

AGENDA

**SURFACE TRANSPORTATION TECHNICAL COMMITTEE
Friday, October 25, 2019
North Central Texas Council of Governments**

**1:30 pm Full STTC Business Agenda
(NCTCOG Guest Secured Wireless Connection Password: rangers!)**

1:30 – 1:35 **1. Approval of October 4, 2019, Minutes**
 Action Possible Action Information Minutes: 5
Presenter: Bryan Beck, STTC Chair
Item Summary: Approval of the October 4, 2019, meeting minutes contained in [Reference Item 1](#) will be requested.
Background: N/A

1:35 – 1:40 **2. Consent Agenda**
 Action Possible Action Information Minutes: 5

2.1. **2020 Incident Management Equipment Purchase Call for Projects**
Presenter: Camille Fountain, NCTCOG
Item Summary: Staff will request a recommendation for Regional Transportation Council approval to host a new round of the Incident Management Equipment Purchase Call for Projects in 2020.
Background: The North Central Texas Council of Governments (NCTCOG) hosted the first Incident Management Equipment Purchase Call for Projects (CFP) in 2014 to assist first responder partner agencies in purchasing equipment and technology used to mitigate traffic incidents in the North Central Texas Nonattainment Area. The 2014 CFP was developed in support of the NCTCOG Traffic Incident Management Training Program’s recommendation to use best practice equipment and technology. The goal of the North Central Texas Council of Governments Traffic Incident Management Training Program is to initiate a common, coordinated response to traffic incidents that will build partnerships, enhance safety for emergency personnel and the traveling public, reduce secondary traffic crashes, improve the efficiency of the transportation system, and improve air quality in the Dallas-Fort Worth region. Non-recurring traffic incidents are responsible for about 50 percent of all congestion. Additionally, the secondary crashes caused by these incidents lead to fatalities. Equipment and technology that aid in quick incident clearance can both assist with keeping motorists and first responders safe on the roadway and assist in improved air quality for the region. The 2020 Incident Management Equipment

Purchase CFP will be the second round of the CFP. An overview is provided in [Electronic Item 2.1](#).

Performance Measure(s) Addressed:

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

2.2. AirCheckTexas Funding

Presenter: Chris Klaus, NCTCOG

Item Summary: Staff requests a recommendation for Regional Transportation Council approval allowing Chairman Andy Eads to submit follow-up communication to the Texas Commission on Environmental Quality (TCEQ) regarding locally generated funds from the AirCheckTexas Program.

Background: As follow up to recent correspondence from the TCEQ regarding locally generated interest and rebate funds, included in [Electronic Item 2.2.1](#), [Electronic Item 2.2.2](#) is a draft letter to the TCEQ. The letter requests TCEQ's continued review of all options allowing the AirCheckTexas funds be utilized in counties where collected and to remain allocated or returned to the counties where collected if the funds are ultimately required to be returned back to the Clean Air Account 151. The letter also requests that the TCEQ actively pursue all dedicated air quality funds collected be appropriated for their intended purposes in order to continue reducing precursor emissions under Weight-of-Evidence in the State Implementation Plan. Staff requests general approval of the concept of the letter. [Electronic Item 2.2.3](#) provides additional details.

Performance Measure(s) Addressed:

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

1:40 – 1:50

3. Clean Fleets North Texas 2019 Call for Projects Funding Recommendations

Action Possible Action Information Minutes: 10

Presenter: Nancy Luong, NCTCOG

Item Summary: Staff will request a recommendation for Regional Transportation Council approval of funding recommendations for the Clean Fleets North Texas 2019 Call for Projects (CFP).

Background: The North Central Texas Council of Governments (NCTCOG) opened the Clean Fleets North Texas 2019 CFP to award approximately \$2 million in grant funds for diesel vehicle or equipment replacement projects in North Central Texas. The application deadline was September 6, 2019. Staff has completed review and emissions quantification, and developed recommendations regarding projects to be funded. This CFP is funded through the Environmental Protection Agency's National Clean Diesel Funding Assistance Program.

This initiative is an extension of clean vehicle efforts listed as Weight-of-Evidence in the current State Implementation Plan. [Electronic Item 3.1](#) provides an overview of the call for projects and staff recommendations. [Electronic Item 3.2](#) provides detailed project listings.

Performance Measure(s) Addressed:

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

1:50 – 2:00

4. **2019 Metropolitan Planning Organization Milestone Policy Update**

Action Possible Action Information Minutes: 10

Presenter: Brian Dell, NCTCOG

Item Summary: Staff will provide the Committee with an update on the projects that are part of the Metropolitan Planning Organization (MPO) Milestone Policy list, request action on delayed project(s), and introduce the proposed next round of the Milestone Policy.

Background: In June 2015, the last MPO Milestone Policy was approved by the Regional Transportation Council (RTC). This policy affects projects that had been funded ten or more years prior to the time of the policy approval but had not proceeded to construction. Projects were evaluated and in April 2016, the RTC approved the MPO Milestone Policy project list, which contained the recommendations for each project based on the information received from implementing agencies. The RTC also approved a policy to give agencies one additional fiscal year from their proposed start/let date to proceed. If projects do not let by that deadline, funding is to be removed from the project. Since that time, staff has been coordinating with agencies to ensure that project implementation progresses in a timely manner. Letters were sent to all agencies with a project on the Milestone Policy List in December 2016 reminding them of the deadlines for each project, and agencies were reminded again during development of the 2019-2022 and 2021-2024 Transportation Improvement Programs (TIP). Furthermore, an update on the status of all projects on the list was provided to the Committee in October 2018, and in April 2019 on the status of the projects that did not meet their deadline of the end of Fiscal Year 2018. Staff is requesting the Committee's approval of the staff recommendation to the RTC regarding the proposed course of action for projects that did not meet the deadline. Staff will bring an item to the Committee at its December 2019 meeting that will identify the next group of Milestone Policy projects. Details on the Milestone Policy can be found in [Electronic Item 4.1](#). The updated Milestone Policy Project list with project statuses can be found in [Electronic Item 4.2](#).

Performance Measure(s) Addressed:

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

2:00 – 2:10

5. **Hyperloop Certification Facility**

Action Possible Action Information Minutes: 10

Presenter: Michael Morris, NCTCOG

Item Summary: Staff will present a status report on how the Dallas-Fort Worth region will respond to the anticipated Request for Proposals for a hyperloop certification facility.

Background: It is anticipated that Virgin Hyperloop One will request a partnership with a local entity to build a certification facility for the new hyperloop technology. Staff will engage the Greater Dallas Chamber to address non-certification requirements and the Regional Transportation Council will retain the presentation of potential certification track locations. Staff will also transmit a call for candidate locations to governmental entities within the Dallas-Fort Worth region.

Performance Measure(s) Addressed:

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

2:10 – 2:20

6. **Buy America Act Proposed Safety Equipment Exception**

Action Possible Action Information Minutes: 10

Presenter: Rebekah Hernandez, NCTCOG

Item Summary: Staff will present information on Buy America requirements and their effects on incident management equipment.

Background: The Buy America Act was originally established to ensure the use of domestic iron and steel for road and bridge projects but has resulted in possible unintended challenges for safety initiatives. Buy America requirements are restricting the purchase of vital safety equipment, like cameras, that are made up of complex components from all over the world. Staff proposes to request a legislative change through a letter to the Congressional Delegation creating an exception for traffic incident management equipment.

Performance Measure(s) Addressed:

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

2:20 – 2:30

7. **High-Occupancy Vehicle Transportation Control Measures: Application of Managed Lanes and Substitution of Traffic Signal Progression**

Action Possible Action Information Minutes: 10

Presenter: Jenny Narvaez, NCTCOG

Item Summary: Staff will provide information on tolled managed lanes and transportation control measure (TCM) traffic signalization project substitutions for high-occupancy vehicle (HOV) projects.

Background: HOVs are currently listed in the State Implementation Plan (SIP) as TCMs. Over time, increased congestion in these corridors has resulted from increased population and vehicle miles traveled. As a result, tolled managed lanes with HOV discounts are being built, providing congestion relief and associated air quality benefits.

Removal of TCMs from the SIP requires a substitution process ensuring emissions benefits are equivalent. Traffic signal improvements, such as signal retiming and signal coordination, can enhance traffic flow and help decrease vehicular emissions. The North Central Texas Council of Governments has identified several corridors in the nonattainment area where recent traffic signal improvements were completed. Staff will provide further information on the substitution.

Performance Measure(s) Addressed:

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

2:30 – 2:40

8. Truck Stop Electrification Study Results

Action Possible Action Information Minutes: 10

Presenter: Huong Duong, NCTCOG

Item Summary: Staff will provide a summary of the completed Truck Stop Electrification Study conducted by the University of Texas at Arlington (UTA).

Background: Overnight idling by diesel-fueled, long-haul trucks is a contributor to mobile-source emissions in the Dallas-Fort Worth region and impacts overall air quality. Truck stop electrification (TSE) systems, also known as electrified parking space (EPS) systems, are commercial products that provide long-haul truck drivers an alternative to idling their engines during rest periods.

Through the University Partnership Program, the University of Texas at Arlington completed a study to identify the rate of usage at TSE and EPS locations. Staff will present the results of the study and recommendations from UTA. [Electronic Item 8](#) provides additional details.

Performance Measure(s) Addressed:

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

2:40 – 3:00

9. Fast Facts

Action Possible Action Information Minutes: 20

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

1. *April Leger* – Reminder of Combined November/December Surface Transportation Technical Committee Meetings (Next Meeting December 6, 2019)
2. *Jessica Scott* – National Association of City Transportation Officials (NACTO) Design Guidance: Don't Give Up at the Intersection (<https://nacto.org/publication/urban-bikeway-design-guide/dont-give-up-at-the-intersection/>)
3. *Ernest Huffman* – Unmanned Aircraft Systems Taskforce Invitation (www.nctcog.org/uas)

4. *Rylea Roderick* – Transportation Improvement Program Modification Submittal Deadline
 5. *Jason Brown* – Texas Commission on Environmental Quality Appointment to Vehicle Inspection Advisory Committee ([Electronic Item 9.1](#))
 6. *Nancy Luong* – Air Quality Funding Opportunities for Vehicles (www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle) and Comments on New Texas Emissions Reduction Plan Government Alternative Fuel Fleet ([Electronic Item 9.2](#))
 7. *Dorothy Gilliam* – Dallas-Fort Worth Clean Cities Events (www.dfwcleancities.org/dfw-clean-cities-meetings)
 8. *Trey Pope* – Status Report on Ozone ([Electronic Item 9.3](#))
 9. *Carli Baylor* – September Online Input Opportunity Minutes ([Electronic Item 9.4](#))
 10. *Carli Baylor* – November Public Input Notice (Handout)
 11. *Victor Henderson* – Public Comments Report ([Electronic Item 9.5](#))
 12. Written Progress Report:
 - Local Motion ([Electronic Item 9.6](#))
 - Transportation Partner Progress Reports ([Electronic Item 9.7](#))
10. **Other Business (Old or New):** This item provides an opportunity for members to bring items of interest before the group.
11. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for **1:30 pm on December 6, 2019, at the North Central Texas Council of Governments.**

MINUTES**SURFACE TRANSPORTATION TECHNICAL COMMITTEE
October 4, 2019**

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, October 4, 2019, at 1:30 pm, at the North Central Texas Council of Governments. The following STTC members or representatives were present: Joe Atwood, Melissa Baker, Micah Baker, Katherine Beck, David Boski, Keith Brooks, Tanya Brooks, Jonathan Browning (representing Curt Cassidy), Ceason Clemens, Kent Collins, Hal Cranor, Clarence Daugherty, Arturo Del Castillo, Pritam Deshmukh, Duane Hengst (representing Greg Dickens), David Disheroon, Phil Dupler, Chad Edwards, Claud Elsom, Jeremy Williams (representing Eric Fladager), Chris Flanigan, Mike Galizio, Ricardo Gonzalez, Robyn Root (representing Gary Graham), Tom Hammons, Brian McNulty (representing Ron Hartline), Matthew Hotelling, Gus Khankarli, Alonzo Liñán, Eron Linn, Alison Smith (representing Clay Lipscomb), Paul Luedtke, Alberto Mares, Wes McClure, Mark Nelson, Jim O'Connor, Kevin Overton, Tim Palermo, Dipak Patel, Todd Plesko, Shawn Poe, John Polster, Wes Lawson (representing Tim Porter), Bryan G. Ramey II, Lacey Rodgers, Moosa Saghian, David Salmon, Lori Shelton, Sachiko Huang (representing Brian Shewski), Walter Shumac III, Randy Skinner, Cheryl Taylor, Keith Fisher (representing Gregory Van Nieuwenhuize), Daniel Vedral, Caroline Waggoner, and Robert Woodbury.

Others present at the meeting were: James Adkins, Onyinye Akujuo, Angela Alcedo, Vickie Alexander, Nick Allen, Tom Bamonte, Natalie Bettger, Molly Carroll, Anthony Cisneros, Lori Clark, Nancy Cline, Matt Craig, Fred Crosley, Brian Dell, Sam Dennehy, Cody Derrick, Ryan Dufour, Huong Duong, Melissa Eckert, Kevin Feldt, Camille Fountain, Dorothy Gilliam, Christie Gotti, Victor Henderson, Rebekah Hernandez, Kristina Holcomb, Amy Johnson, Dan Kessler, Ken Kirkpatrick, Chris Klaus, Kevin Kroll, Sonya Landrum, April Leger, Travis Liska, Nancy Luong, Mindy Mize, Anthony Moffa, Erin Moore, Michael Morris, Bailey Muller, Jeff Neal, Evan Newton, Vercie Pruitt-Jenkins, Chris Reed, Rylea Roderick, Kyle Roy, Samuel Simmons, Shannon Stevenson, Peter Tran, Ayleen Viera, Mitzi Ward, Sandy Wesch, Brendon Wheeler, Doug Wiersig, Amanda Wilson, Brian Wilson, Brendan Yarborough, and Kate Zielke.

1. **Approval of August 23, 2019, Minutes:** The minutes of the August 23, 2019, meeting were approved as submitted in Reference Item 1. John Polster (M); Alonzo Liñán (S). The motion passed unanimously.

Michael Morris recognized Kristina Holcomb for her years of service on the Surface Transportation Technical Committee.

2. **Consent Agenda:** The following items were included on the Consent Agenda.
 - 2.1. **Transportation Improvement Program Modifications:** A recommendation for Regional Transportation Council approval of revisions to the 2019-2022 Transportation Improvement Program (TIP), along with the ability to amend the Unified Planning Work Program and other planning documents with TIP-related changes, was requested. Revisions were provided as Electronic Item 2.1 for the Committee's consideration.
 - 2.2. **FY2020 and FY2021 Unified Planning Work Program Modifications:** A recommendation for Regional Transportation Council approval of modifications to the FY2020 and FY2021 Unified Planning Work Program was requested. Direction for staff to also amend the Transportation Improvement Program and other administrative/planning documents, as appropriate, to reflect the approved

modifications was also included in the action. The proposed amendments were provided in Electronic Item 2.2.1 and additional information was provided in Electronic Item 2.2.2.

A motion was made to approve the items on the Consent Agenda. John Polster (M); Jim O'Connor (S). The motion passed unanimously.

3. **AirCheckTexas Funding:** Chris Klaus highlighted information presented at the August 23, 2019, meeting regarding the close out of the AirCheckTexas Program and the response received from the Texas Commission on Environmental Quality (TCEQ) to the request that rebate and interest funds generated through the program remain in the region for use towards remaining AirCheckTexas Program obligations and additional air quality strategies. A copy of the correspondence was provided in Electronic Item 3.1. In its response, the TCEQ indicated that since all contracts have expired for the program, there is no ability for continued use of the funds and that unexpended grant funds will go back into Clean Air Account 151, along with the locally generated funds since the funds are considered program income and treated as grant funds. Members requested that staff move forward with an item regarding local retention of all related AirCheckTexas Program funds. This includes funds generated from a partnership with credit card vendors that allowed monetary rebates from repair and replacement transactions totaling approximately \$1.5 million and approximately \$2.3 million earned from holding program funds in interest-bearing accounts. A draft letter for Committee review was provided in Electronic Item 3.2. The draft letter requests that the TCEQ continue to review all avenues allowing AirCheckTexas locally generated program income to be utilized in counties where collected. If turned back to Clean Air Account 151, it requests the locally generated program income remain allocated or returned to the counties where collected and that the TCEQ actively pursue all dedicated air quality funds collected be appropriated for their intended purposes. This includes the approximately \$141 million in the account, as well as the Texas Emissions Reduction Plan for which almost \$2 billion has been collected across the state from participating counties for diesel-type assistance that have not been fully appropriated. As a result, the letter also expresses that program efforts are needed now to continue reducing precursor emissions under the Weight-of-Evidence process in the State Implementation Plan. John Polster requested that the Texas Legislative Delegation be copied on the letter. Members were asked to submit comments to staff by October 18 and it was noted that draft correspondence would be presented for action at the October 25, 2019, meeting. Additional details were provided in Electronic Item 3.3.
4. **Air Quality Update: 2008 Ozone Air Quality Standard, Current Ozone Season, and Status Report on Volkswagen:** Jenny Narvaez provided an air quality update regarding the 2008 ozone standard reclassification. As a reminder, the Dallas-Fort Worth region is currently under two ozone standards: 2015 standard of 70 parts per billion (ppb) and 2008 standard of 75 ppb. Since the region did not meet the July 20, 2018, attainment deadline for the 2008 standard, the Environmental Protection Agency (EPA) recently took final action to reclassify the region from "moderate" to "serious" nonattainment. Details were provided in Electronic Item 4.1. On August 3, 2020, a new State Implementation Plan (SIP) must be submitted to the EPA and the region will have until July 20, 2021, to reach attainment of the 2008 standard. The design value for attainment will be based on 2018, 2019, and 2020 ozone season data. The SIP documents were published on the TCEQ website on August 23, and on September 11 the TCEQ approved the proposal for the new SIP. North Central Texas Council of Governments (NCTCOG) staff is currently reviewing the SIP documents. The public comment period extends through October 28, 2019, and a public hearing is scheduled in Arlington on October 17. Ms. Narvaez noted that the TCEQ is anticipated to adopt the SIP on March 4, 2020, with the SIP documents due to EPA no later than August 3, 2020. New SIP development will result in new motor vehicle emission budgets and this is where NCTCOG efforts come into play regarding conformity. On

August 23, 2019, 2020 Motor Vehicle Emission Budgets were proposed for nitrogen oxides and volatile organic compounds. If the EPA finds the new nitrogen oxides and volatile organic compound budgets adequate, a two-year deadline will be triggered for the region to demonstrate conformity. This two-year deadline of November 2022 lines up with the expiration of Mobility 2045. Staff will continue to provide air quality standard updates as needed. Ms. Narvaez also provided an update for the current ozone season. To date, the region has experienced 29 exceedance days compared to 31 days at the same time last year, with only one level red day recorded. The current design value is 77 parts per billion, and the ozone season will come to an end November 30, 2019.

Nancy Luong provided an update regarding the Volkswagen settlement. Approximately \$209 million was allocated to the State of Texas as part of the Volkswagen settlement related to the installation of emissions defeat devices. Funding was divided at up to 4 percent for administrative costs, up to 15 percent statewide for zero-emission vehicle infrastructure, and at least 81 percent for mitigation actions in priority areas. To date, approximately \$58.7 million has been allocated for school, transit, and shuttle buses. Approximately \$42 million is expected to be available in October 2019 for refuse haulers, and the approximately \$69 million will remain for local freight and port drayage trucks, air ground support equipment, and forklifts or port cargo-handling equipment. The statewide bus funding distribution for priority areas was highlighted. Of all eligible areas, more money was requested than allocated except for the El Paso area. The vast majority of applicants were independent school districts. She noted that applications were limited to 20 bus per application every three months but since the funding was allocated on a first-come, first-served basis, funding requests exceeded available funds within the first three weeks of the funding availability. Ms. Luong also highlighted information from the refuse hauler funding expected to open in October. Eligible projects include engines model year 1992-2009 for vehicles such as garbage trucks, roll-off trucks, dump trucks, sweeper trucks, chipper trucks, and grapple trucks. The Dallas-Fort Worth region is allocated approximately \$8 million available for such projects. More information was provided in Electronic Item 4.2.

5. **Public Comment Availability at Regional Transportation Council Meetings (HB 2840):** Amanda Wilson provided an overview of House Bill (HB) 2840 requirements from the 86th Texas Legislature that last passed earlier this year. The bill states that members of the public must be allowed to make comments to a governmental body before or during the body's consideration of an item. If there is no device for simultaneous translation and a member of the public must use a translator, that person must be given double the amount of time to comment. In addition, a governmental body may not prohibit public criticism of the body. The bill took effect on September 1, 2019. She noted that the Regional Transportation Council (RTC) has not yet adopted rules and has an interim process in place that started at the September 12 meeting and will be in place for the October 10 meeting. A single public comment period will be held following the pledges but before any action items, including action on the meeting minutes. In addition, a Speaker Request Card will be available on which the speakers must identify their name, affiliation, and the agenda item on which they would like to speak. There is also an option for written comment, of which the comments will be provided to the RTC at a later time. Ms. Wilson noted that the bill addresses items the RTC considers, which staff believes can be interpreted as action items. Until the RTC has established its rules, comments will be taken on all items. She also noted that no public comments were received at the September 12 meeting. If comments are received, those will be documented in the RTC meeting minutes. Currently, staff members are working on various components of potential RTC rules for public comments at meetings and will be benchmarking local governments on a number of topics since this is not a new effort for city council and commissioners' courts. Staff will then draft rules for RTC consideration, including process and time limits. Staff will also look at additional documents, such as the RTC Bylaws and Public Participation Plan to incorporate any requirements, if necessary.

