

AGENDA

SURFACE TRANSPORTATION TECHNICAL COMMITTEE
Friday, August 24, 2018
North Central Texas Council of Governments

11:30 am **Performance Measures Workshop**

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

1:30 – 1:35 1. **Approval of July 27, 2018, Minutes and Recognition of Members**
 Action Possible Action Information Minutes: 5
Presenter: Kristina Holcomb, STTC Chair
Item Summary: Approval of the July 27, 2018, meeting minutes contained in [Reference Item 1](#) will be requested, and members concluding their service on the Surface Transportation Technical Committee will be recognized.
Background: N/A

1:35 – 1:35 2. **Consent Agenda**
 Action Possible Action Information Minutes: 0

2.1. **Fiscal Year 2019 Advertising for Transportation Initiatives**
Presenter: Hilary Nguyen, NCTCOG
Item Summary: Staff will seek the Committee's support for the Regional Transportation Council (RTC) to recommend North Central Texas Council of Governments (NCTCOG) Executive Board approval of up to \$1,400,000 in funding for advertising for transportation initiatives that will initiate in Fiscal Year (FY) 2019.
Background: Since 2014, the NCTCOG Executive Board has been authorizing annual large-scale advertising purchase and placement initiatives for the Transportation Department. [Electronic Item 2.1.1](#) explains the benefits of this initiative and showcases cost savings obtained from bulk advertising purchasing for the Transportation Department. [Electronic Item 2.1.2](#) provides more information on FY2019 advertising costs along with examples of past advertising. Advertising campaigns will support 511DFW, the Bike/Pedestrian Safety Program, business engagement, the Congestion Management Program, the high-occupancy vehicle 2+ incentive, notifications of opportunities for public input/public meetings, the Ozone Season Emission Reduction Campaign, Unmanned Aircraft System and Aviation Education Campaigns, and the Vehicle Technologies Program.

Performance Measure(s) Addressed:

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

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

Presenter: Amy Hodges, NCTCOG

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

Background: The North Central Texas Council of Governments (NCTCOG) opened the Clean Fleets North Texas 2018 CFP to award grant funds for diesel vehicle or equipment replacement projects in North Central Texas. Applications are accepted on a modified first-come, first-served basis with monthly application deadlines. Staff has completed review and emissions quantification of applications received since the last Committee approval and has developed funding recommendations. This CFP is funded through the Environmental Protection Agency's National Clean Diesel Funding Assistance Program and Texas Commission on Environmental Quality Supplemental Environmental Project. This initiative is an extension of clean vehicle efforts listed as weight-of-evidence in the Dallas-Fort Worth 2016 Eight-Hour Attainment Demonstration State Implementation Plan. [Electronic Item 2.2.1](#) provides an overview of the CFP. [Electronic Item 2.2.2](#) provides detailed project listings.

Performance Measure(s) Addressed:

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

1:35 – 1:45

3. **Trinity Metro (Fort Worth Transportation Authority)/Fort Worth Housing Solutions Proposed Funding Exchange**

Action Possible Action Information Minutes: 10

Presenter: Christie Gotti, NCTCOG

Item Summary: Staff will request a recommendation for Regional Transportation Council (RTC) approval of an \$11,362,000 funding exchange among Fort Worth Housing Solutions, Trinity Metro, and the RTC for use toward the construction of a new transit-oriented development (TOD) project near the Texas and Pacific Trinity Railway Express Station.

Background: Fort Worth Housing Solutions and Trinity Metro are partnering to construct a TOD on the southern edge of downtown Fort Worth south of IH 30 at Vickery Boulevard. Funding sources have been identified for the construction of the TOD, except for a funding gap that exists for the needed parking facility. Since the parking facility will provide spaces for both public transit riders and private users, staff proposes a funding exchange in order to be fully compliant with eligibility requirements while still creating an innovative funding partnership with Trinity Metro and Fort Worth Housing Solutions. In this proposed funding exchange, the RTC would

first allocate \$11,362,000 in federal funds to Trinity Metro. These federal funds would be used by Trinity Metro on projects of mutual interest to the RTC and Trinity Metro (specific projects to be identified in the future through Transportation Improvement Program action). Following the aforementioned allocation, Trinity Metro will then transfer an equal amount in local funds to Fort Worth Housing Solutions to implement the parking facility. This TOD project will provide greater access to public transit and affordable housing, along with linking transportation and land uses and the associated air quality benefits.

Performance Measure(s) Addressed:

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

1:45 – 1:55

4. **Volkswagen Mitigation Program**

Action Possible Action Information Minutes: 10

Presenter: Lori Clark, NCTCOG

Item Summary: Possible action is proposed since the Committee may or may not wish to take action on this item. Staff will present an update on the status of the Volkswagen Settlement, as well as an overview of the Draft Beneficiary Mitigation Plan for Texas. This plan outlines how the Texas Commission on Environmental Quality (TCEQ) intends to spend \$209 million allocated to the State of Texas under the Environmental Mitigation Trust (Trust). A recommendation for Regional Transportation Council approval of proposed comments will be requested.

Background: The TCEQ was designated by the Governor as the lead agency for administration of Texas' share of funds under the Trust, which is approximately \$209 million. The Trust was established as part of the Volkswagen Clean Air Act Civil Settlements and requires each beneficiary to submit a Mitigation Plan. The TCEQ published the Draft Beneficiary Mitigation Plan for Texas on August 8, 2018, and is accepting public comments through October 8, 2018. The North Central Texas Council of Governments has also developed a list comparing the project types and funding levels eligible under the Trust to what is eligible under the draft plan developed by TCEQ. This list is available in [Electronic Item 4.1](#). The TCEQ indicated that it will give strong consideration to comments received by the metropolitan planning organizations in its defined priority areas, which includes the 10 counties of the Dallas-Fort Worth ozone nonattainment area, as well as Hood County. [Electronic Item 4.2](#) provides an overview of the Trust and a summary of proposed comments on the Draft Beneficiary Mitigation Plan for Texas.

Performance Measure(s) Addressed:

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

1:55 – 2:05

5. **State Infrastructure Bank Loan Opportunities**

Action Possible Action Information Minutes: 10

Presenter: Deborah Fleming, TxDOT

Item Summary: The Texas Department of Transportation (TxDOT) will brief the Committee on the availability of State Infrastructure Bank (SIB) loan opportunities available to local governments.

Background: The SIB is a federal revolving loan fund managed by TxDOT for roadway projects. The SIB can lend funds for roadway projects to cover items such as a local contribution or local match, utility relocation, or even local road projects. TxDOT will outline the SIB program requirements, eligibility, and application process.

Performance Measure(s) Addressed:

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

2:05 – 2:15

6. **Public Participation Plan Update**

Action Possible Action Information Minutes: 10

Presenter: Amanda Wilson, NCTCOG

Item Summary: Staff will present an overview of the Public Participation Plan and outline possible revisions, which are necessary to reflect Fixing America's Surface Transportation (FAST) Act requirements and changing demographics.

Background: The current Public Participation Plan, provided in [Electronic Item 6.1](#), was approved by the Regional Transportation Council in February 2015. In accordance with federal law, the Public Participation Plan defines public involvement procedures and comment periods, outlines strategies to inform the public, and describes measures to include diverse voices in the transportation and air quality planning process. The Language Assistance Plan is included as an appendix and will be updated to account for demographic changes. Other updates will address FAST Act stakeholder requirements and the increasing role of technology in public input opportunities. A 45-day comment period on an updated Public Participation Plan will begin with public meetings in September. A presentation containing additional information on the proposed revisions is included as [Electronic Item 6.2](#).

Performance Measure(s) Addressed:

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

2:15 – 2:25

7. **Automated Vehicle Program Briefing**

Action Possible Action Information Minutes: 10

Presenter: Thomas Bamonte, NCTCOG

Item Summary: Staff will brief the Committee on an Automated Vehicle (AV) Program that will provide member cities (and other eligible public entities) with: 1) planning resources to prepare for AVs, 2) funding to cover costs incurred when there is an AV deployment, and 3) an opportunity to deliver an AV project to

address transportation needs not covered by private AV developers.

Background: The region is attracting more attention from the AV developer community for a variety of AV deployment types (e.g., robotaxis, freight delivery). The proposed AV Program consists of three elements:

- Planning: Provide planning assistance for cities that are planning ahead for the deployment of AVs in their community; \$1.7 million (\$1.5 million net to cities).
- Implementation Costs: Funding to help cities cover infrastructure, equipment, safety, public education, and other costs incurred when an AV deployment comes to a community; \$10.6 million (\$10 million net to cities).
- Regional Priority Projects: AV deployments projects supporting use cases/communities that have not attracted AV developer interest. \$20.9 million (\$20 million net to cities).

The Planning grants would be accessible by cities that indicate they are interested in AV deployments. The Implementation Costs grants would be accessible by cities with AV deployments. The Regional Priority Projects will be selected through a competitive process at a later date.

Performance Measure(s) Addressed:

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

2:25 – 2:45

8. **Auto Occupancy Detection Technology, Rewards Program, and High Occupancy Vehicle Subsidy Report**

Action Possible Action Information Minutes: 20

Presenters: Natalie Bettger and Berrien Barks, NCTCOG

Item Summary: Staff will update the Committee on the status of the high occupancy vehicle (HOV) subsidy on tolled managed lanes and will present an overview of the High Occupancy Vehicle Rewards Program utilizing the Carma Auto Occupancy Detection and Verification Technology. A path forward on US 75 technology lanes will also be presented.

Background: The Regional Transportation Council's (RTC) Tolled Managed Lane Policy includes provisions for reimbursing private tolled managed lane operators for the 50 percent peak period HOV subsidy as well as to explore automated occupancy verification technology. Staff will update the Committee on the status of the HOV subsidy on tolled managed lanes as well as a proposed new direction of the automated occupancy verification program. The North Central Texas Council of Governments (NCTCOG) contracted with a vendor, Carma Technology Corporation, to develop an occupancy verification technology solution to apply the HOV discount during the peak periods. Currently, HOV drivers wishing to receive the discount must register their trip as an HOV trip in advance of

taking that trip. Enforcement is done through 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 RTC policy includes a provision to explore a technology solution for the verification of auto occupancy rather than relying on manual enforcement. A new approach focused on HOV rewards that utilizes the Carma technology solution to detect and verify the number of occupants within a vehicle is being proposed. The vision is to implement a rewards-based technology solution on all tolled managed lanes within the region, with a staged approach to apply on other roadways within the region and that could also be employed statewide through the Texas Department of Transportation. Additional information can be found in [Electronic Item 8](#).

Performance Measure(s) Addressed:

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

2:45 – 2:55

9. **Implementation of Regional Trail Corridors**

Action Possible Action Information Minutes: 10

Presenter: Kevin Kokes, NCTCOG

Item Summary: Staff will provide an overview of funding recommendations for design and construction of critical sections of Regional Veloweb Trail corridors, including last mile connections to rail stations.

Background: In November 2013, a coordination meeting held at the North Central Texas Council of Governments brought together the mayors from five cities of the Dallas-Fort Worth region to discuss implementing a Regional Veloweb Trail alignment from Downtown Fort Worth to Downtown Dallas. The participating cities included Arlington, Dallas, Fort Worth, Grand Prairie, and Irving. Since 2013, various sections of the trail have begun construction and/or have secured construction funding. Funding is needed on an additional 3.1 miles of trail in proximity to the CentrePort Trinity Railway Express rail station that will complete a continuous 53-mile trail alignment among the five cities.

The Dallas Area Rapid Transit (DART) Cotton Belt rail project includes a parallel, regionally significant Veloweb Trail corridor that will connect with multiple planned commuter rail stations located in seven cities across three counties. Accommodations for the approximate 26-mile regional trail have been included as part of DART's planning for the commuter rail corridor. Several sections of the trail corridors have been identified as critical to be constructed with the Cotton Belt rail project due to right-of-way constraints and other factors impacting the feasibility of construction in the future when the commuter rail is operational. Staff will provide an overview of funding recommendations to implement various

sections of these priority regional trail corridors including last mile connections to rail stations. Additional information is provided in [Electronic Item 9](#).

Performance Measure(s) Addressed:

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

2:55 – 3:10

10. **Fast Facts**

Action Possible Action Information Minutes: 15

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

1. *Emily Beckham* – Metropolitan Planning Organization Planning Agreement
 2. *Thomas Bamonte* – Texas Mobility Summit
 3. *Ernest Huffman* – Letter in Support of HR 5701 to Establish an Aviation Maintenance Workforce Development Pilot ([Electronic Item 10.1](#))
 4. *Evan Newton* – East/West Equity Update ([Electronic Item 10.2](#))
 5. *Bailey Muller* – Air Quality Funding Opportunities for Vehicles (www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle)
 6. *Bailey Muller* – Dallas-Fort Worth Clean Cities Events (www.dfwcleancities.org/dfw-clean-cities-meetings)
 7. *Jackson Enberg* – Ozone Season Update ([Electronic Item 10.3](#))
 8. *Shawn Dintino* – Correspondence to the Texas Commission on Environmental Quality Regarding Low Income Vehicle Repair, Retrofit, and Accelerated Vehicle Retirement Program (LIRAP)/Local Initiative Projects (LIP) Funding ([Electronic Item 10.4](#))
 9. *Victor Hernandez* – Public Comments Report ([Electronic Item 10.5](#))
 10. *Carli Baylor* – September Public Meeting Notice (Handout)
 11. *Carli Baylor* – July Public Meeting Minutes ([Electronic Item 10.6](#))
 12. Written Progress Reports:
 - Local Motion ([Electronic Item 10.7](#))
 - Transportation Partners Progress Reports ([Electronic Item 10.8](#))
11. **Other Business (Old or New)**: This item provides an opportunity for members to bring items of interest before the group.
12. **Next Meeting**: The next meeting of the Surface Transportation Technical Committee is scheduled for **1:30 pm on September 28, 2018, at the North Central Texas Council of Governments.**

MINUTES**SURFACE TRANSPORTATION TECHNICAL COMMITTEE
July 27, 2018**

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, July 27, 2018, at 1:30 pm, in the Transportation Council Room of the North Central Texas Council of Governments (NCTCOG). The following STTC members or representatives were present: Joe Atwood, Micah Baker, Bryan Beck, Katherine Beck, David Boski, Curt Cassidy, Ceason Clemens, Kent Collins, John Cordary Jr., Hal Cranor, Clarence Daugherty, Chad Davis, David Disheroon, Chad Edwards, Cheryl Taylor (representing Keith Fisher), Eric Fladager, Chris Flanigan, Ann Foss, Gary Graham, Kristina Holcomb, Matthew Hotelling, Terry Hughes, Sholeh Karimi, Alonzo Liñán, Paul Luedtke, Stanford Lynch, Alberto Mares, Brian Moen, Corey Nesbit, Jim O'Connor, Kevin Overton, Dipak Patel, Shawn Poe, John Polster, Tim Porter, Daniel Prendergast, Lisa Pyles, Bryan G. Ramey II, Jamie Patel (representing Greg Royster), David Salmon, Lori Shelton, Brian Shewski, Walter Shumac III, Randy Skinner, Matthew Tilke, Mark Titus, Gregory Van Nieuwenhuize, Daniel Vedral, Caroline Waggoner, Robert Woodbury, and John Wright.

Others present at the meeting were: Chasidy Allen Benson, Melissa Baker, Tom Bamonte, Berrien Barks, Carson Barwinkel, Carli Baylor, Natalie Bettger, Jason Brown, John Brunk, Ken Bunkley, Michael Copeland, Brian Crooks, Mitzi Davis, Ryan Delmotte, Pritam Deshmukh, Renee Esses, Marcos Fernandez, Brian Flood, Mike Galizio, Dorothy Gilliam, Christie Gotti, DJ Hale, Clifton Hall, Jeff Hathcock, Heather Houseman, Tim James, Amy Johnson, Dan Kessler, Ken Kirkpatrick, Chris Klaus, Kevin Kokes, Dan Lamers, April Leger, Nancy Luong, Karina Maldonado, Mindy Mize, Antony Moffa, Johan Petterson, Chris Reed, Steve Salin, Russell Schaffner, Kelly Selman, Shannon Stevenson, Mitzi Ward, and Amanda Wilson.

Dan Kessler recognized Lloyd Neal for 18 years of service on the Surface Transportation Technical Committee.

1. **Approval of June 22, 2018, Minutes:** The minutes of the June 22, 2018, meeting were approved as submitted in Reference Item 1. Jim O'Connor (M); John Polster (S). The motion passed unanimously.
2. **Consent Agenda:** The following items were included on the Consent Agenda.
 - 2.1. **Approval of Regional Toll Revenue Funds to Bridge Funding Gap for STAR Transit:** A recommendation for Regional Transportation Council approval to utilize previously authorized Regional Toll Revenue funds in an amount not to exceed \$250,000 to bridge a funding gap for STAR Transit was requested. Details were provided in Electronic Item 2.1.
 - 2.2. **Clean Fleets North Texas 2018 Call for Projects Funding Recommendation:** A recommendation for Regional Transportation Council approval of funding for additional applications received under the Clean Fleets North Texas 2018 Call for Projects was requested. Electronic Item 2.2.1 contained an overview of the call for projects, and Electronic Item 2.2.2 contained detailed project listings.
 - 2.3. **\$5 Million Loan to Addison for the Cotton Belt:** A recommendation for Regional Transportation Council approval of a \$5 million loan to the City of Addison for use towards its commitment on the Cotton Belt Rail Line was requested.

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

3. **2017-2018 Blue-Green-Grey Application for New Ideas Round 2:** Emily Beckham presented staff recommendations for the 2017-2018 Blue-Green-Grey Application for New Ideas Round 2 funding opportunity. This initiative focused on three elements: water (Blue), environment (Green), and transportation infrastructure (Grey). The goal was to advance projects or programs that have innovative outcomes in the three elements, primarily to provide seed money for entities to develop ideas for full implementation. In addition, the effort focused on building partnerships and additional collaboration among the three sectors to implement projects in the region. Eligible applicants included universities, cities, counties, transit authorities, private firms, non-profits, and individuals with projects located within the 12-county Metropolitan Planning Area and that had an implementation schedule of one year. Each of the applications was evaluated against scoring criteria provided in Electronic Item 3.2. Applications were scored based on team qualifications, project impact, innovation, and applicability in other areas of the region. For this round, a total of eight applications were received and evaluated against the scoring criteria. Of the applications received, staff proposed three projects for award: 1) Amanda Popken Development, Retrofitting Neighborhood Commercial Green Bicycle Park for \$38,500, 2) City of Watauga, Hightower Drive Bio-filtration Rain Gardens for \$50,000, and 3) Huitt-Zollars, Micro-Detention Storage System for \$50,000. Additional information on the application and scoring was provided in Electronic Item 3.1. A timeline for the effort was reviewed. Clarence Daugherty asked if the Huitt-Zollars project was associated with a local government. Ms. Beckham noted that private firms and individuals are required to coordinate with a jurisdiction. Prior to contracting, North Central Texas Council of Governments staff will confirm that the jurisdiction associated with the project is in agreement. A motion was made to recommend Regional Transportation Council approval of the projects recommended for award in Electronic Item 3.2. John Polster (M); Clarence Daugherty (S). The motion passed unanimously.

4. **2019 Unified Transportation Program and Updates to the Regional 10-Year Plan, Including Expediting Projects with Unobligated Balances from Other State Departments of Transportation:** Christie Gotti presented the status of project changes associated with the region's 10-Year Plan that is being updated through development of the Texas Department of Transportation's (TxDOT) 2019 Unified Transportation Program (UTP). She noted that all project-related changes are reflected in Electronic Item 4.1. In addition, staff has also resolved the carry-over costs associated with Fiscal Year 2017 and 2018 and have made adjustments based on funding allocations. Staff will continue to review projects and compare revenues that are allocated in the UTP and bring back the unprogrammed balances to the Committee and Regional Transportation Council in the future. Ms. Gotti also noted a partnership with the Texas Transportation Commission to swap Category 2 funds with Surface Transportation Block Grant Program (STBG) funds. Based on initial feedback, the Federal Highway Administration has identified excess balances of funding available for projects that could go to construction this year. The State would like to take advantage of the excess funds and let projects. Proposed projects on which STBG funds could easily be used included: 1) FM 156 from US 81/287 to Watauga Road (\$32 million) and 2) US 377 from Johnson/Hood County Line to south of SH 171 (\$32.8 million), and SH 121 from Glade Road to SH 183 (\$25 million). North Central Texas Council of Governments (NCTCOG) staff has been assured that no other projects will be impacted or delayed due to this action. It has also been confirmed that instead of the Category 2 funding of \$420 million on SH 183, the Texas Transportation Commission has approved Category 12 funding for this project. These actions would free up Category 2 funds for other purposes. Ms. Gotti noted that staff continues to work with TxDOT to determine how carryover funds for Regional 10-Year Plan projects for each fiscal year are identified in the UTP and how additional increments of funding are reflected. For 2017, the lettings from the Regional 10-year Plan totaled approximately \$25 million leaving \$1.3 million in carryover, which has been confirmed. Staff initially assumed approximately 10 percent of the total funding for the 10-year Plan may be

allocated for each year. However, the State looked at projects that are ready to proceed and did not front load 2017 since not as many projects would be ready in that year. In 2018, \$608 million in projects let (including the \$370 million change order on the DFW Connector and other projects), leaving approximately \$36 million that will carry over into the 2019 UTP. She noted that it has been more difficult to identify the specific funding amounts by year and by category, but the total funding by year is increasing. A summation of the UTP allocated amounts by category was reviewed, as well as the totals in each year of the UTP. In the 2017 UTP, \$5.36 billion was allocated. The lower amount is primarily due to the fact that TxDOT did not obligate all of the Category 12 Clear Lane funds. Approximately \$7.1 billion is included in the 2018 UTP and approximately \$7.2 billion in the 2019 UTP. A map showing the projects in Electronic Item 4.1 was highlighted, and the timeline for the effort was reviewed. Texas Transportation Commission action is anticipated August 30, 2018. For next years effort, Ms. Gotti noted that staff intends to begin project-level discussion earlier to allow more time to work through the process. Additional information on the overall effort was provided in Electronic Item 4.2. John Polster requested that a copy of the presentation be provided to members by email. Clarence Daugherty asked if there are projects in the TIP that are not in the Regional 10-Year Plan. Ms. Gotti noted yes, that the 10-Year Plan only focuses on the new Category 2, Category 4, and Category 12 funds received through this process. There is other funding in the TIP that is tracked separately. Mr. Daugherty also discussed project funding and asked if the amount of money shown in the 10-Year Plan is now the total amount needed for the projects to go to construction. Ms. Gotti noted that Electronic Item 4.1 contains notes for projects without sufficient funds. Staff will continue to refine funding through the planning process. Mr. Daugherty also asked if the estimated letting dates were based on when funding is available or by implementation schedule. Ms. Gotti noted that the 10-Year Plan has not been constrained based on when funding would be available. Since the State is allocating funds in the UTP in the year projects are ready, NCTCOG staff has done the same in its assignment of the fiscal year. A motion was made to recommend Regional Transportation Council approval of the final Regional 10-Year Plan project listings in Electronic Item 4.1. Action also included a recommendation for staff to administratively amend the 2019-2022 Transportation Improvement Program/Statewide Transportation Improvement Program and other planning/administrative documents to incorporate the changes. John Polster (M); Clarence Daugherty (S). The motion passed unanimously.

Dan Kessler discussed a related topic regarding the formula allocation of Category 2 funds by the State. He noted that the metropolitan planning organizations were charged with revisiting the formula for Category 2 funds and recently reached passage of a vote. The vote approved that the formula allocation of Category 2 funds will be weighted by 30 percent population, 30 percent congestion, 15 percent safety, and 50 percent truck vehicle miles traveled. Of the projected \$11.5 billion over the next decade, the Dallas-Fort Worth region is expected to receive approximately 30 percent of the funding (approximately \$3.5 billion). This is anticipated to apply beginning with the 2021 UTP, following the necessary rulemaking process and adoption into the transportation code.

5. **Transit Implementation in Three Areas of the Region:** Shannon Stevenson presented a follow up from last month's meeting at which staff provided a brief summary of three subregion transit requests that were received from Collin, Dallas, and Tarrant Counties. Ms. Stevenson noted that the slides in Electronic Item 5 had been updated to be less complicated. In the northern portion of the region, the Cities of Frisco, McKinney, Allen, Richardson, Wylie, and Plano have expressed a need for additional transit. Portions of those cities served by Dallas Area Rapid Transit (DART) were highlighted, as well as the Transportation Management Associations (TMA) located in Plano and Frisco. In Dallas County, the Cities of Cedar Hill, Duncanville, DeSoto, and Lancaster are requesting planning assistance to get employees to employers at the intermodal hub. Portions of the

county served by DART were highlighted, as well as a potential TMA. Cities within Tarrant County are also requesting transit outside the current Fort Worth Transportation Authority service area. The requests includes areas in which a pilot is currently funded for the Cities of Crowley, Everman, and Forest Hill, as well as other cities in Tarrant County. The requests for assistance in each of the three areas of the region are similar and include: internal and regional connections, focus on strategic implementation, near term implementation, increased transportation options, funding options, and private sector involvement. Dallas County is also interested in the movement of goods in addition to people. Entities are requesting an independent assessment through the Metropolitan Planning Organization planning process. A consultant will be necessary for this effort and the preliminary cost estimate is \$2 million. Chad Edwards asked if the same consultant will be performing the assessment for all three areas at the same time. He noted that these are three areas with different needs and asked that staff consider splitting the assessments out when developing the scope of the project. Staff noted that this is expected to be a single procurement but that the scope will likely be different for each area. Mr. Edwards also asked if this was a precursor to another large transit authority. Dan Kessler noted that it was too early in the process to know. Clarence Daugherty noted that Collin County would be sending a formal request that the procurements be separated to address the service needs of each area, and that the procurements be conducted concurrently. A motion was made to recommend Regional Transportation Council approval of \$2 million in Federal Transportation Administration, Regional Toll Revenue, and Surface Transportation Block Grant Program funds to support development of a comprehensive approach to planning and implementing transit services outside of transportation authority service areas. Action also included a recommendation directing staff to administratively amend the Transportation Improvement Program, Statewide Transportation Improvement Program, and other planning/administrative documents to include a comprehensive study in the three subregions. Randy Skinner (M); Clarence Daugherty (S). The motion passed unanimously.

