

AGENDA

SURFACE TRANSPORTATION TECHNICAL COMMITTEE

Friday, January 24, 2020

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 December 6, 2019, Minutes
 Action Possible Action Information Minutes: 5
Presenter: Bryan Beck, STTC Chair
Item Summary: Approval of the December 6, 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. McKinney Avenue Trolley Funding

Presenter: Gypsy Gavia, NCTCOG

Item Summary: Staff will request a recommendation for Regional Transportation Council (RTC) approval to provide funding to the McKinney Avenue Transit Authority (MATA) to continue enhanced connectivity between Uptown and Downtown Dallas.

Background: In spring 2018, Uptown Dallas, Inc. Public Improvement District commissioned a community survey for residents, local businesses, and trolley riders that found more frequent service was needed for riders. As a result, MATA tested ridership using an additional railcar during weekdays in October and November 2019. With ridership increasing 30 percent, MATA reached out to the North Central Texas Council of Governments seeking support to implement its Improved Service Frequency Plan, including funding to increase the number of railcars during weekdays in 2020. Funding will support operational functions for the first two years of increased service while MATA secures additional long-term funding.

Staff will request approval to utilize existing Regional Toll Revenue funds previously authorized by the RTC for transit projects in an amount not to exceed \$650,000 to support MATA's Improved Service Frequency Plan and ensure enhanced connectivity between Uptown and Downtown Dallas. More details can be found in [Electronic Item 2.1.1](#).

Performance Measure(s) Addressed:

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

2.2. **FY2020 and FY2021 Unified Planning Work Program Modifications**

Presenter: Vickie Alexander, NCTCOG

Item Summary: A recommendation for Regional Transportation Council (RTC) approval of modifications to the FY2020 and FY2021 Unified Planning Work Program (UPWP) will be requested. Direction for staff to also amend the Transportation Improvement Program and other administrative/planning documents, as appropriate, to reflect the approved modifications will also be sought.

Background: The Unified Planning Work Program is required by federal and State transportation planning regulations and provides a summary of the transportation and related air quality planning tasks to be conducted by Metropolitan Planning Organization staff. The FY2020 and FY2021 UPWP identifies the activities to be carried out between October 1, 2019, and September 30, 2021. Amendments to this document are being proposed to reflect new initiatives, project updates and funding adjustments. The proposed amendments have been posted on the North Central Texas Council of Governments website for public review and comment, and are also included as [Electronic Item 2.2.1](#). Additional information is provided in [Electronic Item 2.2.2](#). Comments received as a result of the public outreach process, if any, will be provided as a handout at the meeting.

Performance Measure(s) Addressed:

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

1:40 – 1:50

3. **Collin Creek Mall**

Action Possible Action Information Minutes: 10

Presenter: Michael Morris, NCTCOG

Item Summary: The Regional Transportation Council (RTC) is formalizing a new program to combine new large developments coming to the region with redevelopments within the region. These redevelopments are most likely mixed use, multimodal, and need to be eligible throughout the region. Action will be sought on the redevelopment of Collin Creek Mall in Plano.

Background: [Reference Item 3](#) contains the proposed funding for this project, the grant/loan shares, and deal points. Transit electric, battery-powered vehicles are proposed connecting the new development with Downtown Plano and Dallas Area Rapid Transit light rail. A \$30 million parking garage is proposed with 50 percent as a grant and 50 percent as a loan. The loan repayment deal points are included in the reference item.

Performance Measure(s) Addressed:

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

1:50 – 2:00

4. **Metropolitan Transportation Plan Policy Bundle – Round 4**

Action Possible Action Information Minutes: 10

Presenter: Amy Johnson, NCTCOG

Item Summary: Staff will provide an overview of the Metropolitan Transportation Plan (MTP) Policy Bundle and Round 4 application process.

Background: The MTP Policy Bundle Program was created to encourage entities such as local governments, school districts, and transportation agencies to voluntarily adopt a minimum of 50 percent of the list of policies identified in the Mobility 2045 Policy Bundle. By voluntarily adopting these policies, participating entities will receive Transportation Development Credits (TDC) to offset local funds as matching funds for federal transportation projects.

MTP Policy Bundle Program – Round 4 funding assistance will begin accepting applications on February 3, 2020. To be considered for an award, all requestors must reapply by submitting a new application with the early deadline of March 20, 2020, set for applications. Applications received will be reviewed for completeness by North Central Texas Council of Governments staff. Applicants will be notified by March 27, 2020, regarding any additional documentation required. Final, complete applications are due April 27, 2020. Formal notice of awards will be announced to successful applicants in July 2020. Previous award winners should contact a Transportation Improvement Program (TIP) team representative to ensure projects and TDC funding are programmed in the TIP. Additional details regarding the MTP Policy Bundle Program can be found in [Electronic Item 4](#).

Performance Measure(s) Addressed:

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

2:00 – 2:10

5. **Update on the Fort Worth to Laredo High-Speed Transportation Study**

Action Possible Action Information Minutes: 10

Presenter: Kevin Feldt, NCTCOG

Item Summary: Staff will provide an update regarding the high-speed transportation study draft report for the Fort Worth to Laredo project.

Background: North Central Texas Council of Governments staff, with the assistance of AECOM, are working to complete the Fort Worth to Laredo High-Speed Transportation Study. This study analyzed high-speed transportation technologies and corridors in the study area. Study findings will be presented.

Performance Measure(s) Addressed:

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

2:10 – 2:20

6. **Safety and Transit Asset Management Performance Measures Updates**

Action Possible Action Information Minutes: 10

Presenters: Kevin Kroll and David Garcia, NCTCOG

Item Summary: Staff will provide an update of the Roadway Safety and Transit Asset Management regional targets for the Texas Department of Transportation's 2020-2022 target schedule for federally required performance measures. Roadway Safety targets are focused on reducing serious injuries and fatalities for motorized and non-motorized travelers. Transit Asset Management targets are focused on ensuring that public transportation vehicles, rail lines, and other capital assets are in a state of good repair.

Background: In December 2015, the Fixing America's Surface Transportation (FAST) Act was signed into law. The FAST Act requires certain performance measures be included in the long-range metropolitan transportation planning process. These measures were established by a series of four rulemakings: Safety, Infrastructure Condition, System Performance/Freight/Congestion Mitigation and Air Quality, and Transit Asset Management. In December 2017, the Regional Transportation Council (RTC) adopted 2018 targets for Roadway Safety and Transit Asset Management performance measures. In November 2018, the RTC adopted the targets for Infrastructure Condition and System Performance/Freight/Congestion Mitigation and Air Quality required measures. As the Metropolitan Planning Organization for the North Central Texas region, the RTC is required to set targets for Roadway Safety and Transit Asset Management. These targets will be used to track and report on the region's performance through existing documents such as the Metropolitan Transportation Plan, the Transportation Improvement Program, and the State of the Region report. The proposed targets for Roadway Safety and Transit Asset Management will be discussed, and brought to RTC for information at the March 12, 2020, meeting. Additional information will be provided at the meeting.

Performance Measure(s) Addressed:

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

2:20 – 2:30

7. **Public Comments at Regional Transportation Council Meetings (HB 2840) Draft Rules**

Action Possible Action Information Minutes: 10

Presenter: Amanda Wilson, NCTCOG

Item Summary: Staff will provide an overview of Draft Rules for Public Comments at Regional Transportation Council meetings.

Background: HB 2840 requires governmental bodies to allow each member of the public to give input on agenda items during open meetings. Input must be given before or during the consideration of the agenda item and not after. HB 2840 also permits governmental bodies to adopt reasonable rules

regarding the public's right to address the body, including rules regarding time limits. Non-English speakers with a translator must be given double time during open meetings to address and communicate with the body. A governmental body may not prohibit public criticism of the body. This bill took effect on September 1, 2019. Draft rules have been developed for the Regional Transportation Council, provided in [Electronic Item 7.1](#), and will be presented at the meeting. An example Speaker Request Card is included as [Electronic Item 7.2](#). Once approved, the rules will be included as an Appendix to the Public Participation Plan, which will require a 45-day public comment period. [Electronic Item 7.3](#) is a presentation that provides more information.

Performance Measure(s) Addressed:

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

2:30 – 2:35

8. Texas Volkswagen Environmental Mitigation Program Update

- Action
- Possible Action
- Information
- Minutes: 5

Presenter: Amy Hodges, NCTCOG

Item Summary: Staff will present an update on the status of the Texas Volkswagen Environmental Mitigation Program.

Background: The Texas Commission on Environmental Quality was designated by the Governor as the lead agency for administration of Texas' share of funds under the Environmental Mitigation Trust, which is approximately \$209 million. The Dallas-Fort Worth area was allocated \$33,385,160. Funding for buses and refuse vehicles has already been released, and an opportunity for local freight and drayage trucks is coming soon. [Electronic Item 8](#) provides an overview of the Trust and a status update of the funding rounds thus far.

Performance Measure(s) Addressed:

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

2:35 – 2:40

9. Auto Occupancy Verification Technology Update

- Action
- Possible Action
- Information
- Minutes: 5

Presenter: Natalie Bettger, NCTCOG

Item Summary: Staff will update the Committee on the status of the high-occupancy vehicle (HOV) detection and verification technology utilizing the GoCarma App.

Background: The Regional Transportation Council's (RTC) Tolloed Managed Lane Policy includes provisions to explore a technology solution for the verification of auto occupancy rather than relying on manual enforcement. Currently, HOV drivers wishing to receive the discount must register their trip as an HOV trip in advance. Current enforcement is a manual process in which an officer verifies that a declared HOV has at least two occupants. This is a dangerous situation for the

police officers, as well as a disruption to traffic flow when potential violators are pulled over on the side of the road. The North Central Texas Council of Governments, with cooperation from the Texas Department of Transportation, North Texas Tollway Authority, and LBJ/NTE Mobility Partners, has contracted with a vendor, Carma Technology Corporation, to develop an occupancy verification technology solution to apply the HOV discount during peak periods. During fall 2018, the RTC approved additional funding to continue the development and implementation of the technology in coordination with partner agencies. The technology will launch on January 24, 2020, following the peak-period. This update will provide an overview of the remaining tasks and project schedule. Additional information is provided at: www.nctcog.org/trans/manage/tdm/gocarma.

Performance Measure(s) Addressed:

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

2:40 – 2:45

10. New Traffic Counts Website

Action Possible Action Information Minutes: 5

Presenter: Francisco Torres, NCTCOG

Item Summary: Staff will present the main features and tools of the new North Central Texas Council of Governments (NCTCOG) traffic counts web interface.

Background: The Traffic Counts page is one of the most frequently browsed pages on the NCTCOG website. It is accessed daily by city and county staffs, business entrepreneurs, realtors, students, researchers, and the general public. With this broad audience in mind a new interface was designed to replace the previous application, which was developed in 2007. The new traffic counts interface offers a high-quality base map and improved visuals and charts that help to make the traffic count data understandable and more accessible.

Performance Measure(s) Addressed:

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

2:45 – 2:50

11. Transportation Alternatives Call for Projects

Action Possible Action Information Minutes: 5

Presenter: Daniel Snyder, NCTCOG

Item Summary: Staff will provide information on the 2020 Transportation Alternatives (TA) Call for Projects for the North Central Texas region.

Background: Approximately \$20 million is anticipated to be available to fund TA projects, including Safe Routes to School projects, in the North Central Texas Council of Governments Metropolitan Planning Area. Projects eligible under this program include the construction of on- and off-road pedestrian and bicycle facilities, multimodal connections to public transportation, and

pedestrian and bicycle infrastructure that will substantially improve safety. Staff will present a program overview, the amount of funding available in the eastern and western subregions, and the schedule for the Call for Projects. Additional information is provided in [Electronic Item 11](#).

Performance Measure(s) Addressed:

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

2:50 – 3:10

12. **Fast Facts**

Action Possible Action Information Minutes: 20

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

1. *Michael Morris* – Status Reports on Upcoming Regional Transportation Council Agenda Items
 - Virgin Hyperloop One Certification Center Proposal
 - Texas Department of Transportation Policy Update ([Reference Item 12.1](#))
 2. *Jeff Neal* – FY2020 Infrastructure for Rebuilding America Funding Opportunity (www.transportation.gov/sites/dot.gov/files/docs/subdoc/1031/fy-2020-infra-notice-funding-opportunity-final-web.pdf)
 3. *Kate Zielke* – Permittee Responsible Mitigation Database ([Electronic Item 12.2](#))
 4. *Chris Klaus* – Texas Commission on Environmental Quality Response Regarding Dedicated AirCheckTexas Funding ([Electronic Item 12.3](#))
 5. *Dorothy Gilliam* – Local Government Energy Reporting Reminder and Update to Reporting Schedule ([Electronic Item 12.4](#))
 6. *Jenny Narvaez* – 2015 Ozone National Ambient Air Quality Standard State Implementation Plan Comments ([Electronic Item 12.5](#))
 7. *Amy Hodges* – Air Quality Funding Opportunities for Vehicles (www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle)
 8. *Kimberlin To* – 2019 Air North Texas Partner Awards (www.airnorthtexas.org/partnerawards19)
 9. *Shaina Singleton* – Transportation Improvement Program Modification Deadline
 10. *Evan Newton* – East/West Equity Update ([Electronic Item 12.6](#))
 11. *Carli Baylor* – November Public Meeting Minutes ([Electronic Item 12.7](#)) and December Online Input Opportunity Minutes ([Electronic Item 12.8](#))
 12. *Carli Baylor* – January Online Input Opportunity Notice ([Electronic Item 12.9](#))
 13. *Victor Henderson* – Public Comments Report ([Electronic Item 12.10](#))
 14. Written Progress Report:
 - Local Motion ([Electronic Item 12.11](#))
 - Transportation Partner Progress Reports ([Electronic Item 12.12](#))
13. **Other Business (Old or New):** This item provides an opportunity for members to bring items of interest before the group.
14. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for **1:30 pm on February 28, 2020, at the North Central Texas Council of Governments.**

MINUTES**SURFACE TRANSPORTATION TECHNICAL COMMITTEE
December 6, 2019**

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, December 6, 2019, at 1:30 pm, in the Transportation Council Room of the North Central Texas Council of Governments. The following STTC members or representatives were present: Onyinye Akujuo, Melissa Baker, Micah Baker, Bryan Beck, Katherine Beck, David Boski, Shon Brooks, Tanya Brooks, Ceason Clemens, Kent Collins, John Cordary Jr., Rick Cortez, Hal Cranor, Clarence Daugherty, Luis Tamayo (representing Arturo Del Castillo), Pritam Deshmukh, Duane Hengst (representing Greg Dickens), Phil Dupler, Chad Edwards, Claud Elsom, Eric Fladager, Chris Flanigan, Anthony Cisneros (representing Ann Foss), Mike Galizio, Ricardo Gonzalez, Thuan Huynh (representing Gary Graham), Tom Hammons, Brian McNulty (representing Ron Hartline), Matthew Hotelling, Terry Hughes, Paul Iwuchukwu, Sholeh Karimi, Gus Khankarli, Chiamin Korngiebel, Clay Lipscomb, Paul Luedtke, Chris Potter (representing Stanford Lynch), Wes McClure, Brian Moen, Mark Nelson, Jim O'Connor, Tim Palermo, Dipak Patel, Todd Plesko, Shawn Poe, John Polster, Tim Porter, Greg Royster, Moosa Saghian, David Salmon, Lori Shelton, Brian Shewski, Walter Shumac III, Ray Silva-Reyes, Randy Skinner, Caleb Thornhill, Gregory Van Nieuwenhuize, Daniel Vedral, Caroline Waggoner, and Robert Woodbury.

Others present at the meeting were: James Adkins, Vickie Alexander, Nick Allen, Cameron Anderson, Tom Bamonte, Berrien Barks, Taylor Benjamin, Natalie Bettger, Peter Braster, Molly Carroll, Dave Carter, Ying Cheng, Brian Dell, Sam Dennehy, Cody Derrick, Matt Fall, Kevin Feldt, Scott Hall, Victor Henderson, Rebekah Hernandez, Amy Hodges, Kirk Houser, Rajaneesh Jandhyam, Amy Johnson, Dan Kessler, Ken Kirkpatrick, Chris Klaus, April Leger, Michelle Match, Mickey McGuire, Priya Mistry, Mindy Mize, Collin Moffett, Erin Moore, Michael Morris, Jeff Neal, Evan Newton, Hilary Nguyen, Chris Reed, Rylea Roderick, Tom Ryden, Samuel Simmons, Shannon Stevenson, Vivek Thimmavajjhala, Nicholas Van Haasen, Whitney Vandiver, Mitzi Ward, Brendon Wheeler, Amanda Wilson, Brian Wilson, and Kate Zielke.

1. **Approval of October 25, 2019, Minutes:** The minutes of the October 25, 2019, meeting were approved as submitted in Reference Item 1. Chad Edwards (M); Jim O'Connor (S). The motion passed unanimously.
2. **Consent Agenda:** The following item was 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) was requested, along with the ability to amend the Unified Planning Work Program and other planning documents with TIP-related changes. February 2020 revisions to the 2019-2022 TIP were provided in Electronic Item 2.1.

A motion was made to approve the item on the Consent Agenda. John Polster (M); Daniel Vedral (S). The motion passed unanimously.

3. **High-Occupancy Vehicle Transportation Control Measures: Application of Managed Lanes and Substitution of Traffic Signal Progression:** Vivek Thimmavajjhala presented a recommendation for Regional Transportation Council approval of the transportation control measure (TCM) project substitutions. Three interim high-occupancy vehicle (HOV) projects are currently listed in the State Implementation Plan (SIP) as TCMs. The projects no longer yield the same emissions benefits and staff proposed that the three projects be removed as

TCMs from the SIPs: IH 35E between IH635 and SH 121, IH 635E between Coit Rd. and Greenville Ave., and IH 635W between Luna Rd and US 75. Impacts of removing the HOV corridors are 0.108 tons per day of nitrogen oxides and 0.061 tons per day of volatile organic compounds. Six traffic signalization projects proposed to be substituted in place of the three interim projects were highlighted. Details were provided in Electronic Item 3. As required, these projects achieve the equivalent or greater emissions reductions than the TCMs to be replaced. The timeline for the effort was reviewed and proposed action highlighted. Mr. Thimmavajjala noted that the public comment period for this effort closes December 10 and that no comments have been received to date. A motion was made to recommend Regional Transportation Council approval of the TCM substitution of three HOV projects: 1) IH 35E corridor (Stemmons Freeway) between IH 635 and SH 121, 2) IH 635 east corridor (LBJ Freeway) between Coit Rd and Greenville Ave, and 3) IH 635 west corridor (LBJ Freeway) between Luna Rd/IH 35E and US 75 with traffic signalization projects listed in Electronic Item 3. John Polster (M); Brian Shewski (S). The motion passed unanimously.

4. **Partnership with Dallas Fort Worth International Airport to Enable Electric Bus Purchase:** Chris Klaus presented a funding partnership with the Dallas Fort Worth International Airport to support the purchase of electric buses. By summer 2020, the Dallas Fort Worth International Airport predicts that additional airside buses will be needed to support the growing number of daily flights and to move passengers from terminals to planes parked away from the gates. The airport requested funding assistance through North Central Texas Council of Governments (NCTCOG) air quality programs to purchase electric buses. However, items such as Buy America constraints and scrappage requirements limit funding eligibility from traditional funding sources for the airport. Due to the air quality benefits of purchasing electric buses, NCTCOG staff proposed a funding partnership to assist the Dallas Fort Worth International Airport in the purchase of four electric buses, the associated infrastructure and equipment, and the temporary lease of airport buses prior to delivery of the purchased vehicles. Recent correspondence to the airport was provided in Electronic Item 4.1. The needed buses have specific operational elements that accommodate passengers and luggage and are not manufactured in the United States. Air quality benefits of electric buses include avoiding an increase in ozone forming pollutants, assisting the airport in maintaining compliance with general air quality conformity as it expands, reducing passenger and employee exposure to exhaust emissions from diesel buses, and sustaining the airport's carbon-neutral accreditation. He noted that the Regional Transportation Council (RTC) approved up to \$3.5 million in Regional Toll Revenue (RTR) funds to the Dallas Fort Worth International Airport to support the purchase of electric airside buses, associated infrastructure and equipment, and the temporary lease of buses while the airport awaits the delivery of the electric buses at its November 14, 2019. Flexibility was also requested in the event the RTR funds are not suitable for a funding swap. The timeline for the effort was reviewed and Committee endorsement was requested. Details were provided in Electronic Item 4.2. Todd Plesko asked what was unique about the buses that they cannot be purchased in the United States. He noted there are at least three companies that make Buy America compliant buses. In addition, he asked how the buses are charged and the length of time it takes for a bus to charge. Mr. Klaus noted that he did not have the specifics about the bus specifications and charging details available, but that he would provide the information to members at a later time. Mr. Plesko also discussed Regional Toll Revenue funds, how regular transit systems must comply with Buy America, and noted that Dallas Area Rapid Transit would like to have \$3.5 million to support Buy America compliant transit buses. Ken Kirkpatrick noted that Buy America regulations for the Federal Transit Administration require a 70 percent domestic content, but that regulations for the Federal Highway Administration require 100 percent domestic content, which is challenging. Regarding maintenance and reliability, Mark Nelson asked how the buses will be maintained

if the manufacturer is located outside of the country. Mr. Klaus noted that maintenance and training information will also be provided to members at a later time. In addition, Mr. Nelson noted that this effort is being identified as a partnership and asked the funding split. Christie Gotti noted that the RTC is paying for the incremental cost as it typically would for clean vehicle-type projects. She noted the airport committed to approximately \$1.9 million for diesel buses. Shawn Poe asked if there were other funding sources that may be more suitable for this partnership. Ms. Gotti noted that due to Buy America restrictions, federal funds cannot be used. When the RTC took action, it approved flexibility for a funding swap in which the airport would be provided federal funds for another project so that it could use local funds on this effort. However, there are no other projects on which federal funds could be used so staff recommended the use of RTR funds. There are RTR funds in Dallas County available for use on the partnership. A motion was made to endorse Regional Transportation Council approval of up to \$3.5 million in Regional Toll Revenue Funds (Dallas County and Regional Accounts) to the Dallas Fort Worth International Airport to support purchase of four electric airside buses, associated infrastructure, equipment, and temporary lease of airside buses prior to electric bus delivery. Action also included flexibility for staff to do a funding swap if determined to be more appropriate, and approval to administratively amend the 2019-2022 Transportation Improvement Program/Statewide Transportation Improvement Program and other planning/administrative documents as needed. John Polster (M); Greg Royster (S). The motion passed unanimously.

5. **2019 Metropolitan Planning Organization Milestone Policy (Round 2):** Brian Dell presented the second round of the Metropolitan Planning Organization (MPO) Milestone Policy. In June 2015, the Regional Transportation Council (RTC) adopted the first MPO Milestone Policy that reviewed projects selected from 1992 to 2005 that had not yet gone to construction. The initiative was successful in assisting 46 projects reach implementation. Staff was directed to initiate a second round of the Milestone Policy to review the next 10-year increment of projects that have not advanced to construction, provided in Electronic Item 5.2. The affected projects primarily include projects that were funded between 2006 and 2010 that have not let or obligated. In addition, there are some projects funded prior to 2006 that previously let but had implementation issues. Most of the projects are funded with RTC-selected funding sources. However, this effort does include a few other funding types because the projects are old, or the projects have some special need. For instance, locally funded, regionally significant projects are included in the region's Transportation Improvement Program (TIP) and projects funded prior to 2010 have been added to the list. Projects funded with congressional earmarks that are subject to rescissions are also included. The list includes 41 projects and approximately \$606 million in funding to be addressed through this effort. The goal of the Milestone Policy is to provide a realistic assessment of projects statuses which helps North Central Texas Council of Governments (NCTCOG) staff balance project schedules with current financial constraints. In addition, it helps to determine project priorities so that funding is freed for ready-to-go projects. Mr. Dell noted the proposed reapproval process is similar to the first round of the Milestone Policy. Agencies with projects on the Milestone Policy project list will be notified by letter. In addition, letters will also be sent to representatives of the cities the projects are located in. Agencies must reconfirm the projects as a priority by providing: 1) a realistic and achievable schedule which must receive NCTCOG and Texas Department of Transportation (TxDOT) concurrence, 2) documentation of policy board support, and 3) documentation of local matching funds availability. Members were encouraged to review project timelines with "20/20 vision" versus "rose-colored glasses" and coordinate with TxDOT and NCTCOG staff in advance to ensure timelines are realistic. Timelines should account for the execution of needed agreements, review by TxDOT, consideration that phases may not run concurrently, and include contingency timing that is not excessive. Implementing agencies will be notified by letter in January 2020 that their projects have been included on the Milestone Policy

project list, with formal responses due to NCTCOG staff by May 1, 2020. The Milestone Policy project list will be presented to the Surface Transportation Technical Committee and Regional Transportation Council (RTC) for review and approval in the summer, which will establish the deadline for the new round of projects. Mr. Dell also provided an update on RTC action at its November 14, 2019, meeting that differed from the STTC recommendation regarding the KCS Railroad Intersection Improvements project in the City of Dallas. A temporary extension was granted for TIP project 11258.9 and staff was directed to work with the City of Dallas to develop a specific deadline for the December 2019 RTC meeting. STTC recommendations on other projects were approved as is. As part of the discussion, the City of Dallas committed to implementing a system to track projects that are identified as part of the Milestone Policy including regular updates to its elected officials. Details of the Milestone Policy effort were provided in Electronic Item 5.1. Members were encouraged to provide feedback to staff regarding the Milestone Policy effort to help improve the process. It was also suggested that agencies document their meetings with TxDOT to ensure all parties involved with the project are on the same page. Paul Luedtke suggested that an interim step be developed to address issues on projects prior to the 10-year timeframe. Christie Gotti discussed a recent meeting with TxDOT Austin regarding carryover balances in the region and the importance of spending down those balances to prevent risk of losing funds in the future. NCTCOG staff is working to determine a better way to manage projects, which may include presentation to the Committee and the RTC in 6-month increments regarding project statuses. STTC Chair Bryan Beck discussed the challenges of project timelines and noted it would be helpful if projects could be overprogrammed. Ms. Gotti noted that although federal law does not allow over programming, NCTCOG staff does maintain Appendix D in the TIP that lists projects that are selected but are outside the four-year window of the document. This allows projects that become ready sooner than anticipated to be moved up and allows projects to be moved if additional funding becomes available.

6. **Hyperloop Certification Center Request for Proposals Status Report:** Michael Morris provided a summary of the response to Virgin Hyperloop One (VHO) regarding its Request for Proposals for a certification center. A six-mile certification track has been requested, with the desire for construction to begin in 2021. He discussed VHO's interest in the integration of all technical fields. In addition, there is increased interest in advancing integrated educational programs to gain expertise within the region and potential partnership with universities to encourage technology programs that will assist with developing a workforce needed for a potential certification center, as well as many other technology opportunities that may come to the region such as autonomous vehicles and unmanned aircraft systems. As part of the response to VHO, four options or families of certification center implementation have been created and include the eight corridors received from entities within the region. All eight corridors will be included in the Request for Proposals response. As part of this effort, staff is exploring a private-sector response that could be beneficial in meeting the 2021 construction deadline. Four options to be included in the VHO Request for Proposal were highlighted: Option 1) private sector certification facility; Option 2) public-sector base facility that is 100 percent certification center with no other benefits; Option 3) public-sector facility that includes other applications; and Option 4) certification center hybrid facility with additional transportation mode technology and other applications. If short-listed, North Central Texas Council of Governments staff will begin work on the next Phase of the proposal and continue to provide projects updates to members.
7. **Auto Occupancy Verification Technology:** Natalie Bettger provided a status report on the high-occupancy vehicle (HOV) detection and verification technology. As a reminder, the Regional Transportation Council (RTC) requested staff to replace manual enforcement of HOVs and managed lane facilities with more advanced technology verification equipment. Staff's focus has been on Phase 1 implementation to apply the HOV discount on managed

lanes in the Dallas-Fort Worth region using the automated verification process. An overview of the current system was provided, as well as the proposed HOV program that will allow users to register once with the process automated to charge the correct toll and no manual enforcement. Users will get the GoCarma app that is associated with a toll tag and setup the GoCarma pass which is detected by the user's smartphone. If a user does not have a smartphone, an occupant pass will be provided for free. The app automatically recognizes the number of passengers in the vehicle, and the HOV users will receive the discounted toll rate. Ms. Bettger noted that last fall, several items were discussed for continued monitoring. Details were provided in Electronic Item 7. In preparation for Phase 1 implementation, staff has worked in partnership with the Texas Department of Transportation/Transcore, the North Texas Tollway Authority, and LBJ/NTE Mobility Partners and are currently working on back office integration testing. A public education and outreach plan has been developed, and staff is working closely with all partners on a switch-over schedule from the existing app to the new app. Partners have also worked on a violation process which includes a 90-day grace period to allow users time to become familiar with the new technology, as well as customer service scenarios and business rules. On December 4, LBJ/NTE Mobility Partners sent communications to current TEXpress users that receive the HOV discount notifying them of the go-live date of January 24, 2020. The GoCarma app will be released January 6 and partner agencies have held prelaunch meetings. In April 2020, additional outreach will be conducted for new users of the HOV system. Ms. Bettger noted that since the TEXpress notification was sent, over 3,000 people have preregistered to receive the GoCarma app and over 5,000 have visited the GoCarma website. Staff will continue to provide updates to the Committee.