Other considerations will include room layout and personnel and technology needs to enforce time limits. Although a timeframe is unknown at this time, staff is working expeditiously to address the requirements. Todd Plesko asked if staff has considered how many minutes will be permitted. Ms. Wilson noted that there has been no suggestion by staff and that local governments will be benchmarked to determine how they address time limits. Mr. Plesko noted that Dallas Area Rapid Transit permits three minutes.

6. **Transportation 101:** Amanda Wilson provided an overview of a priority item requested by the Regional Transportation Council (RTC) Chair to develop a transportation funding public education campaign. The toolbox could be used by RTC members, other elected officials, or members of the Surface Transportation Technical Committee to help explain to members of the general public the transportation planning process in an easy to understand and enjoyable format. This information will also help to increase awareness of the transportation planning process in the Dallas-Fort Worth region. Resources to be included will include items such as PowerPoints, videos, and printed materials. Ms Wilson highlighted examples of existing resources from the TEXpress Lanes that could also be used. The TEXpress Lanes campaign was first developed at the request of former Chair Mark Riley and includes a PowerPoint presentation, script, pocket card, white paper, testimonial videos, and a myths/facts question and answer. A second existing resource, Funding 101, was requested by Senator Nichols many years ago and was revamped last fall for workshops with legislators. Funding 101 helps explain how transportation projects are funded. The only component at this time is a presentation, and staff is currently working on a public friendly web version that will highlight the story of transportation funding. In addition, staff has already begun work to develop materials for an enhanced community engagement program that was adopted by the RTC as part of the updated Public Participation Plan. The effort will seek public comment earlier in the process and materials could be included as part of the overall tool kit. Resources will include an education component about the planning process, interactive activities, listening sessions, and work with community organizations, non-profits, neighborhoods, business organizations and others to focus on groups that have not traditionally been involved in the planning process. Resources will be available in English and Spanish. Ms. Wilson noted that draft materials will be created for the Chair to determine where additional efforts should be focused and then RTC input will be sought. Members were asked to provide comments on successful efforts by their entities in communicating about transportation to the public.
7. **Hyperloop Certification Facility:** Michael Morris provided a status report on how the Dallas-Fort Worth region will respond to the anticipated Request for Proposals for a hyperloop certification facility. He noted that Virgin Hyperloop One is expected to release a Request for Proposals for a certification facility in the United States to test its hyperloop technology. Potential north/south facilities that could be used as a certification track include the area from Arlington/Grand Prairie to the Dallas-Fort Worth International Airport and the former Naval Air Station location between Dallas and Fort Worth. Provided in the presentation was the assumed specification table and two potential cross sections of the vehicle technology. Entities interested in proposing an eight to nine-mile area for a certification facility were asked to contact Angela Alcedo and provide an approximate alignment on a map, identify a preferred cross section, right-of-way status for the proposed corridor, and willingness to provide a funding commitment. The responses will help staff prepare for the upcoming Request for Proposals and are due by 5 pm on November 22. He noted that the phases and timing of the certification will likely change by the time the Request for Proposals is released but is currently expected to be built in four phases with the eventual track being 8-9 miles long. Two cross sections of a potential elevated facility were highlighted. Option 1 will contain hyperloop only. Option 2 will include hyperloop on the outside and next generation people mover or autonomous transit vehicle technology in the center. He noted that the Request for Proposals is anticipated in the winter, and the

Committee and Regional Transportation Council will be provided additional information regarding an application to have a certification facility located in the region. Chair Bryan Beck asked how staff perceived the ownership interest of the certification facility. Mr. Morris noted that many of the questions regarding ownership, contractual obligations, employment statics, facility specifications, and other technical details will be included in the Request for Proposals. Gus Khankarli asked what will happen to the structure once it is built. Mr. Morris noted that a facility that can be used in the future for another functional purpose has been suggested, because it has an added value. Eron Linn asked if the Regional Transportation Council (RTC) has allocated any funding towards the project. Mr. Morris noted that a minimal amount has been approved for travel to the test facility and for staff efforts. The RTC has not made a commitment to a certification facility to date. Alonzo Liñán asked what staff envisioned a proposal from entities would look like since this could potentially be a multijurisdictional project. Mr. Morris noted that staff has been reviewing options for a certification facility location for several months, with only two potential options. No additional options are expected from entities, but the North Central Texas Council of Governments would like to ensure entities that may be interested in having a certification facility within their jurisdiction have an opportunity to express that interest.

8. **High-Speed Rail Work Plan: Dallas/Arlington/Fort Worth:** Sandy Wesch presented a draft work plan for advancing high-speed rail technology between Dallas, Arlington, and Fort Worth. Efforts to date were highlighted. In 2016, the North Central Texas Council of Governments (NCTCOG) released a Request for Information to the high-speed rail industry asking for information about best practices and interest in implementing a high-speed rail project between Dallas and Fort Worth. In 2017, the Texas Department of Transportation (TxDOT) finalized its Dallas-Fort Worth Core Express Service with the publication of an alternative analysis report. A supplemental review of alignments between Dallas and Fort Worth was also completed in 2017 by NCTCOG staff. There have also been three procurements for station studies in Fort Worth, Arlington, and Dallas. The Fort Worth and Arlington documents were completed in 2017, with potential station locations for high-speed rail. The draft Dallas document is expected to be published soon and will be included on the NCTCOG website. She noted that \$5 million has been approved to procure consultant assistance and discussed the NCTCOG staff and Regional Transportation Council (RTC) member site visits to see the hyperloop technology. In addition, the hyperloop vehicle was recently at an event AT&T Stadium. Final efforts to date include agreements with the Federal Transit Administration and the Federal Railroad Administration that will be the federal agencies overseeing the study. Ms. Wesch also highlighted alignment study recommendations by NCTCOG in October 2017. Along with work by TxDOT in 2017, this will be a starting point for future alignment recommendations. However, both studies previously focused on high-speed rail and the new study will be broadened to also look at alternative technologies such as next generation magnetic levitation or hyperloop. Currently, staff is working on a public and agency engagement plan, determining what travel demand forecasting methodology should be used, and developing the draft purpose and need. In addition, efforts are underway to rebrand the project since the TxDOT study is known as the Dallas-Fort Worth Core Express Service. Data collection efforts have also begun, as well as development of a detailed work plan. Elements of the work plan were highlighted, and include a project overview, description of work, schedules, a project management plan, and other items. She noted that the description of work will include the scope of work for both NCTCOG and the consultant. Phase 1 will include public involvement and alternative analysis for both alignment and technologies. This phase is expected to take 12 months. The goal is to identify 1-2 alignments and 1 technology prior to the environmental analysis of Phase 2. Phase 2 is be a traditional preliminary engineering and environmental documentation that must be completed within a 2-year timeframe. A scope of work flowchart and draft schedule were also highlighted. Ms. Wesch noted the technology forum included as part of the flow chart. As the project begins, staff would like to hold a technology forum

and invite those from the high-speed rail, hyperloop, and magnetic levitation technology industries to the region to help educate NCTCOG and the public about the technology capabilities.

9. **Regional 10-Year Plan Commitments:** Christie Gotti briefed the Committee on the status of funding commitments on several projects in the Regional 10-Year Plan. As part of the updates to the Regional 10-Year Plan, staff identified projects or funding that was temporarily removed or swapped from one category of funds to another to help maximize potential Category 12 funding from the Texas Transportation Commission (TTC) in the 2020 Unified Transportation Program (UTP). Efforts to unravel some of the changes that were made to gain access to additional Category 12 funding were presented. Project changes have been divided into categories, which include projects to be refunded in a future Regional 10-Year Plan update, projects that remain unfunded, projects for which staff will continue to request TTC concurrence, and one project for which the Texas Department of Transportation (TxDOT) will be working on a solution. Projects proposed to be refunded in a future Regional 10-Year Plan were highlighted. Staff proposed that the swap of Category 12 funds for Category 2 funds on North/South Arterials in Collin County be reversed. In Dallas County, three projects were proposed to be refunded. Category 12 funding was proposed to be requested in the future for IH 35E from IH 30 to SH 183 (Lower and Lowest Stemmons) and IH 30 at Loop 12. On IH 30 from IH 45 to Bass Pro, staff proposed Category 2 funds to be added for the tolled components and Category 12 funds to be requested for the non-tolled components of the project. In Denton County, \$50 million in Category 2 funds were removed from the Greenbelt/Regional Outer Loop at FM 428 to leverage the funds elsewhere, and staff proposed to replace the Category 2 funds. Category 12 funds will continue to be requested from the TTC in the future for IH 30 at Monty Stratton in Hunt County. In Tarrant County, there are two sections of IH 30, one from IH 820 to Summit Avenue and one from US 287 to Cooper Street, from which Category 2 funds were removed in order to move forward with the Southeast Connector and SH 170 projects. Staff proposed that the funds be replaced. Ms. Gotti also highlighted projects proposed to stay unfunded: IH 35E in Dallas County from 67 to Laureland and IH 35E Interchanges in Ellis County at Business US 287, US 287 Bypass, Lofland, and Sterret in Ellis County. In addition, she noted that there were a couple of projects for which funding was utilized and that should be reflected in the 10-Year Plan. The funding was previously for placeholders but are now on specific projects. On SH 183 (Midtown Express), approximately \$420 million was moved to fund interchanges at Loop 12, SH 183, and SH 114. For IH 35E Phase 2 in Denton County, there was a substantial amount of money on the corridor that was placed on five interchanges. Staff proposed that the funds are considered as the second phase commitments to these corridors. Next, Ms. Gotti discussed projects that have funding identified and for which staff proposed to continue to push to have the projects included in the UTP. These include the North/South Roadways and US 380 in Collin County that have not been included in the UTP, since the projects are placeholders and do not have control-section-job (CSJ) numbers. She noted that staff is working with TxDOT to see how the projects could be added to the UTP without CSJs, and working to get CSJs assigned to the projects for the next UTP update. In Hunt County, several projects were previously identified with Category 2 funds that were removed in order to use Category 12 funds on the projects. The TTC did not select the projects for Category 12 funding. Staff proposed that the funds for the projects be reverted back to Category 2 and will continue to seek TTC concurrence on the projects. These include FM 1570 from IH 30 to SH 66, FM 2642 from FM 25 to SH 66, IH 30 at FM 1902, and SH 24/SH 11 from Culver Street to Live Oak and SH 11 from SH 24 to Monroe Street. In addition, staff will continue to request TTC concurrence for SH 183 at Pumphrey in Tarrant County. This is a new project, also without a control-section-job number and staff believes this is the reason it was not included in the UTP. The final category discussed was a project for which staff will request that TxDOT take the lead regarding how to fund it. A Hunt County project, US 377 in Granbury, had been listed in the

UTP with Category 2 funds, but had not ever been listed in the region's 10-Year Plan. TxDOT removed the project because it was not in the region's list. However, this project received 200-300 public comments. Staff proposed that TxDOT coordinate to determine how to move forward with the project. Ms. Gotti noted that staff will engage in discussions with TxDOT as will be proposed in Agenda Item 10. Funding availability for the next iteration of the 10-Year Plan and 2021 UTP will also be identified and then staff will begin work on the next list of projects through review of the first 10-year increment of the Mobility Plan.

- 10. Next Steps with the Texas Department of Transportation:** Michael Morris presented next steps proposed to reengage with the Texas Transportation Commission (TTC) on innovative transportation funding policies. He highlighted the proposed "regional compact" or partnership that is focused on goods movement, rail system, and system of managed lanes. Elements include local option, leveling the playing field for local entities within transportation service areas and new local governments, the history and effectiveness of Texas Department of Transportation (TxDOT) funding tools, what Class 1 railroads do/do not do well, seamless rail and requests for regional passenger rail, the institutional structure of hyperloop for movement of people and goods, tolled managed lanes that cannot proceed and the impact to the future transportation system, and guaranteed transit within tolled managed lanes. Mr. Morris discussed the previous agenda item regarding the Regional 10-Year Plan and work with TxDOT on the Unified Transportation Program (UTP). He noted that the recent method used is unsustainable and must be corrected. Next steps with TxDOT will begin with partnership. He discussed the responsibility of the Metropolitan Planning Organization (MPO) regarding planning and the responsibility of the Texas Transportation Commission, each of which have "veto" authority regarding project selection and must give consent for projects to move forward to implementation. The Regional Transportation Council (RTC) can block projects the State selects for funding by not including the projects in the Mobility Plan, Transportation Improvement Program, Congestion Management Process, and/or Air Quality Conformity. He noted that partnership is needed in order to build transportation and that one entity cannot move forward without the other entity. In addition, under federal rule, half of the project selection authority rests with the Governor and half with local elected officials in the region, so by definition, a partnership exists. The second element is innovative funding for environmental clearance and construction. In the past, revenue has been available through local contributions, North Texas Tollway Authority (NTTA) loans, the Transportation Infrastructure Finance and Innovation Act (TIFIA), loan funding available through Emmitt Smith, the State Comptroller, public-private partnerships, Regional Toll Revenue funds, NTTA toll roads, tolled managed lanes, and TxDOT loans. This innovation has led to moving projects quickly in the region which has resulted in the control of congestion despite the continued growth of the region. In the future, he noted the importance of focusing on the environmental clearance of tolled manages lanes, borrowing money to get projects to construction faster, the need for a public-private partnership on IH 35 in Austin, and tolled managed lanes in the region. Statewide formula allocation is the third element for discussion with TxDOT. He explained the historical partnership with TxDOT and the decision for the statewide formula allocations, which has been documented through minutes of the TTC meetings, correspondence from Senator Nichols, the Regional Toll Revenue agreement, and legislation. As the size of Category 12 Commission Strategic funds have grown over time, the importance of statewide formula allocation remains important. He noted that staff will be reviewing the past two to three UTPs to ensure that the formula allocations have been followed. He noted that the SH 183 TIFIA has been approved by the Federal Highway Administration, but that TxDOT Headquarters has not placed the funding on SH 183 as intended, so this must also be resolved. The next element of the discussion is toll advancement. He noted there is no referendum, and that the credit for all projects, not just Clear Lane projects, should be given to the Governor. The region would like the ability to implement tolled managed lanes. He noted the importance of good government principles and that if an MPO has good

government principles for those types of projects, it should be permitted to build tolled managed lanes. In addition, the next phase of toll road implementation is needed. He proposed that staff engage with NTTA about their next steps for toll projects in the region. He also noted that TxDOT builds good projects and proposed that staff also work with TxDOT regarding policy issues directly. Mr. Morris provided additional information about MPO good government principles, the foundational element for the conversation with TxDOT that outlines the conditions under which tolled managed lanes could be built. MPOs will work with toll road entities to update the toll road system, must demonstrate that Proposition 1 and 7 revenues do not meet transportation needs, and must have representation that is a minimum of 75 percent elected officials. In addition, MPOs must have a second vote of elected officials for consideration of a tolled project and it must be approved with a 66 percent super majority roll call vote. The MPO must also have a policy that restricts tolled managed lanes to a minority of its planning area and to reduce tolls in non-congested times once bonds, operations, maintenance, and rehabilitation funds are established. As a result of these MPO good government principles, tolled managed lane financial tools would be reestablished. Lastly, policy implications were presented. Policies permit the region to advance the environmental clearance on toll projects such as tolled managed lanes on IH 30 in the TxDOT Fort Worth District. In addition, it allows for the continued construction of phased implementation for projects such as SH 183 and IH 35E. It would also permit the region to proceed with the US 75 Technology Lane, as well as new tolled managed lanes. He added that policy implications would not change the priority of Collin County projects that do not include tolled facilities except for a potential technology lane. In addition, conversations will be necessary with NTTA about the future of toll roads. Mr. Morris noted that included within the next steps with TxDOT are two major themes. The first theme is bringing goods movement, system rail, and system managed lanes together in a new structure with partnership. Perhaps the region should be doing things differently with Class 1 rail roads and the integration of regional passenger rail system, and obviously must continue to build the system of tolled managed lanes in the region. Second, the most recent process used regarding the 2020 UTP development and Regional 10-Year Plan is not sustainable. Members were asked to provide comments on how to move forward with the partnership. John Polster discussed the historical statewide formula allocation and noted that the term that has been part of the past partnership is concurrence. Concurrence is needed for the region and the State to move forward with project implementation. He noted that he believed this effort is a good start in educating the Commission, Governor, and Legislature who may not be aware of or recognize the history or law associated with the partnership with TxDOT. He noted that the region should engage with TxDOT Headquarters and suggested that the local TxDOT districts not be placed in the middle of the conversation. He added that the region should aggressively defend its rights and that concurrence is the tool to do so. He expressed his opinion that the Commission and the Governor are ignoring the historical partnership and commitment made with the region. Mr. Morris noted that there is not a clear understanding of the partnership by TxDOT Headquarters, but that he believes the region should lead with the elected officials to renew the past relationship. Mr. Polster noted that he wants the RTC to fully understand what the federal government was trying to do, which was to put elected officials in the region in the decision-making process. He added that he believed that concurrence should be part of the Transportation 101 material.

11. **Safety Program Performance Measures Report:** Camille Fountain provided an overview of the 2018 Transportation Safety Performance Measures. As required by federal rule, Metropolitan Planning Organizations must establish Highway Safety Improvement Program targets for five performance measures: number of fatalities, fatality rate, number of serious injuries, serious injury rate, and number of non-motorized fatalities and serious injuries. She noted that in February 2019, the Regional Transportation Council (RTC) adopted a resolution supporting the Highway Safety Improvement Program targets and highlighted the

Texas Department of Transportation (TxDOT) and North Central Texas Council of Governments (NCTCOG) 2019 targets. The targets are calculated on five-year rolling average and are updated annually with a 2 percent reduction identified by 2022. Next, Ms. Fountain highlighted 2014-2018 crash statistics for the 12-county metropolitan planning area. Fatality crashes decreased 8 percent regionwide, with the highest decrease in Hood County highest increase in Parker County. The top 10 contributing factors for serious injury and fatality crashes on limited access facilities were also highlighted, with speeding and driver related factors as the highest percentages. In addition, Ms. Fountain reviewed crash rates for limited access facilities. For 2018, the regional crash rate was approximately 77.40 percent and calculated per 100 million vehicle miles traveled. Crash rates for Collin and Dallas Counties were higher than the regional average. Also highlighted was NCTCOG bicycle and pedestrian crash data. From 2014-2018, a general increase in bicycle and pedestrian crashes was noted, but from 2017-2018 there has been a 13 percent decrease in bicycle crashes and a 3 percent decrease in pedestrian crashes. Although pedestrian fatalities have decreased, bicycle fatalities have increased. She noted that NCTCOG is working in partnership with TxDOT to address bicycle and pedestrian crashes and develop a Pedestrian Safety Action Plan. Next, she provided an overview of three Traffic Incident Management training course tracks, as well as attendance for each of the courses. She noted that attendance for specific agencies are available in the report and added that attendance is one of the scoring components for an upcoming Incident Management Equipment Purchase Call for Projects. An overview was also provided of hazardous material data for incidents that occurred along limited access facilities within the 16-county region. Incidents increased from 2017 to 2018. Next, she provided information about the Regional Roadside Assistance Patrol Program. Areas where assistance is focused, the number of assists, and types of assists were highlighted. Ms. Fountain also provided data on the Wrong-Way Driving Mitigation Program which is focused on reducing the number of high-speed collisions on regional limited access facilities by installing wrong-way driving countermeasures and roadway improvements. Phase 1 and Phase 2 efforts were discussed. She added that NCTCOG recently released a Request for Information, in partnership with TxDOT and NTTA, requesting a proven technology to detect and verify wrong-way drivers. Wrong way driving crash rates were also highlighted. From 2014-2018, there was an 9.2 increase for the 12-county metropolitan planning area but crashes only increased by 3 percent from 2017-2018. Also highlighted were crashes in which at least one driver was under the influence of alcohol, drugs, or medication. From 2014-2018, the number of impaired driver crashes has increased approximately 5 percent overall. She noted that 2018 data includes data for which all three contributing factors compared to previous reports that only included primary contributing factors. Motorcycle injury data was also presented, with nearly 11,000 injuries sustained by those riding motorcycles over the past five years. While motorcycle injuries represent less than 1 percent of all motorist injuries, they account for 25 percent of fatalities and 20 percent of serious injuries. In closing, Ms. Fountain provided information about the upcoming November 7, 2019, Executive Level Traffic Incident Management Course. Additional details about the performance measures presented were provided in Electronic Item 11.

12. **Fast Facts:** Nancy Luong highlighted current air quality funding opportunities for vehicles. In addition, she noted flyers, distributed at the meeting, that contained information about the Texas Emission Reduction Plan Light-Duty Motor Vehicle Purchase or Lease Incentive Program and the Texas Natural Gas Vehicle Grant Program. Additional information was provided at www.nctcoq.org/trans/quality/air/funding-and-resources/fundingvehicle.

Ms. Luong also highlighted upcoming Dallas-Fort Worth Clean Cities events. She noted that the North Central Texas Council of Governments (NCTCOG) will cohosting a meeting on October 10, 2019, with the Texas Natural Gas Vehicle Alliance. Details were provided at www.dfwcleancities.org/dfw-clean-cities-meetings.

Anthony Moffa noted that NCTCOG has organized Car Care Clinics for the past six years to encourage drivers to properly maintain their vehicles due to the positive effect on air quality. Three clinics are schedule in the region during October. Additional information was provided at www.ntxcare.org/.

Huong Duong noted that NCTCOG has been an affiliate of the Environmental Protection Agency (EPA) Smart Way Transport Program since 2006. Beginning in August 2017, EPA Smart Way decided to change its approach on outreach and asked affiliates to share Smart Way articles and resources to its region's groups and stakeholders through newsletters and social media related to a monthly theme. NCTCOG was recently recognized by EPA for continuing its efforts to promote and distribute EPA Smart Way information and resources for the program by sharing information about efficient freight information with participating groups and stakeholders.