6. **Metropolitan Transportation Plan Policy Bundle and Transportation Development**

Credits: Dan Lamers presented the results from the second round of the Metropolitan Transportation Plan (MTP) Policy Bundle. In 2016 when the Regional Transportation Council (RTC) adopted Mobility 2040, the MTP Policy Bundle effort was included. This is a voluntary list of policies available for adoption by local agencies designed to encourage the development of alternative, strategic solutions to address transportation goals in the region. By voluntarily adopting 50 percent of the policies, participating agencies can receive Transportation Development Credits (TDC) to offset local funds for federally funded transportation projects. He noted that TDCs are available to small transit providers outside of this MTP Policy Bundle effort due to their limited capability to generate local funds for projects. Highlights from Round Two of the MTP Policy Bundle efforts were presented. All entities awarded in 2017 reapplied, met policy requirements for each entity type, and increased their number of policies in 2018. In addition, three new entities applied and met the policy requirements. One city who did not meet requirements in 2017 reapplied in 2018 and exceeded the policy requirement. Five entities that did not meet requirements in 2017 did not reapply in 2018. Mr. Lamers presented staff's proposal to allocate the available TDCs for 2018. All entities awarded in 2017 will keep their TDCs awarded in 2017, minus what has already be used for one additional year. He noted that staff has realized it is not realistic that the amount of federal funding will be available for the TDCs to all be used in a year's timeframe, so staff proposed that the Transportation Improvement Program (TIP) annually review federal funding availability for the upcoming year and determine the number of TDCs to be allocated to all new qualifying agencies. In FY2018, as a transition year, staff proposed to award 50 percent of the TDCs awarded last year to align with realistically available federal funding for projects using Policy Bundle TDCs. As in previous years: TDCs will be available to program through the TIP team throughout the fiscal year as opportunities arise, all TDCs not used by the end of FY2019 will be returned for future programing, and all

entities will be required to requalify each year. The agencies and the amount of policy requirements met by each agency were highlighted. In addition, the balance of TDCs from 2017 and the TDCs proposed to each agency in 2018 was highlighted, as well as the total TDCs available through FY2019. Details were provided in Electronic Item 6. Mr. Lamers noted that ideas for the next round of the MTP Policy Bundle were due to Brian Dell by August 31, 2018. TDCs must be used for new projects that are eligible for federal roadway or air quality funds. Proposed projects will be vetted against typical RTC selection criteria. Entities will have one year to get their projects added to the TIP. Once projects are selected for inclusion in the TIP, agencies have two years to meet the following requirements or TDCs will expire: 1) sign a TDC agreement with the Metropolitan Planning Organization (MPO), and 2) begin project implementation. For Round Three awards (FY2020), entities must submit new applications when the process opens (fall 2018) to be considered. Current entities will be required to resubmit. The submission form, as well as additional information, is available at www.nctcog.org/trans/plan/mtp/policy-bundle. The process for awarding TDCs as previously outlined will be followed. Bryan Beck asked staff to define project implementation. Christie Gotti discussed the State rules that require projects to have an agreement with the MPO within one year. Project implementation must begin within two years, which includes design, right-of-way, and others. Ms. Gotti discussed some issues entities have had with obtaining Texas Department of Transportation (TxDOT) approval for use of TDCs on projects. Staff has had preliminary conversations with TxDOT about the meaning of the goals under which TDCs can be awarded and anticipate a solution in the near future. Clarence Daugherty asked if there are other options for an entity to receive TDCs, other than those discussed regarding small transit providers. Ms. Gotti noted that there are six categories through which an entity can receive TDCs. One of the categories is Strategic Partnerships which are typically tied to a call for projects. A motion was made to recommend Regional Transportation Council approval of the proposed Transportation Development Credit allocation process and the entities and associated TDC awards for Round 2 of the Metropolitan Transportation Plan Policy Bundle effort. John Polster (M); Daniel Vedral (S). The motion passed unanimously.

7. **Airport Transit Access:** Karina Maldonado provided an update on transit accessibility between the Dallas Fort Worth International Airport and the Trinity Railway Express (TRE) Centreport Station. In 2009, the Dallas Fort Worth International Airport was awarded transit funds to implement TRE shuttle service from the CentrePort Station to the Remote South Parking Lot at the airport. The project was later awarded additional funding on two occasions through Transit calls for projects to continue the service. In March 2018, the Dallas Fort Worth International Airport notified the North Central Texas Council of Governments (NCTCOG) of its intention to discontinue service once the TEXRail service is fully operational. Related correspondence was provided in Electronic Item 7.2. NCTCOG staff will continue conversations with the airport and potentially partner with the Fort Worth Transportation Authority on the possibility of incorporating the service into its existing, nearby routes. As discussions continue, there may be future options to implement advanced technologies such as electric vehicles or an automated transportation system (people mover) for this service. Additional details were provided in Electronic Item 7.1. Todd Plesko noted that the shuttle service from the CentrePort Station to the Remote South Parking Lot at the airport is operated through a three-party agreement among Dallas Area Rapid Transit, Trinity Metro, and the Dallas Fort Worth International Airport and was perceived as a regional service where the three agencies worked as a team. He added that due to enabling legislation, if the service was to be eliminated public hearings would be required. Ms. Maldonado noted that NCTCOG staff is working with the airport to ensure there is continued service. If public meetings are necessary, NCTCOG will work with all partners to ensure requirements are met.

8. **SH 161 Peak-Hour Shoulder-Use Lane: Texas Transportation Institute Before-After Study and Project Update:** Clifton Hall briefed the Committee on the before/after study of the SH 161 Peak-Hour Shoulder-Use Lane by the Texas A&M Transportation Institute (TTI). The project is a 6-mile long portion of SH 161 between two segments of the President George Bush Turnpike in the City of Irving. The left shoulder was repaved in this segment to allow cars to travel in the shoulder lane during the peak hour in each direction. TTI began collecting data in late 2013, prior to construction. The lane was opened to traffic in September 2015, and after-data collection began in May 2016. The North Central Texas Council of Governments (NCTCOG) funded a tow truck contractor to operate in the corridor during the peak hour to assist with expedited vehicle and debris removal. Beginning in 2016, the shoulder-use lane was opened for special events. Data collected from the before-after study was highlighted. After the peak hour became operational, traffic volume increased in all lanes through the portion of SH 161 between the two segments of the President George Bush Turnpike. TTI estimated approximately 44,000 vehicles per month were added to the lane during the peak hour, which increased mobility for the entire corridor. Faster speeds were observed after the opening of the lane, but as volumes increased speeds normalized. Violations in the lane occurred frequently with most occurring within 30 minutes of opening/closing the lanes and on weekends. Mr. Hall noted that the peak-hour shoulder use lane will remain open permanently once construction is completed on the ultimate section in December 2018. NCTCOG has extended its contract with United Road Towing Texas to continue peak-hour lane operations through 2018. NCTCOG will analyze the performance data from the towing agency and investigate areas of further application for peak-hour lane strategies such as US 75 and SH 121. A summary of the final report was provided in Electronic Item 8.1. Additional information was provided in Electronic Item 8.2. Mr. Hall noted that members can obtain a copy of the full report by contacting staff. Paul Luedtke asked if the ultimate project will be one or two additional lanes. Mr. Hall noted that the ultimate project is four lanes in each direction. The cost of project was discussed, including the operational costs of the shoulder-use lanes.
9. **Performance Measures Target Setting:** Dan Lamers provided an update regarding the schedule and process for Metropolitan Planning Organization (MPO) adoption of the federally required performance measure targets. Over the last decade, there has been an increased emphasis both at the State and national level on a performance-based planning process that leads to the selection of projects that help reach the goals and objectives of the national, State, regional, and local transportation systems. He noted the North Central Texas Council of Governments has been using performance-based planning for many years, and highlighted the process. The performance based planning process was highlighted. Regional goals should inform what performance to be measured and the targets for measuring the performance. Projects are then selected that help the region meet the established targets. Results help the region determine long-term and short-term solutions to meet the targets, or the need to readdress or change performance measures. In December 2015, the Fixing America's Surface Transportation (FAST) Act was signed into law and requires certain performance measures be included in the long-range metropolitan transportation planning process. The measures were established by a series of four rulemakings that explain and provide guidance on how to apply the performance based planning and the deadline for implementing the performance measures. Federally required measures include: 1) Safety (PM 1), the number and rate of both fatalities and serious injuries for both the highway and non-motorized systems; 2) Pavement and Bridge (PM 2), percentage of pavement of the interstate and non-interstate systems in good and poor condition and percentages of bridges classified in good or poor condition; 3) System Performance/Freight/Congestion Mitigation Air Quality (PM 3), the percentage of person-miles traveled on the interstate and non-interstate system that are reliable, truck travel time reliability, annual hours of peak-hour excessive delay per capita, percentage of trips that are not single occupancy vehicles, and the total emission reductions of the air quality projects;

and 4) Transit Asset Management (separate rulemaking issued by the Federal Transit Administration), percentage of non revenue or revenue vehicles, support service and maintenance vehicles that meet or exceed the useful life benchmark, percentage of track segments with performance restrictions, and percentage of facilities within a particular asset class that are below established ratings. The MPO target setting deadline, reporting period, and reporting schedule for each rulemaking were highlighted. Mr. Lamers noted that the process has been completed for Safety and Transit Asset Management. The target setting deadline for PM 2 and PM 3 is November 15, 2018. He added that the information would be presented in more detail in a Performance Measures Workshop scheduled for August 24, 2018, prior to the Surface Transportation Technical Committee (STTC). Mr. Lamers noted that as part of Mobility 2045, several Regional Transportation Council (RTC) members discussed additional performance measures they would like to see tracked such as specific modes of non-motorized transportation. Staff proposed that after the federal performance measures are reported, additional regional performance measures be implemented to tell the story of the region. He noted that federal requirements establish that reporting is included in the Metropolitan Transportation and Transportation Improvement Program whenever those documents are adopted. In addition, the region publishes an annual State of the Region report that includes major milestones and various performance measure targets of the region. The schedule for the effort was reviewed, which includes the workshop scheduled for August 24. Final approval will be requested from STTC on October 26 and the RTC on November 8 in order to meet the target deadline of November 15.

10. **Freight Safety Awareness:** Jeff Hathcock provided information on the Freight Safety Awareness initiative to help create awareness for safe driving habits near larger freight vehicles on the highway and at railroad crossings. It was noted that on average, there have been 151 truck crashes per month over the last five years and the monthly average has steadily increased during that time. In addition, at-grade rail crossing incidents have decreased since 2015. The goal of the safety awareness program is to create a safer environment for freight and passenger movements through physical improvements and safety awareness initiatives. Over the next two years, the goal is to reduce freight-related crashes by 10 percent by informing the public about driving conditions and safe driving practices around heavy-duty freight vehicles. For rail, the goal is to reduce rail crossing and trespassing incidents by 10 percent over the next 2 years by informing the public about safe rail crossing habits and practices. North Central Texas Council of Governments will target the general public about truck limitations with regard to stopping distance, sight line availability, strategies and simple adjustments for driving near large trucks, the importance of freight and its role in our daily lives. In addition, efforts will be to increase awareness about safe mobility practices at rail crossings and the importance of not trespassing on railroad land. Efforts focused to truck drivers will aim to educate them about truck lane restriction locations and safety benefits to increase awareness on the roadways. Information about air quality and mobility benefits will also be present in this initiative. The various forms of proposed outreach were highlighted. Mr. Hathcock noted that additional information was available at www.freightntx.org.
11. **Freight North Texas Truck Parking Study:** Jeff Hathcock provided information about the Freight North Texas Parking Study. The Truck Parking Study is a comprehensive document that identifies innovative solutions to meet the growing truck parking needs in the region. Truck parking data was collected and analyzed for area-specific recommendations. Some data sets that were collected for the study included classification of freight infrastructure and major freight facilities, freight oriented developments, opportunities and challenges in other areas, review of rest areas in or near the region, truck parking availability and amenities, inventory of regional truck stop facilities number of spaces, overnight parking applicability, and others. Staff also looked at local truck parking ordinances, federal rules of hours of service, in region travel times, heavily traveled freight corridors, and conducted a truck

parking study driver survey and stakeholder outreach meetings. A map of the truck stop locations within the region was highlighted. Staff reviewed the data collected and identified underutilized public land and corridors of concern that have major freight activity while lacking sufficient truck parking. Corridors of concern were noted. State and regional recommendations from the study include short term truck parking facilities could be located on underutilized public land, partnerships with the public and private sectors to develop truck parking in specified areas through a mutually beneficial incentivized plan, and technology enhancements and applications such as dynamic messaging signs and other technologies that may be implemented for notification of truck parking availability at facilities. Staff will continue updating data sets established in the beginning of the study, coordinating recommendations and plans with the Texas Department of Transportation with regard to underutilized land and new public facilities, and leveraging public-private partnerships to increase the number of parking facilities. Chad Edwards asked if staff will be analyzing the air quality emissions that will be produced by idling for the additional parking areas for trucks identified. Mr. Hathcock noted that staff will be conducting that type of air quality analysis. Kevin Overton asked if staff has looked into any increase in use of idle air. Mr. Hathcock noted that when looking at locations, staff does look at associated air quality mitigation strategies and similar technologies to help mitigate those air quality concerns that have been identified in the study.

12. **Clean Air Action Day Recognition:** Whitney Vandiver provided an overview of Air North Texas' Clean Air Action Day, held on June 22, 2018. Air North Texas is a public awareness campaign conducted in partnership with regional organizations that aims to generate a consistent message about air quality. On Clean Air Action Day each year, the Transportation Department asks North Texans to do something to help air quality. This year, top actions from over 1,000 participants included taking lunch to work, maintaining their vehicles, driving efficiently, combining trips, and reducing idling. An option to participate remotely in the June 22, 2018, Surface Transportation Technical Committee (STTC) was offered to members, and 27 members participated remotely. In addition, Air North Texas partner organizations held Clean Air Action Day challenges. STTC Air North Texas partner entities were encouraged to participate, as well. As an incentive, the Regional Transportation Council approved up to 300,000 Transportation Development Credits to be awarded to three entities (100,000 each) to the top participants. Top participants included the City of Cedar Hill, City of Dallas, and City of Denton. Efforts by each organization were highlighted. Entities interested in becoming Air North Texas partners were encouraged to contact staff.
13. **Fast Facts:** Robert Hall noted that the North Central Texas Council of Governments (NCTCOG) launched its new website on June 29, 2018. The new website is organized by topics and provides a user-centered focus. Development of the website addressed improving mobile responsiveness, navigation, and making the site more user friendly. Details were provided in Electronic Item 13.1.

Natalie Bettger provided an update on US 75 technology lanes. In June 2018, the Regional Transportation Council (RTC) approved staff to meet with the Federal Highway Administration in Washington about a new approach to accommodate high-occupancy users in the US 75 corridor through the use of a rewards program. If successful, this approach could be used in other corridors within the region. Staff will continue to provide updates to members.

Rylea Roderick noted that the Transportation Improvement Program modification submission system is operational and members may now submit modifications for the November 2018 cycle. In addition, she noted the deadline to submit modifications has been extended to August 3, 2018, by close of business.

Nancy Luong presented current air quality funding opportunities for vehicles. She noted that the Texas Commission on Environmental Quality Light-Duty Motor Vehicle Purchase or Lease Incentive Program, intended for rebates on alternative fuel vehicles, has approximately \$7.18 million remaining for vehicles purchased or leased in Texas. Additionally, the Emissions Reduction Incentive Grants Program that helps to replace, repower, or retrofit heavy-duty vehicles and equipment will close August 17. Additional information was provided in Electronic item 13.2.

Nancy Luong also highlighted upcoming Dallas-Fort Worth Clean Cities events, which included the upcoming biannual meeting and fleet recognition awards on August 21 and the National Drive Electric Week event on September 8. Details were provided in Electronic Item 3.3.

Chris Klaus provided an ozone season update. Details were included in Electronic Item 13.4. He noted that as a result of low humidity and no rain, the region had experienced an exceedance day each day since July 19. He added that the region's design value was 75 parts per billion. Staff will continue to provide updates to members throughout the ozone season.

Anthony Moffa provided an update on the Regional Smoking Vehicle Program. The goal of the program is to inform individuals that their vehicle may be creating visible tailpipe smoke affecting health and air quality. NCTCOG has launched a new marketing campaign as well as a new website that will hopefully make reporting smoking vehicles easier. Information was provided in Electronic Item 13.5 and also available at www.smokingvehicle.net.

Bailey Muller provided information about National Drive Electric Week. The event is scheduled for September 8 at Grapevine Mills Mall from 10 am-1 pm. Additional information is available in Electronic Item 13.6 or at www.driveelectricdfw.org. Also available at the website is a free promotional tool kit and registration information.

Carli Baylor noted that the current Public Comments Report, provided in Electronic Item 13.7, contained general public comments submitted May 20-June 19. The majority of comments received were related to air quality and participation in Clean Air Action Day.

Dan Kessler noted that the North Tarrant Express project has been announced as the winner of the American Road and Transportation Builders Association 2018 P3 Project for the Year award.

The current Local Motion was provided in Electronic 13.8, and transportation partner progress reports were provided in Electronic Item 13.9.

14. **Other Business (Old and New):** There was no discussion on this item.
15. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on August 24, 2018, at the North Central Texas Council of Governments.

The meeting adjourned at 3:20 pm.

Benefits of Advertising Transportation Initiatives

By working with advertisers and combining bulk purchases for several of the Transportation Department advertising campaigns at once, significant savings have been gained.

For instance, three Transportation Department programs continued advertisements on regional transit lines and bus stations through continued bulk purchasing, NCTCOG saw approximately 20 percent and 55 percent added value on FWTA and DART, respectively, throughout the year. These transit station advertising saves NCTCOG staff printing and production costs by saving existing artwork, extending advertising contracts and planning for long-term campaigns. For Ozone Season Emissions Reduction advertising in 2018, NCTCOG gained about 11 percent for Lauren Publications print advertising and at least 21 percent added value for the NBC 5/KXAS Weather App Widget. Additionally, Natural Awakenings Dallas, continues to provide a 45 percent added value, through featured articles, paid advertising and calendar postings about Transportation Department programs throughout the year. As the department expands reach through bilingual advertising, our AirCheckTexas program receives added value by releasing radio PSA's and spots resulting in a 30 percent total added value. For Public Meetings advertising, the department gained 10 percent added value on Vietnamese advertising publications.

In addition to lower advertising rates, other benefits have been obtained in this effort, such as:

- Allow NCTCOG to utilize more outlets and increase the frequency of the ads which, in turn, has reached a broader audience;
- Increased website traffic;
- Greater public participation in transportation department programs and projects;
- Cross communication for campaigns, such as when advertising has been purchased;
- With a media outlet, NCTCOG can get stories and ads in the same publication that were not originally scheduled; and
- Improved efficiencies with media outlets, such as improved staff coordination and increased timeliness.

Fiscal Year 2019 Advertising for Transportation Initiatives

Surface Transportation Technical Committee

**Hilary Nguyen
Transportation Marketing
August 24, 2018**

The Three E's as They Relate to Advertising

Engineer

Develop initiative

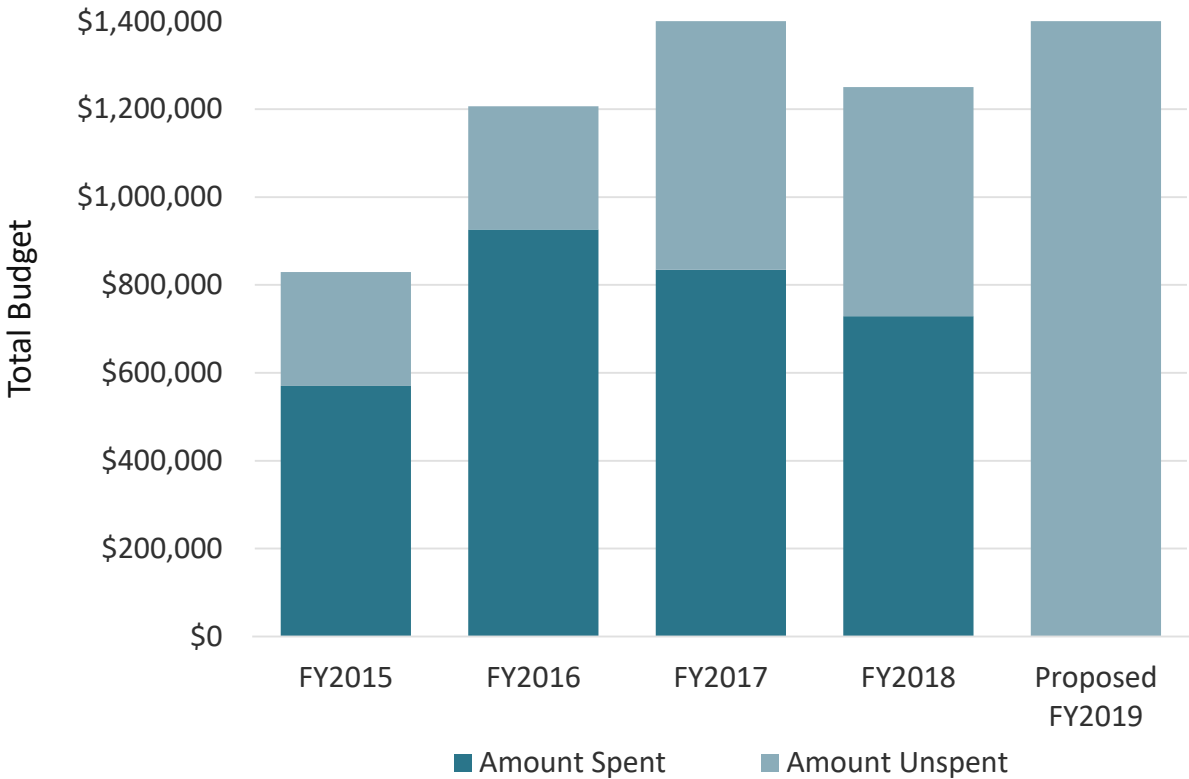
Educate

Educate the audience on initiative (e.g. Communications – Advertising is an invaluable component of Educate)

Enforce

Make sure initiative is being implemented

Transportation Advertising Budget Overview



Transportation Advertising Overview

The Advertising for Transportation Initiatives allows for:

Lower Advertising Rates

Increased and Broader Audience Reach

Increased Website Traffic

Greater Public Participation

Cross Communication for Campaigns

Improved Efficiencies with Media Outlets

Advertising Performance Measures

Examples of Advertising Targeted Audiences:

General Public

Commuters

Motorists and Transit Users

Bicyclists and Pedestrians

Public and Private Fleet Owners

Electric Vehicle Drivers

Examples of Key Performance Indicators:

Advertisement Clicks, Impressions and Reach

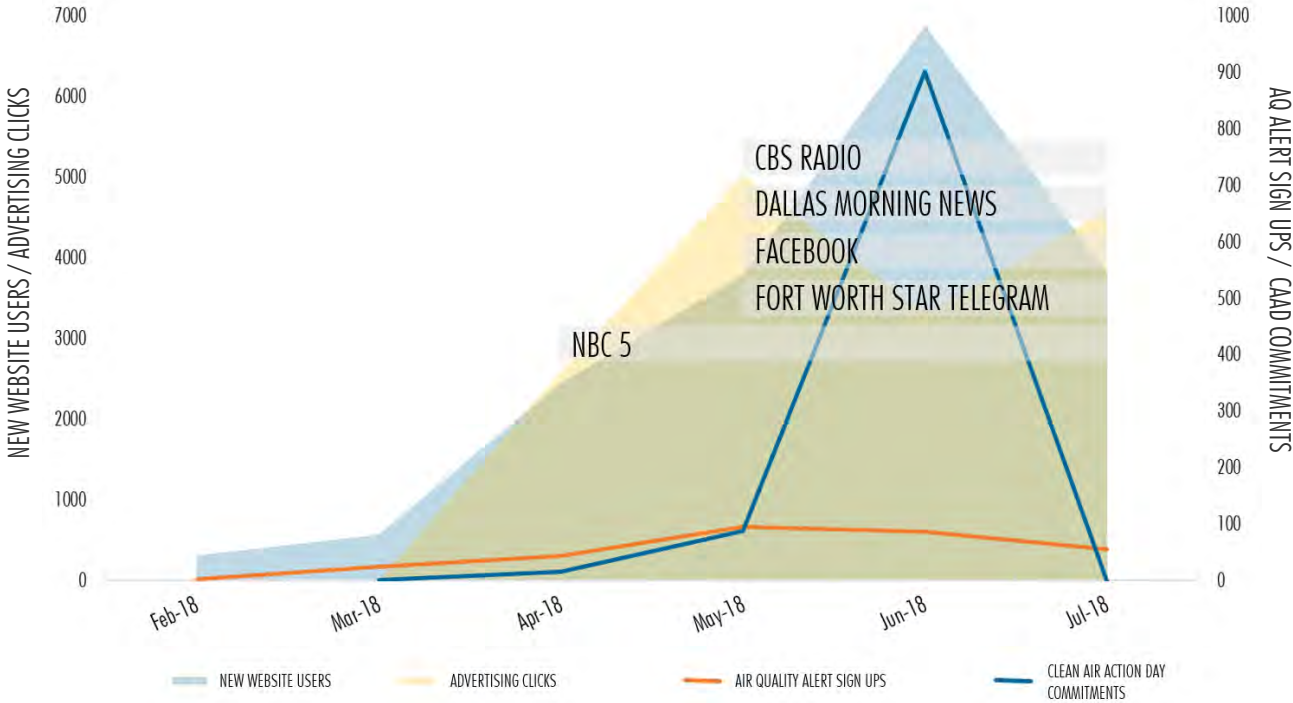
Website Visits and Action Taken

Number of Event Registrants and Participants

Number of Applicants and Vouchers Redeemed

Example of Advertising Performance Metrics

Air North Texas Online Advertising Campaign Spring 2018



Anticipated Project Funding

FY2019 Advertising for Transportation Initiatives were part of the FY2018 and FY2019 UPWP that was approved by the RTC and Executive Board in July 2017, with periodic modifications and approvals, with the last approval being in May 2018.

Purchase and Placement of Advertising for Transportation Initiatives in FY 2019						
Program Name	Funding Source	Unspent Funding from FY18	New Funding Amount	Match Source*	Match Amount	Total
511DFW	STBG	\$173,350	\$21,320	State	\$5,330	\$200,000
Bike/Pedestrian Safety Program	STBG	\$0	\$10,000	TDC	2,000	\$10,000
Business Engagement**	DOE	\$0	\$5,000	N/A	\$0	\$5,000
Congestion Management Program	STBG	\$0	\$175,000	TDC	35,000	\$175,000
HOV 2+ Incentive**^	STBG	\$0	\$400,000	State	\$100,000	\$500,000
Notifications of Opportunities for Public Input/Public Meetings	TPF	\$11,480	\$58,520	N/A	\$0	\$70,000
Ozone Season Emissions Reduction Campaign	CMAQ	\$0	\$205,000	TDC	41,000	\$205,000
UAS and Aviation Education Campaigns	RTC Local	\$5,000	\$15,000	N/A	\$0	\$20,000
Vehicle Technologies Program (i.e. AirCheckTexas, Idling Education, High Emitting Vehicles projects, and Alternative Fuels/Electric Vehicles)	STBG/CMAQ	\$110,922	\$49,504	TDC	32,085	\$160,426

*TDC in the amount of 110,085 are being used as match but are not included in the total dollar amount.

