Dallas-Fort Worth-Arlington, Lewisville-Denton and McKinney Transportation Management Area

Regional Transportation Council
January 11, 2018

<table>
<thead>
<tr>
<th>RONISHA HODGE, FTA-6</th>
<th>BARBARA C. MALEY, AICP, FHWA-TX</th>
</tr>
</thead>
<tbody>
<tr>
<td>COMMUNITY PLANNER</td>
<td>AIR QUALITY &amp; TRANSP. PLANNING COORDINATOR</td>
</tr>
</tbody>
</table>
Primary Activities

Site visit
Planning products
Public input
Report
Checkpoints and Contacts

(Formal) Checkpoints / Planning Products
- Unified Planning Work Program (UPWP)
- Metropolitan Transportation Plan (MTP)
- Statewide Transportation Improvement Program (STIP)
- Air Quality Conformity Determinations (AQ)

(Less formal) Contacts
- Meetings, WebEx, Conference calls, Emails, etc.
Focus

Compliance with Federal regulations

Challenges

Successes

Experiences
2017 Review

Summary statement

Based on our 2017 review, FHWA/FTA determined the ‘3-C’ metropolitan transportation planning process satisfies the provisions of 23 U.S.C. 134 and 49 U.S.C. 1607 and certified the DFW metropolitan transportation planning process
2017 Review

Elected Official Input
Site visit
Public Comment Period
Certification Action
Certification Report
Corrective Actions to Observations

In summary, there are

No Corrective Actions that the MPO must take to comply with Federal regulations

10 Recommendations (that warrant attention and follow-up)

24 Commendations

2 Observations
Recommendations (10)

Transportation Improvement Program
List of Obligated Projects
Freight (2)
Transportation Safety (6)
Commendations (24)

- MPO Structure and Agreements
- Unified Planning Work Program
- Metropolitan Transportation Plan
- Transit Planning (2)
- Transportation Improvement Program
- Public Participation (2)
- Civil Rights, Title VI, etc. (3)
Commendations (cont’d)

Freight

Environmental Mitigation / Planning Environmental Linkage (2)

Transportation Safety

Nonmotorized Planning / Livability (4)

Travel Demand Forecasting

Air Quality Clean Air Act

Congestion Management Process / Management and Operations (3)
Observations (2)

Consultation and Coordination
Travel Demand Forecasting
Contacts

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2017-2018
CMAQ/STBG* FUNDING: FEDERAL/LOCAL FUNDING EXCHANGES

Regional Transportation Council
January 11, 2018

* Congestion Mitigation and Air Quality Improvement Program/
  Surface Transportation Block Grant
<table>
<thead>
<tr>
<th>STATUS</th>
<th>PROGRAM</th>
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<tbody>
<tr>
<td>□</td>
<td>Federal/Local Funding Exchanges</td>
</tr>
<tr>
<td>✔</td>
<td>Automated Vehicle Program (May bring back a Round 2 effort)</td>
</tr>
<tr>
<td>✔</td>
<td>Strategic Partnerships (May bring back a Round 2 effort)</td>
</tr>
<tr>
<td>✔</td>
<td>Planning and Other Studies</td>
</tr>
<tr>
<td>▼</td>
<td>10-Year Plan/Proposition 1 Adjustments</td>
</tr>
<tr>
<td>□</td>
<td>Sustainable Development Phase 4: Turnback Program, Context Sensitive, Transit Oriented Development (TOD) Projects</td>
</tr>
<tr>
<td>✔</td>
<td>Transit Program</td>
</tr>
<tr>
<td>□</td>
<td>Assessment Policy Programs/Projects</td>
</tr>
<tr>
<td>✔</td>
<td>Local Bond Program Partnerships</td>
</tr>
<tr>
<td>□</td>
<td>Safety, Innovative Construction, and Emergency Projects</td>
</tr>
<tr>
<td>□</td>
<td>Management and Operations (M&amp;O), NCTCOG-Implemented, and Regional/Air Quality Programs</td>
</tr>
</tbody>
</table>

✔ = Project Selection Completed  
■ = Pending STTC/Regional Transportation Council (RTC) Approval  
■ = Program Partially Completed
**CMAQ/STBG FUNDING PROGRAM: FEDERAL/LOCAL FUNDING EXCHANGES**