Brian Wilson highlighted the 511DFW Fact Sheet provided in Electronic Item 12.1. He noted that fact sheets on this and other topics are available at www.nctcog.org/factsheets.

Nicholas Allen noted that a summary of transportation and air quality bills of interest that were approved during the 86th Texas legislature was provided in Electronic Item 12.2 and also available at www.nctcog.org/legislative.

Whitney Vandiver presented 2019 Air North Texas Clean Air Action Day results. On June 21, 2019, a total of approximately 2,800 clean air action commitments were documented from approximately 1,200 individuals that participated in the event. Ms. Vandiver thanked all partners who held events, as well as those who participated in other Clean Air Action Day events. Details were provided in Electronic Item 12.3.

Brian Wilson noted that a July online input opportunity was held July 15-August 28, 2019. Input was received on 2020-2022 Disadvantaged Business Enterprise goals and other transportation programs. A summary of public comments received was provided in Electronic Item 12.4. Mr. Wilson also announced the upcoming October 14 public meeting that will be held at 6 pm in the Transportation Council Room at NCTCOG. Staff will present information on the program of projects and clean vehicle funding opportunities. Details were provided in Electronic Item 12.5.

Victor Henderson noted that public comments received from July 20-August 18, 2019, from the general public were provided in Electronic Item 12.6.

Evan Newtown provided an update to the east/west funding equity report. With the final 2020 Unified Transportation Program (UTP) approved, Category 12 Clear Lanes and Category 12 Strategic Priority funding was awarded for various projects in the region, bringing the cumulative funding equity total to 26.91 percent for the western subregion and 73.09 percent for the eastern subregion. Details were provided in Electronic Item 12.7.

The current Local Motion was provided in Electronic 12.8, and transportation partner program reports were provided in Electronic Item 12.9.

13. **Other Business (Old and New):** There was no discussion on this item.
14. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on October 25, 2019, at the North Central Texas Council of Governments.

The meeting adjourned at 3:15 pm.



NCTCOG INCIDENT MANAGEMENT 2020 EQUIPMENT PURCHASE CALL FOR PROJECTS

Surface Transportation Technical Committee



Camille Fountain

North Central Texas Council of Governments

October 25, 2019



North Central Texas
Council of Governments





NCTCOG Incident Management Equipment Purchase Background

2014 - Initial Round of Incident Management (IM) Equipment Purchase Call for Projects (CFP)

- Purpose: Assist Partner Agencies in Purchasing Equipment and Technology that Aid in Quick Incident Clearance and Mitigation
- Supports Current Incident Management Training Recommendation to Use Best Practice Equipment and Technology
- Emphasizes Importance of Implementing Incident Management Strategies and Training



2020 – Second Round of IM Equipment Purchase CFP

- **\$1.5 Million Available**
- Funding Split:
 - 66% Eastern Sub-Region = \$990,000
 - 34% Western Sub-Region = \$510,000
 - *Local Match – TDCs*
- FHWA Buy America Compliance Requirements for Equipment Made with Steel or Iron - 100% of Steel or Iron Should be Made in America
- Where Appropriate, NCTCOG Proposes to Lead Procurement Activities in an Effort to Eliminate Risk of Buy America Non-Compliance

Previous Actions

- STTC and RTC Previously Approved CFP in September and October 2018
- Delay Due to Time to Execute all FY2019 Agreements



Proposed Eligible Recipients and Activities

Eligible Recipients

- Public Sector Partner Agencies within the NCTCOG 10-County Nonattainment Area Actively Involved in Incident Management
 - Police, Fire/EMS, Courtesy Patrol, Transit, Etc.
- Completion of Sub-recipient Risk Assessment

Eligible Activities

- Purchase of Equipment and Technology Used in Mitigating Crashes
 - Examples include: traffic barriers, cones, flares, protective clothing, signs, cameras, lighting, crash reconstruction technology, etc.

Possible Pilot Project

- NCTCOG May Consider Requests to Purchase Equipment Used to Provide Blockage During Incident Response (e.g. Crash Barriers, Attenuators, etc.)
 - Special Pilot Project Would be Funded Using a Different Funding Category

Ineligible Activities/Purchases

- Personnel and Staffing Charges
- Vehicle Purchases (Due to Lack of FHWA Buy America Exemptions for Vehicles)

Proposed Scoring Criteria



Scoring Component	Available Points
TIM Training Attendance - NCTCOG or In-house (<i>Since August 2013</i>)	15
Crash Data in Jurisdiction	10
Adoption of Incident Management Resolution	10
Incident Management Goals/Targets in Place	5
Completion of Incident Management Commitment Level Survey	5
Adoption/Implementation of Regional Performance Measure Standard Definitions	5
Explanation of How Equipment will be Used to Mitigate Crashes	50
Total Score	100

Proposed Schedule

DATE	ACTION
September 2018	STTC (Action Item) – Request Approval to Conduct CFP
October 2018	RTC (Action Item) – Request Approval to Conduct CFP
October 2019	TIM Funding Agreement Approved
October 2019	STTC (Action Item) – Request Approval to Conduct CFP
November 2019	RTC (Action Item) – Request Approval to Conduct CFP
December 2019	Open Call for Projects (45 or 60 days)
January 2020	Close Call for Projects
Feb. 2020 – March 2020	Evaluate Submitted Projects
March/April 2020	RSAC and Public Meeting (Info) – Present Proposed Selected Projects
April 2020	STTC (Action) – Approval of Selected Projects
May 2020	RTC (Action) – Approval of Selected Projects
June 2020	Executive Board Meeting





Requested Action

Recommend RTC Approval to Open the 2020 Incident Management Equipment Purchase Call for Projects



Contact Information

**Camille Fountain
Transportation Planner**

cfountain@nctcog.org

(817) 704-2521

**Sonya Jackson Landrum
Program Manager**

slandrum@nctcog.org

(817) 695-9273

**Natalie Bettger
Senior Program Manager**

(817) 695-9280

nbettger@nctcog.org



Jon Niermann, *Chairman*
 Emily Lindley, *Commissioner*
 Toby Baker, *Executive Director*

TEXAS COMMISSION ON ENVIRONMENTAL QUALITY

Protecting Texas by Reducing and Preventing Pollution

August 14, 2019

The Honorable Andy Eads, Chair
 Regional Transportation Council
 County Judge, Denton County
 P.O. Box 5888
 Arlington, Texas 76005-5888

Subject: Interest and Rebates from Low Income Vehicle Repair Assistance, Retrofit, and Accelerated Vehicle Retirement Program (LIRAP): Retention of Local Funds

Dear Judge Eads:

Thank you for your letter dated July 11, 2019 requesting that the interest and rebates collected as a part of LIRAP remain for use by the North Central Texas Council of Governments (NCTCOG) or in the alternative that these funds be retained in Clean Air Account 151 for future Appropriations. As you noted in your letter, as of June 28, 2019 the AirCheck Texas program has ended and the contracts between TCEQ and participating counties have expired. However, according to item 18 under the Special Terms and Conditions of the intergovernmental contracts between the TCEQ and the participating counties, funds generated through the use of grant funding, including rebates and interest, are considered program income and treated as grant funds. Grant funding is only available while the contracts are in place between the TCEQ and the participating counties. Unexpended grant funding returned to the TCEQ goes back into Clear Air Account 151.

We appreciate our partnership and look forward to continuing our work with NCTCOG on air quality issues. If you have additional questions, please contact Donna Huff, Air Quality Division Director at (512) 239-6628.

Sincerely,

Toby Baker
 Executive Director

cc: Jon Niermann, Chairman, TCEQ
 Commissioner Emily Lindley, TCEQ
 Stephanie Bergeron Perdue, Deputy Executive Director, TCEQ
 Michael Morris, P.E., Director of Transportation, NCTCOG
 Donna F. Huff, Director, Air Quality Division, TCEQ

RECEIVED

AUG 22 2019

TRANSPORTATION

DRAFT

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

November 14, 2019

Chairman Jon Niermann
Texas Commission on Environmental Quality
P.O. Box 13087
Austin, TX 78711-3086

Re: Interest and Rebates from Low Income Repair Assistance, Retrofit, and Accelerated
Vehicle Retirement Program (LIRAP): Retention of Local Funds

Dear Chairman Niermann:

Thank you for your agency's response on August 14, 2019, to the Regional Transportation Council's (RTC) previous request that the Texas Commission on Environmental Quality (TCEQ) allow locally generated income revenue through interest and rebates remain for use in the region. Although it was explained these revenues become program income and treated as grant funds, the RTC respectfully asks for your continued review of all options that will allow these funds to be retained and utilized in the counties where collected. A conversation with the Legislative Budget Board is one idea deserving consideration. If successful, this would avoid lengthy and threatening obstacles to invest into emission reduction programs that the region needs in order to reach two concurrent ozone National Ambient Air Quality Standards (NAAQS).

Alternatively, the RTC understands that unexpended grant funding returned to TCEQ goes back into Clean Air Account (CAA) 151 with hopes that these monies will be appropriated back to the counties for emission reduction programs. As this local program income was created through innovative approaches by participating North Central Texas counties, the RTC requests these funds remain allocated or returned to the counties where collected. The RTC's position is that monies collected or generated in the region should stay in the region.

In recent years, appropriations from the Texas Legislature have been more difficult to obtain. Therefore, we request TCEQ's assistance in actively pursuing the appropriation of all dedicated air quality funds in the upcoming 87th Texas Legislative Session so that more emission reductions can be achieved.

These requests are important because both the 2008 and 2015 eight-hour ozone NAAQS have an attainment year at the conclusion of the 2020 ozone season, which translates to having the annual fourth-highest daily maximum eight-hour average ozone concentration over a three-year period to be less than or equal to 75 parts per billion (ppb) and 70 ppb, respectively. Currently, the regional ozone design value has increased from last year to 77 ppb in 2019. The proposed air quality rules and State Implementation Plan (SIP) revisions resulting from reclassification from moderate to serious nonattainment for the 2008 eight-hour ozone National Ambient Air Quality Standards (NAAQS) suggest at the conclusion of the 2020 ozone season our regional design value will be at 72 ppb. While sophisticated photochemical modeling suggest compliance to the 2008 eight-hour ozone NAAQS, it is not enough nor acceptable for the 2015 eight-hour ozone NAAQS.

November 14, 2019

In the proposed air quality rules and SIP revisions referenced above, the RTC takes its weight-of-evidence program commitments seriously. Our offices have a great working partnership in achieving significant emission reductions through real world programs. Programming efforts are needed now to continue to drive down precursor emissions under the weight-of-evidence process.

Your consideration of these requests is much appreciated due to potential consequences with continuing to not comply with NAAQS. Please contact Michael Morris, P.E., Director of Transportation, at (817) 695-9241 with any questions.

Sincerely,

Andy Eads, Chair
Regional Transportation Council
County Judge, Denton County

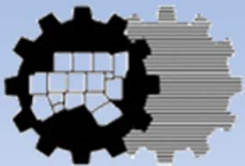
CK:cg

cc: Texas Legislative Delegation
David Serrins, Mobile Source Programs Team Leader, TCEQ
Michael Morris, P.E., Director of Transportation, NCTCOG

AIRCHECKTEXAS FUNDING

Surface Transportation Technical Committee

October 25, 2019



Chris Klaus
Senior Program Manager
North Central Texas Council of Governments



PROGRAM INNOVATIONS = LOCAL FUNDS

REBATES:

Partnership with credit card vendor created monetary rebates for each transaction: approximately **\$1.5 million**

INTEREST:

AirCheckTexas county funds were placed in an interest bearing account: approximately **\$2.3 million**

TOTAL LOCAL FUNDS:

\$3,864,000 projected earnings through December 2019

PROPOSED FUND RETENTION DENIED

July 11, 2019 - RTC requested to TCEQ for the approximate \$3.8M from generated interest and rebates remain in the region or retain funds in Clean Air Account 151 to assist with future air quality efforts.

August 14, 2019 - TCEQ responded that contracts with participating counties have expired, however, funds generated through use of grant funding are program income and treated as grant funds. Unexpended grant funds will go back into Clean Air Account 151.

NEXT STEPS

Request the TCEQ continue to review all avenues allowing AirCheckTexas locally generated program income be utilized in counties where collected

If turned back to Clean Air Account 151, request this locally generated program income remain allocated or returned to the counties where collected

Request the TCEQ actively pursue all dedicated air quality funds collected be appropriated for their intended purposes

Programming efforts needed now to continue reducing precursor emissions under Weight-of-Evidence process

COMMITTEE ACTION

**Recommendation for Regional Transportation Council approval
For Chairman Eads to transmit enclosed follow-up letter
On AirCheckTexas generated interest and rebates
As summarized in previous slide**

CONTACT INFORMATION

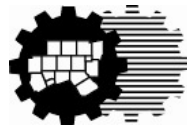
Chris Klaus
Senior Program Manager
(817) 695-9286
cklaus@nctcog.org

Clean Fleets North Texas 2019 Call for Projects

Surface Transportation Technical Committee

October 25, 2019

**Nancy Luong
Air Quality Planner**



**North Central Texas
Council of Governments**

Available Funding

Funding Source: Environmental Protection Agency (EPA) National Clean Diesel Funding Assistance Program

Funding Category	Amount
Remaining Funds from 2017 Award*	\$847,224
New Funds from 2018 Award**	\$1,110,350
Call For Projects Funds Available	\$1,957,574

*Funds from 2017 award distributed through Clean Fleets North Texas 2018 Call For Projects. Any funds released from project awards under the Clean Fleets North Texas 2018 Call For Projects will be added to this initiative.

**EPA award included \$39,789 for staff administration.

Project Eligibility

Eligible Applicants: Local Governments; Private Companies who Contract with Local Governments; and Must Adopt RTC Clean Fleet Policy or Similar

Eligible Activities	Funding Threshold
<u>Replace On-Road Diesel Trucks*</u> 16,001 GVWR and Up; Model Year 1996-2006; (Also Model Year 2007-2009 if Replacing with Electric)	45% Cost if New is Electric 35% Cost if New is Powered by Engine Certified to CARB Optional Low-NO _x Standards
<u>Replace Non-Road Diesel Equipment*</u> Must Operate >500 Hours/Year; Eligible Model Years Vary	(Both Natural Gas and Propane Engines Currently Available) 25% Cost for All Others

*All Old Vehicles/Equipment Must be Scrapped; Other Model Years Eligible On Case-By-Case Basis.

Approved Eligibility and Selection Criteria

Eligibility Screens:

Fleet Policy Adoption

Purpose: Reserve Funding for Fleets that are Engaged Beyond Grant Opportunities; Consistent with RTC Adoption of Clean Fleet Policy

Minimum Allowable Subaward: \$100,000

Purpose: Reduce Risk and Administrative Burden by Limiting Number of Subawards

Scoring Criteria:

Cost Per Ton NO_x Emissions Reduced 75%

Purpose: Maximize Emissions Reductions

Subrecipient Oversight Criteria 25%

Purpose: Balance Project Benefits with Administrative Burden

Summary of Applications Received

	Requested	Eligible	Recommended
Number of Applicants	2	2	2
Number of Activities	12	11	11
Funding Requested	\$1,306,108	\$1,254,608	\$1,254,608
Funds Remaining after Recommended Awards			\$702,967

Total Tons NO_x Reduced Over 6 Years: 45.37

Cost per Ton NOX Reduced Across Entire Call for Projects: \$27,650

Refer to Electronic Item 3.2 for more details.

Feedback Sought to Inform Next Steps

Feedback from Prospective Applicants:

\$100,000 Grant Minimum Too Difficult to Reach

Annual Budget Caps and Application Window Not Aligned

Funding Percentages Too Low

Eligible Model Years Too Restrictive

} **Governed By Funding Agency**

Recommended Next Steps to Exhaust Funding:

Reopen Mid-November for ~90 Day Application Window

Reduce Minimum Allowable Subaward to \$50,000

Increased Communication to Prospective Applicants

Implementation Window

Non-Road Equipment Eligibility

Call For Projects Schedule

Milestone	Estimated Timeframe
STTC Approval to Open CFP	May 24, 2019
RTC Approval to Open CFP	June 13, 2019
CFP Opens	June 14, 2019
Kickoff Webinar	July 9, 2019, at 2 PM
Application Deadline	Friday, September 6, 2019 at 5 pm
Staff Funding Recommendations Finalized	September 2019
STTC Action	September/October 2019
RTC Action	October 2019
Executive Board Authorization	November 2019
Reopen CFP on Rolling 90-Day Basis to Fully Award Funds	Anticipated November 15, 2019
Next Application Deadline	Anticipated Mid-February 2020
Project Implementation Deadline	March 31, 2021

Action Requested

Recommend RTC Approval of Funding Recommendations:

\$929,608 to the City of Dallas to Replace Six Vehicles & Four Equipment

\$325,000 to the City of Benbrook to Replace One Fire Truck

Recommend Second Round of Project Solicitation:

~90 Days Application Window Beginning Mid-November

Reduced Minimum Award Threshold \$50,000

Maintain Scoring Structure:

Up to 75 Points Cost per Ton NO_x Reduced

Up to 25 Points Subrecipient Oversight

For More Information

Nancy Luong

Air Quality Planner

817-704-5697

NLuong@nctcog.org

Lori Clark

Program Manager

DFW Clean Cities Coordinator

817-695-9232

LClark@nctcog.org

Website

www.nctcog.org/aqfunding

Clean Fleets North Texas 2019 Call For Projects Funding Recommendations

Projects Recommended for Funding																											
Applicant	Activity	Old Vehicle/Equipment Information							New Vehicle/Equipment Information (Model Year 2019 or Newer)		Maximum Allowed Funding Level	Recommended Grant Amount					NO _x Benefits		Scoring Criteria					Other Environmental Benefits			
		Type	Class/Equipment	Engine Year	Fuel Type	Annual Fuel Usage	Annual Mileage	Annual Usage Hours	Fuel Type	Total Cost		Requested Grant Amount	EPA 2017 Funds	EPA 2018 Funds	Total Grant Award	Local Match	NO _x Tons Reduced Over 6 Years*	Cost Per Ton of NO _x Reduced	Cost per Ton Rank (Max 11 Points)	Cost Per Ton NO _x Tier (Max 64 Points)	Score: Cost Per Ton NO _x Reduced (Max 75 Points)	Score: Subrecipient Oversight (Max 25 Points)	Total Score	PM2.5 Reduced Over 6 Years*	HC Reduced Over 6 Years*	CO Reduced Over 6 Years*	CO ₂ Reduced Over 6 Years*
City of Dallas	5	Non-Road	Construction - Other	2000	Diesel	209		4124	B20	\$325,000	25%	\$81,250	\$ 81,250	\$0	\$81,250	\$243,750	22.47	\$3,616	11	64	75	12	87	6.17	1.11	8.03	0.00
City of Dallas	4	Non-Road	Construction - Other	2006	Diesel	1,061		3820	B20	\$475,000	25%	\$118,750	\$ 118,750	\$0	\$118,750	\$356,250	9.55	\$12,436	10	64	74	12	86	3.35	0.37	8.64	0.00
City of Dallas	8	On-Road	Class 8 Refuse Hauler	2001	Diesel	3,216	14,230		B20	\$218,074	25%	\$54,519	\$ 54,519	\$0	\$54,519	\$163,556	1.65	\$32,994	9	55	64	12	76	0.07	0.08	0.54	0.00
City of Dallas	9	On-Road	Class 8 Refuse Hauler	2002	Diesel	2,490	11,357		B20	\$218,074	25%	\$54,519	\$ 54,519	\$0	\$54,519	\$163,556	1.32	\$41,339	8	55	63	12	75	0.06	0.06	0.43	0.00
City of Dallas	7	Non-Road	Construction - Crawler Tractors	2010	Diesel	10,069		1412	B5	\$741,104	25%	\$185,276	\$ 185,276	\$0	\$185,276	\$555,828	4.12	\$45,020	7	55	62	12	74	0.49	0.13	2.50	0.00
City of Dallas	6	Non-Road	Construction - Crawler Tractors	2010	Diesel	15,665		1311	B5	\$741,104	25%	\$185,276	\$ 185,276	\$0	\$185,276	\$555,828	3.82	\$48,522	6	55	61	12	73	0.44	0.12	2.29	0.00
City of Dallas	10	On-Road	Class 8 Refuse Hauler	2002	Diesel	2,333	9,757		B20	\$218,074	25%	\$54,519	\$ 54,519	\$0	\$54,519	\$163,556	1.13	\$48,102	5	55	60	12	72	0.05	0.05	0.37	0.00
City of Dallas	1	On-Road	Class 8 Short Haul	2004	Diesel	388	10,379		CNG	\$165,000	35%	\$57,750	\$ 57,750	\$0	\$57,750	\$107,250	0.39	\$149,457	4	50	54	12	66	0.04	0.04	0.01	-0.05
City of Dallas	11	On-Road	Class 8 Refuse Hauler	2005	Diesel	2,994	8,436		B20	\$320,000	25%	\$80,000	\$ 55,367	\$24,634	\$80,000	\$240,000	0.45	\$176,600	3	40	43	12	55	0.04	0.03	0.13	0.00
City of Dallas	2	On-Road	Class 8 Short Haul	2006	Diesel	1,007	6,080		CNG	\$165,000	35%	\$57,750	\$ -	\$57,750	\$57,750	\$107,250	0.23	\$255,305	2	30	32	12	44	0.02	0.03	0.01	-0.06
City of Benbrook	1	On-Road	Class 8 Ladder Truck	1999	Diesel	1463**	871		ULSD	\$1,300,000	25%	\$325,000	\$ -	\$325,000	\$325,000	\$975,000	0.25	\$1,283,570	1	1	2	24	26	0.02	0.02	0.07	0.00
Total Projects											\$4,886,430	\$847,224	\$407,384	\$1,254,608	\$3,631,823	45.37	\$27,650	10.73	2.04	23.01	-0.11						

Funds Available for Call for Projects	\$847,224	\$1,110,350
Total Funds Recommended for Award	\$847,224	\$407,384
Balance Available for Future Project Solicitation	\$0	\$702,967

Ineligible Projects																						
City of Dallas	3	Non-Road	Construction - Other	2008	Diesel	71		456	B20	\$206,000	25%	\$51,500	Annual Usage Hours Less than 500 Hours									

EPA = Environmental Protection Agency
 NO_x = Nitrogen Oxides; PM2.5 = Particulate Matter Less Than 2.5 Micrometers; HC = Hydrocarbons; CO = Carbon Monoxide; CO₂ = Carbon Dioxide
 B5 = 5% Biodiesel blend; B20 = 20% Biodiesel blend; ULSD = Ultra-Low Sulfur Diesel; CNG = Compressed Natural Gas

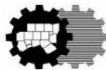
*Emissions Impacts Quantified Using EPA Diesel Emissions Quantifier (DEQ)
 **Default DEQ value used in place of unknown information.
 ***The Federal Highway Administration (FHWA) produced cost effectiveness tables for projects funded by Congestion Mitigation Air Quality funds. The values used in the tiers reference data related to the low, median, and high cost-effectiveness projects for nitrogen oxide emissions reduction. See https://www.fhwa.dot.gov/environment/air_quality/cmaq/reference/cost_effectiveness_tables/.