8. **Performance End Dates for Federally Funding Transportation Projects:** Brian Dell provided information about performance end dates (PED) on federally funded projects and the potential impacts of PEDs on project implementation. In December 2014, the Office of Management and Budget (OMB) published Code of Federal Regulations Title 2 Part 200 that imposes a period of performance during which costs can be incurred or reimbursed for federally funded transportation projects. The regulation became effective December 26, 2014, and required all Federal Project Authorization Agreements (FPAA) to include a PED going forward. Several of the PEDs established soon after this regulation was implemented have expired, and at least one project in the region has been negatively impacted. Mr. Dell noted that a PED is the termination date of the period of performance. Costs incurred on a project after this date are not eligible for federal reimbursement. This is listed in the FPAA and it is applicable to both State and locally let projects that have federal funding. The period of performance is determined by the Texas Department of Transportation (TxDOT) in coordination with FHWA division offices for each phase of a project and is based on a project's estimated schedule, plus any closeout procedures after the actual work is finished. A PED can be modified in limited circumstances if there is a change that affects the completion schedule of a project such as change orders that affect the scope, delays in awards or advertisement, or adding a new project phase to the agreement. Requests to adjust the PED should be submitted to FHWA through TxDOT within the period of performance. An example of a PED in older FPAA's was highlighted and it was noted that the date is included in the State Remarks field and not defined. An example of a recent FPAA was highlighted and includes a designated field for the project end date. It is important to note that the PED is listed at the end of the FPAA with no explanation of its importance, making it easily overlooked. If a project surpasses the PED and costs are incurred after that date, the implementing agency will be responsible for 100 percent of the costs. The PED can be modified after the previously approved date has passed, but work performed during the lapse period will not be reimbursed. Agencies were encouraged to coordinate with their TxDOT districts to establish a PED that is realistic on future federally projects. For those projects that are already established, agencies should verify the PED

dates and if there is an applicable and documented reason and TxDOT concurs, work with TxDOT to extend a PED if it is not realistic. FHWA PED guidance is available at https://www.fhwa.dot.gov/cfo/projfundsmgt_qa.cfm#a7. Details were provided in Electronic Item 8. Chad Edwards asked how this relates to the Milestone Policy. It was noted that the second phase of the Milestone Policy presented earlier in the meeting addresses projects funded from 2006 to 2010. The regulation does not apply to grants before 2014. Staff presented the importance of performance end dates to ensure that agencies in the region are aware of the impact to projects, but members were encouraged to consider performance end dates and the Milestone Policy as a reminder that implementing projects in a timely manner is important. John Polster asked how the PEDs are established. Christie Gotti noted that TxDOT Austin has indicated that there is formula used to establish PEDs. For the project currently impacted, it is unclear how the PED was developed.

9. **Trail of the Month Video Highlights:** Matt Fall provided information on the Trail of the Month video series which highlights a new trail in the Dallas-Fort Worth (DFW) region each month. The videos are part of an outreach initiative to make the public aware of the many trails in the DFW region and to showcase the 733 built miles and 3,869 planned miles of trails in the system, as well as to highlight current and future investments by cities and the Regional Transportation Council. The videos highlight trail system benefits such as transportation, multimodal connections, regional connectivity, access to job centers and schools, community enhancement, and the history of the trails. A total of 12 videos highlighting regionally significant trails are scheduled. Details were provided in Electronic Item 9. Members were shown Dallas' Santa Fe Trail video and additional videos are available at www.nctcog.org/bikeweb.

10. **End of 2019 Ozone Season:** Chris Klaus presented a summary of activity for the Dallas-Fort Worth (DFW) region's 2019 ozone season, which concluded at the end of November. Population and vehicle miles of travel data were highlighted, and it was noted that both trends are increasing in the region. Conversely, on-road vehicular emission trends show a continued decrease resulting from the many air quality programs implemented in the region that help to reduce the emission of nitrogen oxides and volatile organic compounds. Regarding the 2019 ozone season, members were reminded that the region is under two air quality standards: the 2008 standard of 75 parts per billion (ppb) and the 2015 standard of 70 ppb. At the end of the season, the region's three-year average was 77 ppb, which exceed both the 2008 and 2015 standards. Air quality monitors within the region were highlighted, with the North Dallas monitor currently the controlling monitor. Mr. Klaus explained the significant impact the 2018 ozone season data will have in the three-year averaging that will be used for the 2008 and 2015 air quality standards deadlines in 2021. Attainment for both standards will be based on 2018-2020 ozone monitor data. Ozone assessment scenarios for the fourth highest reporting monitors were highlighted for the 2020 season. Attainment is reached when all monitors are below the ozone standards. In addition, if all monitors are at or below the standard NCTCOG could petition for an extension. If granted an extension, the region would have until 2021 to reach attainment which will allow for the 2018 ozone season data to be dropped from the three-year average. He noted that the Texas Commission on Environmental Quality will hold a hearing in January 2020 on the State Implementation Plan (SIP) for 2015. Staff will review for potential comments. In closing, members were reminded of the many air quality programs and initiatives supported by the Committee and were thanked for their continued support of air quality. Clarence Daugherty asked how the region will be impacted if attainment is not reached. Mr. Klaus noted that a new SIP would be developed that would include more stringent offsets and potentially new control strategies. He added that staff is optimistic that a one-year extension may be possible if all monitors are at or below the standard for the 2020 ozone season.

11. **Fast Facts:** April Leger noted the 2020 meeting schedules for the Regional Transportation Council and the Surface Transportation Technical Committee were provided in Electronic Item 11.1.

In addition, Ms. Leger announced that Transportation Department staff member, Tom Bamonte, has been appointed to the Governor's Texas Connected and Automated Vehicle Task Force.

Rebekah Hernandez provided a legislative update. She noted the federal government will continue to operate through December 20 after President Trump signed a month-long funding bill at the end of November. The continuing resolution maintained current funding levels and included an important provision that repealed a section of the Fixing America's Surface Transportation Act. The provision repealed the planned rescission of \$7.6 billion from states' highway funding that was set to take place next July.

Matt Fall discussed curbside planning and management which focuses on how to plan for and balance the many competing uses for curbside space. Competition for curbside space continues to increase and change with the evolution of next technologies such as autonomous vehicles. A Curbside Management and Training Workshop is scheduled for February 5. Additional details were provided in flyers distributed at the meeting.

Amy Hodges highlighted current air quality funding opportunities for vehicles. The Clean Fleets North Texas 2019 Call for Projects provides grant funding to replace medium and heavy-duty diesel vehicles and equipment and closes February 14, 2020. The Texas Emissions Reduction Plan also recently opened and provides grant funding for alternative fueling facilities. The grant deadline is March 18, 2020. Additional details were provided at www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle.

Ms. Hodges also highlighted upcoming Dallas-Fort Worth (DFW) Clean Cities events. The annual DFW Clean Cities meeting and fleet recognition awards is schedule for December 17, 2019. In addition, the Texas Commission on Environmental Quality will host a Texas Volkswagen Environmental Mitigation Program workshop December 9 on the next funding round. A webinar is also scheduled for January 22. Details were provided at www.dfwcleancities.org/dfw-clean-cities-meetings.

Victor Henderson referenced the December online input opportunity notice distributed at the meeting in Reference Item 11.6. The online input opportunity will extend from December 9-January 7 and will include information on Transportation Improvement Program modifications, the Dallas Fort Worth International Airport electric bus partnership, and hyperloop and auto occupancy verification technologies.

Mr. Henderson also noted that comments received for the October 14, 2019, public meeting were provided in Electronic Item 11.2. Staff presented information related to program of projects, air quality funding, the Community Schools and Transportation Program, and the new Regional Transportation Council public comment procedures.

In addition, Mr. Henderson noted that Electronic Item 11.3 contained the Public Comments Report covering general public comments received from September 20 to October 19, 2019. Comments regarding transit development and use were in the majority.

The current Local Motion was provided in Electronic 11.4, and transportation partner program reports were provided in Electronic Item 11.5.

12. **Other Business (Old and New):** Jeff Neal provided information on Community Development Block Grant Mitigation funding from the Department of Housing and Urban Development available in response to recent flooding events. The draft State Action Plan documenting how funds will be distributed was released November 21, 2019. Approximately \$4.3 billion is anticipated to be allocated through this program to the State of Texas, which is of significant importance since 13 of the 16 North Central Texas Council of Governments counties were declared as federal disaster areas during the 2015 and 2016 flood events and qualify to compete for a portion of the funds. Mr. Neal noted that a public hearing will be held on December 9, 10 am, at the Dallas County Community College District Bill J. Priest Institute. Public comments are due January 6, 2020, and the final State Action Plan that documents the process to submit applications is scheduled to be released on February 3, 2020. Funding will help the region focus on future inclement weather mitigation and resiliency.

Michael Morris presented information on transportation and land use, and the changing investment landscape for mega developments. He noted that this information will be presented to the Regional Transportation Council (RTC) at its December 12, 2019, meeting. Mr. Morris highlighted past requests from entities looking to relocate within the region, and recent requests from local partners seeking to revitalize existing areas within the region. These requests create an opportunity to use transportation investment to change land use and promote economic vitality of the region for mobility and air quality purposes. He noted the importance of establishing a standard practice/policy to handle these types of requests versus approaching each request differently. Examples of external partnership requests, as well as local partnership efforts were highlighted. He noted potential projects often support sustainable, mixed-use and transit-oriented developments. Efforts may also include economic development, redevelopment, and revitalization projects such as parking garages with an intermodal component. A current local partnership opportunity with the City of Plano on the Collin Creek Mall mixed-use redevelopment was highlighted. The City has requested RTC participation in construction of a parking garage. The total project cost is estimated at approximately \$30 million with around 50 percent repaid by the City of Plano. Because of the project's proximity to downtown Plano and the lack of parking, the parking garage would serve as a multi-function, regional parking garage with a transit component. Negotiations are ongoing and include assurances that the proposed development will materialize, restriction of overnight parking, repayment with interest, and RTC funding only for the construction of publicly available parking. Mr. Morris noted that this is an expansion of items discussed frequently such as large economic development opportunities in the region. Todd Plesko discussed requests often received by Dallas Area Rapid Transit from local officials requesting transit service in response to private-sector development, with no financial commitment on the part of the private entity. Mr. Morris noted that it will be important to work with the transportation authorities in the region to ensure that transit needs and responsibilities are integrated into the policy. Members requested a copy of the presentation be provided by email.

Dan Kessler introduced new North Central Texas Council of Governments staff at the meeting, Taylor Benjamin and Nick Van Haasen. In addition, he recognized Collin Moffett who recently returned from military deployment.

13. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on January 24, 2020, at the North Central Texas Council of Governments.

The meeting adjourned at 3:30 pm.

MCKINNEY AVENUE TROLLEY FUNDING

SURFACE TRANSPORTATION TECHNICAL COMMITTEE

January 24, 2020

GYPSY GAVIA

SENIOR TRANSPORTATION PLANNER, TRANSIT MANAGEMENT & PLANNING



Background

Spring 2018: Uptown Dallas, Inc. (UDI) PID commissioned a community survey and found that trolley is a valuable asset to the community, but more frequent service is needed.

Fall 2019: MATA performed extra car testing by increasing to 3 cars in service during weekday hours. Ridership increased 30% in first month of testing.

December 2019: MATA requested funding from NCTCOG, which will be a one-time request to support increase service frequency while MATA secures sustainable funding.

MATA Service Area



Current Operations

- Weekdays (Mon-Thurs), 2 Cars;
- Weekends (Fri-Sun), 3 Cars
- 10,000 to 12,000+ riders per week
- Ridership is outpacing income and rising operating costs

Improved Service Frequency Plan

- Run 3 Cars 7 Days/Week in early 2020
- Increase to 4 Cars in peak times in late 2020
- Annual ridership projected to increase to 700,000 in 2021

MATA Request

- How Much:** \$650,000 total for a two-year period in Regional Toll Revenue (RTR) Funds for Transit Projects
- What:** One-time bridge gap funding
- When:** March 1, 2020 – February 28, 2022
- Future Plans:** MATA is working to secure additional local revenue and is seeking government grants to sustain service

Action Requested

STTC Approval:

To utilize up to \$650,000 in existing Regional Toll Revenue funds previously approved for transit to continue enhanced connectivity between Uptown and Downtown Dallas; and

To revise administrative documents as appropriate to incorporate this project.

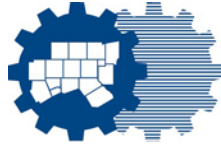
For More Information

Gypsy Gavia

Senior Transportation Planner
Transit Management & Planning

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North Central Texas Council of Governments

TO: Surface Transportation Technical Committee DATE: January 17, 2020

FROM: Vickie Alexander
Program Manager

SUBJECT: Modifications to the FY2020 and FY2021 Unified Planning Work Program for Regional Transportation Planning

The Unified Planning Work Program for Regional Transportation Planning (UPWP) is required by federal and State transportation planning regulations and provides a summary of the transportation and related air quality planning tasks to be conducted by Metropolitan Planning Organization (MPO) staff. The FY2020 and FY2021 UPWP identifies the activities to be carried out between October 1, 2019, and September 30, 2021.

Listed below, and in the following attachment, is the second set of proposed modifications to the FY2020 and FY2021 UPWP. Included in these amendments are new initiatives, project updates and funding adjustments. The proposed modifications have been posted on the NCTCOG website for public review and comment. Comments received as a result of the public outreach process, if any, will be provided as a handout at the meeting.

Transportation Planning Fund (TPF) Modifications

VIII. Overview of Work Program Funding (update Exhibit VIII-1, FY2020 and FY2021 TPF Programming Summary, to reflect an increase in NCTCOG's allocation of Federal Highway Administration PL-112 Transportation Planning Funds for FY2020 in the amount of \$1,272,994)

Other Funding Source Modifications

- 1.03 Fiscal Management and Information Systems - Local Funding Commitments (add \$2,400 local funds and update text to reflect use of local funds)
- 2.01 Travel Forecasting Support – Sketch Planning Tool for Transit Ridership Estimation (update text to reflect the use of university assistance rather than consultant assistance in the development of a simple sketch model to estimate transit ridership)
- 3.03 Air Quality Management and Operations – Fleet and Commercial Strategies (remove \$2,747,900 in Congestion Mitigation and Air Quality Improvement Program funds, \$109,500 in Regional Transportation Council (RTC) Local funds, and \$577,500 in local funds as a result of the close-out of the Clean Technologies Revolving Loan Fund Program)

- 3.03 Air Quality Management and Operations – Local Government Policies/Community Readiness (add \$40,000 Department of Energy [DOE] funds as a subrecipient of funding awarded under the FY2019 Advanced Vehicle Technologies Research funding opportunity and update text to include data collection on the use and performance of electric vehicles and electric vehicle infrastructure)
- 3.03 Air Quality Management and Operations (add \$90,000 DOE funds to continue activities associated with the Dallas-Fort Worth Clean Cities Coalition, which focus on improving efficiency and reducing negative air quality impacts of transportation)
- 5.09 Regional Aviation Planning and Education – Regional Aviation System Planning (add \$200,000 RTC Local funds to support an update of the Regional Aviation System Plan and other project activities)

Other Funding Source Budget Modifications

In addition to the modifications proposed above, adjustments are also proposed to other projects as a result of a reconciliation between the North Central Texas Council of Governments' (NCTCOG's) FY2020 budget, programmed dollars in the Unified Planning Work Program, and unprogrammed dollars that have previously been approved. Affected funding sources include the Environmental Protection Agency (EPA), Federal Transit Administration (FTA), Surface Transportation Block Grant Program (STBG), Congestion Mitigation and Air Quality Improvement Program (CMAQ), Texas Department of Transportation (TxDOT), Regional Toll Revenue (RTR), and local funds. The adjustments by funding source are included in the table below, as well as the associated Unified Planning Work Program Subtasks.

Non-TPF Budget Adjustments

Funding Source	Amount	UPWP Subtasks
EPA	\$823,200	3.03
FTA	\$33,400	2.01
STBG	\$611,980	5.06, 5.08, 5.11
CMAQ	\$865,000	1.01, 3.03, 5.03, 5.05
TxDOT	\$50,210	5.05, 5.11
RTR	\$101,980	4.02, 5.01, 5.02
Local	\$675,325	2.01, 3.03, 5.03

The following modifications have previously been approved by the Regional Transportation Council (e.g., via the Transportation Improvement Program) and/or NCTCOG Executive Board and are now being incorporated into the Unified Planning Work Program:

Transportation Planning Fund (TPF) Modifications

- 2.02 Transportation Data Development – Dissemination of Data (carry over unspent funding balance of \$40,000 in Transportation Planning Funds from FY2019 to FY2020 to accommodate the extension of consultant services relative to web-based traffic count reporting)

Other Funding Source Modifications

- 1.02 Program and Policy Administration – Regional Transportation Council Policy/Project Coordination (add initiative and \$75,000 Surface Transportation Block Grant Program [STBG] funds to support legal and contracting assistance relative to NCTCOG Transportation Department policies and projects)
- 3.03 Air Quality Management and Operations – Local Government Policies/Community Readiness (add \$80,000 Federal Highway Administration funds and \$20,000 RTC Local funds, and update text to include the I-45 Zero Emissions Vehicle Corridor Plan)
- 3.03 Air Quality Management and Operations – Fleet and Commercial Strategies (add \$119,450 Texas Commission on Environmental Quality funds for school bus replacements, engine replacements, and alternative fuel conversions under the North Central Texas Clean School Bus Program Supplemental Environmental Project)
- 3.03 Air Quality Management and Operations – Fleet and Commercial Strategies (add \$40,000 Department of Energy [DOE] funds via NCTCOG's Environment and Development Department and update text to include work activities related to a regionally focused energy management program)
- 3.03 Air Quality Management and Operations – Fleet and Commercial Strategies (add \$25,000 DOE funds as a subrecipient of funding awarded under the FY2019 Commercial Trucks and Off-road Applications funding opportunity and update text to include a study and comparison of maintenance costs of heavy-duty diesel and natural gas goods movement vehicles)
- 5.03 Land-use/Transportation Initiatives – Sustainable Development Initiatives (carry over unspent funding balance of \$126,410 in RTC Local funds from FY2019 to FY2020 to accommodate extension of consultant contract for the Regional Parking Analysis)
- 5.03 Land-use/Transportation Initiatives – DART Red and Blue Lines Transit-Oriented Development (TOD) Planning Study (carry over unspent funding balance of \$139,000 Federal Transit Administration funds and \$34,750 RTC Local funds to accommodate an increase in the consultant contract for survey activities and program remaining allocation of project funds)

- 5.05 Congestion Management Planning and Operations – Managed Lane Technology Assessment (add \$4,000,000 STBG funds and \$1,000,000 Texas Department of Transportation [TxDOT] funds to support the implementation of auto occupancy verification technology on the region’s managed lane system)

- VIII. Overview of Work Program Funding (update Exhibit VIII-3, Anticipated Equipment/Software Purchases/Leases, to reflect \$55,000 STBG funds and \$35,000 local funds for Bicycle-Pedestrian Count Equipment funded in Subtask 5.03)

Please contact Vercie Pruitt-Jenkins at (817) 608-2325 or VPruitt-Jenkins@nctcog.org or me at (817) 695-9242 or valexander@nctcog.org if you have any questions or comments regarding these proposed modifications to the FY2020 and FY2021 UPWP prior to the Surface Transportation Technical Committee meeting. A recommendation will be requested at the meeting for Regional Transportation Council approval of the proposed modifications.

vpj
Attachment

AMENDMENT #2 TO THE FY2020 AND FY2021 UNIFIED PLANNING WORK PROGRAM

1.02 Program and Policy Administration

Regional Transportation Council Policy/Project Coordination

Other Funding Sources

This element will be ongoing for FY2020 and FY2021, providing contract management and legal support. Among the activities is staff legal assistance relative to coordination for Regional Transportation Council policies and projects; evaluation, development, and negotiation of legal instruments and mechanisms to implement metropolitan planning organization programs and initiatives; and enhancement of legal review system and tracking mechanisms for information sharing and decision making. Anticipated products include:

- Assistance to the Texas Department of Transportation, as requested;
- Participation on and support for special task forces;
- Identification of federal and State laws to support policy decisions;
- Identification of institutional mechanisms to implement policies and projects;
- Executed contracts and/or agreements and amendments; and
- New and/or improved tracking mechanisms for information sharing and decision making.

1.03 Fiscal Management and Information Systems

Local Funding Commitments

Other Funding Sources

During FY2020 and FY2021 NCTCOG local, ~~and~~ Regional Transportation Council Local, **and other local** funds will be utilized to support certain fiscal processes and fulfill financial commitments. Such items may include:

- Local match to support TxDOT Direct State Costs for State-administered projects; and
- Other costs to supplement project implementation.

2.01 Travel Forecasting Support

Sketch Planning Tool for Transit Ridership Estimation

Other Funding Sources

This component is comprised of activities related to the development of a simple sketch model to estimate transit ridership. Estimations will be made using transit route characteristics, Census data, and on-board transit survey data. The goal of this project is to develop a simplified modeling tool which will help speed preliminary analysis as well as perform spot checks for validation of the regional travel model. The tool will ultimately be included in the development of a Geographic

Information System (GIS) interface, for which **consultant university** assistance will be utilized. Federal Transit Administration 5339 funds and Regional Transportation Council Local funds will be utilized to support efforts. This component will continue through FY2020 and FY2021 with anticipated products to include:

- Final project report; and
- Application software.

3.03 Air Quality Management and Operations

Fleet & Commercial Strategies

Other Funding Sources

Vehicle fleets and commercial vehicle activity, especially older heavy-duty diesel vehicles, are a major source of air pollution. NCTCOG carries out strategies focused on reducing emissions from these vehicles by encouraging retirement of older “legacy” vehicles, improving efficiency of vehicles, and encouraging use of cleaner, lower-emitting technologies and fuels. Through this work, NCTCOG also performs work associated with being an Affiliate of the EPA SmartWay Transport Program and engages with the freight truck industry through the Saving Money and Reducing Truck Emissions Program. Additional efforts are focused on reducing air pollution through efficiency improvements in other institutional operations **for both governments and businesses**, such as building efficiencies, which will become more important as developments in electric vehicle technologies, such as vehicle-to-grid projects, result in more integration of the transportation and built environment sectors.

Demonstration programs investigate methods to reduce fuel use and emissions not only through emissions testing, but also through activity and behavior modifications. Typically, these programs seek to demonstrate the benefit and feasibility of potential or conceptual measures for greater implementation. Projects may include both light-duty and heavy-duty vehicles of multiple fuel types, non-road equipment, and energy conservation techniques.

This work element will be supported through Congestion Mitigation and Air Quality Improvement Program funds, Surface Transportation Block Grant Program funds, Department of Energy funds, Environmental Protection Agency funds, Texas Commission on Environmental Quality funds, Regional Transportation Council Local funds, other local funds, Transportation Development Credits, and private funding sources. Consultant assistance may be used. This element is ongoing throughout FY2020 and FY2021. Anticipated products include:

- Competitive grant applications to seek additional funds to facilitate Calls for Projects (CFPs) and technology implementation efforts;
- Grant awards or other financial assistance for, and implementation of, technology projects that reduce emissions from fleet and commercial vehicles, including vehicle or equipment repair, replacement, repower, retrofit, idle reduction technologies, refueling infrastructure, or other emissions reduction technologies;
- **Participation in a study comparing the maintenance costs between heavy-duty diesel and natural gas goods movement vehicles;**
- On-site visits and monitoring of funding recipients to ensure grant compliance, reporting and project fulfillment;

- Reports on funded grant activities and outcomes related to various pilot programs or demonstration projects and technology improvement programs;
- Communications regarding funding and incentive programs available for fleets and commercial vehicles;
- Fleet evaluation and technical assistance to assist in identifying potential technology improvements and related financial assistance, including for the Denton County Transportation Authority;
- Outreach regarding adoption of fleet best practices and the RTC-recommended Clean Fleet Policy;
- Workshops, meetings, trainings, webinars, and other forums to provide education about emissions-reduction **and energy efficiency** strategies and technologies;
- Opportunities for fleets to try vehicles on a short-term basis through avenues such as loaner programs or ride-and-drives;
- Comments and recommendations to state and federal agencies regarding programs that support fleet emissions reduction efforts;
- Feasibility studies on existing or new programs;
- Development and implementation of new innovative programs for further vehicle emissions reductions;
- Evaluation of light-, medium-, and heavy-duty vehicles and emissions impacts on air quality;
- Communications about ways to improve building efficiencies, including recommendations on integration of EVs;
- Consultant and partner agreement(s); and
- Purchase or lease, operation, and maintenance of low-emission vehicles for NCTCOG staff use in traveling on department business such as attendance at outreach events, meetings, and site visits, as well as roadway signage monitoring.

Local Government Policies/Community Readiness

Other Funding Sources

Initiatives in this element promote policies and contractual or regulatory measures available to local governments and businesses that can influence deployment of lowest-emissions and efficient technologies by consumers and fleets. Efforts also include collaborations with local governments to provide data and peer exchange related to air quality issues to help them make decisions about appropriate action steps to take within their jurisdictions. Work continues to evaluate, develop and incorporate policy statements in the Metropolitan Transportation Plan policy bundle, as applicable. Staff works collaboratively with local, state, and national stakeholders to identify and develop these strategies. Efforts continue to maintain websites to provide technical and policy resources to regional stakeholders, including Conserve North Texas, Go Solar Texas, and Electric Vehicles North Texas.

This work element will be supported through Surface Transportation Block Grant Program funds, Department of Energy funds, Regional Transportation Council Local funds, other local funds, and Transportation Development Credits. NCTCOG may seek assistance through the University Partnership Program for analysis of health risks related to transportation impacts as opposed to other factors. This element is ongoing throughout FY2020 and FY2021. Anticipated products include:

- Technical and planning assistance to local governments, workplaces, and multifamily properties regarding deployment of electric vehicle (EV) charging stations and other

electrification or alternative fuel infrastructure to facilitate clean vehicle or technology adoption by fleets and consumers;

- **Development of a Zero Emissions Vehicle (ZEV) Infrastructure Deployment Plan along IH 45 to enable zero-emission travel from Dallas-Fort Worth to the Houston area, with emphasis on goods movement;**
- Communications to local governments encouraging adoption of RTC-recommended local government policies, including anti-idling rules and Clean Construction Contract Language;
- Template language for contracts, ordinances, codes, and other local government mechanisms (e.g., EV-ready best practices, low-emissions requirements for contractors, etc.);
- Comments and recommendations to federal, State, and local agencies regarding regulatory practices that are relevant to use of cleaner technologies;
- Meetings, webinars, conference calls, and other forums to educate local governments about opportunities to influence fleet and consumer choices;
- Innovative new partnerships with key stakeholder organizations, such as vehicle auctioneers, charities and non-profits who accept donated vehicles, hospitals and universities, vehicle rental companies, and major employers in the region;
- Support for local government peer exchange on comprehensive air quality issues through the North Central Texas Stewardship Forum and other avenues;
- A task force to convene government representatives, health officials, academic representatives, and air quality experts to evaluate regional data that may indicate areas of need for additional air quality improvement or strategies;
- Support for local government efforts to provide air quality education, including to the Hood County Clean Air Coalition;
- Equitable, favorable options for capturing revenues from vehicles that do not pay traditional gasoline tax; ~~and~~
- Identification and development of additional policy positions by the RTC that encourage actions to help reduce mobile and other transportation sector air emissions ~~and~~
- **Data collection of electric vehicle and electric vehicle infrastructure use and performance.**

VIII. Overview of Work Program Funding

Proposed Budget

The US Department of Transportation provides funds through programs of the Federal Highway Administration and the Federal Transit Administration. Both FHWA PL 112 and FTA 5303 funds are provided annually to Metropolitan Planning Organizations to support metropolitan regional transportation planning activities based on an 80 percent federal/20 percent local match requirement. TxDOT will provide the 20 percent match for the FHWA 112 and FTA 5303 funds for FY2020 and FY2021 to the MPO to carry out the UPWP in the form of transportation development credits. These transportation development credits are provided by metropolitan areas building toll roads and are used on a statewide basis to provide the match funds needed

for all metropolitan planning organizations. The FY2020 and FY2021 FHWA and FTA funding levels reflected in this program are summarized in Exhibit VIII-1. The formula-based FHWA PL 112 allocation to the Unified Planning Work Program for the Dallas-Fort Worth Metropolitan Area is ~~\$7,455,075~~ **\$8,728,069** in FY2020 and \$7,455,075 in FY2021 for a two-year total of ~~\$14,910,150~~ **\$16,183,144**. The Federal Transit Administration 5303 funding is \$2,886,792 in FY2020 and \$2,886,792 in FY2021 for a two-year total of \$5,773,584. An estimated balance of \$4,529,838 in unexpended/unobligated FHWA PL 112 funding will be available from the FY2019 authorization. Each of these funding amounts is incorporated by source agency into the Work Program by task and subtask. Total FHWA PL 112 and FTA 5303 funding for the FY2020 and FY2021 UPWP is estimated at ~~\$25,213,572~~ **\$26,486,566**. Transportation Planning Funds in the amount of ~~\$22,770,600~~ **\$22,810,600** have been programmed and allocated to each of the UPWP subtasks as shown in Exhibit VIII-2. These programmed funds include the FTA 5303 allocation of \$5,773,584, the estimated FY2019 FHWA PL 112 fund balance of \$4,529,838, and ~~\$12,467,178~~ **\$12,507,178** of Fiscal Years 2020 and 2021 FHWA PL 112 funding. The remaining balance of Fiscal Years 2020 and 2021 FHWA PL 112 funds of ~~\$2,442,972~~ **\$3,675,966** is anticipated to be carried over to Fiscal Year 2022.