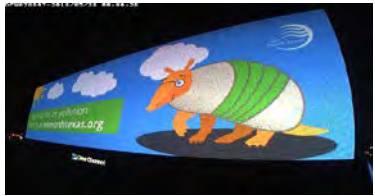
**New Program being initiated in FY2019

^Contingent on RTC approving implementation project.

Total up to \$1,400,000 to cover advertising expenses for approval.

Transportation Advertising Examples

Billboard



Publication



Online & Social Media



Transportation Advertising Examples

Transit & Display



Mobile



Proposed Schedule

Event	Anticipated Time
STTC, RTC, and Executive Board Action on Recommended FY2018 and FY2019 UPWP	Summer 2017
STTC, RTC, and Executive Board Action on Recommended Modifications for FY 2018 and FY2019 UPWP	Spring 2018
STTC Action on Advertising for Transportation Initiatives FY2019	August 24, 2018
RTC Action on Advertising for Transportation Initiatives FY2019	September 13, 2018
Executive Board Authorization of Advertising for Transportation Initiatives FY2018	September 27, 2018

Proposed Action

Support an RTC Recommendation to NCTCOG Executive Board to Approve Funding up to \$1,400,000 for Advertising for Transportation Initiatives that will initiate in FY19, such as:

511DFW

Bike/Pedestrian Safety Program

Business Engagement

Congestion Management Program

HOV 2+ Incentive

Notifications of Opportunities for Public Input/Public Meetings

Ozone Season Emissions Reduction Campaign

UAS and Aviation Education Campaigns

Vehicle Technologies Program

Contact Information

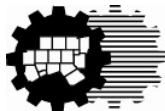
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Clean Fleets North Texas 2018 Call For Projects Funding Recommendations

**Surface Transportation Technical Committee
August 24, 2018**

**Amy Hodges
Air Quality Planner**



North Central Texas
Council of Governments

Available Funding

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

Funding Category	Amount
EPA Funds for Vehicle/Equipment Replacements*	\$2,000,033
TCEQ SEP Funds for School Bus Replacements**	+\$96,086
Call For Projects Funds Available	\$2,096,119
Previously Approved Awards	-\$1,184,678
Balance of Funds Currently Available	\$911,441

**Environmental Protection Agency (EPA) award included \$90,709 for staff administration. Denton County Transportation Authority has declined award approved by Regional Transportation Council (RTC) in November 2017.*

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

Project Eligibility

Eligible Entities:

Local Governments

Private Companies Who Contract with Local Governments

Must Adopt RTC Clean Fleet Policy or Similar

Eligible Activities	Funding Threshold
<p><u>Replace On-Road Diesel Trucks*</u> 16,000 GVWR and Up; Model Year 1995-2006; (Also Model Year 2007-2009 if Replacing with Electric)</p>	<p>45% Cost if New is Electric</p> <p>35% Cost if New is Powered by Engine Certified to CARB Optional Low-NO_x Standards (Both Natural Gas and Propane Engines Currently Available)</p>
<p><u>Replace Non-Road Diesel Equipment*</u> Must Operate >500 Hours/Year; Eligible Model Years Vary</p>	<p>25% Cost for All Others</p>

**All old vehicles/equipment must be scrapped.*

CARB = California Air Resources Board

GVWR = Gross Vehicle Weight Rating

CFP Schedule

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

Summary of Applications

Refer to Electronic Item 2.X.2 for More Information

Previously Approved	
Number of Applicants (All Public Sector)	5
Number of Projects	22
Funding Approved	\$1,184,678
Balance of Funds Currently Available	\$911,441
New Recommendations	
Number of Applicants (Public Sector)	1
Number of Projects	2
Funding Requested	\$53,346
Balance Remaining for Next Deadline if Current Recommendations Approved	\$858,096

Action Requested

Recommend RTC Approval of Funding

**\$53,346 to Denton ISD to Replace Two School Buses
as Detailed in Electronic Item 2.X.2**

Consider Submitting Applications!

Contact Information

7

Amy Hodges

Air Quality Planner

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817-704-2508

Lori Clark

Program Manager

lclark@nctcog.org

817-695-9232

Website

www.nctcog.org/aqfunding

Clean Fleets North Texas 2018 Call For Projects Funding

Balance Available **\$ 885,376 \$ 26,065 \$ 911,441**

Projects Recommended for Funding, Pending Approval

Rank	Interim Application Deadline	RTC Approval Date	Applicant	Activity	Old Vehicle Information						New Vehicle Information				Eligible Funding Level	Recommended Grant Amount				NO _x Tons Reduced Over 6 Years*	Cost Per Ton of NO _x Reduced	PM2.5 Tons Reduced Over 6 Years*	HC Tons Reduced Over 6 Years*	CO Tons Reduced Over 6 Years*	CO ₂ Tons Reduced Over 6 Years*						
					Type	Class/Equipment	Engine Year	Engine Fuel	Annual Fuel Usage	Annual Mileage	Annual Idling Hours	Model Year	Engine Fuel	Diesel Fuel Reduced (gallons)		Total Cost	EPA	SEP**	Total							Local Match					
1	7/27/2018	Pending	Denton ISD	1	Onroad	School Bus	2002	ULSD	550	N/A	N/A	2019	ULSD	2,000	\$106,691	25%	\$ 608	\$ 26,065	\$ 26,673	\$ 80,018	0.51	\$52,177	0.04	0.11	0.24	135.00					
2	7/27/2018	Pending	Denton ISD	2	Onroad	School Bus	2002	ULSD	550	N/A	N/A	2019	ULSD	2,000	\$106,691	25%	\$ 26,673	\$ -	\$ 26,673	\$ 80,018	0.51	\$52,177	0.04	0.11	0.24	135.00					
Subtotal of New Project Approvals Requested																															
															\$213,382		\$ 27,281	\$ 26,065	\$ 53,346	\$ 160,037	1.02	\$52,177	0.08	0.21	0.48	270.00					

Balance Remaining for Future Awards if Recommendations Approved **\$ 858,095 \$ - \$ 858,096**

Projects Previously Approved

Rank	Interim Application Deadline	RTC Approval Date	Applicant	Activity	Old Vehicle Information						New Vehicle Information				Eligible Funding Level	Recommended Grant Amount				NO _x Tons Reduced Over 6 Years*	Cost Per Ton of NO _x Reduced	PM2.5 Tons Reduced Over 6 Years*	HC Tons Reduced Over 6 Years*	CO Tons Reduced Over 6 Years*	CO ₂ Tons Reduced Over 6 Years*		
					Type	Class/Equipment	Engine Year	Engine Fuel	Annual Fuel Usage	Annual Mileage	Annual Idling Hours	Model Year	Engine Fuel	Diesel Fuel Reduced (gallons)		Total Cost	EPA	SEP**	Total							Local Match	
Projects Approved on August 9, 2018																											
1	6/29/2018	8/9/2018	City of Mineral Wells	1	Nonroad	Rubber Tire Loader	1999	ULSD	550	N/A	N/A	2018	ULSD	0	\$206,220	25%	\$ 51,555	\$ -	\$ 51,555	\$ 154,665	1.02	\$50,544	0.08	0.04	0.27	0.00	
Subtotal															\$206,220		\$ 51,555	\$ -	\$ 51,555	\$ 154,665	1.02	\$50,544	0.08	0.04	0.27	0.00	
Projects Approved on June 14, 2018																											
1	4/27/2018	6/14/2018	Garner ISD	2	Onroad	School Bus	2002	ULSD	1,227	11,771	1396	2017	ULSD	0	\$93,361	25%	\$ -	\$ 23,340	\$ 23,340	\$ 70,021	1.38	\$16,913	0.13	0.33	0.54	0.00	
2	4/27/2018	6/14/2018	City of Mineral Wells	1	Onroad	Dump Truck	2000	ULSD	1,463	2,500	1040	2018	ULSD	0	\$92,000	25%	\$ 23,000	\$ -	\$ 23,000	\$ 69,000	0.74	\$30,889	0.08	0.19	0.27	0.00	
3	4/27/2018	6/14/2018	Garner ISD	3	Onroad	School Bus	2004	ULSD	1,154	8,302	1156	2017	ULSD	0	\$93,361	25%	\$ -	\$ 23,340	\$ 23,340	\$ 70,021	0.61	\$38,515	0.09	0.13	0.42	0.00	
4	4/27/2018	6/14/2018	City of Dallas	12	Onroad	Dump Truck	2001	ULSD	4,986	25,419	500	2018	CNG	4,986	\$159,230	35%	\$ 55,731	\$ -	\$ 55,731	\$ 103,500	1.40	\$39,882	0.12	0.33	0.73	336.56	
5	4/27/2018	6/14/2018	City of Dallas	7	Onroad	Dump Truck	2001	ULSD	3,102	19,312	600	2018	CNG	3,102	\$159,230	35%	\$ 55,731	\$ -	\$ 55,731	\$ 103,500	1.20	\$46,535	0.11	0.28	0.60	209.39	
6	4/27/2018	6/14/2018	City of Dallas	8	Onroad	Dump Truck	2001	ULSD	3,085	18,245	500	2018	CNG	3,085	\$159,230	35%	\$ 55,731	\$ -	\$ 55,731	\$ 103,500	1.09	\$51,120	0.09	0.26	0.55	208.24	
7	4/27/2018	6/14/2018	City of Dallas	13	Onroad	Dump Truck	2001	ULSD	2,659	15,270	600	2018	CNG	2,659	\$159,230	35%	\$ 55,731	\$ -	\$ 55,731	\$ 103,500	1.02	\$54,446	0.09	0.24	0.50	179.48	
8	4/27/2018	6/14/2018	City of Dallas	9	Onroad	Dump Truck	2001	ULSD	2,456	12,675	600	2018	CNG	2,456	\$159,230	35%	\$ 55,731	\$ -	\$ 55,731	\$ 103,500	0.91	\$61,068	0.08	0.22	0.44	165.78	
9	4/27/2018	6/14/2018	Garner ISD	1	Onroad	School Bus	1998	ULSD	370	3,137	107	2017	ULSD	0	\$93,361	25%	\$ -	\$ 23,340	\$ 23,340	\$ 70,021	0.35	\$67,535	0.02	0.05	0.09	0.00	
10	4/27/2018	6/14/2018	City of Dallas	11	Onroad	Dump Truck	2001	ULSD	1,781	10,102	600	2018	CNG	1,781	\$159,230	35%	\$ 55,731	\$ -	\$ 55,731	\$ 103,500	0.80	\$69,524	0.07	0.20	0.37	120.22	
11	4/27/2018	6/14/2018	City of Richardson	1	Onroad	Refuse Hauler	2005	ULSD	1,251	4,661	894	2019	ULSD	0	\$155,000	25%	\$ 38,750	\$ -	\$ 38,750	\$ 116,250	0.55	\$70,276	0.07	0.07	0.25	0.00	
12	4/27/2018	6/14/2018	City of Dallas	3	Onroad	Dump Truck	2001	ULSD	1,527	7,092	500	2018	CNG	1,527	\$159,230	35%	\$ 55,731	\$ -	\$ 55,731	\$ 103,500	0.61	\$91,152	0.06	0.15	0.28	103.07	
13	4/27/2018	6/14/2018	City of Richardson	3	Onroad	Class 8	2001	ULSD	455	1,517	411	2019	ULSD	0	\$190,000	25%	\$ 47,500	\$ -	\$ 47,500	\$ 142,500	0.50	\$94,358	0.03	0.05	0.14	0.00	
14	4/27/2018	6/14/2018	City of Dallas	5	Onroad	Dump Truck	2001	ULSD	998	4,261	600	2018	CNG	998	\$159,230	35%	\$ 55,731	\$ -	\$ 55,731	\$ 103,500	0.55	\$101,181	0.06	0.14	0.23	67.37	
15	4/27/2018	6/14/2018	City of Dallas	10	Onroad	Dump Truck	2001	ULSD	1,189	5,677	500	2018	CNG	1,189	\$159,230	35%	\$ 55,731	\$ -	\$ 55,731	\$ 103,500	0.55	\$101,291	0.05	0.14	0.24	80.26	
16	4/27/2018	6/14/2018	City of Dallas	1	Onroad	Dump Truck	2000	ULSD	1,337	6,529	400	2018	CNG	1,337	\$159,230	35%	\$ 55,731	\$ -	\$ 55,731	\$ 103,500	0.53	\$106,032	0.05	0.13	0.24	90.25	
17	4/27/2018	6/14/2018	City of Dallas	6	Onroad	Dump Truck	2001	ULSD	879	4,544	500	2018	CNG	879	\$159,230	35%	\$ 55,731	\$ -	\$ 55,731	\$ 103,500	0.50	\$111,105	0.05	0.12	0.21	59.33	
18	4/27/2018	6/14/2018	City of Dallas	2	Onroad	Dump Truck	2001	ULSD	1,249	5,952	400	2018	CNG	1,249	\$159,230	35%	\$ 55,731	\$ -	\$ 55,731	\$ 103,500	0.50	\$111,239	0.05	0.12	0.23	84.31	
19	4/27/2018	6/14/2018	City of Dallas	4	Onroad	Dump Truck	2001	ULSD	600	1,932	600	2018	CNG	600	\$159,230	35%	\$ 55,731	\$ -	\$ 55,731	\$ 103,500	0.45	\$123,516	0.05	0.12	0.17	40.50	
20	4/27/2018	6/14/2018	City of Richardson	2	Onroad	Refuse Hauler	2005	ULSD	1,498	5,034	715	2019	ULSD	0	\$290,000	25%	\$ 72,500	\$ -	\$ 72,500	\$ 217,500	0.51	\$141,823	0.06	0.06	0.22	0.00	
21	4/27/2018	6/14/2018	City of Watauga	1	Onroad	Fire Truck	2001	ULSD	500	2,000	200	2018	ULSD	0	\$627,421	25%	\$ 156,855	\$ -	\$ 156,855	\$ 470,566	0.32	\$483,226	0.02	0.03	0.10	0.00	
Subtotal															\$3,704,494		\$ 1,063,102	\$ 70,021	\$ 1,133,123	\$ 2,571,372	15.08	\$75,133	1.44	3.35	6.80	1,744.74	
Total Projects Previously Approved															\$3,910,714		\$ 1,114,657	\$ 70,021	\$ 1,184,678	\$ 2,726,037	16.10	\$73,575	1.52	3.39	7.07	1,744.74	

	Total Funds Available	Funds Awarded	Balance Available Pending Approval
EPA	\$ 2,000,033	\$ 1,141,938	\$ 858,096
SEP**	\$ 96,086	\$ 96,086	\$ 0
Total	\$ 2,096,119	\$ 1,238,023	\$ 858,096

EPA=Environmental Protection Agency; SEP=Texas Commission on Environmental Quality Supplemental Environmental Project
 NO_x=Nitrogen Oxides; PM2.5=Particulate Matter Less Than 2.5 Micrometers; CO=Carbon Monoxide; CO₂=Carbon Dioxide
 ULSD=Ultra-Low Sulfur Diesel; CNG= Compressed Natural Gas

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

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

Comparison of Activities Eligible for Funding as Part of the Volkswagen Settlement Environmental Mitigation Trust

Red text notes funding levels that have been reduced by the TCEQ compared to those allowed in the Environmental Mitigation Trust.

On-Road Vehicle Categories

Note: • All eligible projects must start with a diesel engine; scrappage of old vehicle and engine required for all replacements and repowers
 • Costs associated with required charging infrastructure and repower installation are also eligible for all projects

Eligible Mitigation Action 1: Class 8 Local Freight/Waste/Dump Trucks & Port Drayage Trucks

Activity	Eligible Fuel Types	Trust Funding Limits		TCEQ Proposal		Vehicle and Equipment Eligibility	Other Funding Options
		Non-Government Owned	Government Owned	Non-Government Owned	Government Owned		EPA Clean Diesel Funding Assistance Program
Repower	Diesel, Alternative Fuel, Hybrid	40%	100%	40%	60%	Engine Model Year 1992 - 2009	TCEQ TERP • Emissions Reduction Incentive Grants • Rebate Grants • Seaport and Rail Yard Areas Emissions Reduction Program • Texas Clean Fleet Program • Texas Natural Gas Vehicle Grant Program
	All-Electric	75%	100%	60%	60%		
Replacement	Diesel, Alternative Fuel, Hybrid	25% (Freight) 50% (Drayage)	100%	25% (Freight) 50% (Drayage)	60%		
	All-Electric	75%	100%	60%	60%		

Eligible Mitigation Action 2: Class 4-8 School Bus, Shuttle Bus, Or Transit Bus (Eligible Buses)

Activity	Eligible Fuel Types	Trust Funding Limits		TCEQ Proposal		Vehicle and Equipment Eligibility	Other Funding Options
		Non-Government Owned	Government Owned	Non-Government Owned	Government Owned		EPA Clean Diesel Funding Assistance Program
Repower	Diesel, Alternative fuel, Hybrid	40%	100%	40%	60%	Engine Model Year 2009 and older	TCEQ TERP • Emissions Reduction Incentive Grants • Rebate Grants • Texas Clean Fleet Program • Texas Clean School Bus Program
	All-Electric	75%	100%	60%	60%		
Replacement	Diesel, Alternative Fuel, Hybrid	25%	100%	25%	60%		
	All-Electric	75%	100%	60%	60%		

Eligible Mitigation Action 6: Class 4-7 Local Freight Medium Trucks

Activity	Eligible Fuel Types	Trust Funding Limits		TCEQ Proposal		Vehicle and Equipment Eligibility	Other Funding Options
		Non-Government Owned	Government Owned	Non-Government Owned	Government Owned		EPA Clean Diesel Funding Assistance Program (except Class 4 trucks)
Repower	Diesel, Alternative Fuel, Hybrid	40%	100%	40%	60%	Engine Model Year 1992 - 2009	TCEQ TERP • Emissions Reduction Incentive Grant • Rebate Grants • Texas Clean Fleet Program • Texas Natural Gas Vehicle Grant Program
	All-Electric	75%	100%	60%	60%		
Replacement	Diesel, Alternative Fuel, Hybrid	25%	100%	25%	60%		
	All-Electric	75%	100%	60%	60%		

Eligible Mitigation Action 9: Light Duty Zero Emission Vehicle Supply Equipment (limited to up to 15% of Mitigation Trust Funds)

Activity	Eligible Fuel Types	Trust Funding Limits		TCEQ Proposal		Vehicle and Equipment Eligibility (Engine Model Year or Tier)	Other Funding Options
		Non-Government Owned	Government Owned	Non-Government Owned	Government Owned		
Electrical vehicle supply equipment available to public	Electric	80%	100%	50%	50%	Level 1/Level 2/ Direct Connection Fast charging equipment	TCEQ TERP Alternative Fueling Facilities Program
Electrical vehicle supply equipment available to workplace/multi-unit dwelling		60%	N/A	50%	50%		
Light duty vehicle supply equipment available to public	Hydrogen Fuel Cell (includes hydrogen dispensing equipment capable of dispensing hydrogen at a pressure of 70 mega pascals (MPa) (or analogous successor technologies))	33%		33%	33%	Hydrogen refueling station with 250 kg/day dispensing capability available to public	
		25%		25%	25%	Hydrogen refueling station with 100 kg/day dispensing capability available to public	

Non-Road Equipment Categories

Eligible Mitigation Action 7: Airport Ground Support Equipment (GSE)

Activity	Eligible Fuel Types	Trust Funding Limits		TCEQ Proposal		Vehicle and Equipment Eligibility	Other Funding Options
		Non-Government Owned	Government Owned	Non-Government Owned	Government Owned		EPA Clean Diesel Funding Assistance Program
Repower	All-Electric	75%	100%	60%	60%	Pre-Tier 3 diesel; 3g/bhp-hr and higher spark ignition	NCTCOG North Texas Airport Emissions Reduction 2017 Call for Projects TCEQ TERP Emissions Reduction Incentive Grant
Replacement	All-Electric	75%	100%	60%	60%		

Eligible Mitigation Action 8: Forklifts and Port Cargo-Handling Equipment (CHE)

Activity	Eligible Fuel Types	Trust Funding Limits		TCEQ Proposal		Vehicle and Equipment Eligibility	Other Funding Options
		Non-Government Owned	Government Owned	Non-Government Owned	Government Owned		EPA Clean Diesel Funding Assistance Program
Repower	All-Electric	75%	100%	60%	60%	Greater than 8,000 lbs lift capacity	TCEQ TERP • Seaport and Rail Yard Areas Emissions Reduction Program • Emissions Reduction Incentive Grant • Rebate Grant
Replacement	All-Electric	75%	100%	60%	60%		

Eligible Mitigation Action 5: Ocean Going Vessels (OGV) Shorepower

Activity	Eligible Fuel Types	Trust Funding Limits		TCEQ Proposal		Vehicle and Equipment Eligibility (Engine Model Year or Tier)	Other Funding Options
		Non-Government Owned	Government Owned	Non-Government Owned	Government Owned		EPA Clean Diesel Funding Assistance Program
Shoreside costs	N/A See Vehicle and Equipment Eligibility	25%	100%	25%	60%	Equipment: cables, cable management systems, coupler systems, control systems, power distribution	TCEQ TERP Emissions Reduction Incentive Grant

Comparison of Activities Eligible for Funding as Part of the Volkswagen Settlement Environmental Mitigation Trust

Other Categories - Not Eligible Under Draft Beneficiary Mitigation Plan for Texas

Eligible Mitigation Action 3: Freight Switchers							
Activity	Eligible Fuel Types	Trust Funding Limits		TCEQ Proposal		Vehicle and Equipment Eligibility	Other Funding Options
		Non-Government Owned	Government Owned	Non-Government Owned	Government Owned		
Repower	Diesel, Alternative Fuel, Hybrid	40%	100%	Not Eligible	Not Eligible	Engine Model Tier, Pre - Tier 4; must currently operate 1000 hours/year	<u>EPA Clean Diesel Funding Assistance Program</u> <u>TCEQ TERP</u> Emissions Reduction Incentive Grant
	All-Electric	75%	100%	Not Eligible	Not Eligible		
Replacement	Diesel, Alternative Fuel, Hybrid	25%	100%	Not Eligible	Not Eligible		
	All-Electric	75%	100%	Not Eligible	Not Eligible		
Eligible Mitigation Action 4: Ferries/Tugs							
Activity	Eligible Fuel Types	Trust Funding Limits		TCEQ Proposal		Vehicle and Equipment Eligibility (Engine Model Year or Tier)	Other Funding Options
		Non-Government Owned	Government Owned	Non-Government Owned	Government Owned		
Repower	Alternative Fuel, Hybrid, Certified Remanufacture System or Verified Engine Upgrade	40%	100%	Not Eligible	Not Eligible	Pre-Tier 3	<u>EPA Clean Diesel Funding Assistance Program</u> <u>TCEQ TERP</u> Emissions Reduction Incentive Grant
	All-Electric	75%	100%	Not Eligible	Not Eligible		
Eligible Mitigation Action 10 Diesel Emissions Reduction Act (DERA) Option							
The State of Texas could choose to use funds for non-federal voluntary match for the State DERA programs (EPA would need to approve technology). The TCEQ does not propose to apply for and use the DERA funds.							

"EPA" refers to the Environmental Protection Agency
 "TCEQ" refers to the Texas Commission on Environmental Quality
 "TERP" refers to the Texas Emission Reduction Plan

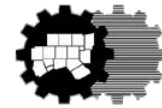
KEY DEFINITIONS:

"Alternative Fuel" shall mean an engine, a vehicle, or piece of equipment that is powered by an engine that uses a fuel different from or in addition to gasoline fuel or diesel fuel.
 "Certified Remanufacture System or Verified Engine Upgrade" shall mean engine upgrades certified or verified by EPA or CARB to achieve a reduction in emissions.
 "CHE" refers to Cargo Handling Equipment.
 "Drayage Truck" shall mean trucks hauling cargo to and from ports and intermodal rail yards.
 "Freight Truck" shall mean trucks with a Gross Vehicle Weight Rating (GVWR) greater than 33,000 lbs. used for freight/cargo delivery (including waste haulers, dump trucks, concrete mixers).
 "Government" shall mean a State or local government agency (including a school district, municipality, city, county, special district, transit district, joint power authority, or port authority, owning fleets purchased with government funds), and a tribal government or native village. The term 'State' means the several states, the District of Columbia, and the Commonwealth of Puerto Rico.

