

AGENDA

SURFACE TRANSPORTATION TECHNICAL COMMITTEE

Friday, April 24, 2020

North Central Texas Council of Governments

1:30 pm Full STTC Business Agenda (via WebEx/Audio Conference)

1:30 – 1:35

1. Approval of March 27, 2020, Minutes

Action Possible Action Information Minutes: 5

Presenter: Bryan Beck, STTC Chair

Item Summary: Approval of the March 27, 2020, meeting minutes contained in [Electronic Item 1](#) will be requested.

Background: N/A

1:35 – 1:40

2. Consent Agenda

Action Possible Action Information Minutes: 5

2.1. Clean Fleets North Texas Funding Recommendations

Presenter: Amy Hodges, NCTCOG

Item Summary: A recommendation for Regional Transportation Council approval of funding recommendations for the second funding round under the Clean Fleets North Texas 2019 Call for Projects (CFP) will be requested.

Background: The North Central Texas Council of Governments (NCTCOG) opened the Clean Fleets North Texas 2019 CFP in June 2019 to award approximately \$2 million in grant funds for diesel vehicle or equipment replacement projects in North Central Texas. This initial application period (Round 1) ended in July 2019. A second application period (Round 2) opened November 15, 2019, and ended February 14, 2020. Staff received one application for Round 2 from the City of Arlington for the replacement of two dump trucks and one backhoe/loader. Staff has completed review and emissions quantification and developed a funding recommendation regarding this project. This CFP was funded through the Environmental Protection Agency's National Clean Diesel Funding Assistance Program and Texas Commission of Environmental Quality Supplemental Environmental Project funding. This initiative is an extension of clean vehicle efforts listed as Weight-of-Evidence in the current State Implementation Plan. [Electronic Item 2.1.1](#) provides an overview of the call for projects and staff recommendations. [Electronic Item 2.1.2](#) provides detailed project listings.

Performance Measure(s) Addressed:

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

1:40 – 1:50

3. **Federal Transit Administration Funding in Response to the Coronavirus (COVID-19)**

Action Possible Action Information Minutes: 10

Presenter: Shannon Stevenson, NCTCOG

Item Summary: The Surface Transportation Technical Committee (STTC) will be requested to endorse the overall United States Department of Transportation's (US DOT's) Federal Transit Administration (FTA) funding levels approved by the Regional Transportation Council (RTC) for response to the Coronavirus (COVID-19). A recommendation for RTC approval of the specific funding allocations is included in this action.

Background: The US DOT's Federal Transit Administration announced April 2, 2020, a total of \$25 billion in federal funding allocations to help the nation's public transportation systems respond to COVID-19. Funding is provided through the Coronavirus Aid, Relief, and Economic Security (CARES) Act, signed by President Trump on March 27, 2020. The North Central Texas Council of Governments (NCTCOG) is the designated recipient for the Dallas-Fort Worth-Arlington (DFWA) Urbanized Area (UZA) and the Denton-Lewisville (DL) UZA.

The DFWA UZA will receive \$318,629,129 and the DL UZA was allocated \$23,461,867. Funding will be provided at a 100 percent federal share, with no local match required, and will be available to support operating, capital and other expenses generally eligible under the Urbanized Area Formula Program, and incurred beginning on January 20, 2020, to prevent, prepare for, and respond to COVID-19.

FTA funds are typically included in the Transportation Improvement Program and follow that approval process, but the FTA is waiving those requirements for these funds in order to expedite the process. While NCTCOG continues to interpret the details related to the CARES Act, RTC approved a phased approach for the FTA funding to be allocated based on the federal formula methodology. Endorsement of the overall funding total will be requested. STTC action on specific allocations will be requested in order to be presented at the May 14, 2020, RTC meeting. Details can be found in [Electronic Item 3](#). More information regarding FTA's response to COVID-19 can be found at www.transit.dot.gov/coronavirus.

Performance Measure(s) Addressed:

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

1:50 – 2:00

4. **Fiscal Year 2020 Better Utilizing Investments to Leverage Development Discretionary Grant Program**

Action Possible Action Information Minutes: 10

Presenter: Jeffrey C. Neal, NCTCOG

Item Summary: A recommendation for Regional Transportation Council (RTC) approval of projects to be submitted for consideration of funding through the Fiscal Year (FY) 2020 Better Utilizing Investments to Leverage Development (BUILD) Discretionary Grant Program will be requested.

Background: In February 2020, the United States Department of Transportation (US DOT) announced the solicitation of project applications for the FY2020 BUILD Discretionary Grant Program for capital investments in surface transportation infrastructure, expected to have significant mobility and economic benefits at the local or regional level. Applications are due to the US DOT by May 18, 2020. A review of the previous FY2020 BUILD Grant Program presentation from last month's meeting can be found in [Electronic Item 4](#).

Staff will propose the submittal of applications for the following three projects. The North Texas Multimodal Operations, Velocity, Efficiency, and Safety (MOVES) Program, submitted during the previous FY2019 BUILD round, will improve passenger/freight rail operations and capacity along the Trinity Railway Express corridor. The Dallas Fort Worth International Airport East-West Connector Project will complete a long-awaited continuous thoroughfare connection between Euless and Irving. The South Dallas Enhanced Mobility Project will provide new technology and infrastructure applications to boost multimodal efficiency and accessibility in the vicinity of the International Inland Port of Dallas (IIPOD). Specific details on project scope, cost, and BUILD grant requests will be presented at the meeting.

For agencies in the region expecting to submit projects, please be aware that you must complete the www.grants.gov registration process before applying, and this process usually takes two to four weeks to complete. In addition, if an agency would like to receive a letter of support from the Regional Transportation Council, requests must be submitted to Rebekah Hernandez by Friday, May 1, 2020, at rhernandez@nctcog.org.

Performance Measure(s) Addressed:

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

2:00 – 2:10

5. **Effect of COVID-19 Restrictions on the Transportation System**

Action Possible Action Information Minutes: 10

Presenter: Francisco Torres, NCTCOG

Item Summary: Staff will provide an update on the effect of COVID-19 restrictions of movement on the transportation system based on specific measures.

Background: Staff is monitoring several transportation measures including traffic volume, vehicle speed, transit ridership, emission levels, and others. These measures will indicate impacts to the transportation system as a result of COVID-19 pandemic restrictions. Monitoring these measures will also be beneficial to plan accordingly for normalization of travel patterns.

Performance Measure(s) Addressed:

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

2:10 – 2:20

6. **Transportation Infrastructure Post COVID 19- and Regional 10-Year Plan Update**

Action Possible Action Information Minutes: 10

Presenter: Michael Morris, NCTCOG

Item Summary: Staff will update the Committee on the potential impacts of COVID-19 to the region's transportation infrastructure and provide the latest information on the schedule and process to develop the Fiscal Year 2021 Unified Transportation Program (UTP) and Regional 10-Year Plan for this year.

Background: Staff has closely monitored the impacts of COVID-19 on the region's transportation infrastructure and has started to analyze how these impacts could potentially affect transportation in the short-term and moving forward. A summary of the staff's preliminary findings will be provided.

Discussions continue with the Texas Department of Transportation districts on the process and schedule to develop an updated project listing for the Regional 10-Year Plan and the 2021 UTP. With August 2020 being the anticipated schedule for Texas Transportation Commission action, staff proposes to bring the Regional 10-Year Plan listings to the public in May, request Committee approval at its May 2020 meeting, and request Regional Transportation Council approval at its June 2020 meeting.

Performance Measure(s) Addressed:

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

7. **Fast Facts**

Action Possible Action Information

Item Summary: Staff presentations will not be made. Please reference the material provided for each of the following topics.

1. Postponement Announcement for the May 2020 Traffic Incident Management Executive Level Course ([Electronic Item 7.1](#))
2. East/West Equity Update ([Electronic Item 7.2](#))
3. Metropolitan Transportation Plan Policy Bundle Round 4 ([Electronic Item 7.3](#))
4. Air Quality Funding Opportunities or Vehicles (<https://www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle>)
5. Dallas-Fort Worth Clean Cities Events (<https://www.dfwcleancities.org/dfw-clean-cities-meetings>)
6. Department of Energy Redesignates Dallas-Fort Worth Clean Cities ([Electronic Item 7.4](#))
7. May Online Input Opportunity Notice ([Electronic Item 7.5](#))
8. Public Comments Report ([Electronic Item 7.6](#))
9. Written Progress Report:
 - Local Motion ([Electronic Item 7.7](#))

8. **Other Business (Old or New):** This item provides an opportunity for members to bring items of interest before the group.

9. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for **1:30 pm on May 22, 2020.**

MINUTES

SURFACE TRANSPORTATION TECHNICAL COMMITTEE March 27, 2020

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, March 27, 2020, at 1:30 pm, by WebEx/audio conference. The Regional Transportation Council Bylaws establish that the Technical Committee approved membership in attendance at a meeting shall constitute a quorum for action to be taken, therefore individual attendance was not taken for committee members or other participants.

1. **Approval of February 28, 2020, Minutes:** The minutes of the February 28, 2020, meeting were approved as submitted in Reference Item 1. Daniel Vedral (M); John Polster (S). The motion passed unanimously.
2. **Consent Agenda:** The following items were included on the Consent Agenda.
 - 2.1. **Transportation Improvement Program Modifications:** A recommendation for Regional Transportation Council approval of revisions to the 2019-2022 Transportation Improvement Program (TIP), provided in Electronic Item 2.1, along with the ability to amend the Unified Planning Work Program and other planning documents with TIP-related changes, was requested.
 - 2.2. **Western Extrusions Transit Pilot Funding:** A recommendation for Regional Transportation Council (RTC) approval to utilize existing Regional Toll Revenue funds previously authorized by the RTC for transit projects in an amount not to exceed \$325,000 to provide funding to Dallas Area Rapid Transit (DART) to enhance connectivity between Western Extrusions and DART service areas, was requested.

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

3. **2021 Unified Transportation Program and Regional 10-Year Plan Update:** Michael Morris provided an update regarding the 2020 and 2021 Unified Transportation Program (UTP). Members were provided a letter from the Texas Legislature to the Texas Transportation Commission (TTC) in Electronic Item 3.1 and a copy of the Regional Transportation Council (RTC) resolution approved at the March 12, 2020, meeting regarding comments to the 2020 UTP proposed update in Electronic Item 3.2. He noted that staff was preparing a transmittal to the members of the North Texas legislative delegation, metropolitan planning organizations (MPOs) in the State of Texas, private-sector leadership groups, and other interested stakeholders encouraging participation in the Texas Department of Transportation public involvement process for the 2020 UTP proposed update. As presented at previous meetings, the TTC has proposed to build IH 35 in Austin without a tolled component using revenues from across the state. The RTC does not agree with the TTC plan and has proposed an alternative. Regarding the 2021 UTP, there is not enough funding to advance projects; however, the RTC has instructed staff to continue with the inclusion of project commitments as negotiations proceed. The TTC is expected to take action on the 2021 UTP in the summer. Mr. Morris discussed the current impact of oil prices and the anticipated revenue from Proposition 1 and Proposition 7, as well as potentially reduced fuel tax revenue and the impact this may have on available funding. He noted that

staff will continue to work with the Texas Department of Transportation (TxDOT) as instructed on the 2021 UTP project listings and continue to communicate the RTC's position on the 2020 UTP proposed update. Mr. also provided updated information on the public involvement period. The public comment period for the project was originally March 13-April 13, 2020, but has been extended to April 24, 2020. In addition, the public hearing scheduled for April 7, 2020, has been postponed until April 24, 2002, at 10 am. Members will be provided the RTC's position and associated information by email following the meeting.

