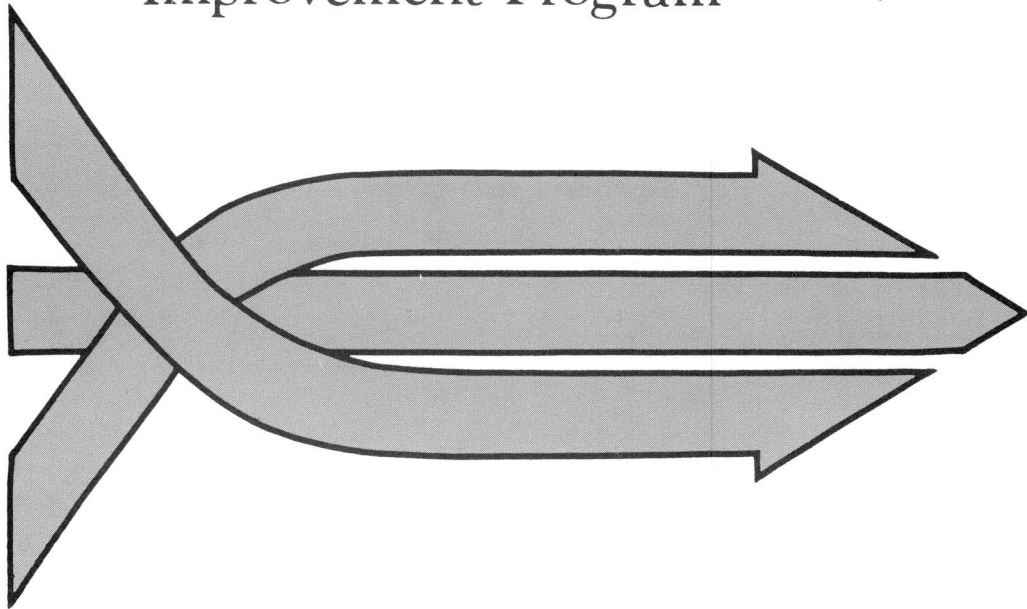


RES 3295

Transportation  
Improvement Program

1981



X

1981 TRANSPORTATION IMPROVEMENT PROGRAM

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# X. Transportation Improvement Program

## INTRODUCTION

This Transportation Improvement Program is a staged, multi-year program of transportation improvement projects, some of which are proposed for partial funding by Federal and State sources and some for funding solely from local resources. Included are projects related to acquisition of right-of-way for highways, transit facilities, and airports; construction of highways and busways; fringe parking facilities; major street improvements; transit rolling stock acquisition and support facilities; transit route revision programs; and low-capital and non-capital-intensive transportation service improvements.

## PURPOSE AND SCOPE

The 1981 Transportation Improvement Program has as its purpose the identification of priority highway, transit, and airport projects which are proposed for implementation during calendar year 1981. This identification of the highest priority projects is one element of the annual Transportation Improvement Program. Additionally, the Transportation Improvement Program delineates those highway, transit, and airport projects which will be considered for implementation in the subsequent four-year period by the Regional Transportation Council and included in the annual elements of future transportation improvement programs.

Identification of projects in this 1981 Transportation Improvement Program is made possible by the development of The Total Transportation Plan for the North Central Texas Region for 1990. The Plan, which evaluated the major transportation alternatives for their social, economic, and environmental impacts, identified those transportation projects necessary to implement the preferred alternative. Taken together, the 1990 Transportation Plan and the 1981 Transportation Improvement Program identify the long-range strategy for the transportation system in meeting local goals and objectives; describe the evaluation process and the justification for proposed transportation improvements; and specify transportation improvement projects which should be implemented on a first-priority basis.

The 1981 Transportation Improvement Program attempts to accomplish the following major objectives:

1. To identify and delineate transportation improvement projects recommended by the Regional Transportation Council as a result of the cooperative planning process. Identification of these transportation improvement projects is accomplished through an annual listing of

those highway, transit, and airport projects proposed for implementation during the next calendar year. Also included are those lower-priority projects for possible implementation during that period from 1982 through 1985.

2. To identify the priorities established by the Regional Transportation Council for transportation systems improvements. All Priority I projects of highway, transit, and airport improvements constitute the group of top priority projects for the annual element.
3. To include realistic estimates of the total transportation system costs and current estimates of individual project costs for the annual element. The projects recommended for the Urban Mass Transportation Administration Section 5 funding are consistent with anticipated revenues.

Summaries of the 1981 Transportation Improvement Program for each mode will be included with and precede the appropriate detailed project lists.

#### RELATIONSHIP OF TRANSPORTATION PLANNING EFFORTS

The 1990 Total Transportation Plan for the North Central Texas Region, as described in Chapter IV, The Long-Range Plan, establishes the long-range framework for transportation system development. This plan was developed in 1974 and reaffirmed in 1975, 1976, 1977, 1978, and 1979. Basically, it calls for substantial freeway construction in the developing areas of the region; some upgrading of existing freeways in developed areas; and a substantial expansion of public transportation in the developed areas, using bus technology initially. To realize the implementation of this plan requires the continuation of an aggressive approach to freeway construction and a commitment to public transportation--in both the maintenance and expansion of existing systems and the development of new systems.

Although the local commitment to the 1990 Total Transportation Plan is firm, the ability to realize implementation of the plan in the next 20 years is of some concern. Financial resources at all levels of government--Federal, State, and local--are severely strained. Therefore, implementation of the 1990 Total Transportation Plan is not progressing at the pace required for its full achievement in the next 20 years. It should also be pointed out that capital resources are not necessarily the limiting factor; rather, increasing maintenance costs for highways and operating subsidies required for public transportation tend to be factors more strongly affecting the rate of plan implementation.

For these reasons, and for those detailed in Chapter V, Transportation System Management, the State and local governments in this region have long pursued the idea of improving the efficiency of the existing transportation system. The projects listed in the 1981 Transportation Improvement Program reflect an excellent balance of providing for improved transportation system management and working toward the ultimate development

of the 1990 Total Transportation Plan. Thus, the coordination of the Long-Range element and the Transportation System Management element of the transportation plan has been achieved and is reflected in the 1981 Transportation Improvement Program.

#### PROJECT INITIATION

All projects included herein which are proposed for Federal funding were initiated in a manner consistent with the Federal guidelines contained in Section 450.310, Subpart C, of Chapter I of Title 23 of the Code of Federal Regulations, as amended by the September 17, 1975 Federal Register.

#### MODIFICATION AND UPDATE

It is understood that the 1980 Transportation Improvement Program and its annual element of highway, transit, and airport projects may be modified by the Regional Transportation Council at any time. Changes must be consistent with the procedures established in the Bylaws and Operating Procedures of the Regional Transportation Council and those procedures established by the Federal Highway Administration, the Urban Mass Transportation Administration, and the Federal Aviation Administration.

It is further understood that The Total Transportation Plan for the North Central Texas Region for 1990 shall be reviewed in 1981 by the Regional Transportation Council and shall be modified and refined as deemed necessary by that body. Subsequent to the review and approval of the Total Transportation Plan in 1981, the Regional Transportation Council will develop a revised transportation improvement program which will be known as the 1982 Transportation Improvement Program.

#### SATISFYING OMB CIRCULAR A-95 LOCAL REVIEW AND COMMENT OF ANNUAL HIGHWAY AND TRANSIT PROJECTS

Approval of the Annual Elements for Highway and Transit improvements and receipt of local review and comment on the projects are outlined by joint regulations<sup>1</sup> of the Urban Mass Transportation Administration and the Federal Highway Administration. This process has streamlined, simplified, and rationalized the task of satisfying the A-95 review and comment function of the projects in the North Central Texas Region.

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<sup>1</sup>Federal Highway Administration, Code of Federal Regulations, Title 23-Highways, Part 420, Subpart C; and Urban Mass Transportation Administration, Code of Federal Regulations, Title 49-Transit, Part 613, Subpart C; issued 4 August 1976; Federal Register 41, no. 154, 9 August 1976.

Specifically, the regulations allow that when the Metropolitan Planning Organization (MPO) for transportation planning is the same as the areawide A-95 clearinghouse, the A-95 review requirements may be mutually satisfied. While the regulations apply to highway and transit projects and programs, airport projects are also reviewed and commented on in the same manner through a regional agreement with the Federal Aviation Administration. Many features of the transportation planning process, as described by the FHWA/UMTA regulations (23 CFR 450A), compare very closely with the clearinghouse functions outlined by the A-95 circular (revised). These requirements include, among others, the following:

- Provision for cooperative decision-making on a metropolitan level through participating elected officials of general purpose governments
- Provision for consideration of social, economic, and environmental effects
- Provision for consistency with civil rights laws
- Provisions to ensure public involvement<sup>2</sup>

Before the current regulations, the Annual Element of the Transportation Improvement Program (TIP) had annually been approved by the Regional Transportation Policy Advisory Committee and its Steering Committee and presented to the NCTCOG Executive Board for endorsement; subsequently, review and comment also was performed by the Government Applications Review Committee (GARC) on a project-by-project basis and endorsed by the Executive Board. By performing individual review of each project and determining its relationship to the already endorsed Transportation Improvement Program, and further relating each project to the A-95 review criteria, considerable time was lost. Under the current regulations, the task of satisfying the A-95 review and comment criteria and endorsing the Annual Element addresses the entire listing of projects and eliminates the need for project-by-project consideration.

The portions of the Transportation Improvement Program (TIP) for 1981 which are affected by the joint regulations on A-95 include only transit and highway projects. In addition, only Annual Element projects, programmed to be implemented in the 1981 program year, are subject to this endorsement. The present Annual Element for highways indicates an estimated total of \$372,818,000 worth of projects programmed for development. The Annual Element for transit contains \$37,551,500 in projects, including \$17,983,000 programmed for Dallas, \$13,737,000 for Fort Worth, \$1,684,000 for Arlington, \$280,500 for Carrollton, \$777,000 for Garland, \$290,000 for Grand Prairie, \$500,000 for Plano, and \$2,300,000 for SURTRAN.

In order to comply with the provisions of the new regulations, the NCTCOG Transportation and Energy staff and the Regional Services Department have established procedures to solicit input of all affected local governments in the Intensive Study Area of the North Central Texas Region. The Annual Elements for highway and transit projects are produced from the input of

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<sup>2</sup>Federal Register 41, no. 154, 9 August 1976, 33440.

local governments, local transit operators, and the State Department of Highways and Public Transportation. Once compiled, the two project lists are reviewed by the appropriate technical committees--the Highway Element by the Highway Technical Committee, and the Transit Element by the Public Transportation Technical Committee.

Following approval of the two lists, they are incorporated into the annual Transportation Program. The Program then is submitted for approval to the Regional Transportation Council. Review and comment on the Annual Element of the Transportation Improvement Program, Chapter X of the Transportation Program, is first conducted by the Government Applications Review Committee. Following this review, the project lists are forwarded to the ultimate body for review and comment, the North Central Texas Council of Governments' Executive Board.

The table below lists the nine criteria identified in the A-95 circular (revised). The following discussion examines how each criterion is addressed by the transportation planning process of the North Central Texas Region.

#### REVIEW AND COMMENT CRITERIA (CIRCULAR A-95)

- Consistency with local and areawide planning
- Possible overlap or duplication of services
- Extent of coordination with other projects
- Possible revisions to increase efficiency and effectiveness
- Contribution to local and areawide objectives and priorities
- Effects on the environment
- Effects on energy resources
- Extent of displacement of people and businesses
- Effect on balanced delivery of services, including minority groups

#### 1. Consistency with local and areawide planning.

The areawide plan most directly affected by the 1981 Highway and Transit Annual Elements of the Transportation Improvement Program is the long-range transportation plan for the region, the 1990 Total Transportation Plan. This Plan was prepared by the staff of the MPO, operating under a planning process certified by the participating federal funding agencies and local governments. This planning process, conducted jointly by the NCTCOG Transportation and Energy Department and



the State Department of Highways and Public Transportation Regional Planning Office, has developed and evolved numerous techniques to survey and incorporate the findings and identifiable trends in demographic, economic, land use, and physical development growth and change.

A second major feature of this planning process is the cooperative participation of staff and elected officials of the principal communities in planning. This enables the transportation planning process to reflect local comprehensive planning including, but not limited to, transportation, housing, open space, and land use elements. Further, through the MPO's technical committees, which are formed by personnel of local governments, a process of review of plans across jurisdictional boundaries is fostered. This technical committee work is a regular year-round process, but focuses on the preparation of each year's Annual Element of the TIP.

Finally, the NCTCOG Transportation and Energy Department has been instrumental in developing the Areawide Solid Waste Management Plan and contributing to other areawide planning efforts in housing, health planning, and water resources. These involvements have assured the utilization of common assumptions and common data bases, and have provided extensive and useful input to the transportation planning process.

2. Assess possible overlap and duplication of services.

The Annual Elements for highways, transit, and airports are prepared by the MPO staff and technical committees over a period of two to three months each year. The process of monitoring progress toward the implementation of the long-range plan and the evaluation across modes gives the staff and technical personnel opportunity to avoid the duplication or overlap of provision of travel capacity or support facilities in a limited geographic locus. The political interplay of elected officials of the Regional Transportation Council serves as a guard against inequitable distributions of transportation funds across the region.

3. Extent of coordination with other projects.

The basis for coordination is regular, meaningful communication between the actors and participants in the urban transportation planning process. The organization structure of policy and technical committees in transportation planning in this region has facilitated the coordination of highways, transit, and airport projects since 1973. Coordination of transportation with other functional plans is alluded to in Item 1 above.

4. Possible revisions to increase efficiency and effectiveness.

Due to the inflationary pressures on highway and transit investments and the scarcity of financial resources for these purposes, the climate

of transportation planning has demanded a focus on the criterion of efficiency in planning and allocating resources for transportation improvements. Additionally, FHWA and UMTA have promulgated regulations which lay greater stress on short-range management improvements and low capital alternatives to resolve transportation imbalances and deficiencies. To address this concern, the Transportation and Energy Department of NCTCOG has instituted certain system management concepts and analyses which are documented in Chapter V of the present volume.

On a small project level, economic efficiency is assessed in the design and delivery of transportation services. Feasibility studies of such plans and proposals as Transportation Options for the Elderly and the Handicapped in North Central Texas, the U-TACV Feasibility Study, Commuter Rail Feasibility Investigations, and others demonstrate the concern and experience in this facet of evaluation.

5. Contribution to local and areawide objectives and priorities.

The Annual Element of the Transportation Improvement Program is a cooperatively produced statement of regional objectives and priorities relative to transportation investments. These documents in Chapter X reflect and amplify on the overall transportation planning goals and objectives described in Appendix 1. The dynamic nature of the planning process in this region assures that the Annual Element can respond to adjustment in priorities and objectives in transportation and other functional areas.

6. Effects on the environment.

The long-range planning process employed in this region incorporates concern for preserving the environment in several ways. These include assessing the impact of the several alternative plans on the production of pollutant emissions and evaluating the projected energy consumption under each plan alternative. Detailed evaluation of the environmental impacts of each recommended long-range plan element is beyond the scope of the long-range planning process. This is true because corridors for new highways or transit facilities can only be broadly delineated in early planning stages. However, the need for detailed environmental impact assessments for specific transportation facilities is identified through the long-range planning process. The new joint regulations for A-95 coordination do not restrict or reduce in any way the full consideration and review of environmental effects of transportation projects because each implementation stage of major impact capital projects will be listed on an Annual Element and will thereby be automatically subject to an A-95 review of 30 days.

7. Effects on energy resources.

As discussed in Item 6, the impact of the long-range plan on energy consumption was the subject of considerable analysis as the 1990 Total Transportation Plan was developed. Energy contingency planning studies are being conducted which address the possibility of another

energy embargo to the United States or extreme increases in energy costs. An assessment of commuter patterns into and out of the Intensive Study Area was completed. Monitoring of energy legislation and other aspects of energy conservation programs has been performed and will continue to be addressed in ongoing transportation planning.

8. Extent of displacement of people and business.

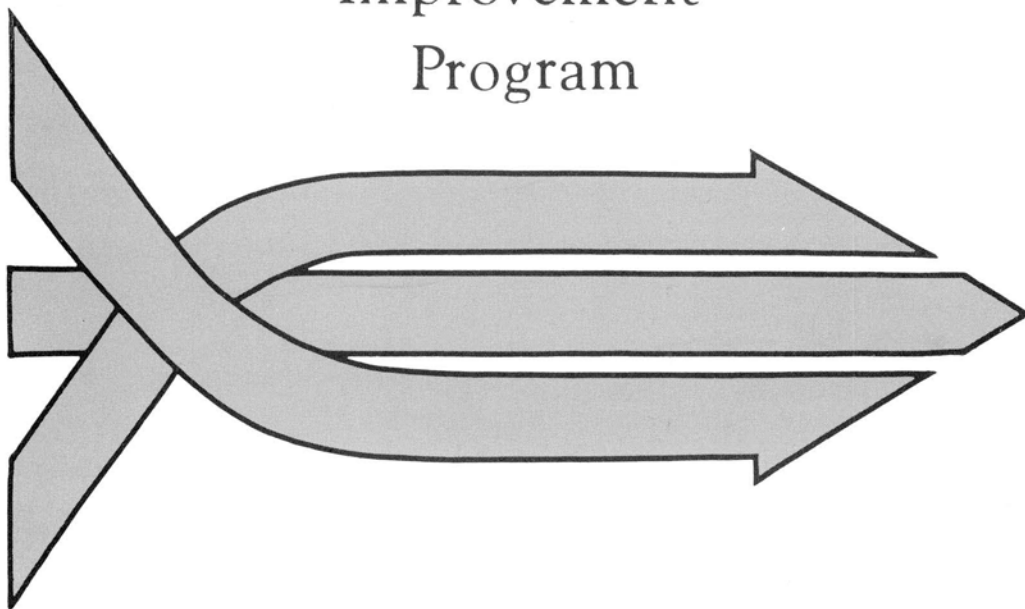
At the present time, the transportation planning process does not directly address the issue of displacement through its planning programs. This is logically a responsibility of individual project applicants who must satisfy the stringent requirements of the Uniform Relocation Act for persons affected by major capital projects. The evaluation of the potential to reduce displacement of persons and businesses by preparation of alternative corridor alignment studies should be addressed in future preliminary engineering projects.

9. Effect on balanced delivery of services, including minority groups.

One of the principal efforts undertaken to address the issue of improving the balanced delivery of services is the preparation of transportation planning proposals for the elderly and handicapped of North Central Texas. This study of the transportation problems of the elderly and handicapped resulted in the report Transportation Options for the Elderly and the Handicapped. The objective of the study was the recommendation of activities which would assure the existence of public transportation facilities and services which can be effectively utilized by the elderly and handicapped. Certain recommendations for action have already been incorporated into the working plans of the two public transit operators. Means aimed at improved service for the target group have also been adopted by private operators as well. An effort was made to include the elderly and handicapped, as well as social service agencies who provide transportation, in the planning strategies.