Point Scale for Cost per Ton Tier	Cost Effectiveness Tiers Based On Data Produced By FHWA***
64	Tier 1 < \$20,000
55	Tier 2 \$20,001 - \$90,999
50	Tier 3 \$91,000 - \$168,000
40	Tier 4 \$168,001 - \$248,999
30	Tier 5 \$249,000 - \$367,000
10 or less	Tier 6 > \$367,001

METROPOLITAN PLANNING ORGANIZATION (MPO) MILESTONE POLICY UPDATE

Surface Transportation Technical Committee

October 25, 2019



North Central Texas
Council of Governments
Transportation Department

Background

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

Project Monitoring Efforts

- Projects included on the 2016 Milestone List have been monitored to ensure timely implementation has occurred.
- Reminder letters were sent to all agencies with a project on the list in December 2016.
- Staff highlighted the projects and their deadlines during 2019-2022 Transportation Improvement Program (TIP) Development process.
- Staff provided an update on the status of all projects in the Fall of 2018.
- Staff provided an update on the status of the projects that did not meet their deadline of the end of FY 2018 in the Spring of 2019.
- Staff highlighted the projects and their deadlines during 2021-2024 TIP Development process.

Outcomes to Date

- Of the 57 projects on the initial list:
 - 4 projects were canceled initially based on input from the implementing agencies
 - 2 projects were canceled as a result of being on the Federal Highway Administration (FHWA) 10-Year Preliminary Engineering Audit list and replaced with a new project*
 - 1 project was canceled and the funding moved to another project
 - 46 projects have let for construction on time or have been completed
 - 1 project remains that does not have an established deadline and will continue to be monitored
 - **2 projects that had previously let prior to the deadline are being re-bid***
 - **2 projects did not meet their deadline of the end of FY 2019**

*The new project had a December 2018 letting deadline, which it met, but is being re-bid. Project being actively monitored.

Status Update (Projects That Did Not Begin By End of FY 2018)

Agency	Facility/Limits	Scope	Let Date
Dallas County	Camp Wisdom Road from Carrier Parkway to FM 1382	Widen 2 to 4 lane divided	May 2019 (Actual)
TxDOT Dallas	Northwest Highway (Spur 244) at Jupiter	Traffic signal and pedestrian improvements	April 2019 (Actual)
TxDOT Dallas	Northwest Highway (Spur 244) at Plano Road	Traffic signal and pedestrian improvements	April 2019 (Actual)
TxDOT Dallas	SH 78 from IH 635 to Forest Lane	Traffic signals and intersection improvements	April 2019 (Actual)
City of Denton	McKinney Street (Old FM 426) from 1.4 miles west of SL 288 to 1.1 miles east of SL 288	Widen 2 lane roadway to 4 lane divided urban	October 2019 (Actual)

Projects That Did Not Meet Deadline or Had to Be Re-Bid

TIP Code	Agency	Facility/Limits	Scope	Funding
11258.9	City of Dallas	8 Intersections at KCS RR in Dallas at E Dallas/KCS RR Crossings - Peavy Rd, Gus Thomasson Rd, Barnes Bridge Rd, Centerville Rd, Lakeland Dr, Highland Dr, Santa Anna Ave, & St. Francis Ave at KCS RR	Upgrade gates and install medians at all locations; Install signage at Peavy, Gus Thomasson, Lakeland, Highland, & St. Francis; Resurface at Lakeland and St. Francis	\$1,828,070
533	City of Dallas	Lemmon Avenue at Bluffview	Access improvements to Love Field Airport and construct a pedestrian safety crossing	\$800,000*
633	City of Dallas	Dolphin Rd from Spring Ave to North of Haskell Ave/Military Pkwy	Reconstruct existing roadway from 4 lane undivided to 4 lane divided with intersection improvements at Haskell	\$3,755,560
25043	City of Dallas	Park Lane at US 75; Walnut St at Greenville Ave, Abrams Rd, Richland College	Construct intersection improvements including traffic signal upgrades with radar detection, pedestrian improvements with crosswalks and ADA ramps	\$960,000

*Local funds part of a defederalization package

Action Requested

- Recommend RTC approval of the following proposals for each project:
 - TIP Code 533: Monitor for timely letting; Agency may need to repay federal funds from defederalization package if not implemented on time
 - TIP Code 11258.9: Remove funding and return to the regional pool
 - TIP Code 633: Project must re-bid by March 2020 or funding will be returned to regional pool
 - TIP Code 25043: Project must start by March 2020 or funding will be returned to regional pool

Next Steps

- Continue monitoring projects with deadlines after September 30, 2019
- Bring an item to the Surface Transportation Technical Committee (STTC) and the RTC in December 2019 detailing the next group of Milestone Policy Projects, including:
 - Previously let projects with implementation issues (e.g., projects that are being re-bid)
 - Projects selected in 2006-2010 that have not advanced to construction

Questions?

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

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

James Adkins
Transportation Planner
Ph: (682) 433-0482
jadkins@nctcog.org

**SUMMARY OF 10-YEAR MILESTONE POLICY IMPLEMENTATION
2019 UPDATE***

CALL FOR PROJECTS/ SELECTION TIMEFRAME	TIP CODE	PROJECT SPONSOR	CITY	LIMITS	PROJECT DESCRIPTION	2016 COMMENTS	2016 RECOMMENDATION	FISCAL YEAR IN WHICH CONSTRUCTION MUST BEGIN OR FUNDS WILL BE DELETED	2018 PROJECT STATUS/RTC ACTION	2019 PROJECT STATUS/RECOMMENDATION
PROJECTS LOCAL AGENCIES INDICATED WOULD BE IMPLEMENTED IN FY 2017										
1992 CALL FOR PROJECTS	535	TXDOT DALLAS	DALLAS	NORTHWEST HIGHWAY (SPUR 244) AT JUPITER	DUAL LEFT TURN LANES ON ALL APPROACHES	CITY OF DALLAS IN SUPPORT OF THE PROJECT AND SCOPE REDUCTION; NO ROW REQUIRED	REDUCE SCOPE TO INCLUDE ONLY PEDESTRIAN AND SIGNAL IMPROVEMENTS; MAY DECREASE FUNDING TO MATCH THE REDUCED SCOPE; CONFIRM FUNDING IN FY 2017	2018	ESTIMATED LET DATE OF MARCH 2019; PROJECT WAS GRANTED A DEADLINE EXTENSION AND MUST LET BY THE END OF CY 2019	PROJECT LET APRIL 2019; MONITOR FOR TIMELY COMPLETION
1992 CALL FOR PROJECTS	537	TXDOT DALLAS	DALLAS	NORTHWEST HIGHWAY (SPUR 244) AT PLANO RD	ADD TURN LANES AND TRAFFIC SIGNAL IMPROVEMENT	CITY OF DALLAS IN SUPPORT OF THE PROJECT AND SCOPE REDUCTION; NO ROW REQUIRED	REDUCE SCOPE TO INCLUDE ONLY PEDESTRIAN AND SIGNAL IMPROVEMENTS; CONFIRM FUNDING AND MOVE TO FY 2017	2018	ESTIMATED LET DATE OF MARCH 2019; PROJECT WAS GRANTED A DEADLINE EXTENSION AND MUST LET BY THE END OF CY 2019	PROJECT LET APRIL 2019; MONITOR FOR TIMELY COMPLETION
1992 CALL FOR PROJECTS	633	DALLAS	DALLAS	HATCHER ST FROM SPRING AVE TO NORTH OF HASKELL AVE/MILITARY PKWY	RECONSTRUCT EXISTING ROADWAY FROM 4 LANE UNDIVIDED TO 4 LANE DIVIDED WITH INTERSECTION IMPROVEMENTS AT HASKELL		CONFIRM FUNDING IN FY 2017	2018	FUNDS OBLIGATED AUGUST 2018	PROJECT IS BEING RE-BID DUE TO THE LOW BIDDER NOT BEING PRE-CERTIFIED BY TXDOT; RE-LETTING IN JANUARY 2020; PROJECT MUST BE RE-BID BY MARCH 2020 OR FUNDS WILL BE RETURNED TO REGIONAL POOL
1992 CALL FOR PROJECTS	2810	TXDOT DALLAS	GARLAND	SH 78 FROM IH 635 TO FOREST LANE	TRAFFIC SIGNALS AND INTERSECTION IMPROVEMENT	PROJECT ON SCHEDULE FOR AN AUGUST 2017 LETTING	CONFIRM FUNDING IN FY 2017	2018	ESTIMATED LET DATE OF MARCH 2019; PROJECT WAS GRANTED A DEADLINE EXTENSION AND MUST LET BY THE END OF CY 2019	PROJECT LET APRIL 2019; MONITOR FOR TIMELY COMPLETION
1999 TEXAS TRANSPORTATION COMMISSION/ REGIONAL TRANSPORTATION COUNCIL PARTNERSHIP	11217.2	DENTON	DENTON	FM 426 FROM 1.4 MILES WEST OF LOOP 288 TO 1.1 MILES EAST OF LOOP 288	WIDEN FROM 2 TO 4 LANES DIVIDED URBAN	WORKING WITH TXDOT TO TAKE OFF-SYSTEM, MAKING CITY OF DENTON THE PROJECT SPONSOR	IMPLEMENTING AGENCY CHANGED TO DENTON AND STP-MM FUNDS WERE REMOVED AND REPLACED WITH RTR FUNDS AS PART OF THE OCTOBER 2015 RTC ACTION ON PROPOSITION 1 PROJECTS; MOVE TO FY 2017	2018	ESTIMATED LET DATE OF JULY-NOVEMBER 2019; PROJECT WAS GRANTED A DEADLINE EXTENSION AND MUST LET BY THE END OF CY 2019	PROJECT LET OCTOBER 2019 AND IS SET TO BEGIN DECEMBER 2019; MONITOR AND REPORT BACK IF CONSTRUCTION NOT INITIATED BY DECEMBER 2019
2004 PARTNERSHIP PROGRAM 1	11536	DALLAS COUNTY	GRAND PRAIRIE	CAMP WISDOM ROAD FROM CARRIER PARKWAY TO FM 1382	WIDEN 2 TO 4 LANE DIVIDED; CONNECTION WITH SOUTHERN EXTENSION OF BARDIN ROAD		CONFIRM FUNDING IN FY 2017	2018	ESTIMATED LET DATE OF SPRING 2019; PROJECT WAS GRANTED A DEADLINE EXTENSION AND MUST LET BY THE END OF CY 2019	PROJECT LET MAY 2019; MONITOR FOR TIMELY COMPLETION
PROJECTS LOCAL AGENCIES INDICATED WOULD BE IMPLEMENTED IN FY 2018 OR LATER										
1992 CALL FOR PROJECTS	533	DALLAS	DALLAS	LEMMON AVENUE AT BLUFFVIEW	INTERSECTION IMPROVEMENTS	PART OF A DEFEDERALIZATION PROCESS WITH DALLAS, DART, & TXDOT; CITY OF DALLAS RECOMMENDS CANCELLATION	CHANGE SCOPE TO INCLUDE ACCESS IMPROVEMENTS TO LOVE FIELD AND PROVIDE A PEDESTRIAN SAFETY CROSSING OVER LEMMON AVENUE; PROPOSE MOVING PROJECT TO FY 2018; CONFIRM FUNDING IN FY 2018	2019	CONTINUE MONITORING PROJECT PROGRESS; ESTIMATED LET DATE OF JANUARY 2019; MUST LET BY SEPTEMBER 2019	ESTIMATED LET DATE OF SPRING 2020; MONITOR FOR TIMELY LETTING, MAY NEED TO REPAY FEDERAL FUNDS FROM DEFEDERALIZATION PACKAGE IF NOT IMPLEMENTED ON TIME
1992 CALL FOR PROJECTS	665.2	TXDOT DALLAS	DALLAS	PARK LANE FROM US 75 TO GREENVILLE AVE	WIDEN ROADWAY FROM 4 TO 5 LANES (2 EASTBOUND AND 3 WESTBOUND), AND CONSTRUCT RIGHT TURN LANE ON NB US 75 FRONTAGE ROAD TO PARK LANE	CITY AND TXDOT HAVE AGREED TO REDEFINE THE PROJECT SCOPE TO INCLUDE ONLY A RIGHT-TURN LANE ON THE NORTHBOUND CENTRAL EXPRESSWAY SERVICE ROAD TO EASTBOUND PARK LANE; PROJECT COST PENDING; MAY DECREASE FUNDING AND SCOPE	MOVE PROJECT FY 2018	2019	CONTINUE MONITORING PROJECT PROGRESS; ORIGINAL PROJECT CANCELED THROUGH FEBRUARY 2018 TIP MODIFICATION CYCLE (ENGINEERING FUNDING REMOVED BY FHWA AS A RESULT OF THE 10-YEAR PE AUDIT) AND REPLACED BY A NEW PROJECT THAT MUST LET BY DECEMBER 2018	FUNDS FOR NEW PROJECT (TIP 25043) OBLIGATED IN DECEMBER 2018 AND PROJECT LET IN FEBRUARY 2019, BUT LOWEST BIDDER WITHDREW THEIR BID IN JULY 2019 AND THE CITY IS WORKING WITH THE SECOND LOWEST BIDDER; ESTIMATED START DATE OF JANUARY 2020; MONITOR AND REPORT BACK IF CONSTRUCTION NOT STARTED BY MARCH 2020

**SUMMARY OF 10-YEAR MILESTONE POLICY IMPLEMENTATION
2019 UPDATE***

CALL FOR PROJECTS/ SELECTION TIMEFRAME	TIP CODE	PROJECT SPONSOR	CITY	LIMITS	PROJECT DESCRIPTION	2016 COMMENTS	2016 RECOMMENDATION	FISCAL YEAR IN WHICH CONSTRUCTION MUST BEGIN OR FUNDS WILL BE DELETED	2018 PROJECT STATUS/RTC ACTION	2019 PROJECT STATUS/RECOMMENDATION
1992 CALL FOR PROJECTS	684	TXDOT DALLAS	DALLAS	VALLEY VIEW/WALNUT FROM WEST OF GREENVILLE AVE TO AUDELIA RD	INTERSECTION IMPROVEMENTS AT SOUTH GREENVILLE AVE, ABRAMS RD, RICHLAND COLLEGE AND AUDELIA RD	CITY OF DALLAS IN SUPPORT OF PROJECT	CONFIRM FUNDING AND MOVE TO FY 2018	2019	CONTINUE MONITORING PROJECT PROGRESS; ORIGINAL PROJECT CANCELED THROUGH FEBRUARY 2018 TIP MODIFICATION CYCLE (ENGINEERING FUNDING REMOVED BY FHWA AS A RESULT OF THE 10-YEAR PE AUDIT) AND REPLACED BY A NEW PROJECT THAT MUST LET BY DECEMBER 2018	FUNDS FOR NEW PROJECT (TIP 25043) OBLIGATED IN DECEMBER 2018 AND PROJECT LET IN FEBRUARY 2019, BUT LOWEST BIDDER WITHDREW THEIR BID IN JULY 2019 AND THE CITY IS WORKING WITH THE SECOND LOWEST BIDDER; ESTIMATED START DATE OF JANUARY 2020; MONITOR AND REPORT BACK IF CONSTRUCTION NOT STARTED BY MARCH 2020
1999 CALL FOR PROJECTS	11116	RICHARDSON	RICHARDSON	DUCK CREEK TRAIL FROM PLANO RD TO CAMPBELL/US 75 IN RICHARDSON	BIKE AND PEDESTRIAN TRAIL	LPFA IN PROGRESS	CONFIRM FUNDING AND MOVE TO FY 2018	2019	CONTINUE MONITORING PROJECT PROGRESS; ESTIMATED LET DATE OF DECEMBER 2018; MUST LET BY SEPTEMBER 2019	FUNDING OBLIGATED SEPTEMBER 2019; MONITOR TO ENSURE TIMELY CONSTRUCTION
2004 RAILROAD RELIABILITY CROSSING PARTNERSHIP PROGRAM	11258.9	DALLAS	DALLAS	8 INTERSECTIONS AT KCS RR IN DALLAS AT E DALLAS/KCS RR CROSSINGS - PEAVY RD, GUS THOMASSON RD, BARNES BRIDGE RD, CENTERVILLE RD, LAKELAND DR, HIGHLAND DR, SANTA ANNA AVE, & ST FRANCIS AVE AT KCS RR	UPGRADE GATES AND INSTALL MEDIANS AT ALL LOCATIONS; INSTALL SIGNAGE AT PEAVY, GUS THOMASSON, LAKELAND, HIGHLAND, & ST FRANCIS; RESURFACE AT LAKELAND & ST FRANCIS	DELAYED DUE TO LOCAL MATCH UNAVAILABILITY; CITY IS SLATED FOR THE 2017 BOND PROGRAM; IF NOT INCLUDED IN THE BOND PROGRAM THE CITY UNDERSTANDS THAT THE PROJECT WILL BE CANCELLED	CONFIRM FUNDING IN FY 2018; CANCEL PROJECT IF LOCAL MATCH NOT APPROVED IN THE 2017 DALLAS BOND PROGRAM	2019	CONTINUE MONITORING PROJECT PROGRESS; ESTIMATED LET DATE OF JANUARY 2019; MUST LET BY SEPTEMBER 2019	REMOVE FUNDING AS PROJECT DID NOT LET PRIOR TO THE END OF FY 2019; DESIGN AT 60% COMPLETION; PROJECT NOT ENVIRONMENTALLY CLEARED; ESTIMATED LET DATE OF SPRING 2020
2001 TEXAS TRANSPORTATION COMMISSION/ REGIONAL TRANSPORTATION COUNCIL PARTNERSHIP	11265	TXDOT DALLAS	DUNCANVILLE	IH 20 FROM NORTH MAIN STREET TO CAMP WISDOM ROAD	CONSTRUCT 0 TO 4 LANE FRONTAGE ROADS	RECEIVED LETTER OF SUPPORT FROM DUNCANVILLE	CONFIRM FUNDING IN FY 2018	2019	CONTINUE MONITORING PROJECT PROGRESS; ESTIMATED LET DATE OF DECEMBER 2018; MUST LET BY SEPTEMBER 2019	PROJECT LET DECEMBER 2018; MONITOR FOR TIMELY COMPLETION
2004 PARTNERSHIP PROGRAM 1	11527	TXDOT DALLAS	IRVING	SL 12 AT SH 183	RECONSTRUCT INTERCHANGE (PH 2)	CONSTRUCTION NOT FUNDED; HOWEVER TXDOT PAYING FOR PE AND ROW	CONFIRM PROJECT NEED; \$15.1M OF TXDOT ROW FUNDS AND TXDOT PE FUNDS; CONSTRUCTION REMAINS UNFUNDED; KEEP PROJECT IN APPENDIX D (ENVIRONMENTAL CLEARANCE SECTION OF THE TIP)	N/A	CONTINUE MONITORING PROJECT PROGRESS; ESTIMATED LET DATE OF AUGUST 2023; 10-YEAR PLAN PROJECT	CONTINUE MONITORING PROJECT PROGRESS; ESTIMATED LET DATE OF SEPTEMBER 2020
2005-2006 PARTNERSHIP PROGRAM 3	11747	DALLAS COUNTY	VARIOUS	WINTERGREEN ROAD FROM DUNCANVILLE ROAD EAST OF STEWART BRANCH CREEK TO DUNCANVILLE ROAD FROM WINTERGREEN TO SOUTH OF STEWART BRANCH CREEK	REALIGN OFFSET INTERSECTION TO ACCOMMODATE 6 LANE APPROACHES		CONFIRM FUNDING AND MOVE TO FY 2018	2019	CONTINUE MONITORING PROJECT PROGRESS; ESTIMATED LET DATE OF JANUARY 2019; MUST LET BY SEPTEMBER 2019	PROJECT LET JANUARY 2019; MONITOR FOR TIMELY COMPLETION
2005-2006 PARTNERSHIP PROGRAM 3	11757	GRAPEVINE	GRAPEVINE	MUSTANG DR AT WILLIAM D TATE AVE	ADD ADDITIONAL EASTBOUND LEFT TURN LANE	PART OF A DEFEDERALIZATION PACKAGE WITH GRAPEVINE; PROJECT DELAYED DUE TO DFW CONNECTOR AND NEW RAMP AT SH 121/SH 360	MAINTAIN COMMITMENT BY THE CITY; CITY TO BUILD BY FY 2018 - FY 2019	2019	CONTINUE MONITORING PROJECT PROGRESS; ESTIMATED LET DATE OF MAY 2019; MUST LET BY SEPTEMBER 2019	PROJECT LET MAY 2019; MONITOR FOR TIMELY COMPLETION
2005-2006 PARTNERSHIP PROGRAM 3	11794.2	RICHARDSON	RICHARDSON	CAMPBELL RD FROM COLLINS TO US 75	EXTEND SB RIGHT TURN LANE ON FRONTAGE ROAD AT CAMPBELL; ADD SB LEFT TURN LANE ON FRONTAGE ROAD AT CAMPBELL; ADD AUXILIARY LANE ON CAMPBELL FROM US 75 TO COLLINS		CONFIRM FUNDING AND MOVE TO FY 2018	2019	CONTINUE MONITORING PROJECT PROGRESS; ESTIMATED LET DATE OF AUGUST 2019; MUST LET BY SEPTEMBER 2019	FUNDING OBLIGATED SEPTEMBER 2019; MONITOR FOR TIMELY COMPLETION

*Projects in this list are the subset of the original Milestone Policy list that had not let by September 30th of 2018 or 2019 or had to be re-bid

Truck Stop Electrification (TSE) Study Results

Surface Transportation Technical Committee

October 25, 2019

Huong Duong, Air Quality Planner



UNIVERSITY OF
TEXAS
ARLINGTON

Department of
Civil Engineering



North Central Texas
Council of Governments

Purpose of Truck Stop Electrification Study

- ▶ Assess overnight idling by diesel-fueled long-haul trucks not using the electrification service
- ▶ Assess the extent of overnight idling issues
- ▶ Determine why truck stop electrification services are not working effectively
- ▶ Identify recommendations for drivers to use TSE Services



Types of Electrification Systems

Single-System

- ▶ A single-system electrification is an off-board equipment at truck stops and terminals contained in a structure above the truck (called a gantry) or on a pedestal beside the truck.
- ▶ This system provides heating, ventilation, air conditioning (HVAC), and internet access.