<table>
<thead>
<tr>
<th>Description/Purpose</th>
<th>To increase regional revenues through the exchange of federal funds and local funding. This effort establishes Phase 3 of the RTC/Local program.</th>
</tr>
</thead>
</table>
| Current Requests    | • DART TRIP Program (Done)  
• Glade Road/DFW Airport  
• TRE Local Swap  
• Kaufman County/City of Terrell |
| Next Steps          | DART TRIP Partnership approval received by RTC in March 2017; Need to execute agreement between DART and NCTCOG/RTC.  
Finalize details on other partnerships & bring back to committees for action. |
• Proposed projects were evaluated based upon:
  • RTC goals met by the projects:
    • Increase capacity of the transportation system
    • Improve safety
    • Reduce emissions
    • Add modes (i.e., multi-modal)
  • Return on investment
    • Amount of local funds to be collected over time
    • Timeframe in which local funds are received
# SUMMARY OF PROPOSED FUNDING EXCHANGES

DRAFT

<table>
<thead>
<tr>
<th>PROJECT</th>
<th>PARTNER(S)</th>
<th>PROPOSED FEDERAL FUNDING</th>
<th>PROPOSED LOCAL FUNDING</th>
</tr>
</thead>
<tbody>
<tr>
<td>Glade Road</td>
<td>DFW Airport</td>
<td>$5,088,837 (^2,3)</td>
<td>$5,088,837</td>
</tr>
<tr>
<td>TRE Local Swap</td>
<td>Cities of Arlington, Bedford, Euless, Grand Prairie, Haltom City, &amp; Hurst; DART &amp; FWTA</td>
<td>$3,400,000 (^4)</td>
<td>$1,680,975 (^5,6)</td>
</tr>
<tr>
<td>FM 148</td>
<td>City of Terrell</td>
<td>$8,600,000</td>
<td>$6,674,160 (^7)</td>
</tr>
<tr>
<td>Broadway Avenue</td>
<td>City of Haltom City</td>
<td>$5,975,212 (^2)</td>
<td>$5,975,212 (^8)</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td><strong>$23,064,049</strong></td>
<td><strong>$19,419,184</strong></td>
</tr>
</tbody>
</table>

1: Funds will not be added to the Transportation Improvement Program (TIP) until an agreement is executed with the partner(s).
2: Staff is proposing to use Transportation Development Credits (TDC) in lieu of a local match to maximize the amount of local funds collected.
3: Funds would be paid back in two installments. The first payment will occur once the Notice to Proceed (NTP) for construction is issued. The second payment will be made once construction is completed. The partnership is contingent upon approval by the DFW Airport Board, which is scheduled for January 4.
4: Federal funds would be given to DART & Fort Worth Transportation Authority (FWTA) for improvements to the TRE.
5: Partners each pay a portion of this amount determined by a survey conducted by NCTCOG.
6: Funding amount is the total to be paid over 3 years ($560,325 annually).
7: Funds would be paid back to the RTC over a period of 15 years through Terrell’s Pass Through Finance agreement with TxDOT.
8: Funds would be paid back to the RTC over a period of 10 years.
# TIMELINE

<table>
<thead>
<tr>
<th>MEETING/TASK</th>
<th>DATE</th>
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<tbody>
<tr>
<td>STTC Information</td>
<td>October 27, 2017</td>
</tr>
<tr>
<td>RTC Information</td>
<td>November 9, 2017</td>
</tr>
<tr>
<td>Public Meetings</td>
<td>November 2017</td>
</tr>
<tr>
<td>STTC Action</td>
<td>December 8, 2017</td>
</tr>
<tr>
<td>RTC Action</td>
<td>January 11, 2018</td>
</tr>
<tr>
<td>Executive Board – Action to receive and manage local funds</td>
<td>January 25, 2018</td>
</tr>
</tbody>
</table>
ACTIONS REQUESTED

• RTC approval of:
  • The proposed list of funding exchanges and projects to fund through the 2017-2018 CMAQ/STBG: Federal/Local Funding Exchanges Program (Reference Item 5.1)
  • Administratively amending the 2017-2020 Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and other planning/administrative documents to incorporate these changes.
QUESTIONS?