EXHIBIT VIII-3
ANTICIPATED EQUIPMENT/SOFTWARE PURCHASES/LEASES

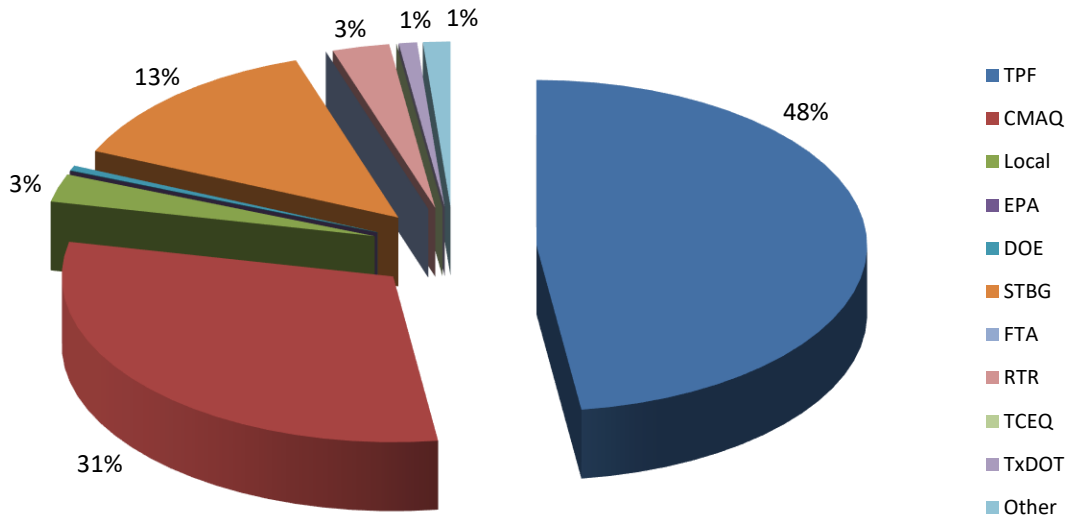
QUANTITY	DESCRIPTION	ESTIMATED PRICE	FUNDING SOURCE	SUBTASK
65	Computer systems (desktops, portable, tablet)	\$166,500	TPF	1.04
11	Laser printers for network group usage	\$61,000	TPF	1.04
40	Voice-over-Internet-Protocol (VoIP) phone devices, including accessories such as microphones for conference phones or hands-free devices.	\$15,800	TPF	1.04
---	Other computer hardware items, replacements, accessories, and upgrades (for example, text and image scanners, hard drives, additional RAM, projectors, monitors/televisions, video cards, network cabling, warranty extensions)	\$38,000	TPF	1.04
---	Licenses to traffic simulation and assignment software packages (two "TransModeler" and one "DTA" dynamic)	\$6,000	TPF	1.04
---	Two years of software support by Caliper and specific renewal for 50 TransCAD licenses	\$150,000	TPF	1.04
---	Software purchases/upgrades (for example, the current or higher versions of: SPSS and Adobe licenses), software/services, cable service, application subscriptions, advanced mapping/presentation software, and software support renewals	\$80,000	TPF	1.04
---	Web-based traffic count reporting software, including annual maintenance and support	\$48,000	TPF	2.02
---	Audio/video equipment, updates, maintenance, and video/web hosting services for the Transportation Council Room	\$150,000	RTC Local	1.02
--	Bicycle-Pedestrian Count Equipment	\$55,000 \$35,000	STBG Local	5.03
6	Computer tablets	\$9,000	DOE	1.01
--	Photography equipment	\$6,000	CMAQ	1.01
--	Video equipment	\$10,000	DOE	1.01
--	Public involvement subscriptions	\$5,000	TPF	1.01
--	Outreach and educational subscriptions	\$50,000	CMAQ	1.01

E. Funding Summary

Subtask	TPF ¹	Additional Funding		Total
		Amount	Source	
1.01	\$3,825,200			
		\$3,288,000	CMAQ	
		\$53,500	DOE	
		\$4,000	NCTCOG Local	
Subtotal				\$7,170,700
1.02	\$506,300			
		\$196,200	Local	
		\$119,800	NCTCOG Local	
		\$350,800	STBG	
Subtotal				\$1,173,100
1.03				
		\$2,400	Local	
		\$20,000	NCTCOG Local	
		\$300,000	RTR	
		\$324,800	STBG	
Subtotal				\$647,200
1.04	\$821,800			
		\$768,000	STBG	
		\$96,000	Local	
		\$96,000	TXDOT	
Subtotal				\$1,781,800
Total	\$5,153,300	\$5,619,500		\$10,772,800

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

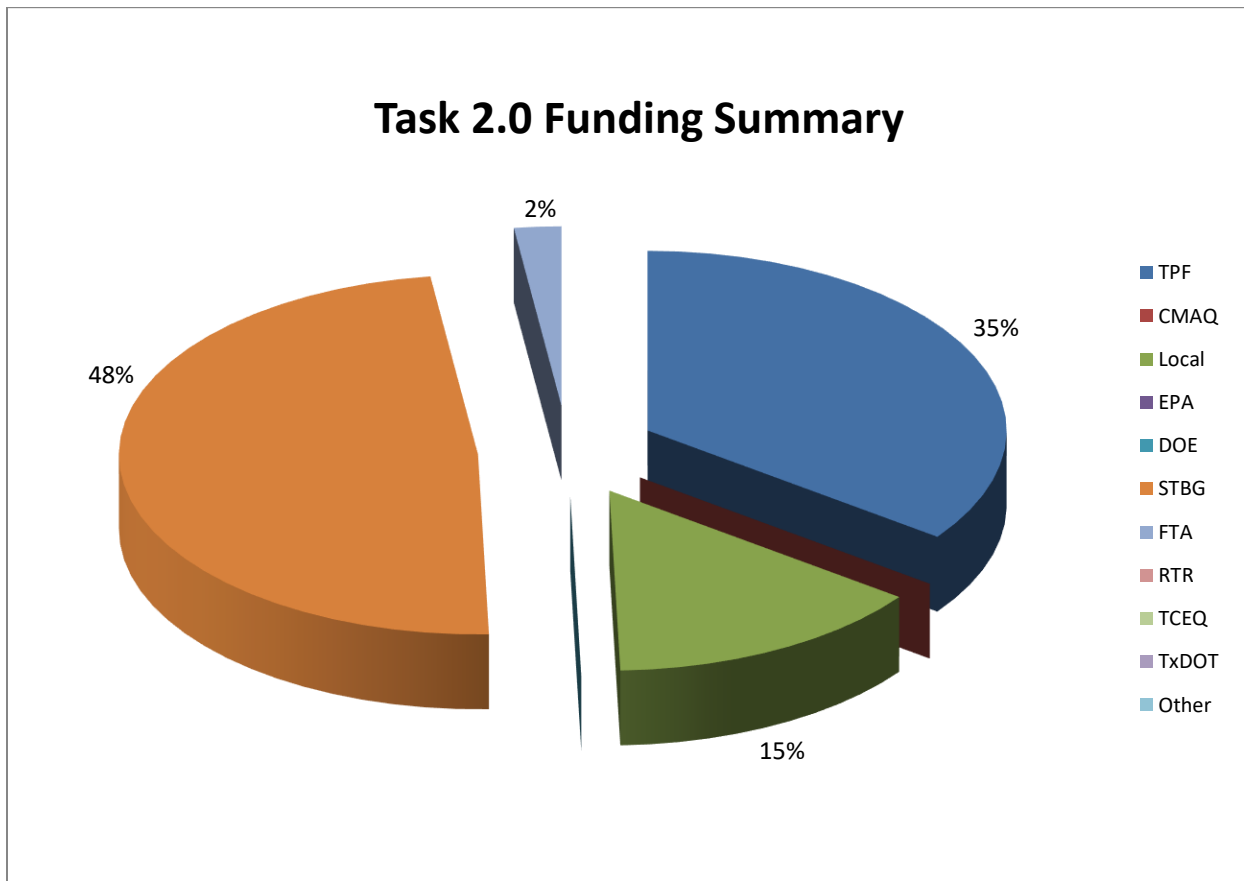
Task 1.0 Funding Summary



E. Funding Summary

Subtask	TPF ¹	Additional Funding		Total
		Amount	Source	
2.01	\$1,637,300			
		\$188,600	FTA	
		\$1,194,520	Local	
		\$4,295,600	STBG	
Subtotal				\$7,316,020
2.02	\$510,700			
		\$88,500	Local	
Subtotal				\$599,200
2.03	\$966,600			
Subtotal				\$966,600
Total	\$3,114,600	\$5,767,220		\$8,881,820

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

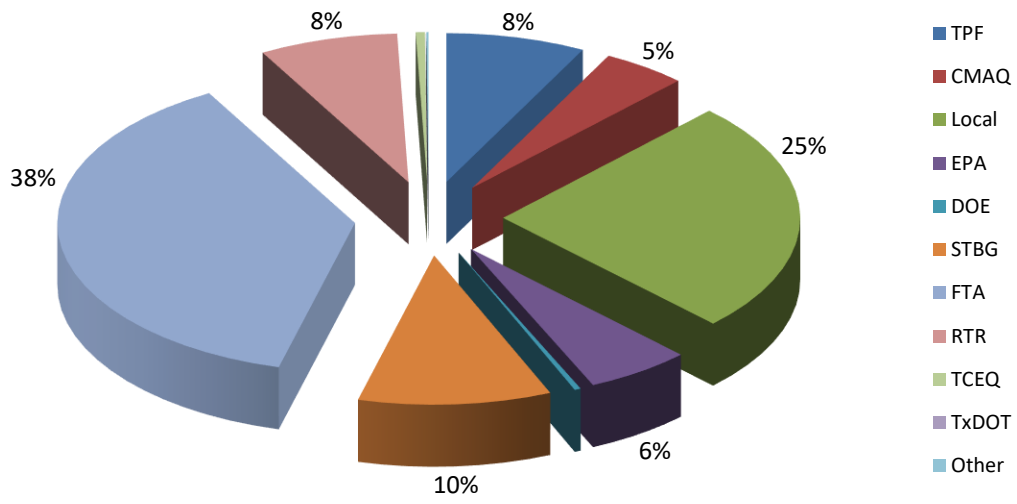


E. Funding Summary

Subtask	TPF ¹	Additional Funding		Total
		Amount	Source	
3.01	\$2,304,600	\$1,888,000	RTR	
		\$894,600	STBG	
Subtotal				\$5,087,200
3.02	\$1,077,400	\$100,000	TCEQ	
Subtotal				\$1,177,400
3.03		\$3,088,360	CMAQ	
		\$229,560	DOE	
		\$3,845,939	EPA	
		\$80,000	FHWA	
		\$10,845,075	Local	
		\$4,774,400	STBG	
		\$230,950	TCEQ	
Subtotal				\$23,094,284
3.04	\$1,706,100	\$850,000	FTA	
		\$1,358,000	STBG	
Subtotal				\$3,914,100
3.05		\$24,400,000	FTA	
		\$6,100,000	Local	
		\$3,167,400	RTR	
Subtotal				\$33,667,400
Total	\$5,088,100	\$61,852,284		\$66,940,384

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

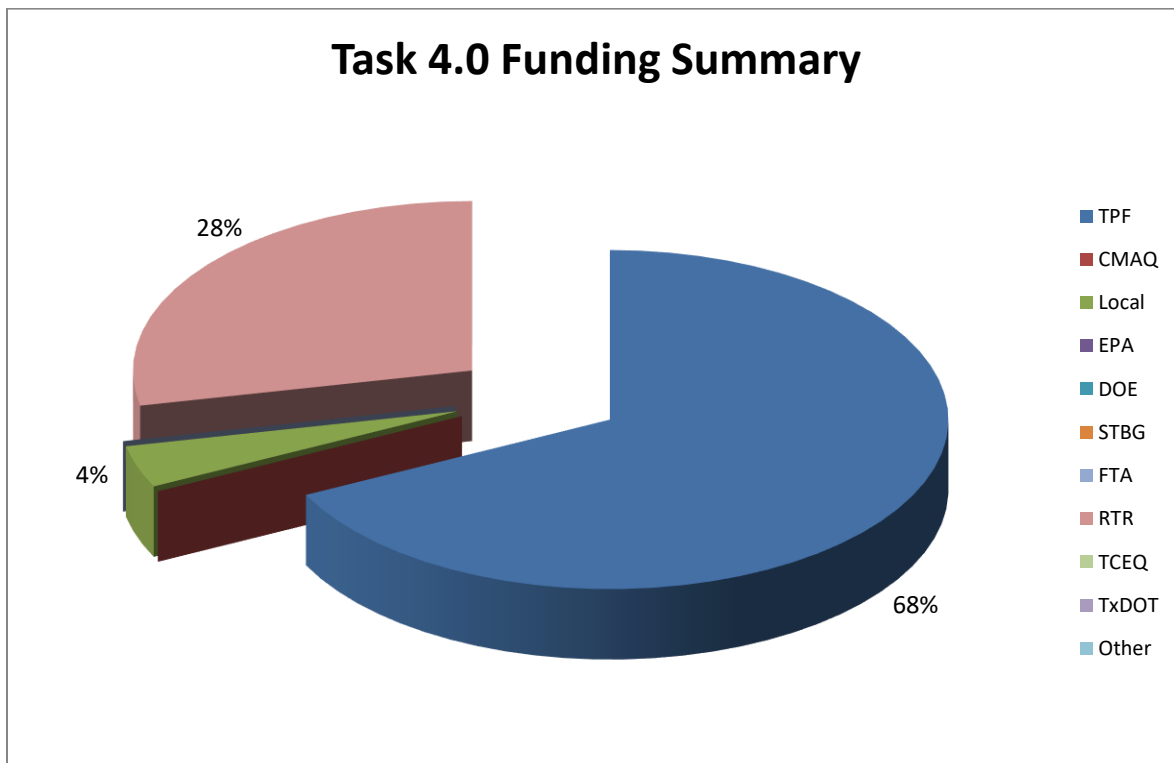
Task 3.0 Funding Summary



E. Funding Summary

Subtask	TPF ¹	Additional Funding		Total
		Amount	Source	
4.01	\$2,314,000			
Subtotal				\$2,314,000
4.02	\$498,400	\$192,500	Local	
		\$1,361,180	RTR	
Subtotal				\$2,052,080
4.03	\$341,200			
Subtotal				\$341,200
4.04	\$99,200			
Subtotal				\$99,200
Total	\$3,252,800	\$1,553,680		\$4,806,480

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

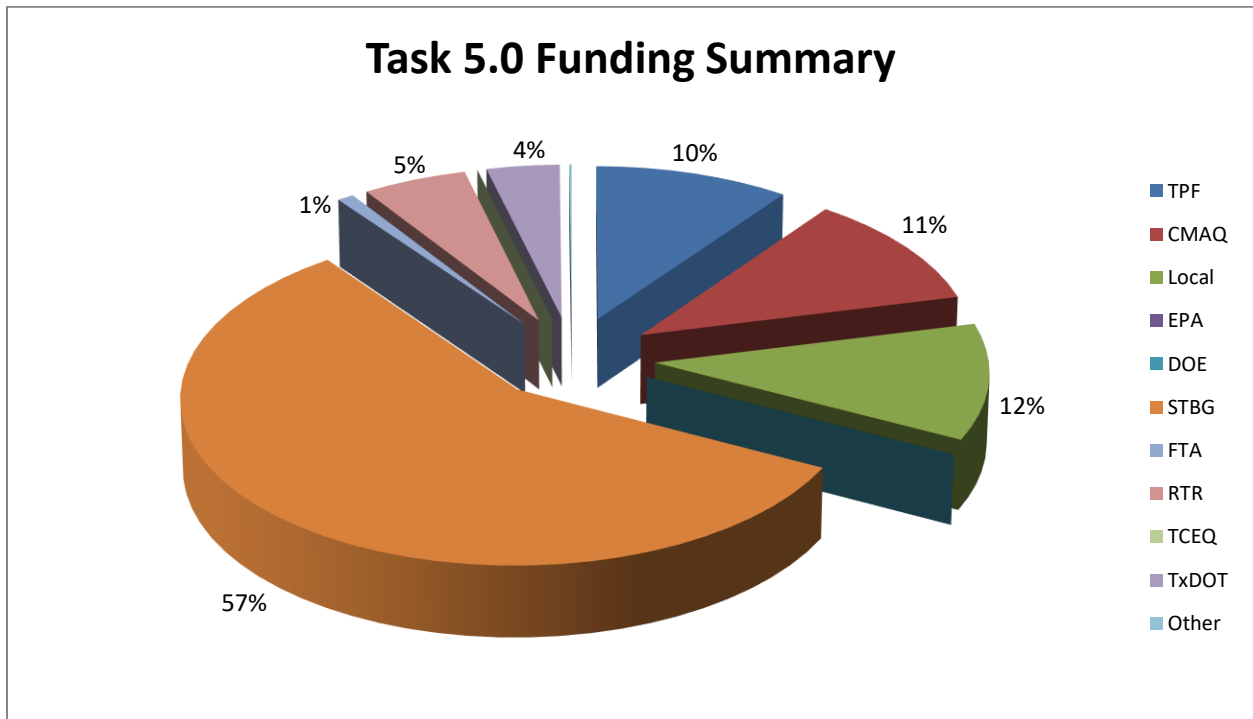


E. Funding Summary

Subtask	TPF ¹	Additional Funding		Total
		Amount	Source	
5.01	\$1,244,800	\$686,700	Local	
		\$76,400	NTTA	
		\$2,625,600	RTR	
		\$11,510,400	STBG	
Subtotal				\$16,143,900
5.02	\$1,195,100		RTR	
		\$155,100		
Subtotal				\$1,350,200
5.03	\$787,400		CMAQ	
		\$557,500	FTA	
		\$529,800	Local	
		\$1,810,665	STBG	
Subtotal				\$8,088,065
5.04	\$310,000		STBG	
		\$350,000		
Subtotal				\$660,000
5.05	\$1,002,500		CMAQ	
		\$6,206,740	Local	
		\$2,042,200	RTR	
		\$547,900	STBG	
		\$10,730,500	TXDOT	
Subtotal				\$22,784,975
5.06	\$52,300		STBG	
		\$1,356,400		
Subtotal				\$1,408,700
5.07	\$58,700			
Subtotal				\$58,700
5.08	\$613,900		Local	
		\$24,000	STBG	
		\$725,280		
Subtotal				\$1,363,180
5.09	\$160,800		Local	
		\$813,900		
Subtotal				\$974,700

Subtask	TPF ¹	Additional Funding		Total
		Amount	Source	
5.10		\$281,100	Local	
Subtotal				\$281,100
5.11	\$776,300	\$885,660	Local	
		\$122,500	CMAQ	
		\$6,371,240	STBG	
		\$64,975	TXDOT	
Subtotal				\$8,220,675
5.12		\$500,000	Local	
Subtotal				\$500,000
Total	\$6,201,800	\$55,632,395		\$61,834,195

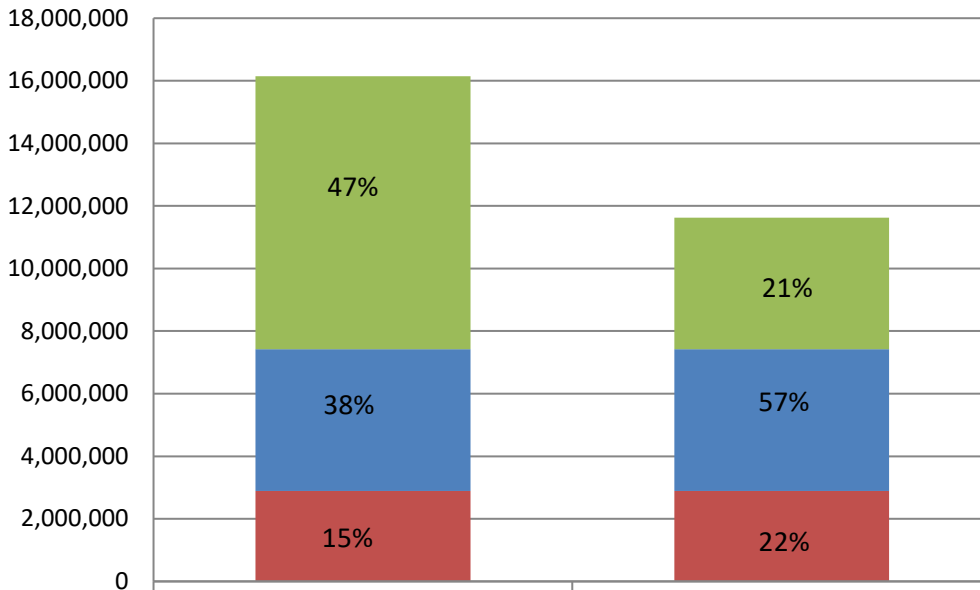
¹ Transportation Planning Funds (TPF) includes both FHWA PL-112 and FTA 5303 funds. TxDOT will apply transportation development credits sufficient to provide the match for FHWA PL-112 and FTA Section 5303 programs. As the credits reflect neither cash nor person-hours, they are not reflected in the funding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



**EXHIBIT VIII-1
FY2020 AND FY2021 TPF PROGRAMMING SUMMARY**

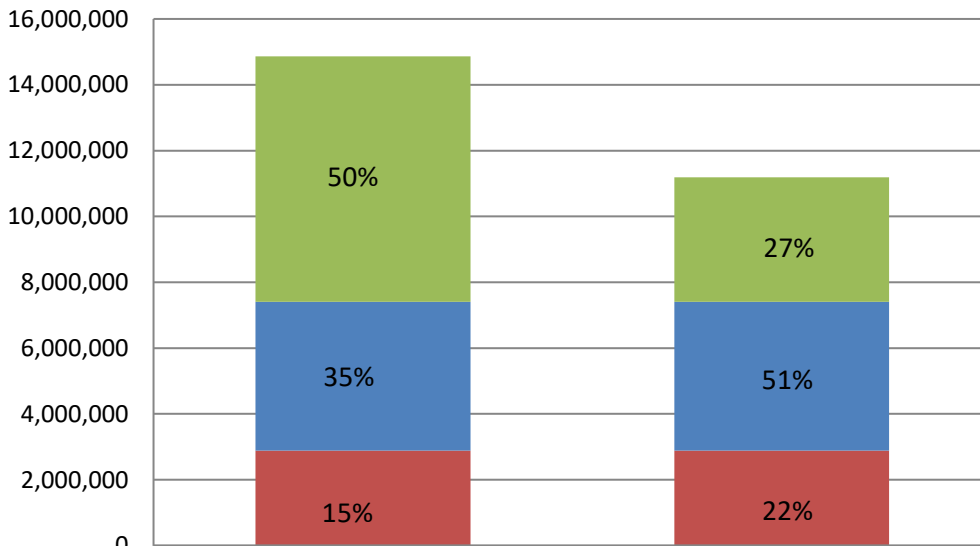
	FY2020		FY2021	
	Allocation	Programmed	Allocation	Programmed
FTA Section 5303	2,886,792	2,886,792	2,886,792	2,886,792
FHWA (PL-112)				
Carryover	4,529,838	4,529,838	4,524,599	4,524,599
New Allocation	8,728,069	4,203,470	7,455,075	3,779,109
Total TPF	16,144,699	11,620,100	14,866,466	11,190,500
Carryover		4,524,599		3,675,966
Two-Year Totals				
FTA Section 5303	5,773,584			
FHWA PL-112	20,712,982			
Total	26,486,566			
Programmed	22,810,600			
Carryover	3,675,966			

Summary of TPF 2020 Funding Levels



	Allocation	Programmed
FHWA (PL-112)	8,728,069	4,203,470
Carryover	4,529,838	4,529,838
FTA (5303)	2,886,792	2,886,792

Summary of TPF 2021 Funding Levels

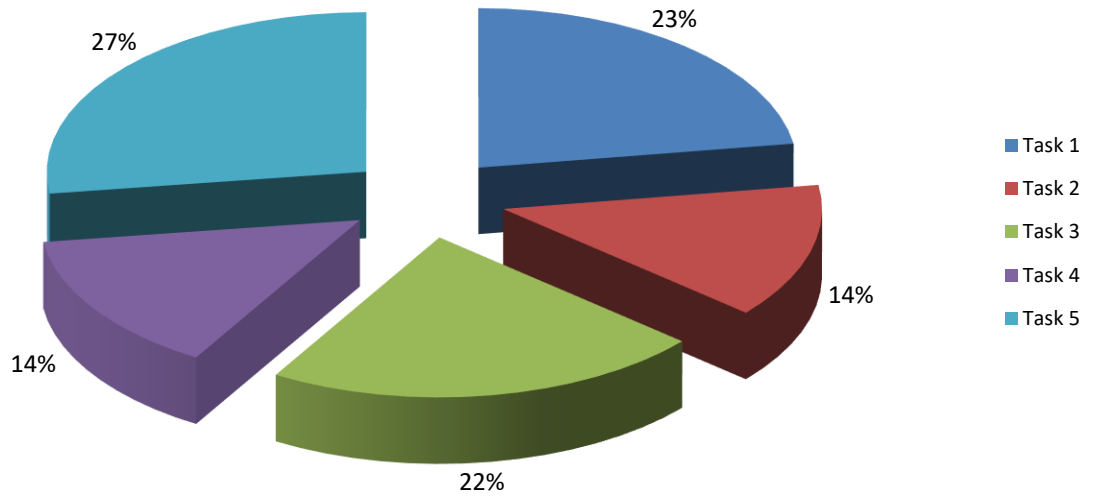


	Allocation	Programmed
FHWA (PL-112)	7,455,075	3,779,109
Carryover	4,524,599	4,524,599
FTA (5303)	2,886,792	2,886,792

EXHIBIT VIII-2
FY2020 AND FY2021 ALLOCATION OF TRANSPORTATION PLANNING FUNDS

Subtask	Subtask Title	TPF		
		FY2020	FY2021	Total
1.01	Community Outreach	\$1,909,200	\$1,916,000	\$3,825,200
1.02	Program Administration	\$282,700	\$223,600	\$506,300
1.03	Fiscal Management and Information Systems	\$0	\$0	\$0
1.04	Computer System Administration and Data Management	\$480,500	\$341,300	\$821,800
	Task 1.0	\$2,672,400	\$2,480,900	\$5,153,300
2.01	Travel Forecasting Support	\$822,000	\$815,300	\$1,637,300
2.02	Transportation Data Development	\$269,800	\$240,900	\$510,700
2.03	Demographic Data and Forecasts	\$482,300	\$484,300	\$966,600
	Task 2.0	\$1,574,100	\$1,540,500	\$3,114,600
3.01	Transportation Project Programming	\$1,226,700	\$1,077,900	\$2,304,600
3.02	Regional Air Quality Planning	\$538,300	\$539,100	\$1,077,400
3.03	Air Quality Management and Operations	\$0	\$0	\$0
3.04	Public Transportation Planning and Management Studies	\$817,800	\$888,300	\$1,706,100
3.05	Transit Operations	\$0	\$0	\$0
	Task 3.0	\$2,582,800	\$2,505,300	\$5,088,100
4.01	Metropolitan Transportation Plan	\$1,152,800	\$1,161,200	\$2,314,000
4.02	Coordination of Transportation and Environmental Planning Processes	\$247,800	\$250,600	\$498,400
4.03	Ensuring Nondiscrimination and Environmental Justice in MPO Planning/Program Activities	\$170,600	\$170,600	\$341,200
4.04	Performance Based Planning & Coordination	\$49,400	\$49,800	\$99,200
	Task 4.0	\$1,620,600	\$1,632,200	\$3,252,800
5.01	Regional Transportation Corridor Studies	\$625,000	\$619,800	\$1,244,800
5.02	Subarea Studies and Local Government Assistance	\$606,100	\$589,000	\$1,195,100
5.03	Land-Use/Transportation Initiatives	\$445,900	\$341,500	\$787,400
5.04	Transportation Asset Management	\$154,400	\$155,600	\$310,000
5.05	Congestion Management Planning and Operations	\$503,100	\$499,400	\$1,002,500
5.06	Regional Freight Planning	\$7,700	\$44,600	\$52,300
5.07	Transportation System Security and Emergency Preparedness	\$29,200	\$29,500	\$58,700
5.08	Roadway and Railroad Safety	\$306,100	\$307,800	\$613,900
5.09	Regional Aviation Planning and Education	\$80,400	\$80,400	\$160,800
5.10	Regional Military and Community Coordination	\$0	\$0	\$0
5.11	Automated Vehicle Technology	\$412,300	\$364,000	\$776,300
	Task 5.0	\$3,170,200	\$3,031,600	\$6,201,800
	FUNDING TOTALS	\$11,620,100	\$11,190,500	\$22,810,600

