NATIONAL TRAFFIC INCIDENT RESPONSE AWARENESS WEEK

Regional Transportation Council

November 14, 2019
First Responder and Manager Course Lead Instructors
- Rick Chron – General Manager, United Road Towing Dallas, Inc.
- Ronald Moore – Retired Division Chief, McKinney Fire Department
- Daniel Plumer – Lieutenant, Dallas County Sheriff’s Office
- Joseph Hunt – Supervisor, TxDOT – Dallas District (Former Instructor)

First Responder and Manager Course Alternate Instructors
- Tim Fornash – Police Officer, Fort Worth Police Department
- John Key – Retired Fire Captain, Irving Fire Department

Executive Level Course Instructors
- Daniel Plumer – Lieutenant, Dallas County Sheriff’s Office
- John Glover – Assistant Chief, Flower Mound Fire Department
Dallas County Operations
- Albert Simon – Program Manager, Dallas County Sheriff’s Office (DCSO)
- David Castillo – Asst. Program Manager, DCSO
- Paul Parchem – Morning Supervisor, DCSO
- William Anderson – Mid-shift Asst. Supervisor, DCSO
- Jose Esperanza – Evening Supervisor, DCSO
- Debra Simmons – Admin Support, DCSO

Tarrant County Operations
- Lynn R. Self – Program Manager, Tarrant County Sheriff’s Office
Roadside (Mobility) Assistance Patrol Programs Management Staff

**NTTA Operations**
- Kareem Williams – Roadside Safety Services Manager, NTTA
- Autavious Roberts – Roadside Safety Services Supervisor, NTTA

**LBJ/ NTE Texexpress Operations**
- John Reneau – Director of Roadway Maintenance
- Greg Joslin – Roadway Maintenance Manager
- Emmanuel Ortega – Roadway Maintenance Crew Lead
- Jaime Benitez – Roadway Maintenance Tech
- Joshua Miller – Roadway Maintenance Tech
METROPOLITAN PLANNING ORGANIZATION (MPO)
MILESTONE POLICY UPDATE
Regional Transportation Council
November 14, 2019
Background

- The last Metropolitan Planning Organization (MPO) Milestone Policy was adopted by the Regional Transportation Council (RTC) in June 2015.

- Staff identified projects that were funded 10 or more years prior to the policy being approved and had not gone to construction.

- New estimated start dates for projects to go to construction by were established by each implementing agency.

- In April 2016, the RTC approved a policy to give agencies one additional fiscal year from their proposed construction start date to advance projects (i.e., A project with an estimated start date of June 2017 (FY 2017) would have until the end of FY 2018 to start construction).

- The policy stipulates that if a project does not go to construction by the established deadline, the project’s funding will be removed.
Project Monitoring Efforts

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

Of the 57 projects on the initial list:

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

*The new project had a December 2018 letting deadline, which it met, but is being re-bid. Project being actively monitored.
## Status Update
(Projects That Did Not Meet FY 2018 Deadline)

<table>
<thead>
<tr>
<th>Agency</th>
<th>Facility/Limits</th>
<th>Scope</th>
<th>Let Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dallas County</td>
<td>Camp Wisdom Road from Carrier Parkway to FM 1382</td>
<td>Widen 2 to 4 lane divided</td>
<td>May 2019 (Actual)</td>
</tr>
<tr>
<td>TxDOTDallas</td>
<td>Northwest Highway (Spur 244) at Jupiter</td>
<td>Traffic signal and pedestrian improvements</td>
<td>April 2019 (Actual)</td>
</tr>
<tr>
<td>TxDOTDallas</td>
<td>Northwest Highway (Spur 244) at Plano Road</td>
<td>Traffic signal and pedestrian improvements</td>
<td>April 2019 (Actual)</td>
</tr>
<tr>
<td>TxDOTDallas</td>
<td>SH 78 from IH 635 to Forest Lane</td>
<td>Traffic signals and intersection improvements</td>
<td>April 2019 (Actual)</td>
</tr>
<tr>
<td>City of Denton</td>
<td>McKinney Street (Old FM 426) from 1.4 miles west of SL 288 to 1.1 miles east of SL 288</td>
<td>Widen 2 lane roadway to 4 lane divided urban</td>
<td>October 2019 (Actual)</td>
</tr>
</tbody>
</table>
## Projects That Did Not Meet Deadline or Had to Be Re-Bid