Types of Electrification Systems



Dual-System

- ▶ A dual-system electrification needs both onboard and off-board equipment so that trucks can plug into electrical outlets at truck stops and terminals.

Methodology



STUDY DESIGN



COLLECT DATA

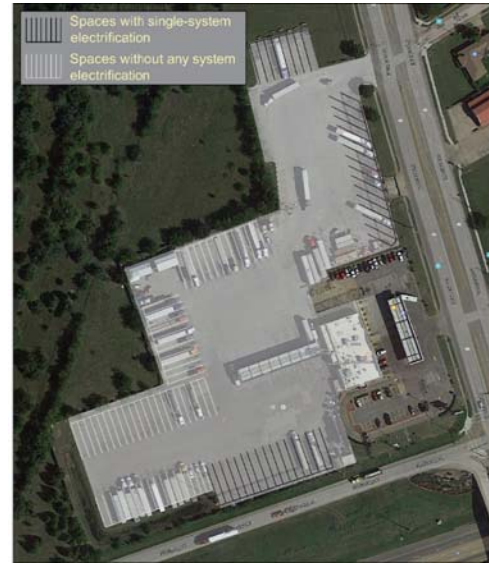


**ANALYZE
RESULTS**

Study Design: Information Source

1. Developed data collection sheet to collect data from observation sites.
 - ✓ Three public truck stops, and
 - ✓ One private truck terminal
2. Developed survey questionnaires to ask
 - ✓ TSE system providers (Single System vs Dual System)
 - ✓ Onsite TSE system representatives
 - ✓ Truck stop owners/managers
 - ✓ Truck drivers idling their trucks
 - ✓ Truck drivers using TSE systems

Station 1



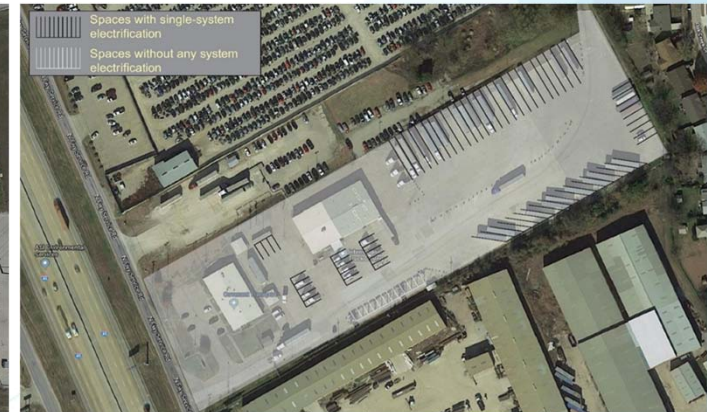
Station 2



Station 3



Station 4





Study Design: Information Collected

- ▶ Observational data collected at the site include:
 - ▶ Available amenities
 - ▶ Type of TSE system type
 - ▶ Total available parking spaces
 - ▶ Occupied Spaces
 - ▶ Connected Trucks
 - ▶ Certified Clean Idle Trucks
 - ▶ Diesel Prices
 - ▶ Temperature
 - ▶ Humidity Rate

Data Collection Results



TSE/EPS systems were not working effectively



Engine idling rates and TSE/EPS usage rates are different among the four stations.



Stations controlled by a manager or a representative had a higher usage rate compared to stations without any control.



Single drivers often idle their trucks more than team drivers.

TSE Utilization Rates

$$\text{TSE/EPS Utilization Rate} = \frac{\text{Number of Connected Trucks}}{\text{Number of Occupied Spaces (with TSE/EPS Systems)}}$$

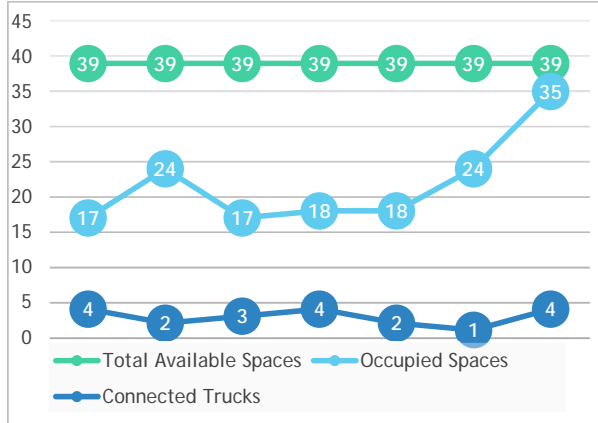
$$\text{Adjusted TSE/EPS Utilization Rate} = \frac{\text{Number of Connected Trucks}}{\text{Number of Occupied Spaces (with Functional TSE/EPS Systems)}}$$

$$\text{Space Utilization Rate} = \frac{\text{Number of Connected Trucks}}{\text{All Available Spaces (with TSE/EPS Systems)}}$$

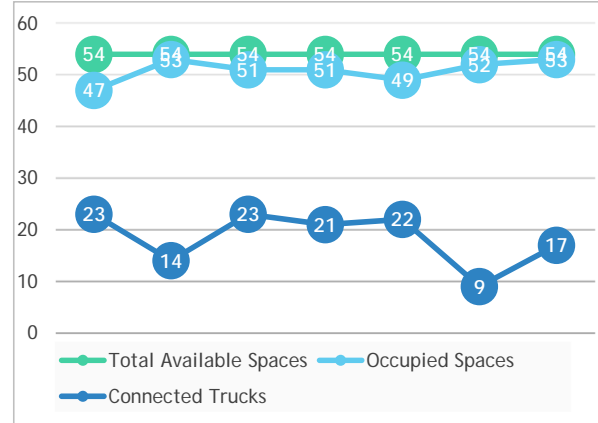
Usage Rates (Weekly Average Rate)	Station 1- Single System	Station 2- Single System	Station 2- Dual System	Station 3- Single System	Station 4- Single System
TSE Utilization Rate	14%	37%	0%	0%	100%
Adjusted TSE Utilization Rate	19%	44%	0%	0%	100%
Space Utilization Rate	7%	34%	0%	0%	37%

Data Collection

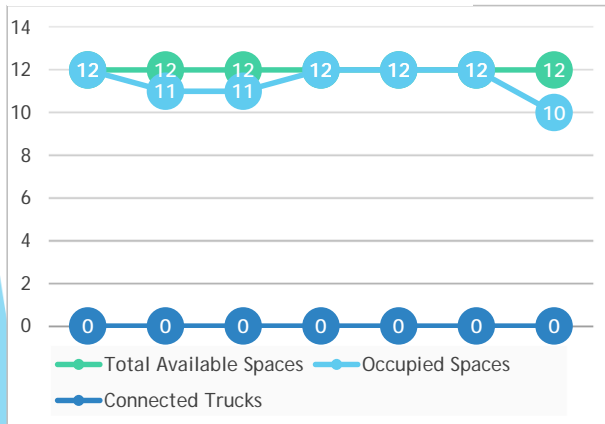
Station 1- Single System



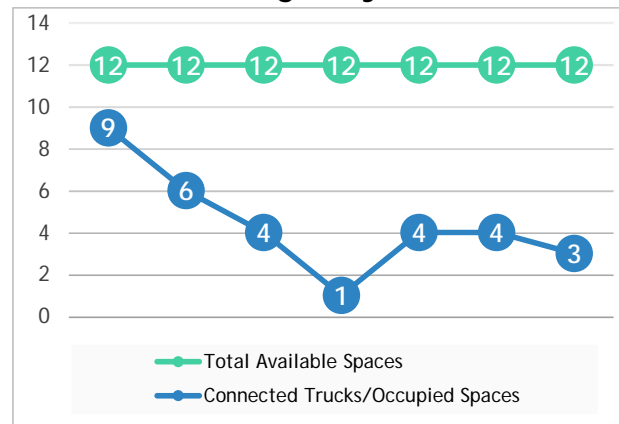
Station 2- Single System



Station 2- Dual System



Station 4- Single System



Number of available spaces with single and dual-system electrification systems, occupied spaces, and connected trucks at Station 1-4 during a week.

Survey Responses

- ▶ Common reasons for idling engines during rest periods instead of using TSE systems:
 - ▶ Low-quality service
 - ▶ Cigarette and diesel fume smell
 - ▶ Broken screen
- ▶ Not easy to use service
- ▶ Complicated and difficult procedure to connect heavy modules
- ▶ Staff unavailability at truck stops
- ▶ Non-availability of easy to use instructions

Recommendations



Offer truck drivers discounts and coupons



Design large and informative banners



Design quiet zones at truck stops



Conduct educational demonstration at truck stops/terminals



Integrate educational programs with truck company driver training courses



Communicate with trucking companies and terminals to motivate deployment of electrified parking spaces at freight terminals

[Truck Stop Electrification Study can be found at \[www.nctcog.org/trans/study\]\(http://www.nctcog.org/trans/study\)](http://www.nctcog.org/trans/study)

Study Impacts on NCTCOG Decisions

Shift focus towards freight terminal electrification due to more control over EPS usage

Pursuing grant funding for electrified parking spaces at freight terminal locations

Staff Contacts

NCTCOG Staff

Jason Brown

Principal Air Quality Planner

817-704-2514

jbrown@nctcog.org

Huong Duong

Air Quality Planner

817-704-5678

hduong@nctcog.org

UTA Staff

Mohsen Shahandashti, Ph.D.,
P.E.

Principle Investigator

mohsen@uta.edu

Jon Niermann, *Chairman*
Emily Lindley, *Commissioner*
Toby Baker, *Executive Director*



TEXAS COMMISSION ON ENVIRONMENTAL QUALITY

Protecting Texas by Reducing and Preventing Pollution

September 16, 2019

Mr. Anthony Moffa
North Central Texas Council of Governments
P.O. Box 5888
Arlington, Texas 76005

Subject: Vehicle Inspection Advisory Committee Appointment

Dear Mr. Moffa:

Thank you for your interest in serving as a member of the Vehicle Inspection Advisory Committee. It is my pleasure to inform you that you have been selected by the Texas Commission on Environmental Quality to serve a three-year term beginning on September 16, 2019 and expiring on September 16, 2022. I am confident that your experience with programs related to vehicle inspections in Texas will be a great asset to the committee.

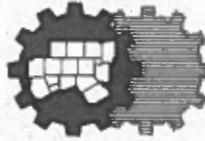
If you have any questions or concerns, please contact Mr. Walker Williamson, Manager, Air Quality Planning, at (512) 239-3181 or Walker.Williamson@tceq.texas.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Jon Niermann".

Jon Niermann
Chairman

JN/ST/rg



North Central Texas Council Of Governments

September 27, 2019

Mr. Ron Hieser
 MC 204
 Implementation Grants Section
 Texas Commission on Environmental Quality
 P.O. Box 13087
 Austin, Texas 78711-3087

RE: Governmental Alternative Fuel Fleet Grant Program

Dear Mr. Ron Hieser:

As the Texas Commission on Environmental Quality (TCEQ) is soliciting stakeholder comments on the implementation and administration of the Governmental Alternative Fuel Fleet Grant Program (GAFF), the North Central Texas Council of Governments (NCTCOG) appreciates the opportunity to provide feedback regarding the program. This commentary is informed by conversations with local government fleets regarding obstacles and constraints in the other grant programs.

Ensure Eligibility for Alternative Fuel Vehicle Replacements

NCTCOG supports the eligibility for replacement of current alternative fuel vehicles. Old alternative fuel vehicles have the potential to be as high-emitting with regard to ozone-forming emissions as their conventionally fueled counterparts. This is due to the fact that new emissions standards for criteria pollutants were phased in based upon model year, irrespective of fuel type. The emphasis on diesel replacements across most grant programs fails to provide incentives to replace these older high-emitting alternative fuel vehicles. This program has the potential to fill this gap and assist in retiring old, high-emitting natural gas and propane engines.

Additionally, NCTCOG recommends that the TCEQ clarify that replacing an existing alternative fuel vehicle with a new alternative fuel vehicle is an eligible project type, provided that the new alternative fuel vehicle is lower-emission and higher fuel efficiency. This project type is interpreted to be eligible based on statutory language and slide 14 of the presentation given to the GAFF stakeholder meeting held on September 4, 2019. However, it is not explicitly listed as an "Eligible Project Type" on slide 13. Adding this to slide 13 (or a similar slide in future presentations) and other reference material would alleviate confusion.

Administer on a Competitive Basis

NCTCOG recommends that applications be considered through a competitive process rather than on a first-come, first-served basis. The competitive process ensures that the projects selected would maximize emissions reduction achieved with the limited amount of funding.

Consider Budget Cycles When Determining Schedule

Public fleets often are constrained in their fleet replacement plans by approved budgets, and/or need to know about availability of grant funding in time to inform budget planning in the spring of each year. TCEQ may benefit from a specific inquiry to the priority fleets (state agencies, local governments in nonattainment and near-nonattainment areas) to determine when to schedule grant solicitations, including best timing for application deadlines and award announcement, to ensure maximum participation.

Prioritize Low-Emission Engines

NCTCOG supports the alternative fuels listed under applicant priorities and recommends prioritizing funding for projects that lead to the use of vehicles powered by engines certified to the California Air Resources Board Low-NO_x emissions reduction standards, or zero emission vehicles, to achieve the highest level of emissions reduction during the project's activity life.

Require Applicant Cost Share

NCTCOG recommends requiring match from the applicant for total eligible costs to ensure that applicants have a financial interest in the project and to help stretch the funding to more projects, which leads to more emission reductions. Following the success of the Texas Volkswagen Environmental Mitigation Program, NCTCOG suggests offering a funding level of up to 80 percent of incremental cost for purchasing an alternative fuel vehicle and associated refueling infrastructure.

Clarify Grant Language and Requirements

NCTCOG recommends that the TCEQ clarify the term "highest total mileage" listed under applicant priorities. For example, the term could mean the vehicle with the highest annual mileage or the vehicle with the highest odometer reading at the time of application. Additionally, NCTCOG notes that there does not appear to be a restriction on model year eligibility; the mileage criterion appears to be the only "age" related item associated with the replacement vehicle. NCTCOG supports this approach, as model year restrictions associated with other grant programs have often led to public fleets retaining particularly old vehicles well beyond scheduled replacement.

NCTCOG also recommends that the TCEQ identify a data source to assist applicants interested in purchasing available fully electric and electric hybrid plug-in vehicles that meet the statutory requirement of an Environmental Protection Agency rating of at least 75 miles per gallon equivalent or a 75-mile combined city and highway range. For example, the website www.fueleconomy.gov, managed by the Department of Energy, lists miles per gallon equivalent for all fully electric and electric hybrid plug-in vehicles. Identifying a publicly available, reliable source for this data can provide transparency of eligibility for applicants, while avoiding the administrative burden of the TCEQ developing an eligible vehicle list.

Require Refueling Infrastructure with Bi-Fuel Vehicle and Plug-In Hybrid Vehicle Purchases

NCTCOG supports the eligibility of bi-fuel and plug-in hybrid vehicles due to the increased resiliency that these vehicles offer in the case of interruptions in fuel supply, and also the fact that bi-fuel and plug-in hybrid vehicles enable broader adoption of alternative fuels for fleets with extensive travel

Mr. Ron Hieser
Page Three


September 27, 2019

needs, where public access refueling infrastructure could be an obstacle to adoption. However, unless certain criteria are placed on these vehicle purchases, there is a risk of grant funds being spent on bi-fuel and plug-in hybrid vehicles that are only fueled with conventional fuels. State agency fleets have long been required to purchase alternative fuel capable vehicles or seek waivers under the Energy Policy Act. This has led to widespread purchase of alternative fuel capable vehicles, especially ethanol-capable vehicles, that are rarely fueled with ethanol. Often, the agency cites lack of nearby infrastructure as the reason for not using the alternative fuel. Indeed, according to the State of the Fleet 2019 report published by the Texas Comptroller of Public Accounts, the state fleet comprises 30,296 vehicles, of which over 16,193 (53 percent) are capable of using recognized alternative fuels. However, only 34 percent (34%) of total fuel purchased by these fleets was alternative fuel.

To mitigate this risk, NCTCOG recommends that for all applications involving purchase of bi-fuel or plug-in hybrid vehicle(s), the applicant be required to also seek funding for purchase/ lease / installation of the necessary alternative fuel infrastructure, unless a refueling station for the proposed bi-fuel or plug-in hybrid vehicle(s) is available within five miles of the location at which the applicant's vehicles are stored or primarily used. Requiring the applicant to include a refueling facility will maximize the potential for the end user to use the alternative fuel in the bi-fuel or plug-in hybrid capable vehicle. The TCEQ may also wish to consider fuel consumption reporting requirements to ensure that the intent of this grant program to increase use of alternative fuels is met.

We appreciate the TCEQ's consideration of these recommendations. If you have any questions or concerns, please contact Lori Clark at (817) 695-9232 or lclark@nctcog.org.