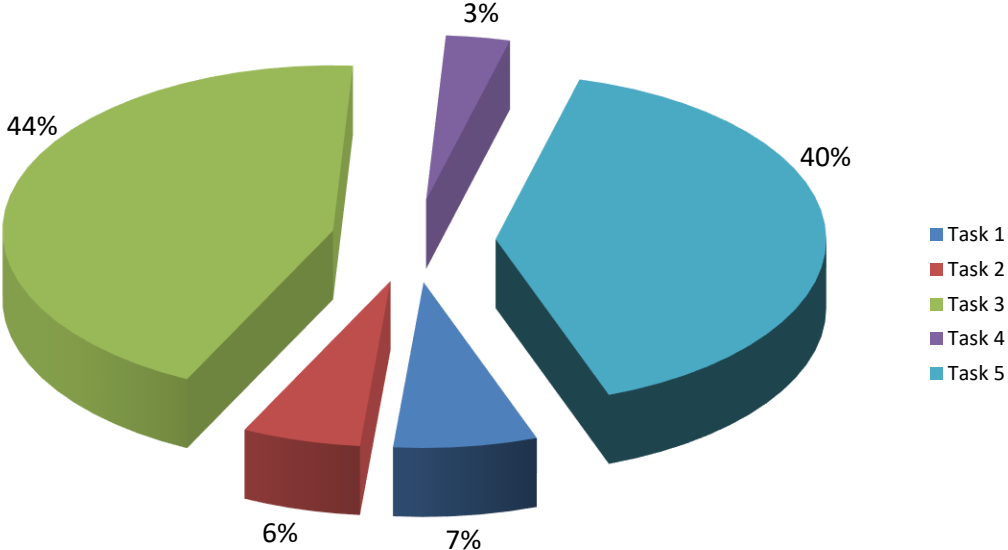
Transportation Planning Funds (TPF) Summary by Task



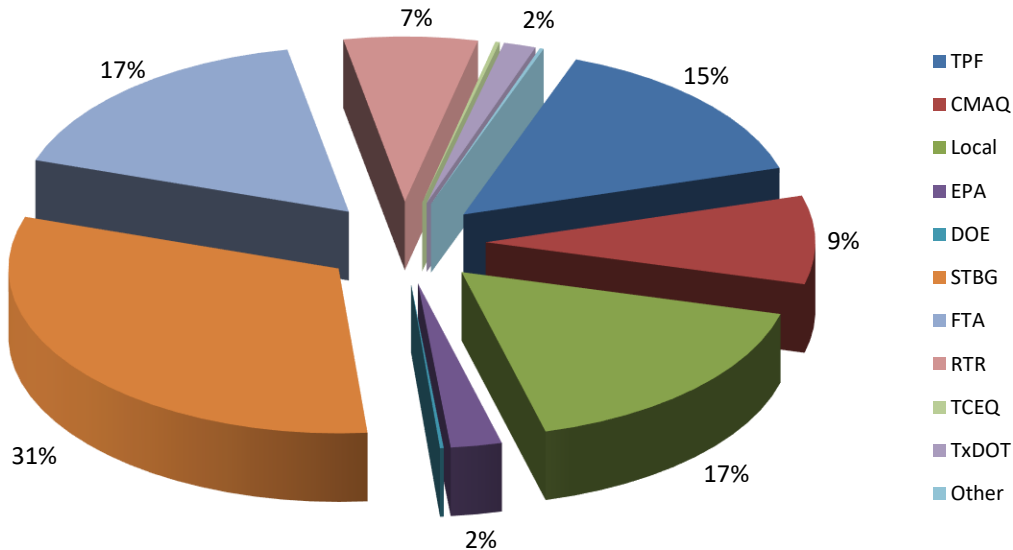
**EXHIBIT VIII-4
FY2020 AND FY2021 UPWP FUNDING SUMMARY**

Funding Source	Task 1.0 Administration	Task 2.0 Data Development	Task 3.0 Short Range Planning	Task 4.0 Metropolitan Transportation Planning	Task 5.0 Special Studies	Total
FTA Activities	44.21.00	44.22.00	44.24.00 44.25.00	44.23.01	44.23.02 44.24.00 44.22.00 44.27.00	
TPF	\$5,153,300	\$3,114,600	\$5,088,100	\$3,252,800	\$6,201,800	\$22,810,600
CMAQ	\$3,288,000	\$0	\$3,088,360	\$0	\$6,886,740	\$13,263,100
DOD	\$0	\$0	\$0	\$0	\$0	\$0
DOE	\$53,500	\$0	\$229,560	\$0	\$0	\$283,060
EPA	\$0	\$0	\$3,845,939	\$0	\$0	\$3,845,939
FAA	\$0	\$0	\$0	\$0	\$0	\$0
FHWA	\$0	\$0	\$80,000	\$0	\$0	\$80,000
FTA	\$0	\$188,600	\$25,250,000	\$0	\$529,800	\$25,968,400
HUD	\$0	\$0	\$0	\$0	\$0	\$0
Local	\$294,600	\$1,283,020	\$16,945,075	\$192,500	\$7,044,225	\$25,759,420
NCTCOG Local	\$143,800	\$0	\$0	\$0	\$0	\$143,800
NTTA	\$0	\$0	\$0	\$0	\$76,400	\$76,400
RTR	\$300,000	\$0	\$5,055,400	\$1,361,180	\$3,328,600	\$10,045,180
SECO	\$0	\$0	\$0	\$0	\$0	\$0
STBG	\$1,443,600	\$4,295,600	\$7,027,000	\$0	\$35,446,520	\$48,212,720
TBD	\$0	\$0	\$0	\$0	\$0	\$0
TCEQ	\$0	\$0	\$330,950	\$0	\$0	\$330,950
TxDOT	\$96,000	\$0	\$0	\$0	\$2,320,110	\$2,416,110
Subtotal	\$10,772,800	\$8,881,820	\$66,940,384	\$4,806,480	\$61,834,195	\$153,235,679

Summary of Funding by Task



Summary of Total Funding



Modifications to the FY2020 and FY2021 Unified Planning Work Program

**Surface Transportation Technical Committee
January 24, 2020**

**Transportation Department
North Central Texas Council of Governments**

Transportation Planning Fund Modifications

Project	Financial Action	Description
VIII. Overview of Work Program Funding	\$1,272,994 TPF	Update Exhibit VIII-1, FY2020 and FY2021 TPF Programming Summary, to reflect an increase in NCTCOG's allocation of Federal Highway Administration PL-112 Transportation Planning Funds for FY2020

Other Funding Source Modifications

Project	Financial Action	Description
Fiscal Management and Information Systems - Local Funding Commitments (Subtask 1.03)	\$2,400 Local	Add funding and update text to reflect use of local funds
Travel Forecasting Support – Sketch Planning Tool for Transit Ridership Estimation (Subtask 2.01)	N/A	Update text to reflect the use of university assistance rather than consultant assistance in the development of a simple sketch model to estimate transit ridership
Air Quality Management and Operations – Fleet and Commercial Strategies (Subtask 3.03)	(\$2,747,900 CMAQ) (\$109,500 RTC Local) (\$577,500 Local)	Remove funds as a result of the close-out of the Clean Technologies Revolving Loan Fund Program
Air Quality Management and Operations – Local Government Policies/Community Readiness (Subtask 3.03)	\$40,000 DOE	Add funds and update text to include data collection on the use and performance of electric vehicles and electric vehicle infrastructure

Other Funding Source Modifications (cont'd)

Project	Financial Action	Description
Air Quality Management and Operations (Subtask 3.03)	\$90,000 DOE	Add funds to continue activities associated with the Dallas-Fort Worth Clean Cities Coalition
Regional Aviation Planning and Education – Regional Aviation System Planning (Subtask 5.09)	\$200,000 RTC Local	Add funds to support an update of the Regional Aviation System Plan and other project activities

Transportation Planning Funds Two-year Summary

FY2020 and FY2021 US FTA (5303)	\$ 5,773,584
FY2020 and FY2021 US FHWA (Estimated PL)	\$16,183,144
FY2019 US FHWA (Estimated PL-Carryover)	<u>\$ 4,529,838</u>
Total Transportation Planning Funds	\$26,486,566
Prior Anticipated Expenditures	\$22,770,600
Additional Funds Programmed for FY2020	<u>\$ 40,000</u>
Anticipated Expenditures	\$22,810,600
PL Balance to Carry Over to FY2022	\$ 3,675,966

Total Funding Increase from Other Sources

Funding Source	Budget Adjustment + Additional Funding	UPWP Subtask
EPA	\$823,200 + \$0	3.03
FTA	\$33,400 + \$139,000	2.01, 5.03
STBG	\$611,980 + \$4,075,000	1.02, 5.05, 5.06, 5.08, 5.11
CMAQ	\$865,000 + (\$2,747,900)	1.01, 3.03, 5.03, 5.05
TxDOT	\$50,210 + \$1,000,000	5.05, 5.11
RTR	\$101,980 + \$0	4.02, 5.01, 5.02
Local	\$675,325 + (\$303,440)	1.03, 2.01, 3.03, 5.03, 5.09
DOE	\$0 + \$195,000	3.03
FHWA	\$0 + \$80,000	3.03
TCEQ	\$0 + \$119,450	3.03
Total	\$5,718,205	

*Total amount includes \$300,160 in carryover funds from FY2019

Modification Schedule

January 13

Initiation of Online Public Outreach

January 24

**Action by Surface Transportation
Technical Committee**

February 27

**Action by Regional Transportation
Council**

February 27

Action by NCTCOG Executive Board

February 28

**Submittal of Modifications to Texas
Department of Transportation**

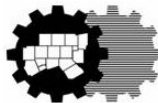
Requested STTC Action

Recommend RTC approval of the proposed UPWP modifications and the direction for staff to amend the Transportation Improvement Program and other administrative/planning documents, as appropriate, to reflect the approved modifications

Unified Planning Work Program ***Contact Information***

Vickie Alexander
Program Manager
817-695-9242
valexander@nctcog.org

Vercie Pruitt-Jenkins
Administrative Program Coordinator
817-608-2325
VPruitt-Jenkins@nctcog.org



North Central Texas
Council of Governments
Transportation Department

<https://www.nctcog.org/trans/study/unified-planning-work-program>

**TRANSPORTATION AND LAND USE INTERFACE –
CHANGING INVESTMENT LANDSCAPE FOR
MEGA DEVELOPMENTS:
CITY OF PLANO COLLIN CREEK MALL REQUEST**

Surface Transportation Technical Committee
January 24, 2020

Michael Morris, P.E.

Director of Transportation
North Central Texas Council of Governments

BACKGROUND

The region continues to receive infrastructure funding requests for assistance in redeveloping major retail and economic centers/nodes.

Requests come from entities looking to relocate to our region and from local partners seeking new opportunities to revitalize existing areas

Anticipate these requests to be a part of our future

Creates an opportunity to use transportation investment to change land use and promote economic vitality of the region for mobility and air quality purposes

EXAMPLES OF EXTERNAL AND “IN REGION” REQUESTS

External Partnership Opportunities

- Stadler
- Tesla Battery
- GE Test Track
- Amazon
- Uber

Local Partnership Opportunities

- American Airlines
- Preston Center
- Midtown/Valley View Redevelopment
- Katy Lofts
- Butler Housing
- Opportunity Zones in Dallas
- General Motors
- Collin Creek Mall

ELEMENTS & METHODS TO IMPLEMENT

What:

- Support of sustainable, mixed-use, and transit-oriented development
- Economic development, redevelopment opportunities, modernizing retail
- Parking garages/parking management
- Transit interface
- Urban/suburban/rural context

How:

- Context sensitive design analysis and feedback
- Investment via both grants and loans
- Partnering with the Governor's Office on economic development projects

COLLIN CREEK MALL MIXED-USE REDEVELOPMENT PARTNERSHIP OPPORTUNITY

- Proposal for STTC/RTC consideration:
 - Contribute \$30 million in federal funds to garage
 - City to contribution \$25 million to garage
 - Half of RTC funding would be a grant and the balance would be a loan
 - Include transit service using next generation electric vehicles to Downtown Plano Light Rail Station
 - Fund with additional FTA or CMAQ funding
 - Coordinate with DART regarding operations
 - Parking garage must include park and ride spaces
 - Development must include electric vehicle charging infrastructure
 - Need assurances that the proposed development will materialize
 - Use standard interest rate (2.4%) on loan
 - RTC funding would only pay for publicly available parking/transit
 - Garage must be owned by the public sector
 - RTC funding for construction only, no land acquisition

COLLIN CREEK MALL MIXED-USE REDEVELOPMENT PARTNERSHIP OPPORTUNITY

- Requested Action:
 - Recommend RTC approval for parking and transit
 - \$30 million federal with a \$15 million payback for parking garage
 - \$25 million local
 - Approximately 3 transit vehicles for shuttle purposes
 - Anticipated funding source is either federal Congestion Mitigation Air Quality Improvement Program or Surface Transportation Block Grant funding (FTA funding may assist with Transit)
 - Specific agreement terms to be finalized, but would include elements highlighted in this presentation
 - Direct staff to administratively amend the Transportation Improvement Program and other planning/administrative documents to include this project and funding

MTP Policy Bundle Fact Sheet – Round 4

Must my entity complete a new Application?

Yes, all entities must complete a new Application every round and submit all required documentation.

How many TDCs will be available?

Annually, the Transportation Improvement Program (TIP) team will review federal funding availability for the upcoming round and determine the number of Transportation Development Credit's (TDCs) to be allocated to all new qualifying entities.

When can I request an Application?

Applications can be requested at any time, but Applications will not be available to be sent to the requestors until the round opens in the fall.

How do I request an Application?

Applications can be requested by going to: www.nctcog.org/policybundle and clicking on the *Request an Application* link.

How long do we have to use any TDCs awarded?

TDCs will be available to program through the TIP team throughout the fiscal year as opportunities arise. Entities participating this round will have two years from the date of the award to add new projects to the TIP. Entities must work with NCTCOG staff to allocate TDCs to an eligible project. Once projects are selected for inclusion in the TIP, entities have two years to meet the following requirements or the TDCs expire:

- Sign a TDC agreement with the Metropolitan Planning Organization
- Begin project implementation

What type of projects are eligible?

- Must be used for new projects, not previously selected projects
- Must be eligible for federal roadway or air quality funds
- Projects that improve air quality and relieve congestion, including transit improvements, bicycle and pedestrian facilities and programs, and traffic flow improvements
- Projects will be vetted against typical Regional Transportation Council selection criteria

Timeline for MTP Policy Bundle – Round 4:

March 20, 2019	April 24, 2019	June 2019
Applications due for those requesting NCTCOG assistance	Policy Bundle Round 4 Application Deadline	Regional Transportation Council Approval of Policy Bundle Awards

REGIONAL TRANSPORTATION COUNCIL

Rules for Public Comment

The Regional Transportation Council (RTC) hereby establishes reasonable rules regarding the public's right to address the Council at open meetings consistent with the Texas Open Meetings Act. The intent of these rules is to hear the views of the public prior to the RTC considering items. These rules also promote an orderly and fair process through which public comments may be received by the RTC.

Public Comment

At every open meeting of the RTC, opportunity will be provided at the beginning of the meeting for members of the public to address the RTC regarding any item(s) on the agenda for consideration. Persons are permitted up to three (3) minutes to speak. A person addressing the RTC through a translator will be provided up to six (6) minutes. A timer will be visible to the speaker and indicate the amount of time remaining. Speakers shall conclude their comments prior to or upon expiration of the time. In the event a large number of speakers are present, the RTC may encourage large delegations to have one person speak for the group or impose reasonable time limits per individual that are more restrictive; if a delegation chooses to select a spokesperson to represent the entire delegation, the spokesperson will be provided up to five (5) minutes to speak or ten (10) minutes if the spokesperson is addressing the RTC through a translator.

Persons requesting translation services, to be provided by the RTC, must do so at least seventy-two (72) hours in advance of the posted meeting time.

Speaker Registration

Persons who wish to speak must complete and return to staff a registration card prior to the start of the RTC meeting. Registration cards are printed on yellow paper, available in the RTC meeting room and must, at a minimum, include the following information:

1. Speaker's name;
2. City of residence;
3. Zip code;
4. Agenda item(s) on which the speaker plans to speak;
5. Indication of whether speaking on/for/against agenda item(s); and
6. Any other information requested by RTC staff.

Speaker Warning and Removal

The RTC Chair will provide a notice to a speaker whose time has expired. The RTC reserves the right to have speakers removed from the meeting room in the event they become disruptive or make threatening, profane or otherwise inappropriate remarks.

Draft Rules for Public Comments at Regional Transportation Council Meetings (HB 2840)

SURFACE TRANSPORTATION TECHNICAL COMMITTEE

JANUARY 24, 2020

AMANDA WILSON, AICP



North Central Texas
Council of Governments

Overview of HB 2840

Members of the public must be allowed to make comments to a governmental body before or during the body's consideration of an item

A governmental body may adopt reasonable rules regarding public comments, including rules that limit the amount of time for each public comment

If no simultaneous translation equipment is used, a member of the public using a translator must be given double the amount of time to comment

A governmental body may not prohibit public criticism of the body

Bill took effect on September 1, 2019

Draft Rules

Single public comment period, following the pledges, before any action items

Public comments will be taken on any agenda item

Establishes a 3-minute time limit; 6-minute time limit if using a translator

Large delegations may be encouraged to have one spokesperson speak for the group; in this case a 5-minute time limit is provided (10 minutes if using a translator)

Translation will be provided by RTC, if requested, 72 hours in advance

Provisions for warning speakers if time exhausted or removal, if necessary

Draft Rules, continued

Speaker Request Card must be completed prior to the start of the RTC meeting

Speakers must provide the following information:

- Name
- City of Residence
- Zip Code
- Agenda item(s) on which the speaker plans to speak
- Indication if speaking on/for/against the agenda item(s)
- Any other information requested by RTC staff

Opportunity to provide written comments rather than speak at the meeting

Additional Items

Benchmarked local governments on a number of topics

RTC Rules will be added to Public Participation Plan as an appendix when adopted; will be added to RTC Bylaws when next updated (2022)

Considered room layout, personnel and technology needs to effectively implement the public comments

Information will be provided on the RTC website regarding the public comment opportunity, as well as ability to request translation

Comments received will be documented in RTC minutes

Written comments will be provided to RTC prior to item consideration; individuals may state only for/against an item and that will be provided to the RTC at the end of the comment period

Schedule

Milestone	Date
Draft Rules Presented to RTC for Information (Action to Take to Public Input Opportunity)	January 9, 2020
Public Input Opportunity (45-Day Comment Period)	January 13-February 26, 2020
STTC Information Item	January 24, 2020
STTC Action Item	February 28, 2020
RTC Action Item	March 12, 2020

Action Requested

Approve staff to take Draft Rules for Public Comments at Regional Transportation Council Meetings (Electronic Item 5.1) to public input opportunity for a 45-day public comment period.

Questions/Comments

Amanda Wilson

Program Manager

(817) 695-9284

awilson@nctcog.org

Ken Kirkpatrick

Legal Counsel

(817) 695-9278

kkirkpatrick@nctcog.org

TEXAS VOLKSWAGEN ENVIRONMENTAL MITIGATION PROGRAM UPDATE

**Surface Transportation Technical Committee
January 24, 2020**

**Amy Hodges
Air Quality Planner**



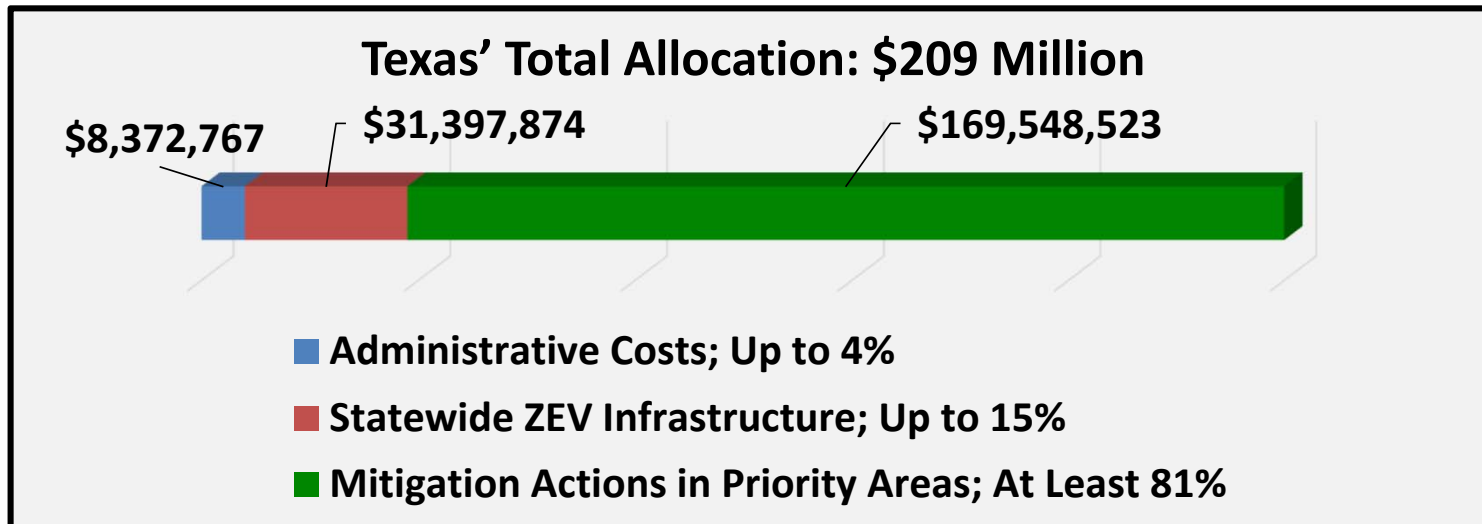
North Central Texas
Council of Governments

BENEFICIARY MITIGATION PLAN FOR TEXAS

www.TexasVWFund.org

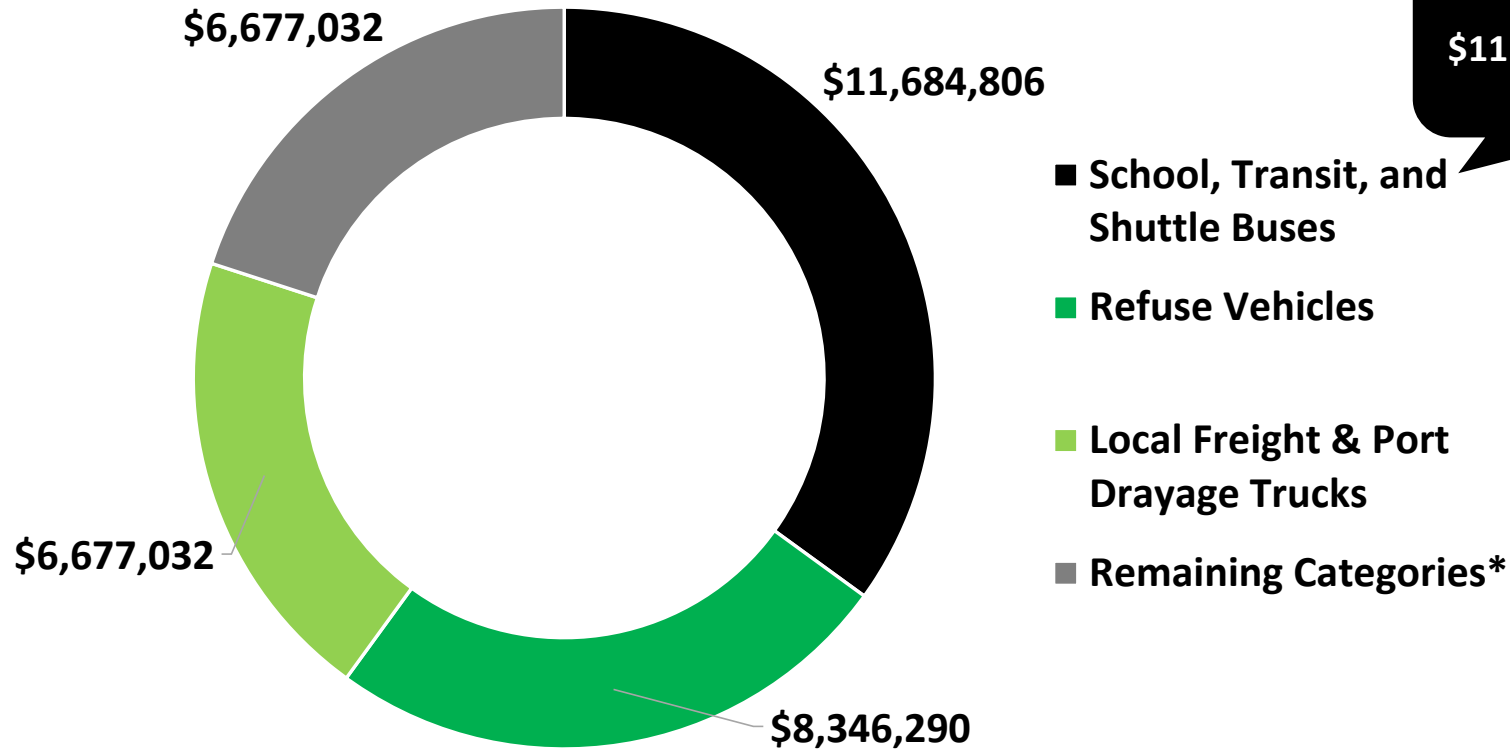
Texas Commission on Environmental Quality (TCEQ) Goals

1. Reduce Nitrogen Oxides (NO_x) Emissions
2. Reduce the Potential for Exposure of the Public to Pollutants
3. Prepare for Increased and Sustained Use of Zero Emission Vehicles (ZEV)
4. Complement Other Incentive Funding Programs



FUNDING DISTRIBUTION FOR MITIGATION ACTIONS

Dallas-Fort Worth Area Allocation: \$33,385,160



\$17.6 Million Requested
\$11.7 Million Awarded to Date

*Remaining Categories Include: Electric Airport Ground Support Equipment; Electric Forklifts and Port Cargo Handling Equipment; Ocean-Going Vessel Shorepower

REFUSE VEHICLE FUNDING AVAILABLE

Replace or Repower Refuse Vehicles Configured To Collect And Transport Municipal Solid Waste
 Garbage Trucks, Roll-off Trucks, Dump Trucks, Sweeper Trucks, Chipper Trucks, Grapple Trucks

Criteria: Diesel Engine Model Year 1992 – 2009; Gross Vehicle Weight Over 26,000 Pounds

Grants To Be Awarded on First-Come, First-Served Basis

Funding Levels:

Government-Owned
 Vehicles: 80%

Privately-Owned
 Vehicles:
 50% for Electric Projects
 40% for Other Repowers
 25% for Other
 Replacements

Priority Area	Funds Available	Funds Requested as of 12/30/19
Dallas-Fort Worth	\$8,346,290	\$2,455,398 (29%)
Houston-Galveston-Brazoria	\$7,558,741	\$917,435 (12%)
San Antonio	\$15,396,379	\$836,463 (5%)
Austin	\$4,074,401	\$473,284 (12%)
El Paso	\$4,203,508	\$1,154,682 (27%)
Beaumont-Port Arthur	\$1,794,756	\$199,693 (11%)
Bell County	\$520,766	\$0 (0%)
Total	\$41,894,841	\$6,036,955 (14%)

LOCAL FREIGHT & PORT DRAYAGE TRUCK FUNDING

Replace or Repower On-Road or Drayage Trucks Used to Deliver Cargo and Freight

Criteria: Diesel Engine Model Year 1992 – 2009; Gross Vehicle Weight Over 14,000 Pounds; Operate at Least 51% In Priority Areas

Grants Awarded on First-Come, First-Served Basis

Priority Area	Funds Available
Dallas-Fort Worth	\$6,677,032
Houston-Galveston-Brazoria	\$6,446,993
San Antonio	\$12,317,103
Austin	\$3,259,521
El Paso	\$3,362,806
Beaumont-Port Arthur	\$1,435,805
Bell County	\$416,613
Total	\$33,515,873

Funding Levels:

Government-Owned Vehicles: 80%

Privately-Owned Vehicles:
50% for Replacement/Repower with Electric

50% for all Drayage Replacements
40% for Other Repowers
25% for Other Replacements

MAJOR TAKEAWAYS AND NEXT STEPS

Local Governments Strongly Encouraged to Apply for Refuse Vehicle Funding

No Federal Requirements

First-Come, First-Served = Opportunity for Quick Implementation

80% Funding Level

North Texas Applicants as of December 30, 2019:

City of Cleburne

City of Dallas

City of Midlothian

City of River Oaks

Tarrant County

Town of Hickory Creek

RWS Texas Leasing Company, LLC

Staff Continues to Monitor Rate of Requests to Inform Future Allocation Comments

FOR MORE INFORMATION

Amy Hodges
Air Quality Planner
817-704-2508
ahodges@nctcog.org

Lori Clark
Program Manager
817-695-9232
lclark@nctcog.org

Go To www.nctcog.org/airquality; Select “Funding and Resources”



Transportation Alternatives

2020 Call for Projects for the North Central Texas Region

Surface Transportation Technical Committee

January 24, 2020

Daniel Snyder



**North Central Texas
Council of Governments**

Eligible Project Activities

May include:

- Shared-Use Paths (Trails)
- On-Street Bikeways
- Bicycle/Pedestrian Signalization
- Protected Intersections
- Sidewalks, Crosswalks, Curb Ramps
- Traffic Controls and Calming Measures
- Signage
- Road Diets
- Bicycle/Pedestrian Counters



Eligible Project Sponsors

- Local Governments
- Regional Transportation Authorities
- Transit Agencies
- School Districts, Local Education Agencies, or Schools
- Tribal Governments
- Other local or regional governmental entity with responsibility for oversight of transportation or recreational trails



Funding Overview

Funding Allocation for FY21*, FY22, and FY23
(conditional upon receipt of federal funding)

Western Subregion Fort Worth District (34%)	Eastern Subregion Dallas and Paris Districts (66%)	Total Funding Available
\$8,102,880	\$11,761,919*	\$19,864,799

* \$3,967,201 of FY21 Eastern Subregion funds already awarded by RTC on 6/13/19 and reduced proportionally in FY21 funds.