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

*Local funds part of a defederalization package*
RTC approval of the following proposals for each project:

- **TIP Code 533**: Monitor for timely letting; Agency may need to repay federal funds from defederalization package if not implemented on time.
- **TIP Code 11258.9**: Remove funding and return to the regional pool.
- **TIP Code 633**: Project must re-bid by March 2020 or funding will be returned to regional pool.
- **TIP Code 25043**: Project must start by March 2020 or funding will be returned to regional pool.
Next Steps

- Continue monitoring projects with deadlines after September 30, 2019

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

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

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

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

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

<table>
<thead>
<tr>
<th>Funding Category</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Remaining Funds from 2017 Award*</td>
<td>$847,224</td>
</tr>
<tr>
<td>New Funds from 2018 Award**</td>
<td>$1,110,350</td>
</tr>
<tr>
<td>Call For Projects Funds Available</td>
<td>$1,957,574</td>
</tr>
</tbody>
</table>

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

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

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

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

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

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California Air Resources Board (CARB); Gross Vehicle Weight Rating (GVWR)
Eligibility Screens:

Fleet Policy Adoption
Purpose: Reserve Funding for Fleets that are Engaged Beyond Grant Opportunities; Consistent with RTC Adoption of Clean Fleet Policy
Minimum Allowable Subaward: $100,000
Purpose: Reduce Risk and Administrative Burden by Limiting Number of Subawards

Scoring Criteria:
Cost Per Ton NO\textsubscript{X} Emissions Reduced 75%
Purpose: Maximize Emissions Reductions
Subrecipient Oversight Criteria 25%
Purpose: Balance Project Benefits with Administrative Burden
## Summary of Recommended Awards

| City of Dallas | 12 | 11 | $3,586,430 | $929,608 | $2,656,823 |
| City of Benbrook | 1 | 1 | $1,300,000 | $325,000 | $975,000 |
| **Total** | **13** | **12** | **$4,886,430** | **$1,254,608** | **$3,631,823** |

**Balance Remaining for Future Project Solicitation:** $702,967 EPA Funds

**Total Tons NO\textsubscript{X} Reduced Over 6 Years:** 25.96

**Cost per Ton NO\textsubscript{X} Reduced Across Entire Call for Projects:** $48,329

Refer to Electronic Item 6.2 for more details.
Feedback from Prospective Applicants:

- $100,000 Grant Minimum Too Difficult to Reach
- Annual Budget Caps and Application Window Not Aligned
- Funding Percentages Too Low
- Eligible Model Years Too Restrictive

Governed By Funding Agency

Recommended Next Steps to Exhaust Funding:

- Reopen Mid-November for ~90 Day Application Window
- Reduce Minimum Allowable Subaward to $50,000
- Increased Communication to Prospective Applicants
  - Implementation Deadline During Next Fiscal Year
  - Non-Road Equipment Eligibility
<table>
<thead>
<tr>
<th>Milestone</th>
<th>Estimated Timeframe</th>
</tr>
</thead>
<tbody>
<tr>
<td>STTC Approval to Open CFP</td>
<td>May 24, 2019</td>
</tr>
<tr>
<td>RTC Approval to Open CFP</td>
<td>June 13, 2019</td>
</tr>
<tr>
<td>CFP Opens</td>
<td>June 14, 2019</td>
</tr>
<tr>
<td>Kickoff Webinar</td>
<td>July 9, 2019, at 2 PM</td>
</tr>
<tr>
<td>Application Deadline</td>
<td>Friday, September 6, 2019 at 5 pm</td>
</tr>
<tr>
<td>Staff Funding Recommendations Finalized</td>
<td>September 2019</td>
</tr>
<tr>
<td>STTC Action</td>
<td>October 25, 2019</td>
</tr>
<tr>
<td><strong>RTC Action</strong></td>
<td>November 14, 2019</td>
</tr>
<tr>
<td>Executive Board Authorization</td>
<td>December 19, 2019</td>
</tr>
<tr>
<td>Reopen CFP on Rolling 90-Day Basis to Fully Award Funds</td>
<td>Anticipated November 15, 2019</td>
</tr>
<tr>
<td>Next Application Deadline</td>
<td>February 14, 2020, at 5 pm</td>
</tr>
<tr>
<td>Project Implementation Deadline</td>
<td>March 31, 2021</td>
</tr>
</tbody>
</table>
Requesting RTC Approval Of:

Funding

$929,608 to the City of Dallas to Replace Six Vehicles & Four Equipment
$325,000 to the City of Benbrook to Replace One Fire Truck

Second Round of Project Solicitation

~90 Day Application Window Beginning Mid-November

Incorporate Additional Funds As Available:

  EPA Funds Released from Previous Clean Fleets North Texas Awards
  TCEQ SEP Funds Received for New School Bus Projects*

Reduced Minimum Award Threshold $50,000

Maintain Scoring Structure:

  Up to 75 Points Cost per Ton NOx Reduced
  Up to 25 Points Subrecipient Oversight

* NCTCOG receives funds for the North Central Texas Clean School Bus Program through the Texas Commission on Environmental Quality Supplemental Environmental Project Program. Funds have been received since the 2019 Clean Fleets North Texas CFP first opened, and more could be received while the second application window is open.
For More Information

Chris Klaus
Senior Program Manager
817-695-9286
CKlaus@nctcog.org

Nancy Luong
Air Quality Planner
817-704-5697
NLuong@nctcog.org

Website
www.nctcog.org/aqfunding
Buy America Act Proposed Safety Equipment Exception

Rebekah Hernandez
North Central Texas Council of Governments
Regional Transportation Council
November 14, 2019
Overview

- Buy America Background
- Safety Initiatives
- Unintended Challenges
- Proposed Legislative Solution
Buy America Background

• Restrictions on federally funded transportation projects
• Requires the use of iron, steel, and manufactured products produced in the U.S.
• FHWA Buy America provisions are found under 23 U.S. Code, Section 313
Safety Initiatives

- Federal and statewide focus on safety
- NCTCOG incident management training
  - Photogrammetry training courses for first responders
- Camera images allow for quicker crash investigations
- Helps to improve mobility and safety
Unintended Challenges

- Buy America requirements are restricting the purchase of vital safety equipment
- Cameras and photogrammetry equipment are made up of complex components from all over the world
- Equipment must be produced and manufactured in the U.S.
Action Requested

- Send RTC letter to the North Texas Congressional Delegation
- Letter will propose adding an exception in Title 23 USC Section 313 for traffic incident management safety equipment
Contact Information

Rebekah Hernandez
Communications Supervisor
(682) 433-0477
rhernandez@nctcog.org

Sonya Landrum
Program Manager
(817) 704-9273
slandrum@nctcog.org

Natalie Bettger
Senior Program Manager
(817) 695-9280
nbettger@nctcog.org
Partnership with DFW International Airport to Enable Electric Bus Purchase

Regional Transportation Council
November 14, 2019

Chris Klaus
Senior Program Manager
Additional Airside Buses Needed to Support Growing Number of Daily Flights

Buses Available in Diesel and Electric Options

Buses Expected to Operate for 20+ Years

Higher Capital Cost and Longer Lead Time for Electric Buses

Up to $3.5 Million Additional Expenses for 4 Electric Buses, Associated Infrastructure, Equipment, and Temporary Lease of Airport Buses Prior to Electric Bus Delivery

Grant Funds Not Available

Constraints Include Buy America and Scrappage Requirements
Electric Airside Bus

Source: cobus-industries.de
Avoid Increase in Ozone-Forming Pollutants

Maintain Compliance with General Conformity as Airport Expands

Reduce Passenger & Employee Exposure to Exhaust Emissions from Diesel Buses

Sustain Airport Carbon-Neutral Accreditation
RTC Approval Of:

Contribution of Up to $3.5 Million in Regional Toll Revenue Funds (Dallas County and Regional Accounts) to DFW International Airport to Support Purchase of Electric Airside Buses, Associated Infrastructure, and Equipment