Sincerely,



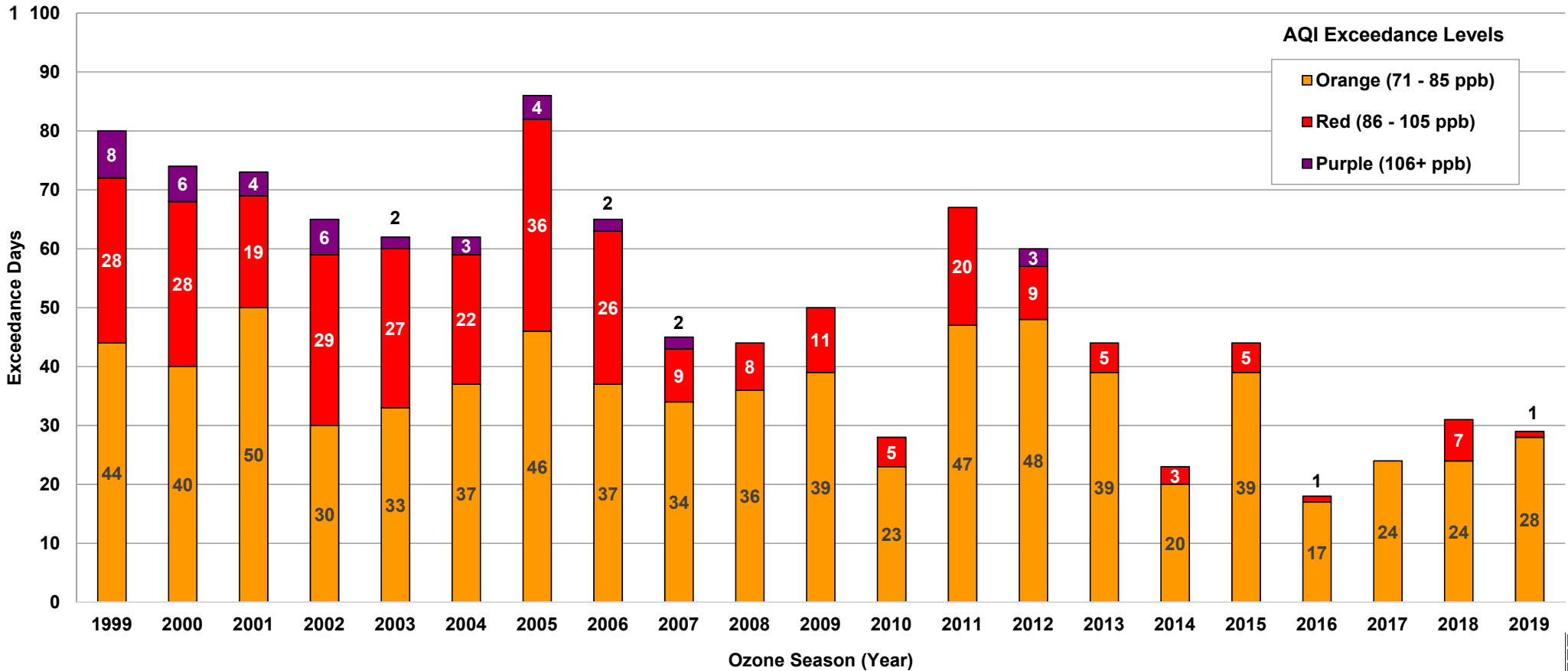
Chris Klaus
Senior Program Manager

NL:bw

cc: Lori Clark, Program Manager and Dallas-Fort Worth Clean Cities Coordinator, NCTCOG

8-HOUR OZONE NAAQS HISTORICAL TRENDS

Based on ≤ 70 ppb (As of October 25, 2019)

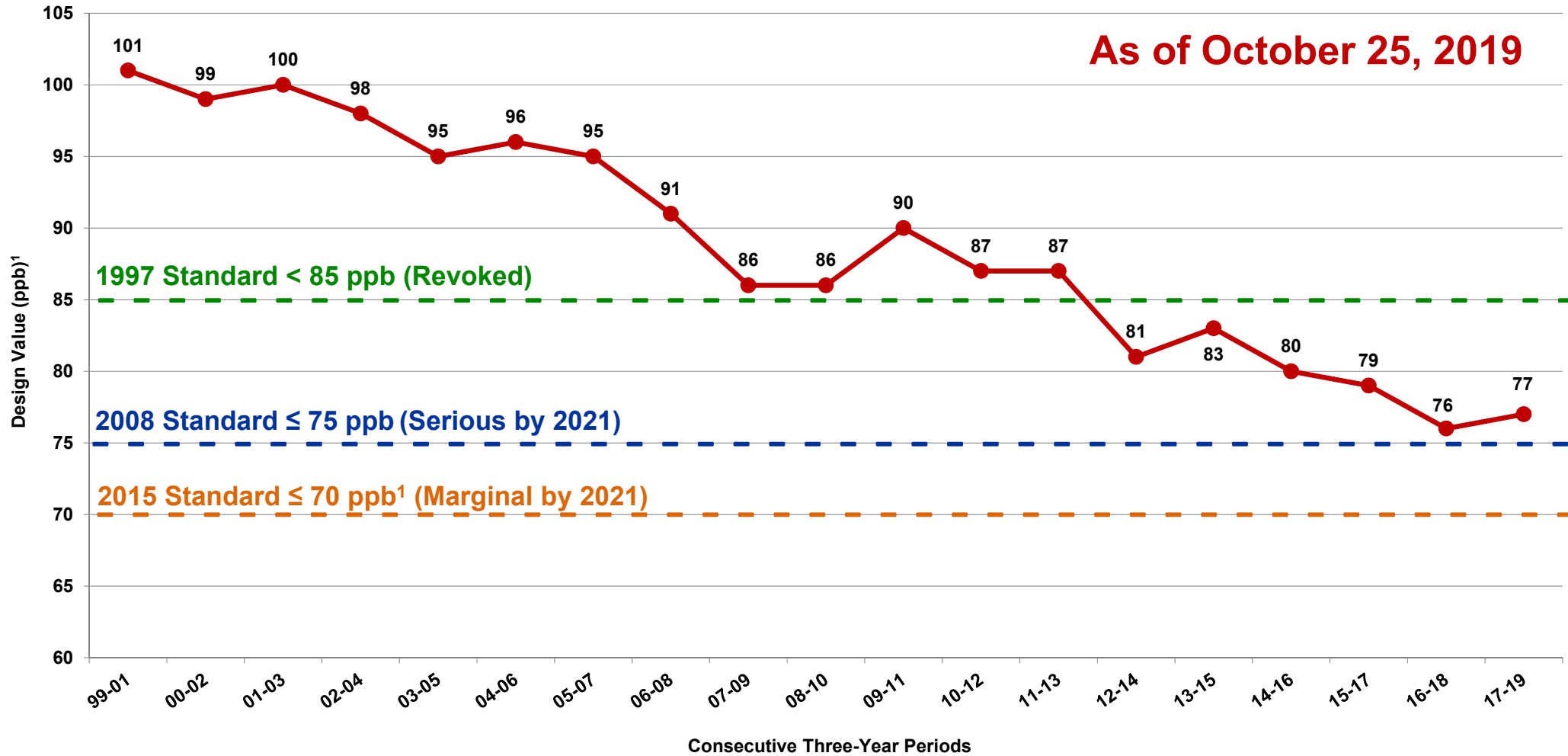


Exceedance Level indicates daily maximum eight-hour average ozone concentration.
Exceedance Levels are based on Air Quality Index (AQI) thresholds established by the EPA for the revised ozone standard of 70 ppb.

Source: TCEQ, http://www.tceq.state.tx.us/cgi-bin/compliance/monops/8hr_monthly.pl
ppb = parts per billion

8-HOUR OZONE NAAQS HISTORICAL TRENDS

As of October 25, 2019



¹Attainment Goal - According to the US EPA National Ambient Air Quality Standards, attainment is reached when, at each monitor, the *Design Value* (three-year average of the annual fourth-highest daily maximum eight-hour average ozone concentration) is equal to or less than 70 parts per billion (ppb).

For More Information

Jenny Narvaez
Program Manager
(817) 608-2342

inarvaez@nctcog.org

Trey Pope
Air Quality Operations Analyst
(817) 695-9297

tpope@nctcog.org

<https://www.nctcog.org/trans/quality/air/ozone>

MINUTES**REGIONAL TRANSPORTATION COUNCIL ONLINE INPUT OPPORTUNITY****Work Program Modifications****Proposed Modifications to the List of Funded Projects****Online Public Input Opportunity Dates**

Monday, Sept. 9, 2019 - Tuesday, Oct. 8, 2019 - The North Central Texas Council of Governments (NCTCOG) posted information at www.nctcog.org/input for public review and comment.

Purpose and Topics

The online public input opportunity was provided in accordance with the NCTCOG Transportation Department Public Participation Plan, which became effective June 1, 1994, as approved by the Regional Transportation Council (RTC), the transportation policy board for the Metropolitan Planning Organization (MPO), and amended on November 8, 2018. Staff posted information regarding:

1. Work Program Modifications
2. Proposed Modifications to the List of Funded Projects

The NCTCOG online public input opportunity was provided to inform and seek comments from the public. Comments and questions were submitted by email at transinfo@nctcog.org, online at www.nctcog.org/input, by mail at PO Box 5888, Arlington, TX 76005 and by fax at 817-640-3028. Printed copies of the online materials were also made available by calling 817-608-2365 or emailing cbaylor@nctcog.org.

Summary of Presentations***Work Program Modifications presentation:***

<https://www.nctcog.org/nctcog/media/Transportation/DocsMaps/Involve/InputMeetings/2019/09/UPWP.pdf>

The Unified Planning Work Program (UPWP) summarizes transportation activities for NCTCOG's metropolitan planning area, which covers a 12-county region. The UPWP is divided into five major task areas:

- Administration and Management
- Transportation Data Development and Maintenance
- Short-Range Planning and Programming and Air Quality and Transit Operations
- Metropolitan Transportation Plan
- Special Studies and System Operations

The modifications included in this round of amendments address additional funding for air quality management and regional transportation studies as well funding adjustments for transit initiatives and automated vehicle technologies.

The RTC will take action on the FY2020 and FY2021 UPWP modifications in October 2019.

Proposed Modifications to the List of Funded Projects presentation:

<https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2019/09/TIP.pdf>

A comprehensive list of funded transportation projects through 2022 is maintained in the Transportation Improvement Program (TIP). Projects with committed funds from federal, State and local sources are included in the TIP. To maintain an accurate project listing, this document is updated on a regular basis.

The current modification cycle includes project updates and adjustments for transportation initiatives in Cedar Hill, Dallas, Frisco, Garland, Haltom City, Hurst and Weatherford. Additionally, proposed projects to be added to the TIP include a feasibility study on the construction of a Texas U-turn at Northwest Highway and Dallas North Tollway as well as a City of Irving bicycle master plan.

WRITTEN COMMENTS SUBMITTED BY WEBSITE, MAIL, EMAIL and SOCIAL MEDIA

Propose Modifications to the List of Funded Projects

Email

Richard Shumacher

Comments: Cancel TIP Code: 25063 - STUDY OF THE FEASIBILITY OF INCREASING NAVIGATION ON THE RED RIVER This project would be a ridiculous waste of state resources.

Mail

Please see attachment for comment submitted via mail.

15720 Artist Way #4912
Addicks, TX 75004

October 21, 2019

Mrs. Carli Baylor
Communications Specialist
North Central Texas Council of
Governments

P.O. Box 5888
Arlington, TX 76005-5888

Dear Carli:

Thank you for sending me the Work
Program and Transportation Improvement Program
Modification Proposal.

The following projects are the ones that
I am most supportive of:

TIP Code 11616 Modification # 2019-0531 regarding
Traffic Signal Coordination - I don't remember in
Dallas County and there are areas that need
improvement in that area.

TIP Code 14083 Modification 2019-0536

Always I have never taken transportation to
DFW Airport from the DRE Central Station,
I feel that this is a mutually important
initiative to reduce the number of vehicles
traveling on the roads going to DFW Airport.

TIP Code 11677 Modification 2019-0537
Adequate transit fares are important to
maintain viable ^{public} transportation systems.

Transit TIP Modifications

Modification # 2019-0567 TIP Code 12028.19
I am in favor of the increase in funding for
preventive maintenance. Too many vehicles break
down currently due to insufficient preventive
maintenance.

Modification 2019-0591 TIP Code 12905.18
I am in favor of projects to
improve ADA Accessibility.

I notice there are several TIP's where the
implementing agency is NCTC of Governments - I
support this as we need more funding for
transportation improvements.

Thank you.

Sincerely,
Phyllis Aileen

PUBLIC COMMENTS REPORT

WRITTEN COMMENTS SUBMITTED BY WEBSITE, EMAIL & SOCIAL MEDIA

Purpose

The public comments report is in accordance with the NCTCOG Transportation Department Public Participation Process, which became effective June 1, 1994, as approved by the Regional Transportation Council (RTC), the transportation policy board for the Metropolitan Planning Organization (MPO) and amended on November 8, 2018.

This report is a compilation of general public comments submitted by members of the public from Tuesday, August 20, through Saturday, September 19. Comments and questions are submitted for the record and can be submitted via Facebook, Twitter, fax, email and online.

This month, there was a large discussion of the pros and cons of electric vehicles on a post regarding the annual National Drive Electric Week event. Aside from this, comments related to transit planning and use were in the majority.

Air Quality

Twitter

1. Stay healthy out there. – Dr. John Biggan (@Biggan4Congress)



Facebook

1. Ozone Action Day – Ozone in the Dallas-Fort Worth area Wednesday is predicted to be at Level Red, unhealthy. Active children and adults and people with lung disease, such as asthma,

emphysema, or chronic bronchitis, should avoid outdoor activity. Everyone else, especially children, should limit prolonged outdoor exertion. Current ozone information: <http://bit.ly/9nC9vy>. Consider a clean air choice: <http://bit.ly/2oAbaPt>. – NCTCOG Transportation Department

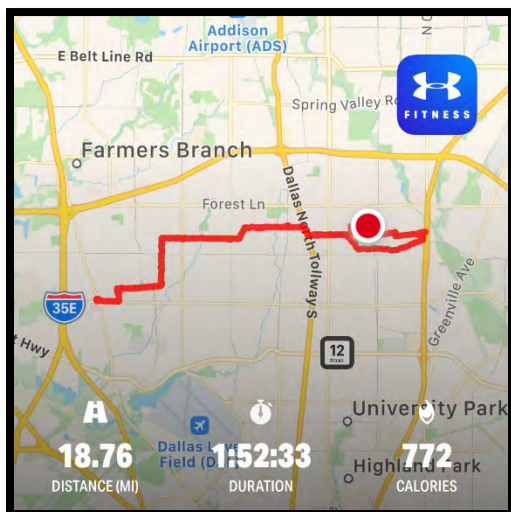


#driveelectric – Chris Hightower

Bicycle & Pedestrian

Twitter

1. @NorthavenTrail ride from Central to Harry Hines and back. Thanks @DallasParkRec @CityOfDallas @DallasCountyTx @TxDOTDallas @NCTCOGtrans @oncor @cmjsgates @VoteOmarNarvaez @elbagarcia @JJKoch – Lee M. Kleinman (@LeeforDallas)



Hope that trail ain't as bumpy as the new ones poured in East Dallas – Tim Rogers (@timmytyper)

Which trails and which sections? Please be more specific so we can investigate and correct. Thx. – Lee M. Kleinman (@LeeforDallas)

Start w that trail that goes from Mockingbird Station to the lake. – Tim Rogers (@timmytyper)

2. North Texans think lower traffic speeds on community roadways are “essential” or “very important” to improve pedestrian and bicycle safety on the road. Like if you agree. See the results of our Bicycle Opinion Survey at <http://nctcog.org/bikesurvey>. – NCTCOGTransportation (@NCTCOGtrans)



Twenty's plenty for any street on which people live. – Loren S. (@txbornviking)



3. In 2023, you could bike from Fort Worth to Dallas. Here's a look at the trail progress: <http://bit.ly/2klVvyh>. – NCTCOGTransportation (@NCTCOGtrans)



Map of completed vs under construction? Very cool!

Facebook

1. The trail of the month for September is the Cottonwood Creek Trail. It is an approximately 5-mile linear 2-lane concrete trail that runs north-south through the center of the City of Allen. The trail provides a cross-city, off-street bicycle network that connects to places such as the Village at Allen, the Old Stone Dam and the 1910 Railroad Bridge from the Interurban Railroad. The Cottonwood Creek trail also provides a recreational connection to parks such as and transportation option for citizens and visitors alike. Allen Station Park, Ford Park, and access to “The Edge at Allen Station Park” which contain a variety of recreation activities. The trail also connects with the Stacy Trail and the Mustang Creek Trail in the City of Allen. In the future, it will connect to the existing Cottonwood Creek Trail network in McKinney to run north to the El Dorado Pkwy Trail, and south to the Oak Point Park Trail in the City of Parker. – NCTCOG Transportation Department



I walk this trail almost daily when I am working. It is a favorite of mine.. – Kathleen Rice
Cool – Kelly Livingston McGinnis

Innovative Vehicles & Technology

Twitter

1. Nice partnership missing only one thing. EV charging! @NCTCOGtrans Buc-ee's @TxDOT @NTXTeslaOwners – Rick Bollar (@bollar)



Yes make it happen please – Brandon (@Brandon75530242)

I think it would be smart for them to add EV chargers – immtx (@immtx)

2. Registering is cool, exhibiting is cooler than 😎 . It's ice cold ❄️ ! The only ICE there. 😂
#TexasEV #NDEW2019 – N TX Tesla Owners (@NTXTeslaOwners)



I see what you did there! 😏 – NCTCOGTransportation (@NCTCOGtrans)



– N TX Tesla Owners

(@NTXTeslaOwners)

3. .@NCTCOGtrans's Kevin Feldt provides an update this morning to the Surface Transportation Committee on the @HyperloopOne project. – North Dallas Chamber (@NDCC)



Facebook

1. Traditional on-road vehicles, like cars and trucks, contribute to air pollution. A great alternative is an electric vehicle. Have questions about EVs? Come to our EV showcase 9/21! There, you can meet other EV owners and see what it's like to travel in one. Visit dfwcleancities.org/ndew for more information and to register. – NCTCOG Transportation Department



...except that is a lie. Manufacturing and power plants used to charge your piece of CRAP EV is more costly to the economy and in pollution. Keep your damned snake oil. – Phil Neil

2. Want to make the switch to a cleaner and efficient car with an electric vehicle but don't know where to start? We've got you covered. Our Drive Electric Week event is the perfect way to become educated so you can go electric. Visit www.DriveElectricDFW.org for more information. #NDEW2019 – NCTCOG Transportation Department



***Please note that this post (above) received over 400 comments. To read them, follow the link here: <https://www.facebook.com/NCTCOGtrans/posts/3301444246539894>*

Project Planning

Email

1. Brendan Keane

With new family communities being built to the south of Fort Worth, proposing a railroad quiet zone at the intersection of Chapin School Road (2871) & Aledo Road. The trains are constant and cause excessive noise pollution and deters families from moving into the new homes. The community thinks this would be a game changer for young families interested in the area!

2. Jodi Wooten

Pleased to see that the expansion of 78 from Wylie to FM 205 has made it even easier to go to Rockwall. This new road is working well for residents to quickly get from Wylie to Rockwall and vice versa if needed and is a big improvement from a few years ago. At one point there was talk of building a bridge between Rockwall and Wylie over Lake Ray Hubbard. However, that would be duplicate roads since Hwy 78 and Hwy 66 across the lake in Rowlett are already in existence.

3. Trey Ingram

This public comment is in reference to Item 3.1 from the 8/23/19 STTC Meeting - "Endorsement of Funding for Preliminary Engineering Study for AT&T Way in Arlington".

I was able to view the electronic attachment for this item and noticed that this proposed highway interchange-style preliminary map does not match the appropriate context for this area of Arlington. The trumpet-style loop is shown to be going through the middle of an existing park and would presumably require re-construction of the Abram Street bridge and shared-use path that were just finished within the last year.

In the nearby vicinity, Stadium Drive was also just reconstructed to be a 6-lane arterial to assist with traffic movement out of the stadium district - negating any sort of need of this highway interchange extension of AT&T Way to Abram Street. There are a plethora of 6 lane roadways going in/out of the stadium district that are not anywhere near capacity on a normal basis - or even during gamedays. Please reconsider doing this study - it is not needed and disrupts an active park, a community center, and adds a contextually inappropriate highway-style connection to a downtown-esque street.

4. Erin Larew

The citizens of Wylie do not want a bridge across Lake Ray Hubbard connecting into East Wylie. Please leave east Wylie and Troy Road alone. If you want a bridge so bad put it in Rockwall county and connect to the Bush. Again all residents of Troy Road and Wylie will fight! And just in case you didn't get the idea last time we don't want a bridge across lake lavon either. Thanks so much.

5. Kendra West

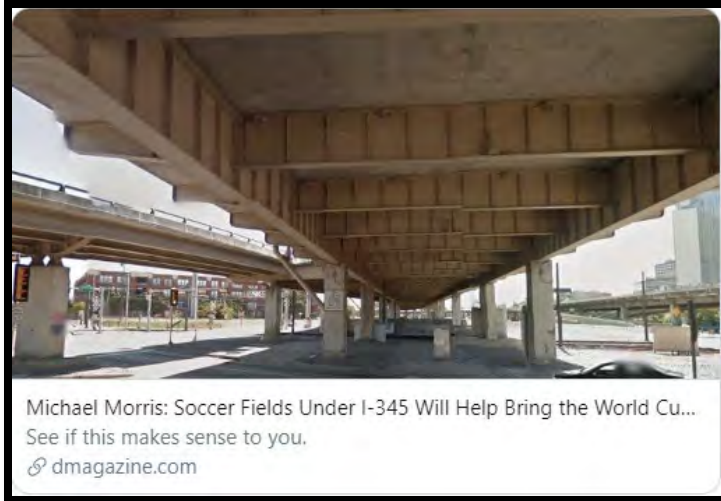
I have heard recently that there is a potential for a toll road with a bridge over the North edge of Lake Ray Hubbard that will span from Greenville to 190 in Garland.

It is very important to be aware of the Bald Eagles living and nesting South of 75 and North of Hwy 66. In a matter of a few hrs you can see for yourself the shear amount of wildlife but our Bald Eagles are very rare and super special to have here in North Texas!!

Please consider this and vote no to any further building of additional roadways. Expand the ones we have already!!

Twitter

1. Michael Morris: Soccer Fields Under I-345 Will Help Bring the World Cup to Dallas – Wylie H Dallas (@Wylie_H_Dallas)



Michael Morris, director of transportation for the @NCTCOGtrans is captive to his #autocentric mindset. To him transportation = highway, 40yrs working with COG & still he insists more highways are the answer.

It's long past time we prioritize #TransitAlternatives! – Loren S. (@txbornviking)

Believe it or not NTCOG/Morris is also in charge of the only regional process for air quality planning - done entirely thru the prism of highway funding being threatened, not public health. – Downwinders at Risk (@cleanerair)

2. I'm pretty sure that @NCTCOGtrans, Michael Morris, and @TxDOTDallas are planning for cars and traffic. They consider people and places to be nuisances and obstacles to be overcome in pursuit of their perfect, dystopian "system." – Wylie H Dallas (@Wylie_H_Dallas)



Public Meetings & Forums

Twitter

1. Thank you to the Society of Commercial Realtors for inviting me to be a part of the Transportation Panel w/Michael Morris from Reg. Transp Council & Scott Williams from @GrapevineTXCity at today's breakfast. @TrinityMetro @CityofFortWorth @GFWAR @NCTCOGtrans @NCTCOG_Official – Sal Espino (@SAL_FW)



Transit

Email

1. **Richard Sickler**

We need Bussing in N.R.H. and pray that it will happen soon so we can get to our new train and back.

2. **Diana Vivas-Monroe**

We need better transportation from Fort Worth/Arlington to Alliance. Trinity metro has only one route and it doesn't run at certain hours/days. The Alliance area has many competitive jobs and we need to take advantage and help our community overcome the lack of transportation. We could incorporate what DART and Uber has (the first last mile) or something even better.