VOLKSWAGEN MITIGATION PROGRAM

**Surface Transportation Technical Committee
August 24, 2018**

**Lori Clark
Program Manager**



North Central Texas
Council of Governments

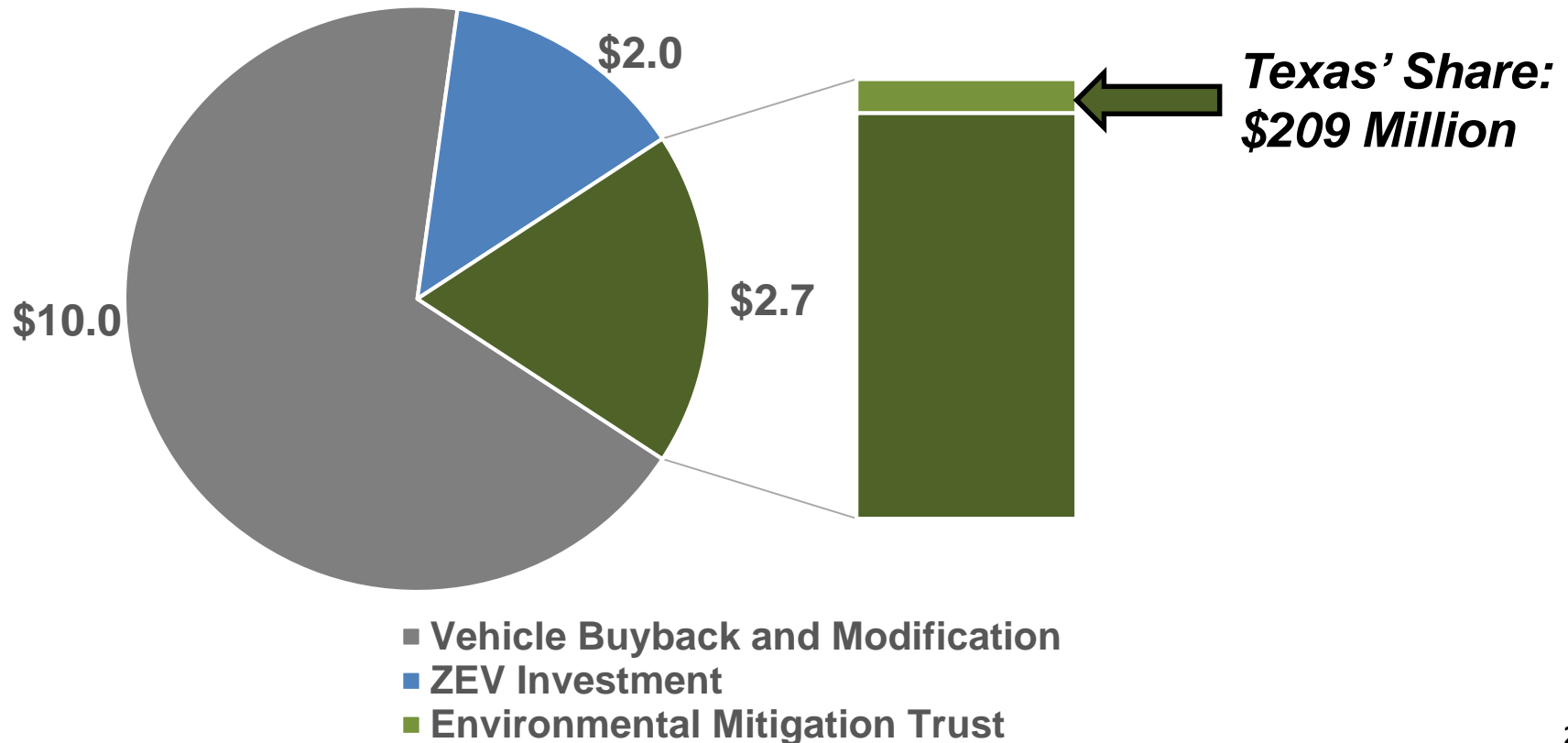
SETTLEMENT BREAKDOWN

Total Settlement to Date: \$14.7 Billion

Zero Emission Vehicle (ZEV) Investment - Managed by Electrify America

Environmental Mitigation Trust (Trust) - Distributed to States

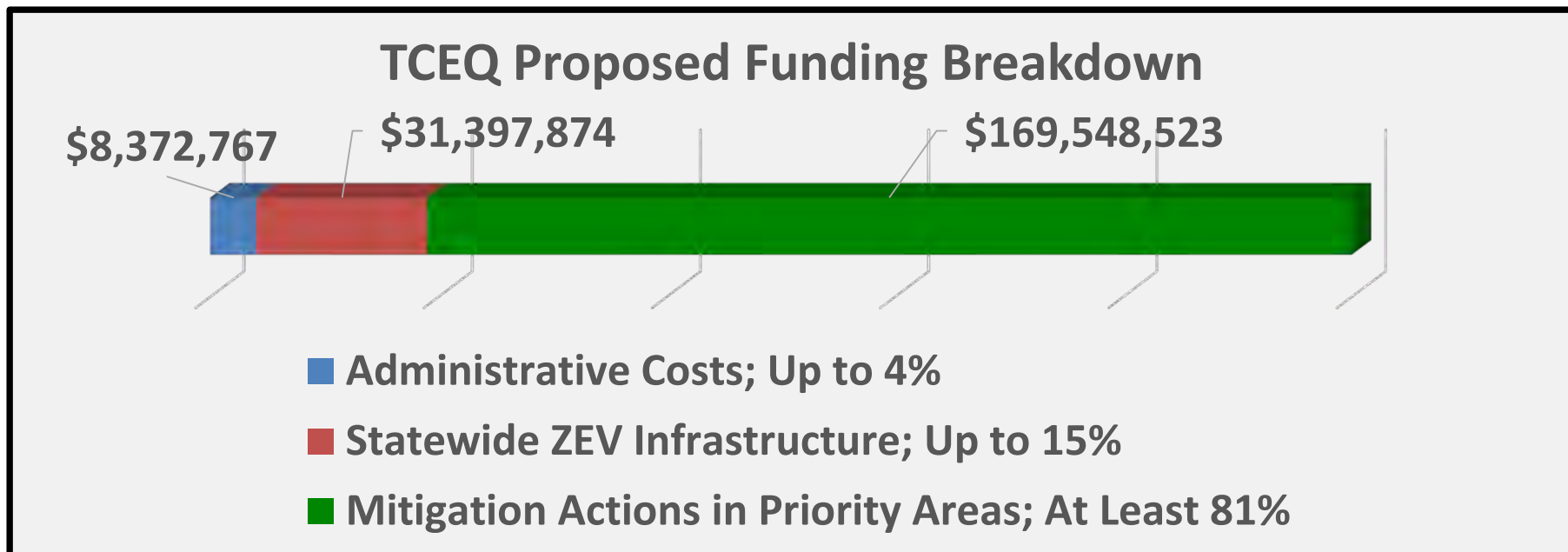
Settlement Breakdown (\$ in Billions)



TCEQ GOALS FOR USE OF FUNDS

www.TexasVWFund.org

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 ZEVs
4. Complement Other Incentive Funding Programs



ELIGIBLE PROJECT TYPES DEFINED BY TRUST

X = NOT Included in TCEQ Draft Beneficiary Mitigation Plan for Texas

Eligible Mitigation Actions 1-9

1. Replace/Repower Freight and Port Drayage Trucks (Class 8)

Includes Dump Trucks, Waste Haulers, Concrete Mixers

2. Replace/Repower School, Shuttle, and Transit Buses (Class 4-8)

~~X~~ 3. Replace/Repower Freight Switchers

~~X~~ 4. Replace/Repower Ferries/Tugs

5. Install Ocean-Going Vessels Shorepower

6. Replace/Repower Freight Trucks (Class 4-7)

Includes Dump Trucks, Waste Haulers, and Concrete Mixers

7. Replace/Repower Airport Ground Support Equipment

8. Replace/Repower Forklifts and Port Cargo Handling Equipment

9. Deploy Light-Duty ZEV Supply Equipment

Eligible Mitigation Action 10

~~X~~ 10. Diesel Emission Reduction Act Option for State Clean Diesel Program

PROPOSED FUNDING LEVELS FOR TEXAS: ON-ROAD

Class 4-7 Local Freight Trucks
 Class 8 Local Freight Trucks and Port
 Drayage Trucks

Class 7-8 Refuse Haulers
 School Buses
 Transit/Shuttle Buses

Project Type	Ownership	New Fuel Type	Funding Allowed by Trust	Funding Proposed by TCEQ
Replace or Repower	Govt Owned	Electric	100%	60%
		Alt Fuel/Hybrid	100%	60%
		Diesel	100%	60%
Replace	Non-Govt Owned	Electric	75%	60%
		Alt Fuel/Hybrid	25%*	25%*
		Diesel	25%*	25%*
Repower	Non-Govt Owned	Electric	75%	60%
		Alt Fuel/Hybrid	40%	40%
		Diesel	40%	40%

*Exception is Drayage Trucks, which Qualify for 50%

PROPOSED FUNDING LEVELS FOR TEXAS: OTHER

Project Type	Ownership	Fuel Type	Funding Allowed by Trust	Funding Proposed by TCEQ
Install ZEV Supply Equipment	Govt Owned	Electric Hydrogen	100% 25-33%	50% 25%-33%
	Non-Govt Owned	Electric Hydrogen	60%-80% 25%-33%	50% 25%-33%
Replace/Repower Airport Ground Support Equipment	Govt Owned	Electric	100%	60%
	Non-Govt Owned	Electric	75%	60%
Replace/Repower Forklifts or Port Cargo-Handling Equipment	Govt Owned	Electric	100%	60%
	Non-Govt Owned	Electric	75%	60%

**Not Shown: Ocean-Going Vessel Shorepower (Not Applicable in DFW Area)*

GEOGRAPHIC ELIGIBILITY & FUNDING DISTRIBUTION

Previous RTC Recommendation

**Allow Administration through Select Regional Councils;
Funding Proportional to Number of Registered Violating Vehicles**

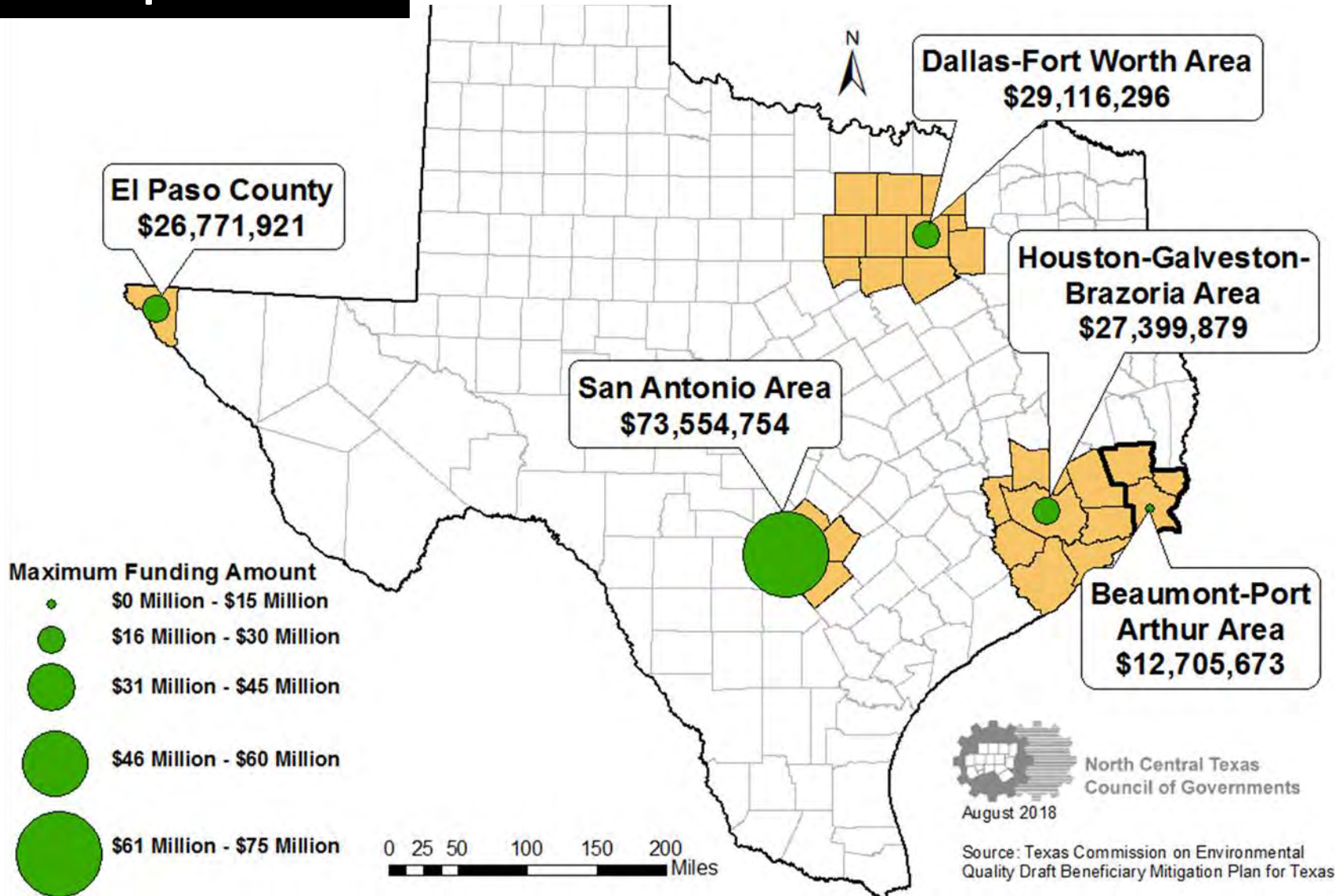
Texas Regional Council	RTC-Recommended Settlement (\$ in Millions)
Alamo Area Council of Governments (San Antonio Area)	\$27.4
Capital Area Council of Governments (Austin Area)	\$32.9
Houston-Galveston Area Council	\$58.9
North Central Texas Council of Governments	\$63.0
Rio Grande Council of Governments (El Paso Area)	\$5.9
Rest of State	\$20.9

Regional Councils Selected Based on Nonattainment Status, Ozone Advance Participation, Presence of Inspection/Maintenance Program, and/or Inclusion in Texas Clear Lanes

GEOGRAPHIC ELIGIBILITY & FUNDING DISTRIBUTION

**Current TCEQ
Proposal**

**Distribute to Priority Areas Based on
(1) Severity of Ozone Levels and (2) Population**



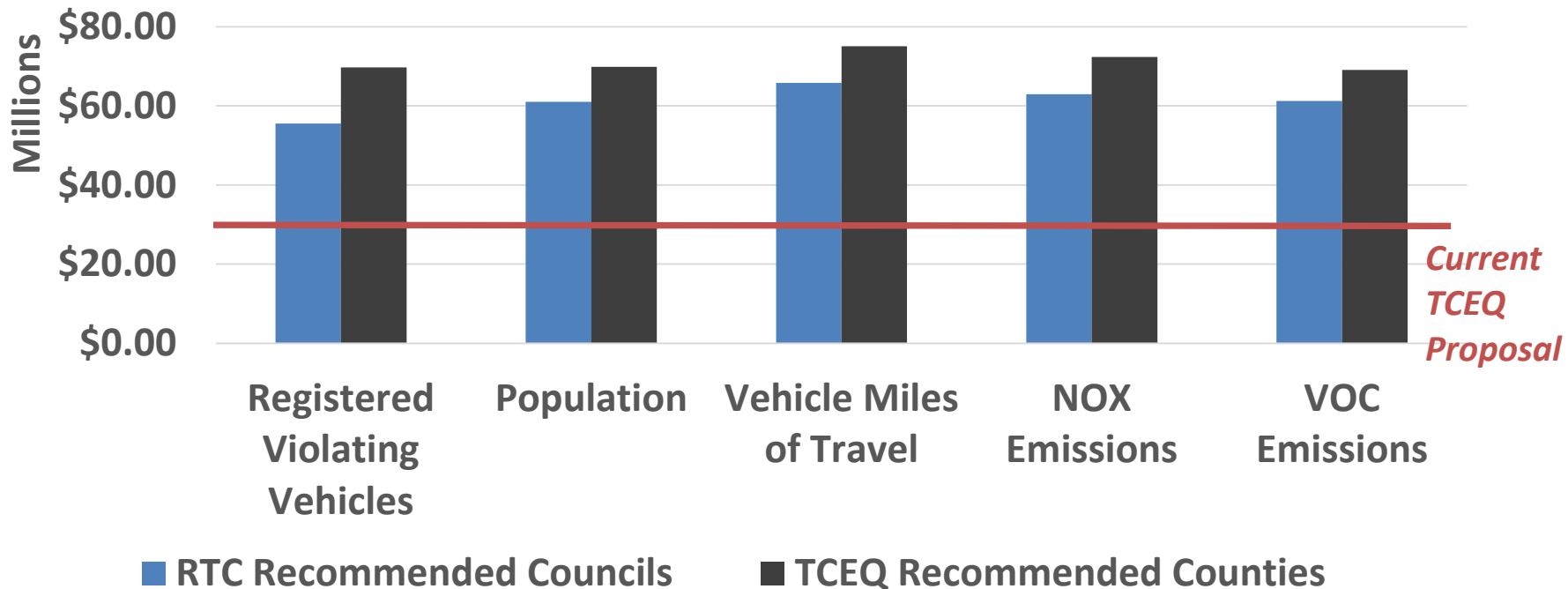
GEOGRAPHIC ELIGIBILITY & FUNDING DISTRIBUTION

Proposed Comment:

Re-Evaluate Methodology for Geographic Distribution to Ensure Fair Share Allocation to DFW Ozone Nonattainment Area:

Previous RTC Recommendation = \$63 Million

Potential Fair Share Allocations to NCTCOG Based on Various Metrics



Calculated Based on % Metric in NCTCOG Region Compared to Total of RTC Recommended Councils or TCEQ Recommended Priority Counties; NO_x = Nitrogen Oxides; VOC = Volatile Organic Compounds

ACTION REQUESTED

Recommend RTC Approval of Proposed Staff Comments:

Allowing Administration through Councils of Government/Metropolitan Planning Organizations in Priority Areas

- **NCTCOG Would Not Charge Administrative Costs**

Ensuring Fair Share Allocation to Regions

- **NCTCOG Should Receive \$63 Million**

Utilizing Latest/Greatest Quantification Methodologies

- **Select Tool that Estimates Multipollutant Benefits and Accurately Reflects Real-World Emissions Benefits of Alternative Fuels Relative to Diesel Engines (e.g. Argonne National Laboratory AFLEET Tool and EPA Diesel Emissions Quantifier)**

MITIGATION TRUST SCHEDULE

Milestone	Date
Draft Beneficiary Mitigation Plan for Texas Released	August 8, 2018
STTC Possible Action	August 24, 2018
RTC Action	September 13, 2018
TCEQ Public Hearings	September 14, 2018
Deadline for Comments	October 8, 2018
First Application Round Opens	Expected by End of 2018

FOR MORE INFORMATION

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

Engaging Diverse Audiences in Planning for Transportation and Improving Air Quality

Public Participation Plan

February 2015

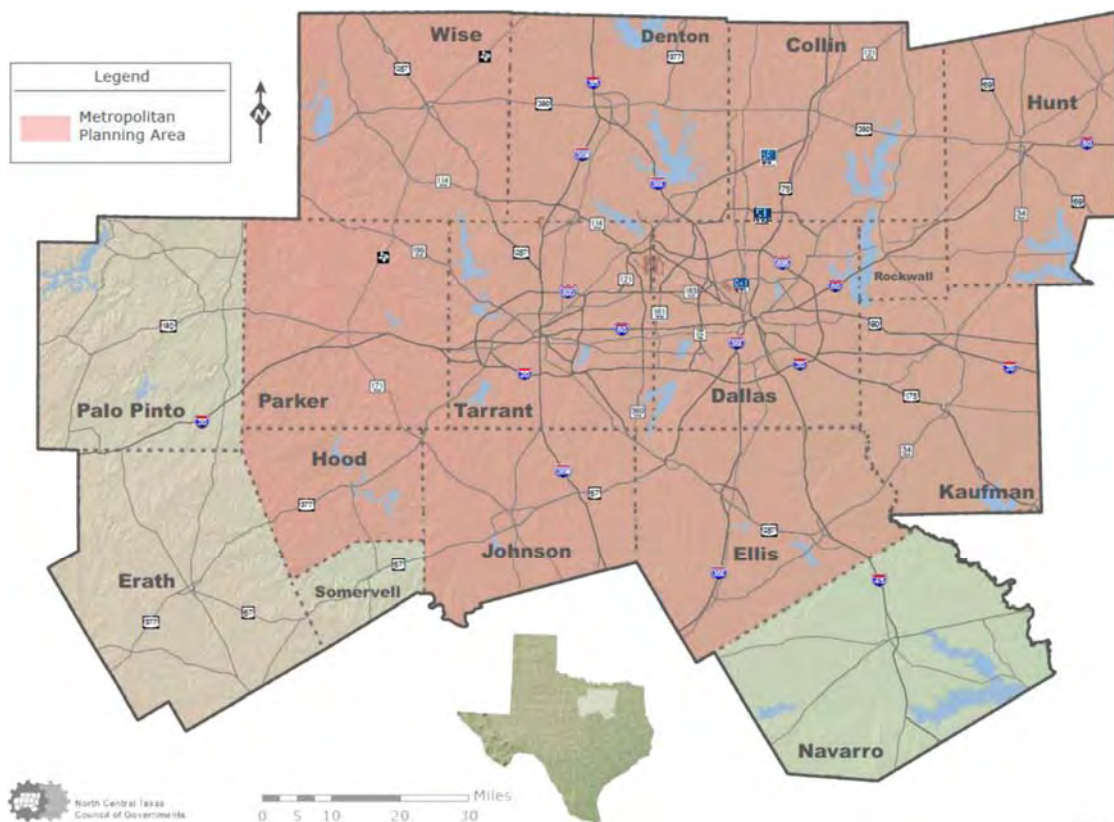


Metropolitan Planning Organization for the Dallas-Fort Worth Area

1. About the Metropolitan Planning Organization (MPO)

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

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



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

2. Collaboratively Developing Solutions

Communication, Coordination Enhance Transportation Plans

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

Public Involvement Goals

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

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

Inform and Educate

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

Engage Diverse Audiences and Encourage Continued Participation

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

Evaluate Public Participation Strategies

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

Diversity and Inclusiveness

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

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

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

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

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

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

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

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

Audiences and Stakeholders

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

Groups and Individuals to Inform, Involve

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

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

Committees

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

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

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

3. Specific Opportunities for Involvement, Outcomes

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

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

Consideration of and Response to Public Comments

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

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

Additional Comment Opportunities for Changes to Final Plans

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

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

Inclement Weather and Public Comment Periods

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

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

Public Participation Plan Development and Updates

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

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

Unified Planning Work Program (UPWP)

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

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

Metropolitan Transportation Plan

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

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

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

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

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

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

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

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

Metropolitan Transportation Plan, continued

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

Transportation Improvement Program

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

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

Transportation Conformity

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

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

Transportation Conformity, continued

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

Federal Transit Administration Funding

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

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

Annual Listing of Obligated Projects

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

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

Congestion Management Process

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

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

Environmental Studies

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

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

4. Integrated, Comprehensive Outreach and Communications

Expanding Opportunities to Learn about, Provide Input on Plans

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

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

Websites and Technology

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

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

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

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

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

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

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

Social Media

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

Video

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

Public Meetings, Workshops, Conferences, Forums and Other Events

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

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

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

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

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

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

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

Print and Digital Publications

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

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

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

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

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

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

Stakeholder Interviews

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

Speakers Bureau

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

Media Relations

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

Surveys and Keypad Polling

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

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

Visualization

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

Advertising

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

Mail and E-mail

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

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

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

Community Events

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

Telephone Town Halls

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

Connections and Shareable Content

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

5. Evaluation

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

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

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

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

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

Overall Quantitative and Qualitative Evaluation

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

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

Evaluation of Project-specific Outreach

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

Public Participation Plan (February 2015)

Appendix A

Laws and Legislation Relevant to Public Participation

Federal Legislation and Executive Orders

Moving Ahead for Progress in the 21st Century (MAP-21)

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

The four-factor analysis considers:

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

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

Public Participation Plan (February 2015)

Appendix B

Language Assistance Plan (Updated February 2014)

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

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

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

Executive Order 13166

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

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

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

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

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

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

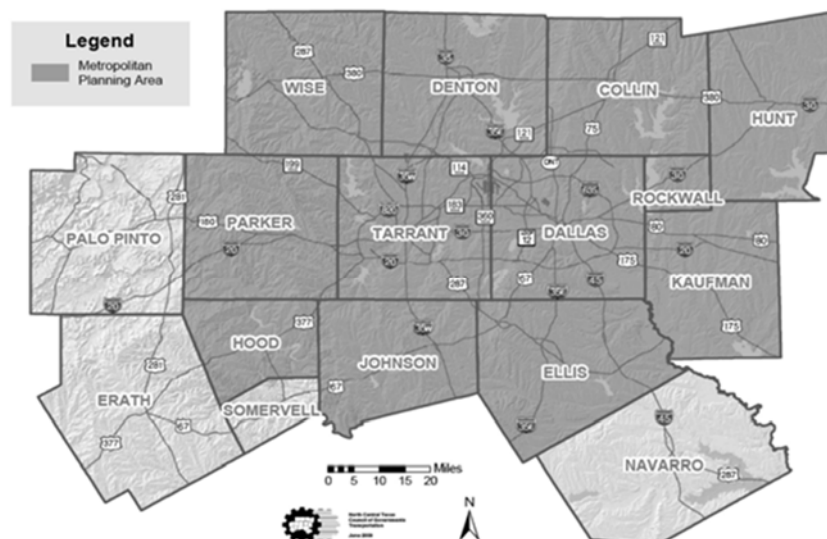
Identification of LEP Populations and Determination of How These Individuals are Served or Likely to be Served by NCTCOG Transportation Department Programs

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

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

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

Limited English Proficiency Service Area



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

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

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

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

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

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

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

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

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

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

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

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

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

¹ Estimated population size of persons 16 years and older in households in 2003.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Guidelines for Making Language Assistance Available

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

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

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

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

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

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

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

Notice of Assistance Available for LEP Persons

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

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

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

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

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

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

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

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

Public Participation Plan (February 2015)

Appendix C

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

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

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

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

This policy consists of four sections:

General Policy Provisions: Overall policies guiding changes to project implementation

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

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

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

General Policy Provisions

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

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

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

Project Changes Not Requiring TIP Modification

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

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

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

Examples include, but are not limited to:

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

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

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

Administrative Amendment Policy

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

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

Revision Policy

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

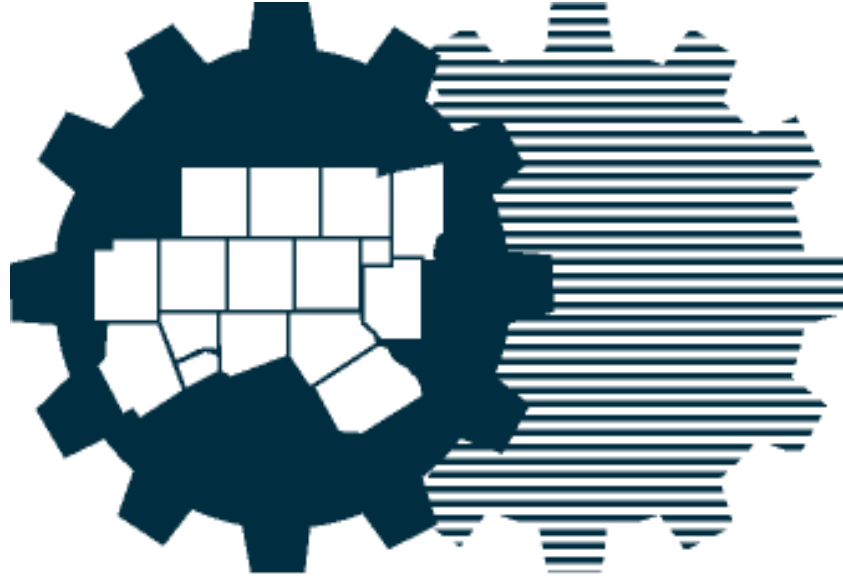
- 1. Adding or Deleting Projects from the TIP:** This provision includes all projects not covered previously in this Policy. All new projects regardless of funding source need to be approved under this Revision Policy.
- 2. Cost/Funding Increases:** A revision is required on any cost/funding increase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