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Brian Dell
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bdell@nctcog.org
Conceptual Drawing

General Motors
Freight Mover System
Bridge Over SH 360
(View is Looking North)
EARLY SUCCESSES IN IMPLEMENTING THE COLLIN COUNTY ACTION PLAN

Regional Transportation Council
January 11, 2018
Michael Morris, P.E.
Director of Transportation
**Corridor 1 (Near Term):**
**US 75**
- Widening in Allen
- Ridgeview Drive Interchange
- PGBT Interchange Ramp Improvement
- Technology Lane

**Corridor 2 (Near Term):**
**Collin County Outer Loop**
- Staged construction of frontage roads

**Corridor 3 (Near Term):**
**US 380**
- Countywide Study
- McKinney Bypass

**Corridor 4 (Longer Term):**
**Collin County Strategic Transportation Initiative**
- Study of non-tolled north/south roadway needs and opportunities
Collin County Strategic Roadway Plan – West Corridor
Country Club Road/Woodbridge Parkway/Merritt Road – Parker Road to PGBT
Current Location/Type of Traffic Control Devices
“BIG PROJECTS”
IH 635 EAST UPDATE, 
IH 35W 3C UPDATE, AND 
COMMUNICATION PROGRAM WITH THE 
TEXAS LEGISLATURE

Michael Morris, P.E. 
Director of Transportation

Regional Transportation Council 
January 11, 2018
IH 35W 3C: US 287 TO EAGLE PARKWAY

$5 Million Partnership Match with $5 Million from TxDOT
RTC MEMBERS ATTEND
TEXAS TRANSPORTATION COMMISSION
MEETING ON JANUARY 25, 2018, AT 9:00 AM

Letter to Lieutenant Governor ✓
Letter to Legislative Delegation ✓
Letter to Texas Transportation Commission ✓
Conversations with Senators
Tolled Managed Lane Workshop Held in Washington, DC on January 7, 2018
Newspaper Editorials ✓
Results of Mr. Charles Emery’s Traffic Simulation Suggestion ✓
Results of Congestion Data in Other Texas Cities ✓
IH 35W 3C and IH 635 Phase 3 (January 25, 2018, Commission Meeting)
## Computer Simulation: Removal of Toll Facilities
### (Average Weekday in 2040)

<table>
<thead>
<tr>
<th>Performance Measure</th>
<th>Model Run</th>
<th>Change</th>
</tr>
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<tbody>
<tr>
<td></td>
<td>Mobility 2040</td>
<td>w/out Tolled Facilities</td>
</tr>
<tr>
<td>Vehicle-Hours of Travel</td>
<td>9,734,528</td>
<td>17,451,493</td>
</tr>
<tr>
<td>Average Speed (mph)</td>
<td>32.8</td>
<td>18.5</td>
</tr>
<tr>
<td>Vehicle-Hours Spent In Delay</td>
<td>3,587,038</td>
<td>10,979,607</td>
</tr>
<tr>
<td>Annual Cost of Congestion</td>
<td>$25,290,125,725</td>
<td>$77,410,839,304</td>
</tr>
</tbody>
</table>

Source: NCTCOG, January 2018
2040 Levels of Congestion/Delay

Cost of Congestion/Delay: $25.3 billion

*Congestion Index is based on a percent increase in travel time.
2040 Levels of Congestion/Delay
No Tolled Facilities

Cost of Congestion/Delay: $77.4 billion
Congestion Index is based on a percent increase in travel time.
Dallas-Fort Worth, Austin, Houston, and San Antonio
Comparison of Congestion Levels and Population

Sources: TomTom Traffic Index 2013, 2014, 2015 and 2016 Data;
North Central Texas Council of Governments
Mobility 2045 Goals

Mobility
Quality of Life
System Sustainability
Implementation
Proposed Policy Additions

Freight
- Encourage Regional Railroads to Participate in Regional Planning

Technology
- Support Open Data Best Practices
- Support Automated Vehicle Deployment
- Encourage Multi-Occupant Ride Sharing
- Support Transportation Communications Network Development
Proposed Policy Additions

General

Support Ability to Modify Mobility Plan for Emergency Operational Improvements

- Technology Lanes
- Access Ramps
- Auxiliary Lanes

Managed Toll Lanes

Support Implementation within a Tolled Managed Lane Policy Area
Proposed Policy Revisions

Cotton Belt
   Updated to Reflect 2045 Horizon Year
Asset Optimization
   Resiliency
      Develop Strategies to Address Vulnerabilities
Roadway Maintenance
   Support Asset Management Policies
Policy Update

Policy Bundle

Transportation Development Credits

Workshop 9:00 am, January 26, NCTCOG

Project Submittal Deadline April 6
Mobility 2040 Programs to Remain

Air Quality

Communication
Demonstration
Enforcement
Partnerships and Collaborations

Transportation System Management

Intersection Improvements
Traffic Signal Improvements
Bottleneck Improvements
Intelligent Transportation Systems
Mobility 2040 Programs to Remain

