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

SURFACE TRANSPORTATION TECHNICAL COMMITTEE
FEBRUARY 28, 2020

AMANDA WILSON, AICP
Overview of HB 2840

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

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

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

A governmental body may not prohibit public criticism of the body.

Bill took effect on September 1, 2019.
Draft Rules

Single public comment period, following the pledges, before any action items
Public comments will be taken on any agenda item
Establishes a 3-minute time limit; 6-minute time limit if using a translator
Large delegations may be encouraged to have one spokesperson speak for the group; in this case a 5-minute time limit is provided (10 minutes if using a translator)
Translation will be provided by RTC, if requested, 72 hours in advance
Provisions for warning speakers if time exhausted or removal, if necessary
Draft Rules, continued

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

Speakers must provide the following information:

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

Opportunity to provide written comments rather than speak at the meeting
Additional Items

Benchmarked local governments on a number of topics

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

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

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

Comments received will be documented in RTC minutes

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

<table>
<thead>
<tr>
<th>Milestone</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Draft Rules Presented to RTC for Information (Action to Take to Public Input Opportunity)</td>
<td>January 9, 2020</td>
</tr>
<tr>
<td>Public Input Opportunity (45-Day Comment Period)</td>
<td>January 13-February 26, 2020</td>
</tr>
<tr>
<td>STTC Information Item</td>
<td>January 24, 2020</td>
</tr>
<tr>
<td>STTC Action Item</td>
<td>February 28, 2020</td>
</tr>
<tr>
<td>RTC Action Item</td>
<td>March 12, 2020</td>
</tr>
</tbody>
</table>
Action Requested

Recommend approval to the Regional Transportation Council of Rules for Public Comments at Regional Transportation Council Meetings (Electronic Item 3.1).
Questions/Comments

Amanda Wilson
Program Manager
(817) 695-9284
awilson@nctcog.org

Ken Kirkpatrick
Legal Counsel
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kkirkpatrick@nctcog.org
Trinity River Vision Bridge Projects

Additional Funding Request and Loan Agreement with the City of Fort Worth
Background

The Panther Island Central City Flood Project is the planned construction of a 1.5 mile bypass channel of the Trinity River to control flooding north of downtown Fort Worth. The project will create two islands, collectively known as Panther Island.

One of the key features of the project are the signature bridges on Henderson Street, N. Main Street, and White Settlement Road.

The RTC was originally involved in funding three bridges with a Congressional Earmark, Surface Transportation Block Grant, Regional Toll Revenue, Transportation Alternative, and local funding.
Project Location

• While the original bid came in under the funded amount, constructability issues the resulting project delays have created a cost overrun

• The RTC has been asked to help pay for the increase.
## TRV Bridge Project Financial Status

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Original Funding</td>
<td>$69.9 million</td>
</tr>
<tr>
<td>Projected Cost</td>
<td>$89.3 million</td>
</tr>
<tr>
<td>Current Project Overrun</td>
<td>$19.4 million</td>
</tr>
</tbody>
</table>

Source: TxDOT - 2/13/2020
Action Requested

Regional Transportation Council (RTC) approval to:

- Provide an additional $20 million to cover the cost overrun
  - $15 million is a grant
  - City of Fort Worth and other local partners will pay back $5 million over 10 years
- Administrative amend the TIP/STIP and other planning documents as needed
UPDATE ON RTC ACTION FOR THE VIRGIN HYPERLOOP ONE CERTIFICATION CENTER PROPOSAL RESPONSE

Surface Transportation Technical Committee
February 28, 2020

Michael Morris, P.E.
Director of Transportation
North Central Texas Council of Governments
Proposed Corridor: SH 360 and DFWIA
Combined Corridors 7 and 8
Alignment Option 6B
Contingency Corridor: IH 635
Corridor 3
Revenues (Target $200M)

