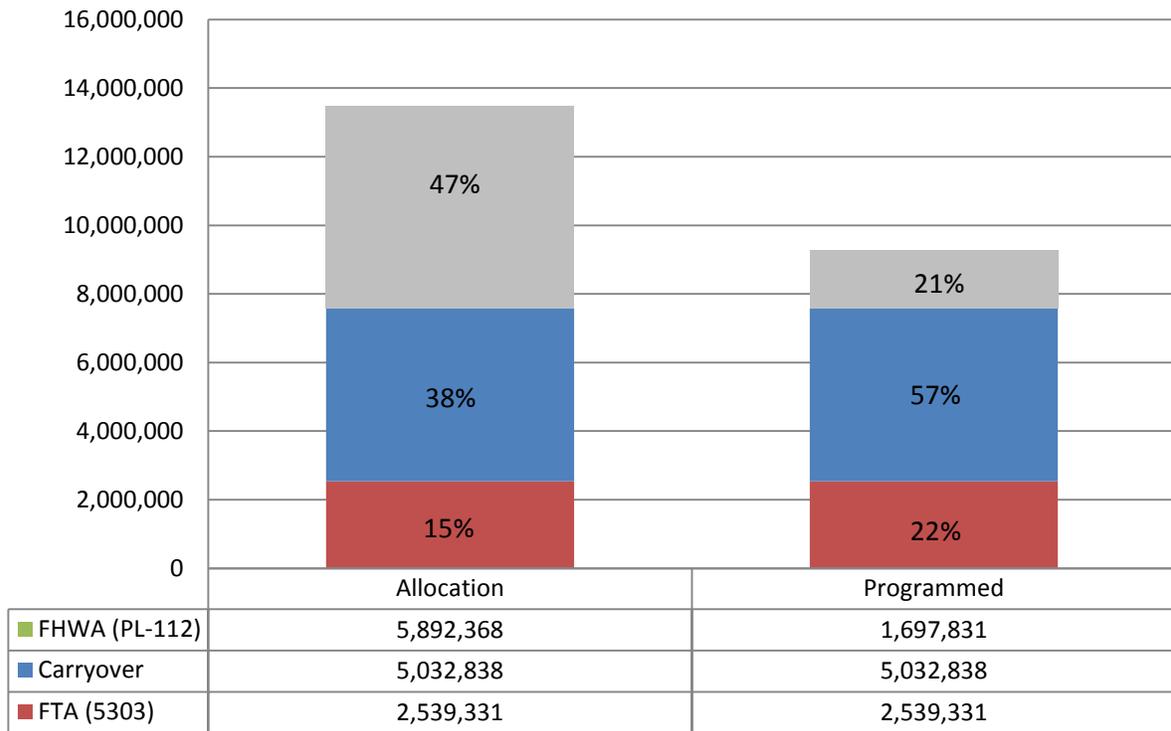


EXHIBIT VIII-1

FY2014 AND FY2015 TPF PROGRAMMING SUMMARY

	FY2014		FY2015	
	Allocation	Programmed	Allocation	Programmed
FTA Section 5303	2,539,331	2,539,331	2,539,331	2,539,331
FHWA (PL-112)				
Carryover	5,032,838	5,032,838	4,194,537	4,194,537
New Allocation	5,892,368	1,697,831	5,892,368	2,541,132
Total TPF	13,464,537	9,270,000	12,626,236	9,275,000
Carryover		4,194,537		3,351,236
Two-Year Totals				
FTA Section 5303	5,078,662			
FHWA PL-112	16,817,574			
Total	21,896,236			
Programmed	18,545,000			
Carryover	3,351,236			

Summary of TPF 2014 Funding Levels



Summary of TPF 2015 Funding Levels

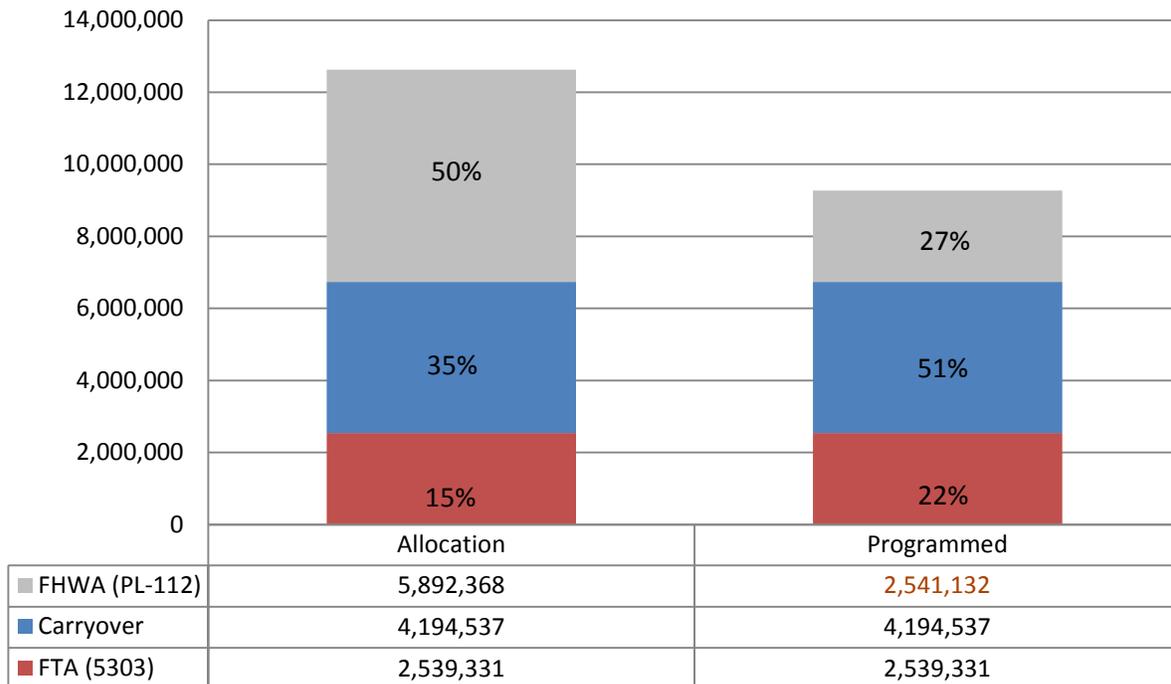


EXHIBIT VIII-2

FY2014 AND FY2015 ALLOCATION OF TRANSPORTATION PLANNING FUNDS

Subtask	Subtask Title	TPF		
		FY 2014	FY 2015	Total
1.01	Community Outreach	\$725,000	\$775,000	\$1,500,000
1.02	Program Administration	\$1,673,000	\$1,699,000	\$3,372,000
1.03	Grant Management Streamlining	\$0	\$0	\$0
1.04	Comprehensive Fund Management	\$0	\$0	\$0
1.05	Computer Resource Management and Equipment Purchases	\$535,000	\$440,000	\$975,000
	Subtask 1.0	\$2,933,000	\$2,914,000	\$5,847,000
2.01	Travel Forecasting Support	\$673,000	\$655,000	\$1,328,000
2.02	Transportation Data Management	\$199,000	\$199,000	\$398,000
2.03	Information Systems	\$120,000	\$121,000	\$241,000
2.04	Demographic Data and Forecasts	\$530,000	\$544,000	\$1,074,000
	Subtask 2.0	\$1,522,000	\$1,519,000	\$3,041,000
3.01	Transportation Project Programming	\$600,000	\$600,000	\$1,200,000
3.02	Regional Air Quality Planning	\$400,000	\$400,000	\$800,000
3.03	Air Quality Management and Operations	\$0	\$0	\$0
3.04	Transportation and Air Quality Communications	\$0	\$0	\$0
3.05	Public Transportation Planning and Management Studies	\$600,000	\$600,000	\$1,200,000
3.06	Transit Operations	\$0	\$0	\$0
3.07	Quality Control and Field Operations	\$0	\$0	\$0
	Subtask 3.0	\$1,600,000	\$1,600,000	\$3,200,000
4.01	The Metropolitan Transportation Plan	\$865,000	\$775,000	\$1,640,000
4.02	Innovative Transportation Financing Strategies	\$60,000	\$60,000	\$120,000
4.03	Coordination of Transportation and Environmental Planning Processes	\$101,000	\$100,000	\$201,000
4.04	Ensuring Nondiscrimination and Environmental Justice in MPO Planning/Program Activities	\$68,000	\$65,000	\$133,000
4.05	Facilitating Sustainable Transportation Practices at Regional University Campuses	\$40,000	\$0	\$40,000
4.06	Transportation Model Enhancement, Network Development and Maintenance Planning Functions	\$334,000	\$334,000	\$668,000
	Subtask 4.0	\$1,468,000	\$1,334,000	\$2,802,000
5.01	Corridor Studies/Environmental Study Support	\$433,000	\$505,000	\$938,000
5.02	Transportation Subarea Studies and Comprehensive/Thoroughfare Planning Technical Support	\$441,000	\$459,000	\$900,000
5.03	Land-Use/Transportation Initiatives	\$200,000	\$200,000	\$400,000
5.04	Capital and Operational Asset Management System	\$58,000	\$58,000	\$116,000
5.05	Congestion Management Process	\$350,000	\$424,000	\$774,000
5.06	Congestion Management Operations	\$0	\$0	\$0
5.07	Regional Freight Planning	\$30,000	\$30,000	\$60,000
5.08	Railroad Crossing Coordination	\$0	\$0	\$0
5.09	Transportation System Security and Emergency Preparedness	\$40,000	\$40,000	\$80,000
5.10	Transportation Safety Planning	\$175,000	\$172,000	\$347,000
5.11	Regional Aviation Planning	\$20,000	\$20,000	\$40,000
5.12	Regional Military and Community Coordination	\$0	\$0	\$0
5.13	Aviation Education Integration and Outreach	\$0	\$0	\$0
5.14	Strategic Corridor Initiatives	\$0	\$0	\$0
5.15	Regional Job Opportunity Pilot Program	\$0	\$0	\$0
	Subtask 5.0	\$1,747,000	\$1,908,000	\$3,655,000
	FUNDING TOTALS	\$9,270,000	\$9,275,000	\$18,545,000