<i>Maximum</i> Federal Funding Award <i>per Project</i>	<i>Minimum</i> Federal Funding Award <i>per Project</i>
\$5,000,000	\$300,000

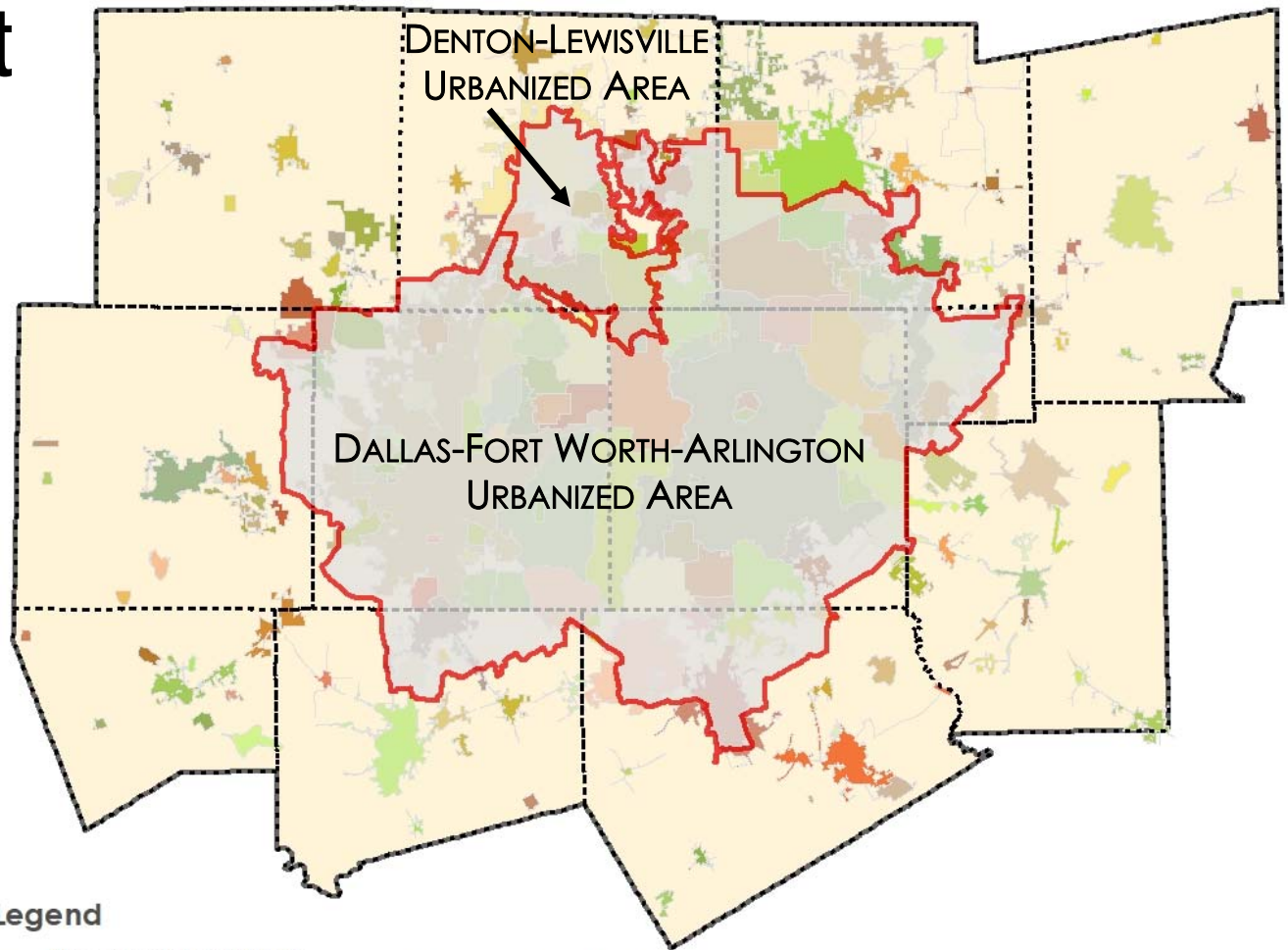
Funding Overview

- Construction-implementation focus. Engineering/design and environmental will be **100 percent locally funded**.
- **Minimum 20 percent local match is required for construction.**
- Local match must be cash or TDCs – no in-kind contributions.
- Agencies are eligible to request TDCs in lieu of a local match if qualified through the MTP Policy Bundle process.
- A resolution by the project sponsor's governing body confirming the availability of the local match contribution is required with each application.



Eligible Project Locations

- **Active Transportation:**
Urbanized area
- **Safe Routes to School:**
12-county region,
within 2 miles of K-8
school



Legend

-  Urbanized Area Eligible for Active Transportation
-  12-County Area Eligible for Safe Routes to School



North Central Texas
Council of Governments

[Online Map Identifying Eligible Area Boundaries](#) (click to open) 6

Active Transportation Category Evaluation and Scoring Criteria

Category	Scoring	Description
Regional Network Connectivity	20	Improves connectivity of Mobility 2045 regional paths and bikeways between cities and counties.
Transit Accessibility	15	Improves connections and access to transit.
Safety	15	Improves safety and provides facilities for pedestrians and bicyclists with a high level of comfort and suitability for users of all ages and abilities.
Congestion Reduction	15	Provides alternative travel options as an option to motor vehicle trips in areas with greater opportunity for walking and bicycling, thus improving air quality.
Equity	10	Improves access to disadvantaged populations and underserved communities.
Reducing Barriers	5	Provides safe crossing of existing travel obstacles such as major roadways, interchanges, railroads, and bodies of water.
Project Readiness and Other Factors	20	Project readiness / ability to obligate funds and initiate construction quickly. Other factors related to innovation, project impact, and local match percent.



Safe Routes to School Category Evaluation and Scoring Criteria

Category	Scoring	Description
Problem Identification	20	Addresses an identified problem, and the problem is significant.
Planning Support	20	Supported by a SRTS Plan or local planning effort, and supportive municipal policies and plans (ADA Transition Plan and Complete Streets Policy).
Potential to Increase Walking and Bicycling	15	Likely to increase the number of students that walk or bicycle to school.
Equity	15	Improves school access and safety for disadvantaged populations and underserved communities.
Community Support	10	Community support is demonstrated through letters of support, a public meeting, and past participation in encouragement or education events.
Project Readiness and Other Factors	20	Project readiness / ability to obligate funds and initiate construction quickly. Other factors related to innovation, project impact, and local match percent.

Schedule

Milestone	Date
Bicycle and Pedestrian Advisory Committee (BPAC) – Info on CFP	November 20, 2019
Call for Projects Public Workshop	January 21, 2020
Surface Transportation Technical Committee (STTC) – Info on CFP	January 24, 2020
Regional Transportation Council (RTC) – Action on CFP	February 27, 2020
Call for Projects Opens	March 2, 2020
Deadline for Meetings to Review Applications for Completeness	April 10, 2020
Call for Projects Closes	May 15, 2020, 5 PM
Review of Projects / Scoring by NCTCOG	May–July 2020
Public Meetings	August 2020
STTC – Action on Selected Projects	August 28, 2020
RTC – Action on Selected Projects	September 10, 2020
Individual Meetings with TxDOT District Staff	September - October 2020
Submittal Deadline for TIP Modifications	October 23, 2020
Approval of Statewide Transportation Improvement Program (STIP)	March / April 2021

Contact Information:

Daniel Snyder

Transportation Planner

dsnyder@nctcog.org

(817) 608-2394

Kathryn Rush, AICP

Senior Transportation Planner

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Kevin Kokes, AICP

Program Manager

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(817) 695-9275

Karla Weaver, AICP

Senior Program Manager

kweaver@nctcog.org

(817) 608-2376



RTC COMMUNICATION TO TXDOT: EMERGENCY/GRANDFATHERED/PHASED TOLLED MANAGED LANE SYSTEM

Tarrant County

IH30: IH35W to FM157/Collins

Tarrant/Dallas County

SH183: SH121 to SH161

Dallas County

IH30 East: IH45 to US80 +

Collin County (Contingency)

US75 Technology Lanes

Permittee Responsible Mitigation Database

Streamlining the process of identifying Permittee Responsible Mitigation opportunities
Providing mutual benefit to landowners and permit applicants



Landowners upload details about streams or wetlands needing restoration



Permit applicants view landowner entries and enter details about their own mitigation needs



Database users connect to solve each other's problems and restore ecosystems

<http://prmd.nctcog.org>

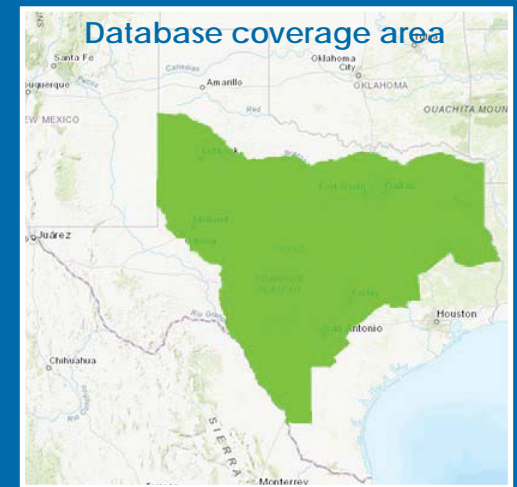


<http://prmd.nctcog.org>

This website is the creation and resource solely of NCTCOG. Authorization to use Permittee Responsible Mitigation is at the discretion of, and upon approval by, the US Army Corps of Engineers Regulatory Division.



**North Central Texas
Council of Governments**



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



TEXAS COMMISSION ON ENVIRONMENTAL QUALITY

Protecting Texas by Reducing and Preventing Pollution
 January 9, 2020

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 November 14, 2019 acknowledging the Texas Commission on Environmental Quality's (TCEQ) limitations requiring the return of unused grant funding, including rebates and interest. While we do not have additional information regarding other options for these funds, if the Regional Transportation Council for NCTCOG chooses to discuss this matter with the Legislative Budget Board, TCEQ is available to participate in those discussions.

We appreciate our partnership and look forward to continuing our work with NCTCOG on air quality issues. The TCEQ recognizes the value of local programs implemented by NCTCOG and has included the measures submitted by NCTCOG as part of the weight of evidence analysis in the *Dallas-Fort Worth Serious Classification Attainment Demonstration State Implementation Plan Revision for the 2008 Eight-Hour Ozone National Ambient Air Quality Standard* scheduled to be adopted by the commission in March 2020.

We are not yet evaluating potential legislative budget requests for the 87th Texas Legislative Session. However, it is our hope that significantly increased funding for Texas Emissions Reduction Program projects will be helpful in achieving emissions reductions in areas including the North Central Texas area.

If you have additional questions, please contact Donna F. Huff, Air Quality Division Director at (512) 239-6628.

Respectfully,

Toby Baker
 Executive Director

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

RECEIVED

JAN 16 2020

TRANSPORTATION



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). The RTC's position is that monies collected or generated in the region should stay in the region.

Also, appropriations from the Texas Legislature have been more difficult to obtain in recent years. 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 the 2008 eight-hour ozone National Ambient Air Quality Standards (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). The 2019 regional ozone design value has increased in the last year from 76 ppb to 77 ppb. 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 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 at the conclusion of the 2020 ozone season, it's dangerous to rely solely on Reasonable Available Control Measures (RACM) with hopes to avoid further noncompliance and associated reclassifications to levels that would impose increased and unprecedented requirements.

Similarly, the concurrent 2015 eight-hour ozone NAAQS also has an attainment year at the conclusion of the 2020 ozone season, requiring the regions design value over a three-year period to be less than or equal to 70 ppb. Photochemical modeling suggests current efforts are not enough nor acceptable for the 2015 eight-hour ozone NAAQS.

Chairman Jon Niermann
Page Two

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.

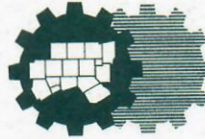
Sincerely,

A handwritten signature in black ink, appearing to read "Andy Eads". The signature is fluid and cursive, with a large initial "A" and "E".

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

CK:ch

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



North Central Texas Council Of Governments

TO: City Managers, County Administrators,
City Secretaries, Special District Secretaries

DATE: December 5, 2019

FROM: Chris Klaus
Senior Program Manager

SUBJECT: Local Government Energy Reporting - Reminder and Update to Reporting
Schedule

On behalf of the Texas State Energy Conservation Office (SECO), the North Central Texas Council of Governments (NCTCOG) would like to remind you of the state mandated energy reporting requirement.

Under Texas Health and Safety Code §388.005(c), all political subdivisions, state agencies and institutes of higher education located in ozone nonattainment or near nonattainment counties are required to submit a Local Government Energy Report to the SECO, tracking annual electricity consumption and progress toward the goal of a five percent reduction in annual electricity consumption. In 2019, the passage of Senate Bill 241 of the 86th Legislature extended this requirement until August 31, 2026.

SECO has extended the deadline for this year's report from November 1, 2019, to February 1, 2020, covering electricity consumption based upon the state fiscal year of September 2018-August 2019. The report must be filled out and submitted online to SECO. The online reporting form can be found at: www.comptroller.texas.gov/programs/seco/reporting/local-gov.php.

Beginning in 2021, SECO will require entities to report their annual electric consumption based upon the calendar year, rather than the state fiscal year. Reports will be collected by February 1 of each year.

For any questions regarding the Local Government Energy Reporting program or report submission, please contact Bailey Muller at bmuller@nctcog.org or (817) 695-9299. Please forward to an appropriate staff member if needed.

Chris Klaus, Senior Program Manager

DG:ch

cc: Bailey Muller, Senior Air Quality Planner, NCTCOG



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

January 10, 2020

Ms. Kristin Jacobson, MC 206
State Implementation Plan Team – Air Quality Division
Texas Commission on Environmental Quality
PO Box 13087
Austin, Texas 78711-3087

RE: Dallas-Fort Worth 2015 Eight-Hour Ozone National Ambient Air Quality Standard (NAAQS) Emissions Inventory (EI) State Implementation Plan (SIP) Revision (Non-Rule Project Number. 2019-111-SIP-NR)

Dear Ms. Jacobson:

On behalf of the Regional Transportation Council (RTC), the transportation policy body of the Metropolitan Planning Organization for the Dallas-Fort Worth (DFW) Area, please accept the following comments regarding the Texas Commission on Environmental Quality's (TCEQ) 2015 Eight-Hour Ozone National Ambient Air Quality Standard (NAAQS) Emissions Inventory (EI) State Implementation Plan (SIP) Revision (Non-Rule Project Number. 2019-111-SIP-NR), proposed on November 20, 2019. The RTC takes compliance to federal ozone standards seriously, supports exploring and implementing many transportation-related emission reduction control strategies, and is responsible for air quality conformity, which is an analysis ensuring federal funding approval goes to those transportation activities consistent with air quality goals.

This effort results from the Federal Clean Air Act (FCAA) requiring states to submit emissions inventory information for all relevant sources in areas that are designated nonattainment for any of the NAAQS. On October 1, 2015, the United States Environmental Protection Agency (EPA) introduced a new eight-hour ozone standard of 70 parts per billion (ppb). The 2015 eight-hour ozone NAAQS became effective on December 28, 2015¹. Effective September 24, 2018, the EPA designated nine DFW area counties (Collin, Dallas, Denton, Ellis, Johnson, Kaufman, Parker, Tarrant, and Wise) as marginal nonattainment for the 2015 ozone NAAQS.

The DFW area is now subject to two ozone standards, i.e., the serious nonattainment area requirements in the FCAA under the 2008 ozone NAAQS of 75 ppb and marginal nonattainment area requirements under the 2015 ozone NAAQS. The attainment date for the serious classification (2008 NAAQS) is July 20, 2021, with a 2020 attainment year, and for the marginal classification (2015 NAAQS) is August 3, 2021, with the same 2020 attainment year. We commend the TCEQ in devoting limited resources and quickly turning around SIPs for both the standards.

It is our understanding that the on-road mobile EI in this effort was extracted from the Air Emissions Reporting Requirements (AERR) emissions inventory work conducted by a TCEQ subcontractor. Since a subcontractor conducted the work, limited opportunity was available to

¹ <https://www.govinfo.gov/content/pkg/FR-2015-10-26/pdf/2015-26594.pdf>

review emission inventory results during the different stages of development. Looking forward, development of these AERR on-road mobile emission inventories is requested to be developed within the NCTCOG, who maintains official regional travel demand modeling for North Central Texas and is equally equipped to conduct such inventories. This will ensure consistency across all on-road mobile source emission inventories prepared for transportation conformities, attainment demonstrations and reasonable further progress in the area. All on-road mobile EI's that can be utilized into a regional SIP should be prepared through similar avenues to ensure variances are not based on approach techniques, such as assumptions, averaging, etc., so that implementation of the regional multi-modal long range transportation plan can proceed.

Overlapping schedules of both the 2008 ozone NAAQS and 2015 ozone NAAQS show to have attainment years 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 ppb and 70 ppb, respectively. Currently, the regional ozone design value had increased to 77 ppb (from 76 ppb at the end of 2018 ozone season). The proposed air quality rules and SIP revisions resulting from reclassification suggest at the conclusion of the 2020 ozone season, our regional design value will be at 72 ppb. While sophisticated photochemical modeling suggests compliance to the 2008 eight-hour ozone NAAQS, it is not enough nor acceptable for the 2015 eight-hour ozone NAAQS.

Although an attainment demonstration photochemical modeling exercise is not required under a marginal nonattainment classification, as the DFW region is for the 2015 NAAQS, this analysis has been recently conducted for the region's serious nonattainment classification under the 2008 NAAQS. In the most recent air chemistry forecast analysis conducted for the 2020 attainment year, we suggest that utilizing a more current baseline is more beneficial as the current 2012 baseline is seven years in the past and unable to recognize emerging variances between photochemical modeling projections as compared to real-world monitor readings. For example, the Cleburne airport monitor is not a concern from a photochemical modeling standpoint; however, the three-year ozone design value was recorded at this monitor for most of the 2019 ozone season, suggesting multiple years of meaningful emission levels. In addition, the Denton airport monitor has been driving the design value in recent years. At the end of the 2019 ozone season, the Dallas North monitor is currently the controlling monitor at 77 ppb whereas photochemical modeling for 2020 suggests Grapevine to be the controlling monitor.

The TCEQ is urged to be the statewide champion and navigate through regulatory hurdles ensuring all collected monies from the now defunct Low Income Vehicle Repair Assistance, Retrofit, and Accelerated Retirement Program (LIRAP) and Local Initiative Projects (LIP) be appropriated back to the counties for emission reduction programs. As revenue for these local programs 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. Implementation of more transportation emission reduction strategies can expand upon the initiatives contained in the SIP's Weight-of-Evidence, will assist in reducing the formation of ozone, and allow the region to comply with NAAQS.

We appreciate the opportunity to comment on the TCEQ's revisions to the DFW 2015 eight-hour ozone NAAQS EI SIP, as well as the continued partnership between our agencies. The RTC thanks the TCEQ staff for their time and resources spent preparing this revision and holding a public hearing in the region to receive public comments. NCTCOG staff, through the RTC, is committed to continuing to implement projects and programs and collaborate with partner

Ms. Kristin Jacobson
Page Three

January 10, 2019

agencies to reduce ozone-forming emissions in the DFW region. Should you have any questions, please contact Chris Klaus, Senior Program Manager at cklaus@nctcog.org or (817) 695-9286.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael Morris". The signature is fluid and cursive, with a large, stylized initial "M".

Michael Morris, P.E.
Director of Transportation

VT:ch

cc: Chris Klaus, Senior Program Manager, NCTCOG

Overview of Actions Affecting Eastern/Western Funding Shares

(\$ in Millions)

Date	Projects/Programs	Relevant Actions		Cumulative Total	
		West	East	West	East
Mar-13	Final SAFETEA-LU East-West Equity Total	\$649.76	\$1,558.48	\$649.76	\$1,558.48
Jan-16	Final MAP-21 East-West Equity Total	\$320.98	\$847.62	\$970.74	\$2,406.10
Dec-16	FY 2017-2026 Regional 10-Year Planning Effort - Category 2 Funds (Transfer from the East to the West)	\$100.00	(\$100.00)	\$1,070.74	\$2,306.10
Oct-17	Transportation Alternatives Set-Aside funding for a project in Hunt County (City of Quinlan) awarded through the Statewide TA Set-Aside Call for Projects as approved by the Texas Transportation Commission in October 2017 (Minute Order #115076)	\$0.00	\$0.30	\$1,070.74	\$2,306.40
Dec-17	Category 12 funding for various overpass reconstruction projects along the IH 30 corridor in Hunt County as approved in the December 2017 update to Unified Transportation Program (UTP)	\$0.00	\$102.00	\$1,070.74	\$2,408.40
Sep-18	Category 12 funding for the construction of an interchange at IH 45 and FM 664 in Ellis County as approved in the 2019 Unified Transportation Program (UTP)	\$0.00	\$34.00	\$1,070.74	\$2,442.40
Dec-18	Transfer of Regional Toll Revenue (RTR) funds from the East to the West as approved by the RTC in December 2018 through the CMAQ/STBG: Strategic Partnerships Round 3/Intersection Improvements/MTP Policy Bundle TDC Program	\$5.80	(\$5.80)	\$1,076.54	\$2,436.60
Aug-19	Category 12 Clear Lanes funding for various projects in the region was awarded 69% East/31% West instead of being split 68% East/32% West, which gave the East a small amount of additional revenue compared to the West	\$0.00	\$33.59	\$1,076.54	\$2,470.19
Aug-19	Category 12 Strategic Priority funding for various projects in the East (IH 30 in Dallas County, IH 35 in Denton County, and IH 30 in Hunt County) and in the West (Southeast Connector in Tarrant County and SH 170 in Denton/Tarrant Counties) as approved in the 2020 Unified Transportation Program (UTP)	\$208.33	\$1,018.85	\$1,284.87	\$3,489.04
Updated FAST Act Equity Percentage Share as of December 2019				26.91%	73.09%

Cumulative East-West Equity Share	Cumulative Total	
	West	East
Cumulative Total	\$1,284.87	\$3,489.04
Cumulative Percentage Shares	26.91%	73.09%
RTC Approved Target Shares	32%	68%

No change since last presentation in September 2019.

MINUTES**Regional Transportation Council
PUBLIC MEETING*****Hyperloop: Where Are We Building It?******HOV Transportation Control Measures: Application of Managed Lanes & Substitution******Alternative Fuel Corridors******Trail of the Month Video Series*****Meeting Date and Location**

The North Central Texas Council of Governments (NCTCOG) held a public meeting Monday, November 11, 2019, at 6:00 pm at the North Central Texas Council of Governments (Arlington); Chris Klaus, Senior Program Manager, moderated the meeting, attended by 8 people.

Public Meeting Purpose and Topics

The public meeting was held in accordance with the NCTCOG Transportation Department Public Participation Plan, which became effective June 1, 1994, as approved by the Regional Transportation Council (RTC), the transportation policy board for the metropolitan planning organization, and amended on November 8, 2018. Staff presented information about:

1. Hyperloop: Where Are We Building It? – presented by Clint Hail
2. HOV Transportation Control Measures: Application of Managed Lanes & Substitution – presented by Vivek Thimmavajhala
3. Alternative Fuel Corridors – presented by Bethany Hyatt
4. “Trail of the Month” Video Series – presented by Matt Fall

The public meeting was held to educate, inform and seek comments from the public. Comments were solicited from those present who wished to speak for the record. The presentations made at the meeting are available at www.nctcog.org/input, and a video recording was posted at www.nctcog.org/video.

Each person who attended the public meeting received a packet with a meeting agenda, a sheet on which to submit written comments and copies of the presentations.

Summary of Presentations***Hyperloop: Where Are We Building It? presentation:***

<https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2019/11/Hyperloop.pdf>

Hyperloop technology is one piece of a larger ecosystem of transportation innovation. Multiple projects, including high-speed rail, automated vehicles and Uber Elevates, are taking place in the region. NCTCOG staff recently issued a Request for Proposals (RFPs) for a high-speed

transportation study based on recommendations made in Mobility 2025. Additionally, AECOM is leading a study on a hyperloop route from Fort Worth to Laredo.

Hyperloop technology involves taking a pod and putting it in a vacuum-sealed tube and shooting it at high speeds. The RTC was briefed on it's infrastructure back in October and will discuss Virgin Hyperloop One's RFP for a certification facility in November.

HOV Transportation Control Measures: Application of Managed Lanes & Substitution presentation:

https://www.nctcog.org/nctcog/media/Transportation/DocsMaps/Involve/InputMeetings/2019/11/HOV_TCM_Sub.pdf

High-occupany vehicle (HOV) lanes were added in the 1990's as a temporary option to alleviate congestion, and the emission benefits of these lanes were included in the region's State Implementation Plan (SIP).

Due to changing conditions, interim HOV lanes eventually evolved into Managed Lanes. Because of this evolution, NCTCOG is proposing the following three HOV lanes be removed as Transportation Control Measures (TCMs) from the SIP:

- IH 35E corridor between IH 635 and SH 121
- IH 635E corridor between Coit Road and Greenville Ave
- IH 635W corridor between Luna Road, IH 35E and US 75

Additionally, removing them requires substituting alternate TCM projects that achieve equivalent emissions benefits. Staff is proposing 7 traffic signalization projects be used as substitutes:

- Parker Road (Midway Road to Preston Road)
- Park Blvd (Midway Road to Coit Road)
- Custer Road (Legacy Drive to SH 121 Northbound)
- Coit Road (Legacy Drive to SH 121 Northbound)
- Spring Creek Parkway/Shiloh Road (Custer Road to Plano Parkway)
- Plano Parkway (Dublin Road to Marsh Lane)
- SH 121 (Spring Creek Parkway to Hardin Road)

The RTC will take action on the HOV TCM substitution in January 2020.

Alternative Fuel Corridors presentation:

<https://www.nctcog.org/nctcog/media/Transportation/DocsMaps/Involve/InputMeetings/2019/11/Alternative-Fuel-Corridors.pdf>

This presentation covers several air quality emphasis areas, including high-emitting vehicles and equipment as well as energy and fuel use.

Section 1413 of the Fixing America's Surface Transportation Act requires the US Department of Transportation to designate corridors to improve mobility using certain alternative fuels, such as hydrogen, propane and natural gas. The benefits of corridor designation include accelerated public interest and improved user experience. Eligible corridors must be within five miles of the highway, publicly accessible and within the maximum distance between charging stations. In coordination with the Texas Department of Transportation, NCTCOG submitted designated corridor nominations in 2016, 2017 and 2018. Nominations for 2019 opened on October 30.

As of July 2019, there are 13,809 registered electric vehicles (EVs) in North Texas. Additionally, there are many incentives available for those ready to purchase an alternative fuel vehicle. For more information, visit www.nctcog.org/aqfunding.

Trail of the Month Video Series presentation:

<https://www.nctcog.org/nctcog/media/Transportation/DocsMaps/Involve/InputMeetings/2019/11/OTM-Video-Series.pdf>

The “Trail of the Month” video series is an outreach initiative intended to make the public aware of the many great trail systems in the Dallas-Fort Worth region. The videos highlight the benefits of the regional system, including access to job centers and schools, regional connectivity and community enhancement. They also feature various interviews with local government leaders and staff, trail users and community organizations.

For more information on the “Trail of the Month” video series, visit www.nctcog.org/bikeweb.

ORAL COMMENTS RECEIVED AT MEETING

Hyperloop: Where Are We Building It?

Gary Hennessey, Citizen

Comment: You’ve issued a Request for Proposals for the Dallas to Fort Worth high-speed transportation study. We already have the Trinity Railway Express (TRE) in that corridor. Why would we add another mode of transportation in that area?