Transit

- Employer Trip Reduction
- Regional Vanpool
- Park-n-Ride Facilities

Transportation System Safety

- Freeway Incident Management
- Regional Mobility Assistance Patrol
- Safety Information System
- Safety Education and Training
Mobility 2045 Financial Plan

Requirements

Plan Must be Financially Constrained
Use all “Reasonably Expected” Sources
Year of Expenditure Dollars
Balance Priorities with Available Revenues
Transportation Funding Basics

Traditional Revenue
- Motor Fuel Taxes
- Vehicle Registration Fees
- Other Federal Sources
- Toll System Revenues*
- Enhancements

Facility Revenue
- Toll Road Bonds
- Managed Lanes
- Public/Private Partnerships
- Public Transportation Fares

Local Revenue
- Sales Taxes
- Special Taxes
- Bond Programs
- Impact Fees
- Property Taxes
- Value Capture

Regional Transportation System Revenues

* Revenue from existing NTTA facilities after bonds are retired.
Financial Planning Process

Calculate Revenue

- Traditional Federal and State
- Toll System and Innovation
- Transit Authorities
- Local
- Revenue Enhancements
Financial Planning Process

- Calculate Revenue
- Compile Costs

Traditional Federal and State
- Toll System and Innovation
- Transit Authorities
- Local
- Revenue Enhancements

Roadway Capacity and Maintenance
- Congestion Management and Operations
- Transportation Programs
- Transit Capacity and Maintenance
- Non-Motorized Projects and Programs
Financial Planning Process

Calculate Revenue
- Traditional Federal and State
- Toll System and Innovation
- Transit Authorities
- Local
- Revenue Enhancements

Compile Costs
- Roadway Capacity and Maintenance
- Congestion Management and Operations
- Transportation Programs
- Transit Capacity and Maintenance
- Non-Motorized Projects and Programs

Allocate Revenue to Expenditures
- Infrastructure Maintenance
- Management/Operations
- Growth, Land Use
- Transit
- Roadway Capacity
Financial Planning Process

Calculate Revenue

- Traditional Federal and State Toll System and Innovation Transit Authorities Local Revenue Enhancements

Compile Costs

- Roadway Capacity and Maintenance Congestion Management and Operations Transportation Programs Transit Capacity and Maintenance Non-Motorized Projects and Programs

Allocate Revenue to Expenditures

- Infrastructure Maintenance Management and Operations Growth, Development and Land Use Transit Roadway Capacity

Draft Financial Plan

Pending RTC Approval
## Prioritization and Expenditures

<table>
<thead>
<tr>
<th>Priority Area</th>
<th>2040</th>
<th>2045</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Maximize Existing System</strong></td>
<td></td>
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<tr>
<td>Infrastructure Maintenance</td>
<td>$37.4</td>
<td>$ ??</td>
</tr>
<tr>
<td>Maintain &amp; Operate Existing Facilities</td>
<td></td>
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<tr>
<td>Bridge Replacements</td>
<td></td>
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<tr>
<td>Management and Operations</td>
<td>$7.2</td>
<td>$ ??</td>
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<tr>
<td>Improve Efficiency &amp; Remove Trips from System</td>
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<tr>
<td>Traffic Signals and Bicycle &amp; Pedestrian Improvements</td>
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<tr>
<td>Growth, Development, and Land Use Strategies</td>
<td>$3.6</td>
<td>$ ??</td>
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<tr>
<td>More Efficient Land Use &amp; Transportation Balance</td>
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<tr>
<td><strong>Strategic Infrastructure Investment</strong></td>
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<td></td>
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<tr>
<td>Rail and Bus</td>
<td>$27.2</td>
<td>$ ??</td>
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<tr>
<td>Induce Switch to Transit</td>
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<tr>
<td>HOV/Managed Lanes</td>
<td>$43.4</td>
<td>$ ??</td>
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<tr>
<td>Increase Auto Occupancy</td>
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<tr>
<td>Freeways/Tollways and Arterials</td>
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<td>Additional Roadway Capacity</td>
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<tr>
<td><strong>Total Expenditures</strong></td>
<td>$118.91</td>
<td>$ ??</td>
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1 Actual dollars, in billions. Values may not sum due to independent rounding.
## Mobility 2045 Schedule