Transportation Planning Funds (TPF) Summary by Task

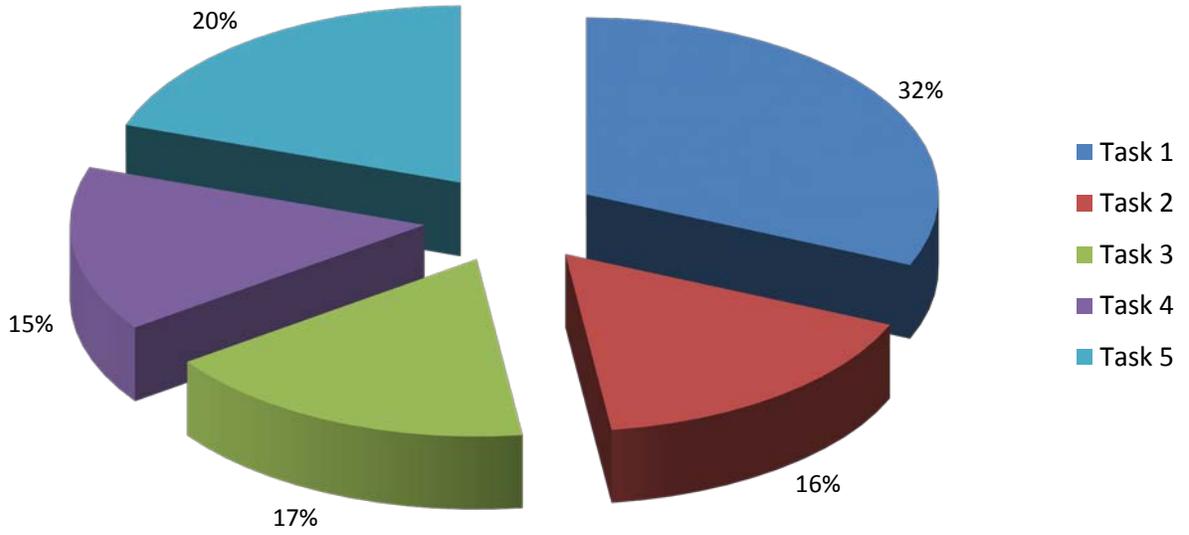
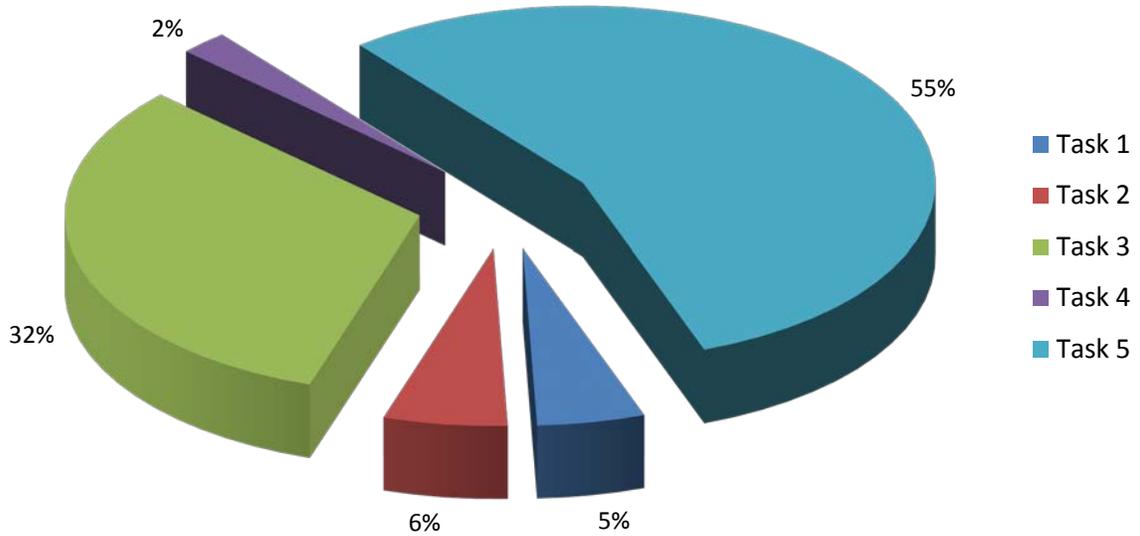