Administratively Amending the 2020-2022 Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and Other Planning/Administrative Documents as Needed
<table>
<thead>
<tr>
<th>Milestone</th>
<th>Estimated Timeframe</th>
</tr>
</thead>
<tbody>
<tr>
<td>RTC Approval</td>
<td>November 2019</td>
</tr>
<tr>
<td>STTC Endorsement</td>
<td>December 2019</td>
</tr>
<tr>
<td>Submittal to STIP</td>
<td>February 2020</td>
</tr>
<tr>
<td>Anticipated Approval of STIP Revision</td>
<td>Late March/Early April 2020</td>
</tr>
<tr>
<td>Anticipated Approval of RTR Funds by the TTC</td>
<td>April 2020</td>
</tr>
<tr>
<td>Anticipated Electric Bus Delivery</td>
<td>Fall 2020</td>
</tr>
</tbody>
</table>
For More Information

Chris Klaus
Senior Program Manager
817-695-9286
CKlaus@nctcog.org

Christie Gotti
Senior Program Manager
817-608-2338
cgotti@nctcog.org
HIGH OCCUPANCY VEHICLE TRANSPORTATION CONTROL MEASURES: APPLICATION OF MANAGED LANES AND SUBSTITUTION OF TRAFFIC SIGNAL PROGRESSION

REGIONAL TRANSPORTATION COUNCIL

NOVEMBER 14, 2019

JENNY NARVAEZ, PROGRAM MANAGER
Interim HOV lanes were added in the 1990’s

Temporary and static mobility option to alleviate congestion

Interim HOV lane emission benefits were committed to in the regions State Implementation Plan

Interim HOV lanes have evolved to Managed Lanes in response to changing conditions by maximizing efficiency of a roadway through active management of the lane(s)

Benefits of Managed Lanes include:

- HOV 2+ discounts during peak commute periods
- Includes options for High-intensity bus
- Variable pricing
- Guaranteed speeds
OVERVIEW

Three Interim HOV lanes remain in the following State Implementation Plan (SIP) as TCMs:

Dallas-Fort Worth 1-Hour Ozone Attainment Demonstration State Implementation Plan Revision - April 2000

Dallas-Fort Worth 1997 8-Hour Ozone Attainment Demonstration and Reasonable Further Progress State Implementation Plan Revision - May 2007

These Interim HOV lanes are being removed as a TCM in the SIP documentations due to being changed to Managed Lanes.

Removing them requires substituting alternate TCM projects that achieve equivalent emissions benefits.
HOV TCM SUBSTITUTION

Location of HOV Lanes to be Substituted

IH 35E corridor (Stemmons Fwy) between IH 635 and SH 121

IH 635 east corridor (LBJ Fwy) between Coit Rd and Greenville Ave

IH 635 west corridor (LBJ Fwy) between Luna Rd/IH 35E and US 75
7 Corridors:
- Parker Rd (Midway Rd to Preston Rd) 9 signals
- Park Blvd (Midway Rd to Coit Rd) 16 signals
- Custer Rd (Legacy Dr to SH 121 NB) 8 signals
- Coit Rd (Legacy Dr to SH 121 NB) 8 signals
- Spring Creek Pkwy/Shiloh Rd (Custer Rd to Plano Pkwy) 14 signals
- Plano Parkway (Dublin Rd to Marsh Ln) 30 signals
- SH 121 (Spring Creek Pkwy to Hardin Rd) 34 signals
Transportation Control Measure Substitution

Transportation Control Measures (TCM) specified in an implementation plan may be replaced with Control Measures if the substitute measures achieve equivalent or greater emissions reductions than the TCMs to be replaced.