Summary of response by Clint Hail: The study is following up on something that has been recommended for a long time.

Summary of response by Dan Kessler: You have to look at the corridor as part of a system. We just finished a feasibility study. People who would most likely use high-speed transportation are not the same people using the TRE. There is a difference between commuter traffic and inner-city traffic.

Alternative Fuel Corridors

Gary Hennessey, Citizen

Question: How many of the light-duty motor vehicle incentives are left?

Summary of response by Bethany Hyatt: There are more than 1,000 remaining.

Summary of response by Chris Klaus: The incentives are anticipated to go pretty quickly. Stuff is out there. We have a funding page that discusses all our funding opportunities. It’s a one-stop shop at www.nctcog.org/aqfunding.

COMMENTS SUBMITTED BY WEBSITE, EMAIL & SOCIAL MEDIA

No comments received via website, email or social media.

MINUTES

REGIONAL TRANSPORTATION COUNCIL ONLINE INPUT OPPORTUNITY

Proposed Modifications to the List of Funded Projects

DFW Airport Electric Bus Partnership

Auto Occupancy Verification Technology

Hyperloop Certification Center Initiative and Reaffirmation of High-Speed Rail from Dallas to Houston

Online Public Input Opportunity Dates

Monday, Dec. 9, 2019 – Tuesday, Jan. 7, 2020 - 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. Proposed Modifications to the List of Funded Projects
2. DFW Airport Electric Bus Partnership
3. Auto Occupancy Verification Technology
4. Hyperloop Certification Center Initiative and Reaffirmation of High-Speed Rail from Dallas to Houston

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

Proposed Modifications to the List of Funded Projects presentation:

<https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2019/12/TIP-Pres.pdf>

Handout:

<https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2019/12/TIP-Handout.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 updates and improvements to IH 20, IH 820, SH 114, SH 121 and US 287, among others. Revisions to transit initiatives in the City of McKinney and the City of Mesquite are also included.

DFW Airport Electric Bus Partnership presentation:

<https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2019/12/Airport-Partnership-Pres.pdf>

Due to a growing number of daily flights, DFW International Airport is in need of additional airside buses and \$3.5 million is needed to purchase four electric versions.

Electric buses will help maintain compliance with general conformity as the airport expands, reduce passenger and employee exposure to exhaust emissions and sustain airport carbon-neutral accreditation.

Thus, on Nov. 14, 2019, the Regional Transportation Council approved up to \$3.5 million in Regional Toll Revenue for the DFW International Airport to purchase four electric airside buses and associated infrastructure and equipment. These funds are anticipated to be approved by the Texas Transportation Commission in April 2020, with delivery of the buses occurring some time in the fall of 2020.

Auto Occupancy Verification Technology presentation:

<https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2019/12/HOV-Tech-Pres.pdf>

The Regional Transportation Council's current Tolled Managed Lane Policy includes a provision for peak-period carpool discounts but requests an exploration of automated occupancy verification technology. NCTCOG, with cooperation from regional partners, has contracted with Carma Technology Corporation to develop an occupancy verification technology solution.

NCTCOG staff has been working closely with TxDOT, NTTA and LBJE/NTE Mobility Partners to launch *GoCarma*, which will replace the *Drive on TEXpress* app beginning in January 2020. *GoCarma* uses Bluetooth technology to automatically verify travelers in a carpool during weekday peak periods. As long as at least two in the vehicle install the *GoCarma* app or have an occupant pass, they won't need to interact with the app after setup.

The GoCarma app will be released on Jan. 6, 2020 and *GoCarma* will officially replace *Drive on TEXpress* on January 24. Staff is currently focused on switching *Drive on TEXpress* users to the new app and will launch an outreach and education initiative to recruit new users in April 2020.

Hyperloop Certification Center Initiative and Reaffirmation of High-Speed Rail from Dallas to Houston presentation:

<https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2019/12/Hyperloop-Pres.pdf>

There are several high-speed technology initiatives taking place in the Dallas-Fort Worth region. Texas Central Partners is building a bullet train from Houston to Dallas. It's a private sector initiative, but NCTCOG is 100 percent supportive of the project.

NCTCOG is working on a study to connect Downtown Dallas, Arlington, DFW International Airport and Fort Worth via some type of high-speed technology. Staff will be selecting engineering contractors soon and there will also be a rigorous public involvement process. Additionally, there's an initiative to connect Fort Worth to Laredo, and staff are currently working with stakeholders in affected communities to seek feedback on interest in the project. The feedback should be finalized in a report later this winter.

Lastly, Virgin Hyperloop One wishes to implement hyperloop technology in the United States and has issued a Request for Proposals for a certification center. NCTCOG has submitted interest with hopes of making it to the next phase in the selection process.

All of the aforementioned projects and initiatives involve an extensive public involvement process and patrons are encouraged to provide feedback.

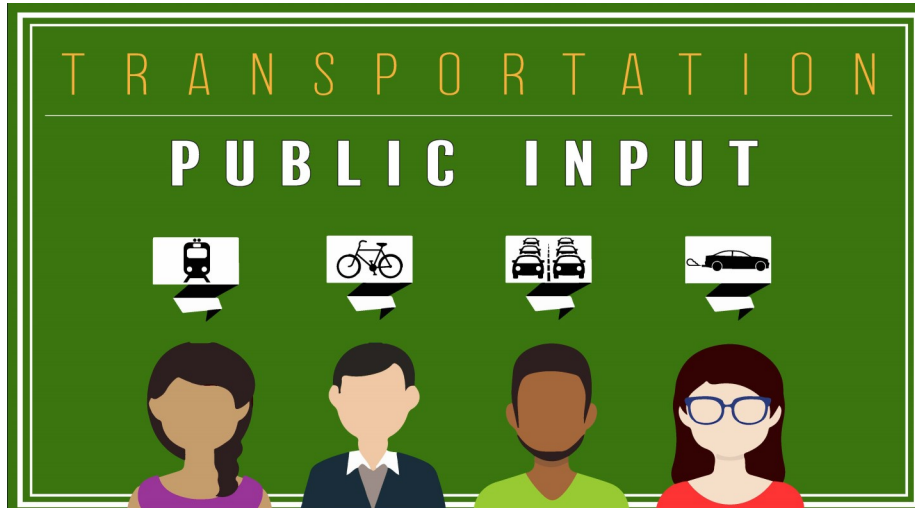
WRITTEN COMMENTS SUBMITTED BY WEBSITE, MAIL, EMAIL and SOCIAL MEDIA

Propose Modifications to the List of Funded Projects

Email

Richard Shumacher

Will NCTCOG help me buy an electric vehicle? No. DFW airport is a multibillion dollar profitable enterprise. It should be required to buy and operate only non-polluting vehicles, at its own expense.



WHAT DO YOU THINK? TELL US.

Information will be posted online at www.nctcog.org/input for public review and comment **Jan. 13 - Feb. 11, 2020**. To request printed copies of the information, call 817-608-2365 or email cbaylor@nctcog.org.

Work Program Modifications

The Unified Planning Work Program (UPWP) for regional transportation planning provides a summary of the transportation and related air quality planning tasks to be conducted by the metropolitan planning organization. Proposed modifications to the FY2020 and FY2021 UPWP will be posted for review and comment.

Public Comments at Regional Transportation Council Meetings

Due to the passing of House Bill 2840, members of the public can now provide their input during Regional Transportation Council meetings. Staff will provide an overview of this process and post the draft rules for review and comment from January 13 through February 26, 2020.

RESOURCES AND INFORMATION

- Electric Vehicle Incentives: www.dfwcleancities.org/evnt
- TERP Funding: www.terpgrants.org
- Clean Fleets North Texas 2019 Calls for Projects: www.nctcog.org/agfunding
- Mobility Plan Administrative Revisions: www.nctcog.org/input

WWW.NCTCOG.ORG/INPUT

REGIONAL TRANSPORTATION ONLINE INPUT OPPORTUNITY

Learn about transportation in the region and help set future priorities. The Regional Transportation Council and North Central Texas Council of Governments, together serving as the Metropolitan Planning Organization for the Dallas-Fort Worth area, are seeking public input.

Submit comments and questions to NCTCOG:

Email: transinfo@nctcog.org

Website: www.nctcog.org/input

Fax: 817-640-3028

Phone: 817-695-9240

Mail: P.O. Box 5888

Arlington, TX 76005-5888

For special accommodations due to a disability or for language translation, call 817-608-2365 or email cbaylor@nctcog.org. Reasonable accommodations will be made. Para ajustes especiales por discapacidad o para interpretación de idiomas, llame al 817-608-2365 o por email: cbaylor@nctcog.org. Se harán las adaptaciones razonables.

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 Wednesday, November 20, through Thursday, December 19. Comments and questions are submitted for the record and can be submitted via Facebook, Twitter, fax, email and online.

This month, comments related to transit use, access and expansion were in the majority.

Air Quality

Twitter –

1. @CityOfDallas receives #AirNorthTexas award from @NCTCOGtrans for contributions to air quality. @AdamMcGoughD10 @DavidBlewettD14 – Lee M. Kleinman (@LeeforDallas)



Aviation

Twitter –

1. #drones 🚁 – TX Transportation Rsch (@tx_transpo_rsch)



Bicycle & Pedestrian

Facebook –

1. BFSD was invited by NCTCOG Transportation Department BPAC Meeting to talk about our Earn-A-Bike program. Thanks for the opportunity! – Bike Friendly South Dallas



Innovative Vehicles & Technology

Email –

1. Ernest Stokely

I would urge planners to consider the rapidly emerging technologies of autonomous vehicles (although I have done research during my working career in computer vision and remain

skeptical of this technology), private options like Lyft and Uber, and rethinking bicycle and scooter transportation. My sense is there will not be a single technology that will dominate our solution. The next technology to add to this list may be just on the horizon. Please do not put all of your eggs in one basket. Each of these may require restructuring of lanes on existing roads and may impinge on the right-of-way of private autos. I find this option to be an acceptable tradeoff in helping to alleviate our traffic problems, but it will need to be sold to an auto-centric public.

Facebook –

1. North Texas making strong push for Virgin Hyperloop center: <http://bit.ly/2YP7SbQ>. – NCTCOG Transportation Department



Texas is the future of transportation innovation. Giddy up! – Kevin V. Williams

2. The future may be approaching sooner than most think. With hyperloop, commuters can "fly" few feet above the ground from Fort Worth to Laredo in under one hour.

NCTCOG Transportation Department wants to land a deal with Virgin Hyperloop One to build their first U.S. certification center in North Texas.

North Central Texas Council of Governments – Fort Worth Business Press



Project Planning

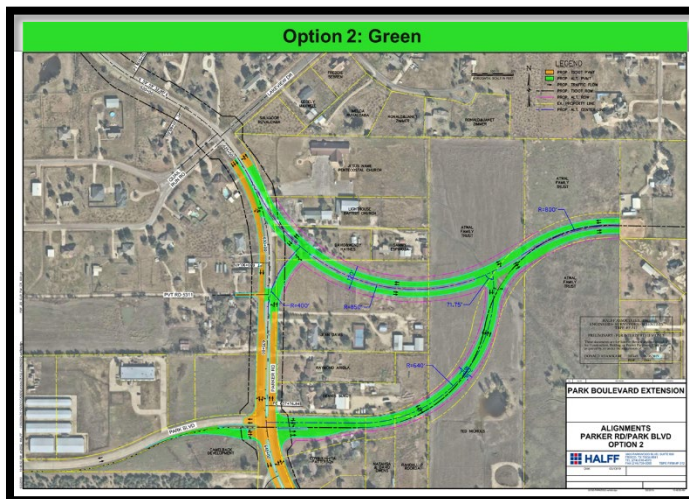
Email –

1. **Bob London (See attachment #1)**

Thank you continually seeking feedback on future transportation infrastructure.

Currently east bound traffic on Park Blvd. terminates at FM 2514 in St. Paul. Collin County is developing plans to extend Park Blvd. eastward from FM 2514 to Hwy. 78 in Wylie to relieve the traffic backup at Brown St. in Wylie. This is the main route for traffic around the southern end of Lavon Lake.

The St. Paul Town Council passed a resolution in October 2019 in support of a plan to improve traffic flow when the Park Blvd. extension is built by Collin County (see attached resolution and Exhibit). It is hoped that TxDot and Collin County will coordinate their plans for TxDot's widening of FM 2514 and Collin County's extension of Park Blvd. and adopt the plan that is endorsed by the town's resolution to alleviate the congestion of cars wanting to travel east on Park to get to Hwy 78 around the lake.



Fax –

1. See attachment #2

Twitter –

1. Much of the sentiment from South Dallas community members is “Why do we have to be burden with longer travel times “?! Which I truly understand. I use 345 daily to get from 30 to 75.
– Dominique P. Torres (@attorneytorres)

TxDot's CityMap study showed that replacing I345 with boulevards actually increased travel speed. DM me and I'll send you the relevant page. – Wick Allison (@wickallison)

What about just building cancer covered mini soccer fields sponsored by @RoyceWestTX son in a no bid contract and @NCTCOGtrans Michael Morris? – GerrardGerrard 🏆🏆🏆🏆🏆🏆 (@GerrardGerrard7)

I don't believe in No Bid Contracts and I don't understand what if anything was bid on or received actually contracts. That's not my concern at this moment. – Dominique P. Torres (@attorneytorres)

Public Meetings & Forums

Twitter –

1. #InlandPortSymposium3 .@NCTCOGtrans @dartmedia @DRC @WFSDallas @startransit @Chase supporting @jwprice99 & @atkins_tennell leading the initiative since 2006 “Location is nothing without access!” Workforce has to get to jobs! Shoutout @ChaseGiving4 #MichelleThomas 4Sponsorship – Laurie Larrea (@lblarrea)



Facebook –

1. Honored to be part of yesterday's Southern Dallas Inland Port Symposium III at UNT Dallas. Along with representatives from Dallas Regional Chamber, Dallas Area Rapid Transit (Official DART page), STAR Transit, NCTCOG Transportation Department, and Southern Dallas Link, Michelle participated in a panel discussion where she got to share about the service On the Road Lending currently provides. We were also able to share our mission at an exhibitor table -- manned by Shaylon and Manny. We appreciate the opportunity to talk about how we're making affordable, reliable transportation a reality! – On The Road Lending



Transit

Email –

1. Ernest Stokely

Sirs/Madam:

I have lived in the DFW metro since 1959 (with a short period living in another state), and have watched the region grow into an unmanageable sprawl where private automobiles have always been heralded as the primary mode of transportation, and public transportation has never been a priority for the region. We are now reaching a situation of near gridlock in the far north Dallas and Plano/Frisco area, not unlike many other parts of the metro area. I strongly support public investment in public transportation is a way to alleviate unsustainable automobile transportation in the region.

First, let me mention needs and issues. There are very few crosstown public transportation routes in the area of Dallas where I live (Far North Dallas). To get to a DART train, I must drive at least 15 minutes to the Red Line or the Green Line. The bus system in Dallas is useless, as far as I am concerned. The hub-and-spoke system means it takes hours to get anywhere using a city bus. One must first get to the hub and then go out from there. In my opinion it is a system of very last resort, and the ridership reflects this. In my neighborhood there is stiff opposition to the Cotton Belt expansion of DART. I find this extremely short-sighted of my neighbors. I strongly support this addition, although it will not totally solve the crosstown deficiency of public transportation in my area. At least it is a start.

Lack of planning got us into the mess we are in. I hope your efforts will pay off by mid-century. One answer in the mix might be to curb unbridled, ever-expansive suburban development. Dallas and surrounding cities have historically handed urban development over to land developers who build subdivisions, take the money, and run. That leaves us tax payers holding the bag for infrastructure, including transportation. Perhaps including governmental incentives to developers to increase density around rail lines and other sources of public transportation would be helpful to include in your mix of solutions.

2. D'Lynn McCoppin

I don't see anything about transportation improvement for those with special needs. We have no transportation in our community for those that do not drive. SPAN does not pick up except for medical visits here.

What can be done to help with this?

Thanks!

D'Lynn,

Thank you for reaching out to us about transportation needs in Lake Dallas.

As mentioned, Span does operate in Lake Dallas but is part of their Lake Cities service area. This project was originally funded through NCTCOG's 2017 Call for Projects and allows Span to provide services for Seniors and Individuals with Disabilities, which includes those with special needs. These services used to only include medical trips. However, as of early December, Span has expanded its services to include all types of trips for Seniors and Individuals with Disabilities. Please view the flyer attached, as it has additional information.

If you would like more details about transit options in the Lake Cities area, please feel free to contact Laura Joy, Mobility Manager at Span, via their main line (940)382-2224 or email at lauraj@span-transit.org.

We recognize there is still additional demand for transportation services in the area. In coordination with a wide range of stakeholders, we document in Access North Texas the transportation needs of older adults, individuals with disabilities, individuals with lower incomes and others with transportation challenges within our 16-county region and outline strategies to address those needs for the next four years. The Lake Dallas area, when compared to the region, has been identified in the plan as having higher percentages of persons below the poverty line and individuals with disabilities. Therefore, through strategies outlined in Access North Texas, we will continue to support projects that establish or enhance transportation services in Lake Dallas.

Thank you for voicing your concern. Please let us know if we can be of further assistance.

Twitter –

1. There's no place like home for the holidays. Make your trip home easier with @TrinityMetro TEXRail. For more information, please visit <https://ridetrinitymetro.org/textrail/> @CityofFortWorth @CityofNRH @GrapevineTXCity @NCTCOGtrans @DFWAirport @TarrantCountyTX – Sal Espino (@SAL_FW)



Facebook –

1. DART's Silverline to come in 2022: <http://bit.ly/37MrFwG> – NCTCOG Transportation Department



For everybody reading this post, the Silver Line will run from east Plano to DFW Airport and also connect with Trinity Metro's TEXRail at both DFW North and DFW Airport Terminal B stations! – Paul McManus

Other

Facebook –

1. We want to know: What's the best part of Thanksgiving to you? Check the comments for my answer! 😊 – NCTCOG Transportation Department



DESSERT. 🍪🥧🍩🍦 – NCTCOG Transportation Department

Spending precious time with my son, his wife and the rest of the gang! ❤️ – Laura Bergstrom

Fried turkey, Cranberry sauce, Apple pie, Peach cobbler, banana pudding and football. – Archie Nettles Jr.

2. Truck drivers and children get joy out of the "Trucker Salute" tradition, but according to this article, it's one that's dying.

Tell us: Did you ever give the "Trucker Salute?" <http://bit.ly/2P5hACi> – NCTCOG Transportation Department



We did it all the time. (To slow moving trains also). – Bill Johnson

ummm, I didn't realize only kids are supposed do this. Sorry. Not sorry 🤪 – Elizabeth Corazon

3. Fort Worth City Council approves free W. 7th parking: <http://bit.ly/2LYtkFU>. – NCTCOG Transportation Department

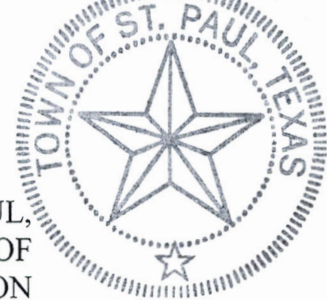


On the surface this sounds like indirectly incentivizing people to make solo car trips to this area instead of carpooling, walking, biking, or taking transit. Not good for road congestion or air quality when driving alone is easiest or cheapest option.

Were there tons of empty spaces when it was metered during the day? If there were only 1-2 empty spaces every block or so, then meters are likely not the cause of declining business sales. – Suzi Rumohr

Suzi Rumohr take your socialism and SHOVE IT. Americans are not sheep to be herded on to mass transit. – Phil Neil

But, it's still great to take Trinity Metro's Route 2 or The Dash buses to and from the W. 7th St./Crockett Row area whenever you can to help reduce car traffic, road congestion, and parking hassles! Plus, both of these bus routes also connect to both the TRE and TEXRail at Central Station in downtown Fort Worth! – Paul McManus



RESOLUTION NO. 19-10-06

A RESOLUTION OF THE TOWN COUNCIL OF THE TOWN OF ST, PAUL, COLLIN COUNTY, TEXAS, SUPPORTING THE RECONFIGURATION OF THE PROPOSED PARKER RD. AND PARK BLVD EXTENSION INTERSECTION IN ORDER TO PROMOTE A SAFE AND EFFICIENT FLOW OF TRAFFIC AND TO MINIMIZE TRAFFIC CONGESTION IN ST. PAUL.

WHEREAS, the Texas Department of Transportation is proposing to improve Parker Rd. (FM 2514) from a 2 lane undivided roadway to a four lane divided roadway (expandable to 6 lanes); and

WHEREAS, Collin County is proposing to extend Park Blvd. to state Hwy. 78 from its current terminus at Parker Rd.; and

WHEREAS, these projects will increase traffic flow and roadway capacity within the Town of St. Paul and within the region; and

WHEREAS, the extension of Park Blvd. east of Parker Rd. to Highway 78 will be the primary route around the southern end of Lavon Lake; and

WHEREAS, traffic projections show designated left turn lanes for vehicles going east on Park Blvd from southbound Parker Rd. will be inadequate to handle future traffic volume and cause traffic to back up on Parker Rd. in St. Paul; and,

WHEREAS, improved traffic operations and mobility in this region will complement economic development, improve air quality, advance traffic safety, and generally enhance the quality of life for all residents; and

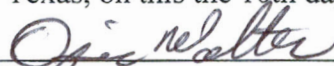
WHEREAS, the Town Council believes Option #2 proposed in the Collin County concept is in the best interest of the citizens of St. Paul;

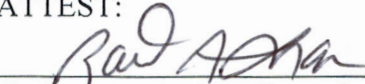
NOW, THEREFORE, BE IT RESOLVED BY THE TOWN COUNCIL OF THE TOWN OF ST. PAUL, COLLIN COUNTY, TEXAS AS FOLLOWS:

SECTION 1. The St. Paul Town Council does hereby support the proposed reconfiguration of the improvements to the Parker Rd. and Park Blvd. intersection to provide for a more direct traffic connection as shown in the Collin County concept plan entitled "OPTION 2".

SECTION 2. This resolution shall take effect immediately upon the date of its passage.

DULY RESOLVED by the Town Council of the Town of St. Paul, Collin County, Texas, on this the 10th day of June, 2019.


Oprie Walter, Mayor

ATTEST:

Robert A. London, Town Secretary

RECEIVED

DEC 04 2019

November 22, 2019

TRANSPORTATION

Dear ManeGait Board Members,

We are writing as concerned citizens of the City of McKinney who fully support and value the mission of ManeGait. As you likely know, decisions about the HWY 380 by-pass and expansion have been controversial. Currently, in the center of the controversy is an issue that appears to focus on ManeGait.

It is imperative that all stakeholders (including ManeGait beneficiaries) understand the following:

- 1) TxDOT has stated that the final deciding factor used to vote against bypass options B and E was solely because they encroached on ManeGait property. On public record, TxDOT explicitly stated that ManeGait is interfering with the most logical HWY 380 bypass route on the western edge of McKinney. If correct, and unless ManeGait works with TxDOT and the City of McKinney, then it seems clear there will be excessive disruptions to businesses and homes as well as additional cost to taxpayers (*bypass option A will cost \$134 million more than option B and \$91 million more than option E*).
- 2) We understand the City of McKinney and county have faithfully been attempting to obtain agreement on the most logical, cost effective, and efficient regional bypass solution while taking into account all HWY 380 stakeholders. **This, in part, is evidenced by what we perceive to be their more than generous proposed offers to ManeGait.**

It is our concern that some ManeGait Board members may not be aware of or have fully considered the City of McKinney and county offers. Specifically, the City of McKinney has proposed solutions we believe are ***unmistakably designed to be in the best interest of ManeGait's long-term fiscal and operational viability*** while also ensuring that the by-pass option chosen also serves to be in the best interest of the Region and City of McKinney.

It is unclear why the ManeGait Board is not fully engaged in collaborating with the City of McKinney which has funded development of ManeGait's facilities and events with taxpayers' money (e.g., \$50,000 for driveway construction, \$250,000 on the covered arena, and \$23,500 on advertising). That is, McKinney's taxpayers and city leaders have been instrumental in ManeGait's success to date.

On public record, the Mayor of McKinney in collaboration with other officials appear to have attempted to propose the following options to at least one of your Directors, Bill Darling:

- 1) A land swap that includes new land that is more conducive to ManeGait's ostensible long-term goals, and possibly in a better location.
- 2) Purchase of the ManeGait facility at a price substantially above market value.
- 3) No cost lease back until HWY construction begins.

Nonprofit Board of Directors have the explicit responsibility to ensure that the mission, strategy, goals, and decisions of the nonprofit they serve are carried out in the best interest of the non-profit. To that end we urge you and the entire Board to:

- 1) Transparently work with the Mayor, City of McKinney officials, and TxDOT; and
- 2) Provide the City of McKinney and the public with the specific and objective rationale for refusing the City of McKinney's proposed offers that we believe to be very beneficial to ManeGait.

The proposed offers as described above are objectively in the best interest of ManeGait, the City, and the Region as a whole. The City is offering ManeGait an opportunity to build an improved state-of-the-art facility

in a better and more valuable location. The proposed offers also clearly assuage any concerns about disruption of services to the important people that ride horses at the facility. Such an opportunity may never be available again. It remains unclear why ManeGait leadership appear opposed to the options being proposed and are not openly working with the City that has been, in part, responsible for ManeGait's success.

We are hopeful that a prudent and rational agreement can quickly come to fruition before increased controversy and more expense is wasted. We believe that a positive solution for all HWY 380 stakeholders can be achieved if all stakeholders work together.

If you would like additional information or would like to discuss this letter in more detail, please contact one of us.

Sincerely,

Jon Dell'Antonia

Jon Dell'Antonia (Nov 22, 2019)

Amy Limas

Amy Limas (Feb 1, 2019)

Kim Carmichael

Kim Carmichael (Dec 1, 2019)

Jon Dell'Antonia, Board President Stonebridge Ranch Community Assn.
6201 Virginia Pkwy
McKinney, TX 75071
jdellantonia@stonebridgeranch.com

Amy Limas, Board Member Tucker Hill HOA
amyjlimas@gmail.com

Kim Carmichael, Tucker Hill 380 Committee
kimcarmichael@getconnect.com

cc: Mayor - George Fuller
City Manager – Paul Grimes
TxDOT :
Stephen Enders
Ceason Clemens
Dan Perge
Christine Polito
Lacey Rodgers

Burns & McDonnell – Tony Kimmey

RTC – Michael Morris

Mailed to the following ManeGait Board Members:

Dawnda Daniel

Kelly Waterman

Rich Allen

Bill Benton

Ryan Griffin

Craig Moen

Mike Reeves

Tom Reidy

Dr. David Stephens

Josh Sandler

Michael Scovel

Cameron Reeves



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

January 2020

CALENDAR

January 8, 8:30 am
TRTC

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

January 9, 1 pm
Regional Transportation Council
NCTCOG

Transportation Council Room
616 Six Flags Drive
Arlington, TX 76011

January 10, 11 am
DRMC

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

January 24 1:30 pm
Surface Transportation
Technical Committee
NCTCOG

Transportation Council Room
616 Six Flags Drive
Arlington, TX 76011

Grand Prairie earns top air quality honor

The Air North Texas Partner Awards were announced at the December Regional Transportation Council meeting in recognition of partners' efforts during the 2019 ozone season.

For the fourth year in a row, Grand Prairie is the Air North Texas Partner of the Year. Grand Prairie used a comprehensive approach involving social media, city newsletters, the website, community fairs and a corporate challenge to spread the word about Air North Texas and Clean Air Action Day, the campaign's signature event.

These efforts culminated with Grand Prairie's Clean Air Action Day activities, including the annual corporate Clean Air Challenge, in which 10 companies competed, resulting in about 600 clean air pledges.

Plano received the award for outstanding outreach for using both traditional and digital strategies to engage residents and businesses. The City used its Live Green in Plano website to discuss air quality initiatives and connect users to Air North Texas. An Air North Texas partner for nine years, Plano encouraged residents to take its Swap and Save Pledge to bring attention to energy efficiency.

The City of Dallas took home the award for outstanding initiative. Dallas created a website to distribute information and collect input about the Comprehensive Environmental and Climate Action Plan. Additionally, Dallas partnered with Paul Quinn College and the We Over Me Farm to host a Clean Air Action Day event in southern Dallas. This enabled organizers to share the clean air message with residents of an underserved community. Hood County Clean Air Coalition continues to set the standard for clean air advertising in North Texas. For the fifth year in a row, HCCAC won the award for outstanding advertising for its multiplatform approach. Finally, the City of Denton received the Arlo Ambassador Award for advancing the Air North Texas message through Arlo, the campaign's mascot.

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.



DFW fleets recognized for actions to improve air quality

The Dallas-Fort Worth Clean Cities Coalition last month announced the winners of its Fleet Recognition Awards. For the first time in the awards' five-year history, there were entities that brought home the Gold. The cities of Euless and Southlake and Dallas Area Rapid Transit earned the top award for their efforts to reduce emissions and improve the fuel efficiency of their fleets.