It is acknowledged that the procedures outlined for the review of the TIP Annual Element may require adjustment over time in order to be fully cognizant of the increasing public concern about transportation issues and impacts. It seems certain that the latitude permitted by these regulations will greatly facilitate the focus of elected officials on those issues of substance and away from undue consideration of routine and non-controversial projects and programs.

Transportation  
Improvement  
Program



Transit  
Element

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TRANSIT ELEMENT  
1981 TRANSPORTATION IMPROVEMENT PROGRAM

INTRODUCTION

It is the purpose of the Transit Element of the 1981 Transportation Improvement Program to present a priority listing of transit projects, with supporting cost data and description, as an action program for transit development in the North Central Texas Region for 1981 and the subsequent five-year period. This Transit Element represents the implementation program of transit projects under The Total Transportation Plan for the North Central Texas Region for 1990. Included in the Transit Element on a priority basis are those projects which are necessary to achieve a unified and officially coordinated public transportation system and to provide maximum practical service to the North Central Texas Region.

DEVELOPMENT

The Transit Element of the 1981 Transportation Improvement Program was developed by the Public Transportation Technical Committee for submission to the Regional Transportation Council. Represented on the Public Transportation Technical Committee are staff personnel of Dallas and Tarrant Counties; the Cities of Dallas, Fort Worth, Arlington, Garland, Grand Prairie, Irving, Mesquite, and Richardson; management personnel of the Dallas Transit System and CITRAN of Fort Worth, management representatives of local transit operators and taxi companies; and professional technical personnel from manufacturers of transportation equipment. The Transit Element of the 1981 Transportation Improvement Program also reflects an updating and refinement of the Transit Element of the 1980 Transportation Improvement Program for the North Central Texas Region.

SUMMARY

A summary of the 1981 Transportation Improvement Program - Transit Element is included as Table X-1.

SPECIAL EFFORTS FOR THE ELDERLY AND HANDICAPPED

A summary list of the applicable projects for the elderly and handicapped is included as Table X-2. In many cases--e.g., bus shelter programs--the proportion of total program cost which could be assigned strictly to the elderly and handicapped users could not be determined. Total project cost is shown for these cases. Projects that may be considered to benefit the elderly and the handicapped are also marked by the initials "E&H" in the Project Designation column of the Transportation Improvement Program.

## MODIFICATION AND UPDATE

It is understood that this Transit Element and the total 1981 Transportation Improvement Program may be modified by the Regional Transportation Council at any time. Changes must be consistent with the procedures established by the Bylaws and Operating Procedures of the Regional Transportation Council and those procedures established by the Federal Highway Administration, the Urban Mass Transportation Administration, and the Federal Aviation Administration.

It is further understood that The Total Transportation Plan for the North Central Texas Region for 1990 shall be reviewed in 1981 by the Regional Transportation Council and shall be modified and refined as deemed necessary by the Regional Transportation Council. Subsequent to the review and approval of the Total Transportation Plan in 1981, the Regional Transportation Council will develop, through the appropriate technical committees, a revised transportation improvement program which will be known as the 1982 Transportation Improvement Program. This 1982 Transportation Improvement Program will include a similar Transit Element.

## PROJECT IDENTIFICATION

Included in the listing of transit projects is a project designation (T- ) which may be related to The Total Transportation Plan for the North Central Texas Region for 1990. The relationship, therefore, between all transit projects and the Total Transportation Plan is established. Projects have been designated both by priority (I, II, or III) and category (A, B, and C).

Priorities are defined as follows:

Priority I:	Highest
Priority II:	Moderate
Priority III:	Lowest

Categories are defined as follows:

Category A:	Maintenance and Improvement of Existing Systems
Category B:	Expansion of Service Area
Category C:	Major System Improvements

In addition, elderly and handicapped projects and Transportation System Management projects are marked by the designations "E&H" and "TSM," respectively.

TABLE X-1  
SUMMARY OF 1981-85 TRANSPORTATION IMPROVEMENT PROGRAM  
TRANSIT ELEMENT, CAPITAL ASSISTANCE PROJECTS  
(\$1,000's)

Agency Jurisdiction	Priority Category*	PROGRAM YEAR					Category Total	1980 TIP Category Total for Comparison	1979 TIP Category Total for Comparison
		FY 1981	FY 1982	FY 1983	FY 1984	FY 1985			
City of Dallas	I-A	15,325	-	-	-	-	15,325	31,668	41,913
City of Dallas	I-B	2,000	-	-	-	-	2,000	2,000	13,500
City of Dallas	I-C	658	2,000	2,000	2,000	2,000	8,658	10,658	77,560
Priority I Total		17,983	2,000	2,000	2,000	2,000	25,983	44,326	132,973
City of Dallas	II-A	-	15,690	17,264	16,950	20,055	69,959	12,007	3,165
City of Dallas	II-B	-	2,000	2,500	2,500	-	7,000	7,000	-
City of Dallas	II-C	-	9,792	12,900	8,760	12,220	43,672	43,672	-
Priority II Total		-	27,482	32,664	28,210	32,275	120,631	62,679	3,165
City of Dallas	III-A	-	-	-	-	-	-	-	-
	III-B	-	-	-	-	-	-	-	-
	III-C	-	1,000	1,000	3,000	1,500	6,500	6,500	6,500
Priority III Total		-	1,000	1,000	3,000	1,500	6,500	6,500	6,500
Jurisdictional Total		17,983	30,482	35,664	33,210	35,775	153,114	113,505	142,638
City of Carrollton	I-B	280.5	-	-	-	-	280.5	-	-
City of Carrollton	III-B	-	-	-	300	-	300	-	-
City of Garland	I-A	100	-	-	-	-	100	100	68
City of Garland	I-B	677	-	-	-	-	677	677	-
Priority I Total		777	-	-	-	-	777	777	68
City of Garland	II-B	-	-	-	-	-	-	350	-

\*Priority definitions: I - highest; II - moderate; III - lowest.

Category definitions: A - maintenance & improvement of existing systems; B - expansion of service area; C - major system improvements.



TABLE X-1 (contd.)  
SUMMARY OF 1981-85 TRANSPORTATION IMPROVEMENT PROGRAM  
TRANSIT ELEMENT, CAPITAL ASSISTANCE PROJECTS  
(\$1,000's)

Agency Jurisdiction	Priority Category*	PROGRAM YEAR					Category Total	1980 TIP Category Total for Comparison	1979 TIP Category Total for Comparison
		FY 1981	FY 1982	FY 1983	FY 1984	FY 1985			
City of Grand Prairie	I-B	290	-	-	-	-	290	290	20
City of Mesquite	III-B	-	-	105	140	-	245	245	305
City of Plano	I-B	500	-	-	-	-	500	-	-
City of Plano	III-B	-	-	500	-	-	500	-	-
City of Richardson	III-B	-	300	797	-	-	1,097	1,487	1,487
<u>Dallas</u> <u>Urbanized Area Total</u>		19,830.5	30,782	37,066	33,650	35,775	157,103.5	116,324	144,888
City of Fort Worth	I-A	8,787	3,179	5,602	11,235	7,235	36,038	123,549	36,526
City of Fort Worth	I-B	2,300	1,050	850	750	1,000	5,950	8,650	2,680
City of Fort Worth	I-C	2,650	5,650	2,700	2,300	1,500	14,800	19,775	13,100
Priority I Total		13,737	9,879	9,152	14,285	9,735	56,788	152,174	52,806
City of Fort Worth	II-A	-	2,400	3,230	1,113	2,235	8,978	946	12,000
City of Fort Worth	II-B	-	16,600	17,900	15,750	16,750	67,000	67,000	8,500
City of Fort Worth	II-C	-	17,000	19,500	8,050	3,350	47,900	37,850	42,000
Priority II Total		-	36,000	40,630	24,913	22,335	123,878	105,796	62,500

\* Priority definitions: I - highest; II - moderate; III - lowest.

Category definitions: A - maintenance & improvement of existing systems; B - expansion of service area;  
C - major system improvements.

TABLE X-1 (contd.)  
SUMMARY OF 1981-85 TRANSPORTATION IMPROVEMENT PROGRAM  
TRANSIT ELEMENT, CAPITAL ASSISTANCE PROJECTS  
(\$1,000's)

Agency Jurisdiction	Priority Category*	PROGRAM YEAR						1981 TIP Category Total for Comparison	1979 TIP Category Total for Comparison
		FY 1981	FY 1982	FY 1983	FY 1984	FY 1985	Category Total		
City of Fort Worth	III-A	-	50	160	12,130	70	12,410	360	410
City of Fort Worth	III-B	-	30	50	70	90	240	240	55,240
City of Fort Worth	III-C	-	6,200	7,300	24,900	13,350	51,750	62,180	62,180
Priority III Total		-	6,280	7,510	37,100	13,510	64,400	62,780	117,830
Jurisdictional Total		13,737	52,159	57,292	76,298	45,580	245,066	320,750	232,636
City of Arlington	I-B	1,684	105	70	70	70	1,999	1,440	400
City of Arlington	III-B	-	500	40	1,350	275	2,165	1,960	1,960
Jurisdictional Total		1,684	605	110	1,420	345	4,164	3,400	2,360
<u>Fort Worth Urbanized Area Total</u>		15,421	52,764	57,402	77,718	45,925	249,230	324,150	234,996
SURTRAN	I-A	2,300	40	40	40	40	2,460	4,860	1,560
SURTRAN	III-A	-	2,140	2,425	-	-	4,565	4,565	6,800
SURTRAN Total		2,300	2,180	2,465	40	40	7,025	9,425	8,360
Dallas U. A. Total		19,830.5	30,782	37,066	33,650	35,775	157,103.5	116,324	144,888
Fort Worth U.A. Total		15,421	52,764	57,402	77,718	45,925	249,230	324,150	234,996
SURTRAN Total		2,300	2,180	2,465	40	40	7,025	9,425	8,360
<u>REGIONAL TOTAL</u>		37,551.5	85,726	96,933	111,408	81,740	413,358.5	449,899	388,244

\*Priority definitions: I - highest; II - moderate; III - lowest.

Category definitions: A - maintenance & improvement of existing systems; B - expansion of service area; C - major system improvements.

TABLE X-2

SUMMARY OF TRANSIT PROJECTS FOR IMPROVEMENTS OF TRANSPORTATION  
FOR THE ELDERLY AND THE HANDICAPPED

<u>Project</u>	<u>Annual Element</u>	<u>1981-85</u>
Dallas Urbanized Area		
A-6 Elderly and Handicapped Equipment - City of Dallas	-	\$ 500,000
A-7 Service to the Elderly and Handicapped - City of Garland	\$ 100,000	100,000
A-15 Bus Shelters and Stops - City of Dallas	-	1,300,000
A-18 Bus Replacement - City of Dallas	14,509,000	71,807,000
Fort Worth Urbanized Area		
A-5 Elderly and Handicapped Equipment - City of Fort Worth/MITS	250,000	1,080,000
A-23 Vehicle Replacement and Addition Program - City of Fort Worth/CITRAN	2,505,000	10,265,000
A-26 Downtown Transit/Pedestrian Way - City of Fort Worth/DOT/CITRAN	500,000	610,000
A-29 Downtown Customer Center - City of Fort Worth/DOT/CITRAN/MITS	550,000	740,000
A-31 Bus Shelters, Signing, and Information System - City of Fort Worth/CITRAN	120,000	595,000
A-32 Transit User Walkways - City of Fort Worth/DOT/CITRAN	40,000	200,000
A-38 Mobility Impaired Transportation Ser- vice (MITS) Supervisory Vehicle - City of Fort Worth/MITS	-	18,000
A-39 Mobility Impaired Transportation Ser- vice (MITS) Computer Hardware and Soft- ware - City of Fort Worth/MITS	30,000	30,000

TABLE X-2 (continued)

<u>Project</u>	<u>Annual Element</u>	<u>1981-85</u>
Fort Worth Urbanized Area (cont.)		
A-40	Mobility Impaired Transportation Service (MITS) Fare/Data Collection Hardware and Software - City of Fort Worth/MITS	\$ 100,000      \$ 150,000
A-44	System Central and Vehicle Location System - City of Fort Worth/CITRAN/MITS	-                  6,400,000
A-48	Wheelchair Ramp Construction and Delineation - City of Fort Worth/DOT	140,000          315,000
A-52	On-Line Dispatch System for MITS - City of Fort Worth/MITS	40,000            400,000
A-54	Miscellaneous Office Equipment Support Furnishings - City of Fort Worth/CITRAN/DOT/MITS	65,000            265,000
A-56	Bus Replacement Program To Conform to Section 504 Regulations - City of Fort Worth/CITRAN	-                  12,000,000
B-41	Elderly and Handicapped Transportation - City of Arlington	-                  315,000



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Project Designation	Project Description	Estimated Cost (\$1,000's)
DALLAS URBANIZED AREA		
A-7 (T-17) E&H	<u>Service to the Elderly and Handicapped--City of Garland</u>  Purchase replacement vehicles for serving the elderly and the handicapped. -Carry forward-	100
A-12 (T-28) TSM	<u>Service Improvement to Present Transit Lines--City of Dallas</u>  Demand for transit service is expected to grow in the existing Dallas Transit System area within the Central Business District. Additional buses and related equipment will be necessary to meet the needs. (Eighty-five DTS buses will be retained that were initially programmed for replacement in Project TX-05-0060).	816
A-18 (T-18) E&H	<u>Bus Replacement--City of Dallas</u>  This project provides funds for the replacement of 30 buses and auxiliary equipment	5,069
B-1 (T-17) TSM	<u>Park-and-Ride Facilities--City of Garland</u>  This project provides funds for the expansion of the South Garland Park-and-Ride facility. -Amendment Pending-	677*
B-4 (T-17) TSM	<u>Park-and-Ride Facilities -- City of Grand Prairie</u>  This project provides funds for the paving of land for a park-and-ride station -Carry forward-	290
B-44 (T-17) TSM	<u>Park-and-Ride Facilities--City of Carrollton</u>  a. Construction of a 300 space park-and-ride lot b. Bus shelters 1. One large open air shelter      \$75,000 2. Two small shelters             \$ 5,500	200     80.5

\* Includes \$500,000 in FY78 already approved by UMTA. Amendment for \$177,000 in FY79 not yet approved by UMTA.

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Project Designation	Project Description	Estimated Cost (\$1,000's)									
DALLAS URBANIZED AREA											
B-45 (T-17) TSM	<u>Park-and-Ride Facilities--City of Plano</u> Construction of a park-and-ride lot	500									
C-9 (T-2) TSM	<u>Central Business District Transit Improvements--City of Dallas</u> This project would provide for improved transit through bus passenger transfer terminals. -Carry forward-	658									
<table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;"><u>Summary</u></th> <th style="text-align: right;"><u>Total</u></th> <th style="text-align: right;"><u>Federal</u></th> </tr> </thead> <tbody> <tr> <td data-bbox="299 932 792 995">New Projects</td> <td data-bbox="792 932 1073 995" style="text-align: right;">\$6,665,500</td> <td data-bbox="1073 932 1344 995" style="text-align: right;">\$5,332,400</td> </tr> <tr> <td data-bbox="299 995 792 1058">Carry Forward Projects</td> <td data-bbox="792 995 1073 1058" style="text-align: right;">\$1,225,000</td> <td data-bbox="1073 995 1344 1058" style="text-align: right;">\$ 980,000</td> </tr> </tbody> </table>			<u>Summary</u>	<u>Total</u>	<u>Federal</u>	New Projects	\$6,665,500	\$5,332,400	Carry Forward Projects	\$1,225,000	\$ 980,000
<u>Summary</u>	<u>Total</u>	<u>Federal</u>									
New Projects	\$6,665,500	\$5,332,400									
Carry Forward Projects	\$1,225,000	\$ 980,000									

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Project Designation	Project Description	Estimated Cost (\$1,000's)
DALLAS URBANIZED AREA		
A-18 (T-18) E&H	<p><u>Bus Replacement - City of Dallas</u></p> <p>This project provides funds for the replacement of 59 buses and auxiliary equipment.</p>	9,440
B-2 (T-3) (T-4) (T-5) (T-6) (T-7) (T-8) (T-9) TSM	<p><u>Park-and-Ride Facilities - City of Dallas</u></p> <p>These parking facilities would be served by express buses operating between them and the Central Business District. At least one site would serve as a terminal for the bus transportation system, SURTRAN, to the Dallas/Fort Worth Airport. Proposed park-and-ride facilities are located as follows:</p> <p>(1) Northeast Dallas; (2) East Dallas (also serving Mesquite); (3) Northwest Dallas (also serving Carrollton and Farmers Branch); (4) South Dallas; (5) Southeast Dallas; (6) Stemmons-Industrial (also serving Irving); (7) North Dallas Tollway. Improvements would include purchase of land, provision for parking, construction of terminal buildings at each site, and other associated improvements to existing facilities on city-owned property. The first site scheduled for construction will be at LBJ and the Dallas North Tollroad or at the intersection of Interstate 20 and Interstate 30.</p> <p style="text-align: center;">-Carry forward-</p>	2,000



1981 TRANSPORTATION IMPROVEMENT PROGRAM  
 TRANSIT ANNUAL ELEMENT - OPERATING ASSISTANCE PROJECTS  
 FOR  
 UMTA SECTION 5 FUNDS  
 DALLAS URBANIZED AREA

1. Operating Assistance for the Dallas Transit System, Including Park-and-Ride Terminals

This project provides funds to be used to finance the operating deficits incurred in providing transit service to the Dallas Urbanized Area for the period shown:

1980-81 Costs (October 1, 1980 - September 30, 1981):

This project includes \$330,000 to finance operating deficits incurred in continuing special efforts for elderly and handicapped transportation.

Total Project Cost	\$14,170,000
Federal Funds Requested	\$ 7,085,000

2. Transit Operating Assistance for the City of Garland

This project provides the funds to be used to finance the operating deficits incurred in providing commuter service to and from park-and-ride lots in the Garland Area from October 1, 1980, through September 30, 1981.

Total Project Cost	\$ 200,000
Federal Funds Requested	\$ 100,000

3. Operating Assistance for Elderly and Handicapped Transportation Service for the City of Garland

This project provides funds to be used to finance the operating deficits in providing specialized transportation services for the Elderly and Handicapped in the Garland Area from October 1, 1980, through September 30, 1981.

Total Project Cost	\$ 70,000
Federal Funds Requested	\$ 35,000

4. Operating Assistance for Park-and-Ride Service for the City of Carrollton

This project provides funds to be used to finance the operating deficits in providing commuter service to and from a park-and-ride lot in the City of Carrollton from October 1, 1980, through September 30, 1981.

Total Project Cost	\$ 100,000
Federal Funds Requested	\$ 50,000

5. Operating Assistance for Park-and-Ride Service for the City of Plano

This project provides funds to be used to finance the operating deficits in providing commuter service to and from a park-and-ride lot in the City of Plano from October 1, 1980, through September 30, 1981.