<table>
<thead>
<tr>
<th>Pollutants</th>
<th>Emissions Impact of Three HOV Projects</th>
</tr>
</thead>
<tbody>
<tr>
<td>NO$_x$</td>
<td>-0.108 tpd</td>
</tr>
<tr>
<td>VOC</td>
<td>-0.061 tpd</td>
</tr>
<tr>
<td>AGENCY</td>
<td>ACTION</td>
</tr>
<tr>
<td>--------</td>
<td>------------------------------------------------------------------------</td>
</tr>
<tr>
<td>NCTCOG</td>
<td>Calculate emissions reductions attributable to the selected project to be used for substitution</td>
</tr>
<tr>
<td>TCM Substitution Working Group¹</td>
<td>Present projects to be used as the substitute TCMs to Working Group</td>
</tr>
<tr>
<td>STTC</td>
<td>HOV TCM Substitution – Information</td>
</tr>
<tr>
<td>NCTCOG</td>
<td>Request concurrence from Working Group on Pre-Analysis Plan via email, including: &gt; Selected projects to be used for substitution; &gt; Emission off-sets and methodology; and &gt; Documentation of implemented projects</td>
</tr>
<tr>
<td>RTC</td>
<td>HOV TCM Substitution – Information</td>
</tr>
<tr>
<td>NCTCOG</td>
<td>NCTCOG Public Meetings &gt; 30-day public notice and comment period</td>
</tr>
<tr>
<td>STTC</td>
<td>HOV TCM Substitution – Action</td>
</tr>
<tr>
<td>NCTCOG</td>
<td>Comment period closes &gt; Review and provide comments and responses to Working Group</td>
</tr>
<tr>
<td>SWG</td>
<td>Conference call for Working Group to concur on TCM Substitution</td>
</tr>
<tr>
<td>RTC</td>
<td>HOV TCM Substitution – Action</td>
</tr>
<tr>
<td>NCTCOG</td>
<td>Distribute RTC adopted resolution to the TCM Working Group</td>
</tr>
<tr>
<td>TCEQ and EPA</td>
<td>Send concurrence letters to the TCM Working Group</td>
</tr>
<tr>
<td>TCEQ</td>
<td>Documentation of approved substitution provided to EPA regional office (must occur within 90 days)</td>
</tr>
<tr>
<td>EPA</td>
<td>Region 6 office to publish action notice in the Federal Register without a comment period</td>
</tr>
</tbody>
</table>

¹ EPA, FHWA, NCTCOG, TCEQ, and TxDOT
Chris Klaus  
Senior Program Manager  
817-695-9286  
cklaus@nctcog.org

Jenny Narvaez  
Program Manager  
817-608-2342  
jnarvaez@nctcog.org

Vivek Thimmavajjhala  
Transportation System Modeler  
817-704-2504  
vthimmavajjhala@nctcog.org
RTC WORKSHOP FOLLOW UP

LOCAL OPTION, TRANSIT, HYPERLOOP, AND THE PATH FORWARD WITH TXDOT

Regional Transportation Council
November 14, 2019

Michael Morris, P.E.
Director of Transportation, NCTCOG
Proposed “Regional Compact”: Goods Movement, System Rail and System Managed Lanes
Dallas-Fort Worth congestion levels and population

Dallas-Fort Worth's congestion is offset with transportation investments.

Sources: TomTom Traffic 2008-2018; North Central Texas Council of Governments
Next Steps Impacting the Texas Department of Transportation

Partnership

Innovation Funding (*tolling / borrowing / P3*)

Statewide Formula Allocation

Toll Advancement: Good Government Principles
  – Environmental Documents
  – Projects
FAST RAIL SERVICE

1. Houston to Dallas – 424 Days to Legislative Session
   - Finding of No Significant Input
   - Safety Protocol
   - “Railroad”

2. Dallas – Arlington (to DFW International) – Fort Worth
   - RFP (“Cone of Silence”)
   - December 13, 2019 Deadline

3. Fort Worth – Laredo (Monterrey, Mexico)
   - Last Round of Public Meeting
   - Winter Results (60 days)

4. Certification Center
   - RFP is Underway by VHO
   - Awaiting RTC Action (11/14/19)
REQUEST FOR PROPOSAL FOR HYPERLOOP CERTIFICATION CENTER (11/4/19)

Phase 1: Conceptual Proposal (6 Weeks total)
Part A: Intention / Agreement (2 Weeks)
Part B: Credentials / Ideas / Partnerships (12/13/19)

SHORTLIST BY VHO

Phase 2: Detailed Proposal (2/28/20)

FINALISTS

Phase 3: Negotiation (Mid – 2020)

ANNOUNCE WINNER

CONSTRUCTION BEGINS 2021
TOP FIVE RTC POLICY INITIATIVES FOR 2020

Regional Transportation Council
November 14, 2019

Michael Morris, P.E.
Director of Transportation, NCTCOG
Top Five RTC Policy Initiatives for 2020

Importance of partnership between local, State, and federal elected officials

Review of revised institutional structures is business as usual

Review of Metropolitan Planning Organization: communication, delegation, and implementation

Taking advantage of Texas interim legislative charges and new federal legislation

Connecting the Dallas-Fort Worth region with the rest of the mega-State