Twenty-one public-sector fleets were selected for their actions to lessen their total transportation energy use. Three levels of awards – Gold, Silver and Bronze – were

possible, based on entities' scores on the DFW Clean Cities' annual fleet survey. In addition to the three Gold winners, there were 11 Silver and seven Bronze recipients. The Silver winners were Carrollton, Coppell, Dallas, Dallas Fort Worth International Airport, Denton, Denton County, Flower Mound, Irving, Lewisville, Mesquite, and North Richland Hills. The following were recognized with Bronze status: Addison, Denton Independent School District, Plano, Richardson, Tarrant County, Trinity Metro and Watauga.

Six entities – Coppell, Euless, Flower Mound, Richardson, Southlake and DART – were inaugural winners in 2014. Watauga and Mesquite were honored for fleet efficiency for the first time.

The public-sector fleets recognized were required to provide details on their move toward cleaner operations through the DFW Clean Cities annual report. Strategies can include using alternative fuel vehicles, reducing idling or using technology to improve efficiency of operations.

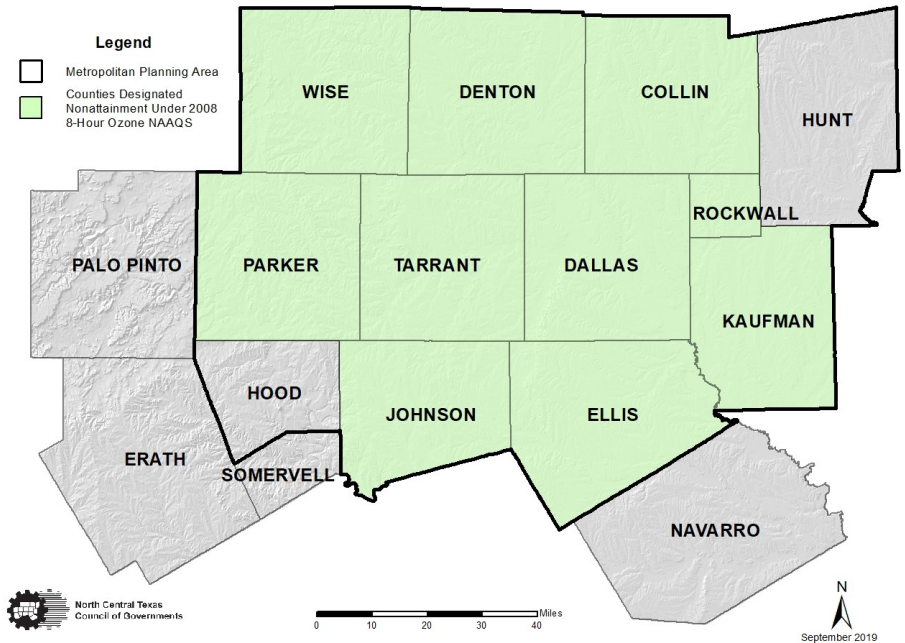
This year's winners contributed to reducing:

- 23,243,022 gallons of petroleum
- 753,602 pounds of ozone forming nitrogen oxides
- 41,493 tons of greenhouse gas emissions

Each entity could earn up to 45 points for emissions reduction, 25 points for fuel consumption, 20 points for partnerships and 10 points for outreach and awareness efforts. Gold Level status required 85-100 points; Silver Level status required 55-84; and Bronze Level required 40-54.

For more information regarding the qualification process, the Clean Fleet Policy and other details, visit www.dfwcleancities.org.

2008 8-Hour Ozone NAAQS Nonattainment Area



TRAIL OF THE MONTH

Video series features DCTA's A-train trail

NCTCOG is continuing its trail of the month focus in January, highlighting the A-train Trail, a 19-mile, concrete path that parallels the Denton County Transportation Authority's commuter rail line.

The bicycle-pedestrian trail is a result of DCTA's collaboration with community partners including Denton, Corinth, Lake Dallas, Lewisville and NCTCOG.

It connects users to five rail stations: Hebron, Old Town, Highland Village/Lewisville Lake, Medpark and the Downtown Denton. Bicycle parking is available at or near the train platforms at each station, and bikes can also be transported on the A-train.

NCTCOG is highlighting 12 bicycle-pedestrian trails as part of a monthly series that began over the summer.

The videos are being released on the first Friday of each month and are intended to help residents learn more about the many great trail systems in the Dallas-Fort Worth area.

Watch the A-train Trail and other featured videos at www.nctcog.org/bikeweb.

REGIONALNews

VW settlement funding remains for projects

Approximately \$6 million from the Volkswagen settlement is still available to help local governments make their fleets of refuse haulers more fuel efficient.

The Texas Volkswagen Environmental Mitigation Program recently opened the next round of funding for projects, making \$8.3 million available to replace or repower garbage trucks, recycling trucks, roll-off trucks, dump trucks, grapple trucks and chipper trucks. Local governments are eligible to receive up to 80% funding for replacements and repowers.

An eligible refuse vehicle must:

- Have a gross vehicle weight rating greater than 26,001 pounds
- Be powered by a diesel engine of model year 1992-2009
- Be configured to collect and transport municipal solid waste.

Applications will be accepted until 5 pm Oct. 8, 2020, or until all funds have been awarded. For more information, visit www.texasvwfund.org.

Not sure what you want to purchase? Watch the DFWCC webinar at www.dfwcleancities.org/dfw-clean-cities-meetings for an overview of the latest technologies available.

Grants available for alternative fuel facilities

The Texas Commission on Environmental Quality has up to \$12 million in grants available for the construction of new alternative fueling facilities or the expansion of existing facilities to provide new services or fueling capacity.

Eligible fuel types include compressed natural gas, liquefied natural gas, propane, biodiesel, methanol, hydrogen and electricity. Applications are due March 18, 2020.

Here are the funding details:

- Up to \$400,000 for a CNG or LNG project
- Up to \$600,000 for a combined CNG and LNG project
- Up to 50% or \$600,000 for all other fuels

To see full project eligibility requirements and application details visit: <https://www.tceq.texas.gov/airquality/terp/ctt.html>.

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

Four

The number of consecutive years the City of Grand Prairie has won the Air North Texas Partner of the Year award.

PUBLIC *Involvement*

NCTCOG to open online input opportunity Jan. 13

NCTCOG will conduct an online public input opportunity beginning January 13, 2020, to allow residents to comment on transportation initiatives in the Dallas-Fort Worth area.

Patrons are encouraged to provide input at www.nctcog.org/input through February 11, 2020.

Modifications to the Fiscal Year 2020 and FY 2021 Unified Planning Work Program will be posted for review. The UPWP for regional transportation planning provides a summary of the transportation and related air quality tasks to be conducted by NCTCOG.

Additionally, due to the passing of House Bill 2840, members of the public can now provide their input during Regional Transportation Council meetings. Staff will provide an overview of this process and post the draft rules for review and comment from January 13, 2020, through February 26, 2020.

Finally, information on electric vehicle incentives, TERP funding, Clean Fleets North Texas 2019 Calls for Projects and Mobility Plan administrative revisions will be available.

High-speed technology study moving forward

Work to select a high-speed technology to transport passengers across the region continues. In December, NCTCOG received six proposals from consultant teams interested in studying the Dallas-Fort Worth-Arlington corridor. Hyperloop, high-speed rail and magnetic levitation are among the possible technologies the region could add to its multimodal transportation system.

A final decision on the consultant team that will partner with NCTCOG to study high-speed technologies and potential routes for the region will be made in the spring.

The consultant team chosen will also analyze the environmental impacts of potential modes through a federal process aimed at ensuring projects can be completed without disproportionately affecting specific groups.

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

PROGRESS

Monthly Report on Dallas District Projects and Topics ***

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

THE ONGOING BATTLE AGAINST HIGHWAY SLOPE BREAKDOWN

Award-winning research could help prevent hills and soil from sliding onto Texas highways

NORTH TEXAS — It's an epic battle that has spanned decades in Texas—engineers vs. sliding hills or slopes—until now.

"Slop failures" as they are called, happen when pieces of the embankment along a highway break away and collapse and pose a danger to drivers.

Thanks to TxDOT's research that was recently honored for being one of the best research projects in the nation, the agency can now address these soil issues early on, either through prevention or repair, and help keep drivers safe.

The researchers developed a unique system to track slopes, pavement, soil, underground pipelines, retaining walls and other structures. Researchers also created an online management system that helps TxDOT make repairs and keep tabs on slopes prone to failing.

"The work done on this project will be vital to how we approach slope failures in the future," said Darrin Jensen, TxDOT's project manager on the study. "With this information now at our finger tips, those repairs will be far more permanent than they were in the past."

Slope breakdowns are common in Texas—especially North Texas—because of soil conditions and extreme weather patterns. The seasonal swelling and shrinking of expansive soil on a slope, combined with the forces of gravity, causes soil movement down the face of the slope. Each year, TxDOT spends millions of dollars repairing slope failures along highways.

"We found that about half of those (slope failures) are recurring," said Mohsen Shahan-

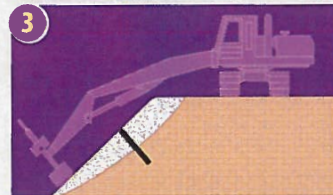


Vegetative Geogrids –

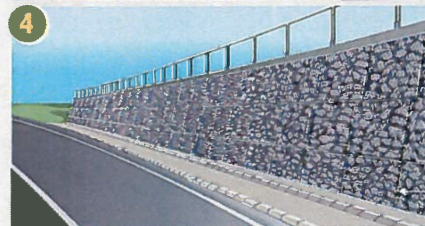
Synthetic fabric is placed and secured with live vegetation to stabilize loose topsoil.



Reinforced Concrete – A rigid concrete retaining wall that can be cast-in-place or precast to hold back soil.



Launched Soil Nails – One of the most cost effective methods for repairing shallow slopes. The soil nails are inserted into pre-drilled holes to stabilize the earth.



Gabions – Gabions are rectangular heavy wired baskets filled with rocks or stones connected together.



SOURCE: Texas Department of Transportation

DEAN HOLLINGSWORTH/TxDOT Information Specialist

dashti, a professor of civil engineering at the University of Texas at Arlington. "Now, we project significant cost savings, and identify slopes that are likely to fail, so that TxDOT can address issues before a failure occurs."

This new information will help engineers

quickly determine the best approach for each specific hill that's starting to crumble onto roadways. Knowing the conditions of the slope and which repair method to use will help produce more effective repairs and reduce recurring slope failures along Texas highways. ■

DECEMBER 2019 LET PROJECTS (SUBJECT TO CHANGE)

	CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	COST EST. (M)	BID (M)	(%)	EST. TOTAL COST (M)*	CONTRACTOR
1	0092-01-052**	US 175; SH 310	On US 175 from S. of Budd St. to I-45 and on SH 310 from Pennsylvania Ave. to N. of Al Lipscomb Way and from Lenway St. to Good Latimer	Reconstruct freeway to 6-lane divided arterial and reconstruct I-45 and S.M. Wright interchange	\$76.01	\$78.67	3.37	\$93.41	Johnson Bros. Corp.
2	0522-01-023	SH 243	At FM 2515 and FM 2727	Intersection improvements	\$1.30	\$1.27	-1.81	\$1.47	Fitcher Constr. Services
3	2555-01-012	FM 2578	FM 987 to SH 34	Reconstruct existing pavement and add shoulders	\$8.71	\$7.17	-17.62	\$8.14	A.K. Gillis & Sons, Inc.
ESTIMATED DECEMBER 2019 TOTALS					\$86.01	\$87.11	1.27	\$103.02	
DISTRICT FY ACCUMULATIVE LETTINGS					\$156.22	\$163.03			
DALLAS DISTRICT FY LETTING VOLUME CAP					\$235.08				

* Estimated Total Project Costs includes est. PE, ROW, E&C, Indirect Costs and Potential Change Order Costs at the time of bid.

** Project is an A+B bidding project.

JANUARY 2020 PROJECTED LETTING PROJECTS (SUBJECT TO CHANGE)

	CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	EST. COST (M)
1	0196-03-277	I-35E	Oak Lawn Avenue to Northwest Highway	Full depth repair, mill and inlay on mainlanes	\$16.91
ESTIMATED TOTAL					\$16.91

NOTE: Project is an A+B bidding project.

COMPLETED CONSTRUCTION PROJECTS (FROM DECEMBER 1-31, 2019)

	CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	EST. COST (M)	COMPLETED DATE
1	0047-06-133	US 75	PGBT to Park Blvd	Interchange improvements	\$37.47	12/30/2019
2	0918-45-757	CS	Second Ave SB at Trib of White Rock Creek	Replace bridge and approaches	\$2.88	12/20/2019
3	0095-03-093	US 80	Dallas C/L to FM 548	Mill and overlay existing roadway	\$11.46	12/16/2019
4	0197-11-013	FM 1390	US 175 to FM 148	Restore existing pavement and add shoulders	\$4.72	12/05/2019
5	0751-03-038	FM 148	FM 1388 to FM 3094 North	Reconstruct existing pavement and add shoulders	\$4.09	12/12/2019
6	1016-06-011	FM 1392	US 80 to SH 205	Reconstruct existing pavement and add shoulders	\$5.68	12/05/2019
7	0574-01-029	SH 309	At Rush Creek	Replace bridge and approaches	\$2.60	12/02/2019
	0918-00-283*	VA	Various Locations in Dallas District	Installation of traffic signals	\$1.47	12/16/2019
	0918-47-114*	VA	Various Locations on State Highways in Dallas County	Construct curb ramps in northeast dallas co. In cities of dallas and mesquite	\$2.65	12/02/2019
ESTIMATED TOTAL					\$73.02	

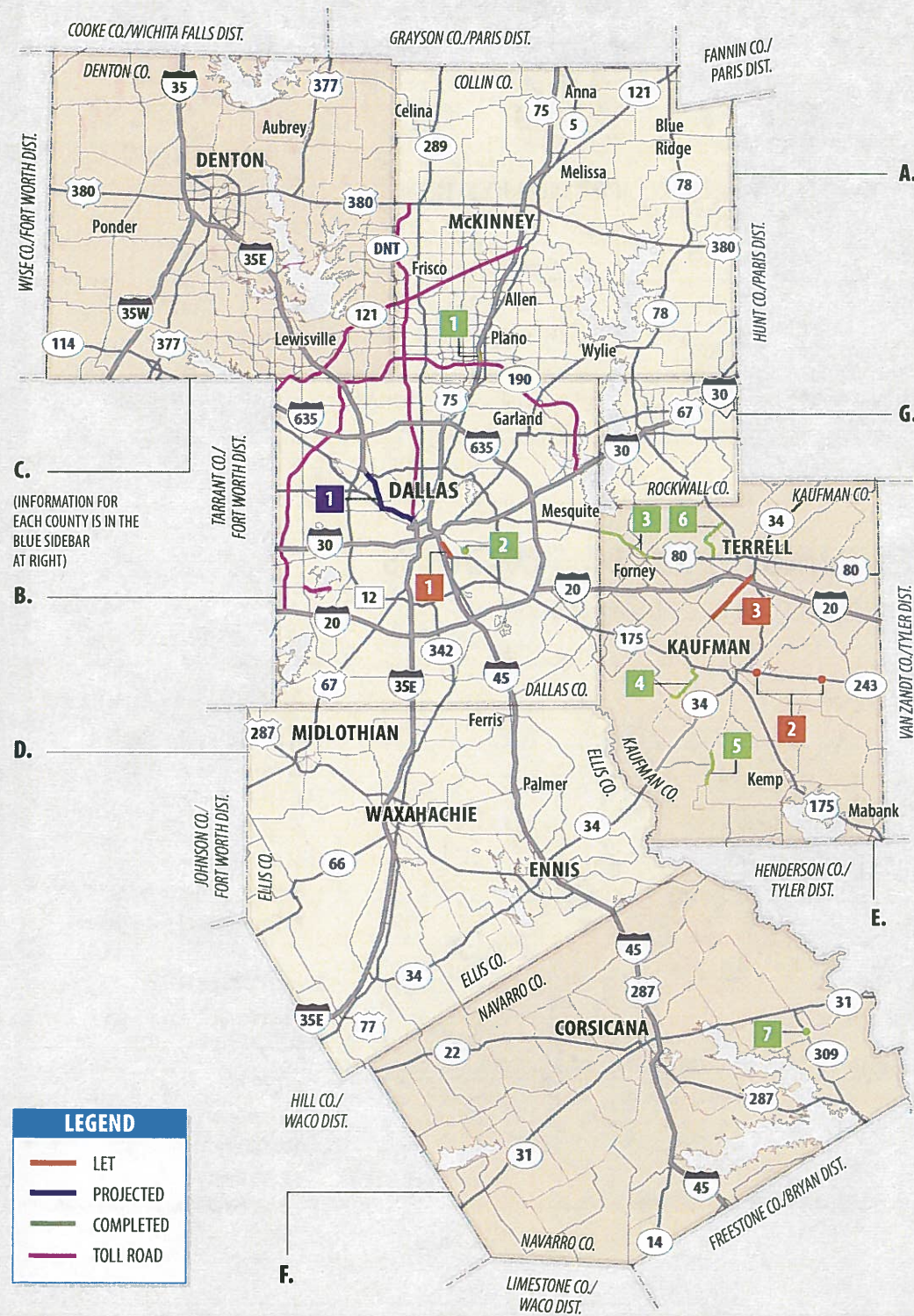
*Unmapped.

SOURCE: Texas Department of Transportation.

TxDOT graphics

DALLAS DISTRICT PROJECTS MAP

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

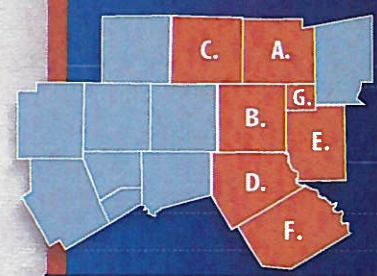


C. (INFORMATION FOR EACH COUNTY IS IN THE BLUE SIDEBAR AT RIGHT)

LEGEND

- LET
- PROJECTED
- COMPLETED
- TOLL ROAD

SOURCE: TxDOT research.
*POPULATION ESTIMATE: NCTCOG



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

TxDOT PREPARED FOR WINTER WEATHER

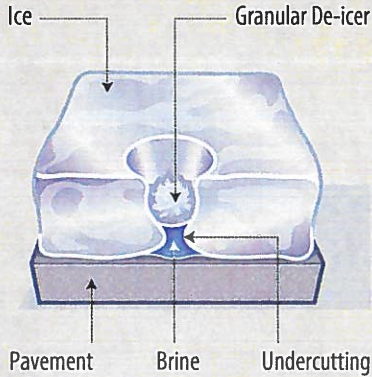
HOW DO THE CHEMICALS WORK?

Granular De-Icer

A granular de-icer – salt for instance – lowers the freezing point of water from 32 °F to about 15 °F (depending on how much you use). When salt makes contact with ice, melting begins immediately and spreads out from that point, creating a salt/water mix (brine) that continues melting the ice, undercutting the bond between the ice and the road.

Melting Ice Takes Time

The temperature and the amount of ice or snow on the road determine de-icing material amounts and melting rates. As temperatures drop, the amount of de-icer needed to melt a given quantity of ice increases significantly.



WHAT MATERIALS ARE USED ON THE ROADS?

Before an ice/snow event

- Liquid salt-based anti-icers help prevent ice formation



During an ice/snow event

- Various salt-based granular de-icers are used to help melt ice already formed on the road



AFTER SNOW/ICE EVENT

- Stockpiles/supplies are replenished (multi-day storm)
- Roadways are swept/cleaned of excess aggregate
- Winter plan effectiveness is evaluated and adjusted
- Roadway repairs are scheduled (potholes, guardrails, structures, etc.)
- Equipment is serviced and prepared for the next winter storm

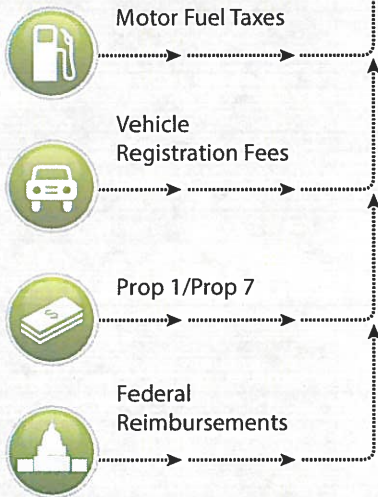
SOURCE: Texas Department of Transportation

TxDOT graphic

A VISIONARY LOOK AT THE BUSINESS OF BUILDING ROADWAYS

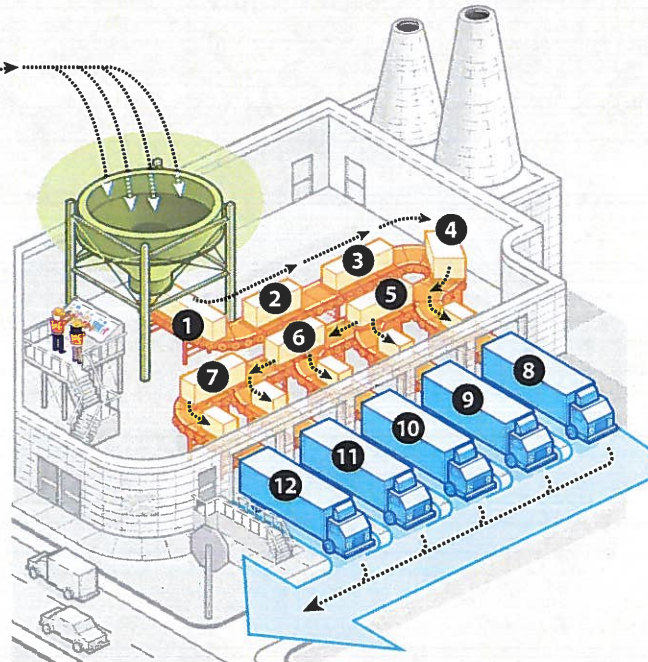
A factory-themed metaphorical take on the business of how TxDOT builds roadways:

1. FUNDING SOURCES



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

8. Connectivity
9. Preservation
10. Safety
11. Mobility
12. Roadway Maintenance

SOURCE: Texas Department of Transportation

DEAN HOLLINGSWORTH/TxDOT Information Specialist

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/formhtml?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



TxDOT Prepares for Winter Weather in Early December

TxDOT: Connecting You with Texas

As part of its mission, TxDOT works to keep the highways passable during inclement weather.

Historically, North and West Texas experience the heaviest snowfalls or icy road and bridge conditions. Remember to:

Call 911 if stranded for any reason on a Texas roadway

Stay tuned to local news for road conditions

For travel information, visit: drivetexas.org

January 2020

TxDOT's New Mission Statement

TxDOT has established a new mission statement to define the purpose of our agency. "Connecting You with Texas" exemplifies the very core of why TxDOT exists as a department. Everything TxDOT does flows out of this mission: from building roads and bridges, to operating our ferries; to helping communities get funding for their general aviation airports and transit services; to supporting Texas ports; and managing the state's only railroad.

 txdot.gov • inside TxDOT

SH 170 Public Hearing

A public hearing for SH 170 from I-35W to SH 114 was held on Dec. 19. The proposed six-mile project would add portions of mainlanes to improve operations in the corridor. The \$177 million project is estimated to be awarded to a contractor this fall.

Alliance Texas/Haslet Accessibility

TxDOT has issued a finding of no significant impact for the AllianceTexas/Haslet Accessibility Improvement Project which includes the widening of Avondale-Haslet Road from Haslet to FM 156, the extension of Avondale-Haslet Road to I-35W, and the extension of Intermodal Parkway. The approximately \$50 million project is estimated for construction in 2021.

Texas Transportation Forum

The 2020 Texas Transportation Forum will be held in San Antonio Feb. 9-11. Building on this annual event's reputation as an impactful platform to dive deeper into key transportation topics that help drive our state's success, the 2020 Forum will focus on "Connecting You with Texas" and how the innovations of today and the geo-political landscape affect what is next for transportation in Texas, the nation and the world.

 txdot.gov/ttf

Transportation Summit

The 11th annual Tarrant Transportation Summit will be held at the Hurst Conference Center Friday, Feb. 14. The summit will focus on how innovation and transportation is shaping the destiny of mobility initiatives throughout North Texas, including the integration of 5G into the transportation network, the AllianceTexas Mobility Innovation Zone, and growth of transit options for Tarrant County.

 netransportationsummit.com

INSIDE:



UPDATE

PARTNERS *in construction*

AWARDED PROJECTS

	Hwy	Limits	Type of Work	Estimate (millions)	Bid (millions)	Over/Underrun (%)
DEC	US 67	SH 220 to US 281, Erath County	Add passing lane	\$14.0	\$15.7	+11.9
	Various roadways	Districtwide	Seal coat	\$13.2	\$12.6	-3.9
	SH 121 frontage rd	At Mustang Dr, Grapevine	Traffic signal	\$1.1	\$1.5	+36.4

PROJECTED PROJECTS

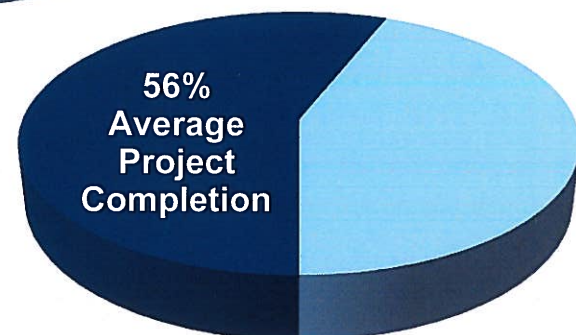
	Hwy	Limits	Type of Work	Estimate (millions)
JAN	FM 3450	FM 167 to SH 171, Hood & Parker Counties	Pavement rehabilitation	\$5.7
	FM 917	At FM 2738 & FM 731, Johnson County	Illumination & signing	\$0.2
FEB	FM 8	Bluebonnet St to Bates St, Erath County	Resurfacing	\$3.6
	Various roadways	Johnson County	Resurfacing	\$15.1
	SH 174	Elk Dr to Newton Dr, Burleson	Hike & bike trail	\$2.2
	Various roadways	Districtwide	Traffic signal improvements	\$6.0
	FM 1658	US 380 to SH 114, Wise County	Resurfacing	\$1.1
MAR	FM 157	Green Oaks Blvd to Lamar Blvd, Arlington	Resurfacing	\$2.8



\$435 M PROPOSED LETTING



FY 2020 CONSTRUCTION*



TOTAL CONTRACTS \$3.3 B

*includes CDAs

PROJECT *update*

Construction is progressing on the I-635/SH 121 interchange project which is 54 percent complete and scheduled to finish in 2022.

In January, the project will reach a major milestone when the new northbound SH 121 auxiliary lanes open to traffic. Already open are three new direct connectors, with seven more direct connectors opening this year. The second half of the widened Bass Pro Drive bridge is scheduled to open this spring.

In addition to a new interchange, the \$370 million congestion-relief project is constructing

new direct connectors at SH 26 and FM 2499. Added auxiliary lanes will improve safety by moving merging vehicles from out of the SH 121 mainlanes.



When the project is complete, drivers will have one added mainlane each direction on SH 121 from Bass Pro Drive to north of FM 2499. I-635 will have two added mainlanes each direction from SH 121 to Royal Lane.

The three-mile project is funded as part of TxDOT's Texas Clear Lanes initiative to reduce congestion.

 dfwconnector.com



PARTNERS

January 2020



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



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2501 SW Loop 820
Fort Worth, TX 76133
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 txdot.gov • Fort Worth



WE'RE READY

Winter emergency road preparedness

Hazardous weather can unexpectedly change from freezing ice to snow and fog in some areas of the state. TxDOT works 24/7 to ensure our roads remain passable and safe year-round. Road crews throughout the state are especially prepared to address road safety during severe winter weather conditions.

Particular attention is given to bridges, traffic interchanges and roadways. TxDOT uses snowplows, spreaders and brine equipment to assist with de-icing/anti-icing of the roadways and bridges.

TxDOT stockpiles various types of de-icers and anti-icing agents for winter storms as well as sand or small aggregate. Because each winter storm is unique, TxDOT will use a combination of materials and equipment depending on the severity of the storm.



TREATING THE ROADS

Each area of Texas treats roads based on weather conditions.
The two most common materials used include:

Brine solution to prevent roads from icing






Granular de-icing materials to improve traction



USE CAUTION!

TxDOT's #1 priority is the safety of the traveling public, including using every resource available to keep the roads open and passable during winter storms. Motorists should always exercise caution and, if possible, allow extra time to reach destinations or delay travel until conditions improve.

Simple driving tips to practice in inclement weather:

-  Remove snow and ice from your vehicle before you drive
-  Maintain your vehicle in accordance with manufacturer's recommendations
-  Ensure headlights and taillights are functioning properly
-  Accelerate slowly, drive cautiously, and observe traffic signs and alerts
-  Approach bridges, shaded spots and turns slowly

DFW CONNECTOR

TxDOT PROJECT TRACKER

FORT WORTH & DALLAS DISTRICTS

Connecting You With Texas



OVERVIEW

The initial \$1 billion DFW Connector project simultaneously designed and built 8.4 miles in Grapevine, Southlake and Irving, and doubled the size of the existing highway system around the north DFW International Airport entrance.