EXHIBIT VIII-3

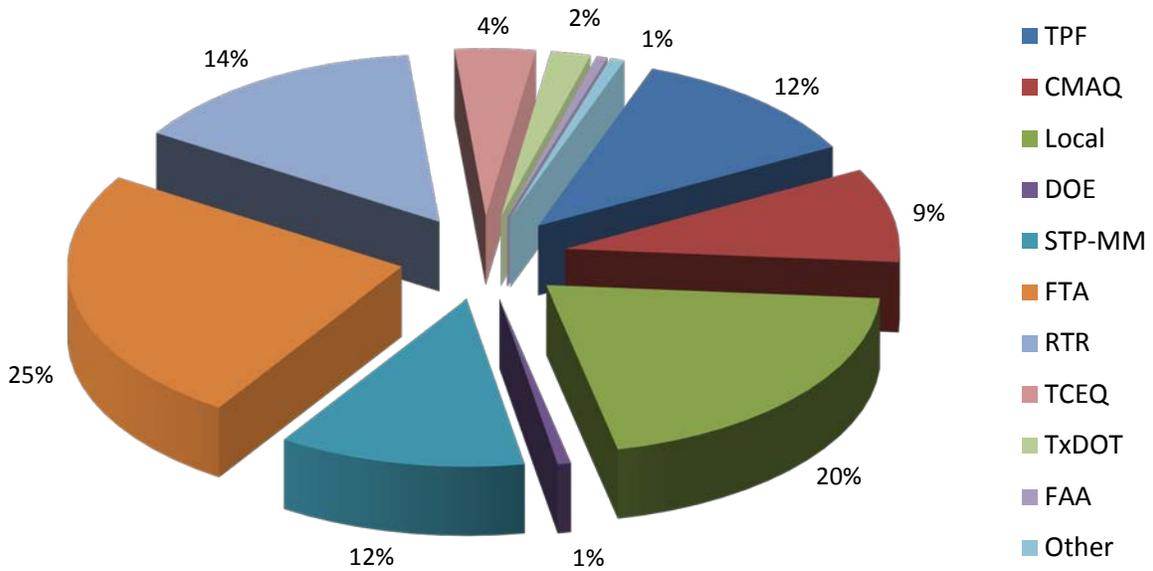
TRANSPORTATION FUNDING SUMMARY

Funding Source	Task 1.0 Admini- stration	Task 2.0 Data Development	Task 3.0 Short Range Planning	Task 4.0 Metropolitan Transportation Planning	Task 5.0 Special Studies	Total
FTA Activities	44.21.00	44.22.00	44.24.00 44.25.00	44.23.01	44.23.02 44.24.00 44.22.00 44.27.00	
TPF	\$5,847,000	\$3,041,000	\$3,200,000	\$2,802,000	\$3,655,000	\$18,545,000
CMAQ	\$0	\$0	\$5,174,000	\$0	\$9,324,000	\$14,498,000
DOD	\$0	\$0	\$0	\$0	\$0	\$0
DOE	\$0	\$0	\$1,028,000	\$0	\$0	\$1,028,000
EPA	\$0	\$0	\$331,000	\$0	\$0	\$331,000
FAA	\$0	\$0	\$0	\$0	\$845,000	\$845,000
FHWA	\$0	\$100,000	\$0	\$308,000	\$357,000	\$765,000
FTA	\$0	\$279,000	\$18,696,000	\$0	\$20,500,000	\$39,475,000
HUD	\$0	\$0	\$0	\$0	\$8,000	\$8,000
Local	\$792,000	\$1,058,000	\$11,139,000	\$122,000	\$19,320,000	\$32,431,000
NCTCOG Local	\$110,000	\$0	\$0	\$0	\$0	\$110,000
RTR	\$0	\$0	\$2,001,000	\$107,000	\$21,182,000	\$23,290,000
SECO	\$0	\$0	\$0	\$0	\$0	\$0
STP-MM	\$901,000	\$4,326,000	\$3,062,000	\$48,000	\$10,810,000	\$19,147,000
TBD	\$0	\$0	\$0	\$0	\$0	\$0
TCEQ	\$0	\$0	\$6,222,000	\$0	\$0	\$6,222,000
TxDOT	\$0	\$94,000	\$909,000	\$0	\$2,067,000	\$3,070,000
Subtotal	\$7,650,000	\$8,898,000	\$51,762,000	\$3,387,000	\$88,068,000	\$159,765,000

Summary of Funding by Task



Summary of Total Funding





North Central Texas Council of Governments

TO: Mike Eastland
Executive Director

DATE: August 21, 2014

FROM: Michael Morris, P.E.
Director of Transportation

SUBJECT: Resolution Adding Local Funding to the Federal Highway Administration
Vulnerability Assessment

The current Metropolitan Transportation Plan (Mobility 2035) lists several air quality policies aimed at reducing the negative impact of air pollutants, including greenhouse gases, specifically from the transportation sector. Although the Plan addresses the transportation sector's effect on air quality, the potential impacts of climate change and the resulting extreme weather events on the multi-modal transportation infrastructure are unknown. In April 2013, the Federal Highway Administration (FHWA), through the Office of Environment, Planning and Realty, and the Office of Infrastructure awarded NCTCOG a \$75,000 grant for a pilot project to assess the vulnerability of transportation infrastructure to climate change and/or extreme weather events. Findings from the pilot project will establish a platform for the initiation of strategies to incorporate vulnerability into risk management planning and better adapt the transportation system to potential disruption related to climate change and extreme weather.

The \$75,000 grant required an equal amount of in-kind and cash match for various relevant products and services contributed by NCTCOG's committed partners, the University of Texas at Arlington (UTA), the City of Dallas, and the Fort Worth Transportation Authority (FWTA). After extensive coordination and review of previous and ongoing pilot studies across the country, it was determined that the needed collection and analysis of specific climate, hydrologic, and soil data would require additional resources and labor through a combined team from the Colleges of Geosciences, Engineering, and Urban and Public Affairs at UTA. Executive Board approval is requested to enter into a contract with UTA in an amount not to exceed \$25,000 (\$12,500 FHWA grant funds; \$12,500 RTC local funds) to obtain this technical assistance. The remaining \$50,000 in local match will be provided through in-kind contributions collectively from the three partners.

A draft resolution authorizing the addition of local funding to the FHWA Vulnerability Assessment is attached for Executive Board consideration. I will provide a brief presentation of this item, and will be available to answer any questions prior to requesting Board approval.

JN:tmb
Attachment

**616 Six Flags Drive, Centerpoint Two
P.O. Box 5888, Arlington, Texas 76005-5888
(817) 640-3300 FAX: 817-608-2372
www.nctcog.org**

**RESOLUTION AUTHORIZING ADDING LOCAL FUNDING TO THE FEDERAL HIGHWAY
ADMINISTRATION VULNERABILITY ASSESSMENT**

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

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

WHEREAS, the potential impacts of climate change and the resulting extreme weather events on the multi-modal transportation infrastructure are unknown; and,

WHEREAS, the Federal Highway Administration (FHWA), through the Office of Environment, Planning and Realty, and the Office of Infrastructure made funding available for pilot projects to assess the vulnerability of transportation infrastructure to climate change and/or extreme weather events; and,

WHEREAS, FHWA awarded NCTCOG a \$75,000 grant in April 2013 to conduct the vulnerability assessment pilot project requiring an equal amount of local match consisting of a combination of cash and in-kind contributions for relevant products and services provided through committed partnering agencies.

NOW, THEREFORE, BE IT HEREBY RESOLVED THAT:

Section 1. The NCTCOG Executive Board authorizes the use of in-kind contributions and RTC local funds to comprise the local match for the awarded FHWA grant.

Section 2. NCTCOG is authorized to accept grant funds and local matching contributions from local partners, and the FY 2014/2015 budgets will be revised to reflect the resources associated with the approval of this resolution.

Section 3. NCTCOG is authorized to execute a contract with the University of Texas at Arlington (UTA) for an amount not to exceed \$25,000 (comprised of \$12,500 FHWA grant funds and \$12,500 RTC local funds) to obtain required technical assistance.

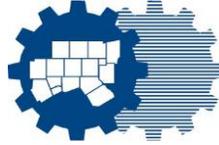
Section 4. The Executive Director or designee is authorized to execute necessary agreements to carry out this program.

Section 5. This resolution shall be in effect immediately upon its adoption.

Kathryn Wilemon, President
North Central Texas Council of Governments
Mayor Pro Tem, City of Arlington

I hereby certify that this resolution was adopted by the Executive Board of the North Central Texas Council of Governments on August 28, 2014.

Daniel Scarth, Secretary-Treasurer
North Central Texas Council of Governments
Councilmember, City of Fort Worth



North Central Texas Council of Governments

TO: Mike Eastland
Executive Director

DATE: August 21, 2014

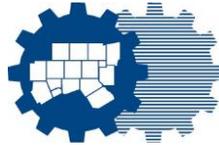
FROM: Michael Morris, P.E.
Director of Transportation

SUBJECT: Action Requesting the City of Dallas to Consider Elements of the Proposed
Regional Ordinance for For-Hire Services

The North Central Texas Council of Governments (NCTCOG) has been working on a comprehensive program for for-hire services that includes: taxis, limousines, and shuttles. This program began over five years ago and is completing this winter. The City of Dallas is considering changes to its for-hire vehicle ordinance and the Executive Board will be requested to approve the attached comments to the Dallas City Secretary.

In addition, the Regional Transportation Council will be transmitting comments on policy emphasis areas and NCTCOG staff will be transmitting to the record technical areas for consideration. It is important to recognize the emphasis that is being placed by policy officials across the region on improving the transportation services that impact a significant portion of the constituents within North Central Texas.

DRAFT



North Central Texas Council of Governments

August 28, 2014

City Secretary's Office
City of Dallas
1500 Marilla Street, Room 5DS
Dallas, Texas 75201-6390

Dear Dallas City Council:

For the last several years, the City of Dallas, City of Fort Worth, Dallas/Fort Worth International Airport, and North Central Texas Council of Governments (NCTCOG) have been working to develop a regional program to improve service in the vehicle-for-hire industry. Policy makers and staffs have been working towards a comprehensive regional program with several of the same goals the City of Dallas wishes to achieve through revising its own for-hire ordinance.

The goals of the program include: safety for customers, seamless service, regionwide service, and air quality improvements.

The purpose of this letter is to offer three areas of information that may assist your deliberations:

- 1) The Executive Board has contracted with LeighFisher to review national best practices with regard to for-hire services and technology. This effort is being conducted in conjunction with Dallas/Fort Worth International Airport and is anticipated to be completed soon. This information will be transmitted to you upon its completion.
- 2) The Regional Transportation Council will transmit policy emphasis areas, including consideration of the benefits of a regionwide program. The Regional Transportation Council has held several outreach efforts with other local governments and has recently outlined a schedule for completion this winter.
- 3) NCTCOG staff will highlight technical areas for the City of Dallas' consideration.

Thank you for the opportunity to provide comments on the draft for-hire ordinance. I am confident we can collectively work towards a viable solution to encourage improvements, innovation, and growth in an industry that serves as a valuable transportation link to our citizens.