Total Project Cost	\$ 230,000
Federal Funds Requested	\$ 115,000

6. Operating Assistance for Elderly and Handicapped Transportation Service for the City of Mesquite

This project provides funds to be used to finance the operating deficits in providing specialized transportation services for the Elderly and Handicapped in the Mesquite Area from October 1, 1980, through September 30, 1981.

Total Project Cost	\$ 16,000
Federal Funds Requested	\$ 8,000



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Project Designation	Project Description	Estimated Cost (\$1,000's)
FORT WORTH URBANIZED AREA		
A-2 (T-16) TSM	<p><u>Bus &amp; Carpool Priority System on Arterial Streets and Freeways - City of Fort Worth/DOT</u></p> <p>A coordinated improvement project for providing increased operating speed for buses and carpools along primary arterial streets and freeways through improvements to traffic signals, streets, intersections and special lanes. The bus priority system will provide a traffic signal system which will respond to approaching, transmitter equipped buses to allow priority movement of buses through signalized intersections. Low capital intensive projects will provide improved access to the freeway system by both buses and carpools.</p> <ol style="list-style-type: none"> <li>1. Engineering and Design</li> <li>2. Equipment and Construction</li> </ol>	<p>40  <u>95</u>        135</p>
A-5 (T-17) E&H	<p><u>Elderly and Handicapped Equipment - City of Fort Worth/MITS</u></p> <p>This project provides a special door-to-door service and is referred to as the MOBILITY IMPAIRED TRANSPORTATION SERVICE(MITS)</p> <p>The purchase of specially equipped small transit vehicles suited for transporting elderly and handicapped persons will be provided for the transportation of these local citizens as a public service. This service will respond to calls from individuals unable to use existing transit service and will be demand responsive. Priority will be given to recurring trips for work, school, or medical purposes.</p> <p>Included in the project are:</p> <ol style="list-style-type: none"> <li>1. Purchase of five (5) Specially Equipped Replacement Vehicles.</li> <li>2. Purchase of additional vehicles as warranted and various support equipment including 2-way radios.</li> </ol>	<p>250  <u>0</u>        250</p>
A-20 (T-18) TSM	<p><u>Data Collection Program - City of Fort Worth/CITRAN</u></p> <p>Passenger counting equipment for the CITRAN fleet to provide up-to-date information for accounting and planning purposes is proposed. An automatic on-board data collection system to include volume of fuel consumed; the amount of lubricant used; the amount of revenue collected; the number of passengers aboard; passenger characteristics; number of trips; and other data collected, digitized and transmitted to a centralized data processing center utilizing a mini-computer and support equipment.</p>	

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Project Designation	Project Description	Estimated Cost (\$1,000's)
FORT WORTH URBANIZED AREA		
A-20	<p>Continued</p> <p>In addition, transfer dispensing equipment which issues transfers with date, time, place and route, is needed. This equipment will yield savings in time to both driver and passengers, provide greater control on transfer activity, simplify operating procedures, and provide valuable planning data.</p> <p>The project includes:</p> <ol style="list-style-type: none"> <li>1. Data Collection System and Equipment</li> <li>2. Transfer Dispensing Equipment</li> <li>3. Data Collection Programming and Processing</li> </ol>	<p>50</p> <p>0</p> <p><u>50</u></p> <p>100</p>
A-22 (T-18)	<p><u>Service Center Improvements - City of Fort Worth/CITRAN</u></p> <p>Various improvements are proposed to improve the operational efficiency of the transit system by improving the service and maintenance facilities of CITRAN. Expansion of storage facilities modification of gates and air/heating system, expansion of the bus storage area, modification of internal circulation, improved employee parking facilities, and modification and expansion of the fuel storage system is proposed.</p> <p>Specific projects include:</p> <ol style="list-style-type: none"> <li>1. Fuel Vapor Recovery System</li> <li>2. Expansion of Facility (Land)</li> <li>3. Expansion Paving</li> <li>4. Expansion Fencing, Misc.</li> <li>5. Storage Building</li> <li>6. Gate (Elect.)</li> <li>7. A/C - Heat Modf.</li> </ol>	<p>0</p> <p>300</p> <p>0</p> <p>0</p> <p>0</p> <p>0</p> <p><u>0</u></p> <p>300</p>
A-23 (T-17) (T-18) E&H	<p><u>Vehicle Replacement and Addition Program - City of Fort Worth/CITRAN</u></p> <p>The addition of new vehicles and replacement of obsolete buses and support vehicles are necessary to maintain the size and serviceability of the transit system. Certain vehicle modifications for improved safety and operational characteristics are necessary and required by UMTA.</p>	

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Project Designation	Project Description	Estimated Cost (\$1,000's)
FORT WORTH URBANIZED AREA		
A-23	<p>Continued</p> <p>The project includes:</p> <ol style="list-style-type: none"> <li>1. Vehicle Replacement of Support Vehicles</li> <li>2. Vehicle Replacement of Obsolete Buses</li> <li>3. Vehicle Addition - Buses</li> <li>4. Spare Bus Components</li> <li>5. Additional Support Vehicles</li> </ol>	<p>45</p> <p>380</p> <p>2,000</p> <p>50</p> <p><u>30</u></p> <p>2,505</p>
A-26 (T-18) TSM E&H	<p><u>Downtown Transit/Pedestrian Way - City of Fort Worth/DOT/CITRAN</u></p> <p>This project provides for engineering, right-of-way, and construction of a downtown transit/pedestrian way. A proposal to convert 32 blocks of Throckmorton and Houston Streets in the Central Business District into a Bus and Pedestrian Way has been suggested. This project calls for the improvement of streets on which the transit fleet operates in the core area of the Central Business District. The project will allow for the improvement of Pedestrian Circulation system, waiting conditions for bus patrons, the bus/patron interface and the attractiveness of the transit system. The project will include exclusive bus lanes, transit shelters and benches, widened sidewalks and necessary traffic control modifications.</p> <ol style="list-style-type: none"> <li>1. Engineering and Architecture</li> <li>2. Signing, Street Furniture, etc.</li> <li>3. Construction of Transit/Ped. Way</li> <li>4. Construction of Transit/Counterflow Lane</li> <li>5. Construction of Transit/Bus only Street</li> <li>6. Ornamental Street Lighting</li> <li>7. Traffic Signal Modifications</li> </ol>	<p>50</p> <p>30</p> <p>200</p> <p>50</p> <p>70</p> <p>40</p> <p><u>60</u></p> <p>500</p>
A-28 (T-18)	<p><u>Operational Support Facilities - City of Fort Worth/ CITRAN</u></p> <p>In support of CITRAN's operations, the following items will be needed: air conditioning system, fuel pumps, roofing repairs, building modifications, expanded parts storage, new flooring surface in the body shop, bus tire regrooving machine, flooring and improvements in the general office. (This project also includes project A-36 from prior TIP's.)</p>	

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FORT WORTH URBANIZED AREA		
A-28	<p>Continued</p> <ol style="list-style-type: none"> <li>1. Flooring and Improvements in Office</li> <li>2. A/C System and New Furnace</li> <li>3. Fuel Pump</li> <li>4. Roofing Repair</li> <li>5. Building Modification</li> <li>6. Expand Parts Storage</li> <li>7. General</li> <li>8. Closed Circuit Security System</li> <li>9. Bus Washer Building</li> </ol>	<p>0 30 0 20 25 0 24 0 20 <u>114</u></p>
A-29 (T-18) E&H	<p><u>Downtown Customer Center - City of Fort Worth/DOT/CITRAN/MITS</u></p> <p>In an attempt to better serve the public and at the same time to increase transit ridership, a downtown customer service center is proposed. Included is a service station where route and schedule information would be supplied, bus tokens and passes sold, and assistance provided.</p> <p>This project is a complement to the multimodal transportation center but located in the core area of the CBD.</p> <p>The following items are included:</p> <ol style="list-style-type: none"> <li>1. Engineering and Architecture</li> <li>2. Right-of-way (Land)</li> <li>3. Construction</li> </ol>	<p>50 0 <u>500</u> 550</p>
A-31 (T-18) E&H TSM	<p><u>Bus Shelters, Signing and Information System -- City of Fort Worth/CITRAN</u></p> <p>Necessary to the operation of a quality bus service and to increase ridership are additional bus shelters, signing and a public information system for the distribution of route and schedule information (pamphlets, maps, schedules and displays).</p> <p>Included in the project are:</p> <ol style="list-style-type: none"> <li>1. Transit Stop Signs/Logos</li> <li>2. Additional Bus Shelters</li> <li>3. Route and Schedule Informational Aids</li> <li>4. Free Standing Information Centers</li> </ol>	<p>20 25 10 0</p>

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Project Designation	Project Description	Estimated Cost (\$1,000's)
FORT WORTH URBANIZED AREA		
A-31	Continued 5. Schedule Displays for Transit Stops to Protect Visually Impaired 6. Transit Map/Schedule Display Units for Bus Shelters 7. CBD-North Main-Museum Amenities 8. General Amenities and Aids for Service Expansion	15 15 0 <u>120</u>
A-32 (T-18) E&H TSM	<u>Transit User Walkways--City of Fort Worth/DOT/CITRAN</u> There is a need for walkways for transit patrons adjacent to bus shelters and other heavily-used bus stops because of the existing conditions at and near these locations, and the discomfort, inconvenience and lack of safety experienced by bus patrons during inclement weather.  Included in this project are: 1. Engineering Design 2. Construction	5 <u>35</u> 40
A-33 (T-18) TSM	<u>Minor Geometric Modifications--City of Fort Worth/DOT/CITRAN</u> This will provide minor revision to existing roadway geometrics to improve safety and operational characteristics on existing bus routes. These improvements would include curb return radii enlargement and other desirable modifications to reduce damage to the transit vehicles, increase bus speeds and maneuverability and enhance safety during difficult bus maneuvers. Included are: 1. Engineering and Architecture 2. Land (Right-of-Way) 3. Construction	10 0 <u>80</u> 90
A-34 (T-18)	<u>Office Equipment---City of Fort Worth/CITRAN</u> This project provides for replacement of office equipment and machines for CITRAN.	50



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FORT WORTH URBANIZED AREA		
A-35 (T-18) TSM	<u>Computer System Modifications--City of Fort Worth/CITRAN</u> This project provides for purchase of computer hardware and software enhancements to the CITRAN Management Information System (MIS).	20
A-37 (T-18)	<u>Shop and Support Equipment--City of Fort Worth/CITRAN</u> This project provides for replacement of equipment used in maintaining the city bus fleet; portable two-way radio communications with service supervisors on foot; deceleration alert system, radios, shop equipment, etc.  Included are: 1. Radios 2. Shop Equipment 3. General	0 80 20 <u>100</u>
A-39 (T-18) E&H	<u>Mobility Impaired Transportation Service (MITS) - Computer Hardware and Software - City of Fort Worth/MITS</u> A management information system will be developed for MITS. A terminal with support equipment and software will be purchased. This system will include post-trip billing; cost information; maintenance (by vehicle), labor; overhead, etc., client information; trip purpose; frequency, disability, etc.	30
A-40 (T-18) E&H	<u>Mobility Impaired Transportation Service (MITS) - Fare/Data Collection Hardware and Software - City of Fort Worth/MITS</u> This system, along with Project A-39 above, lays the foundation for a consolidation of special transportation services in the Fort Worth Urbanized Area. A consolidation effort will require post-trip billing to participating agencies and cities. Each vehicle will be equipped with a system activated by the clients' credit (identification) card. The clients will be certified by the participating agencies.	

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FORT WORTH URBANIZED AREA		
A-40	<p>Continued</p> <p>This project includes:</p> <ol style="list-style-type: none"> <li>1. On-Board Data Collection Hardware</li> <li>2. Reader interface Hardware between Computer and On-Board Collection System.</li> <li>3. Magnetic Identification Card Equipment.</li> <li>4. Computer Processing Software System.</li> </ol>	<p>50</p> <p>20</p> <p>20</p> <p>10</p> <hr style="width: 50px; margin-left: auto; margin-right: 0;"/> <p>100</p>
A-43 (T-18) TSM	<p><u>Public Information, Awareness and Promotional Aids - City of Fort Worth/DOT</u></p> <p>A comprehensive and coordinated public information system to increase public awareness of the Transportation System and promote the benefits of transit is needed. This project will assist in purchasing improved informational aids for the urban area. Benefits of transit with emphasis on energy conservation, air quality improvements, reduced congestion, improved safety, and overall higher quality of life will be emphasized. This project will include implementation of specific marketing strategies in the local area and throughout the Region.</p> <p>This project includes:</p> <ol style="list-style-type: none"> <li>1. Public Information Aids on Transportation System (Racks, Flyers, Pamphlets, Displays).</li> <li>2. Public Display Units</li> </ol>	<p>40</p> <p>40</p> <hr style="width: 50px; margin-left: auto; margin-right: 0;"/> <p>80</p>
A-45 TSM	<p><u>Transit Vehicle Auxiliary Equipment--City of Fort Worth/CITRAN</u></p> <p>This item will provide new radios and fare collection units for all new buses. The radios assist in efficient dispatching, provide safe operation of transit vehicles and enable CITRAN to assist the City police and transportation departments in monitoring vehicular flow. The fare collection units are needed to insure safe handling of revenues and also serve to monitor patronage information. The amounts shown reflect the bus replacement/addition schedule in project A-23.</p>	

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FORT WORTH URBANIZED AREA		
A-45	Continued  1. Fare Collection Units 2. Radios for Buses 3. CMB Slack Adjuster 4. Bendix Air Driers 5. Replacement of Standby Radio Transmitter	40 70 125 28 15 <u>278</u>
A-46 TSM	<u>Transit Street Furnishings--City of Fort Worth/CITRAN</u>  This project will provide benches, displays, plantings and amenities to the transit/pedestrian ways adjacent the bus spine in the CBD and adjacent the Transit Shuttle Route.  Included are: 1. Engineering/Architecture 2. Street Furniture/Amenities	30 <u>270</u> 300
A-47 TSM	<u>Expanded Transit Free Zone-City of Fort Worth/CITRAN</u>  This project will provide necessary signing, delineation and informational material for expanding the CBD Transit Free Zone.	5
A-48 E&H	<u>Wheelchair Ramp Construction &amp; Delineation--City of Fort Worth/ DOT</u>  This project will allow the continued construction of wheelchair ramps to aid in assuring mobility for the handicapped. Ramps would be constructed in conjunction with transit user walkways and adjacent activity areas being served by transit. In addition, delineation of existing and new ramps would be provided.  Included are: 1. Engineering/Architecture 2. Ramp Construction 3. Ramp Delineation	15 100 25 <u>140</u>

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FORT WORTH URBANIZED AREA		
A-51 TSM	<p><u>Traffic Control Signal Modifications - City of Fort Worth/DOT</u></p> <p>This project would assist in the improvement and modification of traffic signal standards and hardware to facilitate and enhance transit operations. Modifications include hardware relocation, painting, selective retiming, and selective transit signal pre-emption, etc. at existing signalized locations.</p> <p>Included are:</p> <ol style="list-style-type: none"> <li>1. Engineering/Architecture</li> <li>2. Construction</li> </ol>	<p>10</p> <p>100</p> <hr style="width: 50px; margin-left: auto; margin-right: 0;"/> <p>110</p>
A-52 E&H	<p><u>On-Line Dispatch System for MITS - City of Fort Worth/MITS</u></p> <p>This project would provide the hardware and software for a real-time, computer aided dispatch system to optimize loading (shared rides) on MITS. The system would be designed for a countywide service and would be available for other Demand Responsive Transit Service.</p> <p>Included are:</p> <ol style="list-style-type: none"> <li>1. Engineering</li> <li>2. Software Design/Implementation</li> <li>3. Hardware Purchase</li> </ol>	<p>40</p> <p>0</p> <p>0</p> <hr style="width: 50px; margin-left: auto; margin-right: 0;"/> <p>40</p>
A-54 E&H	<p><u>Miscellaneous Office Equipment Support Furnishings - City of Fort Worth/CITRAN/DOT/MITS</u></p> <p>This project would provide necessary support equipment for CITRAN and MITS. Training aids and general administrative support would result from project implementation.</p> <p>Included are:</p> <ol style="list-style-type: none"> <li>1. Video Tape Recorder</li> <li>2. Video Tape Play Back Unit</li> <li>3. Copy/Collate/Reduction Machine</li> <li>4. Portable, Handheld Radio Units</li> <li>5. Supplies and Miscellaneous Items</li> <li>6. Electronic Word Assembler/Processor</li> <li>7. Miscellaneous Items &amp; Support</li> </ol>	<p>10</p> <p>5</p> <p>-</p> <p>-</p> <p>4</p> <p>0</p> <p>46</p> <hr style="width: 50px; margin-left: auto; margin-right: 0;"/> <p>65</p>

**Annual Element - 1981  
Transportation Improvement Program  
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Transit Element - Capital Assistance Projects  
Section 5**

Project Designation	Project Description	Estimated Cost (\$1,000's)
<b>FORT WORTH URBANIZED AREA</b>		
A-55 (T-16) TSM	<p><u>Alternative Preferential Bus/Carpool Treatments - City of Fort Worth/DOT/CITRAN</u></p> <p>This project, formerly listed as TIP Project C-10, will investigate alternative mechanisms for providing preferential treatment to buses, carpools and/or vanpools. Investigation and implementation where feasible of such measures as exclusive bus/carpool lanes, restricted high-occupancy parking facilities, preferential on-off ramps to the freeways, region-wide signal pre-emption, and concentrated public information. This project will concentrate on the following fifteen (15) traffic corridors or areas:</p> <ol style="list-style-type: none"> <li>1. I-35W (N Loop 820 to CBD)</li> <li>2. SH-121 (NE Loop 820 to CBD)</li> <li>3. I-30 (E Loop 820 to CBD)</li> <li>4. US-80 (E Loop 320 to CBD)</li> <li>5. US-287 (SE Loop 820 to CBD)</li> <li>6. I-35W (S Loop 820 to CBD)</li> <li>7. I-30 (W Loop 820 to CBD)</li> <li>8. Camp Bowie Blvd./West 7th St. (US-377 to CBD)</li> <li>9. US-199 (N Loop 820 to CBD)</li> <li>10. I.H. - Loop 820</li> <li>11. Central Business District (CBD)</li> <li>12. Granbury/8th Ave. (Loop 820 to CBD)</li> <li>13. Lancaster Avenue (West from CBD)</li> <li>14. Berry/University</li> <li>15. Hemphill Street (Loop 820 to CBD)</li> </ol> <p>The project is divided into the following parts:</p> <ol style="list-style-type: none"> <li>1. Engineering Analysis</li> <li>2. Engineering Design and Architecture</li> <li>3. Signs, Markings &amp; Signals</li> <li>4. Construction of Facilities</li> <li>5. Public Information and Promotional Aides</li> <li>6. Monitoring and Enforcement</li> <li>7. Performance Evaluation/Management</li> </ol>	<p align="right">25</p> <p align="right">20</p> <p align="right">10</p> <p align="right">100</p> <p align="right">10</p> <p align="right">0</p> <p align="right">0</p> <hr/> <p align="right">165</p>