<table>
<thead>
<tr>
<th>FUNDING REQUEST</th>
<th>Corridor (6 Miles)</th>
</tr>
</thead>
<tbody>
<tr>
<td>State TERP Air Quality Funds</td>
<td>$50M - $100M</td>
</tr>
<tr>
<td>TxDOT Commission/Governor's Office</td>
<td></td>
</tr>
<tr>
<td>Federal Request (California HSR)</td>
<td>$50M - $100M</td>
</tr>
<tr>
<td>Federal INFRA</td>
<td>$30M</td>
</tr>
<tr>
<td>EPA/DOE</td>
<td>$10M - $30M</td>
</tr>
<tr>
<td>Aircheck (RTC)</td>
<td>$10M - $30M</td>
</tr>
<tr>
<td>City/County (RTC)</td>
<td></td>
</tr>
<tr>
<td>Private Sector (RTC)</td>
<td></td>
</tr>
<tr>
<td>STBG (RTC)</td>
<td>$40M</td>
</tr>
<tr>
<td>RTC Local</td>
<td>$10M</td>
</tr>
<tr>
<td>RTC Transportation Development Credits</td>
<td>Yes</td>
</tr>
<tr>
<td>RTC Carbon Credits</td>
<td>Yes</td>
</tr>
</tbody>
</table>

$190M - $310M

= Round Three

1 Enterprise Fund Request Pending Being Short Listed
Mobility 2045 High-Speed Recommendations

- **At-Grade**
- **Grade Separated**
- **Station Location**

Map showing locations in Tarrant and Dallas.
Proposed Certification Center Location

- **At-Grade**
- **Grade Separated**
- **Station Location**
System Connection

- At-Grade
- Grade Separated
- Station Location
Travel Time to DFW Airport

Downtown Fort Worth to DFW Airport
• Regional Rail: 49 minutes
• Auto Peak Period: 31-39 minutes
• Hyperloop: 7 minutes

Downtown Dallas to DFW Airport
• Light Rail: 50 minutes
• Auto Peak Period: 35-40 minutes
• Hyperloop: 7 minutes
Typical Sections

**Elevated 1**

* Horizontal and vertical clearances allow for the area needed to construct, operate and maintain the guideway and supporting facilities.

** Minimum vertical clearance over roadways is 5 m or 16.5 ft. Vertical clearance of 5.6 m or 18.5 ft would be required over interstate highways and other roadway corridors designated for freight. Vertical clearance over passenger or freight railroads would be 7 m or 23 ft. **
Typical Sections

**Elevated 3**

- Horizontal Clearance*: 4 m (13.1 ft)
- Tube: 5 m (16.4 ft)
- AV/Roadway: 8.5 m (28 ft)
- Tube: 5 m (16.4 ft)
- Horizontal Clearance*: 4 m (13.1 ft)

26.5 m = 87 ft

Vertical Clearance*
- 4 m (13.1 ft)
- 10 to 10.6 m (32.9 to 34.9 ft)

Vertical Clearance Over Roadway**
- 5 to 5.6 m (16.5 to 18.5 ft)

* Horizontal and vertical clearances allow for the area needed to construct, operate and maintain the guideway and supporting facilities.

** Minimum vertical clearance over roadways is 5 m or 16.5 ft. Vertical clearance of 5.6 m or 18 ft would be required over interstate highways and other roadway corridors designated for freight. Vertical clearance over passenger or freight railroads would be 7 m or 23 ft.
**Typical Sections**

**Elevated 2**

* Horizontal and vertical clearances allow for the area needed to construct, operate and maintain the guideway and supporting facilities.

** Minimum vertical clearance over roadways is 5 m or 16.5 ft. Vertical clearance of 5.6 m or 18 ft would be required over interstate highways and other roadway corridors designated for freight. Vertical clearance over passenger or freight railroads would be 7 m or 23 ft.
NEXT STEPS WITH TXDOT AND 2021 UNIFIED TRANSPORTATION PROGRAM

Surface Transportation Technical Committee
February 28, 2020
NEED FOR COMMISSION/RTC DISCUSSION

Texas Transportation Commission
• State Funds
• Maximum Flexibility to Commission in Category 12 for Statewide Needs
• No Tolled Projects

2021 UTP?

RTC as Metropolitan Planning Organization
• Federal Responsibility
• Air Quality Requirements
• Maximize Modal Diversity
• Leverage Funds
• Maintain Equity

Legislature
• Permit Tolled Projects
• Restrict Magnitude of Commission Funds in Category 12
RTC COMMUNICATION TO TXDOT:
EMERGENCY/GRANDFATHERED/PHASED TOLLED
MANAGED LANE SYSTEM

**Tarrant County**
IH 30: IH 35W to FM 157/Collins

**Tarrant/Dallas County**
SH 183: SH 121 to SH 161

**Dallas County**
IH 30 East: IH 45 to US 80 +

**Collin County (Contingency)**
US 75 Technology Lanes
Per prior RTC direction, staff continues to work with TxDOT and private sector partners to complete additional phases of the NTE and other public/private partnership projects.