Sincerely,

Kathryn Wilemon, President
North Central Texas Council of Governments
Mayor Pro Tem, City of Arlington

JP/kad

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

August 28, 2014 – ITEM 11



North Central Texas Council of Governments

TO: Mike Eastland
Executive Director

DATE: August 21, 2014

FROM: Edith Marvin, P.E.
Director of Environment and Development

SUBJECT: Resolution Endorsing 2014 Edition of National Electrical Code with Regional Amendments

The North Central Texas Council of Governments (NCTCOG) has actively promoted the standardization of model construction codes since 1967 when the Regional Codes Strategy Committee first documented the wide disparity in codes used by cities in the region. NCTCOG has continued to serve as a facilitator in the recommendation of model codes, code standards, and regional amendments to the model codes.

The goal of the Regional Codes Coordinating Committee (RCCC), NCTCOG's present model codes advisory committee, is to standardize the model codes used throughout North Central Texas. Composed of public and private sector code professionals, the RCCC and its five code advisory boards encourage the adoption of NCTCOG recommended model codes and regional amendments to reduce the variation of local construction codes in the region.

By encouraging cities to adopt standardized codes and regional amendments, NCTCOG has helped North Central Texas municipalities reduce the cost of training codes personnel. These efforts have also made it easier for contractors, builders, and developers to do work from city to city throughout the region, thereby reducing overall construction costs.

To continue these code uniformity initiatives, the RCCC's Electrical Advisory Board (EAB) conducted several open review meetings over the past six months. The purposes of these meetings were to 1) review and recommend the 2014 edition of the National Electrical Code (NEC) and 2) evaluate the code for any necessary regional amendments. Additionally, the EAB developed a companion position paper in support of an addition to the 2014 National Electrical Code Article 90.4, Enforcement. After the EAB completed their deliberations, the RCCC reviewed and approved the amendment recommendations on August 12, 2014. The final recommendation is that all cities in the North Central Texas region adopt the 2014 NEC and corresponding regional amendments and consider the position paper as additional guidance.

The RCCC is seeking NCTCOG Executive Board action and endorsement of the regional amendments to the 2014 NEC and recommendation that all cities and counties in the North Central Texas region adopt the 2014 NEC, corresponding regional amendments, and consider the position paper as additional guidance.

A brief presentation of this item will be provided, and I will be available to answer any questions prior to requesting Board approval.

**616 Six Flags Drive, Centerpoint Two
P.O. Box 5888, Arlington, Texas 76005-5888
(817) 640-3300 FAX: 817-640-7806
www.nctcog.org**

**RESOLUTION ENDORSING 2014 EDITION OF NATIONAL ELECTRICAL CODE
WITH REGIONAL AMENDMENTS**

WHEREAS, the North Central Texas Council of Governments (NCTCOG) is established to assist local governments in planning for common needs, cooperating for mutual benefit, and coordinating for sound regional development; and,

WHEREAS, NCTCOG has been active for the last 47 years in promoting construction code uniformity in the region; and,

WHEREAS, code uniformity has been documented to lead to a decrease in confusion and delays for builders, developers, and architects; a decrease in costs to municipalities in the development of codes; and, ultimately a decrease in construction and insurance costs to consumers; and,

WHEREAS, the 2012 International Codes are the most current nationally recognized industry standard for buildings and construction; and,

WHEREAS, the Regional Codes Coordinating Committee, through its respective code advisory board, has reviewed the 2014 National Electrical Code and recommends their endorsement with regional amendments.

NOW, THEREFORE, BE IT HEREBY RESOLVED THAT:

- Section 1.** The NCTCOG Executive Board firmly supports the current activities in promoting building code uniformity in the North Central Texas region.
- Section 2.** The NCTCOG Executive Board endorses the 2014 Edition of the National Electrical Code published by the National Fire Protection Association and recommends its adoption by all cities and counties in the North Central Texas region.
- Section 3.** The Executive Board endorses the Regional Codes Coordinating Committee recommended regional amendments (Attachment 1) to the aforementioned codes and recommends their adoption by all cities and counties in the North Central Texas region.
- Section 4.** The NCTCOG Executive Board endorses the Regional Codes Coordinating Committee Electrical Advisory Board Position Paper (Attachment 2) in support of the aforementioned code.

Section 5. The NCTCOG Executive Board encourages all cities and counties to adopt the aforementioned codes and regional amendments with an effective date of August 28, 2014.

Section 6. This resolution shall be in effect immediately upon its adoption.

Kathryn Wilemon, President
North Central Texas Council of Governments
Mayor Pro Tem, City of Arlington

I hereby certify that this resolution was adopted by the Executive Board of the North Central Texas Council of Governments on August 28, 2014

Daniel Scarth, Secretary-Treasurer
North Central Texas Council of Governments
Councilmember, City of Fort Worth

**Recommended Amendments to the
2014 National Electrical Code**
North Central Texas Council of Governments

The following articles, paragraphs, and sentences of the *2014 National Electrical Code (NEC)* are hereby amended as follows: Standard type is text from the NEC. Highlighted with gray shading is text inserted. Lined through type is deleted text from NEC. A double asterisk (**) at the beginning of an article identifies an amendment carried over from the 2011 edition of the code and a triple asterisk (***) identifies a new or revised amendment with the 2014 code.

*****Article 100; add the following to definitions:**

Engineering Supervision. Supervision by a Qualified State of Texas Licensed Professional Engineer engaged primarily in the design or maintenance of electrical installations.

(REASON FOR CHANGE: To better define the qualifications for engineering supervision. This term is used twenty four times in the National Electrical Code.)

*****Article 100; amend the following definition:**

Intersystem Bonding Termination. A device that provides a means for connecting intersystem bonding conductors for communication systems and other systems ~~such as metallic gas piping systems~~ to the grounding electrode system. Bonding conductors for other systems shall not be larger than 6 AWG.

(REASON FOR CHANGE: To allow for a termination point for other bonding conductors in addition to communication systems that are required by the various model codes. 6 AWG was chosen to coincide with the minimum size of bonding conductor required to the intersystem bonding jumper.)

*****Article 110.2; change the following to read as follows:**

110.2 Approval. The conductors and equipment required or permitted by this Code shall be acceptable only if approved. Approval of equipment may be evident by listing and labeling of equipment by a Nationally Recognized Testing Lab (NRTL) with a certification mark of that laboratory or a qualified third party inspection agency approved by the AHJ.

Exception: Unlisted equipment that is relocated to another location within a jurisdiction or is field modified is subject to the approval by the AHJ. This approval may be by a field evaluation by a NRTL or qualified third party inspection agency approved by the AHJ.

~~Manufacturer's self-certification of any equipment shall not be used as a basis for approval by the AHJ.~~

Informational Note No. 1: See 90.7, Examination of Equipment for Safety, and 110.3, Examination, Identification, Installation, and Use of Equipment. See definitions of *Approved*, *Identified*, *Labeled*, and *Listed*.

Informational Note No. 2: Manufacturer's self-certification of equipment may not necessarily comply with US product safety standards as certified by a Nationally Recognized Testing Lab.

Informational Note No. 3: NFPA 790 and 791 provide an example of an approved method for qualifying a third party inspection agency.

(REASON FOR CHANGE: To add clarity and provide more positive options for enforcement and approval of unlisted equipment.)

*****Article 210.52(G) (1) Garages: delete the following**

(1) Garages. In each attached garage and in each detached garage with electric power. ~~The branch circuit supplying this receptacle(s) shall not supply outlets outside of the garage.~~ At least one receptacle outlet shall be installed for each car space.

(REASON FOR CHANGE: Installations in compliance with this Code are not necessarily efficient, convenient, or adequate for good service or future expansion of electrical use.)

****Article 230.71(A); add the following exception:**

Exception: Multi-occupant buildings. Individual service disconnecting means is limited to six for each occupant. The number of individual disconnects at one location may exceed six.

(REASON FOR CHANGE: This is currently the accepted installation practice of the region. No noteworthy complaints have surfaced. It is more reasonable than the current NEC requirements. It allows more than six disconnects grouped at one location. This also allows designers more flexibility in the placement of electrical meters and main service disconnects.)

*****Article 240.91; delete the Article.**

(REASON FOR CHANGE: Present day equipment is not listed and has not been evaluated for the use. Removing this article may prevent both installers and AHJ's from misapplying the Code.

****Article 300.11; add the following exception:**

Exception: Ceiling grid support wires may be used for structural supports when the associated wiring is located in that area, not more than two raceways or cables supported per wire, with a maximum nominal metric designation 16 (trade size 1/2").