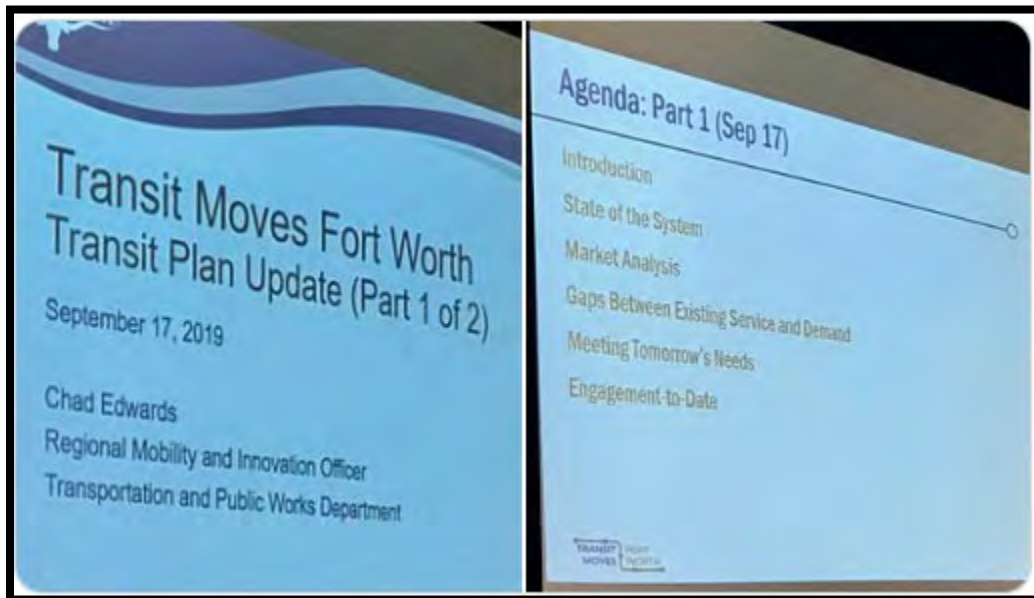
Twitter

1. "The future of transportation depends on expanding the capacity of existing networks like public transit, not flashy private options" @NCTCOGtrans @TxDOT – Loren S. (@txbornviking)

2. CMember @carlosfloresfw from @CityofFortWorth hosted Job Fair in @GrapevineTXCity w/ @WfSTarrant & @TrinityMetro for jobs in Grapevine & @DFWAirport area. Fair promoted use of #TEXRail & transit to connect folks to jobs. @FTWChamber @GrapevineCoC @NCTCOGtrans @NTxCommission – Sal Espino (@SAL_FW)



3. At presentation of Transit Moves Fort Worth Transit w/ @TrinityMetro VP/COO of Bus/Paratransit Wayne Gensler & Senior Dir of Planning Kiran Vemuri. Thank you to @CityofFortWorth for support to improve transit/mobility. @Genz26 @FTWChamber @fwhcc @FWMBCC @DTFortWorth @NCTCOGtrans – Sal Espino (@SAL_FW)



4. Check out The Dash & join @TrinityMetro on 9/23 from 10 am to 1 pm in Crockett Row off West 7th. See you there! @CityofFortWorth @DTFortWorth @CrockettRowW7th @FTWChamber @fwhcc @FWMBCC @VisitFortWorth @TarrantTransit @NCTCOGtrans – Sal Espino (@SAL_FW)



5. Appreciate the great partnership between @GrapevineTXCity and @TrinityMetro! Great city and a great stop on #TEXRail! @GrapevineCoC @VisitGrapevine @DFWAirport @TarrantCountyTX @TarrantTransit @NTxCommission @NCTCOGtrans – Sal Espino (@SAL_FW)



Facebook

1. "Fairgoers can save \$27 when buying a combination ticket through DCTA. The \$16.50 package covers a local pass on the DCTA system, a pass for Dallas Area Rapid Transit and admission to the State Fair in Dallas." <http://bit.ly/2m05PSA> – NCTCOG Transportation Department



Plus, for everyone reading this post, DCTA's A-Train now runs every 30 minutes on weekdays through the early evening hours, allowing for more connections to DART's Green Line light rail at Trinity Mills Station in Carrollton and making for a terrific and relaxing way to get and from the fair in order to help reduce car traffic, road congestion, and parking hassles! – Paul McManus

2. DART breaks ground on Silver Line along the old Cotton Belt corridor: <http://bit.ly/2kuM1qm>. – NCTCOG Transportation Department



As DFW continues to grow very rapidly, the Silver Line will be absolutely wonderful in helping to reduce car traffic and road congestion, as well as to help improve air quality and regional mobility! Plus, the Silver Line will also connect to Trinity Metro's TEXRail in Grapevine! – Paul McManus

Other

Email

1. **Jan Kearney**

I have an ultra lite travel trailer with 2 axles. I use a pickup truck with 2 axles (not a dually) to tow it. Why are the fees for 4 axles (due to towing a trailer) cost so much more than 2, 2 axles vehicles.

Carli Baylor

Hi, Jan

Thank you for contacting the NCTCOG Transportation Department. Can you provide me with a bit more context so I can provide you with the best answer possible?

Are you referring to toll and/or managed lane fees?

Jan Kearney

I'm talking about toll roads in general for example 121 or George Bush or the toll road that goes around Austin

Carli Baylor

Hi, Jan

Please find enclosed below NTTA's answer to your question. Let us know if you need additional assistance.

Thank you,

Carli

Toll rates on the NTTA System are calculated using an "N-1" multiplier, where N is the number of axles. The base per mile rate applies to two-axle vehicles, and the N-1 multiplier is used to calculate rates for vehicles

with 3 or more axles. For a four-axle vehicle the rate would be three times the base rate ($N-1 = 4-1 = 3$).

For the customer's specific question, let's assume a base two-axle rate of \$1.00. For the two-axle vehicle pulling a two-axle trailer, the toll charged would be the four-axle rate of \$3.00. Conversely, two 2-axle vehicles would each pay \$1.00 for a total of \$2.00.

Rates are higher for vehicles with more axles because those vehicles are typically much larger and heavier than passenger cars (e.g. large trucks). The larger vehicles are significantly more wearing on the roadway surface, which increases the ongoing maintenance costs of the facility.

Twitter

1. Check out the updated, revised, and interactive Texas SHSP website:

<https://texasshsp.com>

#VisionZero #EndTheStreakTX – Rob Severance (@ChiefSeverance)



Facebook

1. TEXpress Lanes consist of corridors with rebuilt frontage roads, non-tolled highway lanes and tolled lanes, resulting in reliable travel times and less congestion. Learn more and plan your trip at www.TEXpressLanes.com. – NCTCOG Transportation Department



And OWNED BY OTHER COUNTRIES!! – Billy Crouch Jr.



A monthly update on activities of the Regional Transportation Council and the North Central Texas Council of Governments Transportation Department

October 2019

CALENDAR

October 2, 8:30 am
TRTC

Fort Worth Central Station
1001 Jones St.
Fort Worth, TX 76102

October 4, 11 am
DRMC

North Texas Tollway Authority
5900 W. Plano Parkway
Plano, TX 75093

October 4, 1:30 pm
Surface Transportation
Technical Committee
NCTCOG

Transportation Council Room
616 Six Flags Drive
Arlington, TX 76011

October 10, 1 pm
Regional Transportation Council

Transportation Council Room
616 Six Flags Drive
Arlington, TX 76011

Try Parking It reboot offers more functionality

North Texas' alternative-commute and rideshare website has been updated. The new TryParkingIt.com still allows users to find rideshare matches and record their alternatives to driving alone in return for earning rewards. But there are now improved functionalities that make the experience more personalized and seamless.

For example, residents who vanpool, carpool or take transit to work used to have to track their commute alternatives after every trip. Now, they can mark their choices as recurring trips, meaning they don't have to enter them each time. This saves time and can lead to more accurate records.

Try Parking It also offers a mobile app, allowing people to participate wherever they are. They can also sign up for text or email alerts. The previous app must be deleted and the new one downloaded before users are able to experience the increased functionality.

Whether recorded on the website or app, each alternative commute can earn points toward an expanded list of rewards, including raffles, dining, shopping, activities and services. By establishing a new account, users of the app and website begin with 1,000 points. Those points can either be instantly redeemed for an expanded list of rewards or saved for later.

Many of the trips recorded by Try Parking It users have been commutes to and from work. But the program also encourages people to track other instances where they do not drive alone – shopping, dining, etc. They can even record physical activity, such as bicycling, walking and running. For example, users of the Strava and Under Armour fitness apps can sync their transportation trips with the apps and have them count on Try Parking It. This feature only works when people are traveling somewhere.

An agreement with Enterprise to maintain vanpool information means Try Parking It can offer a more accurate list of available vanpools, which will be automatically updated monthly. When users log on to find a vanpool match, the list will be current. Visit www.tryparkingit.com or download the free Try Parking It app from the App Store or on Google Play.

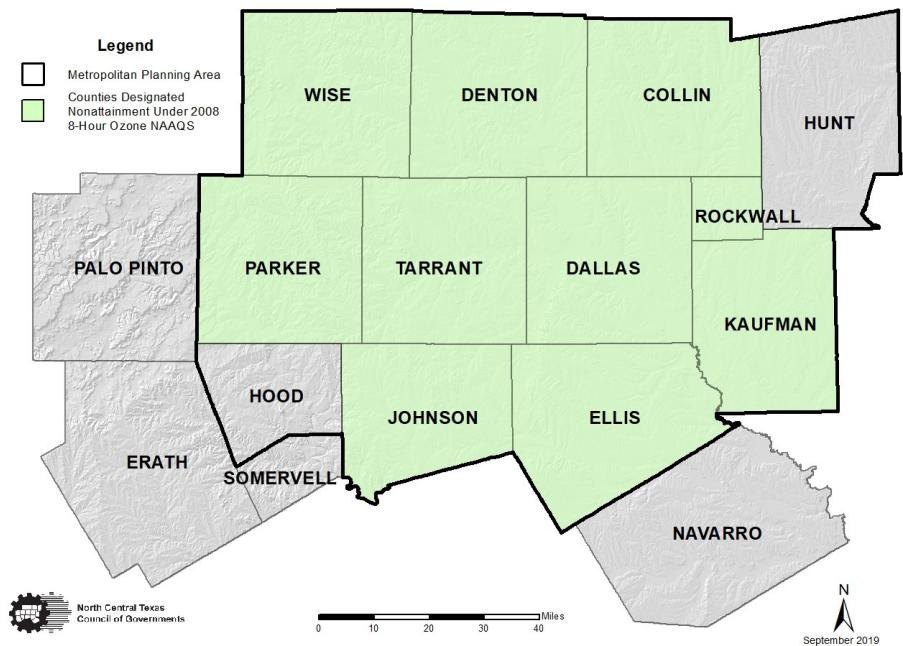
For more information about Local Motion topics, contact Brian Wilson at 817-704-2511 or bwilson@nctcog.org. Visit www.nctcog.org/trans for more information on the department.



NCTCOG offers \$1M to reduce heavy-duty idling

The North Central Texas Council of Governments, under the Environmental Protection Agency's Clean Diesel Funding Assistance Program, is offering approximately \$1 million in grant funding for projects that reduce idling from transport refrigeration units (TRUs) used by heavy-duty diesel trucks and trailers to keep freight cold. The grants are available through the North Texas Freight Terminal Electrification Call for Projects.

2008 8-Hour Ozone NAAQS Nonattainment Area



NCTCOG will provide grants to cover up to 30% of eligible project unit costs; recipients must provide 70% of total project costs through non-federal funding.

Specifically, grant funding will be used to assist in construction and installation of EPA-verified electrified parking spaces at truck terminals and distribution centers in the Dallas-Fort Worth 10-county ozone nonattainment area. The technology will be used to power TRUs while heavy-duty trucks and trailers are on standby or currently loading or unloading. For more information, visit www.nctcog.org/AQfunding, or email aqgrants@nctcog.org.

Truck stop electrification study examines idling in DFW

NCTCOG partnered with the University of Texas at Arlington to conduct a study to observe the effectiveness of truck stop electrification (TSE) and propose recommendations on how the technology can be made more effective.

Truck stop electrification technology is available to help long-haul truckers avoid idling during their mandatory rest periods. They provide a significant service in the Dallas-Fort Worth area as a strategy to meet the federal government's ozone standards. The study observed idling behaviors at truck stops and one truck terminal. Researchers surveyed truck drivers, truck stop and terminal owners and managers, and TSE electrified parking space system representatives to better understand the perceptions of truck stop electrification.

The study identified common reasons for idling engines during rest periods while having access to TSE systems and what incentives would encourage more truck drivers to use them.

The study was completed this year. The final report can be found at www.nctcog.org/nctcg/media/Transportation/DocsMaps/Quality/Air/UTATruckStopElectrificationFinal-Report.pdf.

CAR CARE

Clinics to offer help diagnosing car issues

Is the check engine light on in your car? When it lights up, it is natural to get concerned about what might be wrong. In October, there will be a resource to help you diagnose the problem.

NCTCOG is partnering with local automotive repair facilities in North Texas to conduct a series of Car Care Clinics.

An illuminated check engine light means your vehicle will not pass the annual Texas emissions inspection, which is required to get it registered. The free clinics will provide opportunities to speak with certified technicians about problems and how they may be addressed.

The issues may cost less than you think to repair. Maybe your gas cap is bad and needs to be replaced.

The clinics are not just for motorists trying to diagnose engine issues. They will also offer free multipoint inspections to anyone who attends.

More information, including an updated schedule, is available at www.ntxcare.org. Regular maintenance is urged as a way to help ensure vehicles run more efficiently, which improves air quality and can save consumers money in the long term.

REGIONALNews

NCTCOG recognized as EPA SmartWay Affiliate

NCTCOG was recognized by the EPA in August as a SmartWay Affiliate for sharing information regarding efficient freight transportation during Earth Day through article placement, social media, and website updates.

NCTCOG joined the EPA SmartWay Transport Program as an affiliate in October 2006 and has been recognized multiple times for its efforts to promote freight efficiency.

Efforts to communicate about Smartway are not limited to Earth Day. NCTCOG promotes and distributes EPA SmartWay information and resources through www.nctcog.org/smartway, email newsletters, and outreach events throughout the year.

NCTCOG is dedicated to the promoting SmartWay initiatives in the region and encouraging local freight fleets to join the program and improve environmental performance.

IH 45 could become alternative fuel corridor

The RTC endorsed an application last month intended to establish Interstate Highway 45 as a Zero Emission Vehicle Corridor.

This includes electric vehicle charging and hydrogen refueling infrastructure to improve mobility of vehicles not powered by gasoline.

The Corridor Development Plan will be created in cooperation with the Houston-Galveston Area Council and a variety of stakeholders including fleets, fuel providers, utilities, and vehicle manufacturers.

NCTCOG has been involved in developing recommendations for other alternative fuel corridors since the Fixing America's Surface Transportation Act required the designation of a national network of electric vehicle charging, and hydrogen and natural gas refueling corridors, which began in 2016.

The goal is to make it easier for people to travel across Texas and the US in electric and alternative fuel vehicles. Currently, 16 interstates, one State highway and one US highway in Texas and neighboring states have been designated alternative fuel corridors.

Transportation Resources

Facebook

Facebook.com/nctcogtrans

Twitter

Twitter.com/nctcogtrans

YouTube

YouTube.com/nctcogtrans

Instagram

Instagram.com/nctcogtrans

Publications

NCTCOG.org/trans/outreach/publications.asp

Partners

Dallas Area Rapid Transit
DART.org

**Denton County
Transportation Authority**
DCTA.net

North Texas Tollway Authority
NTTA.org

**Texas Department
of Transportation**
TxDOT.gov

Trinity Metro
RideTrinityMetro.org

By the Numbers

\$1 million

Grant funding available for projects reducing idling of trucks using transportation refrigeration units.

PUBLIC *Involvement*

NCTCOG public meeting set for Oct. 14

NCTCOG will conduct a public meeting in October to provide updates on transportation and air quality initiatives.

The meeting is scheduled for 6 pm October 14 at NCTCOG's Arlington offices, 616 Six Flags Drive.

NCTCOG staff will present proposed transit projects funded by the Federal Transit Administration through the final award of Fiscal Year 2019 funds for the following four programs:

- Urbanized Area Formula
- Enhanced Mobility of Seniors and Individuals with Disabilities
- State of Good Repair
- Bus and Bus Facilities

Additionally, residents will hear an update on the Community Schools and Transportation Program. This program seeks to promote best practices and advance coordination between school districts and other government agencies.

Staff will also share information about clean funding opportunities for vehicle/equipment purchases and replacements, as well as funding for parking space electrification at freight terminals.

Finally, staff will present a brief overview of a new public comment process. With the passage of House Bill 2840, the public may provide input during Regional Transportation Council meetings.

Information on the Regional Smoking Vehicle Program, October Car Care Clinics, upcoming drone workshops and administrative changes to Mobility 2045 will also be available.

The meeting will be streamed live at www.nctcog.org/video for those not able to make it in person.

A video of the presentation will be available after the meeting at www.nctcog.org/input.

Prepared in cooperation with the US Department of Transportation (Federal Highway Administration and Federal Transit Administration) and the Texas Department of Transportation. The contents of this report reflect the views of the authors who are responsible for the opinions, findings and conclusions presented herein. The contents do not necessarily reflect the views or policies of the Federal Highway Administration or the Texas Department of Transportation.

DALLAS DISTRICT PROGRESSES

Monthly Report on Dallas District Projects and Topics

COLLIN CO. | DALLAS CO. | DENTON CO. | ELLIS CO. | KAUFMAN CO. | NAVARRO CO. | ROCKWALL CO

TEXAS TRANSPORTATION COMMISSION APPROVES PROJECTS AIMED TO RELIEVE CONGESTION

DALLAS DISTRICT — Recently, the Texas Transportation Commission approved TxDOT's 10-year Unified Transportation Program (UTP) that includes more than \$77 billion dedicated to improving safety, addressing congestion and connectivity, and preserving roadways for Texas drivers.

Many of the projects in the UTP are roadway segments identified on Texas' 100 Most Congested Roadways list. Several projects on these roadways in the Dallas District received authorization in the 2020 UTP through the Texas Clear Lanes initiative that addresses congestion at chokepoints in the largest

metro areas. The projects will be delivered with funding that includes money from legislative and voter-approved initiatives that allocate portions of oil and gas taxes, sales taxes and other money to the state highway fund.

The four projects are summarized below:

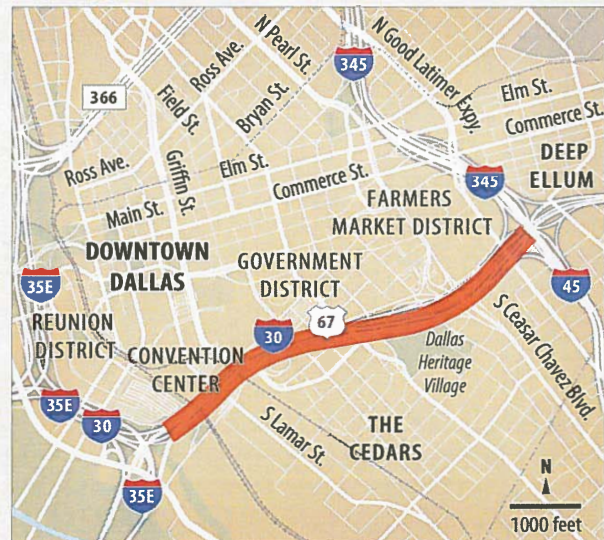
I-30 from Bass Pro Drive to the Hunt County Line:



TxDOT graphic

The estimated \$694 million project will widen I-30 and add separate frontage road bridges across Lake Ray Hubbard. The project will also reconstruct the interchange at I-30 and Dalrock Road. Construction is anticipated to begin on the first segment in mid-2021. Additional segments will let for construction in fall 2022.

I-30 Canyon Project:



TxDOT graphic

The estimated \$300 million project along I-30 from I-35E to I-45 through downtown Dallas will reconstruct and widen I-30 from six to 12 lanes as well as reconstruct and widen the frontage roads. A public meeting for the project is anticipated later this fall. The project is expected to be environmentally cleared in mid-2020. *For more, please turn over to the Back Page...*



SEPTEMBER 2019 LET PROJECTS (SUBJECT TO CHANGE)

*

There have been no highway projects let in September 2019

*Unmapped. SOURCE: Texas Department of Transportation

TxDOT graphic

OCTOBER 2019 PROJECTED (SUBJECT TO CHANGE)

	CSJ NUMBER	COUNTY	HIGHWAY	LIMITS	TYPE OF WORK	EST. COST (M)
1	0195-02-071	Denton	US 77	US 380 to FM 2164	Overlay and preventive maintenance	\$0.36
2	0196-01-104	Denton	US 77	McKinney Street to US 380	Base repair, mill, overlay and pavement markings	\$0.85
3	0195-02-078	Denton	US 77	US 380 to I-35	Full depth concrete repair	\$0.41
4	0196-01-110	Denton	US 77	FM 156 to FM 1830	Full depth concrete repair	\$1.05
	0918-47-142*	Dallas	CS	Campion Trail in Mountain Creek Preserve to Delaware Creek Trail at Senter Park	Delaware Creek Trail Connector - Construct hike & bike trail	\$2.06
	0081-05-046* (Controlling Project ID Only)	Denton	VA	Various Highways in Denton Co.	Seal coat and pavement markings, etc.	\$3.25
		Collin	VA	Various Highways in Collin Co.	Seal coat and pavement markings, etc.	\$0.96
		Dallas	VA	Various Highways in Dallas Co.	Seal coat and pavement markings, etc.	\$1.74
		Rockwall	VA	Various Highways in Rockwall Co.	Seal coat and pavement markings, etc.	\$0.20
		Kaufman	VA	Various Highways in Kaufman Co.	Seal coat and pavement markings, etc.	\$1.95
		Ellis	VA	Various Highways in Ellis Co.	Seal coat and pavement markings, etc.	\$2.52
		Navarro	VA	Various Highways in Navarro Co.	Seal coat and pavement markings, etc.	\$2.70
ESTIMATED TOTAL						\$18.05 M

*Unmapped.