**Annual Element - 1981  
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 Section 5**

Project Designation	Project Description	Estimated Cost (\$1,000's)
FORT WORTH URBANIZED AREA		
B-11 (T-17) TSM	<p><u>Specialized Connector Service for CBD-Museums-Northside - City of Fort Worth/CITRAN</u></p> <p>This project calls for a special transportation service which connects the central business district's activity centers with the museum/cultural Complex on the City's CBD. Small and distinctive buses will operate throughout the CBD and will provide frequent service between major banks, shopping complexes offices, hotels and convention facilities. These vehicles will provide scheduled service to the museum/cultural complex during peak rush hours, and will interface with existing parking facilities. Regular service will be provided to the museum area during the hours of museum operation both on weekdays and weekends. The vehicles will also provide a connection to the northside/stockyards area. Scheduled service will be provided to the northside on weekdays and weekends with extended evening service. A park-and-ride facility will be provided with in the stockyards area and will be serviced by this project.</p> <p>This project includes:</p> <ol style="list-style-type: none"> <li>1. Six to ten small, distinctive buses</li> <li>2. Public Information/Promotional Aids</li> <li>3. Hitch-n-Ride Facility in Stockyards Area (Northside Area)               <ol style="list-style-type: none"> <li>a) Engineering &amp; Architecture</li> <li>b) Right-of-Way (Land)</li> <li>c) Construction</li> </ol> </li> </ol>	<p>600</p> <p>50</p> <p>50</p> <p>100</p> <p>0</p> <hr style="width: 50px; margin-left: 0;"/> <p>800</p>
B-42 TSM	<p><u>Park &amp; Ride Service from Arlington to Fort Worth - City of Arlington</u></p> <p>This project would provide buses, radios and shelters for transit service to Fort Worth.</p> <p>Included are:</p> <ol style="list-style-type: none"> <li>1. Four (4) Transit Buses</li> <li>2. Four (4) Radios</li> <li>3. One Bus Shelter</li> </ol>	<p>600</p> <p>11</p> <p>3</p> <hr style="width: 50px; margin-left: 0;"/> <p>614</p>

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**Transportation Improvement Program**  
**North Central Texas Region**  
**Transit Element - Capital Assistance Projects**  
**Section 5**

Project Designation	Project Description	Estimated Cost (\$1,000's)
FORT WORTH URBANIZED AREA		
B-43 TSM	<p><u>Park and Ride Service from Arlington to Dallas--City of Arlington</u></p> <p>This project would provide buses, radios, shelters and drive-ways for transit service to Dallas.</p> <p>Included are:</p> <ol style="list-style-type: none"> <li>1. Seven (7) buses</li> <li>2. Seven (7) radios</li> <li>3. One Bus Shelter</li> <li>4. Two Access Driveways</li> </ol>	<p style="text-align: right;">1,050</p> <p style="text-align: right;">16</p> <p style="text-align: right;">3</p> <p style="text-align: right;">1</p> <hr style="width: 10%; margin-left: auto; margin-right: 0;"/> <p style="text-align: right;">1,070</p>

**Annual Element - 1981  
 Transportation Improvement Program  
 North Central Texas Region  
 Transit Element - Capital Assistance Projects  
 Section 3**

Project Designation	Project Description	Estimated Cost (\$1,000's)
FORT WORTH URBANIZED AREA		
A-9 (T-10) (T-18)	<p><u>Multi-Modal Transportation Center--City of Fort Worth/DOT</u></p> <p>This project will provide engineering, right-of-way, and construction of a multi-modal surface transportation complex in the Central Business District. Presently, three separate transportation facilities provide Intercity and Airport Service. No combined facility provides a common interface between the Intercity, airport and Intracity transportation system. This project would provide a coordinated, joint use facility to aid transit operations, transferring patrons, traffic circulation and public information. The center would provide ticket and token sales; bus information; passenger seating; public conveniences; freight loading, unloading and storage areas; restricted carpool parking; taxi loading areas; heliport; public address system; and other items necessary for an efficient, safe and attractive complex to provide a complete and comprehensive transportation center in the Central Business District (an Urban Initiatives Effort).</p> <p>1. Engineering, Architecture &amp; Administration            2. Land            3. Construction</p>	200 0 <u>2,000</u> 2,200
A-57	<p><u>Rehabilitation of 6 Buses--City of Fort Worth/CITRAN</u></p> <p>This project provides for the rehabilitation of 6 CITRAN buses which have passed their estimated 12 year useful life.</p>	400
B-4 (T-11) (T-13) (T-14) (T-16) TSM	<p><u>Park-and-Ride Facilities--City of Fort Worth/CITRAN/DOT</u></p> <p>Three permanent park-and-ride facilities will be located in major traffic corridors in Fort Worth and may additionally serve portions of the Mid-Cities area. These park-and-ride facilities will be served by both local bus and express bus operations.</p> <p>Direct, express bus service will be provided to the Downtown Transportation Center (Project A-9). Carpool and vanpool parking will also be promoted as part of the project. The three facilities each include Engineering, Right-of-Way and Construction:</p>	



Annual Element - 1981  
 Transportation Improvement Program  
 North Central Texas Region  
 Transit Element - Capital Assistance Projects  
 Section 3

Project Designation	Project Description	Estimated Cost (\$1,000's)
FORT WORTH URBANIZED AREA		
B-4	<p>Continued</p> <ol style="list-style-type: none"> <li>1. East Park-And-Ride (East Loop 820 and I-30)               <ol style="list-style-type: none"> <li>a) Engineering and Architecture</li> <li>b) Right-of-Way (Land)</li> <li>c) Construction</li> </ol> </li> <li>2. West Park-And-Ride (I-30 &amp; Horne)               <ol style="list-style-type: none"> <li>a) Engineering and Architecture</li> <li>b) Right-of-Way (Land)</li> <li>c) Construction</li> </ol> </li> <li>3. South Park-And-Ride (S.W. Loop 820 &amp; Hulen)               <ol style="list-style-type: none"> <li>a) Engineering and Architecture</li> <li>b) Right-of-Way (Land)</li> <li>c) Construction</li> </ol> </li> </ol>	<p>100 0 800</p> <p>900</p>
B-9 (T-17) TSM	<p><u>Neighborhood Collection Transit Service--City of Fort Worth/</u></p> <p>A project to increase transit ridership by providing a neighborhood collection transit service to serve short neighborhood trips, connect with existing bus routes, and service park-and-ride locations is proposed. This service would have variable routes and may replace the existing fixed-route bus service in areas where demand is small and fixed-route service is not needed. In addition, this service would be used to "test" potential new line service.</p>	600
C-7 (T-11) (T-12) (T-13) (T-14) (T-15) (T-16)	<p><u>West Commuterway--City of Fort Worth/DOT</u></p> <p>Recently proposed construction in the west traffic corridor (I-30) has significantly changed the priority of this commuterway. Additional right-of-way will be reserved in the median of the West Freeway (I-30) reconstruction project. A need will exist to extend the right-of-way and related commuterway from I-30 and Montgomery (eastern limit of reconstruction) to the Central Business District as outlined in the Greater Fort Worth Transit Plan. An exclusive guideway is proposed for this connection which will initially accommodate carpools and buses in a 2-way operational mode. Most of the guideway will be constructed as a grade separated facility with very limited access. Park-N-Ride facilities will be provided at the CBD termination point, in the vicinity of I-30 and Montgomery, and at I-30 and Horne. The project is divided into Engineering, Right-of-Way and Construction as follows:</p>	

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**Section 3**

Project Designation	Project Description	Estimated Cost (\$1,000's)
FORT WORTH URBANIZED AREA		
C-7	Continued 1. Engineering & Architecture 2. Right-of-Way (Land) 3. Construction	600 2,000 0 <hr style="width: 50px; margin-left: auto; margin-right: 0;"/> 2,600
C-11 (T-10)	<u>Automated Elevated CBD Transit System--City of Fort Worth/DOT/ CITRAN</u>  The long-range plan calls for the extension of the existing, privately owned and operated subway system through the core of the downtown to interface with a fringe area parking facility on the south edge of the CBD. Recent development in the path of the proposed subway extension has necessitated the modification of the concept for a high capacity, CBD Transit System. This project is proposed to better service existing circulation in the CBD; to stimulate further development; to serve future, expected transit demand; and to provide the long-range accessibility in the CBD. The project will include an elevated fixed guideway which connects hotels, office buildings, transportation facilities, public service buildings, the Convention Center, the Water Garden, and other activity centers in the CBD. In addition, pedestrian walkways will be provided between the elevated structure and adjacent hotels and office buildings. The system will interface with high-capacity fringe parking facilities to discourage core-area auto trip ends. The project (an Urban Initiatives effort) includes:  1. Engineering & Architecture 2. Right-of-Way (Land) 3. Construction	50 0 0 <hr style="width: 50px; margin-left: auto; margin-right: 0;"/> 50

1981 TRANSPORTATION IMPROVEMENT PROGRAM  
TRANSIT ANNUAL ELEMENT - OPERATING ASSISTANCE  
UMTA SECTION 5 FUNDS  
FORT WORTH URBANIZED AREA

1. Operating Assistance for Fort Worth City Transit (CITRAN)

This project provides funds to be used to finance the operating deficits incurred in providing transit service to the Fort Worth Urbanized Area for the period shown:

1979-80 Costs (October 1, 1979, through September 30, 1980):

Total Project Cost	\$3,908,785
Federal Funds Requested	\$1,954,392

1980-81 Costs (October 1, 1980, through September 30, 1981):

Total Project Cost	\$6,000,000
Federal Funds Requested	\$3,000,000

2. Operating Assistance for Fort Worth Mobility Impaired Transportation Service (MITS)

This project provides the funds to finance the operating deficits incurred in continuing special efforts for elderly and handicapped transportation service to the Fort Worth Urbanized Area for the period shown:

1979-80 Costs (October 1, 1979, through September 30, 1980):

Total Project Cost	\$ 415,540
Federal Funds Requested	\$ 207,770

1980-81 Costs (October 1, 1980, through September 30, 1981):

Total Project Cost	\$ 600,000
Federal Funds Requested	\$ 300,000

3. Operating Assistance for Elderly and Handicapped Transportation Service for the City of Arlington

This project provides the funds to finance the operating deficits incurred in providing an elderly and handicapped transportation service in the City of Arlington for the period shown:

1979-80 Costs (October 1, 1979, through September 30, 1980):

Total Project Cost	\$ 87,000
Federal Funds Requested	\$ 43,500

1980-81 Costs (October 1, 1980, through September 30, 1981):

Total Project Cost	\$ 224,325
Federal Funds Requested	\$ 112,662

4. Operating Assistance for Arlington Park-and-Ride Transit

This project would provide express park-and-ride service from Arlington to Dallas, and from Arlington to Fort Worth.

1979-80 Costs (October 1, 1979, through September 30, 1980):

Total Project Cost	0
Federal Funds Requested	0

1980-81 Costs (October 1, 1980, through September 30, 1981):

Total Project Cost	\$ 150,000
Federal Funds Requested	\$ 75,000



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**Transit Element - Capital Assistance Projects**  
**Section 5**

Project Designation	Project Description	Estimated Cost (\$1,000's)
SURTRAN		
A-24*	<p><u>Bus Purchase and Replacement Program - SURTRAN</u></p> <p>It is anticipated that the 45 original SURTRAN coaches will have over one-half million miles each and should be replaced to maintain first-class service standards for Dallas/Fort Worth Airport and the Cities of Dallas and Fort Worth. The additional equipment will enable SURTRAN to increase services and meet a growing demand of convention activities in the metroplex.</p> <p style="text-align: center;">-Carry forward-</p>	2,300

\*On last year's TIP included under Section 5.



**1982 - 1985 Transportation Improvement Program  
North Central Texas Region  
Transit Element - Capital Assistance Projects**

Project Designation	Project Description	Source	Priority	Estimated Cost (\$1,000's)				Total
				FY 1982	FY 1983	FY 1984	FY 1985	
DALLAS URBANIZED AREA - DALLAS								
A-4 (T-16) TSM	<u>Dallas Bus and Carpool Priority Systems on Arterial Streets and Freeways - City of Dallas</u>  This program is the implementation of a number of improvements designed to provide higher travel speeds, shorter travel times, and priority treatment of buses and carpools on primary arterial streets and freeways.  1. Bus preemption equipment for signalization intersections 2. Special access ramps and traffic control equipment for freeways 3. Geometric design revisions	FHWA State	II	500 0 <u>25</u> 525	200 1,000 <u>25</u> 1,225	200 0 <u>15</u> 215	200 1,000 <u>0</u> 1,200	1,100 2,000 <u>65</u> 3,165

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**1982 - 1985 Transportation Improvement Program  
North Central Texas Region  
Transit Element - Capital Assistance Projects**

Project Designation	Project Description	Source	Priority	Estimated Cost (\$1,000's)				Total
				FY 1982	FY 1983	FY 1984	FY 1985	
DALLAS URBANIZED AREA - DALLAS								
A-6 E&H	<p><u>Elderly and Handicapped Equipment - City of Dallas</u></p> <p>This program will provide a fleet of specially equipped vehicles to provide transportation to the aged and disabled, who are unable to use conventional transit service. About 10 percent of the elderly and handicapped are semiambulatory or wheelchairbound and cannot use regular transit service.</p> <p>Vehicles and auxiliary equipment</p>	UMTA Sec. 5 State	II			500		500
A-10 TSM	<p><u>Management Information Center - City of Dallas</u></p> <p>This project would provide a management information system for the Dallas Transit System. The quantity and quality of data available to management for operating and planning decision making will be greatly improved.</p> <p>Management information system</p>	UMTA Sec. 5 State	II	200	200			400

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**1982 - 1985 Transportation Improvement Program  
North Central Texas Region  
Transit Element - Capital Assistance Projects**

Project Designation	Project Description	Source	Priority	Estimated Cost (\$1,000's)				Total
				FY 1982	FY 1983	FY 1984	FY 1985	
DALLAS URBANIZED AREA - DALLAS								
A-12	<p><u>Service Improvement to Present Transit Lines - City of Dallas</u></p> <p>Demand for transit service is expected to grow in the existing Dallas Transit Service area within the Central Business District. Additional buses and related equipment will be necessary to meet the need.</p> <p>Additional buses and auxiliary equipment</p>	UMTA Sec. 5	11	816	924	1,044	1,180	3,964
A-15 TSM E&H	<p><u>Bus Shelters and Stops - City of Dallas</u></p> <p>Funding has been approved for the installation of passenger shelters and paved waiting areas at major boarding points. This project will provide for shelters at additional major boarding locations and for improved graphics and information at all stop locations</p> <p>1. Bus Shelters 2. Bus stop signs</p>	UMTS Sec. 5	11	500 250 <u>750</u>	550 0 <u>550</u>			1,050 <u>250</u> <u>1,300</u>

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**1982 - 1985 Transportation Improvement Program  
North Central Texas Region  
Transit Element - Capital Assistance Projects**

Project Designation	Project Description	Source	Priority	Estimated Cost (\$1,000's)				Total
				FY 1982	FY 1983	FY 1984	FY 1985	
DALLAS URBANIZED AREA - DALLAS								
A-16	<u>Transit Service Support Facilities and Equipment - City of Dallas</u>  This program includes equipment, facilities, and auxiliary services necessary to maintain a high-quality transit service. Included are projects to improve fleet maintenance, operations, supervision and public information distribution.							
	1. Garage and shop equipment			73	39	101	100	313
	2. Automotive equipment			85	96	110	125	416
	3. Land and improvements for CBD Transit Information Center	UMTA		250	250	0	0	500
TSM	4. Vehicle monitoring and communications system	Sec. 5 State	II	1,000	0	0	1,000	2,000
	5. Office improvements and replacement equipment			11	12	0	0	23
	6. Revenue security rooms			80	0	0	0	80
				<u>1,499</u>	<u>397</u>	<u>211</u>	<u>1,225</u>	<u>3,332</u>

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**1982 - 1985 Transportation Improvement Program  
North Central Texas Region  
Transit Element - Capital Assistance Projects**

Project Designation	Project Description	Source	Priority	Estimated Cost (\$1,000's)				Total
				FY 1982	FY 1983	FY 1984	FY 1985	
DALLAS URBANIZED AREA - DALLAS								
A-18 (T-18) E & H	<u>Bus Replacement -- City of Dallas</u>  This project provides funds for the purchase of 282 additional buses and auxiliary equipment over the next four years.	UMTA Sec. 3 Sec. 5 State	II	11,900	13,968	14,980	16,450	57,298

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**1982 - 1985 Transportation Improvement Program  
North Central Texas Region  
Transit Element - Capital Assistance Projects**

Project Designation	Project Description	Source	Priority	Estimated Cost (\$1,000's)				Total
				FY 1982	FY 1983	FY 1984	FY 1985	
DALLAS URBANIZED AREA - DALLAS								
B-2 (T-3) (T-4) (T-5) (T-6) (T-7) (T-8) (T-9) TSM	<p><u>Park-and-Ride Facilities</u> - City of Dallas</p> <p>These parking facilities would be served by express buses operating between them and the Central Business District. At least one site would serve as a terminal for the bus transportation system, SURTRAN, to the Dallas/Fort Worth Airport. Proposed park-and-ride facilities are located as follows: (1) Northeast Dallas; (2) East Dallas (also serving Mesquite); (3) Northwest Dallas (also serving Carrollton and Farmers Branch); (4) South Dallas; (5) Southeast Dallas; (6) Stemmons-Industrial (also serving Irving); (7) North Dallas Tollway. Improvements would include purchase of land, provision for parking, construction of terminal buildings at each site and other associated improvements as well as improvements to existing facilities on city-owned property.</p>	UMTA Sec. 3	II	2,000	2,500	2,500		7,000

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**1982 - 1985 Transportation Improvement Program  
North Central Texas Region  
Transit Element - Capital Assistance Projects**

Project Designation	Project Description	Source	Priority	Estimated Cost (\$1,000's)				Total
				FY 1982	FY 1983	FY 1984	FY 1985	
DALLAS URBANIZED AREA - DALLAS								
C-4 (T-3) (T-4) (T-5) (T-6) (T-7) (T-8) (T-9)	<u>Emergency Right-of-Way Acquisition - City of Dallas</u>  As time proceeds, a critical aspect of plan development will be the preservation of rights-of-way. Not only will the cost of land continue to rise, but continuing development poses a threat to maintaining an alignment opportunity. This is particularly true in the Central Business District.	UMTA Sec. 3 State	I	2,000	2,000	2,000	2,000	8,000
C-7 (T-1)	<u>Transregional Line - City of Dallas</u>  Development of a transit guideway in the congested travel corridor between the Central Business Districts of Dallas and Fort Worth and serving the new D/FW Airport has been established to receive an early implementation priority. Establishment of a primary transit route in this corridor would be the first major effort to link the urbanized areas of Dallas and Fort Worth with transit as has been done with the highway system. It would also provide high speed transit service between the two urbanized areas and the important D/FW regional air transportation hub.	UMTA Sec. 3	III			3,000	1,500	4,500