(REASON FOR CHANGE: To provide limited support of raceways and cables by ceiling grid support wire.)

****Article 310.15(B) (7); change to read as follows:**

(7) This Article shall not be used in conjunction with 220.82.

(REASON FOR CHANGE: 310.15(B) (7) has been revised and the table has been deleted.)

*****Article 500.8 (A) (3) changed to read as follows:**

500.8 Equipment.

Articles 500 through 504 require equipment construction and installation that ensure safe performance under conditions of proper use and maintenance.

Informational Note No. 1: It is important that inspection authorities and users exercise more than ordinary care with regard to installation and maintenance.

Informational Note No. 2: Since there is no consistent relationship between explosion properties and ignition temperature, the two are independent requirements.

Informational Note No. 3: Low ambient conditions require special consideration. Explosionproof or dust-ignitionproof equipment may not be suitable for use at temperatures lower than -25°C (-13°F) unless they are identified for low-temperature service. However, at low ambient temperatures, flammable concentrations of vapors may not exist in a location classified as Class I, Division 1 at normal ambient temperature.

(A) Suitability. Suitability of identified equipment shall be determined by one of the following:

- (1) Equipment listing or labeling
- (2) Evidence of equipment evaluation from a qualified testing laboratory or inspection agency concerned with product evaluation
- (3) Evidence acceptable to the authority having jurisdiction such as a manufacturer's self-evaluation or ~~an owner's engineering judgment.~~ an engineering judgment signed and sealed by a qualified Registered licensed Professional Engineer in the State of Texas.

Informational Note: Additional documentation for equipment may include certificates demonstrating compliance with applicable equipment standards, indicating special conditions of use, and other pertinent information.

(REASON FOR CHANGE: Carry over from previous amendment with change to better define the qualifications for an engineering judgment.)

*****Article 505.7 (A) changed to read as follows:**

505.7 Special Precaution.

Article 505 requires equipment construction and installation that ensures safe performance under conditions of proper use and maintenance.

Informational Note No. 1: It is important that inspection authorities and users exercise more than ordinary care with regard to the installation and maintenance of electrical equipment in hazardous (classified) locations.

Informational Note No. 2: Low ambient conditions require special consideration. Electrical equipment depending on the protection techniques described by 505.8(A) may not be suitable for use at temperatures lower than -20°C (-4°F) unless they are identified for use at lower temperatures. However, at low ambient temperatures, flammable concentrations of vapors may not exist in a location classified Class I, Zones 0, 1, or 2 at normal ambient temperature.

(A) Implementation of Zone Classification System. Classification of areas, engineering and design, selection of equipment and wiring methods, installation, and inspection shall be performed by a qualified persons Registered licensed Professional Engineer in the State of Texas.

(REASON FOR CHANGE: Carry over from previous amendment with change to better define the qualifications for an engineering judgment.)

*****Article 517.30 Essential Electrical Systems for Hospitals; create a new (H) and add the following language:**

(G) Coordination. Overcurrent protective devices serving the equipment branch of the essential electrical system shall be coordinated for the period of time that a fault's duration extends beyond 0.1 second.

Exception No. 1: Between transformer primary and secondary overcurrent protective devices, where only one overcurrent protective device or set of overcurrent protective devices exists on the transformer secondary.

Exception No. 2: Between overcurrent protective devices of the same size (ampere rating) in series.

Informational Note: The terms coordination and coordinated as used in this section do not cover the full range of overcurrent conditions.

(H) Selective Coordination. Overcurrent protective devices serving the life safety, and critical branches of the essential electrical system shall be selectively coordinated with all supply-side overcurrent protective devices.

Exception No. 1: Between transformer primary and secondary overcurrent protective devices, where only one overcurrent protective device or set of overcurrent protective devices exists on the transformer secondary.

Exception No. 2: Between overcurrent protective devices of the same size (ampere rating) in series.

Informational Note: The terms coordination and coordinated as used in this section do not cover the full range of overcurrent conditions.

(REASON FOR CHANGE: Changes made by deleting the definition of emergency systems in Article 517 Health Care Facilities and removing emergency systems as “Essential Electrical Systems for Hospitals in 517.30(B) (2), plus the new addition of section 517.30(G) for “Coordination” instead of using selective coordination, has diminished the reliability of the “Life Safety and Critical Branches of the Essential Electrical System” to deliver power to vital loads. By providing only “coordination,” the instantaneous portion of the time-current curve has been eliminated from the overcurrent device settings.)

***Article 680.25(A) changed to read as follows:

680.25 Feeders.

These provisions shall apply to any feeder on the supply side of panelboards supplying branch circuits for pool equipment covered in Part II of this article and on the load side of the service equipment or the source of a separately derived system.

(A) Wiring Methods.

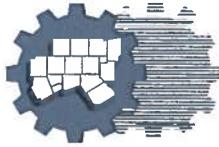
(1) Feeders. Feeders shall be installed in rigid metal conduit, intermediate metal conduit. The following wiring methods shall be permitted if not subject to physical damage:

- (1) Liquidtight flexible nonmetallic conduit
- (2) Rigid polyvinyl chloride conduit
- (3) Reinforced thermosetting resin conduit
- (4) Electrical metallic tubing where installed on or in a building
- (5) Electrical nonmetallic tubing where installed within a building
- (6) Type MC Cable where installed within a building and if not subject to corrosive environment
- (7) Nonmetallic-sheathed cable
- (8) Type SE cable

~~Exception: A feeder within a one-family dwelling or two-family dwelling unit between remote panelboard and service equipment shall be permitted to run in flexible metal conduit or an approved cable assembly that includes an insulated equipment grounding conductor within its outer sheath. The equipment grounding conductor shall comply with 250.24(A) (5).~~

(REASON FOR CHANGE: Carry over from previous amendments. Text changed to reflect 2014 National Electrical Code. Exception deleted per Errata No.70-14-2)

END



North Central Texas Council Of Governments

Regional Codes Coordinating Committee Electrical Advisory Board

2014 National Electrical Code Regional Amendments

POSITION PAPER

July 2014

As described in the Regional Codes Coordinating Committee (RCCC) Operating Procedures adopted January 2011 a position paper is a collection of opinions representing different perspectives on a codes issue. A position paper may consist of:

1. An advisory board's interpretation of an unclear section of a code.
2. An advisory Board's opinion of a local amendment that was sent to the advisory board by a locality for review and comment. This would include the reasons for the opinion and possible alternative wordings.
3. An advisory board's opinion of a proposed code change for a code publisher's subcommittee or private organization. This opinion is to be construed only as advice and not as the official position of the advisory board, RCCC, or executive board.

The RCCC Electrical Advisory Board (EAB) has reviewed the 2014 National Electric Code (NEC) and developed a set of recommended amendments. The EAB is providing this position paper to support an addition to the 2014 NEC Article 90.4. The existing 2014 NEC Article 90.4, Enforcement is provided below as reference and reads:

“90.4 Enforcement. This Code is intended to be suitable for mandatory application by governmental bodies that exercise legal jurisdiction over electrical installations, including signaling and communications systems, and for use by insurance inspectors. The authority having jurisdiction for *enforcement* of the Code has the responsibility for making interpretations of the rules, for deciding on the approval of equipment and materials, and for granting the special permission contemplated in a number of the rules.

By special permission, the authority having jurisdiction may waive specific requirements in the Code or permit alternative methods where it is assured that equivalent objectives can be achieved by establishing and maintaining effective safety.

This Code may require new products, constructions, or materials that may not yet be available at the time the Code is adopted. In such event, the authority having jurisdiction may permit the use of the products, constructions, or materials that comply with the most recent previous edition of this Code adopted by the jurisdiction.”

It is the EAB's position that the following language should be added to the 2014 NEC Article 90.4, Enforcement:

Supervision of Work. In the actual work of installing, maintaining, altering or repairing any electric conductors or equipment which requires a permit, apprentice electricians shall be directly supervised by a higher grade classification of electrical license when electrical work is being performed.

Informational Note: As defined by the State of Texas in Title 8, Occupational Code Chapter 1305 administered by the Texas Department of Licensing and Regulation for proper grade classifications of electrical license.

Reason for Position: To provide consistent licensing requirements for supervision of apprentice electricians in the North Central Texas region, which is currently the accepted practice in the region.