Approved by the RTC on March 14, 2013

Public Participation Plan (February 2015)

Appendix D

Title VI Complaint Procedures



North Central Texas Council of Governments
Transportation Department

Title VI Complaint Procedures

Introduction

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

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

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

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

When to File

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

Where to File

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

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

Or hand delivered to:

616 Six Flags Drive
Arlington, TX 76011

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

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

Required Elements of a Complaint

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

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

Incomplete Complaints

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

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

Records of Complaints

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

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

Complaint Process Overview

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

1. A complaint is received by NCTCOG:

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

2. Complaint is logged into tracking database:

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

3. Determine jurisdiction:

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

Criteria required for a complete complaint:

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

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

4. Initial written notice to complainant:

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

5. Investigation of complaint:

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

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

6. Determination of investigation:

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

7. Notification of determination:

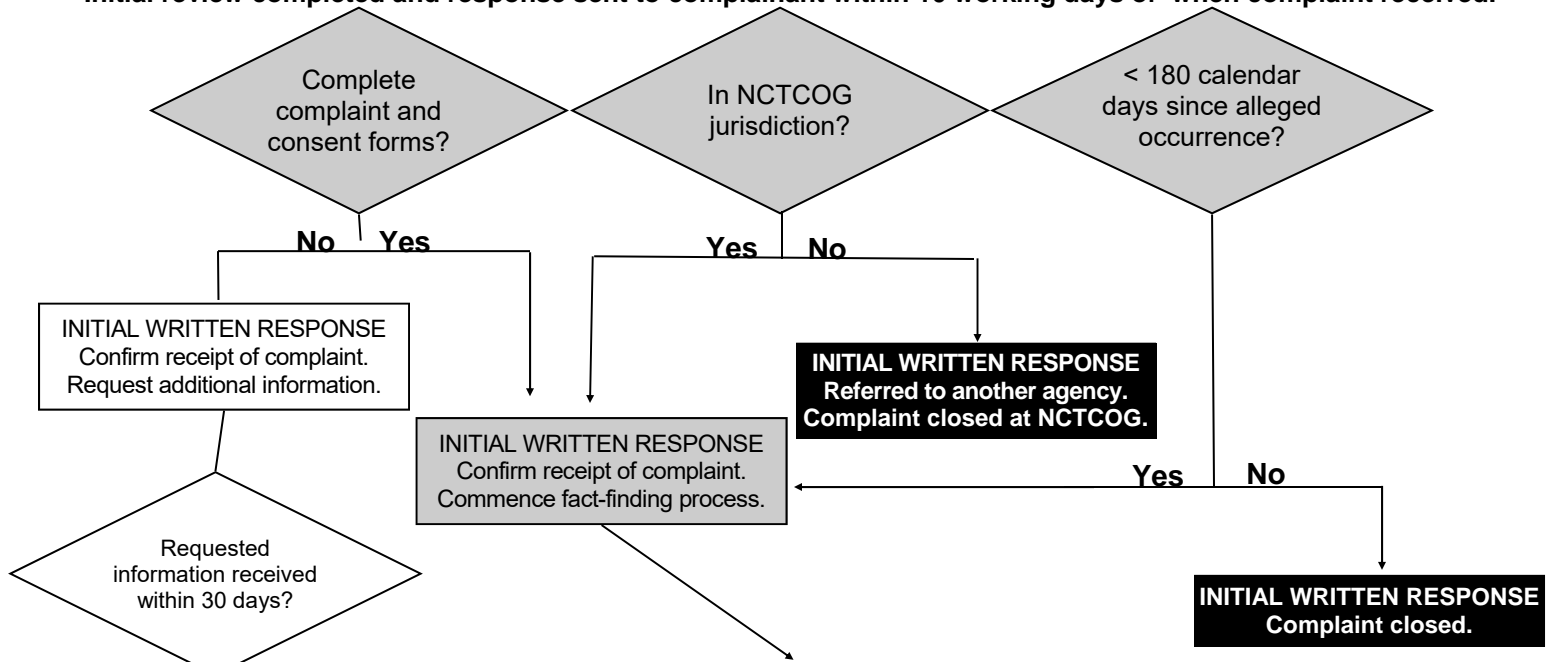
Within 10 days of completion of an investigation, the complainant must be notified by the NCTCOG Executive Director of the final decision. The notification will advise the complainant of his/her appeal rights with state and federal agencies if he/she is dissatisfied with the final decision. A copy of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

RECEIPT OF COMPLAINT

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

INITIAL REVIEW

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

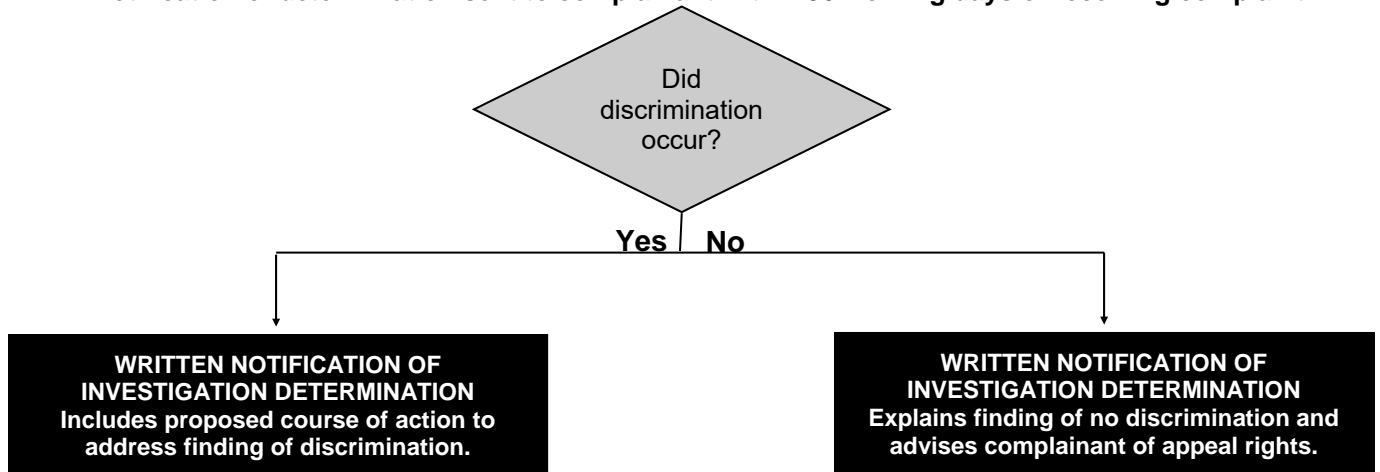


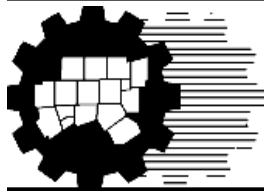
INVESTIGATION / FACT FINDING

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

DETERMINATION OF INVESTIGATION

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





North Central Texas Council of Governments Discrimination Complaint Form

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

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

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

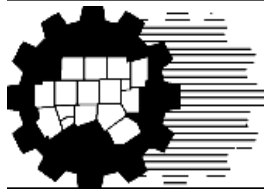
The filing date is the day you complete, sign, and mail this complaint form. Your complaint must be filed no later than 180 calendar days from the most recent date of the alleged act of discrimination. The complaint form and consent/release form must be dated and signed for acceptance. You have 30 calendar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

Submit the forms by mail to:

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

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

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



North Central Texas Council of Governments Discrimination Complaint Form

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

1

 First Name MI Last Name

 Street Address City State Zip Code

 Telephone Number e-mail Address

2 Who do you believe discriminated against you?

 First Name MI Last Name

 Name of Business/Organization Position/Title

 Street Address City State Zip Code

 Person's Relationship to You

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

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

 Date(s):

Is the alleged discrimination ongoing? Yes No

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

 Name of Location

5 Indicate the basis of your grievance of discrimination.

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

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

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

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

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

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

Please provide any additional information about the alleged discrimination.

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

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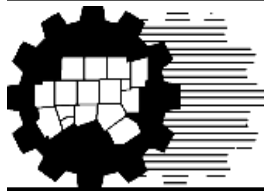
Street Address	City	State	Zip Code
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8 This complaint form must be signed and dated in order to address your allegations. Additionally, this office will need your consent to disclose your name, if needed, in the course of our investigation. The Discrimination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

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

Signature

Date



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

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

First Name _____ MI _____ Last Name _____

Street Address _____ City _____ State _____ Zip Code _____

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

Please Check one:

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

Signature

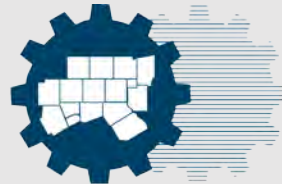
Date

Public Participation Plan Update

Surface Transportation Technical Committee

August 24, 2018

Amanda Wilson, AICP



North Central Texas
Council of Governments

Public Participation Plan

Fulfills basic public involvement requirements established by federal law

Defines public involvement procedures and comment periods

Outlines communications and outreach strategies for informing the public

Describes measures for diversity and inclusiveness

Provides basis for evaluating outreach efforts

Legislative Basis

**Fixing American's Surface Transportation Act
(2015)**

Title VI of the Civil Rights Act of 1964

**Executive Order 12898: Federal Actions to
Address Environmental Justice in Minority
and Low-Income Populations (1994)**

**Executive Order 13166: Improving Access to
Service for Persons with Limited English
Proficiency (2000)**

Ways We Involve People

Public meetings, online comment opportunities

Website, email and social media

Publications, newsletters

Community events

Speaking opportunities

Media relations

Advertising



@NCTCOGtrans

Updating the Plan

Last updated in February 2015 prior to FAST Act

**Increasing shift toward streaming video,
technology**

**Growing emphasis on outreach to and through
community groups**

New regional demographics



Possible Revisions

Revised stakeholder list to reflect FAST Act requirements

More efficient public input opportunities

Increased emphasis on livestreaming

Updated Language Assistance Plan

Increased weight given to local comments

Refined evaluation measures and reporting

More appealing design and formatting

Schedule

August 9, 2018

RTC Information

August 24, 2018

STTC Information

September 10, 11, 19, 2018

Public meetings

September 10, 2018

Public comment period begins

September 28, 2018

STTC Information

October 11, 2018

RTC Information

October 26, 2018

STTC Action

November 8, 2018

RTC Action

Contacts

Amanda Wilson, AICP

Program Manager

awilson@nctcog.org • 817-695-9284

Kyle Roy

Communications Specialist

kroy@nctcog.org • 817-704-5610

www.nctcog.org/trans/involve



@NCTCOGtrans

Auto Occupancy Detection Technology, Rewards Program, and HOV Subsidy Report

Surface Transportation Technical Committee

August 24, 2018

Natalie Bettger and Berrien Barks



Presentation Overview

HOV Subsidy Report

New Approach

~~Auto Occupancy Detection and Verification Technology~~
High Occupancy Vehicle Rewards Program

Funding

Policy Adjustments

Schedule

Near Term Managed Lane System Openings

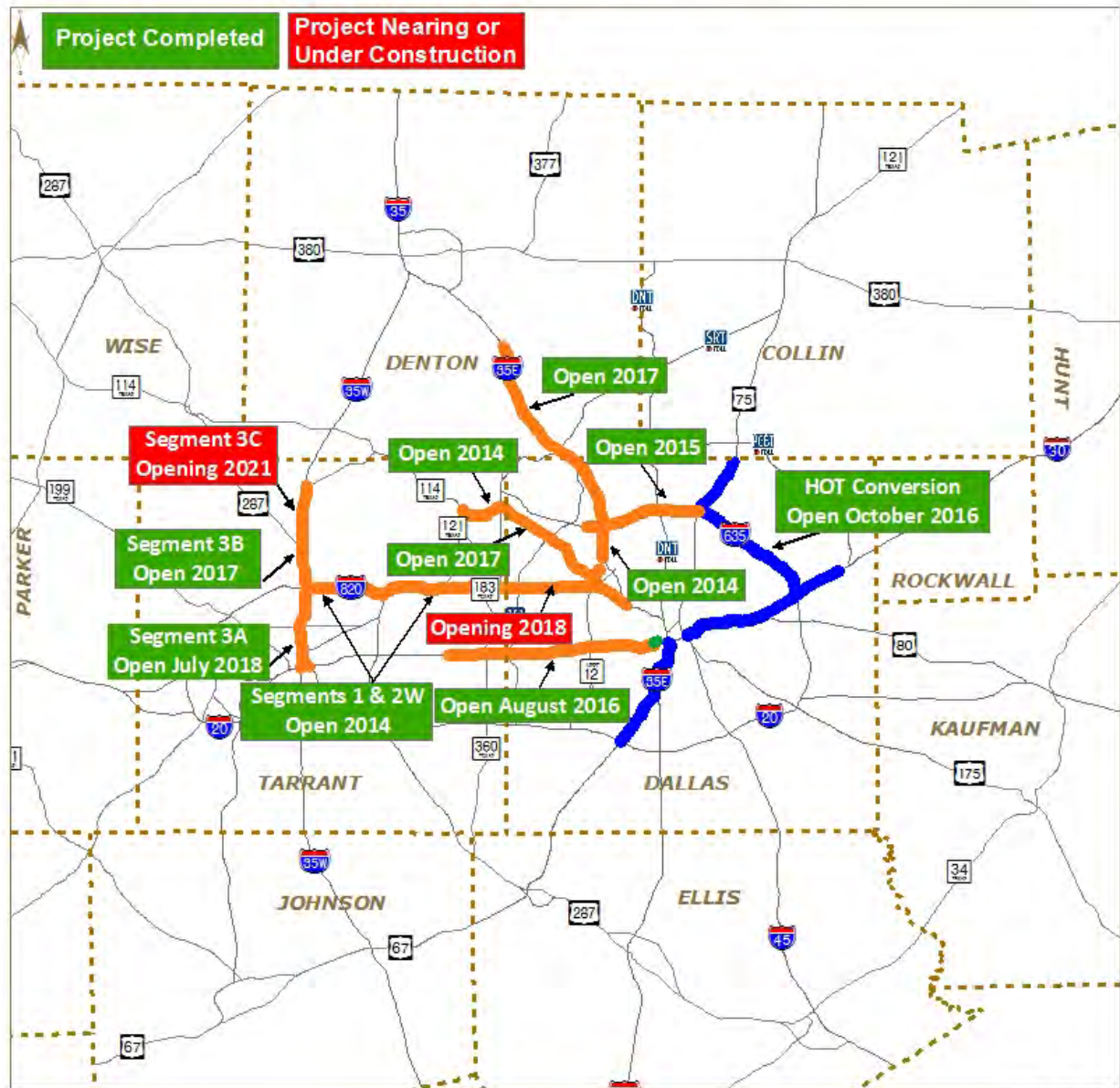
Current Express/HOV + New Managed Lanes

- Current Express/HOV Lanes
- New TEXpress Managed Lanes
- Transitional High - Occupancy Vehicle Lane
- Major Roadways

Fort Worth CBD



Dallas CBD



July 19, 2018



Toll Managed Lane Data Monitoring

Cumulative December 2013 – May 2018

How much HOV 2+ Subsidy has the RTC been responsible for?

\$2,489,130 as of May 2018

How much of the Vanpool Toll reimbursement has the RTC been responsible for?

\$ 4,422 from October 2014 – February 2018

How long can the RTC keep the HOV policy at 2+?

For now, it remains 2+ and it will continue to be monitored quarterly

Have there been any additional NTTA customer service needs?

No, minimal impact

Have the speeds on the Toll Managed Lane facilities dropped below 35 mph?

No

Toll Managed Lane Data Monitoring

Cumulative December 2013 – May 2018

Facility	HOV 2+ Subsidy Costs	NTTA Customer Service (Additional Needs)	Project Performance Events (Speeds < 35 mph)
North Tarrant Express <ul style="list-style-type: none"><i>SH 183/121 from IH 35W to SH 121</i><i>IH 35W from IH 30 to US 287</i>	\$979,619	Negligible	0
LBJ Express <ul style="list-style-type: none"><i>IH 635 from Preston Road to Greenville Avenue</i><i>IH 35E from Loop 12 to IH 635</i>	\$1,509,512	Negligible	0
DFW Connector <i>SH 114 from Kimball Avenue to Freeport Parkway</i>	N/A	Negligible	0
IH 30 Managed Lanes <i>IH 30 from SH 161 to Westmoreland Road</i>	N/A	Negligible	0
IH 35E Managed Lanes <i>IH 35E from FM 2181 (Teasley) to LBJ</i>	N/A	Negligible	0

New Approach

Move From Enforcement to Rewards

Advance US 75 Technology Lane

Decrease Congestion in Peak Period

Improve Safety

Reduce Risk to Police Officers

Decrease Cost

Current HOV Enforcement

Register



Pre - Declare
Every Trip



Occupancy Declaration
Sent to Field



Officers Watch
for Red Light



Violation:
Legal
Process



Toll Collected



**NTTA Back
Office
System for
Billing**

HOV Verification

Register



~~Pre - Declare
Every Trip~~



~~Occupancy Declaration
Sent to Field~~



~~Officers Watch
for Red Light~~



~~Violation:
Legal
Process~~



Toll Collected



**NTTA Back
Office
System for
Billing**



HOV Rewards Program

Register



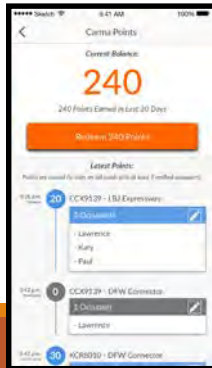
~~Pre - Declare
Every Trip~~



~~Occupancy Declaration
Sent to Field~~



**NTTA Back
Office
System for
Billing**



**HOV
Clearinghouse**

Receive Transaction File(s)
Carma Active Tags/Plates API
Select Carma User Transactions
Carma Occupancy API
Send Differential File(s)



~~Officers Watch
for Red Light~~



~~Violation:
Legal
Process~~



Toll Collected



New Approach – Rewarding HOV

Implementation Phases



Phase 1 - Managed Lane Rewards

- ▶ HOV Points = 50% of actual toll transaction
- ▶ Support for all 8 managed lanes in DFW (Cintra & TransCore operated roads)

Phase 2 - US 75 Technology Lane

Phase 3 and Beyond - Corridor & Event Rewards

- ▶ HOV Points for HOV travel on specific road segments for any event purpose
- ▶ Support for; any road segment (including toll roads), any day of week and 24/7/365, any area
- ▶ Support for other modes (transit, bicycles, pedestrians)
- ▶ Cash-out options and gamified tiers (e.g. Amazon e-credit, Visa cards, check, cash)
- ▶ Integrate with other rewards applications (e.g. Try Parking It)

DFW Expected Program Costs (10 Years)

Phase	Year	Technology*	Marketing	Integration	Total
Development/ Pilot Testing	2016 - 2018	\$ 3,150,000		\$850,000	\$4,000,000
Implementation (10 Years)	2019 - 2028	\$16,000,000	\$3,000,000	\$1,000,000	\$20,000,000
Total		\$19,150,000	\$3,000,000	\$1,850,000	\$24,000,000

*Technology includes system hardware, user beacons, app maintenance, and system operation. The cost might change.

Direct Cost Comparison

Estimated Direct Costs with Existing System (10 Years)	
Manual Enforcement	\$15,245,452
Enhancement to TEXPress Application	\$5,927,285
Marketing and Education	\$2,000,000
Total	\$23,172,737
Expected Total Cost for New System (10 years)	
New Technology Operating and Marketing Cost	\$20,000,000

*Does not include indirect benefits such as safety, traffic flow and legal savings.

Indirect Benefits

Automated Vehicle Occupancy Verification



Safety First

- No law enforcement
- No declaration lanes
- No roadside distractions
- Improved network performance



Legal / Court

- Fewer tickets
- Less dropped cases
- Focus on other cases
- Lower court cost



Expandability

- Expedite US 75 Technology Lane
- Add facilities / modes
- Provide reward or incentives
- Quick to implement



Air Quality Benefits / Congestion

- Fewer cars on road
- More people traveling
- Faster and consistent speed
- Less emissions

Request a Recommendation for RTC Approval

Request Approval for RTC Action to:

1. Approve New Approach
2. Approve Three (3) Years of Funding
3. Review Policy Adjustments

Draft Schedule

July 6, 2018 - Meeting with TxDOT Management

August/September 2018 - Surface Transportation Technical Committee

September - Regional Transportation Council Workshop

September/October 2018 - Regional Transportation Council

Soft Launch; **December 2018**, 10-15 regular users for each managed lane

Full Launch; **February 2019**, all managed lanes in DFW

Contact Information

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Berrien Barks

Program Manager

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817-695-9282

Dan Lamers

Senior Program Manager

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817-695-9263

Proposed Funding for Regional Trails

Regional Trail Corridor	Trail Section	Phase	Total Project Cost	Federal 80% - 100%	Local Match by City	Other Local Match Contribution	TDC	Notes
Fort Worth to Dallas Regional Trail	Fort Worth Section: CentrePort Station to Grand Prairie city limits	Construction	\$5,400,000	\$5,400,000	\$0	N/A	1,080,000	Fort Worth Policy Bundle TDCs used for local match requirement
	Grand Prairie Section: Fort Worth city limits to Mike Lewis Trail	Construction	\$4,600,000	\$3,680,000	\$920,000	N/A		Cash match; Grand Prairie is not eligible for TDCs
	Subtotal			\$10,000,000	\$9,080,000	\$920,000		1,080,000

Regional Trail Corridor	Trail Section	Phase	Total Project Cost	Federal 80% - 100%	Local Match by City ^{1,2}	Dallas County Local Match Contribution (\$1.4M) ¹	TDC ²	Notes
Cotton Belt Regional Trail	Entire Regional Trail (DFW North Airport to Plano Shiloh Station)	Design	\$8,200,000	\$8,200,000			1,640,000	Regional TDCs used for local match requirement
	Critical Trail Sections (Coppell)	Construction	\$4,326,143	\$3,893,529	\$0	\$432,614	432,614	Coppell Policy Bundle TDCs used for balance of local match requirement
	Critical Trail Sections (Carrollton)	Construction	\$1,014,457	\$811,565	\$101,446	\$101,446	0	Cash match; Carrollton is not eligible for TDCs
	Critical Trail Sections (Addison)	Construction	\$3,074,689	\$2,459,751	\$307,469	\$307,469	0	Cash match; Addison is not eligible for TDCs
	Critical Trail Sections (Dallas)	Construction	\$7,736,024	\$7,177,553	\$0	\$558,471	988,734	Dallas Policy Bundle TDCs used for balance of local match requirement
	Critical Trail Sections (Richardson)	Construction	\$5,117,077	\$5,117,077	\$0	\$0	1,023,415	Richardson Policy Bundle TDCs used for local match requirement
	Construction Subtotal			\$21,268,390	\$19,459,475	\$408,915	\$1,400,000	2,444,763
Construction and Design Total			\$29,468,390	\$27,659,475	\$408,915	\$1,400,000	4,084,763	

Combined Total both Regional Trail Corridors			\$39,468,390	\$36,739,475	\$1,328,915	\$1,400,000	5,164,763	
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¹Pending Action by the Dallas Co. Commissioners Court

²Pending DART confirmation of utilizing TDCs

DRAFT



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

September 13, 2018

The Honorable Sam Graves
U.S. House of Representatives
1135 Longworth HOB
Washington, DC 20515

Reference: Support for H.R. 5701

Dear Representative Graves:

On behalf of the Regional Transportation Council (RTC), which serves as the Metropolitan Planning Organization for the Dallas-Fort Worth (DFW) area, I am pleased to support H.R. 5701, to establish an aviation maintenance workforce development pilot program. The North Central Texas Council of Governments' (NCTCOG) Transportation Department Aviation Program facilitates quarterly meetings with the Air Transportation Advisory Committee (ATAC). This Committee advises the RTC on regionally significant issues affecting the general aviation and heliport system. ATAC is comprised of airport managers, directors and other technical staff at general aviation airports in North Central Texas.

In 2012, NCTCOG launched an Aviation Careers website, www.nctaviationcareers.com, out of a widely recognized need for additional aviation workforce and to show students a path to a successful career in aviation. Subsequent implementation and outreach efforts have facilitated growth and enrollment at public aviation programs at the secondary and post-secondary levels in our region.

As you know, the US aviation industry is facing a workforce shortage that may hinder further growth and economic contribution. In North Central Texas alone, approximately 490 aerospace manufacturing and air transportation businesses employ more than 75,000 individuals. In-region purchases between them have a significant impact on the local economy, generating \$10.5 billion, according to a report authored by Loh-Sze Leung of Leung Consulting of Dallas, TX, for the Dallas-Fort Worth Regional Aerospace Consortium, in 2017. A key statement in that report asserts that "Neither employers nor education and workforce providers can afford to grow complacent based on the success of current programs, especially because workers will require new and increasingly more advanced skills as industries adapt to evolving technological innovations."

DRAFT

Representative Graves
Page Two

September 13, 2018

The passage of H.R. 5701 will help strengthen aviation maintenance workforce to fill the needs created by advancing technology workforce demands. If this measure becomes law, ATAC and NCTCOG will collaborate with regional aviation and aerospace stakeholders to support the initiatives identified in the Bill.

Thank you for your foresight and leading the way on such an important issue.