4. **Letters to the Texas Department of Transportation on High-Speed Rail:** Michael Morris discussed proposed letters to the Texas Department of Transportation (TxDOT) regarding high-speed rail. For the Fort Worth to Laredo High-Speed Transportation Study, staff will request the Regional Transportation Council (RTC) approve a letter addressing the path forward to conduct the Tier II environmental document. The letter will document the enthusiasm of the metropolitan planning organizations (MPOs) within the corridor for the opportunity to have intercity connections and formally transmit the positions of those stakeholders to the Texas Transportation Commission (TTC). The final report for the corridor is expected in April 2020. Mr. Morris also discussed the Virgin Hyperloop Once Hyperloop Certification Center and noted that a letter of support has not been received from the TxDOT to date. The RTC will also be asked to take action on a letter formally requesting TxDOT support of the region's proposal for a Hyperloop Certification Center in the SH 360 corridor right-of-way. A third letter will be requested regarding the Tier II environmental document that the North Central Texas Council of Governments is conducting between Dallas and Fort Worth. Negotiations are ongoing with the preferred engineering firm for consultant assistance on environmental clearance of the corridor. Additional funding may be needed depending on the monetary value of the environmental work previously conducted by TxDOT. A funding amount has not been published in order to not undermine current negotiations.
5. **Start of 2020 Ozone Season: A New Day:** Jenny Narvaez provided an update on the region's 2020 ozone season, which began on March 1. At the end of the 2019 ozone season, the region's design value was 77 parts per billion (ppb). The region remains in nonattainment for both the 2015 and 2008 National Ambient Air Quality Standards (NAAQS) for ozone. Ozone values for 2020 are significant because the results will be averaged with results from the 2018 and 2019 seasons and used to determine if the region comes into attainment under both the 2015 and 2008 standards. Ms. Narvaez noted that along with air quality monitoring, staff will be extending its monitoring to vehicle miles traveled for heavy-duty, medium-duty, and light-duty vehicles, as well as gasoline sales, diesel sales, transit ridership and congestion. In addition, staff has coordinated with the Dallas Fort Worth International Airport to monitor various airport data. For example, NASA satellite imagery has shown that since COVID-19 restrictions have impacted daily behaviors, a reduction of NOx in early-impacted cities has been seen. A snapshot of China on January 1, 2020, and February 10-15, 2020, was shown, as well as snapshots of Italy on February 24 and March 8, 2020. Both show significant decreases in NOx emissions. Images are also expected from various cities around the United States such as New York, Chicago, and Los Angeles. Ms Narvaez noted that staff will continue to provide monthly updates throughout the 2020 ozone season.
6. **Completion of Transit-Oriented Development Parking Study:** Travis Liska presented information on the findings of the Transit Oriented Development (TOD) parking utilization and management study that was completed in 2019. Funding was made available for the study through a Federal Transit Administration grant to advance TOD planning. Planning

funds were tied to 28 Dallas Area Rapid Transit (DART) Red and Blue Line stations receiving capital funding for platform extensions. It was noted that work under this grant included parking, the focus of the presentation, but also included other TOD elements that will be presented in the future. Parking is an important element of Transit Oriented Development because if not done appropriately and not considered with care, it can undermine TOD goals. To help better plan for parking so it does not undermine TOD, staff identified the need to do a study to generate data and information that leads to better parking policies for the public sector. Staff approached 16 private developments who agreed for staff to conduct onsite observations for a continuous 72 hours to understand parking utilization at each of the developments, all of which were within walking distance and with good pedestrian connections to DART stations. Staff found that overall, most sites used less parking than what was supplied by the developer/required by cities. Key findings of the study indicated the site/garage parking is not reaching optimal utilization, with approximately 4,500 spaces unused over the three-day period. In addition, findings indicated that significantly less parking is utilized at workforce affordable housing developments compared to higher-end multifamily housing in the same corridor. This is important because construction of parking spaces is costly, making it more expensive to build affordable workforce housing. In addition, previously conducted onboard transit surveys indicate that most transit ridership comes from low to moderate income households. This is a significant finding to consider and continue to study as strategies to increase ridership are determined. Another key point from the study for consideration is the private sector influence to build beyond the minimum number of parking spaces required by cities. In speaking with developers and others, the influence of lenders, brokers, and tenants in determining the supply of parking is an important consideration and communication with these stakeholders is crucial to achieve public goals. To help advance the conversation for both the public and private sector, a toolbox has been created where agencies can find the study and relevant data, as well as a list of 15 parking management strategies. The strategies focus on efficient use of existing parking spaces through shared parking and public parking incentives, as well as smarter development codes that refine requirements to focus more on data and market forces and leveraging technology to help connect drivers with spaces and achieve optimal utilization. He noted that additional details of the study were available online at www.parkingtoolboxntx.org.

- 7. Auto Occupancy/High-Occupancy Vehicle Quarterly Report:** Natalie Bettger presented the most recent managed lane subsidy performance report. A map of the managed lane facilities within the region in which the high-occupancy discount is applied was highlighted. As of January 2020, the current subsidy paid by the Regional Transportation Council (RTC) is approximately \$5.5 million. In addition, approximately \$12,000 in requests for reimbursements from vanpool users have been received. At this time, staff proposed that the RTC keep the HOV policy at 2+ users and will continue to provide quarterly updates. She also noted there have been no additional North Texas Tollway Authority customer service needs to date and the speeds on the tolled managed lane facilities have not dropped below 35 miles per hour at the fault of the developer. A table outlining the subsidy by corridor was highlighted. Ms. Bettger also provided an update on the GoCarma application that went live on January 24, 2020. The application automatically detects the number of passengers in a user's vehicle and applies the discounted toll rate for HOV users. Since the launch, over 61,000 visits have been made to the website and over 29,000 have registered for the application. In addition, over 5,500 occupant passes have been requested. Also highlighted was HOV discount data, including total transactions for corridors operated by both LBJ/NTE Partners and the Texas Department of Transportation from January 24-March 20, 2020. Of the over 394,000 Carma transactions, approximately 40 percent of the

users are actual HOVs. Unique user data by roadway operator is also available. Ms. Bettger also provided a high-level overview of the violation identification process. An initial 90-day grace period has been established, which begins once a user activates the vehicle pass. The violation process begins with a notification of general information, notifying the violator of the proper use for the equipment. The process then escalates over a series of three notifications, followed by a 30-day suspension period if the user behavior remains unchanged. She noted that this notification process addresses concerns by RTC and Committee members that there would be those who attempt to circumvent the system. In closing, Ms. Bettger presented future data items that would be provided as part of the quarterly report including total and HOV transactions by corridor, average speed on managed lanes by corridor, and average speeds on general purpose lanes by corridor. This will allow staff to bring back general performance metrics for each of the corridors. In addition, she noted that staff was open to other ideas/requests from members.

8. **Fiscal Year 2020 Better Utilizing Investments to Leverage Development Discretionary Grant Program:** Jeff Neal briefed the Committee on the Fiscal Year (FY) 2020 Better Utilizing Investments to Leverage Development (BUILD) Discretionary Grant Program. Approximately \$1 billion is available for FY2020 and details for the grant program, including application requirements, were provided in https://www.transportation.gov/sites/dot.gov/files/2020-02/BUILD%202020%20NOFO_0.pdf. He noted that many items such as award requests, distribution, and deadlines fall in line with previous calls for projects and that to date, no announcements of COVID-19 impacts to the schedule have been released. Applications are due May 18, 2020. Of note is a recent directive that if an entity is submitting on-system projects on the Texas Department of Transportation's (TxDOT's) behalf where TxDOT will ultimately act as the grant recipient or implementing agency Texas Transportation Commission approval is needed advance of the application submittal. Knowing how complex this process could potentially be, North Central Texas Council of Governments (NCTCOG) staff has worked during this round to identify project candidates that are not on-system. For that reason, NCTCOG will likely submit one project on the region's rail system and two roadway projects, one for each subregion. Staff proposed to advance another iteration of the North Texas MOVES Program that includes improvements along the Trinity Railway Express corridor in partnership with Burlington Northern Santa Fe, Dallas Area Rapid Transit (DART), and Trinity Metro. NCTCOG believes this continues to be an attractive project submittal because of the partnership aspect and improvements for both freight and passenger rail. For the eastern subregion roadway project, staff proposed mobility enhancements in the area surrounding the IIPOD facility in partnership with Dallas County. This will include various thoroughfare improvements to accommodate advanced transit connectivity to help transfer employees between transit and employment centers. For the western subregion roadway project, staff proposed submittal of the East-West Connector known as the extension of Harwood Road east of SH 360 to connect with Rental Car Drive that will create a direct link between Euless and Irving. This project is in partnership with the Dallas Fort Worth International Airport and the Federal Aviation Administration. Staff efforts to determine project funding sources, amounts, and what the specific BUILD grant request will include are being finalized. Additional candidate recommendations were welcomed through Friday, April 3, 2020. All candidate projects must be consistent with Mobility 2045 recommendations. He added that staff is available to provide additional technical assistance to entities if requests are received in a timely manner. Agencies interested in receiving a letter of support from the Regional Transportation Council must submit requests to Rebekah Hernandez by Friday, May 1, 2020. Committee action on the proposed project applications is expected at the April 24, 2020, meeting. Michael Morris discussed the IIPOD Enhanced Mobility Project and the

importance of proposing a project that will seem attractive to Washington in a post COVID-19 environment, compared to a traditional thoroughfare street project. The IIPOD Enhanced Mobility Project will include a no-cost transit proposal that will be important to allow employees in the southern sector an opportunity to have access to employment centers, considering the potential large unemployment rate from COVID-19 impacts. Efforts could include subsidized transit fares, improvements to thoroughfare streets in the southern sector, and the potential to use underutilized transit vehicles as part of the project. Alberta Blair, Dallas County, thanked staff for their efforts and discussed ongoing discussions with Commissioner John Wiley Price. Mr. Morris noted he spoke with Commissioner Price earlier in the day and noted his passion about another east/west thoroughfare street in Dallas County. He added that staff will continue with efforts to fund transportation in the region through traditional ways, but that in this case staff believes the IIPOD Enhanced Mobility Project may be more competitive. Erin Linn, DART, asked for additional details about no-cost transit. Mr. Morris provided brief details but noted that additional details of the project are in the development stage. As DART comes out of the spring, into the summer it will hopefully have the backbone of a rail system but may not necessarily the number of desired users so the proposed project would subsidize users of the rail system, especially those headed south. This will help with DART's ridership gain in the southern sector headed to the rail station just south of the University of North Texas. Since all of the fixed-route buses may not be back to work, the proposed project could enable the purchase of new, smaller, and alternative-fuel-based buses, as well compensate the otherwise unpaid bus drivers, at our cost to circulate employees to warehouse employers on variable routes as part of the TMA related to the IIPOD. These are low to middle income, traditional transit users that may be financially desperate because of the current high unemployment rates. Staff's goal is to lay out a full turnkey package that includes subsidized transit fares, payment for new vehicles and their operating expenses, and intersection improvements. The project would produce a win-win situation for both thoroughfare street improvements and transit. People can get back to work and have means to use better transit in the process. He noted this is not a permanent solution because it may impact areas that are not part of the current DART transit service. Alberta Blair asked if a letter of support is needed from the TMA. Mr. Morris noted that a letter of support would be helpful, but that the group should not be brought together just for the purpose of providing a letter of support.

9. **Fast Facts:** Staff presentations were not given. Information was provided to members electronically for the following items.
 1. Metropolitan Transportation Plan Policy Bundle Round 4 (Electronic Item 9.1)
 2. Traffic Incident Management Executive Level Course Announcement (Electronic Item 9.2)
 3. Dallas-Fort Worth Area High Occupancy Vehicle Transportation Control Measure Substitution (Electronic Item 9.3)
 4. Dallas-Fort Worth Clean Cities Events (<https://www.dfwcleancities.org/dfw-clean-cities-meetings>)
 5. Air Quality Funding Opportunities for Vehicles
<https://www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle>)
 6. Mobility Matters (<https://www.nctcog.org/trans/about/publications/mm/mobility-matters-winter-2020>)
 7. Public Comments Report (Electronic Item 9.4)
 8. Written Progress Reports:
 - Local Motion (Electronic Item 9.5)
 - Transportation Partner Progress Reports (Electronic Item 9.6)

10. **Other Business (Old and New):** John Polster requested that North Central Texas Council of Governments staff provide the Committee with data or information related to ramp metering as the region considers data related to how managed lanes improve travel times on the managed lanes themselves and also on general purpose lanes. He noted it was important to remove the argument that ramp metering should be used versus tolled managed lanes. Mr. Morris noted that the suggestion has been made that citizens should not be tolled but that ramp metering be used to manage the transportation system. He discussed various options for ramp metering and limitations related to many of the existing ramps because of their design. He noted that the Committee should work with the Texas Department of Transportation districts within the region to develop a short paper, previous to the legislative session, regarding whether there are existing ramps in the region on which ramp metering could be demonstrated to provide data to show that it is not a viable solution to manage the transportation system.
11. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on April 24, 2020.