August 28, 2014 – ITEM 12



North Central Texas Council of Governments

TO: Mike Eastland
Executive Director

DATE: August 21, 2014

FROM: Edith Marvin, P.E.
Director of Environment & Development

SUBJECT: Resolution Authorizing the Amendment of Previously Approved Resolution E14-06-12 to Increase the Funding Amount for FEMA Risk Map Flooding Study

With the ongoing success of the North Central Texas Council of Government's (NCTCOG) Fiscal Year (FY) 2013-2014 Cooperating Technical Partnership (CTP) activities with Federal Emergency Management Agency (FEMA) Region VI, we have been requested to submit a proposal for a FY2014 Mapping Activity Statement. This opportunity will allow us to pursue a Risk Map Flood Study for portions of the Big Bear Creek watershed in Tarrant County. The opportunity is a cost-shared arrangement, with 75 percent of the grant cost being provided by FEMA with a required local contribution of 25 percent being contributed by the Cities of Colleyville and Southlake. FEMA's initial project scope entailed a total funding need of \$670,667, with FEMA's share totaling \$503,000. The communities have selected to increase the scope of the project to include items beyond FEMA's original scope and are willing to contribute the funding needed to accomplish their preferred scope, which will result in a cost of \$947,000. They will contribute \$444,000, a 47 percent match for this purpose. In addition, FEMA is contributing \$15,000 to our Agency towards project management of the CTP effort.

The current funding authorization was approved on June 26, 2014, and authorized a limit of \$350,000 per annum through the end of FY2016. This addition of the Big Bear Creek watershed proposal requires increased authorization to undertake this new opportunity.

Since the proposed total FEMA contribution for Risk Map activities in the Big Bear Creek watershed is projected at \$518,000, this amount would exceed the currently authorized funding limit of \$350,000 for FY15 and for FY16. NCTCOG staff requests that the Executive Board amend the current authorization raising the limit to an amount not to exceed \$1,000,000 per annum for FY15 and for FY16 to build on our CTP for flood risk reduction, consistent with the work program initiatives to implement the regional SEE Safe Clean & Green plan. This will allow NCTCOG to respond to this great opportunity while allowing us to continue building on our CTP for flood risk reduction and look for future similar opportunities, consistent with the work program initiatives endorsed by NCTCOG's Public Works Council.

I look forward to discussing these important initiatives with the Executive Board.

**616 Six Flags Drive, Centerpoint Two
P.O. Box 5888, Arlington, Texas 76005-5888
(817) 640-3300 FAX: 817-608-2372
www.nctcog.org**

**RESOLUTION AUTHORIZING THE AMENDMENT OF PREVIOUSLY APPROVED
RESOLUTION E14-06-12 TO INCREASE THE FUNDING AMOUNT FOR FEMA RISK MAP
FLOODING STUDY**

WHEREAS, the North Central Texas Council of Governments (NCTCOG) *Strategic Plan* establishes a vision of success for Sustainable Environmental Excellence (SEE) whereby North Texans will SEE SAFE waterways with CLEAN water within a regional ecosystem framework of GREEN watersheds; and,

WHEREAS, NCTCOG is working with local governments, federal/state agencies, and other partners to implement the adopted vision and strategic plan through numerous grants, fee-for-service programs, and the pursuit of other opportunities for the continuation of programmatic initiatives within SEE Safe Clean & Green and SEE Development Excellence; and,

WHEREAS, in June 2014, NCTCOG's Executive Board adopted a resolution authorizing necessary funding agreements with the Federal Emergency Management Agency and Texas Water Development Board for funding not to exceed \$350,000 per annum through FY2016 to build on our Cooperating Technical Partnership for flood risk reduction, consistent with the work program initiatives endorsed by NCTCOG's Public Works Council; and,

WHEREAS, the work accomplished since that resolution adoption has led to an opportunity to undertake technical studies in the Bear Creek Watershed on behalf of the Cities of Colleyville and Southlake totaling an estimated \$947,000 in FY15.

NOW, THEREFORE, BE IT HEREBY RESOLVED THAT:

Section 1. The previous resolution is amended to allow the Executive Director of the North Central Texas Council of Governments to execute the necessary agreements with FEMA and/or the Texas Water Development Board for funding in an amount not to exceed \$1,000,000 per annum for FY15 and for FY16 to build on the Cooperating Technical Partnership for flood risk reduction, consistent with the work program initiatives endorsed by NCTCOG's Public Works Council.

Section 2. The Executive Director of NCTCOG is authorized to pursue other opportunities for cooperation or funding to implement the SEE Safe Clean & Green objectives through FY2016, including but not limited to cooperative activities and drafting of memoranda of agreements with state and federal partners, extension of interagency agreements to other local governments, identification of additional funding sources, and participation in and support to initiatives by other agencies.

Section 3. This resolution shall be in effect immediately upon its adoption.

Kathryn Wilemon, President
North Central Texas Council of Governments
Mayor Pro Tem, City of Arlington

I hereby certify that this resolution was adopted by the Executive Board of the North Central Texas Council of Governments on August 28, 2014.

Daniel Scarth, Secretary-Treasurer
North Central Texas Council of Governments
Councilmember, City of Fort Worth



North Central Texas Council of Governments

TO: Mike Eastland
Executive Director

DATE: August 20, 2014

FROM: Monte Mercer
Deputy Executive Director

SUBJECT: Status Report for the Proposed Fiscal Year 2015 Annual Fiscal Program

An overview of the Proposed Fiscal Year 2015 Annual Fiscal Program will be presented to the Executive Board at the monthly meeting on August 28, 2014. The program structure is similar to previous years with the following characteristics:

- Total expenditures of \$179,762,456;
 - \$74,680,123 for operations,
 - \$105,082,333 for pass-through and in-kind match funds.
- Consists of state and federal grants that fund approximately 83% of programs with the remainder being local funding.
- Fiscal controls are established by individual grants and contracts, not the plan outlined in the Annual Fiscal Program.
- Annual dues from the membership comprise less than 1% of the total budget. The per capita rate has not changed.

Prior to the Board meeting, a session will be held with the Finance Committee for their review.

I will be available at the Board meeting to answer any questions.

MM:rm

**North Central Texas
Council Of Governments
FY 2015 Proposed Budget**

Executive Board Meeting

August 28, 2014

NCTCOG FY 2015 Proposed Budget

- Characteristics of NCTCOG budgeting and contrasts with typical local government budgeting.
 - Funding is comprised primarily of grants and local contracts for services.
 - Each grant is a separate contract with its own grant period and funding amount. Grants can encompass more than one NCTCOG fiscal year.
 - Continuously evolving as program needs change and funding opportunities become available.
 - Scope of work, funding, and expenditure limitations are regulated by the individual grant or contract, rather than the planned program summary.
- High inter-departmental dependency and cooperation.
 - Common objectives (i.e. environmental, air quality and transportation programs).
 - Multi-disciplinary approach (i.e. operating departments, computer services, finance and accounting teams).

NCTCOG FY 2015 Proposed Budget

Funding Sources	<u>FY 2015</u>	<u>FY 2014</u>	<u>Change</u>
State and Federal Grants	\$ 143,392,998	\$ 144,445,777	\$ (1,052,779)
Local Contracts/Grants	16,585,378	20,520,376	(3,934,998)
In-Kind Match Funds	11,916,157	11,115,579	800,578
Membership Dues	678,392	665,212	13,180
Training Revenues	<u>590,854</u>	<u>635,450</u>	<u>(44,596)</u>
Total	<u>\$ 173,163,779</u>	<u>\$ 177,382,394</u>	<u>\$ (4,218,615)</u>

NCTCOG FY 2015 Proposed Budget

STATE	FY 2015	% of Total Funding	FY 2014	Change
Texas Workforce Commission (TWC)	\$ 61,205,828	35.35%	\$ 61,558,217	\$ (352,389)
Texas Department of Transportation (TxDOT)	39,196,559	22.64%	36,635,204	2,561,355
Texas Commission on Environmental Quality (TCEQ)	4,133,383	2.39%	4,229,246	(95,863)
Texas Department of Aging and Disability Services (DADS)	7,136,692	4.12%	6,337,868	798,824
Commission on State Emergency Communications (CSEC)	6,716,288	3.88%	10,775,830	(4,059,542)
Texas Department of Public Safety (DPS)	3,914,302	2.26%	4,695,821	(781,519)
Governor's Office, Criminal Justice Division (CJD)	993,979	0.57%	961,612	32,367
Texas Department of Agriculture	2,000	0.00%	16,809	(14,809)
TOTAL STATE	123,299,031	71.20%	125,201,607	(1,911,576)
FEDERAL				
Federal Transit Authority (FTA)	17,735,291	10.24%	16,149,601	1,585,690
Environmental Protection Agency (EPA)	213,661	0.12%	303,200	(89,539)
United States Department of Energy (US DOE)	134,794	0.08%	853,281	(718,487)
United States Department of Labor (US DOL)	740,913	0.43%	1,138,129	(397,216)
Department of Housing & Urban Development (HUD)	-	0.00%	7,884	(7,884)
Federal Aviation Administration (FAA)	-	0.00%	437,804	(437,804)
United States Department of Commerce (US DOC)	60,000	0.03%	-	60,000
Federal Highway Administration (FHA)	616,308	0.36%	231,271	385,037
Federal Emergency Management Agency (FEMA)	593,000	0.34%	114,000	479,000
TOTAL FEDERAL	20,093,967	11.60%	19,235,170	858,797
TOTAL STATE AND FEDERAL	\$ 143,392,998	82.80%	\$ 144,445,777	\$ (1,052,779)