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**1982 - 1985 Transportation Improvement Program  
North Central Texas Region  
Transit Element - Capital Assistance Projects**

Project Designation	Project Description	Source	Priority	Estimated Cost (\$1,000's)				Total
				FY 1982	FY 1983	FY 1984	FY 1985	
DALLAS URBANIZED AREA - DALLAS								
C-8 (T-9)	<u>Transitways</u> - City of Dallas  Development of transit guideway connecting the Central Business District with North Central.	UMTA Sec. 3	II	7,140	8,220	4,080	12,220	31,660
C-9 (T-2) TSM	<u>Central Business District Transit Improvements</u> - City of Dallas  Land purchase and construction of a consolidated multi-use terminal for use by all major regional bus services and other ground transportation activities.	UMTA Sec. 3	II	2,652	4,680	4,680		12,012
C-11 (T-2) TSM	<u>Main Street Transit Improvement Project</u> - City of Dallas  This project consists of the final engineering and construction of improvements along Main Street designed to expedite the movement of buses and better accommodate passengers in bus waiting areas. The project converts Main Street, presently a four-lane, two-way facility shared jointly by automobile and bus traffic, into a facility that will better accommodate traffic by restricting its width and reducing the attractiveness to automobile traffic.	UMTA Sec. 5	III	1,000	1,000			2,000

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**1982 - 1985 Transportation Improvement Program  
North Central Texas Region  
Transit Element - Capital Assistance Projects**

Project Designation	Project Description	Source	Priority	Estimated Cost (\$1,000's)				Total
				FY 1982	FY 1983	FY 1984	FY 1985	
DALLAS URBANIZED AREA - SUBURBAN CITIES								
B-15 (T-17) TSM	<u>Park-and-Ride Facilities - City of Richardson</u> 1. Purchase 4-acre tract of land at Campbell Road and Central Expressway 2. Pave land for park-and-ride station and erect terminal building	UMTA	III	0	697			697
				<u>300</u>	<u>100</u>			<u>400</u>
				300	797			1,097
B-17 (T-17)	<u>Subscription and Feeder Service Equipment - City of Mesquite</u> Purchase of 5 vans to provide subscription bus service and feeder service to transit lines	UMTA	III		105			105
B-18 (T-17)	<u>Subscription and Feeder Service Equipment - City of Mesquite</u> Purchase of additional vans to expand subscription and feeder service or replace original equipment	UMTA	III			140		140
B-44 TSM	<u>Resurface Park-and-Ride Lots - City of Carrollton</u> Resurfacing of pavement for existing park-and-ride lots	UMTA	III			300		300
B-46 TSM	<u>Park-and-Ride Facilities - City of Plano</u> Construction of a park-and-ride lot	UMTA	III		500			500

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**1982 - 1985 Transportation Improvement Program  
North Central Texas Region  
Transit Element - Capital Assistance Projects**

Project Designation	Project Description	Source	Priority	Estimated Cost (\$1,000's)				Total
				FY 1982	FY 1983	FY 1984	FY 1985	
FORT WORTH URBANIZED AREA - FORT WORTH								
A-2 (T-16) TSM	<u>Bus &amp; Carpool Priority System on Arterial Streets and Freeways-City of Fort Worth/DOT</u>  A coordinated improvement project for providing increased operating speed for buses and carpools along primary arterial streets and freeways through improvements to traffic signals; streets, intersections and special lanes. The Bus priority system will provide a traffic signal system which will respond to approaching, transmitter equipped buses to allow priority movement of buses through signalized intersections. Low capital intensive projects will provide improved access to the freeway system by both buses and carpools.	UMTA Sec. 5	I	40	20	0	0	60
	1. Engineering and Design 2. Equipment and Construction		II	135	180	225	250	790
				175	200	225	250	850
A-5 (T-17) E&H	<u>Elderly and Handicapped Equipment - City of Fort Worth/MITS</u>  This project provides a special door-to-door service and is referred to as the Mobility Impaired Transportation Service (MITS).							

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**1982 - 1985 Transportation Improvement Program  
North Central Texas Region  
Transit Element - Capital Assistance Projects**

Project Designation	Project Description	Source	Priority	Estimated Cost (\$1,000's)				Total
				FY 1982	FY 1983	FY 1984	FY 1985	
FORT WORTH URBANIZED AREA - FORT WORTH								
A-9	Continued  transportation facilities provide Intercity and Airport Service.  No combined facility provides a common interface between the Intercity, airport and Intracity transportation system. This project would provide a coordinated, joint use facility to aid transit operations, transferring patrons, traffic circulation and public information. The center would provide ticket and token sales; bus information; passenger seating; public conveniences, freight loading, unloading and storage areas; restricted carpool parking; taxi loading areas; heliport; public address system; and other items necessary for an efficient, safe and attractive complex to provide a complete and comprehensive transportation center in the Central Business District (an Urban Initiatives Effort). 1. Engineering, Architecture & Administration 2. Land 3. Construction	UMTA Sec. 3	I I I	0 0 1000 1000	0 0 0 0	800 0 9,200 10,000	20 0 180 200	820 0 10,380 11,200

X-55

**1982 - 1985 Transportation Improvement Program  
North Central Texas Region  
Transit Element - Capital Assistance Projects**

Project Designation	Project Description	Source	Priority	Estimated Cost (\$1,000's)				Total
				FY 1982	FY 1983	FY 1984	FY 1985	
FORT WORTH URBANIZED AREA - FORT WORTH								
A-20 (T-18) TSM	<p><u>Data Collection Program - City of Fort Worth/CITRAN</u></p> <p>Passenger counting equipment for the CITRAN fleet to provide up-to-date information for accounting and planning purposes is proposed. An automatic on-board data collection system to include volume of fuel consumed; the amount of lubricant used; the amount of revenue collected; the number of passengers aboard; passenger characteristics; number of trips; and other data items. Data will be automatically collected, digitized and transmitted to a centralized data processing center utilizing a mini-computer and support equipment.</p> <p>In addition, transfer dispensing equipment which issues transfers with date, time, place and route, is needed. This equipment will yield savings in time to both driver and passengers; provide greater control on transfer activity; simplify operating procedures; and provide valuable planning data.</p>							

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**1982 - 1985 Transportation Improvement Program  
North Central Texas Region  
Transit Element - Capital Assistance Projects**

Project Designation	Project Description	Source	Priority	Estimated Cost (\$1,000's)				Total
				FY 1982	FY 1983	FY 1984	FY 1985	
FORT WORTH URBANIZED AREA - FORT WORTH								
A-20	Continued  The project includes:  1. Data Collection System & Equipment 2. Transfer Dispensing Equipment 3. Data Collection Programming and Processing	UMTA Sec. 5	I	25	15	25	25	90
			I	0	50	0	100	150
			I	25	15	25	25	90
				50	80	50	150	330
A-22 (T-18)	<u>Service Center Improvements - City of Fort Worth/CITRAN</u>  Various improvements are proposed to improve the operational efficiency of the transit system by improving the service and maintenance facilities modification of gates and air/heating systems, expansion of the bus storage area, modification of internal circulation, improved employee parking facilities, and modification and expansion of the fuel storage system is proposed. Specific projects include:  1. Fuel Vapor Recovery System 2. Expansion of Facility (land) 3. Expansion Paving 4. Expansion Fencing, Misc. 5. Storage Building							
			I	0	0	0	0	0
			I	0	0	50	0	50
			I	150	0	0	0	150
			I	50	0	0	0	50
			I	0	0	0	0	0

X-57

**1982 - 1985 Transportation Improvement Program  
North Central Texas Region  
Transit Element - Capital Assistance Projects**

Project Designation	Project Description	Source	Priority	Estimated Cost (\$1,000's)				Total
				FY 1982	FY 1983	FY 1984	FY 1985	
FORT WORTH URBANIZED AREA - FORT WORTH								
A-22	Continued							
	6. Gate (Elect.)	UMTA	I	0	0	0	0	0
	7. A/C - Heat Modification	Sec. 5	I	10	0	0	0	10
				210	0	50	0	260
A-23 (T-17) (T-18) E&H	<u>Vehicle Replacement and Addition Program - City of Fort Worth/CITRAN</u>  The addition of new vehicles and replacement of obsolete buses and support vehicles are necessary to maintain the size and serviceability of the transit system. Certain vehicle modifications for improved safety and operational characteristics are necessary and required by UMTA. The project includes:							
	1. Vehicle Replacement of Support Vehicles		I	0	30	0	50	80
	2. Vehicle Replacement of Obsolete Buses		I	0	0	0	0	0
	3. Vehicle Addition - Buses		I	0	3,000	0	4,500	7,500
	4. Spare Bus Components	UMTA	II	0	50	0	100	150
	5. Additional Support Vehicles	Sec. 5	II	0	0	0	30	30
				0	3,080	0	4,680	7,760

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**1982 - 1985 Transportation Improvement Program  
North Central Texas Region  
Transit Element - Capital Assistance Projects**

Project Designation	Project Description	Source	Priority	Estimated Cost (\$1,000's)				Total
				FY 1982	FY 1983	FY 1984	FY 1985	
FORT WORTH URBANIZED AREA - FORT WORTH								
A-26 (T-18) TSM E&H	<u>Downtown Transit/Pedestrian Way - City of Fort Worth/DOT/CITRAN</u>  This project provides for engineering, right-of-way, and construction of a downtown transit/pedestrian way. A proposal to convert 32 blocks of Throckmorton and Houston Streets in the Central Business District into a Bus and Pedestrian Way has been suggested. This project calls for the improvement of streets on which the transit fleet operates in the core area of the Central Business District. The project will allow for the improvement of Pedestrian Circulation system, waiting conditions for bus patrons, the bus/patron interface and the attractiveness of the transit system. The project will include exclusive bus lanes, transit shelters and benches, widened sidewalks and necessary traffic control modifications.							
	1. Engineering and Architecture		I	10				10
	2. Signing, Street Furniture, etc.		I	0				0
	3. Construction of Transit/Ped. Way		I	100				100
	4. Construction of Transit/Counterflow Lane		I	0				0
	5. Construction of Transit/Bus only Street		I	0				0

X-59



**1982 - 1985 Transportation Improvement Program  
North Central Texas Region  
Transit Element - Capital Assistance Projects**

Project Designation	Project Description	Source	Priority	Estimated Cost (\$1,000's)				Total
				FY 1982	FY 1983	FY 1984	FY 1985	
FORT WORTH URBANIZED AREA - FORT WORTH								
A-26	Continued							
	6. Ornamental Street Lighting	UMTA	I	0				0
	7. Traffic Signal Modifications	Sec. 5	I	0				0
				110				110
A-28 (T-18)	<u>Operational Support Facilities - City of Fort Worth/CITRAN</u>  In support of CITRAN's operations, the following items will be needed: air conditioning system, fuel pumps, roofing repairs, building modifications, expanded parts storage, new flooring surface in the body shop, bus tire regrooving machine, flooring and improvements in the general office. (This project also includes project A-36 from prior TIPs.)							
	1. Flooring and Improvements in Office		I	0				0
	2. A/C System and New Furnace		I	0				0
	3. Fuel Pump		I	5				5
	4. Roofing Repair		I	0				0
	5. Bldg. Modf.		I	0				0
	6. Expand Parts Storage		I	0	0	0	50	50
	7. General		I	20	20	20	20	80
	8. Closed Circuit Security System	UMTA	I	0	0	0	0	0
	9. Bus Washer Building	Sec. 5	I	0	0	0	0	20
				25	20	20	70	155

09-X

**1982 - 1985 Transportation Improvement Program  
North Central Texas Region  
Transit Element - Capital Assistance Projects**

Project Designation	Project Description	Source	Priority	Estimated Cost (\$1,000's)				Total
				FY 1982	FY 1983	FY 1984	FY 1985	
FORT WORTH URBANIZED AREA - FORT WORTH								
A-29 (T-18) E&H	<u>Downtown Customer Center - City of Fort Worth/DOT/CITRAN/MITS</u>  In an attempt to better serve the public and at the same time to increase transit ridership, a downtown customer service center is proposed. Included is a service station where route and schedule information would be supplied; bus tokens and passes sold; and, assistance provided.  This project is a complement to the multimodal transportation center but located in the core area of the CBD. The following items are included:  1. Engineering and Architecture 2. Right-of-way (Land) 3. Construction	UMTA Sec. 5	I I I	10				10
				0	180			
				190				180
A-30 (T-18)	<u>Additional Fuel-Storage Facilities -- City of Fort Worth/CITRAN</u>  The installation of additional 25,000 gallon fuel storage tanks, with emergency pumps and back-up power supply, is needed to increase the transit fleet's fuel storage capacity. This provision is in anticipation of							
								190

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**1982 - 1985 Transportation Improvement Program  
North Central Texas Region  
Transit Element - Capital Assistance Projects**

Project Designation	Project Description	Source	Priority	Estimated Cost (\$1,000's)				Total
				FY 1982	FY 1983	FY 1984	FY 1985	
FORT WORTH URBANIZED AREA - FORT WORTH								
A-30	Continued  future fuel shortages and increasing fuel costs.  1. Fuel Tanks 2. Architectural and Engineering Services	UMTA Sec. 5	II	280				280
			II	55				55
					335	0	0	0
A-31 (T-18) E&H	<u>Bus Shelters, Signing and Information System -- City of Fort Worth/CITRAN</u>  Necessary to the operation of a quality bus service and to increase ridership are additional bus shelters, signing and a public information system for the distribution of route and schedule information (pamphlets, maps, schedules and displays). Included in the project are:  1. Transit Stop Signs/Logos 2. Additional Bus Shelters 3. Route and Schedule Informational Aids 4. Free Standing Information Centers 5. Schedule Displays for Transit Stops to Protect Visually Impaired 6. Transit Map/Schedule Display Units for Bus Shelters							
			I	20	20	20	20	80
			I	25	25	20	20	90
			I	10	5	20	20	55
			I	10	10	0	0	20
			I	10	5	5	5	25

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**1982 - 1985 Transportation Improvement Program  
North Central Texas Region  
Transit Element - Capital Assistance Projects**

Project Designation	Project Description	Source	Priority	Estimated Cost (\$1,000's)				Total
				FY 1982	FY 1983	FY 1984	FY 1985	
FORT WORTH URBANIZED AREA - FORT WORTH								
A-31	Continued							
	7. CBD - North Main - Museum Amenities		I	10	10	10	10	40
	8. General Amenities and Aids for Service Expansion	UMTA Sec. 5	I	10	45	50	60	165
				95	120	125	135	475
A-32 (T-18) E&H	<u>Transit User Walkways -- City of Fort Worth/DOT/CITRAN</u>  There is a need for walkways for transit patrons adjacent to bus shelters and other heavily-used bus stops because of the existing conditions at and near these locations, and the discomfort, inconvenience and lack of safety experienced by bus patrons during inclement weather. Included in this project are:							
	1. Engineering Design	UMTA	I	5	5	5	5	20
	2. Construction	Sec. 5	I	35	35	35	35	140
				40	40	40	40	160

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**1982 - 1985 Transportation Improvement Program  
North Central Texas Region  
Transit Element - Capital Assistance Projects**

Project Designation	Project Description	Source	Priority	Estimated Cost (\$1,000's)				Total
				FY 1982	FY 1983	FY 1984	FY 1985	
FORT WORTH URBANIZED AREA - FORT WORTH								
A-33 (T-18) TSM	<u>Minor Geometric Modifications -- City of Fort Worth/DOT/CITRAN</u>  This will provide minor revision to existing roadway geometrics to improve safety and operational characteristics on existing bus routes. These improvements would include curb return radii enlargement and other desirable modifications to reduce damage to the transit vehicles, increase bus speeds and maneuverability, and enhance safety during difficult bus maneuvers. Included are:  1. Engineering and Architecture 2. Land (Right-of-Way) 3. Construction	UMTA Sec. 5	I	20	20	20	20	80
				10	10	10	10	40
				125	125	125	125	500
				155	155	155	155	620
A-34 (T-18)	<u>Office Equipment -- City of Fort Worth/CITRAN</u>  This project provides for replacement of office equipment and machines for CITRAN.	UMTA Sec. 5	I	20	20	20	20	80

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**1982 - 1985 Transportation Improvement Program  
North Central Texas Region  
Transit Element - Capital Assistance Projects**

Project Designation	Project Description	Source	Priority	Estimated Cost (\$1,000's)				Total
				FY 1982	FY 1983	FY 1984	FY 1985	
FORT WORTH URBANIZED AREA - FORT WORTH								
A-35 (T-18) TSM	<u>Computer System Modifications -- City of Fort Worth/CITRAN</u>  This project provides for purchase of computer hardware and software enhancements to the CITRAN Management Information System (MIS).	UMTA Sec. 5	1	5				5
A-37 (T-18)	<u>Shop and Support Equipment -- City of Fort Worth/CITRAN</u>  This project provides for replacement of equipment used in maintaining the city bus fleet, portable two-way radio communications with service supervisors on foot, deceleration alert system, radios, shop equipment, etc. Included are:							
	1. Radios		1	-	-	-	5	5
	2. Shop Equipment	UMTA	1	50	80	50	100	280
	3. General	Sec. 5	1	-	-	-	-	0
				50	80	50	105	285

X-65

**1982 - 1985 Transportation Improvement Program  
North Central Texas Region  
Transit Element - Capital Assistance Projects**

Project Designation	Project Description	Source	Priority	Estimated Cost (\$1,000's)				Total
				FY 1982	FY 1983	FY 1984	FY 1985	
FORT WORTH URBANIZED AREA - FORT WORTH								
A-38 (T-18) E&H	<u>Mobility Impaired Transportation Service (MITS) - Supervisory Vehicle - City of Fort Worth/MITS</u>  A radio-equipped vehicle is used by the administrators of the elderly & handicapped service to monitor the quality of service provided by the private operator; to attend meetings explaining the Service; to respond to citizen complaints; and to provide administrative assistance. This project will provide vehicle Replacement in a timely, cost-effective manner.	UMTA Sec. 5	11	0	0	18	0	18
A-40 (T-18) E&H	<u>Mobility Impaired Transportation Service (MITS) - Fare/Data Collection Hardware and Software - City of Fort Worth/MITS</u>  This system, along with Project A-39 above, lays the foundation for a consolidation of special transportation services in the Fort Worth Urbanized Area. A consolidation effort will require post-trip billing to participating agencies and cities. Each vehicle will be equipped with a system activated by the clients'							

99-X

**1982 - 1985 Transportation Improvement Program  
North Central Texas Region  
Transit Element - Capital Assistance Projects**