The meeting adjourned at 2:35 pm.

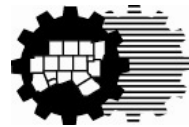
Clean Fleets North Texas Funding Recommendations

Surface Transportation Technical Committee

April 24, 2020

Amy Hodges

Senior Air Quality Planner



North Central Texas
Council of Governments

Available Funding

Funding Sources: Environmental Protection Agency (EPA) National Clean Diesel Funding Assistance Program and Texas Commission on Environmental Quality (TCEQ) Supplemental Environmental Project (SEP) Funds

Funding Category	Amount
TCEQ SEP Funds (for School Bus Replacements Only)***	\$88,516
Remaining Funds from 2017 Award*	\$881,528
Funds from 2018 Award**	\$1,110,350
Call For Projects Funds Available	\$2,080,394
Previously Approved Awards	-\$1,254,608
Balance Available for Most Recent Funding Round	\$825,786

*Funds from 2017 award were originally distributed through the Clean Fleets North Texas 2018 Call For Projects. Amount includes funds previously obligated that have since been released through withdrawal of prior subawards.

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

*** TCEQ SEP balance as of December 2019.

Project Eligibility

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

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

*All old vehicles/equipment must be scrapped; other model years eligible on case-by-case basis. California Air Resources Board (CARB); Gross Vehicle Weight Rating (GVWR)

Approved Eligibility and Selection Criteria

Eligibility:

Clean Fleet Policy Adoption

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

Minimum Allowable Subaward: \$50,000

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

Scoring Criteria:

Cost Per Ton NO_x Emissions Reduced 75%

Purpose: Maximize Emissions Reductions

Subrecipient Oversight Criteria 25%

Purpose: Balance Project Benefits with Administrative Burden

Summary of Applications

Previously Approved	Requested	Eligible	Approved
Number of Applicants	2	2	2
Number of Activities	12	11	11
Funding Requested	\$1,306,108	\$1,254,608	\$1,254,608
Funds Currently Available			\$825,786
New Recommendations	Requested	Eligible	Recommended
Number of Applicants	1	1	1
Number of Activities	3	3	3
Funding Requested	\$77,450	\$77,450	\$77,450
*Funds Remaining after Recommended Subaward			\$659,820 EPA Funds \$88,516 SEP Funds

Refer to Electronic Item 2.1.2 for more details.

***Staff Currently Evaluating Options to Release Additional Opportunity to Subaward Remaining Balances; EPA and SEP Balances May be Distributed Separately**

Schedule and Action Requested

Milestone	Estimated Timeframe
STTC Action to Recommend Subaward	April 24, 2020
RTC Approval of Recommended Subaward	May 14, 2020
Executive Board Authorization	May 28, 2020
Project Implementation Deadline	February 26, 2022*

*Deadline has been extended since funding round opened.

Action Requested: Recommend RTC Approval of Subaward

\$77,450 to the City of Arlington to Replace Two Vehicles

& One Equipment

For More Information

Amy Hodges

Senior Air Quality Planner

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Lori Clark

Program Manager

DFW Clean Cities Coordinator

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Clean Fleets North Texas 2019 Call For Projects Funding Recommendations

Projects Recommended for Funding - Round 2																											
Applicant	Activity	Old Vehicle/Equipment Information							New Vehicle/Equipment Information (Model Year 2019 or Newer)			Maximum Allowed Funding Level	Recommended Grant Amount					NO _x Benefits		Scoring Criteria					Other Environmental Benefits		
		Type	Class/Equipment	Engine Year	Fuel Type	Annual Fuel Usage	Annual Mileage	Annual Usage Hours	Model Year	Fuel Type	Total Cost		Requested Grant Amount	EPA 2017 Funds	EPA 2018 Funds	Total Grant Award	Local Match	NO _x Tons Reduced Over 6 Years*	Cost Per Ton of NO _x Reduced	Cost per Ton Rank (Max 3 Points)	Cost Per Ton NO _x Tier (Max 64 Points)	Score: Cost Per Ton NO _x Reduced (Max 75 Points)	Score: Subrecipient Oversight (Max 25 Points)	Total Score	HC Reduced Over 6 Years*	CO Reduced Over 6 Years*	CO ₂ Reduced Over 6 Years*
City of Arlington	3	Non-Road	Construction - Backhoe	2007	Diesel	672		761	2020	B5	\$99,800	25%	\$24,950	\$ -	\$24,950	\$24,950	\$74,850	1.17	\$21,303	3	55	58	22	80	0.08	1.06	0.00
City of Arlington	1	On-Road	Dump Truck	2000	Diesel	619	5479		2020	B5	\$105,000	25%	\$26,250	\$ -	\$26,250	\$26,250	\$78,750	0.55	\$47,451	2	55	57	22	79	0.14	0.24	0.14
City of Arlington	2	On-Road	Dump Truck	2000	Diesel	629	3775		2020	B5	\$105,000	25%	\$26,250	\$ -	\$26,250	\$26,250	\$78,750	0.37	\$70,908	1	55	56	22	78	0.09	0.16	0.14
Total Projects													\$309,800		\$0	\$77,450	\$77,450	\$232,350		2.09	36,976.03				0.30	1.46	0.27

Awarded Projects - Round 1																												
Applicant	Activity	Old Vehicle/Equipment Information							New Vehicle/Equipment Information (Model Year 2019 or Newer)			Maximum Allowed Funding Level	Recommended Grant Amount					NO _x Benefits		Scoring Criteria					Other Environmental Benefits			
		Type	Class/Equipment	Engine Year	Fuel Type	Annual Fuel Usage	Annual Mileage	Annual Usage Hours	Model Year	Fuel Type	Total Cost		Requested Grant Amount	EPA 2017 Funds	EPA 2018 Funds	Total Grant Award	Local Match	NO _x Tons Reduced Over 6 Years*	Cost Per Ton of NO _x Reduced	Cost per Ton Rank (Max 11 Points)	Cost Per Ton NO _x Tier (Max 64 Points)	Score: Cost Per Ton NO _x Reduced (Max 75 Points)	Score: Subrecipient Oversight (Max 25 Points)	Total Score	HC Reduced Over 6 Years*	CO Reduced Over 6 Years*	CO ₂ Reduced Over 6 Years*	
City of Dallas	5	Non-Road	Construction - Other	2000	Diesel	209		2300	2019	B20	\$325,000	25%	\$81,250	\$ -	\$81,250	\$0	\$243,750	11.37	\$7,144	11	64	75	12	87	0.51	3.43	0.00	
City of Dallas	8	On-Road	Class 8 Refuse Hauler	2001	Diesel	3,216	14,230		2019	B20	\$218,074	25%	\$54,519	\$ 54,519	\$0	\$54,519	\$163,556	1.65	\$32,994	10	55	65	12	77	0.08	0.54	0.00	
City of Dallas	9	On-Road	Class 8 Refuse Hauler	2002	Diesel	2,490	11,357		2019	B20	\$218,074	25%	\$54,519	\$ 54,519	\$0	\$54,519	\$163,556	1.32	\$41,339	9	55	64	12	76	0.06	0.43	0.00	
City of Dallas	7	Non-Road	Construction - Crawler Tractors	2010	Diesel	10,069		1412	2019	B5	\$741,104	25%	\$185,276	\$ 185,276	\$0	\$185,276	\$555,828	4.12	\$45,020	8	55	63	12	75	0.13	2.50	0.00	
City of Dallas	6	Non-Road	Construction - Crawler Tractors	2010	Diesel	15,665		1311	2019	B5	\$741,104	25%	\$185,276	\$ 185,276	\$0	\$185,276	\$555,828	3.82	\$48,522	7	55	62	12	74	0.12	2.29	0.00	
City of Dallas	10	On-Road	Class 8 Refuse Hauler	2002	Diesel	2,333	9,757		2019	B20	\$218,074	25%	\$54,519	\$ 54,519	\$0	\$54,519	\$163,556	1.13	\$48,102	6	55	61	12	73	0.05	0.37	0.00	
City of Dallas	4	Non-Road	Construction - Other	2006	Diesel	1,061		517	2019	B20	\$475,000	25%	\$118,750	\$ 118,750	\$0	\$118,750	\$356,250	1.23	\$96,592	5	50	55	12	67	0.03	0.64	0.00	
City of Dallas	1	On-Road	Class 8 Short Haul	2004	Diesel	388	10,379		2019	CNG	\$165,000	35%	\$57,750	\$ 57,750	\$0	\$57,750	\$107,250	0.39	\$149,457	4	50	54	12	66	0.04	0.01	-0.05	
City of Dallas	11	On-Road	Class 8 Refuse Hauler	2005	Diesel	2,994	8,436		2019	B20	\$320,000	25%	\$80,000	\$ 80,000	\$0	\$80,000	\$240,000	0.45	\$176,600	3	40	43	12	55	0.03	0.13	0.00	
City of Dallas	2	On-Road	Class 8 Short Haul	2006	Diesel	1,007	6,080		2019	CNG	\$165,000	35%	\$57,750	\$ 9,670	\$48,080	\$57,750	\$107,250	0.23	\$255,305	2	30	32	12	44	0.03	0.01	-0.06	
City of Benbrook	1	On-Road	Class 8 Ladder Truck	1999	Diesel	1463**	871		2019	ULSD	\$1,300,000	25%	\$325,000	\$ -	\$325,000	\$325,000	\$975,000	0.25	\$1,283,570	1	1	2	24	26	0.02	0.07	0.00	
Total Projects													\$4,886,430		\$881,528	\$373,080	\$1,254,608	\$3,631,823		25.96	\$48,329				1.11	10.41	-0.11	
Total													\$5,196,230		\$881,528	\$450,530	\$1,332,058	\$3,864,173		28.05	\$47,482							

Funds Available for Call for Projects	\$881,528	\$1,110,350
Total Funds Recommended for Award	\$881,528	\$450,530
Balance Available for Future Project Solicitation	\$0	\$659,820

Ineligible Projects													Eligibility Comments										
City of Dallas	3	Non-Road	Construction - Other	2008	Diesel	71		456	2019	B20	\$206,000	25%	\$51,500	Annual Usage Hours Less than 500 Hours									