NCTCOG FY 2015 Proposed Budget Funding Changes

State and Federal Grant Changes – \$1.1 Million Decrease primarily comprised of:

- **Transportation – \$2.98 million increase primarily comprised of:**
 - Texas Department of Transportation (TXDOT) – (\$2.56 million increase).
 - Federal Transit Authority (FTA) – (\$1.58 million increase).
 - Federal Highway Administration (FHWA) – (\$385 thousand increase).
 - Department of Energy (DOE) – (\$718 thousand decrease).
 - Federal Aviation Administration (FAA) – (\$438 thousand decrease).
 - Texas Commission on Environmental Quality (TCEQ) – (\$295 thousand decrease).
 - Environmental Protection Agency (EPA) – (\$90 thousand decrease).
- **Workforce – \$750 thousand decrease primarily comprised of:**
 - U.S. Department of Labor (DOL) – (\$397 thousand decrease).
 - Texas Workforce Commission (TWC) – (\$352 thousand decrease).

NCTCOG FY 2015 Proposed Budget Funding Changes

State and Federal Grant Changes – \$1.1 Million Decrease (Continued)

- **Community Services – \$3.4 million decrease primarily comprised of:**
 - Department of Aging and Disability Services (DADS) – (\$799 thousand increase).
 - Commission on State Emergency Communications (CSEC) – (\$4.1 million decrease).
 - Texas Department of Public Safety (DPS) – (\$205 thousand decrease).
- **Environment & Development – \$678 thousand increase primarily comprised of:**
 - Federal Emergency Management Agency (FEMA) – (\$479 thousand increase).
 - Texas Commission on Environmental Quality (TCEQ) – (\$199 thousand increase).
- **Emergency Preparedness – \$577 thousand decrease comprised of:**
 - Texas DPS/SAA – (\$577 thousand decrease).

NCTCOG FY 2015 Proposed Budget Funding Changes

Local Contracts – \$4.0 million decrease primarily due to:

- Transportation – (\$3.4 million decrease).
- Environment and Development – (\$358 thousand decrease).
- Emergency Preparedness – (\$222 thousand decrease).

In-Kind Match Funds – \$800 thousand increase due primarily to:

- Emergency Preparedness – (\$1.4 million increase).
- Community Services (Aging) – (\$957 thousand increase).
- Transportation – (\$1.6 million decrease).

Total Change to Funding – \$4.2 Million Decrease

NCTCOG FY 2015 Proposed Budget

Operations Expenditures	<u>FY 2015</u>	<u>FY 2014</u>	<u>Change</u>
– Transportation	\$ 36,711,329	\$ 29,179,155	\$ 7,532,174
– Workforce Development	5,401,719	5,402,978	(1,259)
– Community Services	9,494,224	13,035,485	(3,541,261)
– Research & Information Services	7,235,859	6,561,264	674,595
– Environment & Development	2,758,283	2,368,773	389,510
– Emergency Preparedness	4,656,818	5,444,374	(787,556)
– Agency Administration ⁽¹⁾	7,285,570	6,858,230	427,340
– Agency Management	<u>1,136,321</u>	<u>972,500</u>	<u>163,821</u>
Total Proposed Expenditures	74,680,123	69,822,759	4,857,364
Less: Interdepartmental Charges ⁽²⁾	<u>(6,598,677)</u>	<u>(6,221,630)</u>	<u>(377,047)</u>
Net Expenditures	<u>\$ 68,081,446</u>	<u>\$ 63,601,129</u>	<u>\$ 4,480,317</u>

⁽¹⁾ Includes PEBC of \$1.2 million

⁽²⁾ Includes Direct Service Charges and Indirect Overhead

NCTCOG FY 2015 Proposed Budget Operations Expenditures

Transportation

- **Operations expenditures increase of \$7.5 million, primarily comprised of:**
 - Regional Traffic Signal - (\$3.25 million increase)
 - Incident Mgmt./Safety Patrol - (\$2.75 million increase)
 - AQ Initiatives - (\$2.4 million increase)
 - SH199 Feasibility Study - (\$600 thousand increase)
 - TXDoT/NCTCOG Project Implementation Partner JA/RC - (\$920 thousand decrease)
 - Section 408 SARS - (\$450 thousand decrease)
 - Sustainable Development Program - (\$193 thousand decrease)

Workforce Development

- **Operations expenditures decrease of \$1 thousand, primarily comprised of:**
 - Child Care Funding - (\$256 thousand increase).
 - Workforce Investment Act (WIA) - (\$190 thousand decrease).
 - Resource Administration Grant - (\$49 thousand decrease).

NCTCOG FY 2015 Proposed Budget Operations Expenditures

Community Services

- **Operations net decrease of \$3.5 million, primarily comprised of:**
 - Area Agency on Aging - (\$264 thousand increase).
 - Regional 9-1-1 - (\$3.6 million decrease).
 - Public Safety Radio Communications (PSRC) - (\$182 thousand decrease).

Research & Information Services

- **Operations expenditures increase of \$675 thousand, primarily comprised of:**
 - Aerial Photography - (\$362 thousand increase).
 - Demographic Forecasting - (\$130 thousand increase).
 - GIS Support - (\$125 thousand increase).

NCTCOG FY 2015 Proposed Budget Operations Expenditures

Environment & Development

- **Operations expenditures increase of \$390 thousand, primarily comprised of:**
 - CTP Mapping Statement - (\$477 thousand increase).
 - Solid Waste Regional Project - (\$213 thousand increase).
 - Lake Worth Greenprinting - (\$218 thousand decrease).

Emergency Preparedness

- **Operations expenditures decrease of \$788 thousand, primarily comprised of:**
 - Regional Mitigation:
 - Safe Room Rebate - (\$1.5 million increase).
 - Hazard Mitigation Program - (\$317 thousand increase).
 - Pre Disaster Mitigation - (\$250 thousand increase).
 - Regional Mitigation Strategies (RMS) - (\$3.2 million decrease).
 - The Homeland Security Grant Program (HSGP), which includes the Urban Area Security Initiative and State Homeland Security Grant Program - (\$1.1 million increase).
 - CASA:
 - CASA WX (Local) - (\$609 thousand decrease).
 - CASA WX (Regional Mitigation) - (\$179 thousand decrease)

NCTCOG FY 2015 Proposed Budget Operations Expenditures

Agency Administration

- **Operations expenditures increase of \$427 thousand, primarily comprised of:**
 - Various Departmental Support - (\$272 thousand increase).
 - Indirect Support - (\$155 thousand increase).

Agency Management

- **Operations expenditures increase of \$163 thousand, primarily comprised of:**
 - Comprehensive Economic Development Strategy – (\$120 thousand increase).

NCTCOG FY 2015 Proposed Budget

Personnel and Fringe Benefits

- 322 full-time positions and 43 part-time positions.
- Reduced 3 full-time positions.
- Healthcare 6% increase.
- 3% merit increase.

NCTCOG FY 2015 Proposed Budget

Full-time Positions	FY 2015 <u>Budget</u>	FY 2014 <u>Budget</u>	<u>Change</u>
Transportation	148	149	(1)
Workforce Development	32	34	(2)
Community Services	48	47	1
Research & Information Services	27	27	0
Environment & Development	12	12	0
Emergency Preparedness	10	12	(2)
Agency Administration ⁽¹⁾	40	39	1
Agency Management	5	5	0
Total	<u>322</u>	<u>325</u>	<u>(3)</u>

(1) Includes added Assistant Director PEBC for a total of 5 positions for FY 2015

NCTCOG FY 2015 Proposed Budget

“Pass-through Funds” means funds received by the NCTCOG from a federal or state government for which NCTCOG serves as a cash conduit and has limited administrative or financial involvement in the program (i.e. contractor selection, contract provisions/negotiations, or contractor oversight/monitoring).