<table>
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<td><strong>Plan Development</strong></td>
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<td><strong>Draft Recommendations for Review</strong></td>
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<td><strong>Official Comment Period</strong></td>
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<td><strong>STTC Action</strong></td>
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<td><strong>RTC Action</strong></td>
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### Air Quality Conformity

**Notes:**
- Public meetings held during highlighted months.
- Regional Transportation Council action on Mobility 2045 Plan scheduled for June 14, 2018.
Next Steps

Finalize Financial Forecast
Finalize Recommendations
RTC Workshop February 8
Official Public Comment Period
April and May
Questions

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www.nctcog.org/mobility2045
2017 Outstanding Fleet Recognition Recipients*

**Silver Awards**
- City of Carrollton
- City of Denton
- City of Euless
- City of Grapevine
- City of Lancaster
- City of Richardson
- City of Southlake
- Town of Addison

**Bronze Awards**
- City of Allen
- City of Coppell
- City of Fort Worth
- City of Lewisville
- City of North Richland Hills
- City of Plano
- City of Rockwall
- City of Wylie
- Dallas Area Rapid Transit
- Denton ISD
- Town of Flower Mound

*2017 Recognition Based on Reports of 2016 Fleet Activity*
Connection Between Clean Cities and Fleet Policy

Policy Adoption

Annual Reporting

Eligible Funding

DFW Clean Cities Recognition Program
Connection Between Clean Cities and Fleet Policy

DFW Clean Cities Recognition Program

Policy Adoption

Annual Reporting

Eligible Funding

=
Clean Fleet Policy

2014
Year RTC Approved a Resolution Supporting the Adoption and Implementation of a Revised Clean Fleet Policy for Fleets in the Nonattainment area

64
Fleets That Have Adopted the Policy

$ Adoption and Reporting Necessary for Fleets to be Eligible for Vehicle Funding Through RTC. Also a Component of the Metropolitan Transportation Plan Policy Bundle.

Full List of Policy Adoptees and Resources: www.nctcog.org/fleetpolicy
Connection Between Clean Cities and Fleet Policy

DFW Clean Cities Recognition Program

Policy Adoption + Annual Reporting = Eligible Funding

= DFW Clean Cities Recognition Program
DFW Clean Cities Annual Report

- DOE Goal to Save 2.5 Billion Gallons of Petroleum Per Year by 2020
- DFWCC Goal to Increase Petroleum Reduction by 15% Every Year
- Fleets Must Complete the Report & Adopt the Clean Fleet Policy to be Eligible for Fleet Recognition
- Reports due February 15 Annually

www.dfwcleancities.org/annualreport
Annual Report Components & Policy Goals

**Emissions Reductions**
- Anti-idling Policy
- Training and Orientation
- On-board Technology
- Vehicle Prioritization

**Fuel Reduction**
- Eco-driving Policy
- Right-sizing Vehicles to Operation
- Alternative Fuel/ Hybrid Vehicles

**Partnership**
- Promotion of Clean Fleet Policy/DFWCC to Partners
- Active in DFWCC Activities
- Reduce Environmental Impacts
- Annual Reporting

**Outreach and Awareness of Air Quality Goals**
- New Hire Orientation
- Driver Pledges
- Attend NCTCOG Trainings
- Performance and Recognition
- Shared Resources
Annual Report: Petroleum Reduction Results By Year

<table>
<thead>
<tr>
<th>Year</th>
<th>Millions of Gallons of Petroleum Reduced</th>
</tr>
</thead>
<tbody>
<tr>
<td>2013</td>
<td>17.28</td>
</tr>
<tr>
<td>2014</td>
<td>22.01</td>
</tr>
<tr>
<td>2015</td>
<td>23.26</td>
</tr>
<tr>
<td>2016</td>
<td>25.45</td>
</tr>
<tr>
<td>2017</td>
<td>29.27 (CURRENT GOAL)</td>
</tr>
<tr>
<td>2018</td>
<td>33.66 (NEXT YEAR’S GOAL)</td>
</tr>
</tbody>
</table>

Help Us Reach Our 2017 Goal!
Fill Out Your Fleet Report Here: [www.dfwcleancities.org/annualreport](http://www.dfwcleancities.org/annualreport)
Air Quality Emphasis Areas

- High-Emitting Vehicles/Equipment
- Low Speeds
- Idling
- Vehicle Miles of Travel
- Energy and Fuel Use
- Cold Starts
- Hard Accelerations

Dallas-Fort Worth CLEAN CITIES
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www.dfwcleancities.org