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

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

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

FEDERAL TRANSIT ADMINISTRATION CORONAVIRUS AID, RELIEF, AND ECONOMIC SECURITY (CARES) ACT FUNDING

SURFACE TRANSPORTATION TECHNICAL COMMITTEE

APRIL 24, 2020

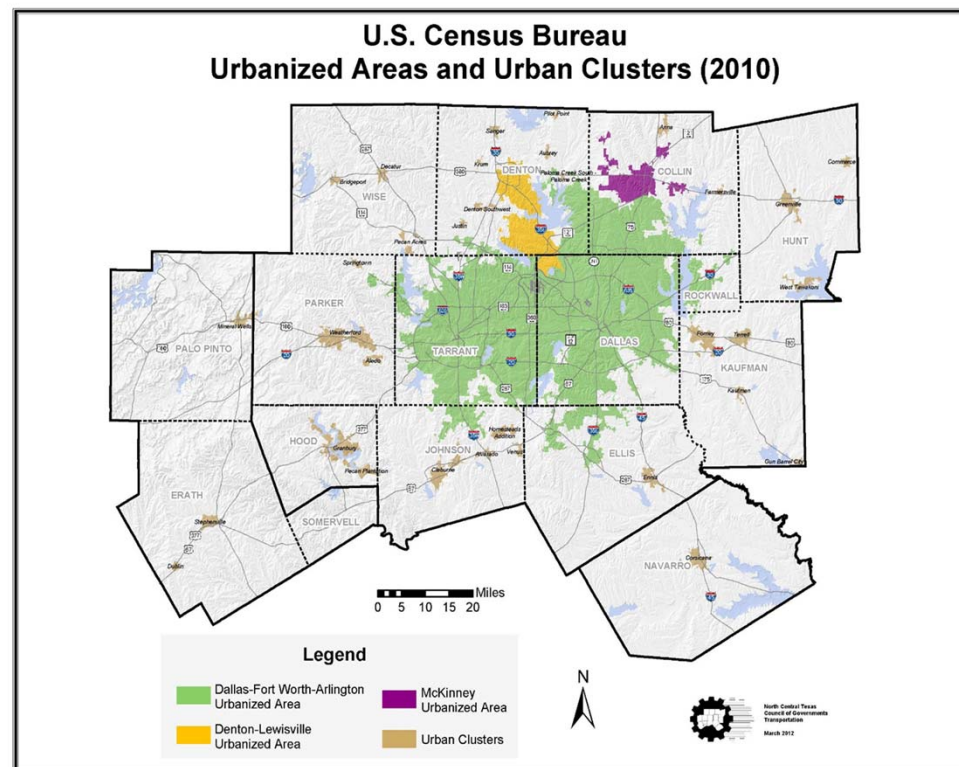
SHANNON STEVENSON, SENIOR PROGRAM MANAGER, TRANSIT MANAGEMENT AND PLANNING

CARES ACT FUNDING BACKGROUND

- President Trump signed the Coronavirus Aid, Relief, and Economic Security (CARES) Act into law on March 27, 2020
 - The CARES Act provides emergency assistance and emergency appropriations to support agency operations during the COVID-19 pandemic
- The Federal Transit Administration was provided with \$25 billion in supplemental funding to allocate to recipients of urbanized area and rural area formula funds
- Funding is being provided at a 100-percent federal share, with no with no local match required, and is available to support capital, operating, and other expenses generally eligible under those programs to prevent, prepare for, and respond to COVID-19
- Funding made available through the CARES Act is not required to be included in the Transportation Improvement Program unless funding will be used for projects that have a substantial functional, locational, or capacity changes

CARES ACT FUNDING FOR THE REGION

- NCTCOG Designated Recipient of FTA Urbanized Area (UZA) Formula funds for North Texas
- Available Funding for North Texas¹
 - DFW-Arlington UZA: \$318,629,129
 - Denton-Lewisville UZA: \$ 23,461,867
 - TOTAL: \$342,090,996



¹FTA funding for the McKinney UZA is administered through TxDOT

RECIPIENTS BY URBANIZED AREA

Dallas-Fort Worth-Arlington UZA

Receive FTA Funding Directly

1. DART
2. City of Grand Prairie
3. City of Mesquite
4. City of Arlington
5. Northeast Transportation Service (NETS): Northeast Tarrant County
6. Trinity Metro (FWTA)

NCTCOG Subrecipients

1. Community Transit Services (CTS): Ellis and Navarro Counties
2. Span, Inc.: Northwest Dallas County and Denton County
3. STAR Transit: Kaufman, Rockwall, and Southern Dallas Counties
4. City/County Transportation: Johnson County
5. Public Transit Services (PTS): Palo Pinto and Parker Counties

Denton-Lewisville UZA

Receive FTA Funding Directly

1. Denton County Transportation Authority

FTA DATA POINTS SOURCE

- Population: 2010 Census
- Population Density: 2010 Census
- Low-Income Population: American Community Survey “Age by Ratio of Income to Poverty in the Last Twelve Months,” (2013-2017 dataset) and refers to persons with incomes of up to 150% of poverty
- Revenue Vehicle Miles: Fiscal Year 2018 National Transit Database Annual Report
- Passenger Miles: Fiscal Year 2018 National Transit Database Annual Report
- Operating Expenses: Fiscal Year 2018 National Transit Database Annual Report
- Route Miles: Fiscal Year 2018 National Transit Database Annual Report
- Low-Income Population, Revenue Vehicle Miles, Passenger Miles, Operating Expenses, and Route Miles data is updated each year

METHODOLOGY

- Sub-allocation process follows FTA's statutory formula used to allocate funds for general public transportation
- FTA's apportionment¹ was utilized to re-create the formula for the following **data points**:
 - Population
 - Population Density
 - Low-income Population
 - Revenue Vehicle Miles
 - Passenger Miles
 - Operating Expenses
 - Route Miles
- The **formula factors** specific to the CARES Act², which utilize the **data points**, were used to determine dollar amounts for recipients

¹FTA's FY2020 apportionments were published February 24, 2020

²FTA's formula factors for CARES Act funding were published April 9, 2020

METHODOLOGY CONTINUED

Formula Factors

1. Population Funds (A) Factor = Population x Population Unit Value
2. Population Density Funds (B) Factor = Population x Density (Population/Square Miles) x Population Density Unit Value
3. Low-income Population Funds (C) Factor = Population x Low income Population Unit Value
4. Bus Vehicle Revenue Mile (VRM) Funds (D) Factor = Bus VRM x Bus VRM Unit Value
5. Bus Incentive Funds (E) Factor = Bus Passenger Miles ² / Bus Operating Costs x Bus Incentive Unit Value
6. Fixed Guideway (FG) VRM Funds (D) Factor = FG VRM x FG VRM Unit Value
7. FG Incentive Funds (E) Factor = FG Passenger Miles ² / FG Operating Costs x FG Incentive Unit Value
8. FG Directional Route Mile Funds (F) Factor = FG Directional Route Miles x FG Directional Route Mile Unit Value
9. High Intensity Fixed Guideway (HIFG) VRM (D) Funds Factor = HIFG VRM x HIFG VRM Unit Value
10. HIFG Directional Route Mile Funds (F) Factor = HIFG Directional Route Miles x HIFG Directional Route Mile Unit Value
11. High Intensity Motorbus (HIMB) VRM (D) Funds Factor = HIMBVRM x HIMBVRM Unit Value
12. HIMB Directional Route Mile Funds (F) Factor = HIMB Directional Route Miles x HIFG Directional Route Mile Unit Value

Source: 49 U.S.C 5336 and published yearly by FTA through Table 5 of the apportionments

OTHER CONSIDERATIONS

- Cities/areas with no transit service still generate funds for the apportionment based on population, population density, and low-income population.
 - Funding generated from cities/areas with no transit service are being distributed to recipients based on Vehicle Revenue Mileage¹
- Funding generated from the operation of the Trinity Railway Express split between DART and Trinity Metro based on Inter-Local Agreement
- Propose NCTCOG keep 0.25% from total apportionment amount (\$796,572) for the Dallas-Fort Worth-Arlington UZA for administrative purposes (distribution of funds to the region and administration of subrecipient funds)²
 - Subrecipient Coordination: Transit, Legal, FMT, Administration, and Risk and Compliance Staff Time (new agreements, invoices separate from regular apportionments, oversight & compliance, etc.)
 - Regional Coordination: Transit Agencies/Cities Support (FTA grant submittals, reporting assistance, TIP modifications, DBE & Title VI programs, other compliance-related assistance, etc.)

¹Recipients: All DFW-Arlington UZA recipients, except Mesquite and NETS; Mesquite and NETS not included because service is contracted and reported by STAR Transit and Trinity Metro, respectively

²NCTCOG normally reserves 1.0% from annual total apportionments for the Dallas-Fort Worth-Arlington UZA for administration

FUNDING ALLOCATIONS BY RECIPIENT

Dallas-Fort Worth-Arlington Urbanized Area	Federal Funding Program	Funding Totals
City of Arlington (Direct Recipient)	Section 5307	\$ 10,955,694
City of Grand Prairie (Direct Recipient)	Section 5307	\$ 3,852,375
City of Mesquite (Direct Recipient)	Section 5307	\$ 3,432,401
City/County Transportation (NCTCOG-Subrecipient)	Section 5307	\$ 899,600
Community Transit Services (NCTCOG-Subrecipient)	Section 5307	\$ 1,781,036
Dallas Area Rapid Transit (DART) (Designated Recipient)	Section 5307	\$ 229,627,520
Trinity Metro/Fort Worth Transportation Authority (FWTA) (Designated Recipient)	Section 5307	\$ 55,161,034
North Central Texas Council of Governments (Designated Recipient)	Section 5307	\$ 796,572
Northeast Transportation Services (FWTA-Subrecipient)	Section 5307	\$ 4,813,723
Public Transit Services (NCTCOG-Subrecipient)	Section 5307	\$ 396,081
Span, Inc. (NCTCOG-Subrecipient)	Section 5307	\$ 2,204,136
STAR Transit (NCTCOG-Subrecipient)	Section 5307	\$ 4,698,957
TOTAL		\$ 318,629,129
Denton-Lewisville Urbanized Area	Federal Funding Program	Funding Totals
Denton County Transportation Authority (Designated Recipient)	Section 5307	\$ 23,461,867
TOTAL		\$ 23,461,867

SCHEDULE

ACTION	DATE
CARES Act Signed into Law	March 27, 2020
FTA Released Funding Allocations	April 2, 2020
RTC Action: Overall Funding	April 9, 2020
NCTCOG Executive Board Action for Subrecipients	April 23, 2020
STTC Action: RTC Endorsement of Overall Funding and Specific Allocations	April 24, 2020
RTC Action: Specific Allocations	May 14, 2020
Subrecipient Agreement Execution	Late April/Early May 2020

ACTION REQUESTED

STTC Approval:

- Endorsement of RTC action on April 9, 2020, approving overall FTA funding based on the federal formula methodology in response to the Coronavirus (COVID-19)
- Recommendation for RTC approval of specific funding allocations
- To revise administrative documents as appropriate to incorporate this project



Source: USDOT BUILD Discretionary Grants - www.transportation.gov/BUILDgrants

March 27, 2020

Surface Transportation Technical Committee
Information Item – Program Overview and Notice of Funding Availability

BUILD Discretionary Grant Program

Program Overview

2

- **BUILD – Better Utilizing Investments to Leverage Development**
- **\$1 Billion Available Nationwide in FY 2020:**
 - Award Request: Max. – **\$25 Million**; Min. – **\$5 Million** (Urban)/**\$1 Million** (Rural)
 - Distribution: Max. ≤ 10% per State; 50% Rural/50% Urban
- **Application Submittal Deadline – May 18, 2020**
- **BUILD Award Announcement Deadline – September 15, 2020**
- **Obligation Deadline – September 30, 2022**
 - Signed/executed agreement between USDOT and Grant Recipient
 - Completed environmental clearance, design, and right-of-way acquisition required
- **Expenditure Deadline – September 30, 2027**
- *As of yet, no announcements have been made of possible COVID-19 impacts*

BUILD Discretionary Grant Program

Issues Affecting Regional Project Selection

3

- Texas Transportation Commission approval *required in advance* for projects where TxDOT could be requested to act as grant recipient and/or implementing agent on behalf of a local government applicant
- Majority of recent submittals (BUILD, INFRA, TIGER, FASTLANE, etc.) and existing project commitments (MTP, 10-Year Plan, TIP, etc.) for on-system roadways were funded through other means
- **Likely submittal outcome: 1 rail project (east/west); 2 roadway projects (one each east/west)**



BUILD Discretionary Grant Program

Potential Project Candidates

4

■ Rail –

- *North Texas MOVES Program (BNSF, DART, Trinity Metro)* ✓

■ Roadway (East) –

- *IIPOD Enhanced Mobility Project (Dallas County)* ✓
 - Select thoroughfare improvements
 - Advanced transit connectivity

■ Roadway (West) –

- *East-West Connector (DFW Airport/FAA)* ✓

■ Project funding sources, amounts, and BUILD Grant requests to be determined

■ Additional candidate recommendations welcome through Friday, April 3, 2020

- All candidate projects must be consistent with the Mobility 2045 Plan
- Local governments/transportation partners encouraged to submit candidate projects not selected by NCTCOG

✓ = Preferred Selection (tentative)

BUILD Discretionary Grant Program

Proposed Submittal Timeline

5

February 18, 2020	BUILD Grant Notice of FY 2020 Opportunity Announced
March 27, 2020	STTC Information (Identify Candidate NCTCOG Projects)
April 3, 2020	Deadline for Candidate Project Recommendations
April 24, 2020	STTC Action (Project Scope, Cost Estimates, & Funding Sources Finalized)
May 1, 2020	Request Deadline for Letters of Support (Other Candidate Projects) Send to Rebekah Hernandez - rhernandez@nctcog.org
May 14, 2020	RTC Action
May 18, 2020	BUILD Application Submittal Deadline - www.grants.gov
May 28, 2020	Executive Board Endorsement (NCTCOG Projects)

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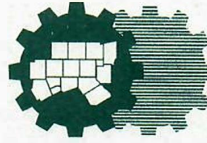
Shannon Stevenson

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sstevenson@nctcog.org

March 27, 2020

Surface Transportation Technical Committee

Information Item – Program Overview and Notice of Funding Availability



North Central Texas Council Of Governments

TO: Regional Transportation Council
 (Primary and Alternate Members)
 Mayors, City Managers
 Surface Transportation Technical Committee
 County Sheriffs, Police Chiefs, Fire Chiefs
 Medical Examiners and Transportation Providers

DATE: March 31, 2020

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

SUBJECT: Postponement Announcement for the May 2020 Traffic Incident Management
 Executive Level Course

As the Metropolitan Planning Organization for the Dallas-Fort Worth area, the North Central Texas Council of Governments (NCTCOG) developed Traffic Incident Management (TIM) Training courses to initiate a common, coordinated response to traffic incidents that will build partnerships, enhance safety for emergency personnel, reduce upstream traffic accidents, improve the efficiency of the transportation system, and improve air quality in the Dallas-Fort Worth region. In 2018, the 16-county Dallas-Fort Worth region experienced 122,126 total reportable crashes, of which 42,510 were injury crashes, and 678 were fatal crashes. These statistics prove that training for agencies responsible for managing and clearing traffic incidents is extremely important and have demonstrated the ability to improve responder and motorist safety and to significantly reduce the length and size of roadway closures.