Project Designation	Project Description	Source	Priority	Estimated Cost (\$1,000's)				Total
				FY 1982	FY 1983	FY 1984	FY 1985	
FORT WORTH URBANIZED AREA - FORT WORTH								
A-40	Continued credit (identification) card. The clients will be certified by the participating agencies. This project includes:	UMTA Sec. 5						
	1. On-Board Data Collection Hardware		I	30	0	0	0	30
	2. Reader interface Hardware between computer and On-Board Collection System.		I	10	0	0	0	10
	3. Magnetic Identification Card Equipment.		I	5	0	0	0	5
	4. Computer Processing Software System.		I	5	0	0	0	5
A-42 (T-18)	<u>Bike Facilities and Equipment - City of Fort Worth/CITRAN</u>  This project will provide for an improved Bicycle/Transit Interface and enhance modal change capability. A system of Bike Trails/Routes is currently being planned and built for the Urbanized Area. Attention will be given to modal-change facilities to provide an alternate means of travel for work, school and recreational trips. This project includes:							
	1. Signing & Delineation of Bike Routes		II	5	5	5	2	17
	2. Bicycle Storage & Security Equipment		II	0	10	10	10	30

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**1982 - 1985 Transportation Improvement Program  
North Central Texas Region  
Transit Element - Capital Assistance Projects**

Project Designation	Project Description	Source	Priority	Estimated Cost (\$1,000's)				Total
				FY 1982	FY 1983	FY 1984	FY 1985	
FORT WORTH URBANIZED AREA - FORT WORTH								
A-42	Continued	UMTA Sec. 5						
	3. Bike Racks for Buses		II	10	10	10	10	40
	4. Limited Bike Trail Construction to connect Existing Trails with Transit Routes		II	0	50	100	120	270
	5. Engineering & Architecture		II	25	10	10	5	50
	6. Promotion, Maps and Public Information		II	0	5	5	3	13
			40	90	140	150	420	
A-43 (T-18)	<u>Public Information, Awareness and Promotional Aids -City of Fort Worth/ DOT</u>  A comprehensive and coordinated public information system to increase public awareness of the Transportation System and promote the benefits of transit is needed. This project will assist in purchasing improved informational aides for the urban area. Benefits of transit with emphasis on energy conservation, air quality improvements, reduced congestion, improved safety, and overall higher quality of life will be emphasized. This project will include implementation of specific marketing strategies in the local area and throughout the Region. This project includes:							

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**1982 - 1985 Transportation Improvement Program  
North Central Texas Region  
Transit Element - Capital Assistance Projects**

Project Designation	Project Description	Source	Priority	Estimated Cost (\$1,000's)				Total
				FY 1982	FY 1983	FY 1984	FY 1985	
FORT WORTH URBANIZED AREA - FORT WORTH								
A-43	Continued							
	1. Public informational Aides on Transportation System (Racks, Flyers, Pamphlets, Displays).	UMTA	I	20	20	20	20	80
	2. Public Display Units	Sec. 5	I	40	20	20	20	100
				60	40	40	40	180
A-44 E&H	<u>System Control and Vehicle Location System: City of Fort Worth/CITRAN/MITS</u>  This item will provide for purchase of hardware and software for an automatic computerized dispatch control and location system for all CITRAN and MITS vehicles. The project will utilize existing two-way radios on the vehicles linked to a data processor that will provide alpha-numeric and graphic displays of system operations. The project will start with modifications to enhance operator and passenger security. Later applications will add system control measures to enhance operating efficiency and effectiveness. The phasing of the project will respond to technology development:							

69-X

**1982 - 1985 Transportation Improvement Program  
North Central Texas Region  
Transit Element - Capital Assistance Projects**

Project Designation	Project Description	Source	Priority	Estimated Cost (\$1,000's)				Total
				FY 1982	FY 1983	FY 1984	FY 1985	
FORT WORTH URBANIZED AREA - FORT WORTH								
A-44	Continued							
	1. Signature Vehicle Locators		II	1000	0		1000	2000
	2. System Control and Areawide Locators		II	500	2000	0	0	2500
	3. Control Modifications/Display Units	UMTA	II	0	500	500	500	1500
	4. Engineering and Design	Sec. 5	II	150	150	50	50	400
				1650	2650	550	1550	6400
A-45	<u>Transit Vehicle Auxiliary Equipment - City of Fort Worth/CITRAN</u>							
	This item will provide new radios and fare collection units for all new buses. The radios assist in efficient dispatching, provide safe operation of transit vehicles and enable CITRAN to assist the City police and transportation departments in monitoring vehicular flow. The fare collection units are needed to insure safe handling of revenues and also serve to monitor patronage information. The amounts shown reflect the bus replacement/addition schedule in project A-23.							
	1. Fare Collection Units		I	27	158	0	330	515
	2. Radios for Buses		I	50	298	0	660	1,008
	3. CMB Slack Adjuster		I	0	50	0	100	150

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**1982 - 1985 Transportation Improvement Program  
North Central Texas Region  
Transit Element - Capital Assistance Projects**

Project Designation	Project Description	Source	Priority	Estimated Cost (\$1,000's)				Total
				FY 1982	FY 1983	FY 1984	FY 1985	
FORT WORTH URBANIZED AREA - FORT WORTH								
A-45	Continued							
	4. Bendix Air Driers		I	77	526	0	50	653
	5. Replacement of Standby Radio Transmitter	UMTA Sec. 5	I	0	0	0	0	0
				154	1,032	0	1,140	2,326
A-46	<u>Transit Street Furnishings-City of Fort Worth/CITRAN</u>							
	This project will provide benches, displays, plantings and amenities to the transit/pedestrian ways adjacent the bus spine in the CBD and adjacent the Transit Shuttle Route. Included are:							
	1. Engineering/Architecture	UMTA Sec. 5	I	10				10
	2. Street Furniture/Amenities		I	100				100
				110				110
A-47 TSM	<u>Expanded Transit Free Zone-City of Fort Worth/CITRAN</u>							
	This project will provide necessary signing, delineation and informational material for expanding the CBD Transit Free Zone.	UMTA Sec. 5	I	5				5

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**1982 - 1985 Transportation Improvement Program  
North Central Texas Region  
Transit Element - Capital Assistance Projects**

Project Designation	Project Description	Source	Priority	Estimated Cost (\$1,000's)				Total
				FY 1982	FY 1983	FY 1984	FY 1985	
FORT WORTH URBANIZED AREA - FORT WORTH								
A-48 E&H	<u>Wheelchair Ramp Construction &amp; Delineation--City of Fort Worth/DOT</u>  This project will allow the continued construction of wheelchair ramps to aid in assuring mobility for the handicapped. Ramps would be constructed in conjunction with transit user walkways and adjacent activity areas being served by transit. In addition, delineation of existing and new ramps would be provided. Included are: 1. Engineering/Architecture 2. Ramp Construction 3. Ramp Delineation	UMTA Sec. 5	1	10	5			15
			1	85	50			135
			1	20	5			25
				115	60	0	0	175
A-51 TSM	<u>Traffic Control Signal Modifications - City of Fort Worth/DOT</u>  This project would assist in the improvement and modification of traffic signal standards and hardware to facilitate and enhance transit operations. Modifications include hardware, relocation, painting, selective retiming, and selective transit signal pre-emption, etc. at existing signalized locations. Included are: 1. Engineering/Architecture 2. Construction	UMTA Sec. 5	1	10	5			15
			1	100	50			150
				110	55			165

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**1982 - 1985 Transportation Improvement Program  
North Central Texas Region  
Transit Element - Capital Assistance Projects**

Project Designation	Project Description	Source	Priority	Estimated Cost (\$1,000's)				Total	
				FY 1982	FY 1983	FY 1984	FY 1985		
FORT WORTH URBANIZED AREA - FORT WORTH									
A-52 E&H	<u>On-Line Dispatch System for MITS - City of Fort Worth/MITS</u>  This project would provide the hardware and software for a real-time, computer aided dispatch system to optimize loading (shared rides) on MITS. The system would be designed for a county-wide service and would be available for other Demand Responsive Transit Service. Included are:								
				1. Engineering	I	25	10	5	40
				2. Software Design/Implementation	II	140	60	10	210
				3. Hardware Purchase	II	50	50	10	110
				215	120	25	360		
A-53	<u>Closed Circuit TV System--City of Fort Worth/CITRAN</u>  This project would provide continual route/schedule information adjacent the transit spine and within the Multi-Modal Transportation Complex. All transit stops and/or shelters would be equipped with a video unit for ready access to transit arrival/departure information. Included are:								

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**1982 - 1985 Transportation Improvement Program  
North Central Texas Region  
Transit Element - Capital Assistance Projects**

Project Designation	Project Description	Source	Priority	Estimated Cost (\$1,000's)				Total
				FY 1982	FY 1983	FY 1984	FY 1985	
FORT WORTH URBANIZED AREA - FORT WORTH								
A-53	Continued							
	1. Engineering		II	10	10	10	5	35
	2. Program Design/Implementation	UMTA	III	50	50	10	0	110
	3. Construction/Hardware	Sec. 3	III	0	100	100	50	250
				60	160	120	55	395
A-54 E&H	<u>Miscellaneous Office Equipment Support Furnishings - City of Fort Worth/ CITRAN/DOT/MITS</u>							
	This project would provide necessary support equipment for CITRAN and MITS. Training Aides and general administrative support would result from project implementation. Included are:							
	1. Video Tape Recorder		I	-	-	-	-	0
	2. Video Tape Play Back Unit		I	-	-	-	-	0
	3. Copy/Collate/Reduction Machine		I	-	-	-	-	0
	4. Portable, Handheld Radio Units		I	2	-	2	-	4
	5. Supplies and Miscellaneous Items		I	3	5	3	5	16
	6. Electronic Word Assembler/Processor	UMTA	I	0	0	0	0	0
	7. Miscellaneous Items & Support	Sec. 5	I	45	45	45	45	180
				50	50	50	50	200

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**1982 - 1985 Transportation Improvement Program  
North Central Texas Region  
Transit Element - Capital Assistance Projects**

Project Designation	Project Description	Source	Priority	Estimated Cost (\$1,000's)				Total
				FY 1982	FY 1983	FY 1984	FY 1985	
FORT WORTH URBANIZED AREA - FORT WORTH								
A-55 (T-16)	<u>Alternative Preferential Bus/Carpool Treatments - City of Fort Worth/DOT/CITRAN</u>  This project, formerly listed as TIP Project C-10, will investigate alternative mechanisms for providing preferential treatment to Buses, Carpools and/or Vanpools. Investigation and implementation where feasible of such measures as exclusive bus/carpool lanes restricted high-occupancy parking facilities, preferential on-off ramps to the freeways, region-wide signal pre-emption, and concentrated public information. This project will concentrate on the following fifteen (15) traffic corridors or areas: 1. I-35W (N Loop 820 to CBD) 2. SH-121 (NE Loop 820 to CBD) 3. I-30 (E Loop 820 to CBD) 4. US-80 (E Loop 820 to CBD) 5. US-287 (SE Loop 820 to CBD) 6. I-35W (S Loop 820 to CBD) 7. I-30 (W Loop 820 to CBD) 8. Camp Bowie Blvd./West 7th St. (US-377 to CBD) 9. US-199 (N Loop 820 to CBD) 10. I.H. - Loop 820 11. Central Business District (CBD) 12. Granbury/8th Ave. (Loop 820 to CBD)							

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**1982 - 1985 Transportation Improvement Program  
North Central Texas Region  
Transit Element - Capital Assistance Projects**

Project Designation	Project Description	Source	Priority	Estimated Cost (\$1,000's)				Total
				FY 1982	FY 1983	FY 1984	FY 1985	
FORT WORTH URBANIZED AREA - FORT WORTH								
A-55	Continued							
	13. Lancaster Avenue (West from CBD)		I					
	14. Berry/University		I					
	15. Hemphill Street (loop 820 to CBD)		I					
	The project is divided into the following parts:							
	1. Engineering Analysis		I	20	0	0	0	20
	2. Engineering Design and Architecture		I	40	60	80	80	260
	3. Signs, Markings & Signals		II	20	60	90	90	260
	4. Construction of Facilities		I	200	400	400	400	1,400
	5. Public Information and Promotional Aids		II	20	40	40	40	140
	6. Monitoring and Enforcement	UMTA	II	0	40	20	20	80
	7. Performance Evaluation/Management	UMTA Sec. 5	III	0	10	20	20	50
				300	610	650	650	2,210
A-56 E & H	<u>Bus Replacement Program to Conform to Section 504 Regulations - City of Fort Worth/CITRAN</u>							
	The Fort Worth Urbanized area's Transition Plan calls for the replacement of enough buses in 1985 to make CITRAN's fleet accessible according to the U. S. Department of Transportation's Section 504 regulations. The project includes:							
	Replacement of Obsolete Buses	UMTA Sec. 3	III				12,000	12,000

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**1982 - 1985 Transportation Improvement Program  
North Central Texas Region  
Transit Element - Capital Assistance Projects**

Project Designation	Project Description	Source	Priority	Estimated Cost (\$1,000's)				Total
				FY 1982	FY 1983	FY 1984	FY 1985	
FORT WORTH URBANIZED AREA - FORT WORTH								
B-4 (T-11) (T-13) (T-14) (T-16)	<p><u>Park-and-Ride-Facilities - City of Fort Worth/CITRAN/DOT</u></p> <p>Three permanent park-and-ride facilities will be located in major traffic corridors in Fort Worth and may additionally serve portions of the Mid-Cities area. These park-and-ride facilities will be served by both local bus and express bus operations.</p> <p>Direct, express bus service will be provided to the Downtown Transportation Center (Project A-9). Carpool and van-pool parking will also be promoted as part of the project. The three facilities each include engineering, right-of-way and construction:</p> <p>1. East Park-N-Ride (East Loop 820 and I-30)</p> <p>a) Engineering and Architecture b) Right-of-Way (Land) c) Construction</p> <p>2. West Park-N-Ride (I-30 &amp; Horne)</p> <p>a) Engineering and Architecture b) Right-of-Way (Land) c) Construction</p>							
		UMTA Sec. 3	I					0 0 0
		UMTA Sec. 3	II	100 300		600		100 300 600

X-77

**1982 - 1985 Transportation Improvement Program  
North Central Texas Region  
Transit Element - Capital Assistance Projects**

Project Designation	Project Description	Source	Priority	Estimated Cost (\$1,000's)				Total
				FY 1982	FY 1983	FY 1984	FY 1985	
FORT WORTH URBANIZED AREA - FORT WORTH								
B-4	Continued  3. South Park-N-Ride (S.W. Loop 820 & Hulen) a) Engineering and Architecture b) Right-of-Way (Land) c) Construction	UMTA Sec. 3	II	100				100
				100	800			100
				600	1,400	0	0	2,000
B-8 (T-17)	<u>Bus Expansion Program - City of Fort Worth/CITRAN</u>  Operational headway improvements and an expanded service area for CITRAN is expected to result in the need for additional buses in the near future. The current inventory of buses should provide the necessary fleet size under existing conditions. However, economic and energy shifts are anticipated which will result in an increased system ridership with additional buses being needed for service area expansion.	UMTA Sec. 3	II	4,000	5,000	5,000	6,000	20,000
B-9 (T-17)	<u>Neighborhood Collection Transit Service -- City of Fort Worth/CITRAN</u>  A project to increase transit ridership by providing a neighborhood collection transit service to serve short							

X-78

**1982 - 1985 Transportation Improvement Program  
North Central Texas Region  
Transit Element - Capital Assistance Projects**

Project Designation	Project Description	Source	Priority	Estimated Cost (\$1,000's)				Total
				FY 1982	FY 1983	FY 1984	FY 1985	
FORT WORTH URBANIZED AREA - FORT WORTH								
B-9	Continued  neighborhood trips, connect with existing bus routes, and service park-and-ride locations is proposed. This service would have variable routes and may replace the existing fixed-route bus service in areas where demand is small and fixed-route service is not needed. In addition, this service would be used to "test" potential new line service.	UMTA Sec. 3	I	600	750	750	1,000	3,100
B-10 (T-17)	<u>Specialized Connector Service - City of Fort Worth/CITRAN</u>  A project to provide specialized connector service running along a busy commercial street connecting park-and-ride facilities at either end and serving stores, restaurants, theaters, hospitals, museums, and other high density traffic generators. This service would be integrated with existing line-haul service and neighborhood collection-distribution routes.	UMTA Sec. 3	II	0	500	750	750	2,000

X-79

**1982 - 1985 Transportation Improvement Program  
North Central Texas Region  
Transit Element - Capital Assistance Projects**

Project Designation	Project Description	Source	Priority	Estimated Cost (\$1,000's)				Total
				FY 1982	FY 1983	FY 1984	FY 1985	
FORT WORTH URBANIZED AREA - FORT WORTH								
B-11 (T-17)	<p><u>Specialized Connector Service for CBD-Museums-Northside-City of Fort Worth/CITRAN</u></p> <p>This project calls for a special transportation service which connects the Central Business District's Activity Centers with the Museum/Cultural Complex on the City's CBD. Small, distinctive buses will operate throughout the CBD and will provide frequent service between major banks, shopping complexes, offices, hotels and convention facilities. These vehicles will provide scheduled service to the museum cultural complex during peak, rush hours, and will interface with existing parking facilities. Regular service will be provided to the museum area during the hours of museum operation both on weekdays and weekends. The vehicles will also provide a connection to the northside-stockyards area. Scheduled service will be provided to the northside on weekdays and weekends with extended evening service. A park-and-ride facility will be provided within the stockyards area and will be serviced by this project. This project includes:</p>							

08-X

**1982 - 1985 Transportation Improvement Program  
North Central Texas Region  
Transit Element - Capital Assistance Projects**

Project Designation	Project Description	Source	Priority	Estimated Cost (\$1,000's)				Total
				FY 1982	FY 1983	FY 1984	FY 1985	
FORT WORTH URBANIZED AREA - FORT WORTH								
B-11	Continued							
	1. Six to ten small, distinctive buses		I					0
	2. Public Information/Promotional Aides		I	25				25
	3. Hitch-n-Ride Facility in Stockyards Area (Northside Area)							
	a) Engineering & Architecture		I	25				25
	b) Right-of-Way (Land)	UMTA	I	0				0
	c) Construction	Sec. 5	I	400	100			500
				450	100	0	0	550
B-38 (T-11) (T-12) (T-13) (T-14) (T-15)	<u>Park-N-Ride Facilities Expansion - City of Fort Worth/CITRAN/DOT</u>  With added emphasis on ride-sharing, energy conservation and environmental considerations, increased attention is needed on modal-change facilities. Such facilities should be located to serve travel desired for throughout the region. Consideration of existing travel habits, origins and destination should be given to various, potential sites throughout the Urbanized Area to better, and more efficiently, serve the travel desires of the citizens. Such additional facilities would encourage transit usage, carpooling and van-pooling if located and designed properly. Several sites have been tentatively identified for further study, analysis and programming: 1) N.E. Loop 820 & SH-121; 2) N.E. Loop 820 & S.H.							