Sincerely,

Gary Fickes, Chair
Regional Transportation Council
Commissioner, Tarrant County

EH:lk

cc: North Central Texas Congressional Delegation
Members of the Air Transportation Advisory Committee

Overview of Actions Affecting Eastern/Western Funding Shares

(\$ in Millions)

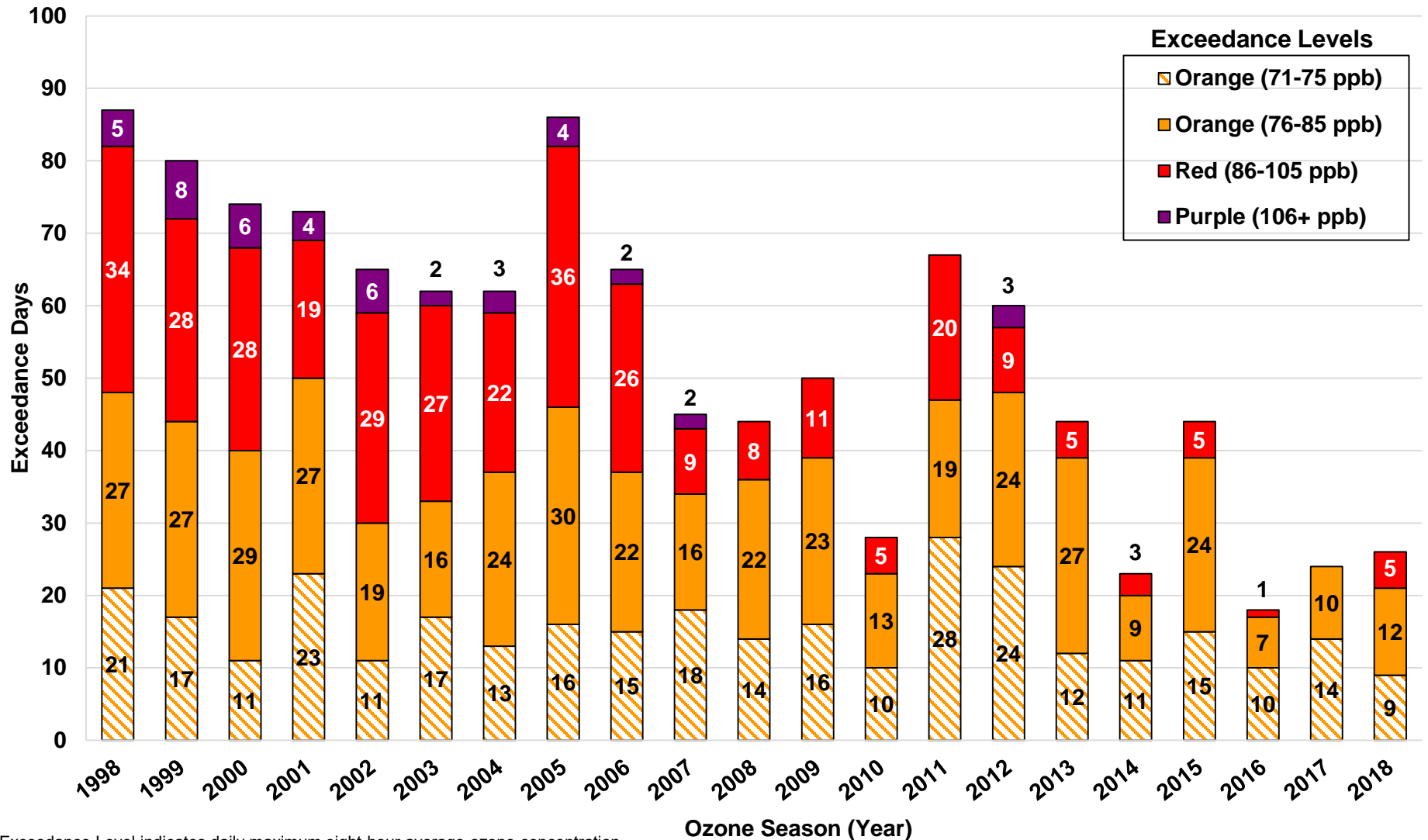
Date	Projects/Programs	Relevant Actions		Cumulative Total	
		West	East	West	East
Mar-13	Final SAFETEA-LU East-West Equity Total	\$649.76	\$1,558.48	\$649.76	\$1,558.48
Jan-16	Final MAP-21 East-West Equity Total	\$320.98	\$847.62	\$970.74	\$2,406.10
Dec-16	FY 2017-2026 Regional 10-Year Planning Effort - 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
Updated FAST Act Equity Percentage Share as of June 2018				30.78%	69.22%

Cumulative East-West Equity Share	Cumulative Total	
	West	East
Cumulative Total	\$1,070.74	\$2,408.40
Cumulative Percentage Shares	30.78%	69.22%
RTC Approved Target Shares	32%	68%

Note: There are no changes since the presentation in January 2018.


8-HOUR OZONE NAAQS HISTORICAL TRENDS

Based on ≤ 70 ppb (As of August 17, 2018)



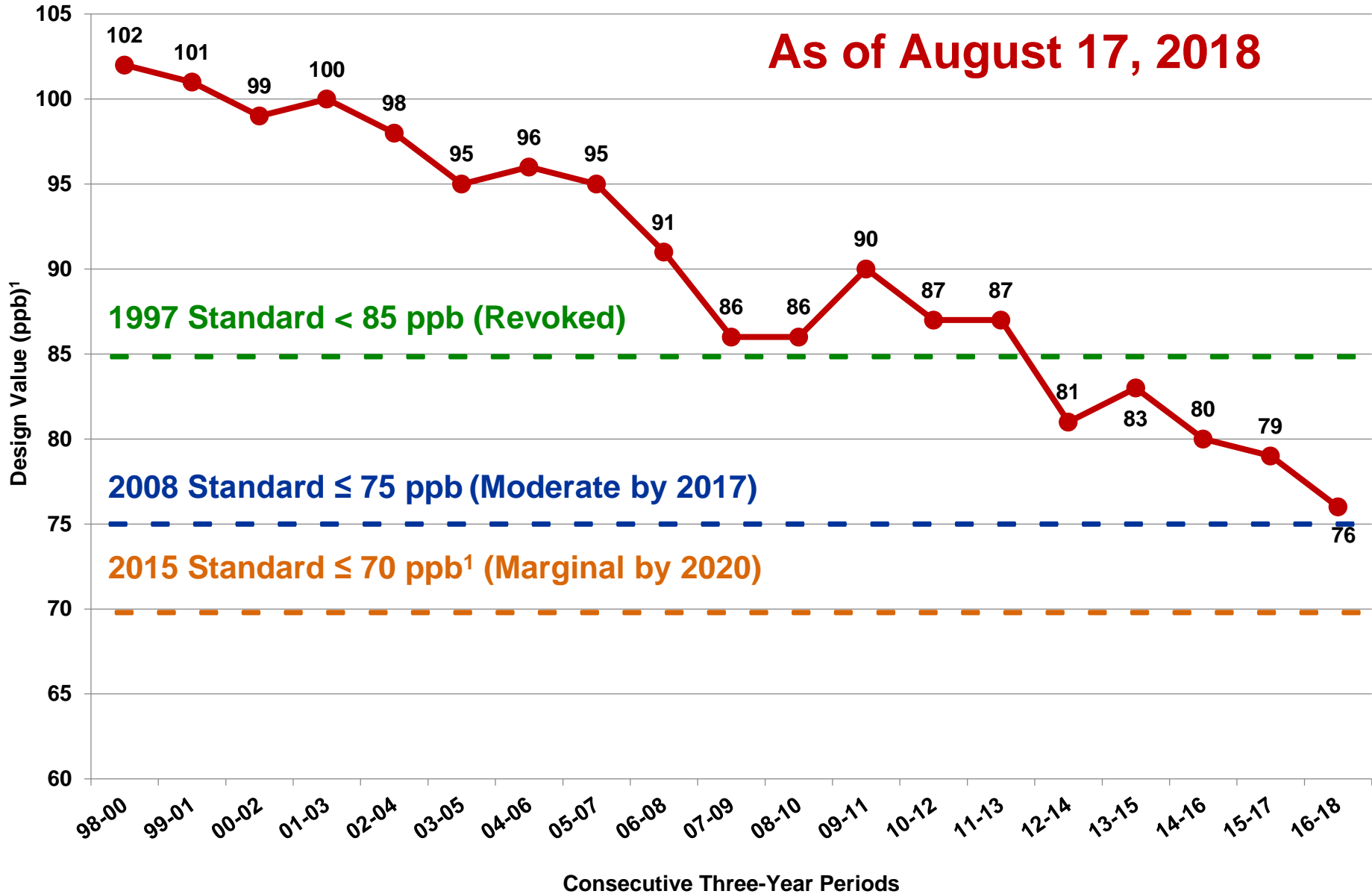
ELECTRONIC ITEM 10.3

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

 = Additional level orange exceedance days under the revised standard that were not exceedances under the previous 75 ppb standard. (AQI level orange = 71-75 ppb)

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

8-HOUR OZONE NAAQS HISTORICAL TRENDS



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

CONTACTS

General Air Quality: **Jenny Narvaez**
Program Manager
(817) 608-2342
jnarvaez@nctcog.org

Outreach: **Whitney Vandiver**
Communications Coordinator
(817) 704-5639
wvandiver@nctcog.org



<http://www.nctcog.org/trans/air/ozone/index.asp>

<https://www.airnorthtexas.org/>



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

August 3, 2018

Chairman Bryan Shaw, MC-100
Texas Commission on Environmental Quality
P.O. Box 13087
Austin, TX 78711-3087

Re: Low Income Repair Assistance, Retrofit, and Accelerated Vehicle Retirement Program (LIRAP)
and Local Initiatives Projects (LIP) Funding

Dear Chairman Shaw:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization for the Dallas-Fort Worth area, I would like to provide support for full funding of LIRAP and LIP. We respectfully request the Texas Commission on Environmental Quality (TCEQ) include funding equivalent to the normal biennial appropriation of fees collected for LIRAP and LIP in its Legislative Appropriations Request (LAR), either in the base budget or as an exceptional item. We request that the TCEQ identify the existing LIRAP/LIP balance held in Clean Air Account 151 by region. Finally, we request this balance be included in the LAR and used for its intended purpose. Counties will work to continue operations in the Fiscal Year 2020 and 2021 biennium with newly appropriated allocations.

The North Central Texas Council of Governments administers LIRAP in the Dallas-Fort Worth area and coordinates a variety of eligible efforts under LIP, including the Mobile Emissions Enforcement Working Group of law enforcement officers who work to reduce emissions inspection crime. The Dallas-Fort Worth region continues to be in nonattainment with federal ozone standards, and LIRAP and LIP are crucial programs to achieve attainment.

The RTC has already taken a position for the upcoming 86th Texas legislative session to support full funding of this program and seek to modernize the use of collected revenue that will support additional air quality emissions reductions for use in future State Implementation Plans (e.g. Weight of Evidence). This program will benefit from opportunities to leverage other funding sources to amplify the effectiveness and maximize the benefits from the program.

We appreciate your consideration of these suggestions and will be scheduling a meeting to answer any questions you may have. In the meantime, please feel free to contact Michael Morris, P.E., Director of Transportation, at (817) 695-9241.

Sincerely,

A handwritten signature in dark ink, appearing to read "G. Fickes", written over a light blue horizontal line.

Gary Fickes
Chair, Regional Transportation Council
Tarrant County Commissioner

CK:ch

cc: Commissioner Toby Baker, TCEQ
Commissioner Jon Niermann, TCEQ
Stephanie Bergeron Perdue, Interim Executive Director, TCEQ
Michael Morris, P.E., Director of Transportation, NCTCOG

PUBLIC COMMENTS REPORT

WRITTEN COMMENTS SUBMITTED BY WEBSITE, EMAIL & SOCIAL MEDIA

Purpose

The public comments report is in accordance with the NCTCOG Transportation Department Public Participation Process, which became effective June 1, 1994, as approved by the Regional Transportation Council (RTC), the transportation policy board for the Metropolitan Planning Organization (MPO) and amended on February 12, 2015.

This report is a compilation of general public comments submitted by members of the public from Wednesday, June 20, through Thursday, July 19, 2018. Comments and questions are submitted for the record and can be submitted via Facebook, Twitter, fax, email and online.

This month, public comments were received on a number of topics across social media platforms and via email. The majority of comments received were regarding air quality and participation in Clean Air Action Day.

Air Quality

Twitter

1. Join us Friday, June 22, for Clean Air Action Day by helping improve air quality. Need ideas? Selected your planned action(s) from the list at <http://www.airnorthtexas.org/cleanairactionday> On Clean Air Action Day, share how you celebrated at #AirNTX and #CAAD2018 or tag us: @NCTCOGtrans. – Al Roy (@ARoy1197)



2. Have you made your pledge for Clean Air Action Day? Just as important, have you made your plans to celebrate with us tomorrow?? #CAAD2018 #CleanAirDallas @NCTCOGtrans – Green Dallas (@GreenDallas)



3. Tomorrow is Clean Air Action Day. On June 22, we encourage you to take action and do at least one thing for cleaner air. Learn more at <http://www.airnorthtexas.org/cleanairactionday> #CAAD2018 @NCTCOGtrans – North Richland Hills (@CityofNRH)



4. Today is Clean Air Action Day! Participate by doing at least one thing to help improve air quality like reducing idling, carpooling, or bringing your lunch to work. And don't forget to share your clean air action by tagging #CAAD2018 and @NCTCOGtrans on social media! – Granbury, Texas (@cityofgranbury)



5. Today is Clean Air Action Day. Pledge to do at least one thing to help improve air quality. Air North Texas wants to know what you plan on doing. Share how you celebrate with us on social media by using #CAAD2018 and tagging us @KGVBTX and @NCTCOGtrans. – KGV Texas (@KGVBTexas)

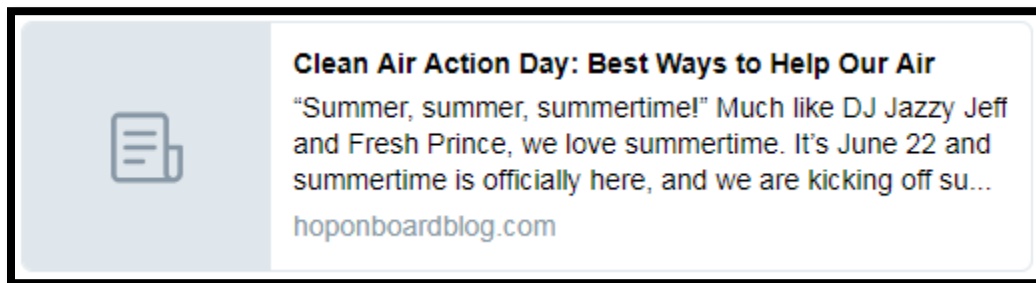


6. Today is Clean Air Action Day. Each of your actions makes an impact! Share your clean air action with @NCTCOGtrans and pledge at <http://bit.ly/2BuSMia> #CAAD2017 – Grand Prairie, TX (@gp_tx)



7. @NCTCOGtrans Driving my Honda Hybrid & packed a lunch. 🍌👍 #CAAD2018 – Daniel (Veteran_Jedi)

8. Commit TODAY to helping our air for #CAAD2018! Check out our top tips on how to do so by visiting our blog. #CleanAirDentonCounty @NCTCOGtrans – DCTA (@RideDCTA)



9. Today we invite you to participate in #CleanAirActionDay by doing at least one thing to help improve air quality. Take a photo/video that shows how you are making a difference. Use #CAAD2018, #AirNTX and tag @NCTCOGtrans in your post. Visit <http://airnorthtexas.org> for info. – City of Cedar Hill (@CedarHillTX)



10. I walk to work everyday and bring my lunch! Today is Clean Air Action Day.

Rated R.

#CAAD2018 @NCTCOGtrans – Kimball Hansen (@kimball_hansen)

Facebook

1. On Friday, June 22 we invite you to participate in #CleanAirActionDay by doing at least one thing to help improve air quality. On Clean Air Action Day, take a photo or video that shows how you are making a difference. Use hashtags #CAAD2018, #AirNTX and tag NCTCOG Transportation Department in your post. For a list of good examples visit airnorthtexas.org – City of Cedar Hill, Texas – Government



2. Join us tomorrow night at Twilight Tunes to get your free water bottle! – City of Denton Sustainability



3. Join us tonight at Twilight Tunes to learn more about how you can help improve air quality. We will also be passing out some cool prizes! #CAAD2018 – City of Denton Sustainability



4. Make a commitment to help our air for #CAAD2018 TODAY! Check out our top tips on how to do so on our blog. NCTCOG Transportation Department – Denton County Transportation Authority (DCTA)



5. Warm temps + reusable water bottles = summer waste reduction vibes. ☀️😎 Tell us what you're doing to improve air quality at <https://www.airnorthtexas.org/cleanairactionday>. #CAAD2018 - NCTCOG Transportation Department



Wait, where/how can "smoking" or "polluting" vehicles be reported? – Suzanne Townsdin

Hi, Suzanne! We have the Regional Smoking Vehicle Program, where you can provide information on vehicles you see producing excessive smoke. You may call 817-704-2522 to report or visit <https://www.nctcog.org/trans/air/smoking/index.asp> to submit a report online and get more information. – NCTCOG Transportation Department

6. It's Clean Air Action Daaaaayyyyyy! There are lots of different ways to participate. Watch this video and see how you can get involved! #CAAD2018 – NCTCOG Transportation Department



Driving an electric car works too! – Steve Martin

7. You can help improve air quality even when it's a holiday. – Green Dallas



Bicycle & Pedestrian

Twitter

1. Ribbon cutting on the SoPAC Trail Phase 4A on 7/26 at 10 am! @TMD_DallasComm @cmjsgates @LeeforDallas @MarkClaytonD9 – Northaven Trail (@NorthavenTrail)

SoPAC 4A TRAIL
RIBBON CUTTING



WELCOME AND INTRODUCTIONS
Alberta Blair, P.E., Director,
 Dallas County Public Works
Rick Galceran, Director
 City of Dallas Public Works
Willis C. Winters, Director
 City of Dallas Park and Recreation

OPENING REMARKS
The Honorable Dr. Theresa Daniel,
 Dallas County Commissioner District 1
The Honorable Mike Cantrell
 Dallas County Commissioner District 2
Jennifer Staubach Gates, City of Dallas Council District 13
Mark Clayton, City of Dallas Council District 9

REMARKS
 Vickery Midtown PID
 Friends of the So-Pac Trail Group




Participating Agencies:



2. Trail opening news! Ribbon cutting for SoPAC 4A trail on 7/26 at Fair Oaks Park.
 @DallasCoTrails @DallasCountyTx @CityOfDallas @DallasParkRec @TxDOTDallasPIO
 @TxDOT @NCTCOGtrans @dartmedia @LeeforDallas @cmjsgates @CalvertCollins – Jeff
 Kitner (@JeffKitner)

SoPAC 4A TRAIL
RIBBON CUTTING



WELCOME AND INTRODUCTIONS
Alberta Blair, P.E., Director,
 Dallas County Public Works
Rick Galceran, Director
 City of Dallas Public Works
Willis C. Winters, Director
 City of Dallas Park and Recreation

OPENING REMARKS
The Honorable Dr. Theresa Daniel,
 Dallas County Commissioner District 1
The Honorable Mike Cantrell
 Dallas County Commissioner District 2
Jennifer Staubach Gates, City of Dallas Council District 13
Mark Clayton, City of Dallas Council District 9

REMARKS
 Vickery Midtown PID
 Friends of the So-Pac Trail Group




Participating Agencies:



Electric Vehicles

Twitter

1. You may also qualify for additional incentives through the AirCheckTexas program. Visit <https://www.airchecktexas.org/eligible-vehicles> ... to see which vehicles are eligible. – NCTCOGTransportation (@NCTCOGtrans)



@Tesla not included. American company. American manufactured. Get past crooked dealership associations Texas! – Mateo (@Mateo_ElGuaopo)

High-speed Rail

Email

1. Carole Pasquale

WHY DO YOU NEED ANY OF OUR INPUT YOU NEVER DO ANYTHING ABOUT WHAT WE HAVE TO SAY; WE SHOULD HAVE NEVER ENDORSED THE HIGH SPEED RAILROAD IN ANY WAY OR SHAPE OR FORM; IF YOU WANT TO GET SOMEPLACE, DRIVE OR FLY. WHY DO WE HAVE TO HAVE A HIGH SPEED TRAIN TO LOUSE UP THE ATMOSPHERE AND THE WONDERFUL TOWNS THAT WILL NOW BE CRESTFALLED AND OBSELETE? YOUR DREAMS ARE NOT ALWAYS ALL OF OUR DREAMS AND PROGRESS CAN BE QUITE 'DESTRUCTIVE'.

Innovative Vehicles & Technology

1. Virgin Hyperloop One <https://youtu.be/XbKg1Qm7wNU> @CityOfDallas @NCTCOGtrans @Mike_Rawlings @DallasCityMgr @DMNOpinion @scottgriggdsal @VoteAdamMedrano @CaseyThomas07 @VoteOmarNarvaez @MarkClaytonD9 @AdamMcGoughD10 @cmjsgates @PhilipTKingston @atkins_tennell @DwayneForDallas – Lee M. Kleinman (@LeeforDallas)



2. Texas debut of @HyperloopOne likely bypasses Houston as @NCTCOGtrans takes the lead. – Dug Begley (@DugBegley)



3. The RTC has announced intentions to evaluate hyperloop technology in Dallas-Fort Worth. One step closer to the future The Jetsons predicted. 🌟😊 @HyperloopOne – NCTCOGTransportation (@NCTCOGtrans)



@Danwhite7912Dan @theButcher_st @rymgray zoom zoom – Shawn Eric Gray (@ShawnEricGray)



– Fort Worth Urban (@UrbanFortWorth)

Literally. 😂 – NCTCOGTransportation (@NCTCOGtrans)

IT. IS. LIT. – Stina (@christinamorex)

I remember the promise of the superconducting supercollider in Waxahachie, then Congress defunded it. – Rick Hadley (@oldgringophoto)

Stops in Arlington with high speed rail or a hyperloop makes no sense and is contrary to speed. But light rail hubs from Dallas and Fort Worth with stops in Arlington is a better option. But I know Arlington will not like it. – Nick Martinez (@martineznicNick)

That's nice. How abt advancing the west portion of metroplex & connect FW to Benbrook Weatherford Decatur & Wichita Falls? Ant time FW area came into light rail & 21st century dont ya think... – gbikerbob (@gbikerbob)

Thanks so much for your comment! I'll make sure to provide this comment to the Regional Transportation Council. – NCTCOGTransportation (@NCTCOGtrans)

4. Serving today as an alternate for @LeeforDallas at @NCTCOGtrans voted to explore @HyperloopOne Now this really seems like moving into the Jetson era and beyond. In addition to eco dev just think of the countless dinner & entertainment options. [https://hyperloop-one.com/texas-officials-confirm-hyperloop-technology-option-dallas-arlington-ft-worth-high-speed-corridor ...](https://hyperloop-one.com/texas-officials-confirm-hyperloop-technology-option-dallas-arlington-ft-worth-high-speed-corridor...) – Jennifer S. Gates (@cmjsgates)

5. Imagine traveling from Dallas to Fort Worth in six minutes or from Dallas to Arlington in three. The recently approved environmental study will determine if this tube dream will become reality: <http://bit.ly/2Jk71GJ> – NCTCOGTransportation (@NCTCOGtrans)



When can we have adequate sidewalks & bike infrastructure? – Wylie H Dallas (@Wylie_H_Dallas)

You can't get to FTW in 6 min if you build a useless stop in Arlington. And Jerry won't let you anyway. – Brian Potratz (@potratzb)

Please focus on proven transit solutions that don't involve paving over the entire metroplex with highways – Thomas Carlson (@Dtown_down)

Thanks for wasting our tax dollars on vaporware. We need real solutions now. Invest in rail & transit. Bike infrastructure. – Philip Goss (@gosspl)

6. Virgin's Richard Branson and a Dubai port operator are teaming up on ultra-fast transporter being dubbed 'Hyperloop for cargo.' <https://cnb.cx/2I5ZL5s> – CNBC (@CNBC)



@TomHall @txbornviking @NCTCOGtrans @txbornviking @WalkableDFW @UrbanFortWorth @completestreets @TxDOT @FTA_DOT @Danwhite7912Dan @RideDCTA @TrinityMetro @BikeTexas @greensourcedfw @greentechmedia This is a real solution for clearing excessive truck traffic off of the roadways. – Shawn Eric Gray (@ShawnEricGray)

Facebook

1. The Regional Transportation Council has announced intentions to evaluate hyperloop technology in Dallas-Fort Worth. One step closer to the future The Jetsons predicted. 🌟😊 – NCTCOG Transportation Department



From what I've seen, Fort Worth gets left out of this. Fort Worth is not a Dallas suburb. – Terry Presley

Research "Agenda 21" – Brian C Mertz

Saedryn and Christin do you recognize a face? – Thu Kim Nguyen

Hey!!! I know that guy!! – Saedryn Kay Sagars

He's famous now! Too cool, I can't wait to be a Jetson! – Christin Alapai

Anne Edwards Day show Dr. Day please! – Christin Alapai

Project Planning

Email

1. Richard Muir

Northbound frontage road highway 121 to east bound 635 has no lights for more than three years. A project was to repair the lights in January 2018. Now we have had a fatal accident and rush our closure on the frontage road due to no working lights on the frontage road. How many more lives must be lost before this condition is repaired? Visitor and residents using the frontage have had near accidents approaching the dark turn on the frontage road. There are no guard rails or reflectors. Authorities claim copper thief is the cause for the outage. However jurisdiction is vague at times who is responsible for repairs. If there was proper lighting on the curve we would have had the fatality earlier this year. Please I have made numerous inquires for repair since I too use the road weekly at night. The excuse is funds. How much is a life worth?

Why is this taking soooooo long?!?!??.

Please take immediate action to correct and prevent future disasters.

Richard Muir

2. Richard Muir

Northbound frontage road highway 121 to east bound 635 has no lights for more than three years. A project was to repair the lights in January 2018. Now we have had a fatal accident and rush our closure on the frontage road due to no working lights on the frontage road. How many more lives must be lost before this condition is repaired? Visitor and residents using the frontage have had near accidents approaching the dark turn on the frontage road. There are no guard rails or reflectors.