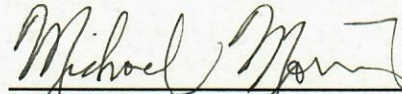
Since February 2003, 116 classes have been offered at the first responder level to 3,240 students in the areas of police, fire, department of public safety, towing, EMS, Mobility Assistance Patrol, transportation agencies, and media representatives. Additionally, since February 2005, 29 classes have been offered at the executive level to 1,027 decision and policy makers. For your reference, summaries of the regional attendance levels for the First Responder and Manager Course and the Executive Level Course can be found on NCTCOG's Traffic Incident Management Training web page <https://www.nctcog.org/TIM>.

Although the NCTCOG TIM training has been very successful, it can be even more successful with the assistance and continual involvement of decision makers such as you. In order to have compliance at the first responder level, it is of vital importance that agency decision makers have an understanding of what is required of all responders during an incident; this includes police officers, fire fighters, tow truck operators, roadway construction crews, and mobility assistance crews, etc. Understanding the importance of incident management training, the Texas Commission on Fire Protection passed Rule 435.29 in July 2015, which requires completion of a minimum four-hour Federal Highway Administration (FHWA) Traffic Incident Management program or equivalent program for all certified firefighters before December 1, 2020. Additionally, TCOLE incorporated a four-hour TIM training component into the Basic Peace Officer Course curriculum for new cadets/recruits effective April 1, 2020. It is important to note that the NCTCOG TIM Training Course is equivalent to the course offered by FHWA. Course participants can also earn continuing education credit for Texas Commission on Law Enforcement, Track Type II Fire, and Texas Department of State Health Services for EMS.

March 31, 2020

The Executive Level Course provides you with an overview of the two-day First Responder and Manager Course. Additionally, the Executive Level Course includes a preview of the updated ANSI vest standards. Those agencies that have participated in the training prior to 2013 are strongly encouraged to attend again, as major course updates have occurred since then, as well as updates to legislation and best practices. Important to note is that agency attendance at the NCTCOG TIM training, between 2013 to the present is a scoring component in the 2020 Incident Management Equipment Purchase Call for Projects (CFP).

In a previous memo dated March 6, 2020, you were invited to attend the upcoming Traffic Incident Management Executive Level Course scheduled for Thursday, May 7, from 10 am to 12 pm in the NCTCOG Transportation Council Room (616 Six Flags Drive, Centerpoint II, Arlington, Texas). Due to concerns and restrictions related to COVID-19, the May 7th training has been postponed until further notice. Please contact Barbara Walsh at bwalsh@nctcog.org if you have any questions regarding this postponement.



Michael Morris, P.E.

CF:bw

cc: Natalie Bettger, Senior Program Manager, NCTCOG
Assistant Fire Chief John Glover, Town of Flower Mound Fire Department
Lieutenant Daniel Plumer, Dallas County Sheriff's Department

Overview of Actions Affecting Eastern/Western Funding Shares (\$ in Millions)

Date	Projects/Programs	Relevant Actions		Cumulative Total	
		West	East	West	East
Mar-13	Final SAFETEA-LU East-West Equity Total	\$649.76	\$1,558.48	\$649.76	\$1,558.48
Jan-16	Final MAP-21 East-West Equity Total	\$320.98	\$847.62	\$970.74	\$2,406.10
Dec-16	FY 2017-2026 Regional 10-Year Planning Effort - Category 2 Funds (Transfer from the East to the West)	\$100.00	(\$100.00)	\$1,070.74	\$2,306.10
Oct-17	Transportation Alternatives Set-Aside funding for a project in Hunt County (City of Quinlan) awarded through the Statewide TA Set-Aside Call for Projects as approved by the Texas Transportation Commission in October 2017 (Minute Order #115076)	\$0.00	\$0.30	\$1,070.74	\$2,306.40
Dec-17	Category 12 funding for various overpass reconstruction projects along the IH 30 corridor in Hunt County as approved in the December 2017 update to Unified Transportation Program (UTP)	\$0.00	\$102.00	\$1,070.74	\$2,408.40
Sep-18	Category 12 funding for the construction of an interchange at IH 45 and FM 664 in Ellis County as approved in the 2019 Unified Transportation Program (UTP)	\$0.00	\$34.00	\$1,070.74	\$2,442.40
Dec-18	Transfer of Regional Toll Revenue (RTR) funds from the East to the West as approved by the RTC in December 2018 through the CMAQ/STBG: Strategic Partnerships Round 3/Intersection Improvements/MTP Policy Bundle TDC Program	\$5.80	(\$5.80)	\$1,076.54	\$2,436.60
Aug-19	Category 12 Clear Lanes funding for various projects in the region was awarded 69% East/31% West instead of being split 68% East/32% West, which gave the East a small amount of additional revenue compared to the West	\$0.00	\$33.59	\$1,076.54	\$2,470.19
Aug-19	Category 12 Strategic Priority funding for various projects in the East (IH 30 in Dallas County, IH 35 in Denton County, and IH 30 in Hunt County) and in the West (Southeast Connector in Tarrant County and SH 170 in Denton/Tarrant Counties) as approved in the 2020 Unified Transportation Program (UTP)	\$208.33	\$1,018.85	\$1,284.87	\$3,489.04
Jan-20	Transportation Alternatives (TA) Set-Aside funding for projects in Dallas County (City of Balch Springs) and Parker County (City of Hudson Oaks) awarded through the Statewide Safe Routes to School (SRTS) and TA Set-Aside Calls for Projects as approved by the Texas Transportation Commission in January 2020 (Minute Order #115662)	\$2.13	\$0.96	\$1,287.00	\$3,490.00
Updated FAST Act Equity Percentage Share as of March 2020				26.94%	73.06%

Cumulative East-West Equity Share	Cumulative Total	
	West	East
Cumulative Total	\$1,287.00	\$3,490.00
Cumulative Percentage Shares	26.94%	73.06%
RTC Approved Target Shares	32%	68%

Revised MTP Policy Bundle Fact Sheet – Round 4

Must my entity complete a new Application?

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

How many TDCs will be available?

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

When can I request an Application?

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

How do I request an Application?

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

How long do we have to use any TDCs awarded?

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

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

What type of projects are eligible?

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

Timeline for MTP Policy Bundle – Round 4:

Due to current events and the shift in focus for many agencies, the MTP Policy Bundle final deadline has been moved to **June 30, 2020**.

The change in final deadline will allow agencies additional time to prepare applications, and NCTCOG staff additional time to review them. Thank you for your patience during this period of uncertainty.

March 20, 2020	April 27, 2020 June 30, 2020	June 2020 September 2020
Applications due for those requesting NCTCOG assistance	Policy Bundle – Round 4 Application Deadline	Regional Transportation Council Approval of Policy Bundle Awards



Department of Energy
Washington, DC 20585

March 24, 2020

Ms. Lori Clark
Clean Cities Coordinator
Dallas-Fort Worth Clean Cities Coalition
North Central Texas Council of Governments
P.O. Box 5888
Arlington, TX 76005-5888

Dear Lori,

The Department of Energy's Vehicle Technologies Office would like to thank you for conducting a very informative and compelling briefing for our Clean Cities leadership team via webinar on November 19, 2019. We are pleased to inform you that the Dallas-Fort Worth Clean Cities Coalition's request for re-designation as an official member of the national network of Clean Cities coalitions has been approved (effective date November 19, 2019). This re-designation is valid for a period of four years, or until notified otherwise. Please remember that your coalition must remain actively engaged in stakeholder support activities and other important duties as outlined in the attached *Active and Effective Clean Cities Coalitions Requirements Checklist*, to remain in good standing.

As demonstrated in the webinar, the coalition has an active and engaged host agency, the North Central Texas Council of Governments, which provides strong financial backing and staffing support. We commend you for holding quarterly coalition meetings and for consistently hosting events that encompass a range of alternative fuels. We applaud you for taking a leadership role in Texas regarding the Volkswagen settlement, and for your work with colleagues in Texas and Louisiana to develop a ZEV corridor.

In assessing the coalition's effectiveness, we also conducted telephone interviews prior to the webinar with a number of Dallas-Fort Worth Clean Cities Coalition stakeholders. They praised you for your resourcefulness and responsiveness, and for your willingness to work with stakeholders in a can-do manner. They were grateful to the coalition for providing numerous training opportunities on alternative fuel vehicles and technology deployment, and for bringing them together with the right contacts and partners for funding opportunities.

Based on the stakeholder responses, and the information presented in the webinar, we believe that the Dallas-Fort Worth Clean Cities Coalition can continue to play a major role in improving transportation energy efficiency and advancing affordable domestic transportation fuels and technologies in the region in the coming years.

To ensure the continuing success of the Dallas-Fort Worth Clean Cities Coalition, we present the following suggestions:

- Many coalitions have had great success in working with school districts, and introducing them to alternative fuels such as propane. Continue to reach out to those school districts that are not yet using alternative fuels, and publicize the successes of those that have made the switch, stressing the financial and operational benefits available. Consider joining with the other Texas coalitions, and the Propane Council of Texas, to create a statewide alternative fuel school bus users group, so school districts can communicate with each other regarding their experiences. You may wish to contact Elizabeth Munger, Lone Star Clean Fuels Alliance coordinator, for information on a highly successful propane roundtable for school districts that her coalition held last year. Elizabeth can be reached at elizabeth@lonestarcfa.org or 512-694-1004.
- Reach out to the Environmental Protection Agency's Diesel Collaboratives for potential new stakeholders with medium-duty and heavy-duty vehicle applications. Many fleets operate in multiple states, and may be participating in one or more EPA regions.
- Wendy Dafoe of the National Renewable Energy Laboratory (NREL) will follow up with you regarding developing case studies on longevity with alternative fuel fleet vehicles. Should you wish to contact Wendy directly, she can be reached at wendy.dafoe@nrel.gov or 303-275-4470.
- As you pursue activities related to alternative fuels and efficiency in the freight sector, please keep Marcy Rood of Argonne National Laboratory (ANL) apprised. ANL may be able to provide expertise in the area of modeling. Marcy can be reached at mrOOD@anl.gov or 217-413-8446.

Congratulations on the good work you continue to do with the Dallas-Fort Worth Clean Cities Coalition. Thank you for your ongoing commitment to Clean Cities, and for hosting the recent and highly successful Coordinator 101 training sessions.