18-X  
X-81

**1982 - 1985 Transportation Improvement Program  
North Central Texas Region  
Transit Element - Capital Assistance Projects**

Project Designation	Project Description	Source	Priority	Estimated Cost (\$1,000's)				Total
				FY 1982	FY 1983	FY 1984	FY 1985	
FORT WORTH URBANIZED AREA - FORT WORTH								
B-38	Continued 183; 3) E. Loop 820 and Randol Mill Road; 4) E. Loop 820 & US-80; 5) S.E. Loop 820 & US-287; 6) S.E. Loop 820 & I-20; 7) S. Loop 820 & I-35W; 8) US-377 & S.H.-183; 9) I-30 & SH-183; 10) W. Loop 820 & I-30; 11) N.W. Loop 820 & SH-199; 12) N. Loop 820 & I-35W; 13) SH-183 & SH-199; 14) SH-183 & SH-199; 15) SH-183 & I-35W; 16) I-35W & SH-121; 17) SH-199 & SH-121 (White Settlement Rd.); 18) I-30 & SH-121; (Montgomery St.); 19) I-35W & Berry; 20) US-287 & Miller/Oakland.  This project consists of: 1. Engineering & Architecture 2. Right-of-Way 3. Construction 4. Advisory (service) Signing on Freeways Arterials 5. Promotion and Public Information							
		UMTA Sec. 3	II    III III	2,000 6,000 4,000 20 10 12,030	1,000 4,000 6,000 30 20 11,050	2,000  8,000 40 30 10,070	10,000   50 40 10,090	3,000 12,000 28,000 140 100 43,240

X-82

**1982 - 1985 Transportation Improvement Program  
North Central Texas Region  
Transit Element - Capital Assistance Projects**

Project Designation	Project Description	Source	Priority	Estimated Cost (\$1,000's)				Total
				FY 1982	FY 1983	FY 1984	FY 1985	
FORT WORTH URBANIZED AREA - FORT WORTH								
C-2 (T-11) (T-12) (T-13) (T-15)	<u>Right-of-Way for Commuterways - City of Fort Worth/DOT</u>  Phase I of the Greater Fort Worth Transit Program includes the purchase of right-of-way for the radial transitways. These rights-of-way will be along the planned alignments of the long-range rapid transit system that will initially serve as right-of-way for the commuterways which are exclusive roadways for buses and carpools. It is anticipated that the right-of-way for the commuterways in these three (3) corridors can be acquired using the UMTA program for land acquisition.							
	1. North Corridor		III	4,000	3,800	2,000		9,800
	2. East Corridor	UMTA	II	4,500	3,900	2,000		10,400
	3. Southeast Corridor	Sec. 3	III	2,200	2,000	1,000		5,200
				10,700	9,700	5,000	0	25,400
C-6 (T-1)	<u>Right-of-Way for Trans-Regional Line - City of Fort Worth/DOT</u>  The Regional Public Transportation Study has identified a rapid transit alignment from the Fort Worth CBD continuing near the Rock Island Railroad to the Dallas/Fort Worth Airport.							

X-83



**1982 - 1985 Transportation Improvement Program  
North Central Texas Region  
Transit Element - Capital Assistance Projects**

Project Designation	Project Description	Source	Priority	Estimated Cost (\$1,000's)				Total
				FY 1982	FY 1983	FY 1984	FY 1985	
FORT WORTH URBANIZED AREA - FORT WORTH								
C-6	Continued  Right-of-way acquisition for line structures, station sites, parking lots and other facilities are proposed.	UMTA Sec. 3	II	8,000	6,000	4,000	2,000	20,000
C-7 (T-11) (T-12) (T-13) (T-14) (T-15) (T-16)	<u>West Commuterway - City of Fort Worth/ DOT</u>  Recently proposed construction in the west traffic corridor (I-30) has significantly changed the priority of this commuterway. Additional right-of-way will be reserved in the median of the West Freeway (I-30) reconstruction project. A need will exist to extend the right-of-way and related commuterway from I-30 and Montgomery (eastern limit of reconstruction) to the Central Business District as outlined in the Greater Fort Worth Transit Plan. An exclusive guideway is proposed for this connection which will initially accommodate carpools and buses in a 2-way operational mode. Most of the guideway will be constructed as a grade separated facility with very limited access. Park-N-Ride facilities will be provided at the CBD termination							

X-84

**1982 - 1985 Transportation Improvement Program  
North Central Texas Region  
Transit Element - Capital Assistance Projects**

Project Designation	Project Description	Source	Priority	Estimated Cost (\$1,000's)				Total
				FY 1982	FY 1983	FY 1984	FY 1985	
FORT WORTH URBANIZED AREA - FORT WORTH								
C-7	Continued  point; in the vicinity of I-30 and Montgomery; and, at I-30 and Horne. The project is divided into Engineering, Right-of-Way and Construction as follows:  1. Engineering & Architecture 2. Right-of-Way (Land) 3. Construction	UMTA Sec.3	I	100	100	50		250
			I	550	100			650
			I	4,000	2,000	2,000	1,500	9,500
				4,650	2,200	2,050	1,500	10,400
C-8 (T-11) (T-12) (T-13) (T-15)	<u>Southwest Commuterway - City of Fort Worth/DOT</u>  The Southwest Commuterway has been included in previous TIPs as part of the Transit Plan. Recent developments in the west corridor and growth in the southwest part of the City have added emphasis to this commuterway. Park-and-Ride Facilities at both ends of the commuterway are proposed. The commuterway will be constructed and operated to the same standards as the West Commuterway, described in Project C-7.							

58-X

**1982 - 1985 Transportation Improvement Program  
North Central Texas Region  
Transit Element - Capital Assistance Projects**

Project Designation	Project Description	Source	Priority	Estimated Cost (\$1,000's)				Total
				FY 1982	FY 1983	FY 1984	FY 1985	
FORT WORTH URBANIZED AREA - FORT WORTH								
C-8	Continued							
	1. Engineering & Architecture		II	500	100	50		650
	2. Right-of-Way	UMTA	II	3,000	2,000	0		5,000
	3. Construction	Sec. 3	II	0	6,000	2,000	1,350	9,350
				3,500	8,100	2,050	1,350	15,000
C-9 (T-16)	<u>South Commuterway-City of Fort Worth/ DOT</u>							
	The South freeway (I-35W) has been scheduled for reconstruction and widening between I-30 and Loop 820. The Urbanized Area continues to develop in a southerly direction which impacts the demand placed upon the transportation facilities in the South Traffic Corridor. A Park-N-Ride Facility has been identified as being desirable in the vicinity of Loop 820 and I-35W. Consideration of an exclusive guideway within, adjacent to, or near the freeway (I-35W) is justified. The project will consist of:							
	1. Engineering & Architecture		III	0	500	150	0	650
	2. Right-of-Way (Land)	UMTA	III	0	1,000	1,000	0	2,000
	3. Construction	Sec. 3	III	0	0	6,000	3,350	9,350
				0	1,500	7,150	3,350	12,000

98-X

**1982 - 1985 Transportation Improvement Program  
North Central Texas Region  
Transit Element - Capital Assistance Projects**

Project Designation	Project Description	Source	Priority	Estimated Cost (\$1,000's)				Total
				FY 1982	FY 1983	FY 1984	FY 1985	
FORT WORTH URBANIZED AREA - FORT WORTH								
C-11 (T-10)	<p><u>Automated Elevated CBD Transit System - City of Fort Worth/DOT/CITRAN</u></p> <p>The long-range plan calls for the extension of the existing, privately owned and operated subway system through the core of the downtown to interface with a fringe area parking facility on the south edge of the CBD. Recent development in the path of the proposed subway extension has necessitated the modification of the concept for a high capacity, CBD Transit System. This project is proposed to better service existing circulation in the CBD; to stimulate further development; to serve future, expected transit demand; and to provide the long-range accessibility in the CBD. The project will include an elevated fixed guideway which connects hotels, office buildings, transportation facilities, public service buildings, the Convention Center, the Water Garden, and other activity centers in the CBD. In addition, pedestrian walkways will be provided between the elevated structure and adjacent hotels and office buildings. The system will interface with high-capacity, fringe parking facilities to discourage core area auto</p>							

X-87

**1982 - 1985 Transportation Improvement Program  
North Central Texas Region  
Transit Element - Capital Assistance Projects**

Project Designation	Project Description	Source	Priority	Estimated Cost (\$1,000's)				Total
				FY 1982	FY 1983	FY 1984	FY 1985	
FORT WORTH URBANIZED AREA - FORT WORTH								
C-11	Continued  trip ends. The project (an Urban Initiatives effort) includes:							
	1. Engineering & Architecture		I	1,000	1,500	250	0	2,750
	2. Right-of-Way (Land)	UMTA	II	1,000	1,500	0	0	2,500
	3. Construction	Sec. 3	III	0	0	14,750	10,000	24,750
				2,000	3,000	15,000	10,000	30,000

**1982 - 1985 Transportation Improvement Program  
North Central Texas Region  
Transit Element - Capital Assistance Projects**

Project Designation	Project Description	Source	Priority	Estimated Cost (\$1,000's)				Total
				FY 1982	FY 1983	FY 1984	FY 1985	
FORT WORTH URBANIZED AREA - SUBURBAN CITIES								
B-21 (T-17)	<u>Fixed Route Transit Equipment-City of Arlington</u>  Purchase 10 small buses for limited fixed route service along city streets within the City Limits.	UMTA Sec. 3	III	500	0	0	0	500
B-22 (T-18)	<u>Transportation Terminal Land Acquisition - City of Arlington</u>  Purchase of Land for Multi-Modal Transportation Terminal adjacent to MOPAC Railroad and also purchase of land for maintenance facility for bus coaches to be operated within the City of Arlington.	UMTA Sec. 3	III	0	0	600	0	600
B-23 (T-18)	<u>Bus Shelters &amp; Route Displays--City of Arlington</u>  Erection of bus shelters and route displays for fixed route service.	UMTA Sec. 3	III	0	40	0	0	40
B-24 (T-18)	<u>Additional Fixed Route Transit Service-City of Arlington</u>  1. Purchase of 10 additional small buses for upgrading fixed route service.		III			550	0	550

68-X

**1982 - 1985 Transportation Improvement Program  
North Central Texas Region  
Transit Element - Capital Assistance Projects**

Project Designation	Project Description	Source	Priority	Estimated Cost (\$1,000's)				Total
				FY 1982	FY 1983	FY 1984	FY 1985	
FORT WORTH URBANIZED AREA - SUBURBAN CITIES								
B-24	Continued  2. Purchase of 5 additional small buses for upgrading fixed route service.	UMTA Sec. 3	III			0	275	275
				0	0	550	275	825
B-28 (T-18)	<u>Transportation Terminal Design &amp; Construction: City of Arlington</u>  Design and begin construction of Multi-Modal transportation terminal adjacent to MOPAC Railroad and construction of maintenance facility for coaches to be operated by the City of Arlington.	UMTA Sec. 3	III	0	0	200	0	200
B-41 E&H	<u>Elderly &amp; Handicapped Transportation - City of Arlington</u>  This project will provide five (5) buses plus radios, garage equipment and office equipment for a special E&H Transit service in the City of Arlington. Included in the project are:  1. Five (5) Buses 2. Six(6) Radios 3. Garage Equipment 4. Office Equipment	UMTA Sec. 5	I I I I					
				105	70	70	70	315

06-X

**1982 - 1985 Transportation Improvement Program  
North Central Texas Region  
Transit Element - Capital Assistance Projects**

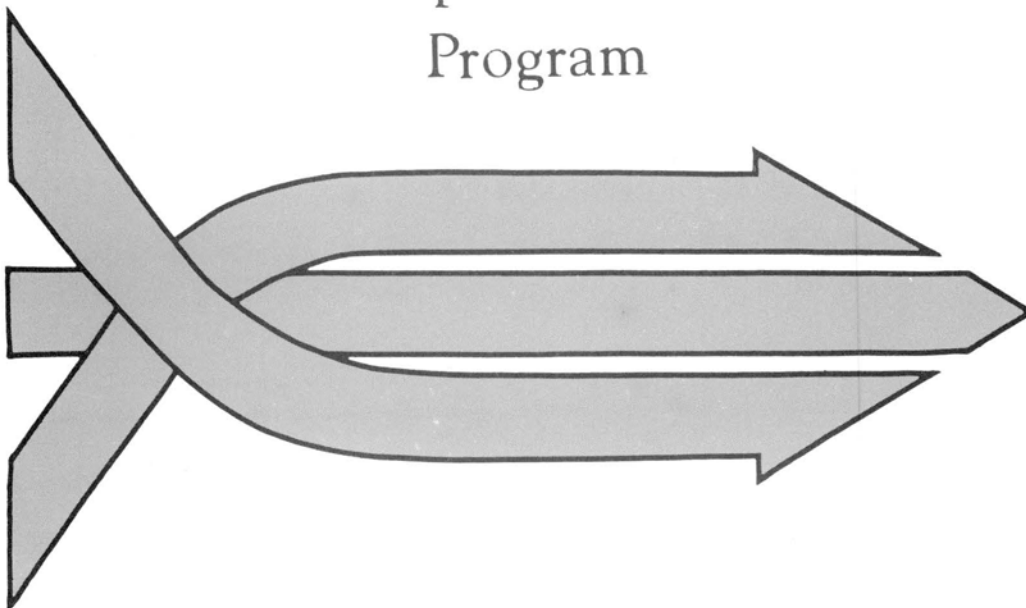
Project Designation	Project Description	Source	Priority	Estimated Cost (\$1,000's)				Total
				FY 1982	FY 1983	FY 1984	FY 1985	
SURTRAN								
A-3	<u>Service Support Facilities and Equipment - SURTRAN</u>  This program includes those maintenance and auxiliary services necessary to keep the bus fleet on the road. Automotive equipment	UMTA Sec. 3	I	40	40	40	40	160
A-24	<u>Bus Purchase and Replacement Program - SURTRAN</u>  It is anticipated that the 45 original SURTRAN coaches will have over one-half million miles each and should be replaced to maintain first-class service standards for D/FW airport and the two cities. The additional equipment will enable SURTRAN to increase services and meet a growing demand of convention activities in the metroplex.	UMTA Sec. 3	III	2,140	2,425			4,565

16-X





Transportation  
Improvement  
Program



Airport  
Element

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AIRPORT ELEMENT  
1981 TRANSPORTATION IMPROVEMENT PROGRAM

INTRODUCTION

The Airport Element of the 1981 Transportation Improvement Program presents a listing of airport projects, with supporting cost data and description as identified by local governments in the North Central Texas and Texoma State Planning Regions, as an action program for airport development for Fiscal Year 1981 and the subsequent four-year period. The Airport Element represents the implementation program of airport projects under The Total Transportation Plan for the North Central Texas Region for 1990.

DEVELOPMENT

The basis for development of the 1981 Airport Element was the Airport System Plan for the North Central Texas and Texoma State Planning Regions. The principal purpose of the Airport System Plan was to prepare a plan and schedule for the orderly and timely development of a system of airports adequate to meet the existing and projected needs of air transportation for the North Central Texas and Texoma State Planning Regions. Development of this plan resulted in a staged Airport Development Program in five-year increments through 1990. The list of Airport Development Projects which follows is based upon this Airport System Plan and detailed planning of local governments.

The Airport Element of the 1981 Transportation Improvement Program was developed by the Air Transportation Technical Advisory Committee for submission to the Regional Transportation Council. Represented on the Air Transportation Technical Advisory Committee are staff personnel of the Cities of Arlington, Dallas, Fort Worth, Garland, Grand Prairie, Greenville, Irving, Mesquite, Addison, Mansfield, and Richardson; the Dallas/Fort Worth Airport Board; and the Texoma Regional Planning Commission. Ex officio members represent the Texas Aeronautics Commission, the Federal Aviation Administration, and a major air carrier.

MODIFICATION AND UPDATE

It is planned that the Airport Development Program will be reviewed annually by the Regional Transportation Council, consistent with the procedures established by the Bylaws and Operating Procedures of the Regional Transportation Council. Subsequent to the review and approval of the Total Transportation Plan in 1981, the Air Transportation Technical Advisory Committee and the Regional Transportation Council will develop a revised Airport Development Program, which will be known as the Airport Element of the 1982 Transportation Improvement Program.

Priorities for each of the listed projects were assigned by the Air Transportation Technical Advisory Committee, based on several criteria including the availability of local funds to finance the improvement and the consistency of the proposed improvements with the region's Airport System Plan. Priorities are indicated by a number and letter designation (e.g., I-A). The following key to priorities was utilized:

- I        Positive implementation (based on locally committed funds)
- II       Probable implementation in two to five years (local programming of project in a specific future budget year)
- III      Future Potential (indefinite commitment of local funding)
- A        Conforms to Airport System Plan
- B        Does not conform to Airport System Plan

#### PROJECT IDENTIFICATION

Included in the listing of airport projects is an ASP project designation in parentheses which may be related to The Total Transportation Plan for the North Central Texas Region for 1990. The relationship, therefore, between airport projects and total transportation projects is established.

**AIRPORT ELEMENT - 1981  
TRANSPORTATION IMPROVEMENT PROGRAM  
CAPITAL ASSISTANCE PROJECTS  
NORTH CENTRAL TEXAS REGION**

Project Designation	Project Description	1981 Priority	Estimated Cost (\$1,000's)					Total
			FY 1981	FY 1982	FY 1983	FY 1984	FY 1985	
Part A: Improvements to Existing System (General Aviation and Reliever Airports)								
81/A-1 (ASP-2)	<u>Addison Municipal Airport</u> - City of Addison							
	1. Overlay Runway 15/33 & Taxiways A, B, C, D, & E	I-A	405.2					405.2
	2. Enlarge Terminal Ramp	II-A		--				--
	3. Remodel Terminal Building	III-B					--	--
	4. Extend Taxiway A	I-A	275.0					275.0
	5. Construct Runway 15/33R	III-B				--		--
	6. Overlay Taxiway AA, BB, CC	II-A			--			--
	7. Taxiway Edge Lighting	II-A			--			--
	8. Boundary Fencing - Phase II	I-A	--					--
	9. Outer Marker - Land Purchase	I-A	6.0					6.0
	10. Runway Safety Zone - Land Purchase	I-A	360.0					360.0
	11. Eliminate displaced threshold-easement or acquisition		--					--
81/A-2 (ASP-25)	<u>Arlington Municipal Airport</u> - City of Arlington							
	1. Fire/Rescue Facility	II-A	100.0					100.0
	2. Administrative Facility	II-A	200.0					200.0
81/A-3	<u>Jones Field</u> - City of Bonham							
	1. Land Acquisition for 300' Runway extension							
	2. Construction of parallel taxiway							
81/A-4 (ASP-27)	<u>Bridgeport Municipal Airport</u> - City of Bridgeport							
	1. Airport Access Road	I-A*	28.8					28.8
	2. Complete Parallel Taxiway	I-A*	--					--

\*Unfunded prior year grant application as of May 15, 1980.