3. Chuck Erwin

Focus on alternate roads, NOT modes. Tired of minority interests (bikes, buses, trains, etc) getting preferential treatment at the expense of auto travel. The VAST majority of trips are by car. To solve congestion, expand capacity for the preferred mode. Fund other modes in exact proportion to it's tripshare. The metroplex needs a beltway around the entire area as well

Twitter

1. And yet here at home, @NCTCOGtrans continues forward with their #autocentric #Mobility2045 plan... – Loren S. (@txbornviking)



2. Stop this #autocentric madness! When will @NCTCOGtrans & @TxDOT acknowledge #InducedDemand? – Loren S. (@txbornviking)

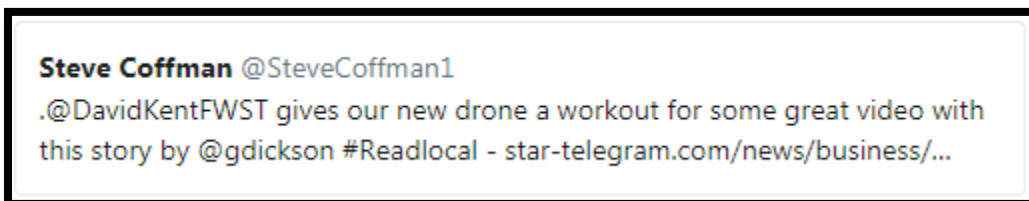


3. @NCTCOGTrans ability to waste money boggles the mind. – Wylie H Dallas (@Wylie_H_Dallas)



4. More #autocentric subsidized sprawl coming to west Ft. Worth.

@NCTCOGtrans is already talking about spending BILLIONS to widen I-30 in part bc of this & similar developments. – Loren S. (@txbornviking)



5. Mobility 2045's outlines the future of the metroplex. It proposes dozens of road, toll & highway expansions, bike and pedestrian connections and transit options. @NCTCOGtrans – Fort Worth Urban (@UrbanFortWorth)



Tarrant County can't even complete the main water line at Old Decatur between FW and Saginaw. They have been at a standstill since May – lharris (@melis_tx)

6. @NCTCOGtrans RTC approves Mobility 2045 transportation plan – City of Fort Worth (@CityofFortWorth)



7. Regional Transportation Council Chair @CommGaryFickes: Projects like IH 35W work because they provide drivers choice. – NCTCOGTransportation (@NCTCOGtrans)



8. "Giving drivers a choice." "The days of spending an hour sitting on the road are over." - Commissioner Fickes #FortWorth @CityofFortWorth @NTExpress @NCTCOGtrans - Mosaic Strategy (@mosaic_sp)



9. "We want to be a region of choice - not just choice lanes but multi-modal options." @NCTCOGtrans @NTExpress - Mosaic Strategy (@mosaic_sp)



Transit

Twitter

1. We encourage you to #DumpThePump tomorrow! What do we mean? If you can, we want you to take public transit to your destination instead of driving a car. Saves gas and it's great for the environment! – NCTCOGTransportation (@NCTCOGtrans)



There's a passenger train in EASY walking distance to where I work, but I drive because it's only one train that is not close to where I live at all. The train that is close to where I live does not stop anywhere close to where I work. Hmph! Riddle me that. – Mother Tongue (@11Foil)

I would love to, but there is no train anywhere near where I live in Fort Worth and a bus would make my commute over 2 hours one way. Put in a train between North Fort Worth and Dallas then I will use it daily. – TriRussell (@TriRussell)

2. @NCTCOGtrans @APTA_info @GreenDallas @greensourcedfw – Shawn Eric Gray (@ShawnEricGray)



3. More simple evidence that #hyperloop is not much more than distracted hype. @NCTCOGtrans should focus on improving #TransitAlternatives using today's best proven tech. From a capacity standpoint you can't beat #rail. – Loren S. (@txbornviking)



Facebook

1. We encourage you to Dump the Pump tomorrow! What do we mean? If you can, we want you to take public transit to your destination instead of driving a car. Saves gas and it's great for the environment! – NCTCOG Transportation Department



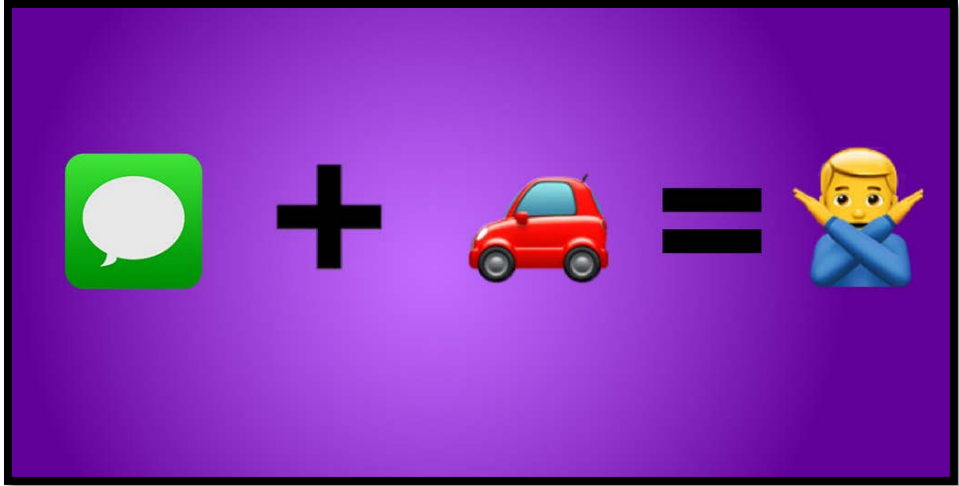
For everyone reading this post, DART, Trinity Metro and DCTA have lots of terrific and relaxing bus and train options which also help reduce car traffic and road congestion! – Paul McManus

Yes! I'll get TONS of packages delivered by riding DART as a courier! 🚚 – Phil Neil

Other

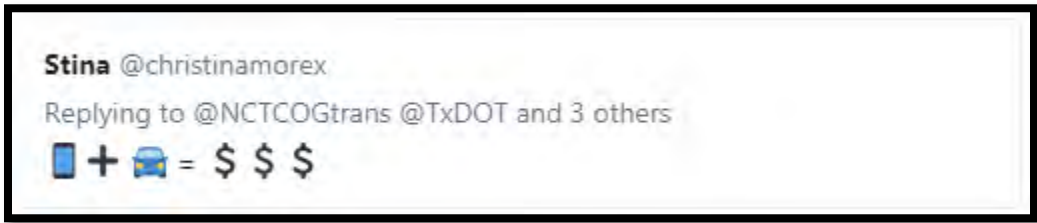
Twitter

1. Don't text and drive on #WorldEmojiDay (or any other day for that matter 😊). – NCTCOGTransportation (@NCTCOGtrans)



📱 + 🚗 = \$\$\$ – Stina (@christinamorex)

2. 🚗 🏠 📱 📄 – NCTCOGTransportation (@NCTCOGtrans)

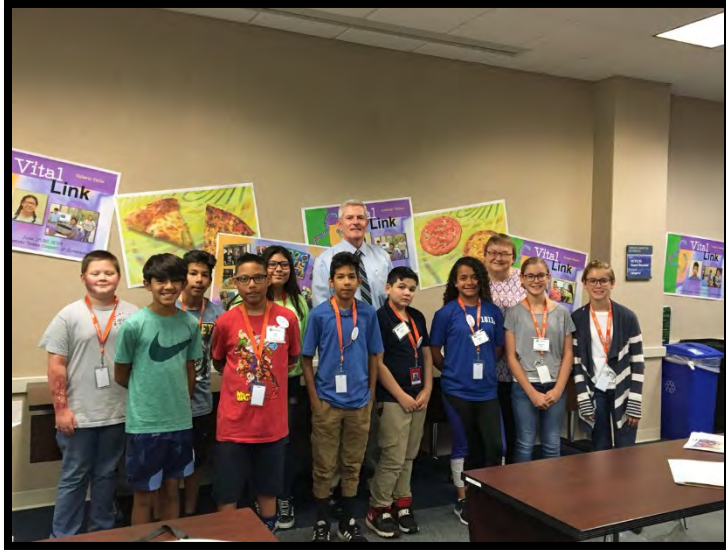


👤 🚗 🎥 👮 ⚡ 🍌 📄 🧠 ⚖️ 🚫 🔄 – Stina (@christinamorex)

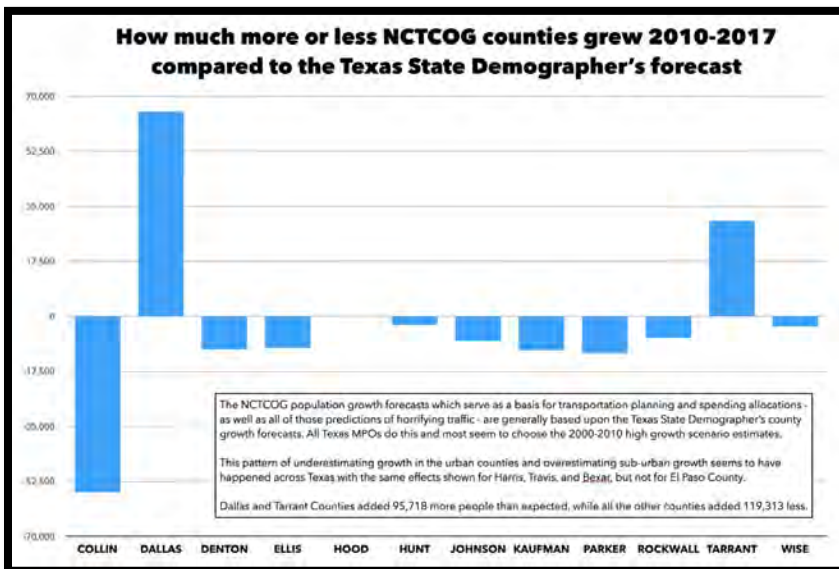
3. Congrats to all the #Dallas employees being recognized by @NCTCOGtrans #tryparkingit – Green Dallas (@GreenDallas)



4. Met 6th graders heading to 7th from Fort Worth McLean 6th grade school @NCTCOGtrans who were learning about the regional planning done there. We report at 4 & 6 on what came from Mobility 2020 plan done in 1996 and what's ahead in Mobility 2045 from this year! @NBCDFW #NBCDFWNow – Ken Kalthoff (@KenKalthoffNBC5)

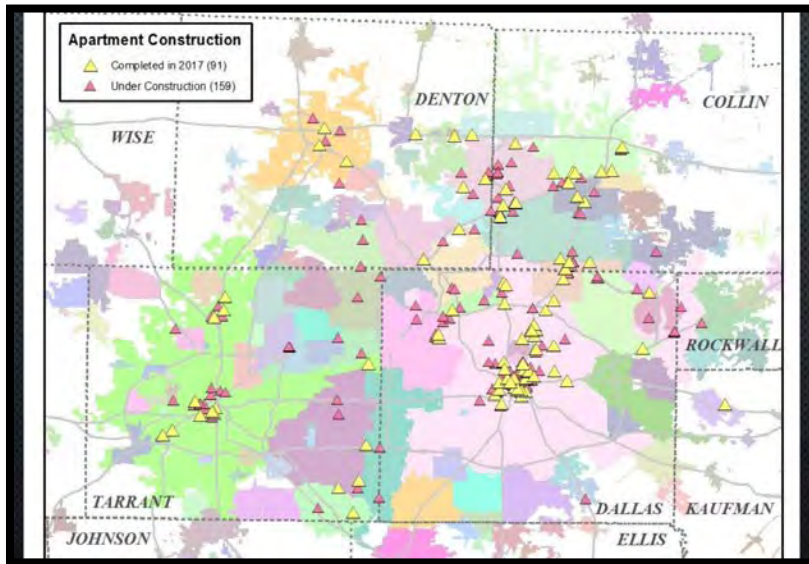


5. A huge element of this debate is the @NCTCOGtrans growth forecasts that underpin funding allocations, travel demand models, etc. Funny thing is the urban counties are growing faster than expected, while suburban are growing slower. Yet money still flows to new sub-urban roads. – FarmAndCity (@FarmAndCity)



6. North Central Council of Governments (NCTCOG) provided reusable water bottles for our volunteers at Happy to Help Saturday last week. We appreciate their partnership, as we try to prevent using plastic water bottles. @NCTCOGtrans – KGVB Texas

7. New apartment completions and construction in DFW Show a clear trend towards job centers. In Tarrant County, nearly half of all apartment projects are in close proximity to downtown. Data via @NCTCOGtrans – Fort Worth Urban (@UrbanFortWorth)



good to see some development sense – randall g. arnold – (@texrat)

8. Check out the new website and give @NCTCOGtrans a follow! – Fort Worth Urban (UrbanFortWorth)

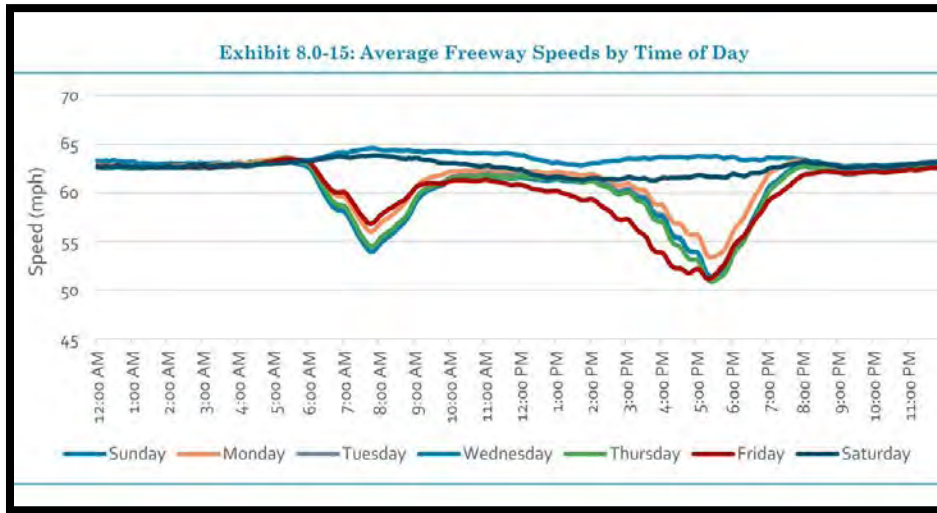
NCTCOGTransportation @NCTCOGtrans
In case you haven't noticed, we have a new website! Visit nctcog.org/trans and check it out. We're still working through the kinks, so pardon our dust. If you have questions, feel free to email us at transinfo@nctcog.org.

9. @ChargePointnet @APTA_info @NCTCOGtrans @RideDCTA @RideGenZe @TrinityMetro – Shawn Eric Gray (@ShawnEricGray)

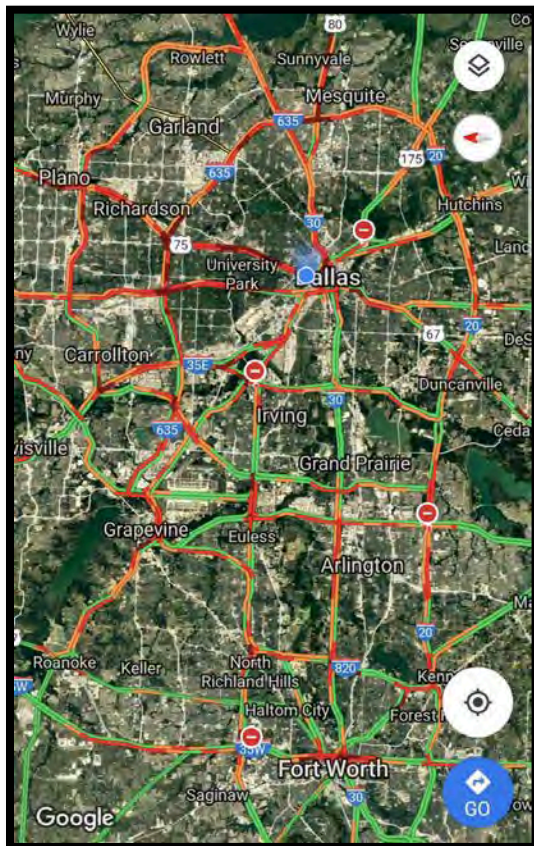
Bloomberg Markets @markets
U.S. drivers to cut gasoline use for the first time since 2012
bloom.bg/2KOxBgs

The tweet includes a line graph titled "Demand Fluctuations" showing gasoline consumption in the U.S. from 2004 to 2016. The graph shows a general upward trend in demand until around 2012, followed by a sharp decline, indicating that U.S. drivers cut gasoline use for the first time since 2012.

10. Stuck in traffic right now? According to this graphic from @NCTCOGtrans there's a good chance you are. – Fort Worth Urban (@UrbanFortWorth)



11. Highway capacity can't scale with demand. It's either under-utilized (off-peak) or at capacity and congested (at peak), ie failing either way. A waste of money and a terrible way to build urban economies. Is anybody held to account? – patrick kennedy – (@WalkableDFW)



No, I don't believe anyone is being held to account. – Wylie H Dallas (@Wylie_H_Dallas)

It's a separation of authority from responsibility. We local elected are held responsible while state elected and regional bureaucrats hoard authority. – Philip Kingston (@PhilipTKingston)

Precisely. Practically speaking, there appears to be no real ability for elected officials to change @NCTCOGtrans's self-perpetuating leadership. – Wylie H Dallas (@Wylie_H_Dallas)

12. Why Dallas has the bidirectional commute Causing both north and southbound traffic in the mornings and evenings. What one of the few cities in the country that have this problem. @NCTCOGtrans / @TxDOT / @TTITAMU Need to pay closer attention to this issue. – Shawn Eric Gray (@ShawnEricGray)

Bill Hethcock @DBJHethcock

Dallas-area jobs boom in the 'burbs, while 'highly educated' workers cluster downtown bizjournals.com/dallas/news/20... via @DallasBizNews

Facebook

1. #FWISD students enrolled in the #VitalLink program visited the North Texas Council of Governments to learn about transportation proposals, marketing, and more! NCTCOG Transportation Department – Fort Worth ISD



2. North Central Council of Governments (NCTCOG) provided reusable water bottles for our volunteers at Happy to Help Saturday last week. We appreciate their partnership, as we try to prevent using plastic water bottles. Each month in 2018, we will provide Happy to Help volunteers with an item that helps divert waste from landfills. NCTCOG Transportation Department – Keep Grapevine Beautiful



3. The highlighted streets shown in the W. 7th area in Fort Worth are going from two-way to one-way. Stay alert and take your time if you're navigating through this area! – NCTCOG Transportation Department



For everyone reading this post, Trinity Metro's bus routes 2 and 7 are terrific and relaxing alternatives to get to and from this area to help reduce car traffic, road congestion, and parking difficulties and hassles! – Paul McManus

Excellent point, Paul! – NCTCOG Transportation Department

Kristie Bates - if you don't follow NCTCOG Transportation Department already :-)-
Michelle Canton

Done. Thank you sister! – Kristie Bates

Will this be safer for bicycles? Are there any new bike lanes? – Howard Maher

Not even safer for cars since yesterday after the police and the press left, cars just went ahead and ignored all the signs. – Bill Johnson

Thx! Had no idea!! – Kathy Everson

MINUTES

Regional Transportation Council PUBLIC MEETING

Regional 10-Year Plan Update

Alternative Fuel Highway Corridors

Meeting Date and Location

The North Central Texas Council of Governments (NCTCOG) held a public meeting as follows:

1. Monday, July 23, 2018 – 6:00 pm – North Central Texas Council of Governments (Arlington); attendance: 9; moderated by Christie Gotti, Senior Program Manager

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 (MPO), and amended on February 12, 2015. Staff presented information about:

1. Regional 10-Year Plan Update – presented by Wade Haffey
2. Alternative Fuel Highway Corridors – presented by Bailey Muller

The NCTCOG 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 of the public meeting was posted at www.nctcog.org/video.

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

Summary of Presentations

Regional 10-Year Plan Update presentation:

<https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2018/7/10-Year-Plan.pdf>

Handout:

<https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2018/7/10-Year-Project-List.pdf>

In December 2016, the Regional Transportation Council approved a 10-year plan identifying major projects to be implemented in the region by Fiscal Year 2026. Ongoing activities include reviewing funding allocation changes since the initial target setting. Project timing, project cost updates and adjustments due to revised construction costs have already been completed.

In addition to 10-Year Plan updates, staff is modifying the Transportation Improvement Program (TIP), a list of transportation projects with committed funds from federal, State and local

sources. TIP modifications include project additions, cost increases and decreases, delaying projects not ready for implementation and the changing of funding sources or shares.

Staff is seeking public review and comment on the draft update of the Regional 10-Year Plan and proposed TIP modifications. Comments are due by August 21, 2018.

Alternative Fuel Highway Corridors presentation:

https://www.nctcog.org/nctcog/media/Transportation/DocsMaps/Involve/InputMeetings/2018/7/Alt-Fuel-Corridors_1.pdf

As part of the Fixing America's Surface Transportation Act (FAST Act), the Federal Highway Administration (FHWA) has begun designating highway corridors for various alternative fuels. The goal is to establish a national network of alternative fueling and charging infrastructure along national highway system corridors to improve the mobility of alternative fuel vehicles. Charging stations must be within five miles of the highway and publically accessible. TxDOT is developing a policy to guide signage placement, and the first installation phase comprises 92 natural gas signs in 51 locations. Other fuel types are expected to be processed upon request once the policy is final. The first round of corridor nominations took place in 2016 and the second in 2017. The third round of corridor nominations will take place in late 2018. TxDOT is coordinating the submittal and NCTCOG will provide technical assistance as needed.

ORAL COMMENTS RECEIVED AT MEETING

Regional 10-Year Plan Update

1. Luther Harris, Texas Department of Transportation

A. Transportation planning priorities

Question: Which transportation projects are the highest priority right now?

Summary of response by Christie Gotti: We're always focused on different modes of transportation. A month or two ago, our biggest priority was IH 635E. We have gotten that project across the goal line and can now focus on the contractor selection process. Our biggest priority currently in the western region is the Southeast Connector. On the transit side, we're working with DART to move the Cotton Belt Rail Corridor across the goal line. On the bicycle and pedestrian side, we're linking Dallas and Fort Worth trails. You will see a recommendation in upcoming public meetings about this particular initiative. Additionally, as we build the Cotton Belt Rail Corridor, we're identifying certain walking and biking trails that will run alongside the tracks.

B. DART services in South Dallas

Question: Have you all discussed DART services in South Dallas?

Summary of response by Christie Gotti: We've talked to Dallas about several initiatives, and we're particularly focused on Dallas's GrowSouth program.

2. Gary Hennessey, Citizen

A. Connectivity throughout the region

Question: Are you accepting suggestions on connectivity throughout the region? I'm a retired air traffic controller and would like to see high-speed rail collaboration with all of the airlines servicing Dallas and Fort Worth.

Summary of response by Christie Gotti: We are currently conducting environmental clearance and welcome your comments. I think the industry in general is heading in the direction you're referring to. The Dallas to Houston portion of the high-speed rail recently created a partnership with Amtrak. It's a good suggestion.

Alternative Fuel Highway Corridors

1. Gary Hennessey, Citizen

A. Distance between charging stations

Comment: Providing distances between charging stations throughout the corridors would be useful. People would know whether to stop or keep driving.

Summary of response by Bailey Muller: That information is not incorporated into the plan at this particular point in time. However, it is definitely something we can consider in future conversations.

2. Luther Harris, Texas Department of Transportation

A. Hydrogen stations in Dallas-Fort Worth

Question: I've noticed we don't have many hydrogen stations in the State of Texas. How do you plan to incorporate these stations into the plans?

Summary of response by Bailey Muller: Hydrogen fueling infrastructure isn't necessarily available in Texas.

Summary of response by Lori Clark: You have probably heard about the Volkswagen Settlement. Volkswagen produced diesel-powered vehicles that weren't as clean as they advertised them to be. As part of the settlement, a portion of money will be set aside for hydrogen infrastructure. The Texas Commission on Environmental Quality (TCEQ) will release more information in the near future and host a public comment period.

3. Leah Ray, ELS

Question: Will you all make sure charging stations accommodate all of the different electric vehicle makes and models?

Summary of response by Bailey Muller: Tesla is really the only manufacturer whose charging stations won't accommodate other makes and models. I know there is an adapter available, but I don't think it's mainstream. However, we don't consider Tesla's charging stations to be publicly accessible.

WRITTEN COMMENTS SUBMITTED BY WEBSITE, EMAIL & SOCIAL MEDIA

Regional 10-Year Plan Update

Email

1. Luther Harris

I went to the meeting on 7/23/18 to witness the ultimate plan for all of the DFW metroplex which I call home. My comment is my opinion on the matter.

What I would like to see the area invest more time in is studying the potential of more transit/bike lanes in cities across the metroplex, especially in residential neighborhoods. I live in Dallas near a major street with all kinds of traffic coming by during rush hour. The design of the street is 6 lanes in each direction, as its normal for a lot of cities to have that design for any major street. But I believe the designs of the streets should be changed to a 4 lane configuration with one turning lane in the middle, 2 bike lanes on each side mixed with a bus transit lane. Doing this in residential zones like Lake Highlands, Preston Hollow, Oak Cliff, could be making our neighborhoods quieter and much easier to live in.

At the same time, we should be looking for potential corridors to update to accommodate traffic as an alternate for highways. For example, Gaston Ave is used more by people going to Downtown Dallas from Garland of SH 78, so the street should be updated to accommodate that and potentially moving the highway off of Grand, as historically, Old Highway 67 would follow Gaston to Abrams and go south right into Downtown. The point is to get people to not use the highways as much but to do that, the lights need to be updated to sense where the traffic is and calculate when it should turn green and when it should turn red. The point is to have traffic rarely and keep moving though green lights so it feels as fast as the freeway. This should also alleviate highway congestion a little.

We should also be doing more for public transportation by giving more bus lanes and there own lights to buses can move faster than traffic. DART and The T should study potential corridors for this.

Laws should be changed so Hybrid, Electric, Hydrogen, or Natural Gas Vehicles can use HOV or HOT lanes for free with only one person in the car. The NTTA, TXDOT, and the LBJ and NTE groups should be offering discounts on tolls for use of alternative fuels to encourage more people to buy electric, alternative fuel, or hybrid cars and make our air cleaner.

I would like to see DART move from a Cities run Government entity to Dallas/Collin/Ellis/Kaufman/Rockwall County run transit agency as Public transportation can reach more people.



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

August 2018

Calendar

August 1, 8:30 am

TRTC

Fort Worth Intermodal
Transportation Center
1001 Jones St.
Fort Worth, TX 76102

August 3, 11 am

DRMC

North Texas Tollway Authority
5900 Plano Parkway
Plano, TX 75093

August 9, 1 pm

Regional Transportation Council

NCTCOG

Transportation Council Room
616 Six Flags Drive
Arlington, TX 76011

August 24, 1:30 pm

Surface Transportation

Technical Committee

NCTCOG

Transportation Council Room
616 Six Flags Drive
Arlington, TX 76011

Hyperloop technology to be considered for DFW

After a visit to the new Virgin Hyperloop One full-scale test track in Nevada, the Regional Transportation Council has announced its plan to incorporate hyperloop technology into the current metropolitan area transportation initiatives.

The delegation witnessed the technology first hand at the North Las Vegas facility and discussed further details with engineers at the Innovation Campus in Los Angeles

This next-generation transportation mode can produce very high travel speeds using minimal aerodynamic resistance by operating in a low-pressure environment and using magnetic levitation.

In the coming year, the RTC will issue a Request for Proposals for a consultant team to complete a Tier 2 Environmental Impact Statement (EIS) considering both hyperloop technology and high-speed rail connecting Dallas, Arlington and Fort Worth.

Virgin Hyperloop One engineers estimated the hyperloop trip to last about six minutes between Dallas and Fort Worth.

Additionally, funding and funding commitments have also been provided by the RTC and other regions in Texas to conduct a conceptual feasibility study of high-speed technology connecting Fort Worth, Waco, Temple-Killeen, Austin, San Antonio and Laredo.