Sincerely,

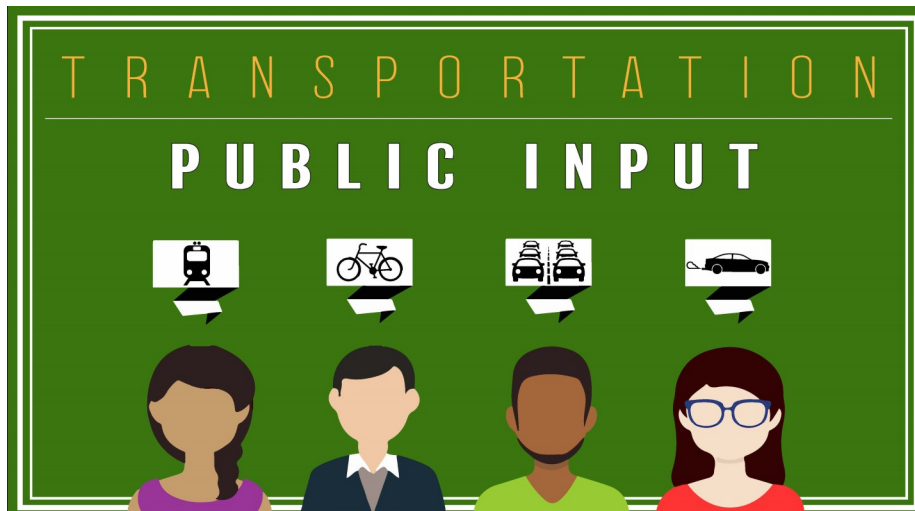


Dennis A. Smith
National Clean Cities Director



Linda Bluestein
National Clean Cities Co-Director

C: Michael Morris, Director of Transportation, North Central Texas Council of Governments
 Dan Kessler, Asst. Director of Transportation, North Central Texas Council of Governments
 Chris Klaus, Senior Program Manager, North Central Texas Council of Governments
 Neil Kirschner, Regional Manager, Southeast Region
 Wendy Dafoe, Clean Cities Task Leader, National Renewable Energy Laboratory
 Marcy Rood, Principal Environmental Transportation Analyst, Argonne National Laboratory
 Ellen Bourbon, Senior Energy Policy Analyst, Allegheny Science & Technology



WHAT DO YOU THINK? TELL US.

Information will be posted online at www.nctcog.org/input for public review and comment **May 11 - June 9, 2020**. To request printed copies of the information, call 817-608-2365 or email cbaylor@nctcog.org.

10-Year Plan Update

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. An updated draft of the project list out to Fiscal Year 2030 will be presented for review and comment.

Mobility 2045 Update: The Metropolitan Transportation Plan for North Central Texas

One of the primary responsibilities of a Metropolitan Planning Organization is the development and maintenance of a Metropolitan Transportation Plan (MTP). NCTCOG staff has initiated the development of an update to the current MTP, Mobility 2045, and will provide an overview and proposed timeline for the Plan.

2020 Ozone Season and Transportation Trends

As the region enters the peak of ozone season, attainment of both the 2008 and 2015 air quality standards remains critical. An update on ozone monitor readings as well as impacts from COVID-19 on the transportation system will be provided.

EV and NG Data Collection Project

Staff will give an update on two upcoming fleet data collection projects for natural gas and electric vehicles. The natural gas vehicle data will be used to compare natural gas maintenance costs to those of diesel vehicles in order to help fleets make more informed decisions about future purchases. The electric vehicle project will focus on understanding vehicle and charging station patterns and performance data that will aid research planning.

RESOURCES AND INFORMATION

- Regional Smoking Vehicle Program (RSVP): www.smokingvehicle.net
- Vehicle Incentives & Funding Opportunities: www.nctcog.org/agfunding
- Interactive Public Input: Map Your Experience: www.nctcog.org/mapyourexperience
- New Air Quality Handbooks: www.nctcog.org/airquality

WWW.NCTCOG.ORG/INPUT



NCTCOGtrans



North Central Texas
Council of Governments

REGIONAL TRANSPORTATION ONLINE INPUT OPPORTUNITY

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

Submit comments and questions to NCTCOG:

Email: transinfo@nctcog.org

Website: www.nctcog.org/input

Fax: 817-640-3028

Phone: 817-695-9240

Mail: P.O. Box 5888

Arlington, TX 76005-5888

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

PUBLIC COMMENTS REPORT

WRITTEN COMMENTS SUBMITTED BY WEBSITE, EMAIL & SOCIAL MEDIA

Purpose

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

This report is a compilation of general public comments submitted by members of the public from Thursday, February 20, through Thursday, March 19. 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. Transit comments related to the expansion of service were in the majority.

Air Quality

Email –

1. Beverly Townsley

City dump-like truck #2040310 exhaust is terrible. Made me sick. 2/13/20 at 8:30 am on Chisholm Trail Parkway. Please have this truck checked. Thank You.

Ms. Townsley,

Thank you for submitting a report of a smoking vehicle that was driving on Chisholm Trail Parkway. As you may be aware, we have a specific program dedicated to helping inform the public that their vehicles may be emitting excessive smoke from their tailpipe. Citizens like yourself are crucial in not only helping spread program awareness of the Regional Smoking Vehicle Program (RSVP) but are also part of the air quality solution by helping to reduce the amount of excessively smoking vehicles on our roadways.

Through our website, www.smokingvehicle.net and phone reporting at 817-704-2522, vehicles can be directly reported by providing:

1. City
2. Cross streets
3. Texas License plate number
4. Date/Time

5. Type of Vehicle

Once an anonymous report is submitted, the vehicle owner is mailed a letter informing them that their vehicle may be smoking excessively. The letter also contains suggestions and steps to help mitigate their vehicles impact on regional air quality.

Please don't hesitate to reach out to us again if you have any questions.

This was the City's vehicle.

Ms. Townsley,

Any vehicle with a valid Texas license plate can be reported via our website and our telephone hotline, including city vehicles (dump trucks, buses, school buses etc.).

Alternative Fuels

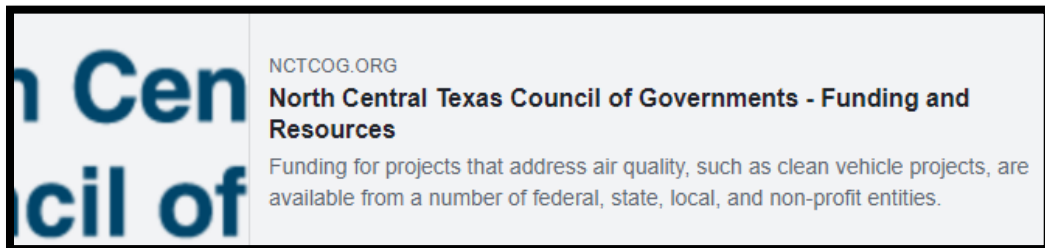
Facebook –

1. Call for Partners for North Texas Fleets Interested in Deploying AFVs

NCTCOG Transportation Department, through the Dallas-Fort Worth Clean Cities coalition, has opened a Call for Partners to solicit North Texas Fleets to work with NCTCOG on implementing an alternative fuel vehicle (AFV) deployment project involving public sector fleets. All fleets must be located within the 10-county ozone nonattainment area.

Responses must be received, in-hand, by 5:00 p.m., Friday, March 27th, 2020. Applications received after this time will not be considered and will be returned to the applicant unopened; postmarked by the published deadline does not constitute an on-time application.

For additional information on this project and how to apply, please visit: www.nctcog.org/aqfunding and look under "Hot Topics". If you would like to contact us, or have any questions, please contact cleancities@nctcog.org. – Texas NGV Alliance



2. Don't miss this meeting at NCTCOG Transportation Department:

Join DFWCC and the NAFA South Central Chapter to discuss the benefits of alternative fuels, alternative fuel vehicle availability, and tools to evaluate whether alternative fuels are a good fit for your fleet.

We are looking for alternative fuel vehicles for the ride and drive portion of our event! Contact DFWCC staff at cleancities@nctcog.org to make arrangements.

Date: March 25

Time: 9:00 am to 1:00 pm

Location: 616 Six Flags Dr. Arlington, Texas 76011 - Transportation Council Room

To Register:

<https://www.dfwcleancities.org/.../nafa-dfw-clean-cities-meet...> – Texas NGV Alliance



The advertisement features a graphic on the left showing a city skyline with a water tower and a car. Below the graphic is the text "Dallas-Fort Worth CLEAN CITIES". To the right of the graphic, the text reads: "DFWCLEANCITIES.ORG", "NAFA & DFW Clean Cities Meeting", and "Join DFWCC and the NAFA South Central Chapter to discuss the benefits of alternative fuels, alternative fuel vehicle availability, and tools to evaluate whether alternative fuels are a good fit for your fleet. After the meeting, participate in an interactive display of various alternative fuel vehic..."

Aviation

Twitter –

1. #319 @navcanada selects @UniFlyUTMS, BlueBird wins big UAS order, Texas trains new drone pilots, mystery drone emails, shooting the Golden Gate Bridge, students develop drones for environmental studies: <http://bit.ly/3ccNMP3> @NCTCOGtrans - UAVdigest (@UAVDigest)



Bicycle & Pedestrian

Facebook –

1. It is going to be the perfect day to check out the NCTCOG Transportation Department's Regional Trail of the Month, the Dallas SoPac Trail!! Check out the video of this beautiful trail at <https://www.nctcog.org/trans/plan/bikeped/veloweb/bikeweb> – BikeDFW

<p>n Cen ncil of</p>	<p>NCTCOG.ORG North Central Texas Council of Governments - Local Trails Websites The DFW metropolitan planning area has approximately 775 miles of existing trails and many more miles funded for construction. Residents and visitors to the region can utilize these trails for both transportation and exercise. Learn...</p>
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2. Happy First Day of Spring! Though we're all practicing social distancing, you can still celebrate by going for a walk or bike ride. Just be sure to be mindful of others. 🌸🌺🌻 – NCTCOG Transportation Department



I've seen more people walking and riding bicycles here in Lantana in Denton County over the past week than I have in a long time! – Paul McManus

We love to hear it! – NCTCOG Transportation Department

Innovative Vehicles & Technology

Twitter –

1. I'm starting a petition and sending it to @TxDOT and NTTA @TollTagNews. What do we need to do to get air gondolas like Disney Skyliner all over DFW highways? Limited median interference. Existing right of way. Small carbon footprint. I want lane-mile comparisons. #FlyMetroplex – Justin Bond (@JustinPBond)



@NCTCOGtrans @NCTCOG_Official Has there ever been discussion on this? Thinking back to my days in EconDev and City planning I know your crew was a major driver in what could be possible for DFW mobility. Surely I'm not the first to think of this wacko thought. – Justin Bond (@JustinPBond)

Hi, Justin! Our apologies on the delayed response. Working on getting more information for you. – NCTCOGTransportation (@NCTCOGtrans)

OK, so the short of it is we did not find the gondolas to be an appropriate technology for efficient and effective movement of people and goods. – NCTCOGTransportation (@NCTCOGtrans)

They were considered as part of our Midtown people mover project, but they didn't make the cut due to lack of capacity (they operate slowly and cannot carry large loads). Environmental conditions (especially wind and rain) were also a barrier. – NCTCOGTransportation (@NCTCOGtrans)

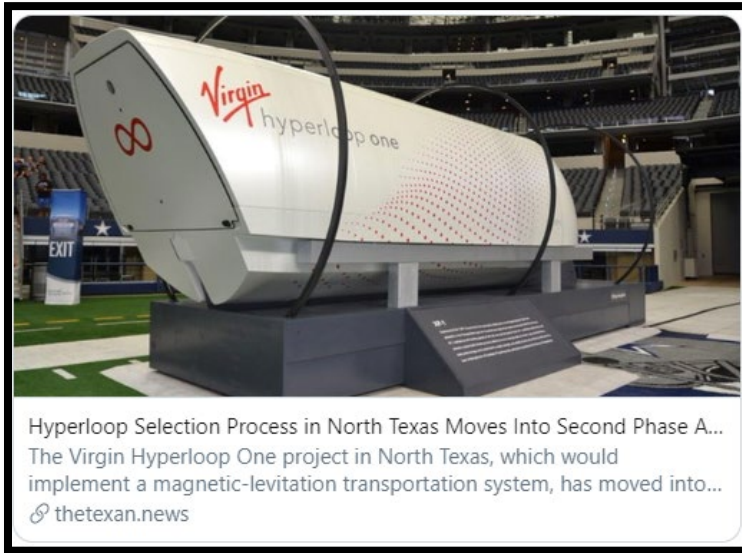
Thanks! I continued my research as well and can see where that would be the conclusion. I hope however that we see improvement in this technology over time as I'm still convinced by its compatibility with our transit system and potential for regional application in DFW. – Justin Bond (@JustinPBond)