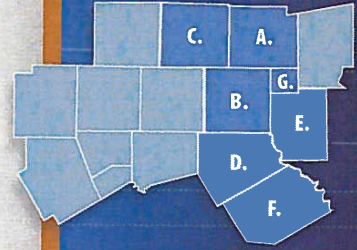
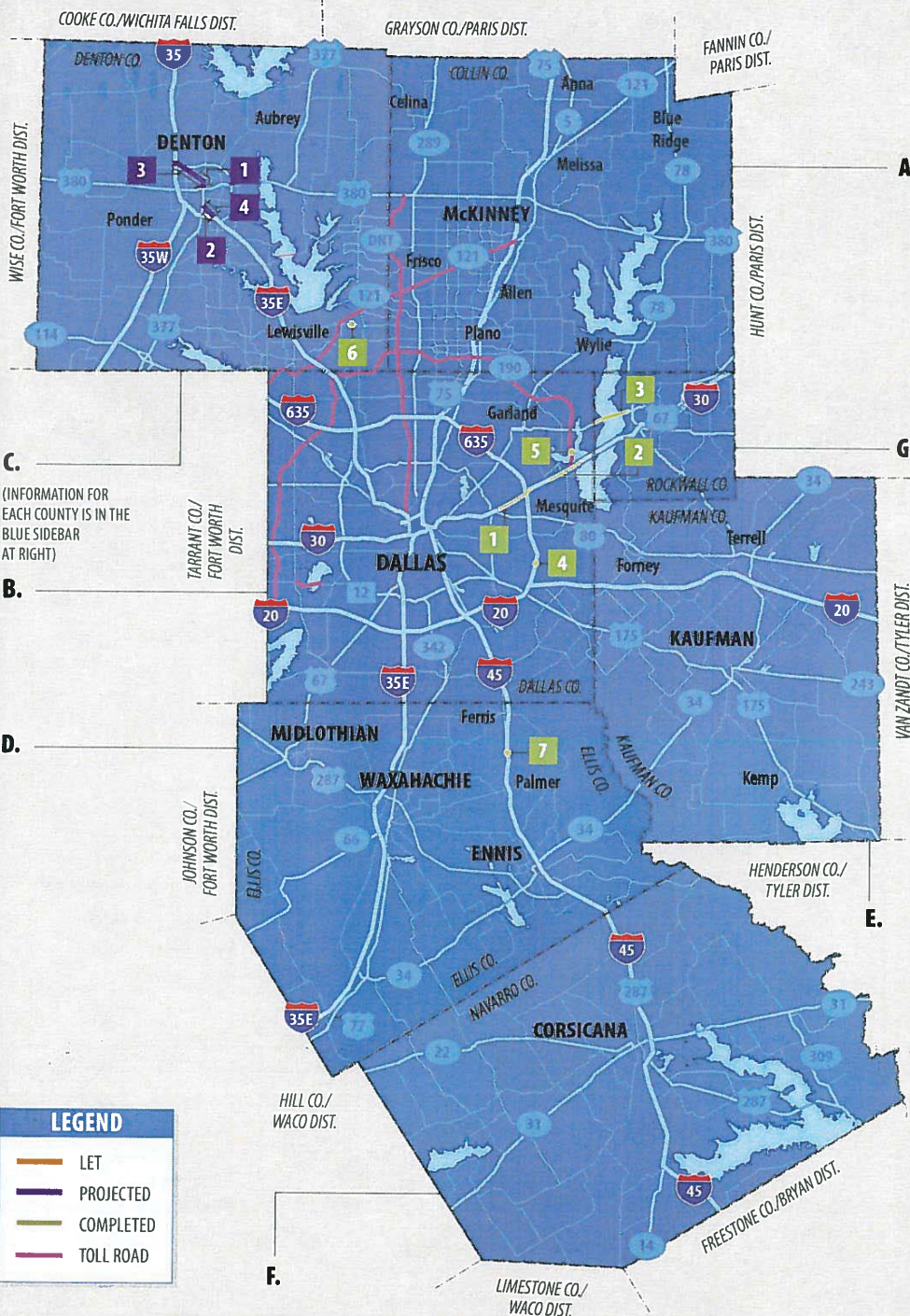
COMPLETED CONSTRUCTION PROJECTS (FROM SEPTEMBER 1 - 30, 2019)

	CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	EST. COST (M)	COMPLETED DATE
1	0009-11-243	I-30	US 80 to North Galloway	Full Depth Repair on EB FRs, Two Jughandles & Pavement Markings	\$1.38	09/26/2019
2	0009-11-245	I-30	Beltline Rd. to Bass Pro Dr.	Full Depth Concrete Repair	\$1.34	09/17/2019
3	0009-04-071	SH 66	Dallas County Line to SH 205	Full Depth Concrete Pavement Repair	\$1.15	09/26/2019
4	2374-02-143	I-635	At Quail Dr.	Pedestrian Improvements	\$0.35	09/11/2019
5	2964-06-025	SH 190	N of Lake Ray Hubbard to S of Miller Rd.	Install Noise Barrier on Frontage Roads	\$1.38	09/13/2019
6	0619-05-036	FM 544	FM 2281 to Parker/Dozier Rd.	Replace Bridge and Widen Roadway	\$35.39	09/26/2019
7	0092-03-050	I-45	South of Matt Rd.	Slope Failure Repair	\$2.88	09/20/2019
	0918-46-274*	CS	South Blue Mound Rd at Elizabeth Creek	Replace Bridge and Approaches	\$1.65	09/24/2019
	0918-00-267*	VA	Various Locations in the Dallas District	Traffic Signals and DMS Installation	\$1.70	09/04/2019
ESTIMATED TOTAL					\$47.22 M	

*Unmapped.

DALLAS DISTRICT PROJECTS MAP

Colored and numbered boxes correspond with the charts on page 2 and show projects that have let in **September**, are projected to let in **October**, or have recently been completed.



2019 DALLAS DISTRICT ESTIMATE TOTALS

VEHICLE REGISTRATION | 4,085,742
 *POPULATION ESTIMATE | 4,905,280
 LANE MILES | 10,753.693

A. COLLIN COUNTY

VEHICLE REGISTRATION: 799,926
 *POPULATION ESTIMATE: 1,010,330
 LANE MILES: 1,462.514

B. DALLAS COUNTY

VEHICLE REGISTRATION: 2,155,995
 *POPULATION ESTIMATE: 2,554,770
 LANE MILES: 3,377.212

C. DENTON COUNTY

VEHICLE REGISTRATION: 680,143
 *POPULATION ESTIMATE: 874,240
 LANE MILES: 1,633.926

D. ELLIS COUNTY

VEHICLE REGISTRATION: 181,071
 *POPULATION ESTIMATE: 189,820
 LANE MILES: 1,526.862

E. KAUFMAN COUNTY

VEHICLE REGISTRATION: 124,760
 *POPULATION ESTIMATE: 124,850
 LANE MILES: 1,215.130

F. NAVARRO COUNTY

VEHICLE REGISTRATION: 52,355
 *POPULATION ESTIMATE: 50,250
 LANE MILES: 1,191.856

G. ROCKWALL COUNTY

VEHICLE REGISTRATION: 91,492
 *POPULATION ESTIMATE: 101,020
 LANE MILES: 346.193

C. (INFORMATION FOR EACH COUNTY IS IN THE BLUE SIDEBAR AT RIGHT)

B.

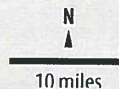
D.

F.

LEGEND

- LET
- PROJECTED
- COMPLETED
- TOLL ROAD

SOURCE: TxDOT research.
 *POPULATION ESTIMATE: NCTCOG.



TEXAS CLEAR LANES PROJECTS TO RELIEVE TRAFFIC CONGESTION

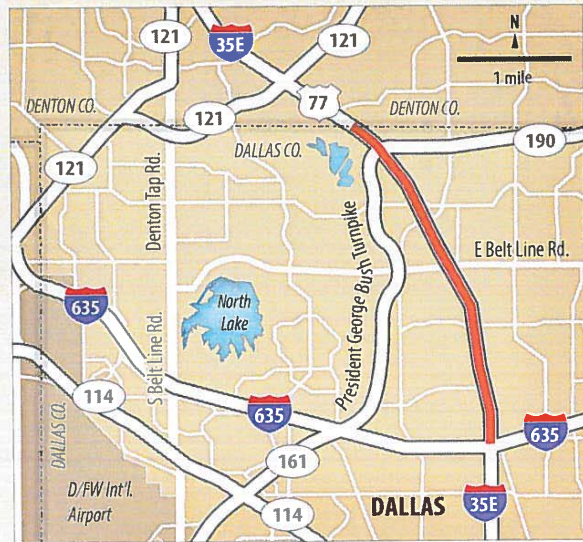
I-35 Denton County Connections (DCC) Project:



TxDOT graphic

The estimated **\$1.075 billion DCC Project** is a collection of road improvements from the I-35E/I-35W split in Denton to the Cooke County line, as well as strategic intersection improvements along I-35E in Denton County. These projects are aimed to alleviate bottlenecks caused by rapid population and industry growth. The first intersection improvement project at Mayhill Road is anticipated to begin mid-2021. Letting for other projects is anticipated in early 2023.

I-35E Phase 2: Dallas Co. from I-635 to Denton CL:

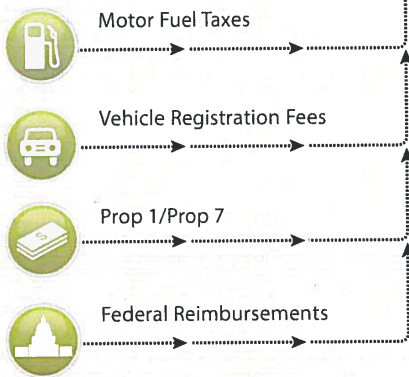


TxDOT graphic

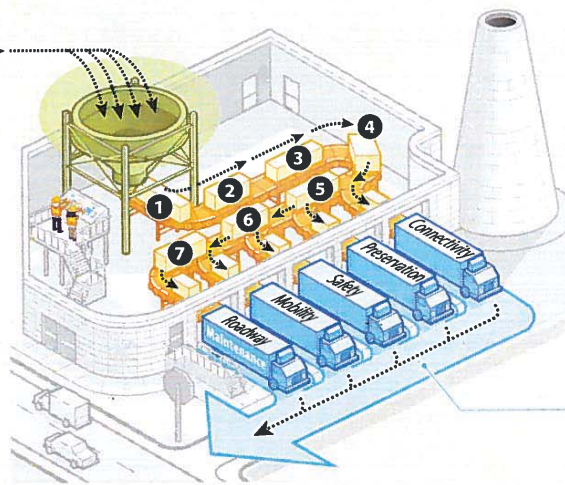
The estimated **\$600 million project** will reconstruct and widen I-35E from six to eight lanes, add continuous frontage roads and improve numerous intersections. Phase 1 construction was completed in 2017. Phase 2 procurement is anticipated early 2020, and contract execution is expected in mid-2021.

Visit www.TexasClearLanes.com to learn more about other Texas Clear Lanes projects.

1. FUNDING SOURCES



TxDOT graphic by DEAN HOLLINGSWORTH/Information Specialist



2. ADVANCED PLANNING

1. Public Involvement
2. Feasibility Analysis
3. Environmental
4. Engineering
5. Right of Way
6. Utility Adjustment
7. Contractor Procurement

3. MOBILITY AND MAINTENANCE PROJECTS

TxDOT graphics

DALLAS DISTRICT | PROGRESS



TEXAS DEPARTMENT OF TRANSPORTATION
4777 E. Highway 80
Mesquite, TX
75150-6643

FOR MORE INFORMATION:
214-320-4480
dalinfo@txdot.gov
www.txdot.gov



REPORT A POTHOLE:

Visit [www.txdot.gov/contact-us/formitml?form=Report a Pothole](http://www.txdot.gov/contact-us/formitml?form=Report+a+Pothole) or call 800.452.9292. Progress report can be downloaded at <http://www.txdot.gov/inside-txdot/district/dallas/progress.html>

FORT
WORTH
DISTRICT

PARTNERS



Future I-35W at SH 170

TxDOT Goal:

PRESERVE
our assets

As one of its goals, TxDOT is maintaining our existing infrastructure.

Estimated district funding for FY 2020:

\$158 million for preventative, routine and rehabilitative maintenance

September 2019

I-35W

On Aug. 14, NTE Mobility Partners achieved financial close for the construction and operation of Interstate 35W from US 81/287 to Eagle Parkway clearing the way for construction to begin in 2020 with anticipated substantial completion in late 2023. This public-private project will rebuild 6.7 miles of I-35W and add four TEXpress Lanes, auxiliary lanes and some frontage roads.

 northtarrantexpress.com

Southeast Connector

In August, the Texas Transportation Commission fully funded the Southeast Connector as part of TxDOT's 10-year Unified Transportation Program (UTP). The \$1.7 billion project is estimated to begin construction as early as 2021. In total, \$4.1 billion in projects were approved in the Fort Worth District.

Cresson Relief Route

TxDOT and local leaders will break ground Sept. 5 on the Cresson Relief Route. The \$61 million project will construct a three-mile relief route west of the city of Cresson including an overpass to alleviate congestion at the current at-grade crossing with the

Fort Worth & Western Railroad rail line. It is estimated for completion in 2022.

 txdot.gov • Cresson

Rosedale Street

Construction is complete on Rosedale Street from I-820 to US 287. The project was a partnership between TxDOT and the city of Fort Worth. The city built the segment from Miller Avenue to US 287, and TxDOT built the segment from I-820 to Miller Avenue. The overall \$41 million project reconstructed the existing four lanes and included traffic signal upgrades, illumination, and bicycle and pedestrian improvements. A center median was added from I-820 to Miller Avenue.

Chapel Creek Boulevard

Construction is complete on the widening of Chapel Creek Boulevard over I-30. Drivers now have two bridges with two lanes in each direction with dedicated left turn lanes and a westbound turnaround bridge. The \$10 million project was a partnership between TxDOT and the city of Fort Worth.

PARTNERS *in construction*

AWARDED PROJECTS

	Hwy	Limits	Type of Work	Estimate (millions)	Bid (millions)	Over/Underrun (%)
JULY	US 67	FM 205 to east of Erath County Line Somervell County	Rehabilitate roadway	\$10.4	\$13.1	+25.1
	I-30	Riverside Dr to Oakland Blvd	Pavement overlay & repairs	\$6.6	\$7.3	+11.0
	I-20	Collins St to Great Southwest Pkwy Arlington	Pavement overlay & repairs	\$1.4	\$1.5	+8.2
	US 281	Lost Creek to US 380, Jack County	Pavement overlay & repairs	\$2.7	\$2.5	-5.5
	SH 171	West Owens St to I-20, Parker County	Landscaping	\$0.4	\$0.4	-0.1
	Various roadways	Tarrant County	Bridge rehabilitation	\$3.8	\$3.1	-18.2
	I-20	Lude Team Ranch Rd to Aledo Rd	Illumination	\$2.0	\$1.5	-23.1
	Bus 287	Minton Rd to Palomino Dr, Saginaw	Landscaping	\$0.5	\$0.4	-5.3
	Spur 280	Jones St to I-35W	Pavement overlay & repairs	\$1.1	\$1.0	-4.4
	Various roadways	Tarrant County	Intelligent transportation systems	\$4.2	\$4.3	+3.9
	Various roadways	Tarrant & Parker Counties	Upgrade dynamic message signs	\$1.0	\$1.0	-1.8
	FM 455	FM 51 to Denton County Line Wise County	Rehabilitate roadway	\$3.4	\$3.6	+6.2
	County Rd 2224	At Catlett Creek, Wise County	Bridge replacement	\$0.7	\$0.6	-16.3
US 81	US 380 to FM 730, Wise County	Pavement overlay & repairs	\$1.1	\$1.2	+6.1	
AUGUST	I-35W	Briaroaks Rd to North Parkway Dr Johnson County	Pavement overlay & repairs	\$4.1	\$4.3	+4.7
	McCart Ave	At Edgecliff Rd	Traffic signal	\$0.5	\$0.5	+3.5
	FM 1709	SH 114 to FM 1938	Pavement overlay & repairs	\$3.1	\$3.5	+15.0
	FM 1810	Business 101 to Jack County Line Wise County	Pavement overlay & repairs	\$11.3	\$10.8	-3.8
	Bus 287	Dick Price Rd to Eden Rd Kennedale	Pavement overlay & repairs	\$1.1	\$1.0	-5.6
	SH 183 & US 377	Various locations	Preventative maintenance	\$5.2	\$6.4	+23.4

Note: The August letting included 21 projects for a total of \$46 million.

Construction begins this fall on the next phase of FM 156 from McLeroy Boulevard to US 81/287. The four-mile project will widen the roadway from two to four lanes for \$49 million.

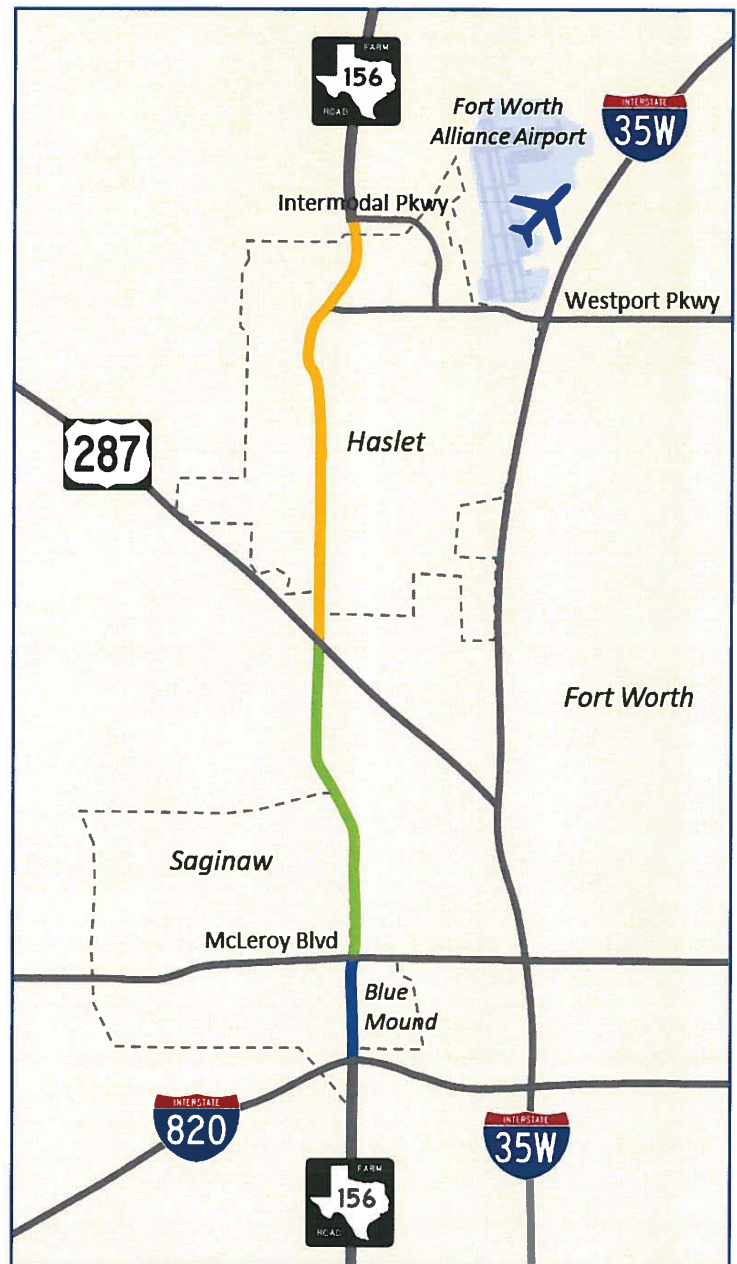
This extends upon improvements that were completed in 2008 to widen FM 156 from I-820 to McLeroy Boulevard. That prior phase reconstructed this thoroughfare in Blue Mound and the south end of Saginaw. The new project will finish FM 156 for the north end of Saginaw and continue into Fort Worth. It is estimated for completion in 2023.

This widening includes raised curb medians, the installation of curbs and gutters, sidewalks and shared-use outside lanes to accommodate bicyclists.

The last and future phase would widen FM 156 from two lanes to a four/six-lane roadway from US 81/287 to Intermodal Parkway through north Fort Worth and Haslet. This critical segment connects to the Fort Worth Alliance Airport and the BNSF Railway Alliance Yard in far north Fort Worth.

In a partnership with the cities of Fort Worth and Haslet, the project would accommodate the widening and realignment of Avondale-Haslet Road, improvements of Bonds Ranch Road including a potential roundabout at FM 156, and a trail project in the city of Haslet that is proposed to intersect, cross and parallel the FM 156 corridor.

The five-mile, approximately \$53 million project is in the environmental and public involvement phase with a public meeting currently scheduled for next year.

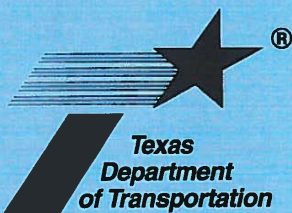


PARTNERS


September 2019



Tarrant . Johnson
Parker . Wise . Hood
Erath . Palo Pinto
Jack . Somervell



Fort Worth District Office
2501 SW Loop 820
Fort Worth, TX 76133
817-370-6500

 txdot.gov • Fort Worth



PEDESTRIANS SHARE THE RISK. THEY ALSO SHARE THE RESPONSIBILITY.

OWN UP AND WALK CAREFULLY.

Staying alert and being careful isn't just for when you're behind the wheel. We all need to take steps to avoid pedestrian injuries and deaths.



For Drivers:

For Pedestrians:

Whether driving or walking, alcohol can impair your judgment, coordination and reaction time.

- Reduce speed when approaching and yield for pedestrians in crosswalks
- Stay alert—pedestrians may enter your path suddenly
- Drive the speed limit and drive to conditions
- No distracted driving
- Use sidewalks
- If a road has no sidewalk, walk on the left side facing traffic
- Always cross at intersections, and use marked crosswalks and crosswalk signals
- Look carefully for traffic when exiting a vehicle or stepping out
- No distracted walking

BE SAFE. DRIVE SMART. 