Funding constraints required some original DFW Connector segments to be deferred. However, since 2013, TxDOT has been able to identify funding for FM 2499, new SH 121/360 ramps, the SH 121/360 interchange, and the I-635/SH 121 interchange.

FM 2499 work included rebuilding the mainlanes from SH 121 to Denton Creek. The SH 121/360 ramps project constructed new on-ramps from the southbound SH 121 frontage road (William D. Tate Avenue) to SH 121 and SH 360.

The SH 121/360 interchange was completed in May 2018, and construction began in August 2018 on the I-635/SH 121 interchange.



Future westbound I-635 to southbound SH 121 direct connector

PROJECT HISTORY

- **March 2006** – TxDOT Commission authorized request for CDA proposals.
- **March 26, 2009** – CDA conditionally awarded to NorthGate Constructors.
- **Oct. 6, 2009** – CDA executed.
- **Jan. 2013** – TxDOT identified \$90 million in funding for FM 2499.
- **Sept. 2014** – TxDOT signs \$17 million contract for the SH 121/360 ramp project.
- **Feb. 2016** – SH 121/360 interchange project approved for Texas Clear Lanes congestion relief funding.
- **March 2017** – I-635/SH 121 interchange approved for Texas Clear Lanes congestion relief funding.
- **Aug. 13, 2018** – I-635/SH 121 interchange groundbreaking held.

I-635/SH 121 INTERCHANGE PROGRESS

- In January, the project will reach a major milestone when the new northbound SH 121 auxiliary lanes open to traffic.
- Three new direct connectors are now open to traffic, with up to seven more direct connectors opening this year, beginning with the I-635 ramp to southbound SH 121 in March.
- The second half of the widened Bass Pro Drive bridge is scheduled to open this spring.
- The project is currently 54 percent complete.

FM 2499

LENGTH: 1 mile

NUMBER OF LANES

- Two mainlanes in each direction built below the existing grade level, allowing commuters to bypass two intersections
- Two frontage road lanes in each direction at grade level

COST: \$92 MILLION (FUNDED BY TXDOT)

- Cat. 12 (Texas Transportation Commission approval in January 2013)

CONSTRUCTION DATES

- Construction start: August 2013
- Substantial completion: Summer 2016

SH 121/360 RAMPS

COST: \$17 MILLION (FUNDED BY TXDOT)

CONSTRUCTION DATES

- Construction start: Early 2015
- Substantial completion: November 2015

SH 121/360 INTERCHANGE

LENGTH: 1.6 miles

SCOPE: New direct connectors for SH 114, SH 121 and SH 360

COST: \$61 MILLION (FUNDED BY TEXAS CLEAR LANES INITIATIVE)

CONSTRUCTION DATES

- Construction start: August 2016
- Substantial completion: May 2018

I-635/SH 121 INTERCHANGE

LENGTH: 3 miles

SCOPE: Widen SH 121 to accommodate new interchange at I-635 and direct connectors for FM 2499 and SH 26

COST: \$370 MILLION (FUNDED BY TEXAS CLEAR LANES INITIATIVE)

CONSTRUCTION DATES:

- Construction start: August 2018
- Est. substantial completion: 2022

TRAFFIC COUNTS (VEH PER DAY, 2018)

- SH 121 north of SH 114: 123,000
- SH 121 north of I-635: 128,000
- I-635 east of SH 121: 86,000

FIRST PHASE DFW CONNECTOR

LENGTH: 8.4 miles

NON-TOLL LANES (WIDEST POINTS)

- 6 to 8 WB, 6 EB between William D. Tate Avenue and International Parkway
- 4 to 7 NB and 3 to 6 SB at SH 121 near DFW Airport's north entrance

TEXPRESS LANES

- Four miles, two in each dir. on SH 114

COST: \$1 B (FUNDED BY TXDOT)

- TxDOT: \$696 million; ARRA funds: \$261 million; Prop. 14 bonds: \$17.2 million; Prop. 12 bonds: \$32 million

- ROW: \$127 million (Prop. 14 funds)

CONSTRUCTION DATES

- Construction started: Feb. 2010
- Final acceptance: March 2014



NOTE: Project area is not drawn to scale in order to emphasize details.

PROJECT CONTACTS



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 817-570-6846



Project website:
www.dfwconnector.com
www.texasclearlanes.com
www.txdot.gov
 Keyword: "DFW Connector"
 Toll-free project hotline:
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I-30/SH 360 INTERCHANGE

TxDOT PROJECT TRACKER

| Connecting You With Texas



OVERVIEW

Recognizing the ever-growing transportation needs of the Metroplex, the Texas Department of Transportation began construction on the \$233 million Interstate 30/SH 360 Interchange Project in Spring 2016. The improvements to the area will increase safety, connectivity and mobility for motorists. The project will transition the original 1950s Dallas-Fort Worth Turnpike cloverleaf design into a modern, fully-directional interchange with connection ramps for all movements between I-30 and SH 360.

The project will include auxiliary lanes added to I-30, one mainlane in each direction added on SH 360 within the project limits, and the Six Flags Drive bridge over I-30 will be rebuilt from two lanes to five lanes (three southbound and two northbound lanes), extending Six Flags Drive north to Avenue H. The construction project limits are I-30 between Ballpark Way and Great Southwest Parkway and SH 360 between Brown Boulevard/Avenue K and Road to Six Flags Street.



Construction on the I-30/SH 360 Interchange Project in Arlington. The \$233 million project will increase safety, connectivity and mobility for motorists.

PROJECT HISTORY TIMELINE

1957 – The Dallas-Fort Worth Turnpike (later to become I-30) was completed from Fort Worth to Dallas.

1959 – SH 360 (formerly Watson Rd.) was constructed from SH 183 to SH 180, crossing the then Dallas-Fort Worth Turnpike.

2007 – TxDOT completed the original schematic and received environmental clearance for improvements to SH 360 from Brown Blvd./Ave. K to Green Oaks Blvd. (including the I-30/SH 360 interchange).

2010 – Cooper St. to Ballpark Way (2.8 miles) in Arlington: reconstruction of the I-30 mainlanes and construction of I-30 frontage roads, collector-distributor roads, ramps, and cross street bridges at Center St., Collins St. and Baird Farm Rd./AT&T Way.

2010 – Center St. to the Dallas County line: construction of two HOV lanes on I-30 (one lane in each direction).

2015 – TxDOT issued environmental clearance on the re-evaluation for the improvements to I-30.

March 2, 2016 – I-30/SH 360 Interchange Project groundbreaking event.

PROJECT FACTS

LENGTH

- I-30 - Approx. 2 miles
- SH 360 - Approx 1.5 miles

PROGRESS TO DATE

- Opened westbound collector-distributor road under Ballpark Way and new exit ramp to southbound Ballpark Way.

PROGRESS NEXT 12 MONTHS

- Open south-west direct connector (1st of 8 connectors).
- Open east-south direct connector (2nd of 8 connectors).
- Open fully completed SH 360 SB frontage road from Brown Blvd. to Road to Six Flags.
- Complete reconstruction of Ave. F and Ave. G.
- Open new I-30 EB exit to Copeland Rd.
- Complete new SH 360 SB mainlane bridges and demolish old bridges over Johnson Creek, Lamar Blvd., I-30 and Six Flags Dr.
- Open new SH 360 SB exit to Ave. J/Lamar Blvd./Six Flags Dr.
- Open Copeland Rd. from Ballpark Way to Six Flags Dr.

COST

- \$233 million

FINAL CONFIGURATION

- Fully-directional interchange with connection ramps for all movements between I-30 and SH 360.
- I-30 and SH 360 mainlanes will be rebuilt with additional auxiliary lanes added to I-30 and an additional lane in each direction on SH 360 within the project limits.
- Rebuilding the Six Flags Dr. bridge over I-30 from two lanes to five lanes, extending Six Flags Dr. north to Ave. H.

2018 TRAFFIC COUNTS (project area)

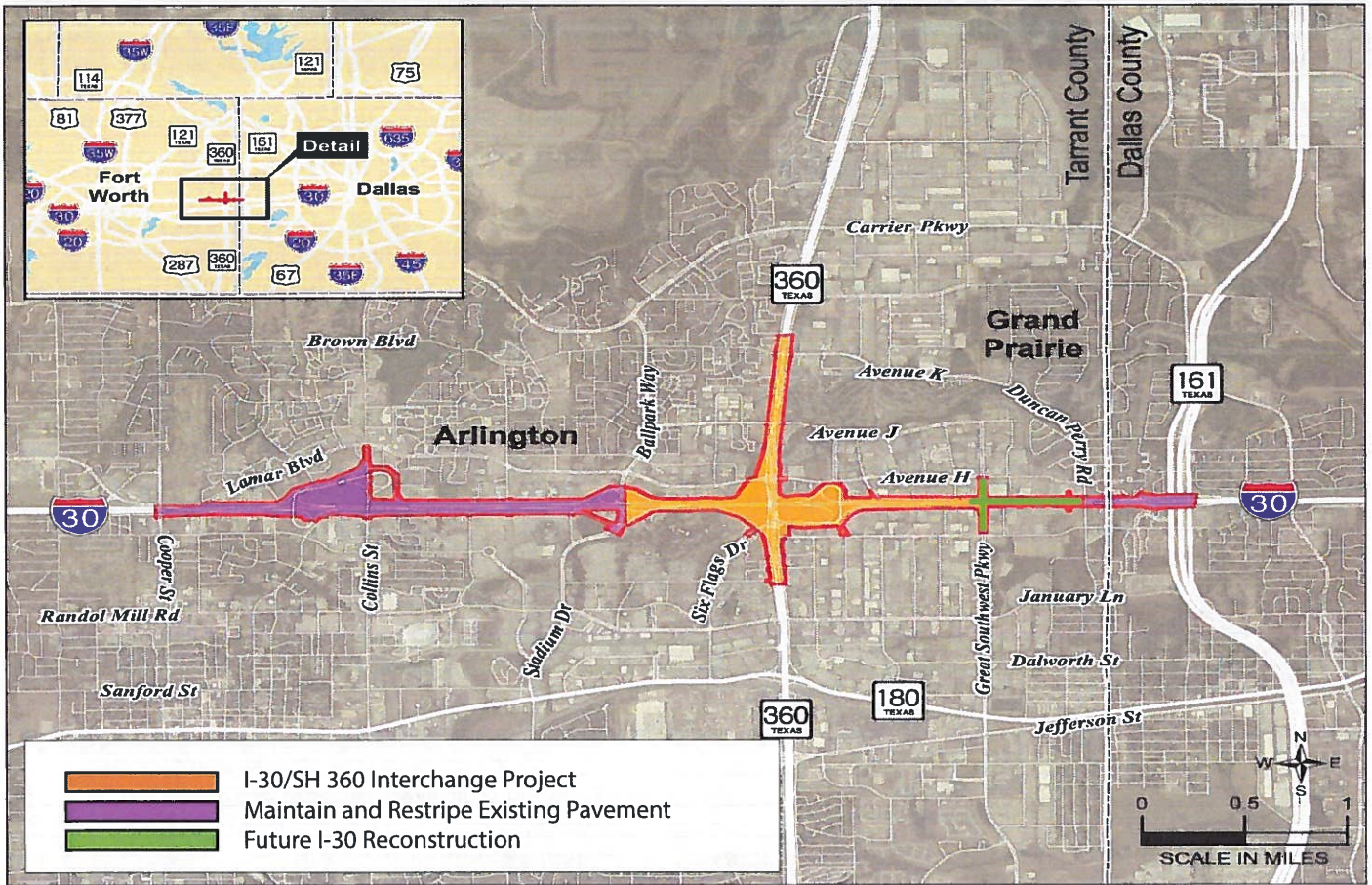
- I-30 - 139,000 vehicles per day
- SH 360 - 162,000 vehicles per day

ANTICIPATED COMPLETION

- 2021

2035 PROJECTED TRAFFIC

- I-30 is 234,000 vehicles per day
- SH 360 is 235,000 vehicles per day



Roadway and Limits	Existing Facility	Proposed Facility
I-30 from Cooper Street to SH 161		
Mainlanes in Each Direction	3 lanes	3 lanes (plus auxiliary lanes)
Frontage Road/Collector-Distributor Lanes in Each Direction – from Cooper St. to Ballpark Way – from Ballpark Way to SH 161	2 to 3 lanes discontinuous 2 to 3 lanes discontinuous	2 to 3 lanes discontinuous 2 to 3 lanes discontinuous
TEXpress Lanes in Each Direction	1 concurrent lane	1 concurrent lane interim / 2 reversible lanes in ultimate
SH 360 from Brown Boulevard/Avenue K to Road to Six Flags Street		
Mainlanes in Each Direction	3 (plus auxiliary lanes)	3 to 4 (plus auxiliary lanes)
Frontage Road Lanes in Each Direction	2 to 3 lanes	3 lanes

PROJECT CONTACTS



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INTERSTATE 35W

TxDOT PROJECT TRACKER

FORT WORTH DISTRICT

Connecting You With Texas



OVERVIEW

The Interstate 35W improvement project spans 18 miles in Fort Worth and includes a section currently ranked sixth on the state's most congested roadways list. Plans to reduce congestion by doubling capacity include interim projects to reconstruct the existing lanes and add two TEXpress Lanes in each direction.

This project is being built in segments. The NTE Mobility Partners Segments 3, LLC (NTEMP3) constructed Segment 3A, from north of I-30 to north of I-820 including the I-35W/820 interchange. The Texas Department of Transportation (TxDOT) constructed Segment 3B, from north of I-820 to US 81/287. NTEMP3 is slated to begin construction on Segment 3C in 2020. The 6.7-mile project will extend improvements from US 81/287 to Eagle Parkway.

I-35W currently carries 122,000 vehicles daily near downtown Fort Worth and 161,000 vehicles north of I-820. Approximately 11 percent of these vehicles are trucks.



Future I-35W at SH 170

PROJECT HISTORY

- **January 29, 2009** – CDA conditionally awarded to NTEMP.
- **July 6, 2011** – NTEMP3 and TxDOT completed a Facility Implementation Plan (FIP) for 3A/3B.
- **April 24, 2012** – The U.S. Department of Transportation announced that TxDOT entered the final stage for a \$531 million Transportation and Infrastructure Finance and Innovation Act (TIFIA) loan to help construct Segment 3A.
- **Sept. 2012** – TxDOT awarded a contract for 3B to Lane Construction.
- **March 1, 2013** – A facility agreement between TxDOT and NTEMP3 was signed.
- **Sept. 19, 2013** – 3A financial close.
- **July 19, 2018** – I-35W grand opening.
- **Feb. 2019** – The Texas Transportation Commission authorized the Private Activity Bond Surface Transportation Corporation to take all actions necessary for the issuance of private activity bonds to construct Segment 3C.
- **Aug. 14, 2019** – 3C financial close.

PROJECT PROGRESS

THE 3A PORTION: (I-30 to I-820)

- Project is substantially complete.
- In downtown Fort Worth, new direct connectors to and from the I-35W TEXpress Lanes at Belknap Street/Weatherford Street opened in January 2019.

THE 3B PORTION: (I-820 to US 81/287)

- This segment is substantially complete with all lanes in their final location.

THE 3C PORTION:

- Design, survey and utility work are underway.
- Construction is slated to begin in spring 2020.

PROJECT FACTS

LENGTH

- Segment 3A (I-35W from N of I-30 to N of I-820 including the I-35W/I-820 interchange) 6.5 miles
- Segment 3B (I-35W from N of I-820 to US 81/287) 3.6 miles
- Segment 3C (I-35W from US 81/287 to Eagle Parkway) 6.7 miles

TEXPRESS LANES

- Segments 3A, 3B, & 3C: Two NB & SB lanes

COST

- Segment 3A: \$1.4 billion
- Segment 3B: \$256 million
- Segment 3C: \$950 million

FUNDING

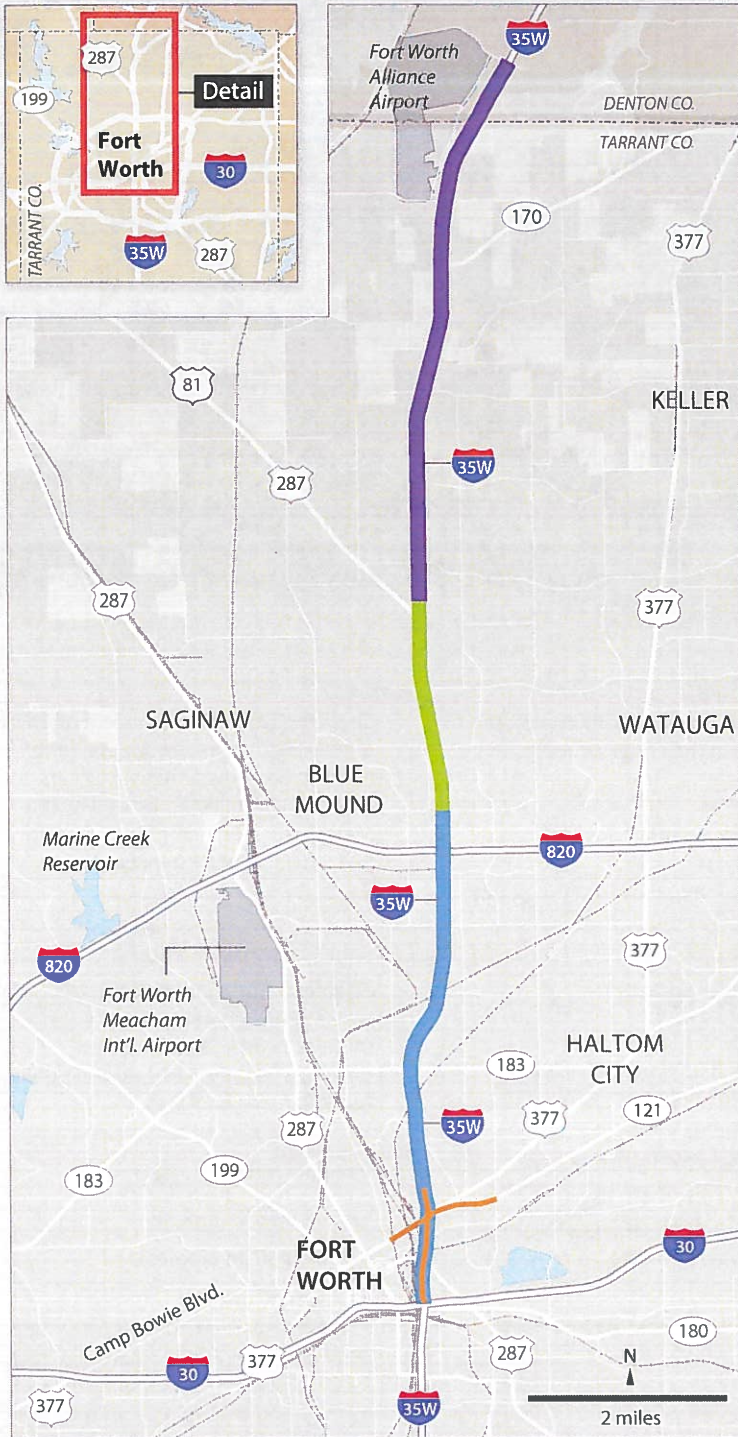
- Segment 3A: \$531 million federal TIFIA loan; \$430 million developer equity; \$274 million Private Activity Bonds (PABs); \$127 million provided by the Metropolitan Planning Organization; \$46.5 million interest income
- Segment 3B: \$245 million public funding; \$8.4 million developer equity; \$2.4 million PABs
- Segment 3C: \$653.9 million PABs; \$96.1 million PABs premium; \$24 million interest income; \$160.2 million developer equity; \$14.4 million public funding for right of way

RIGHT OF WAY

- Segment 3A: Complete
- Segment 3B: Complete
- Segment 3C: In progress

CONSTRUCTION DATES

- Segment 3A: Construction start - May 2014; substantial completion - July 2018
- Segment 3B: Construction start - April 2013; substantial completion - Dec. 2016
- Segment 3C: Construction start - 2020; substantial completion - Late 2023



NOTE: Highlighted areas are not to scale.

TxDOT graphic

* Segments identified by number do not denote priority or sequence. **All segments will include one-way frontage roads at identified locations and connections to all existing and proposed improvements. ^^Discontinuous. ^^^Potential deferment of additional mainlanes. ^^^^^Currently not funded. Ultimate capacity remains a priority to the region.

SEG* Roadway and Limits

3C	I-35W from US 81/287 to Eagle Parkway	
Existing lanes (Each dir.)		2
Frontage lanes (Each dir.) ^^		2 - 3

Interim Configuration**

Mainlanes (Each dir.)		2
TEXpress Lanes (Each dir.)		2
Frontage lanes (Each dir.)		2 - 3

SEG* Roadway and Limits

3B	I-35W from north of I-820 to US 81/287	
Existing lanes (Each dir.)		2
Frontage lanes (Each dir.)		2

Interim Configuration

Mainlanes (Each dir.)		2
TEXpress Lanes (Each dir.)		2
Frontage lanes (Each dir.)		2

Ultimate Config. as Proposed in Regional Mobility 2030 Plan**

Mainlanes (Each dir.) ^^^		4
TEXpress Lanes (Each dir.)		2 - 3
Frontage lanes (Each dir.)		2 - 3

SEG* Roadway and Limits

3A	I-35W from north of I-30 to north of I-820	
Existing lanes (Each dir.)		2 - 3
Frontage lanes (Each dir.) ^^		2

Interim Configuration

Mainlanes (Each dir.)		2 - 3
TEXpress Lanes (Each dir.)		2
Frontage lanes (Each dir.) ^^		2

Ultimate Config. as Proposed in Regional Mobility 2030 Plan**

Mainlanes (Each dir.) ^^^		4
TEXpress Lanes (Each dir.)		2
Frontage lanes (Each dir.)		2 - 3

SEG* Roadway and Limits

3A II	SH 121 Interchange ^^^^^	
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PROJECT CONTACTS



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SOUTHERN GATEWAY

TxDOT PROJECT TRACKER

DALLAS DISTRICT

| Connecting You With Texas



OVERVIEW: The **Southern Gateway** project will add capacity, replace aging pavement and improve safety along I-35E and US Highway 67 in southern Dallas. As one of the major highways into and out of downtown Dallas, the roadway carries about 218,000 vehicles per day on pavement that was first built in the 1950s. The reconstruction project has been supported since before 2003, when the project was first environmentally cleared but left unfunded. With improvements complete just to the north with the Horseshoe Project, the next step to further improve congestion in downtown is to rebuild this major urban highway.

Goals: Improve safety by rebuilding the highway, which will improve entrance and exit ramps, improve cross street bridges and add full shoulders within the right of way along the I-35E section.

Full reconstruction and widening of I-35E to include five general purpose lanes in each direction and two reversible non-tolled express lanes from Colorado Boulevard to US 67. I-35E will have seven lanes into downtown each morning and seven lanes out of downtown each evening. The US 67 scope will save the existing paving and widen to provide a third general purpose lane in each direction from I-35E to I-20.

The existing concurrent US 67 HOV lane will be reconstructed to be one reversible non-tolled managed express lane in the center median.



TxDOT photo

At left is an aerial photo of construction of the new Beckley Avenue Bridge over I-35E which was demolished in June 2018.

PROJECT HISTORY

- **Public Meetings** – June 23 & 25, 2015; July 7 & 9, 2015, January 26 & 28, 2016
- **FHWA Schematic Approval** – Spring 2016
- **Public Hearing** – July 2016
- **FHWA Environmental Clearance** – December 2016
- **Design-Build Contract** Executed with Pegasus Link Constructors (PLC) - June 2017

PROJECT PROGRESS

- Work continues on Marsalis Ave., 12th St., Illinois Ave., Louisiana Ave., and Overton bridges over I-35E.
- Continued progress of the I-35E North-bound mainlane roadway and bridge construction from the I-35E/US 67 split to Marsalis.

PROJECT DETAILS

- **Limits:** I-35E from Colorado Blvd. to south of Kiest Blvd.; on US 67 from I-35E/US 67 split to I-20.
- **Length:** 11 miles
- **Estimated Completion:** Summer 2022

PROJECT DESCRIPTION

- **I-35E:** Full reconstruction and widening to include five general purpose lanes in each direction and two reversible, non-tolled managed express lanes from Colorado Blvd. to US 67 and infrastructure for a deck plaza.
- **US 67:** Add a third general purpose lane in each direction from I-35E to I-20. The existing concurrent US 67 HOV lane will be rebuilt to become one reversible, non-tolled managed express lane in the center median.

ESTIMATED COSTS

Construction	\$530.3 M
Utilities	\$16.3 M
Design/QA/CM	\$79 M
Total Design/Build Contract*	\$625.6 M
ROW (state costs)	\$40 M

*Subject to change.

TxDOT graphic

ESTIMATED FUNDING

CAT 2	\$50 M
CAT 5 (CMAQ)	\$54.3 M
CAT 7	\$54.1 M
CAT 11	\$260 M*
CAT 12	\$168 M
RTR Funds	\$39.6 M
Strat 102 (ROW Cost)	\$40 M
Total Funding	\$666 M

* Congestion Relief Funding

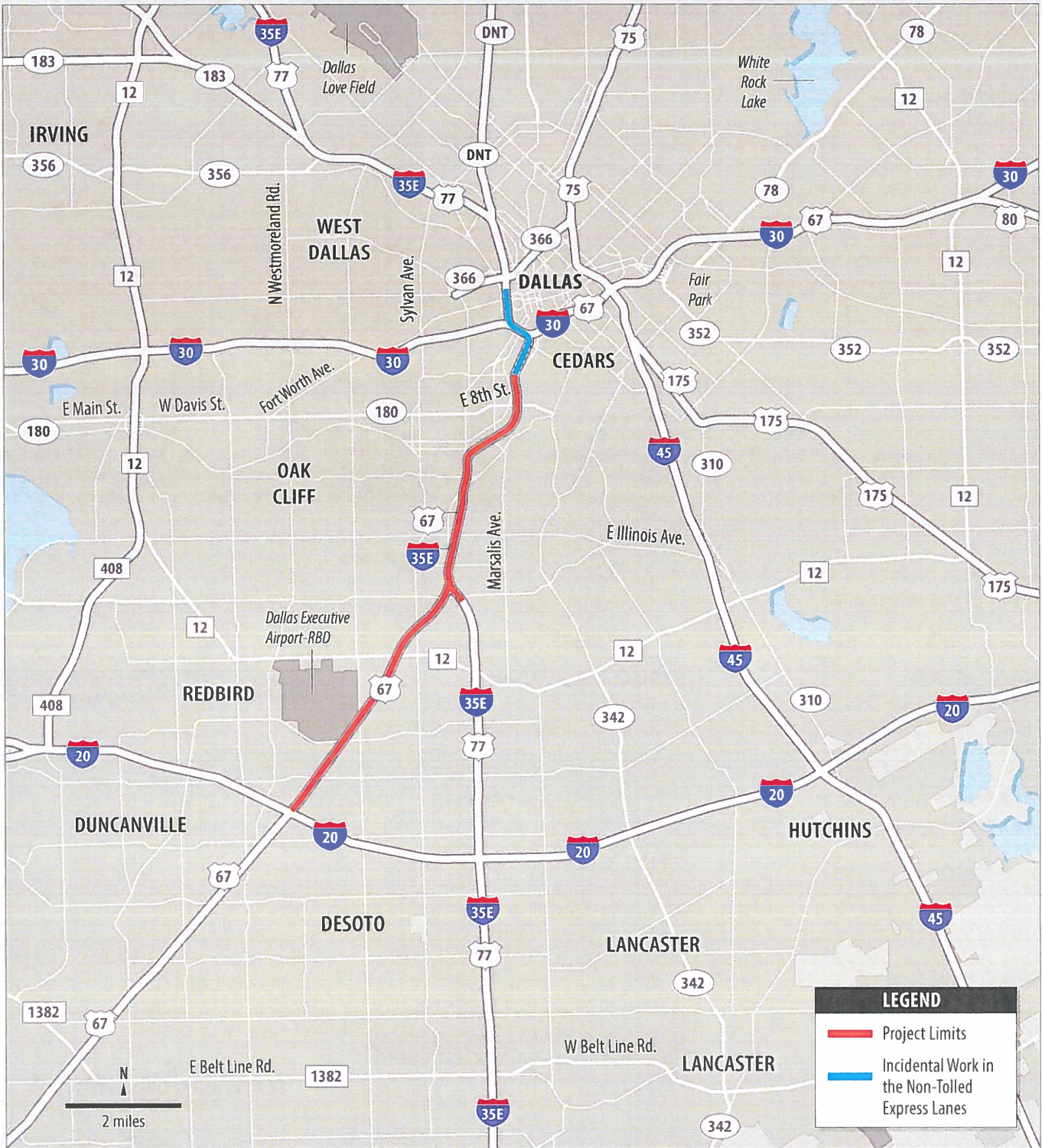
TxDOT graphic



Official 2018 logo design for TSG project.



A Texas Clear Lanes project: www.TexasClearLanes.com



NOTE: Highlighted areas are not drawn to scale.

TxDOT graphic

PROJECT CONTACTS



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