2. How about following Foxx's lead when @USDOT and offering serious funding for an Innovation Challenge? – LegacyConnect (@LegacyConnectMe)



3. Hyperloop Selection Process in North Texas Moves Into Second Phase
<https://thetexan.news/hyperloop-selection-process-in-north-texas-moves-into-second-phase->

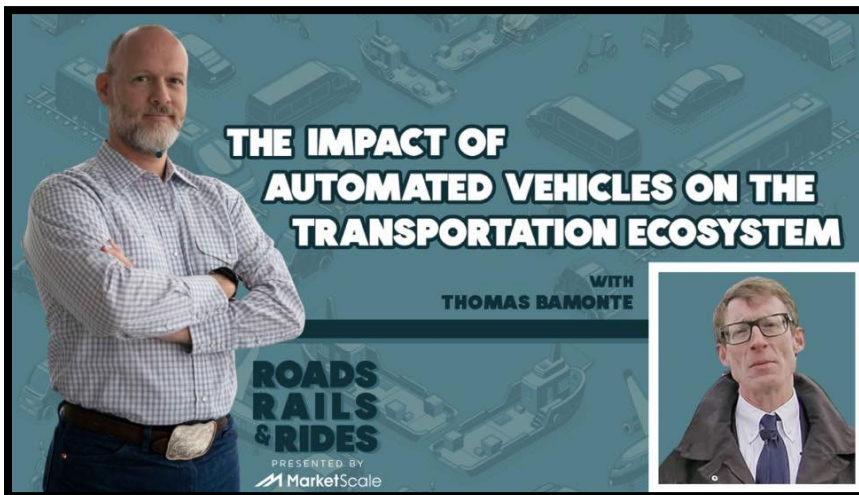
amid-some-opposition/ @NCTCOGtrans @CityOfDallas @DFWAirport – Lee M. Kleinman (@LeeforDallas)



4. The latest episode of Roads Rails & Rides is out now! I sit down with @TomBamonte of the @NCTCOGtrans to discuss automated vehicles and their future in North Texas. Join us for the discussion! #roadsrailsandrides – roads_rails_rides (@RailesRides)

Facebook –

1. The latest episode of Roads Rails & Rides is out now! I sit down with Thomas Bamonte of the NCTCOG Transportation Department to discuss automated vehicles and their future in North Texas. Join us for the discussion! #roadsrailsandrides



Programs

Email –

1. viperboy0098

Hello, the website I have been referred when I asked about how pricing is determined states “TEXpress Lanes use variable congestion-management pricing to help manage traffic flow and provide faster, more predictable travel. Roadside equipment recalculates real-time prices every 5 minutes, 24 hours a day, aiming to ensure the lanes are moving at 50 mph or faster.”

I find this interesting because I am always able to sustain a speed of 70+ from end to end. For example at 6:30 this morning, ofcourse with tons of people not going to work and such, traffic is super light, but it was still over 6\$ to go through the entire section. The traffic load was the same as when it was at 7am yesterday morning and the day prior. Is there simply a timing structure at which you guys use to vary rates based on expected demand as opposed to the above statement?

Projects & Planning

Twitter –

1. The only kind of new road we should allow. Impressive that it will stretch 40 miles after hitting Celina. – Nathaniel Barrett (@ncoxbarrett)

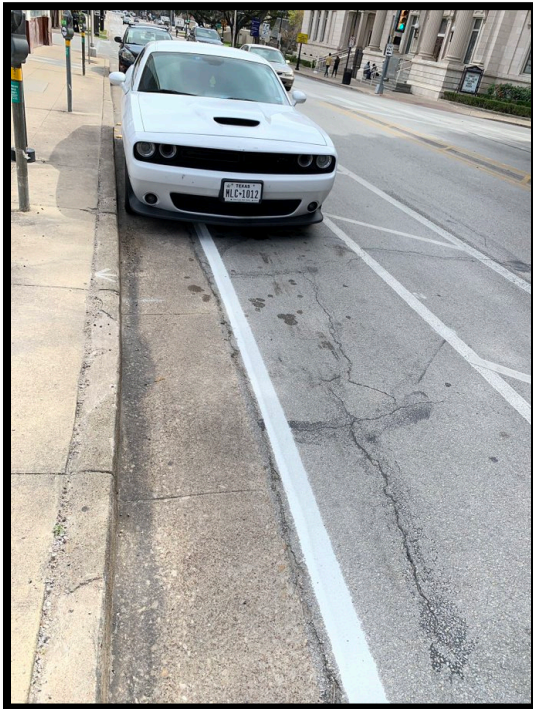


2. TFW @NCTCOGtrans funds a \$30 million parking garage over 1 mile walking distance across Central from nearest DART rail station as part of a new program. 🏠🏠🏠🏠🏠🏠🏠
Could have built out most of Dallas bike/micro-mobility lanes for same price. 🧑 1/ – Wylie H Dallas (@Wylie_H_Dallas)

Watch this debate, lead by Michael Morris. So much misleading info. This is @nctcog at its worst. <https://nctcog.org/nctcg/media/Transportation/Committees/RTC/2020/agenda-packet-feb.pdf> <https://nctcog.swagit.com/play/02272020-674> 2/ – Wylie H Dallas (@Wylie_H_Dallas)

If this debate accurately reflects the future of transit planning in North Texas, we are in very serious trouble. What a mess. Exhibit A in making the case for rebooting @NCTCOG. 3/ – Wylie H Dallas (@Wylie_H_Dallas)

@CityOfDallas doesn't know how to design Bike Lanes.... this is the new project on Harwood between Farmers Market & Downtown...they've left parking meters so cars are blocking the Bike Lane 🙄 @DavidBlewettD14 – I PROBABLY DON'T LIKE YOU (@Dallas104)



They also recently removed the bike lanes on Main St. connecting downtown and Deep Ellum to allow for more parking. As a result, both pedestrians and bicyclists are now forced into motor vehicle lanes due to the absence of sidewalks. – Wylie H Dallas (@Wylie_H_Dallas)

Ah yes...I recall seeing that awesome project as well! – I PROBABLY DON'T LIKE YOU (@Dallas104)

3. In celebration of North Texas having transportation infrastructure ranking near the bottom in terms of efficiency, on Feb 27 @NCTCOGtrans awarded \$30 mil for construction of a parking garage in a private Collin County development over 1 mile away from nearest light rail station. – Wylie H Dallas (@Wylie_H_Dallas)



Where? – David Salazar (@eltoca03)

The garage is built in the midst of a private mixed-used redevelopment of Collin Creek Mall. – Wylie H Dallas (@Wylie_H_Dallas)

So wrong on so many levels for so long. #WeCanDoBetter – Marcos Ronquillo (@MGRonquillo)

Putting aside the car-centric theme of this... What did public get for this public support of a private venture? – Edward Scott HOF LAND (@ScottHofland)

Nothing, best I can tell. – Wylie H Dallas (@Wylie_H_Dallas)

Public Meetings & Forums

Twitter –

1. Attending the February meeting of the Regional Transportation Council (RTC) of the North Central Texas Council of Governments (NCTCOG). Here is web link to the RTC meetings: <https://nctcog.org/trans/about/committees/regional-transportation-council/meetings>
@TrinityMetro @CityofFortWorth @NCTCOGtrans – Sal Espino (@SAL_FW)



Transit

Email –

1. Laura Ragland

Can the DART orange line extended service to Plano begin earlier in the morning on weekdays

Twitter –

1. ICYMI on demand ZIPZONE service arriving in @CityofCrowley this spring. @TrinityMetro continues to provide more mobility options through partnerships w/cities, @TarrantCountyTX & @NCTCOGtrans. Thank you Comm @RoyCBrooks for your leadership! – Sal Espino (@SAL_FW)



On-demand ZIPZONE arriving in Crowley this spring
Trinity Metro and the City of Crowley are partnering to
provide a new transportation option to Crowley ...
[fortworthtexas.gov](https://www.fortworthtexas.gov)

2. Learn about how transit could change in Fort Worth. @CityofFortWorth @TrinityMetro @TarrantTransit @NCTCOGtrans – Sal Espino (@SAL_FW)



3. Great news for TEXRail and a future extension into the Medical District in the @nearsouthside. @TrinityMetro @CityofFortWorth @TarrantCountyTX @TarrantTransit - @NCTCOGtrans – Sal Espino (@SAL_FW)

Rep. Kay Granger @RepKayGranger · Feb 28

Fort Worth's economy is booming and #TX12 deserves infrastructure that keeps our momentum moving. After @TrinityMetro's TEXRail opened on time and under budget, I supported TEXRail's further expansion into the Medical District. So proud to announce today that's becoming reality.

Granger Announces Extension of TEXRail Commuter Train

February 28, 2020 | Press Release

WASHINGTON – Congresswoman Kay Granger (R-TX), top Republican on the House Appropriations Committee, announced today that Trinity Metro, previously known as Fort Worth Transportation Authority (FWTA), was authorized to use \$38.9 million of leftover Department of Transportation (DOT)-Federal Transit Administration (FTA) grant funds to extend TEXRail two more miles into the Fort Worth Medical District.

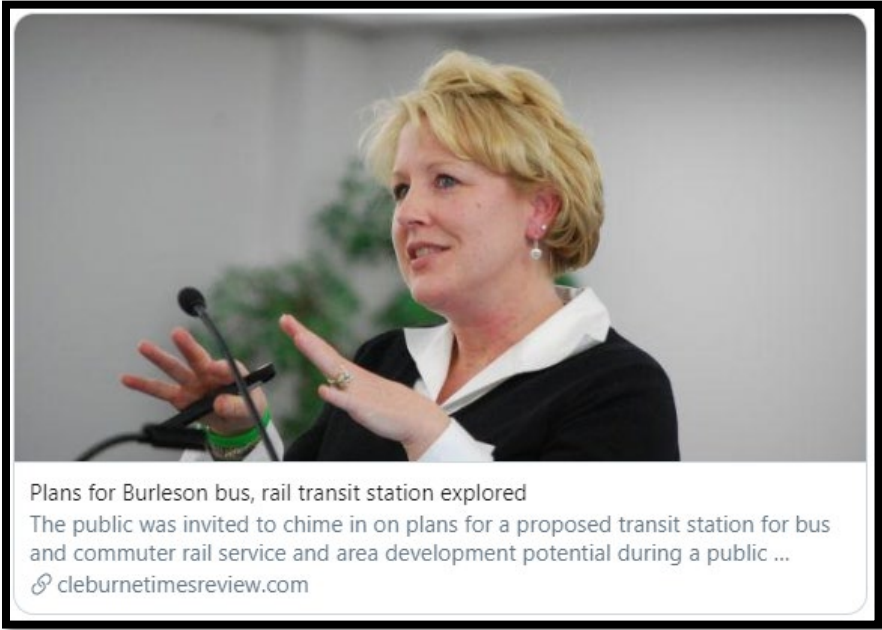
"As the economy of the Fort Worth area continues to boom, North Texans deserve infrastructure that keeps pace with our region's rapid development. Five years ago, I advocated strongly on behalf of Trinity Metro to secure a \$500 million grant to build TEXRail, a 26.8 mile commuter rail line extending from downtown Fort Worth across Tarrant County, through North Richland Hills and

4. Come join us tomorrow, Tues, 3/4 @ 8:30 am, Fort Worth Central Station for update on @TrinityMetro & transit. @CityofFortWorth @TarrantCountyTX @trtcmobility @NCTCOGtrans – Sal Espino (@SAL_FW)



5. Really want to see more commuter rail planned to surrounding cities/towns, even if some cannot be achieved for years: Denton, Cleburne, Haslet, Roanoke, Aledo/Weatherford, Mansfield, Rhome/Decatur. The earlier everyone knows routes, the better can plan land use/transport around. – Andrew Blake (@andrewcblake)