With the DFW population expected to reach 11.2 million by 2045, the RTC sees the hyperloop technology as an innovative and efficient way to expand upon existing transportation systems and open economic opportunities throughout North Texas.

For more information on Virgin Hyperloop One, including a demonstration video, visit www.nctcog.org/trans/about/news.



Individuals step up with more than 1,000 clean air commitments

Air North Texas celebrated Clean Air Action Day on June 22, securing more than 1,000 commitments from individuals pledging to take an active role to improve air quality.

With this annual event, Air North Texas informs residents about the air quality problem and requests people, businesses and governments to help improve air quality by pledging to implement different types of clean air strategies into their daily routines. Currently, 10 counties are in nonattainment of the federal ozone standards. Residents across the region participated in the event by logging and sharing their specific commitments to www.airnorthtexas.org and NCTCOG's social media pages.

Individuals could select from among 20 commitments. The top three were:

- Take lunch to work or activities
- Confirm up to date on maintenance and state emissions and safety inspection
- Maintain consistent driving speed

These three actions, plus others like walking to work, carpooling and taking the train, all contribute to improving air quality throughout the DFW area. Again this year, members of the Surface Transportation Technical Committee, which met June 22, had the chance to participate in the meeting remotely.

Twenty-seven members took advantage of this opportunity. Three participating entities were awarded Transportation Development Credits, noncash credits that can be used by jurisdictions to go toward the federally required local match for projects.

NCTCOG recognizes alternative commute 'champions'

Try Parking It recently recognized employee transportation champions for going the extra mile to promote alternatives to driving alone. Employee transportation coordinators in the public, private and education sectors were recognized for their encouragement of ridesharing, bicycling, walking, transit, telecommuting and compressed work schedules. The winners were:

Education sector - Sandy Bauman, sustainability coordinator, University of North Texas Health Science Center. Bauman worked to create a Transit 101 class, which teaches students and employees how to ride public transportation in Fort Worth.

Private sector – Kendra Beseler and Ty Munger, Liberty Mutual Insurance Co., Plano. These champions created Liberty Mutual's commute program, which focuses on educating employees on commuting alternatives and promoting available public and company resources.

Public sector – Kevin Overton and Brittany Hailey, City of Dallas. Overton and Hailey have worked to encourage the City's 13,000 employees to consider getting to work by bike, transit, carpool or other alternatives to driving alone.

The Employee Transportation Champion Award recognizes individuals who best demonstrate a commitment to promoting and advancing commuter transportation options at work. For more information on commute alternatives, visit www.tryparkingit.com.

REGION OF CHOICE

IH 35W project reaches substantial completion

The 10-mile Interstate 35W project from downtown Fort Worth to North Tarrant Parkway opened in July.

The \$1.6 billion improvement involved construction of expanded frontage roads, rebuilt main lanes and the addition of TEXpress Lanes, which provide motorists the choice to pay for a smoother ride through the corridor.

With growth and development in Tarrant County, the corridor is experiencing more traffic. Volumes are up 20 percent to 132,000 vehicles a day since 2014, according to North Tarrant Express, the developer of the project. The improved capacity will keep vehicles moving through the corridor for years to come.

The new configuration replaces 60-year-old infrastructure with a safer, more modern roadway. It is the latest piece of a transportation system that aims to provide motorists choices when traveling through the region.

The TEXpress Lanes will allow vehicles to move at 50-60 mph during rush hour, even at capacity, thanks to the traffic management system that will adjust pricing based on congestion levels.

REGIONALNews

Take advantage of EV incentives today

Did you know that you could get up to \$13,500 for purchasing an Electric Vehicle (EV)?

Right now, the federal government is offering up to \$7,500 for the purchase of a new qualified Plug-in Electric Vehicle (PEV).

Additionally, Texas residents are eligible to receive up to \$2,500 for qualified EVs.

And if you live in the Dallas-Fort Worth area, the AirCheckTexas Drive a Clean Machine Program could provide more assistance. Individuals who meet program requirements can receive vouchers for up to \$3,500 toward an EV up to three model years old. Information on the program, including annual household income requirements, can be found at www.airchecktexas.org. Find out more about the electric vehicle incentives available to North Texas residents at www.dfwcleancities.org/evnt.

National Drive Electric Week starts Sept. 8

Electric vehicles are becoming more popular in North Texas, are better for air quality and can be a lot of fun to drive. All these facts are worth celebrating. Next month, EV enthusiasts and residents with an interest in the technology will gather for an annual event at Grapevine Mills.

Dallas-Fort Worth's 2018 National Drive Electric Week event will be held at the mall Saturday, September 8 from 10 am – 1 pm.

Registration is now open at www.driveelectricweek.org, and details are posted at the official North Texas NDEW website, www.driveelectricdfw.org.

In case you're new to NDEW or want a reminder of what a celebration of all-things-electric looks like, check out the 2017 North Texas NDEW recap video on our YouTube page: www.youtube.com/watch?v=-SVC6aR4KvQ&feature=youtu.be. Hope to see you on September 8!

NDEW is a nationwide celebration to increase awareness of the availability of plug-in vehicles and highlight their benefits. The event in Grapevine is on the first day of NDEW, which is scheduled for September 8-16. Events are planned throughout the US and Canada during the eight-day celebration.

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
FWTA.org

By the Numbers

1,000+

Commitments from individuals pledging to take an active role to improve air quality as part of Clean Air Action Day.

Come see NCTCOG at back-to-school events

The new school year is approaching, which means annual back-to-school events are too!

The North Central Texas Council of Governments will attend the Dallas Mayor's Back-to-School Fair on August 3 at Fair Park and the Tarrant County Back-to-School Roundup on August 9 at the Will Rogers Memorial Center.

NCTCOG staff members will be on hand to provide attendees with information and educational items related to transportation and air quality projects and programs, including bicycle and pedestrian safety initiatives and the AirCheckTexas Program, which provides financial assistance to families to help repair or replace their vehicles.

At these events community organizations, nonprofit groups, corporations and state agencies provide free school supplies, health screenings, immunizations and other government and social services that aid students in need who are returning to campus for the beginning of the new academic term.

Attendees will enjoy live entertainment, children's activities, games and interactive demonstrations. Thousands of Dallas-Fort Worth families attend each year.

To see a full list of events the NCTCOG Transportation Department is participating in, visit www.nctcog.org/trans/calendar.

Check out our new website

Our agency website has a brand new look and feel!

You'll find us at the same location, but we've worked to make it streamlined, easier to navigate and more convenient for mobile users. We're still optimizing it, so pardon our dust.

Visit the Transportation Department page to explore our program areas and resources: www.nctcog.org/trans. Submit comments and questions to transinfo@nctcog.org.

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

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

CONSIDERING THE FUTURE OF US 380

TxDOT Working With Community To Determine Best Path Forward

COLLIN COUNTY — With rapid growth and increasing congestion here along US 380, transportation officials are in the early stages of evaluating several possibilities for a much larger east-west corridor.

Last year, TxDOT began a comprehensive study of potential alternatives for the highway, aiming to reduce congestion on US 380 through all of Collin County, where the population is expected to grow by 166 percent before 2040, according to the state's demographer.

In the beginning stages of the study more than two dozen potential routes were studied for a new freeway. The list was eventually trimmed to five proposed alignments, which TxDOT presented during a series of public meetings earlier this year.

"Holding a series of multiple public meetings was new for us," said Ceason Clemens, deputy district engineer for TxDOT's Dallas District. "We really went beyond what is required in terms of public outreach, because we know how important this project is and how it will ultimately impact all of North Texas. It is critical that we create an open and ongoing dialog with every community that could be affected."

During the series of public meetings in McKinney, Princeton and Prosper, TxDOT presented the five proposed alignments, which were selected based on a long list of criteria, including the impact on homes and businesses, floodplains, parks and protected lands, and whether the potential routes actually would provide congestion relief.

In addition to holding a more-than-normal number of meetings, TxDOT deployed a more innovative approach to engaging residents and motorists.

An interactive travel time generator was



SOURCE: Texas Department of Transportation

TxDOT Image

TxDOT has created a list of five proposed east-west routes to relieve congestion along US 380 in Collin County. The red, blue, green, yellow and pink lines above show the proposed routes.

setup at each of the public meetings, allowing attendees to determine how long their current US 380 commutes might be in 2045, based on whether a new freeway is built. There is also an option to not build.

If nothing is done to improve the highway, the Custer to US 75 commute will take 20 minutes in travel time. However, if a new freeway is completed by 2045, preliminary research shows the drive would only take 7 to 12 minutes.

"If a freeway were to be constructed, traffic congestion would decrease and speeds, throughout the corridor, would increase," Clemens told a group of McKinney residents at a

meeting in May.

Residents who attended the meetings were encouraged to submit written comments and take an online survey. More than 4,500 people took part in the survey, and hundreds more supplied written comments.

Using the input gathered during the public meetings, TxDOT engineers and consultants are working with city and county officials to narrow the list of five possible alignments down to three by sometime this fall. A second series of public meetings will be scheduled later this year to present the new tweaked list of possibilities. For more, visit www.Drive380.com. ■

JULY 2018 LET PROJECTS (SUBJECT TO CHANGE)

CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	EST. (M)	BID (M)	(%)	EST. TOTAL COSTS (M) ^o	CONTRACTOR	
1	0009-03-047; 0009-04-070	SH 66	Dexham Rd. to Dalrock Rd.; Dalrock Rd. to Scenic Dr.	Traffic signal improvement	\$0.46	\$0.40	-13.49	\$0.46	Highway Intelligent Traffic Solutions, Inc.
2	0081-04-025 ^a ; 0081-04-035 ^a ; 0081-04-036 ^a	US 377	I-35E to south of FM 1830; At Union Pacific RR Overpass to (0.4 mi. S of I-35E); I-35E to south of FM 1830	Widen 2-In to 6-In div. urban section; Replace Railroad overpass; ROW acquisition, relocation/utilities	\$33.85	\$35.00	3.38	\$44.43	SEMA Construction, Inc.
3	0751-02-025	FM 148	A Buffalo Creek	Replace bridge and approaches	\$3.15	\$2.72	-13.74	\$3.12	B & E Construction, Inc.
4	0751-02-024; 0751-02-026; 0751-03-039	FM 148	US 175 to SH 34; FM 1390 to SH 34; SH 34 to FM 1388	Texturize shoulders and centerline; Reconstruct existing pavement and add shoulders	\$9.23	\$7.82	-15.32	\$8.94	A. L. Helmcamp, Inc.
5	1091-03-012	FM 1140	FM 740 South to FM 740 North	Restore existing pavement and add shoulders	\$3.97	\$4.35	9.59	\$4.93	Ed Bell Construction Company
6	1746-01-026; 1746-01-027	FM 1827	West of FM 75 to FM 75; US 380 to FM 75	Base repair, mill, and overlay; Addn'l. paved surface width and profile edge/centerline mkgs.	\$5.13	\$5.44	6.18	\$6.12	A. L. Helmcamp, Inc.
	0092-13-028*	VA	On various highways in Navarro County	Flexible pavement repair, mill, overlay and pavement markings	\$1.99	\$2.11	5.97	\$2.41	O. Travino Construction, LLC
	2374-02-147*	VA	At various highways in Dallas County	Replace bridge deck/ Bridge deck repair	\$7.64	\$9.21	20.54	\$11.11	SEMA Construction, Inc.
				ESTIMATED JULY 2018 TOTALS	\$65.42	\$67.05	2.47	\$81.52	
				DISTRICT FY ACCUMULATIVE LETTINGS	\$444.17	\$429.93	-3.65		
				DALLAS DISTRICT FY LETTING VOLUME CAP	\$287.84**				

*Not mapped.

**District FY 2018 Letting Volume Cap does not include the following: 1) Southern Gateway (\$565 million); 2) Previous Prop 1 commitments that have been funded through NCTCOG 10 year plan swap (\$103.2 million).

^aProject is an A+B bidding project.

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

AUGUST 2018 PROJECTED LETTING PROJECTS (SUBJECT TO CHANGE)

CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	EST. (M)	
1	0081-05-044; 0081-05-045	FM 428	FM 428 to US 377	Rehabilitate existing roadway and add shoulders	\$1.86
2	0135-03-050; 0135-04-034	US 380	FM 1827 to S of 4th St.; FM 1827 to CR 985	Install raised median	\$5.51
				ESTIMATED TOTAL	\$7.37

COMPLETED CONSTRUCTION PROJECTS (FROM JULY 1 – 31, 2018)

CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	COST (M)	COMPLETION DATE	
1	0816-05-019	FM 2862	At Elm Grove Creek	Replace Bridge & Approaches	\$1.60	7/24/18
2	0092-14-080	I-345	I-30 to SP 366	Rehabilitate Julius Schepps Overhead Bridge, Repair and Replace Steel Elements	\$30.45	7/24/18
3	0442-02-157	I-35E	I-20 to Loop 12	Full Depth Repair and Overlay Mainlanes	\$3.24	7/18/18
4	0918-47-118	PW	At Cedar Hill State Park in Shady Ridge Camping Area	Reconstruct Park Road Including Parking Lots	\$1.04	7/18/18
5	0134-09-063	US 380	West of FM 156 to I-35	Widen 2 Lane to 6 Lane Divided Urban Highway	\$39.35	7/18/18
6	0816-02-076	FM 455	West of Dyer to West of Indian	Construct Pave Shoulders	\$4.99	7/30/18
7	1567-01-025	FM 720	Eldorado Parkway (FM 720) to S of Martop St.	Widen 2 Lane to Six Lane Divided	\$15.60	7/30/18
8	2512-02-010	FM 2728	FM 429 to US 80	Provide Additional Pav Surface and Overlay	\$3.81	7/17/18
9	2555-01-011	FM 2578	US 175 to FM 987	Restore Existing Pavement & Add Shoulders	\$6.88	7/26/18
	0918-00-187*	VA	Various Locations	Non-Site Specific Signal Contract	\$1.28	7/24/18
				ESTIMATED TOTAL	\$108.24	

*Not mapped.

DALLAS DISTRICT PROJECTS MAP

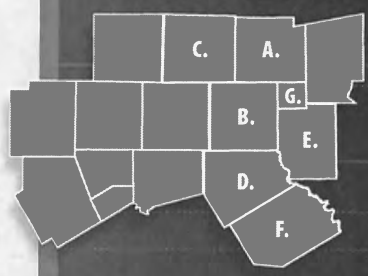
Colored and numbered boxes correspond with the charts on page 2 and show projects that have let in July, are projected to let in August, or have recently been completed.



LEGEND

- LET
- PROJECTED
- COMPLETED
- TOLL ROAD
- TOLL ROAD UNDER CONSTRUCTION
- INTERSTATE HWY
- U.S. HWY
- STATE HWY
- STATE LOOP

SOURCE: TxDOT research.
*POPULATION ESTIMATE: NCTCOG.



2018 DALLAS DISTRICT ESTIMATE TOTALS

VEHICLE REGISTRATION | 4,016,333
*POPULATION ESTIMATE | 4,793,900
LANE MILES | 10,624.968

A. | COLLIN COUNTY

VEHICLE REGISTRATION: 783,712
*POPULATION ESTIMATE: 969,730
LANE MILES: 1,445.857

B. | DALLAS COUNTY

VEHICLE REGISTRATION: 2,141,401
*POPULATION ESTIMATE: 2,529,150
LANE MILES: 3,359.795

C. | DENTON COUNTY

VEHICLE REGISTRATION: 655,273
*POPULATION ESTIMATE: 844,260
LANE MILES: 1,548.110

D. | ELLIS COUNTY

VEHICLE REGISTRATION: 174,366
*POPULATION ESTIMATE: 183,360
LANE MILES: 1,526.164

E. | KAUFMAN COUNTY

VEHICLE REGISTRATION: 119,998
*POPULATION ESTIMATE: 119,670
LANE MILES: 1,205.854

F. | NAVARRO COUNTY

VEHICLE REGISTRATION: 52,268
*POPULATION ESTIMATE: 49,740
LANE MILES: 1,192.820

G. | ROCKWALL COUNTY

VEHICLE REGISTRATION: 89,315
*POPULATION ESTIMATE: 97,990
LANE MILES: 346.368



10 miles

1. FUNDING SOURCES



Motor Fuel Taxes



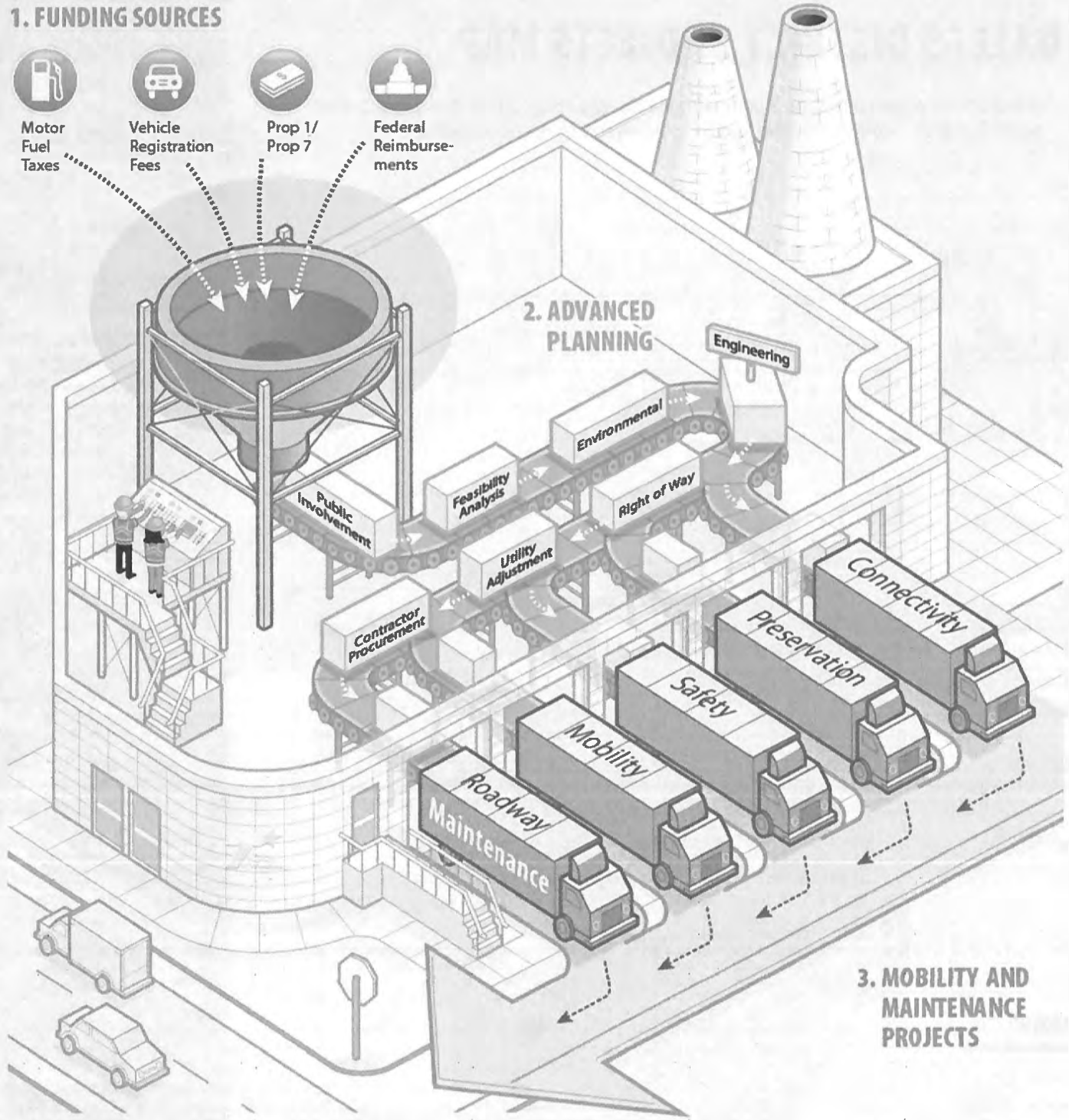
Vehicle Registration Fees



Prop 1/ Prop 7



Federal Reimbursements



SOURCE: Texas Department of Transportation

DEAN HOLLINGSWORTH/TxDOT Information Specialist



JOLIE R. OF COPPELL, TEXAS: "Hello, I am writing to thank you for painting the lane lines on southbound I-35 between Oak Lawn and I-30. Those lanes have been a disaster, so I was delighted to see the new paint. Far safer! Thank you!"

SOURCE: Texas Department of Transportation.

TxDOT graphic

DALLAS DISTRICT | PROGRESS



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

FOR MORE INFORMATION:

214-320-4480
dalinfo@txdot.gov
www.txdot.gov



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**



I-35W Grand Opening July 19

PROMOTE
safety

As one of its goals, TxDOT encourages Texans to focus their attention on the road and put down their cell phones while driving.

In 2017, there were **100,687** crashes involving distracted driving on Texas roads resulting in:

444 deaths

2,889 serious injuries

The number of crashes decreased by **8 percent**, but **9 out of 10** Texans still admit they text and drive.

August 2018

I-35W

The next section of Interstate 35W TEXpress Lanes opened to traffic on July 19 from north of I-30 to SH 183 (28th Street). This opens the 10-mile project that rebuilt and widened I-35W from north of I-30 to US 81/287. The \$1.6 billion project doubled the capacity of I-35W by adding two TEXpress Lanes each direction, auxiliary lanes and some frontage roads.

 northtarrantexpress.com

Southeast Connector

A public meeting for the Southeast Connector was held on July 19 in Fort Worth. The proposed project would reconstruct and widen I-20, I-820 and US 287. The first phase of the ultimate \$1.25 billion project is estimated to begin construction as early as 2022.

 txdot.gov • southeast connector

I-30 Public Meeting

A public meeting for I-30 from Linkcrest Drive to I-820 is scheduled for late summer/early fall in Fort Worth. The proposed three-mile project would widen I-30 from four to six lanes, reconfigure the Spur 580 interchange, and construct continuous frontage roads. The \$81 million project is estimated to be awarded to a contractor in 2023.

New Deputy District Engineer

John Cordary, P.E., has been selected as the deputy district engineer for the TxDOT Fort Worth District. A 25-year TxDOT veteran, Cordary was the Parker/Palo Pinto County area engineer from 2007 to 2015. Since then, he has served as the district's transportation planning and development director while overseeing over \$400 million in awarded contracts each year and the district's \$650 million Texas Clear Lanes congestion relief projects. In his new role, Cordary will assist the district in meeting its safety, financial, operations and customer satisfaction goals.

Drive Clean Texas

TxDOT recently launched its Drive Clean Texas summer clean air campaign. The campaign encourages motorists to take pride in keeping the air clean during the hottest time of year. Hot, sunny days create harmful conditions where ground-level ozone can form — aided by vehicle tailpipe emissions. To learn more about Drive Clean Texas and how to protect the state's air quality, go to:

 drivecleantexas.org

INSIDE:  **UPDATE**

AWARDED PROJECTS

	Hwy	Limits	Type of Work	Estimate (millions)	Bid (millions)	Over/Underrun (%)
JULY	FM 2331	SH 171 to the Tarrant County Line Johnson County	Pavement overlay & repairs	\$1.7	\$1.8	+6.6
	US 67	At Spur 102 (College Dr) Keene	Landscaping	\$0.2	\$0.2	-16.7
	I-30	At Montgomery St	Landscaping	\$0.5	\$0.4	-7.2
	US 377	N Tarrant Pkwy to Watauga Rd Watauga	Landscaping	\$0.4	\$0.4	-10.5
	County Rd 2327	At Tributary to Black Creek Wise County	Bridge replacement	\$0.6	\$0.5	-7.1

PROJECTED PROJECTS

	Hwy	Limits	Type of Work	Estimate (millions)
AUG	US 377	At SH 171 Cresson	Construct 4-lane divided roadway	\$59.4
	Harwood Rd	SH 360 to International Pkwy	Construct 4-lane divided roadway	\$20.0
	FM 156	Watauga Rd to US 81/287	Widen from 2 to 4 lanes	\$54.9
	US 377	At Cook Ranch Rd Benbrook	Traffic signal	\$0.2
	Various roadways	Hood & Johnson Counties	Construct curb ramps	\$2.6
	Various roadways	Districtwide	Concrete pavement repairs	\$1.8
	County Rd 2224	At Catlett Creek Decatur	Bridge replacement	\$0.7
Business 380	US 380 to Business 81 Decatur	Pavement overlay & repairs	\$1.0	
US 287	I-20 to SH 360	Intelligent transportation system improvements	\$4.3	
Various roadways	Districtwide	Bridge maintenance	\$0.9	

PROJECT *update*

Southeast CONNECTOR

TxDOT is working with the cities of Arlington, Forest Hill, Fort Worth, Kennedale and Mansfield as well as Tarrant County, the Southeast Tarrant Transportation Partnership and the North Central Texas Council of Governments to improve mobility and operations around southeast Tarrant County.

This area continues to experience steady growth accompanied by increased traffic volumes that exceed the existing capacity of the highway system. To address this traffic congestion, TxDOT's Southeast Connector project is proposing to reconstruct the I-20, I-820 and US 287 interchanges.

The proposed reconstruction would include approximately 16 miles on three highways: I-20 from Forest Hill Drive to Park Springs Boulevard; I-820 from I-20 to Brentwood Stair Road; and US 287 from Bishop Street to Sublett Road. The project's estimated cost is \$1.25 billion.

Eight different alternatives have been evaluated using a variety of methods to reduce the interchange congestion, increase safety, and provide more convenient routes of travel through the area for vehicles as well as pedestrians and bicyclists. Additional frontage road segments and highway access ramp reconfigurations are being considered as part of the project.

From these alternatives, TxDOT is recommending the reconstruction of the interchanges and adding auxiliary lanes and mainlanes. This alternative includes reconfiguring the interchanges to eliminate left-hand exits and reconstructing frontage roads with sidewalks and bicycle/shared use lanes.

The public was able to view all alternatives at a public meeting on July 19. A public hearing is planned for the winter of 2019 after a final alternative has been selected.

 txdot.gov • southeast connector



PARTNERS


August 2018



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



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

 txdot.gov • Fort Worth




Heads up, Texas.

It's now against the law
in Texas to read, write or
send a text while driving.



Approximately 1 in 5 crashes in Texas involve driver distraction. Anything that takes your eyes or mind off the road can be a dangerous distraction.

- Always give driving your full attention.
- Put your phone away—or turn it off—before you get behind the wheel.
- Pull off the road entirely before you talk or text.
- Tell friends, family, and coworkers you won't respond to calls or texts when driving.
- Use a smartphone app that sends auto-reply texts when you're behind the wheel.
- Spread the word. Tell your friends and family about the dangers of distracted driving.

 txdot.gov • distracted driving