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**AIRPORT ELEMENT - 1981  
TRANSPORTATION IMPROVEMENT PROGRAM  
CAPITAL ASSISTANCE PROJECTS  
NORTH CENTRAL TEXAS REGION**

Project Designation	Project Description	1981 Priority	Estimated Cost (\$1,000's)					Total
			FY 1981	FY 1982	FY 1983	FY 1984	FY 1985	
81/A-5 (ASP-13)	<u>Cleburne Municipal Airport - City of Cleburne</u> 1. Paving and Marking Runway 15-33 2. Paving and Marking Parallel Taxiway 3. Paving and Marking Taxiway Connections 4. Install MIRL 5. Install VASI-4 6. Construct Segmented Marker 7. Construct Terminal Apron 8. Construct Terminal Building	I-A* I-A* I-A* I-A* I-A* I-A* I-A*	418.0 107.0 134.8 72.0 29.9 5.4					418.0 107.0 134.8 72.0 29.9 5.4
81/A-6	<u>Commerce Municipal Airport - City of Commerce</u> No improvements identified							
81/A-7 (ASP-15)	<u>Corsicana Municipal Airport - City of Corsicana</u> 1. Land Acquisition for 1000' runway extension and clear zone		--					
81/A-8 (ASP-6)	<u>Redbird Airport - City of Dallas</u> No improvements identified							
81/A-9	<u>Decatur Municipal Airport - City of Decatur</u> No improvements identified							

\*Unfunded prior year grant application as of May 15, 1980.

**AIRPORT ELEMENT - 1981  
TRANSPORTATION IMPROVEMENT PROGRAM  
CAPITAL ASSISTANCE PROJECTS  
NORTH CENTRAL TEXAS REGION**

Project Designation	Project Description	1981 Priority	Estimated Cost (\$1,000's)					Total
			FY 1981	FY 1982	FY 1983	FY 1984	FY 1985	
81/A-10 (ASP-8)	<u>Denton Municipal Airport - City of Denton</u>							
	1. Parking Apron	I-*	200.0					200.0
	2. Develop Airport Water System	II-	259.0					259.0
	3. Develop Internal Roadway System	III-			--			--
	4. Extend Runway 1,000'	II-			2,000			2,000.0
	5. Land Acquisition for Clear Zone							
81/A-11	<u>Dublin Municipal Airport - City of Dublin</u>							
	1. MIRL, VASI, Lighted Wind Cone and Rotating Beacon		--					
81/A-12 (ASP-9)	<u>Ennis Municipal Airport - City of Ennis</u>							
	1. Partial Parallel Taxiway	I-B*	131.4					131.4
	2. Rotating Beacon	I-A*	10.0					10.0
	3. MIRL	I-A*	42.9					42.9
	4. MITL	I-A*	29.0					29.0
	5. Airport Access Road	I-A	37.0					37.0
	6. Repair and Overlay Runway		--					--
81/A-13 (ASP-20)	<u>Meacham Field - City of Fort Worth</u>							
	1. Improve Taxiway 'Q'	I-A*	172.0					172.0
	2. Reconstruct 340' x 150-260' Aircraft Apron	I-A*	154.0					154.0
	3. Construct Apron Improvements at Broadie Hangar	I-A*	106.0					106.0

\*Unfunded prior year grant application as of May 15, 1980

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**AIRPORT ELEMENT - 1981  
TRANSPORTATION IMPROVEMENT PROGRAM  
CAPITAL ASSISTANCE PROJECTS  
NORTH CENTRAL TEXAS REGION**

Project Designation	Project Description	1981 Priority	Estimated Cost (\$1,000's)					Total
			FY 1981	FY 1982	FY 1983	FY 1984	FY 1985	
	4. Construct 24' Access Road to Butler Aviation Hangar and Broadie Hangar Areas	I-A*	101.0					101.0
	5. Construct Auto Parking Spaces in Vicinity of Broadie and Butler Aviation	I-A*	62.0					62.0
	6. Construct T/W 'P' Improvements	I-A*	224.0					224.0
	7. Construct Apron and T/W Improvements at Butler Aviation Hangar	I-A*	38.0					38.0
	8. Construct Structural Overlay on T/W 'B'	I-A*	97.0					97.0
	9. Construct Improvements for Southeast Hangar Area T/W 'Q' East-West	I-A*	378.0					378.0
	10. Construct Improvements for Southeast Hangar Area T/W 'Q' North-south	I-A*	180.0					180.0
	11. Repairs and Overlay of 6-30' x 350' + 'T' Hangar T/W on West Side of T/W 'B'	I-A*	57.0					57.0
	12. Repairs and Overlay of 1-30' x 350' + Hangar T/W on East Side of T/W 'B'	I-A*	7.0					7.0
	13. Construct Storm Drain Improvements for Hangar and Apron Area West of T/W 'B'	I-A*	150.0					150.0
	14. Construct Storm Drain Improvements for Hangar and Apron Area East of T/W 'B'	I-A*	71.0					71.0
	15. Construct 30' x 600' + T/W 'B-1'	I-A*	248.0					248.0
	16. Install Access Control Gates at 6 Locations	I-A*	66.0					66.0

\*Unfunded prior year grant application as of May 15, 1980

**AIRPORT ELEMENT - 1981  
TRANSPORTATION IMPROVEMENT PROGRAM  
CAPITAL ASSISTANCE PROJECTS  
NORTH CENTRAL TEXAS REGION**

Project Designation	Project Description	1981 Priority	Estimated Cost (\$1,000's)					Total
			FY 1981	FY 1982	FY 1983	FY 1984	FY 1985	
81/A-14	17. Construct Access Road from N. Main St. to Hangar Area North of Ward International	I-A*	38.0					38.0
	18. Construct Access Road from N. Main St. to New Hangar Area North of Fort Worth National-TESCO and Reed Pigman Leases	I-A*	104.0					104.0
	19. Street Improvements for New Terminal Area	I-A*	109.0					109.0
	20. Reconstruct Existing Concrete Pavement and Overlay Existing Distressed Pavement	I-A*	22.0					22.0
	21. Overlay Apron and Taxiways South Hangar Area	I-A*	33.0					33.0
	22. Construct Security Fence Around Lincoln Blvd.	I-A*	145.0					145.0
	Gainesville Municipal Airport - City of Gainesville No improvements identified							
81/A-15 (ASP-11)	Cherry Field - City of Granbury							
	1. Extend, Reconstruct, Mark, and Light Existing Runway	I-A*	314.0					314.0
	2. Construct Turnaround at North End of Runway; Reconstruct Stub Taxiway and Existing Apron	I-A*	29.0					29.0
	3. Airport Beacon, Wind Cone, and Segmented Circle	I-A*	11.5					11.5

\*Unfunded prior year grant application as of May 15, 1980.

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**AIRPORT ELEMENT - 1981**  
**TRANSPORTATION IMPROVEMENT PROGRAM**  
**CAPITAL ASSISTANCE PROJECTS**  
**NORTH CENTRAL TEXAS REGION**

Project Designation	Project Description	1981 Priority	Estimated Cost (\$1,000's)					Total
			FY 1981	FY 1982	FY 1983	FY 1984	FY 1985	
	4. Relocate Power and Telephone Lines	I-A*	40.0					40.0
	5. Construct Entrance Road	I-A*	61.2					61.2
81/A-16 (ASP-26)	<u>Grand Prairie Municipal Airport - City of Grand Prairie</u>							
	1. Extend Parallel Taxiway to South	I-A*	29.0					29.0
	2. Reconstruct Apron	I-A*	45.3					45.3
	3. Construct New Apron	I-A*	106.3					106.3
	4. Drainage	I-A*	165.1					165.1
	5. Access Roads	I-A*	28.0					28.0
	6. Security Fencing	I-A*	31.6					31.6
	7. REIL with Radio Switching	I-A	11.5					11.5
81/A-17 (ASP-12)	<u>Majors Field - City of Greenville</u>							
	1. Drainage Improvements and Apron Overlays							
	2. Terminal Building							
	3. MALSR Land Acquisition							
	4. MALSR Installation							
	5. Runway and Taxiway Markings							
	6. Relocation of County Road							
	7. Taxiway Modifications							
	8. Land Acquisition							
81/A-18 (ASP-7)	<u>Lancaster Municipal Airport - City of Lancaster</u>							
	1. Land for Airport Development	III-A	1,375.0					1,375.0
	2. Land for Clear Zones	III-A	220.5					220.5
	3. New Lighted Wind Cone and Segmented Circle	III-A	4.8					4.8

\*Unfunded prior year grant application as of 15, 1980.

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**AIRPORT ELEMENT - 1981  
TRANSPORTATION IMPROVEMENT PROGRAM  
CAPITAL ASSISTANCE PROJECTS  
NORTH CENTRAL TEXAS REGION**

Project Designation	Project Description	1981 Priority	Estimated Cost (\$1,000's)					Total	
			FY 1981	FY 1982	FY 1983	FY 1984	FY 1985		
81/A-19 (ASP-1)	4. Relocate Beacon	III-A	6.0					6.0	
	5. Relocate NDB	III-A	6.0					6.0	
	6. Security Lights and Fence	III-A	88.6					88.6	
	7. Reconstruct and Overlay Existing Aircraft Parking Apron and Taxi Area	III-A	446.1					446.1	
	8. Expand Aircraft Parking Apron and Taxi Area	III-A	322.1					322.1	
	9. Pave Taxi Area Around T Hangars	III-A	75.8					75.8	
	10. Construct Auto Access and Parking	III-A	57.4					57.4	
	11. Scarify Old Parallel Taxiway and Miscellaneous Pavement	III-A	16.0					16.0	
	12. Construct Runway 13/31 (100' x 5,000')	III-A	1,154.2					1,154.2	
	13. Extend Parallel Taxiway	III-A	207.3					207.3	
	14. Overlay Taxiway	III-A	50.3					50.3	
	15. MIRL and MITL	III-A	96.9					96.9	
	16. Install REIL and VASI	III-A	33.0					33.0	
	17. Install Taxi Guidance Signs	III-A	2.8					2.8	
	18. Runway and Taxiway Markings	III-A	13.0					13.0	
	19. Construct Drainage Facilities	II-A	157.8					157.8	
		<u>McKinney Municipal Airport - City of McKinney</u>							
		1. Partial Parallel Taxiway	I-A*	188.0					188.0
		2. Apron Improvements	I-A*	131.0					131.0
	3. Comprehensive Facility Plan		25.0					25.0	
	4. Land Acquisition		50.0					50.0	
	5. South Taxiway Extension			100.0				100.0	
	6. Runway North Extension and Widening (Includes Taxiway)				250.0			250.0	

\*Unfunded prior year grant application as of May 15, 1980

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**AIRPORT ELEMENT - 1981  
TRANSPORTATION IMPROVEMENT PROGRAM  
CAPITAL ASSISTANCE PROJECTS  
NORTH CENTRAL TEXAS REGION**

Project Designation	Project Description	1981 Priority	Estimated Cost (\$1,000's)					Total
			FY 1981	FY 1982	FY 1983	FY 1984	FY 1985	
	7. Apron Improvements 8. Land Acquisition 9. Runway Overlay					175.0 75.0	300.0	175.0 75.0 300.0
81/A-20 (ASP-16)	<u>Mineral Wells Municipal Airport - City of Mineral Wells</u> No improvements identified							
81/A-21 (ASP-17)	<u>Rockwall Municipal Airport - City of Rockwall</u> 1. Acquire Land for New Airport	III-A	400.0					400.0
81/A-22	<u>Grayson County Airport - Cities of Sherman-Denison</u> 1. Construct HIRL Runway 17/35 2. Mudjack and Repair Runway 13/31 3. Construct 3" HMAC Overlay on Taxiway A from Taxiway B to 2400' South 4. Construct 3" HMAC Overlay on Taxiway B from Apron to Runway 17/35 5. Construct 3" HMAC Overlay on Taxiway C between Taxiway B and Taxiway E 6. Construct 3" HMAC Overlay on Taxiway D between Taxiway C and Runway 17/35 7. Construct 3" HMAC Overlay on Taxiway D between Runway 17/35 and Runway 13/31	I-A* I-A* I-A* I-A* I-A* I-A* I-A*	235.0 205.0 41.0 18.0 73.0 23.0 22.0					235.0 205.0 41.0 18.0 73.0 23.0 22.0

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\*Unfunded prior year grant application as of May 15, 1980

**AIRPORT ELEMENT - 1981  
TRANSPORTATION IMPROVEMENT PROGRAM  
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Project Designation	Project Description	1981 Priority	Estimated Cost (\$1,000's)					Total
			FY 1981	FY 1982	FY 1983	FY 1984	FY 1985	
	8. Construct 3" HMA Overlay on Taxiway E between Taxiway F and Runway 17/35	I-A*	17.0					17.0
	9. Construct 3" HMA Overlay on Taxiway E from Runway 17/35 to End of Runway 13/31	I-A*	43.0					43.0
	10. Construct 3" HMA Overlay on Taxiway F between Taxiway E and Runway 17/35	I-A*	60.0					60.0
81/A-23 (ASP-10)	<u>Clark Field - City of Stephenville</u> No improvements identified							
81/A-24 (ASP-14)	<u>Terrell Municipal Airport - City of Terrell</u>							
	1. Easement for Clear Zones	III-A	6.6					6.6
	2. Extend N/S Runway and Taxiway to 4,000'	III-A	223.8					223.8
	3. Extend NW/SE Runway and Taxiway to 3,300'	III-A	105.3					105.3
	4. Aprons	III-A	104.0					104.0
	5. Runway and Taxiway Lighting	III-A	50.0					50.0
	6. Drainage	III-A	218.0					218.0
	7. Relocate Wind Cone	III-A	3.0					3.0
	8. Temporary West Entrance Road	III-A	14.6					14.6
	9. Two-lane Service Road	III-A	15.7					15.7

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**AIRPORT ELEMENT - 1981  
TRANSPORTATION IMPROVEMENT PROGRAM  
CAPITAL ASSISTANCE PROJECTS  
NORTH CENTRAL TEXAS REGION**

Project Designation	Project Description	1981 Priority	Estimated Cost (\$1,000's)					Total
			FY 1981	FY 1982	FY 1983	FY 1984	FY 1985	
81/A-25	Possum Kingdom Lake Airport - Brazos River Authority							
	1. Construct Runway, Taxiway, and Apron		310.7					310.7
	2. LIRL, Lighted Wind Cone, Rotating Beacon		32.6					32.6
	3. Construct Auto Parking and Access		17.0					17.0
	4. Fencing		21.5					21.5
	Subtotal* (Part A)		13273.3	387.0	2,250.0	250.0	300.0	16460.3

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\*Estimates were not provided for some projects in this list.

**AIRPORT ELEMENT - 1981  
TRANSPORTATION IMPROVEMENT PROGRAM  
CAPITAL ASSISTANCE PROJECTS  
NORTH CENTRAL TEXAS REGION**

Project Designation	Project Description	1981 Priority	Estimated Cost (\$1,000's)					Total
			FY 1981	FY 1982	FY 1983	FY 1984	FY 1985	
Part B. Existing Air Carrier Airports								
81/B-1	<u>Dallas/Fort Worth Airport - Cities of Dallas and Fort Worth</u>							
	1. Airfield projects*: East air cargo apron expansion Taxiway 18 extension Aircraft engine runup area Primary runway development CFR trucks East airfield drive extension Taxiway 62 extension	1-A	6,793	19,130	43,603	85	85	69,696
	2. Terminal expansion and related projects	1-A	283,809	63,873	--	--	30,059	377,741
	3. Vehicle parking and control	1-A	910	1,350	--	--	--	2,260
	4. AIRTRANS and airport transit system projects	1-A	224	704	152	101	146	1,327
	5. Access and circulation road projects	1-A	450	3,500	--	--	--	3,950
	6. Non-terminal building construction and modification projects**	1-A	1,873	4,460	5,410	890	3,110	15,743
	7. Repair and maintenance projects	1-A	4,380	3,360	2,330	1,180	330	11,580
	8. Engineering, planning, and related capital improvement projects	1-A	700	775	530	500	530	3,035
9. Procurement-equipment, services, and supplies	1-A	844.6	759	600	700	600	3,503.6	
81/B-2	<u>Dallas Love Field - City of Dallas</u>							
	1. Overlay and Drainage Work on 18-36	1-A	--					
	2. Reconstruct Taxiways 42, 44, 46	1-A	--					
	3. Reconstruct Ramp Areas Adjacent to Terminal Building	1-A	--					

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\*Projects eligible for funding under FAA-ADAP

\*\*Includes projects potentially eligible for EPA grants



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CAPITAL ASSISTANCE PROJECTS  
NORTH CENTRAL TEXAS REGION**

Project Designation	Project Description	1981 Priority	Estimated Cost (\$1,000's)					Total
			FY 1981	FY 1982	FY 1983	FY 1984	FY 1985	
	4. Install Taxiway Guidance Signs	1-A	--					
	5. Reconstruct Portion of Taxiway Lighting System	1-A	--					
	Total of 5 Projects		1,828.5					1,828.5
	6. Purchase Crash Fire Rescue Vehicle	1-A	288.0					288.0
	Subtotal (Part B)		302,100.1	97,911.0	52,625.0	3,456.0	34,860.0	490,952.1

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TRANSPORTATION IMPROVEMENT PROGRAM  
CAPITAL ASSISTANCE PROJECTS  
NORTH CENTRAL TEXAS REGION**

Project Designation	Project Description	1981 Priority	Estimated Cost (\$1,000's)					Total
			FY 1981	FY 1982	FY 1983	FY 1984	FY 1985	
Part C: Major Improvements in the Airport System								
81/C-1 (ASP-3)	<u>Northeast Dallas County Airport</u> - Sponsor to be determined Develop Phase I of General Utility Airport	III-A	6,330					6,330
81/C-2 (ASP-24)	<u>Southeast Tarrant County Airport</u> - City of Mansfield tentatively designated sponsor subject to findings of ongoing Master Plan study Develop Phase I of Basic Transport Airport	III-A	5,963					5,963
81/C-3 (ASP-23)	<u>South Tarrant County Airport</u> - Sponsor to be determined Develop Phase I of General Utility Airport	III-A	5,492					5,492
81/C-4 (ASP-22)	<u>East Central Tarrant County Airport</u> - Sponsor to be determined Develop General Utility Airport	III-A	13,749					13,749
81/C-5 (ASP-18)	<u>West Tarrant County Airport</u> - Sponsor to be determined Acquire land for future development of General Utility Airport	III-A	281					281
81/C-6 (ASP-20)	<u>North Tarrant County Airport</u> - Sponsor to be determined Acquire land for future development of General Utility Airport	III-A	1,501					1,501

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**AIRPORT ELEMENT - 1981  
TRANSPORTATION IMPROVEMENT PROGRAM  
CAPITAL ASSISTANCE PROJECTS  
NORTH CENTRAL TEXAS REGION**

Project Designation	Project Description	1981 Priority	Estimated Cost (\$1,000's)					Total	
			FY 1981	FY 1982	FY 1983	FY 1984	FY 1985		
81/C-7 (ASP-5)	East Dallas County - Sponsor to be determined Develop Phase I of General Utility Airport	III-A	6,108					6,108	
			Subtotal* (Part C)	39,424	0	0	0	0	39,424
			Total (Parts A, B, & C)	354,797.4	98,298	54,875	3,706.0	35,160.0	546836.4

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\*The costs for Part C are highly dependent on site conditions which are not known at this time.