@NCTCOGtrans Mobility 2045 and the Cities Comprehensive Plan both have a few options on potential future routes. @CityofBurleson has TOD plans in place. – Fort Worth Urban (@UrbanFortWorth)



Facebook –

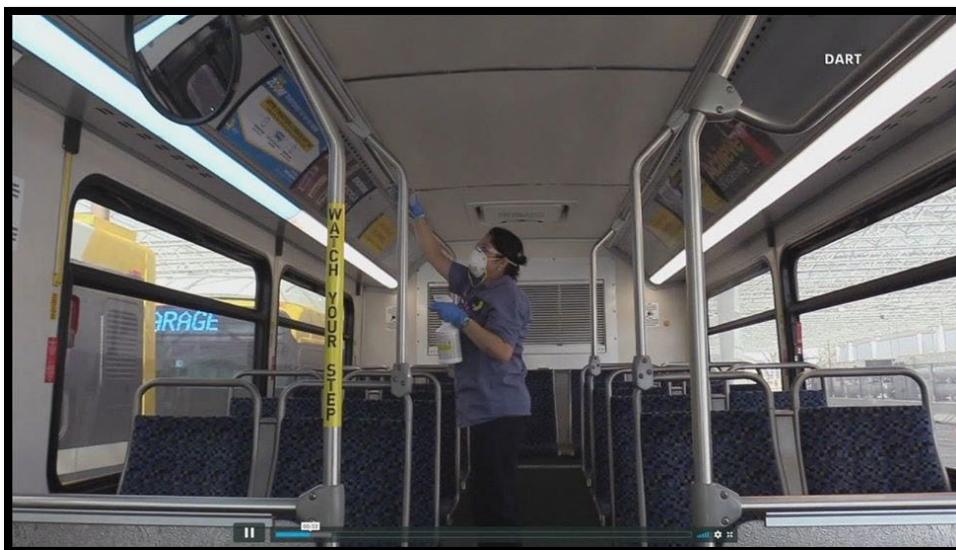
1. DART's interactive kiosks aim to make you safer and better-connected: <http://bit.ly/2SZUDm2>
– NCTCOG Transportation Department



For everyone reading this post, riding DART's (as well as Trinity Metro's and DCTA's) buses and trains whenever possible make for terrific and relaxing ways to help reduce car traffic and road congestion, as well as to help improve air quality and regional mobility as DFW continues to grow very rapidly! – Paul McManus

2. We know we're not a health department, but this seems like a good time to remind you to wash your hands. 🧼

DART conducts enhanced cleaning on trains, buses amid coronavirus concerns: <http://bit.ly/3cNXrM4>. – NCTCOG Transportation Department



Other

Email –

1. William Cole

I'm looking for the most recent commuter population estimate for Greenville. I believe this number would be somewhat higher than our actual resident population.

Mr. Cole,

The latest data that we have related to commuter population in Greenville, TX corresponds to 2016. For this year, the number of workers was 19,140 while the population was 26,305. The source of these estimations is the Census American Community Survey 2012-2016.

Please let me know in you need further assistance.

Twitter –

1. Hopefully we can lighten up your day by wishing you a very lucky St. Patrick's Day! #StPatricksDay2020 Four leaf clover – NCTCOGTransportation (@NCTCOGtrans)



Michael Morris message falls dud. But I regress. – Linda Ld Thornton, APR (@LindaLdThornton)

Facebook –

1. Happy Friday, y'all! Don't forget we spring forward (lose an hour of sleep) this Sunday. Prepare now so that you're not driving drowsy Monday morning. 😊 – NCTCOG Transportation Department



I HATE THE TIME CHANGE!!!! – JoAnn Lucero

2. We want to give a special shout out to GPS Insight! Because of their sponsorship, we're able to host workshops, create educational materials and more. Thank you! – NCTCOG Transportation Department



We're glad we can help! – GPS Insight



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

April 2020

Census Bureau extends participation deadline

Dallas-Fort Worth has been one of the fastest-growing regions for many years, according to population projections. It is time for residents to make sure they are counted as part of the US Census Bureau's official total. With the challenges posed by the ongoing COVID-19 pandemic, Americans have been given a little more time to enter their information. The deadline to respond has been extended from July 31 to August 14. People are encouraged to respond to the Census online by visiting www.2020census.gov.

The questionnaire can be completed in about 10 minutes and is safe and secure. The census results help determine congressional representation as well as the allocation of billions of dollars in federal funding in a variety of sectors, including education, transportation and healthcare. Dallas-Fort Worth is the fourth-largest metropolitan area in the country with a population of more than 7.5 million.

The region typically adds more than 1 million new residents every 10 years.



North Central Texas
Council of Governments

Department cancels in-person outreach for April

Spring is a time we look forward to every year for many reasons. Aside from warmer weather and longer days, we get excited to connect with you.

This spring is different from any other we can remember.

Due to the ongoing battle to help stop the spread of COVID-19, we will not be participating in any outreach events in April, and we encourage you to check with cities and organizations to stay updated on the latest developments.

While many events around the region are being canceled, the public health crisis has opened some new opportunities to engage remotely. For example, EarthX, the annual Earth Day celebration at Fair Park in Dallas, will be transformed into a virtual conference.

During these unusual times, we are committed to maintaining a dialogue with you, even if it has to be at a distance.

As always, there are many ways for you to remain engaged with us. One such opportunity will take place April 13, when we present a series of topics as part of an online public input opportunity.

Keep in touch by visiting www.nctcog.org/trans or finding us on social media, where you can post a comment or ask a question. We will be posting a series of educational activities on our website and social media sites in the coming days and weeks that may help children (and adults) learn more about transportation and have fun while doing so. And don't forget to keep an eye out for our fall outreach season.

We will be participating in several car care clinics, electric vehicle ride and drives and the Fort Worth Alliance Airshow.

We look forward to seeing you in person soon. Until then, stay healthy and safe.

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

Hyperloop certification center announcement anticipated soon

The North Central Texas Council of Governments has submitted a proposal to host Virgin Hyperloop One's Certification Center in the Dallas-Fort Worth area.

The proposed six-mile track and support buildings would serve as a testing ground for this futuristic technology before it is deployed to other parts of the country. North Texas is one of several regions across the nation vying for the center. If the bid is successful, the facility could be located along State Highway 360 and run to DFW Airport.

VHO is expected to announce in April which metropolitan areas will advance to the next phase of the selection process.

Transportation planners are also investigating the best high-speed transportation options between Dallas and Fort Worth, including Arlington, and from Fort Worth to Laredo. Standard high-speed rail and hyperloop technology are being examined in each case.

Trinity Metro to extend TEXRail to Fort Worth Medical District



Trinity Metro photo

The TEXRail commuter line could soon expand from downtown Fort-Worth to the medical district after the original project was completed under budget.

Trinity Metro is authorized to use remaining federal funds from the TEXRail project for an extension of the commuter rail line, after the project came in under budget.

The 27-mile route was completed on time and \$80.6 million under budget, with roughly half of those funds coming from the federal government.

The \$38.9 million in federal funds can now be used to extend TEXRail another 2.1 miles from the Fort Worth T&P Station to a new station in the Medical District.

In 2016, Trinity Metro and the Federal Transit Administration signed a \$499.39 million Full Funding Grant Agreement for the \$1.034 billion TEXRail project.

The new station will be located behind Baylor Scott & White All Saints Medical Center, by the Mistletoe neighborhood. Approximately 40,000 people work in or visit the Fort Worth Medical District, making it a good candidate for expansion.

A timeline for the extension has not been determined. Trinity Metro President and CEO Bob Baulsir said the first steps will be to define the scope and to undergo a competitive process of bids.

TEXRail began operating in January 2019, and the existing route runs between downtown Fort Worth and Dallas Fort Worth International Airport's Terminal B. The line has nine stations in Fort Worth, North Richland Hills and Grapevine.

— Submitted by Trinity Metro

CORONAVIRUS

Stay connected online during pandemic

Many changes have been made across the region and throughout the country to help in the fight against the COVID-19 pandemic.

Meetings are being canceled or postponed in some cases, while those that can be held remotely are being shifted online.

This is the case at NCTCOG, as well. The April 9 Regional Transportation Council meeting, scheduled for 1 pm, will be available exclusively online, at www.nctcog.org/video.

Additionally, instead of conducting a public meeting this month to update the region on transportation and air quality initiatives, NCTCOG will present an online input opportunity beginning April 13.

Residents can view the presentations and comment by visiting www.nctcog.org/input.

These adjustments give residents a chance to remain connected to regional planning efforts during this collective effort to stop the spread of this destructive virus.

Details on the online input opportunity are available on page 4.

REGIONALNews

VW settlement grant funding remains

The Texas Volkswagen Environmental Mitigation Program continues to accept applications for projects to replace or repower local freight, port drayage and refuse vehicles, in two separate funding opportunities.

Approximately \$8.7 million of the \$11 million in available funding remains for the replacement or repower of port drayage and local freight vehicles in the Dallas-Fort Worth priority area, with \$2.3 million already having been requested.

Almost \$6 million remains available for the replacement or repower of refuse vehicles in the Dallas-Fort Worth area; approximately \$2.5 million has already been requested.

Funding is available to public- and private-sector entities in the priority area, including the counties of Collin, Dallas, Denton, Ellis, Hood, Johnson, Kaufman, Parker, Rockwall, Tarrant and Wise. Grant funding is awarded on a first-come, first-served basis.

For questions email VWsettle@tceq.texas.gov or visit www.tceq.texas.gov/agency/trust.

N. Texas local government energy reporting

Political subdivisions, State agencies and institutions of higher education located in ozone nonattainment or near-nonattainment counties are required to submit a Local Government Energy Report to the State Energy Conservation Office (SECO), according to the Texas Health and Safety Code.

This report tracks annual electricity consumption and progress toward meeting the goal of a 5% reduction in annual electricity consumption. NCTCOG offers technical assistance to regional entities required to submit their annual report to SECO.

From the region, 28 entities submitted their Fiscal Year 2018 report to SECO. For Fiscal Year 2019, with the addition of technical assistance, over 70 entities submitted reports.

Learn more about the local government energy reporting requirements at <https://comptroller.texas.gov/programs/seco/reporting/local-gov.php>. For energy management resources and trainings visit NCTCOG's energy management program webpage at www.nctcog.org/envir/natural-resources/energy-efficiency.

Transportation Resources

Facebook

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Twitter.com/nctcogtrans

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YouTube.com/nctcogtrans

Instagram

Instagram.com/nctcogtrans

Publications

NCTCOG.org/trans/outreach/publications.asp

Partners

Dallas Area Rapid Transit
DART.org

**Denton County
Transportation Authority**
DCTA.net

North Texas Tollway Authority
NTTA.org

**Texas Department
of Transportation**
TxDOT.gov

Trinity Metro
RideTrinityMetro.org

By the Numbers

\$8.7 million

Available funding remains for the replacement or repower of port drayage and local freight vehicles in the Dallas-Fort Worth area.

PUBLIC *Involvement*

NCTCOG requests input on funding initiatives



Fort Worth area.

Residents are encouraged to provide their input at www.nctcog.org/input beginning April 13 and continuing through May 12.

Given the current health situation surrounding the COVID-19 pandemic, the NCTCOG Transportation Department has taken precautionary actions to protect the health of communities.

Staff will provide a status report on how the Department is continuing to work on important regional planning, programming and projects, as well as details on the attorney general's temporary suspension in the Open Meetings Act provisions.

Ensuring business continues to be conducted in an open and transparent manner, NCTCOG will post information about several regional planning efforts online for review.

Staff will provide an updated 10-Year Plan draft of major projects to be implemented by Fiscal Year 2026, topics to be included in the Congestion Management Process update and proposed funding recommendations for a competitive call for projects related to traffic incident management.

Additionally, the Texas Department of Transportation will provide information on an effort to assist people with disabilities in its planning activities and how residents can take an active role in making changes.

Finally, information on the Regional Smoking Vehicle Program, various vehicle incentives and Mobility Plan administrative revisions will be available.

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