NCTCOG FY 2015 Proposed Budget

Pass-through Expenditures	<u>FY 2015</u>	<u>FY 2014</u>	<u>Change</u>
– Transportation ⁽¹⁾	\$ 36,715,059	\$ 46,924,835	\$ (10,209,776)
– Workforce Development	54,150,145	54,964,112	(813,967)
– Community Services ⁽²⁾	12,062,377	11,062,025	1,000,352
– Environment & Development	439,870	543,480	(103,610)
– Emergency Preparedness ⁽³⁾	<u>1,714,882</u>	<u>286,813</u>	<u>1,428,069</u>
Total Proposed Pass-Through	<u>\$105,082,333</u>	<u>\$113,781,265</u>	<u>\$ (8,698,932)</u>

(1) Includes In-Kind Expenditures of \$3.9 million & \$5.5 million for FY2015 & FY2014 respectively.

(2) Includes Aging In-Kind Expenditures of \$6.2 million & \$5.3 million for FY2015 & FY2014 respectively.

(3) Includes In-Kind Expenditures of \$1.7 million & \$286 thousand for FY2015 & FY2014 respectively.

NCTCOG FY 2015 Proposed Budget Pass-through Expenditures

Transportation

- **Pass-through expenditures decrease of \$10.2 million, primarily comprised of:**
 - Transit Projects - (\$4.9 million increase).
 - Regional Traffic Signal - (\$182 thousand increase).
 - Air Quality Initiatives-Emissions Red Call - (\$171 thousand increase).
 - Sustainable Development Projects - (\$5.7 million decrease).
 - TXDoT Partnership for Congestion Mgmt. - (\$2.8 million decrease).
 - Dallas Streetcar - (\$2.0 million decrease).
 - HOV Operations - (\$1.8 million decrease).
 - AFAT Calls - (\$1.5 million decrease).
 - Bike /Pedestrian Project - (\$1.3 million decrease).
 - Transit Projects - (\$564 thousand decrease).

NCTCOG FY 2015 Proposed Budget Pass-through Expenditures

Workforce Development

- **Pass-through expenditures net decrease of \$814 thousand, primarily comprised of:**
 - Childcare funding – (\$1.3 million increase).
 - NCP – (\$145 thousand increase).
 - Workforce Investment Act (WIA) – (\$1.6 million decrease).
 - Department Of Labor H 1B Grant – (\$310 thousand decrease).
 - Trade Adjustment Assistance funding – (\$144 thousand decrease).

NCTCOG FY 2015 Proposed Budget Pass-through Expenditures

Community Services

- **Total Pass-through Expenditures/In-kind increase of \$1 million:**
 - Area Agency on Aging – Pass-through/In-kind expenditures (\$1.5 million increase), primarily composed of:
 - Transportation and Nutrition Services - (\$1.0 million In-kind increase).
 - Nutrition and Supportive Services (due to DADS funding) - (\$534 thousand increase).
 - 9-1-1 Planning – NCTCOG Regional System expenditure decrease due to completion of initiative in FY 2014 - (\$492 thousand decrease).



NCTCOG FY 2015 Proposed Budget Pass-through Expenditures

Environment & Development

- **Pass-through expenditures decrease of \$100 thousand:**
 - USACE Section 408 Permit Expediting - (\$100 thousand decrease).

Emergency Preparedness

- **Pass-through expenditures net increase of \$1.4 million:**
 - Safe Room Rebate - (\$1.4 million increase).

NCTCOG FY 2015 Proposed Budget

Total Expenditures	<u>Operations</u>	<u>Pass – Through</u>	<u>FY 2015 Total</u>	<u>FY 2014</u>
– Transportation	\$ 36,711,329	\$ 36,715,059	\$ 73,426,388	\$ 76,103,990
– Workforce Development	5,401,719	54,150,145	59,551,864	60,367,090
– Community Services	9,494,224	12,062,377	21,556,601	24,097,510
– Research & Information Services	7,235,859	-	7,235,859	6,561,264
– Environment & Development	2,758,283	439,870	3,198,153	2,912,253
– Emergency Preparedness	4,656,818	1,714,882	6,371,700	5,731,187
– Agency Administration	7,285,570	-	7,285,570	6,858,230
– Agency Management	<u>1,136,321</u>	<u>-</u>	<u>1,136,321</u>	<u>972,500</u>
Total Proposed Expenditures	74,680,123	105,082,333	179,762,456	183,604,024
Less: Interdepartmental Charges ⁽¹⁾	<u>(6,598,677)</u>	<u>-</u>	<u>(6,598,677)</u>	<u>(6,221,630)</u>
Net Expenditures	<u>\$ 68,081,446</u>	<u>\$ 105,082,333</u>	<u>\$ 173,163,779</u>	<u>\$177,382,394</u>

⁽¹⁾ Includes Direct Service Charges and Indirect Overhead

NCTCOG FY 2015 Proposed Budget

Remaining Steps In Budget Process.

- Answer any questions today.
- Provide for public hearing and budget adoption resolution at September's Board meeting.
- Prepare budget document for filing with the Board and state agencies.
- Monitor FY 2014 budget year close out.
- Implement FY 2015 budget beginning October 1.
- Present status of programs and need for budget amendments throughout the year as new programs and funding become available.



North Central Texas Council of Governments

TO: Mike Eastland
Executive Director

DATE: August 21, 2014

FROM: Molly Thoerner
Emergency Preparedness Director

SUBJECT: Homeland Security Grant Program Closeout Project – Video
Teleconferencing

In July 2014, the Texas Homeland Security State Administrative Agency (THSSAA) awarded NCTCOG \$49,994.32 in FY 2012 State Homeland Security Program (SHSP) swept funds to complete a regional video teleconferencing (VTC) project. Eight VTC units were purchased. The VTC units will be distributed to NCTCOG and local jurisdictions to enhance their Emergency Operations Center (EOC) communications capabilities. This project was submitted to the THSSAA in December 2013 for statewide swept funding consideration based on results from the regional Urban Shield full-scale exercise in November 2013.

In late July 2014, the Dallas/Fort Worth/Arlington Urban Areas Security Initiative (DFWA UASI) awarded NCTCOG \$6,445.87 in FY 2011 DFWA UASI funds to purchase an additional VTC unit for the City of Dallas. With the additional UASI funds, this regional VTC project totals \$56,440.19 and provides nine new VTC units in the region to support EOC communications.

Should either you or the Executive Board members have questions, staff will be present at the meeting to summarize and address any questions, or I may be contacted by phone at 817-608-2322 or by e-mail at mthoerner@nctcog.org.

MT:bh

August 28, 2014 – Item 15



North Central Texas Council of Governments

TO: Executive Board

DATE: August 20, 2014

FROM: Mike Eastland
Executive Director

SUBJECT: SPEER Committee on Energy Efficiency

I have accepted a seat on a statewide advisory committee that will recommend methods for reducing electricity consumption in general and peak usage in particular. This committee was initiated by the South Central Partnership for Energy Efficiency as a Resource (SPEER), which is a national organization. Membership of the committee includes electricity generating companies, retail providers, transmission and distribution companies, environmentalists, former legislators, building owners, building products companies, non-profit organizations and academic researchers.

Conservation, energy efficiency and demand pricing/management are the broad categories of interest. Our energy efficiency projects, building code activities and solar energy program fit closely with the objectives and outcomes being considered by this committee.

I will give you a short briefing on this matter with a few more details at the August meeting.

**616 Six Flags Drive, Centerpoint Two
P.O. Box 5888, Arlington, Texas 76005-5888
(817) 640-3300 FAX: 817-608-2372
www.nctcog.org**

EXECUTIVE BOARD ATTENDANCE

June 2014 - May 2015

Name	June	July	August	September	October	November	December	January	February	March	April	May	TOTAL
Kathryn Wilemon President	P	P											
John Horn Vice-President	P	P											
Daniel Scarth Secretary/Treasurer	P	P											
Steve Terrell Past President	P	P											
Vonciel Jones Hill	P	EA											
Clay Jenkins	P	EA											
Tom Lombard	P	P											
Laura Maczka	EA	P											
Larry Marshall, MD	P	P											
Keith Self	P	EA											
Kevin Strength	P	P											
Glen Whitley	P	P											
Laura Wheat	EA	EA											
Toni Rose - Ex Officio, Non-Voting Member	EA	EA											
TOTAL PRESENT	11	9											
Attendance Code:	P=Present EA=Excused Absence A=Absence NM=No meeting												