Recent projections indicate that general purpose and managed lane capacity improvements are anticipated to be triggered in mid-2022 with an open to traffic date of June 2024.

The private sector is currently coordinating with TxDOT to advance these improvements.

The private sector partner (NTEMP) will be paying for these improvements in the amounts noted below:

<table>
<thead>
<tr>
<th>Capacity Improvements</th>
<th>$ in Millions</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>SH 183/NTE Segment 1 &amp; 2W Widening</td>
<td>$162</td>
<td>Add 1 general purpose lane in NTE Segment 1 and 1 managed lane in NTE Segment 2W</td>
</tr>
<tr>
<td>Build 2+2 managed lanes from Reliance Parkway to SH 161 (former Segment 2E)</td>
<td>$860</td>
<td>This section of 5.3 miles would be built and operated by private sector as an extension of the current facility</td>
</tr>
<tr>
<td>Build 2+2 managed lane from SH 161 to Story Rd</td>
<td>$270</td>
<td>Funding Cintra would pay to TxDOT to lane balance east of SH 161 (2 miles)</td>
</tr>
</tbody>
</table>

$1,292
PROPOSED I.H.35 RECOMMENDATION IN AUSTIN

Measured Outrage:

Plan A: DOA

Plan B: Win-Win
PLAN A

IH 35 Austin

Non-Toll Environment

$3.7B Category 12 Strategic Priority Additional Funds

$7.5B Total Cost
PLAN B (RTC APPROVAL IN MARCH)

Impact of $1B to our Region
Contradicts Current Agreements
Answer is Clear: Exists in Real World
60 Day Blitz: Build All

Communicate to:
- Texas Transportation Commission
- Governor Office
- Lt. Governor Office
- Private Sector
- Legislative Delegation
- Attorney General Office
- Austin MPO

Focus:
- Equity
- Law
- Project
- Lost Opportunity Costs
High- and Higher-Speed Rail Discussion

Surface Transportation Technical Committee

February 28, 2020
## High-Speed Technology Terminology

<table>
<thead>
<tr>
<th>FRA Terminology</th>
<th>Speed</th>
<th>Shared Track with Freight?</th>
<th>Grade Separation Required?</th>
<th>NCTCOG Mobility Plan Terminology</th>
<th>Common Terminology Equivalent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Conventional Passenger Rail (local rail and Amtrak)</td>
<td>&lt;79 MPH</td>
<td>Yes</td>
<td>No</td>
<td>Regional Rail</td>
<td>Low</td>
</tr>
<tr>
<td>Higher-Speed Rail</td>
<td>79–110 MPH</td>
<td>Yes (primarily shared track)</td>
<td>No (advanced protection required)</td>
<td>At-Grade</td>
<td>Medium</td>
</tr>
<tr>
<td>High-Speed Rail – Regional</td>
<td>110–150 MPH</td>
<td>Minimal</td>
<td>Yes</td>
<td>Grade Separated</td>
<td>Medium-High</td>
</tr>
<tr>
<td>High-Speed Rail – Express</td>
<td>&gt;150 MPH</td>
<td>No</td>
<td>Yes</td>
<td>Grade Separated</td>
<td>High</td>
</tr>
</tbody>
</table>

Source: Federal Railroad Administration and NCTCOG
## Two Primary DFW High-Speed Technologies

<table>
<thead>
<tr>
<th>Characteristic</th>
<th>High-Speed Rail</th>
<th>Hyperloop</th>
</tr>
</thead>
<tbody>
<tr>
<td>Top Speed</td>
<td>~220 MPH</td>
<td>~700 MPH</td>
</tr>
<tr>
<td>Headway</td>
<td>30 minutes</td>
<td>~2 minutes</td>
</tr>
<tr>
<td>Person Capacity</td>
<td>2,400/hour/direction(^1)</td>
<td>16,000/hour/direction(^2)</td>
</tr>
<tr>
<td>Operating Style</td>
<td>Passenger Train</td>
<td>Single Lane Freeway</td>
</tr>
<tr>
<td>Cargo</td>
<td>No</td>
<td>Yes</td>
</tr>
</tbody>
</table>

Notes:  
\(^1\) Estimate based on NCTCOG calculations combining stated headway and train set capacity from TCR  
\(^2\) Estimate from Virgin Hyperloop One
DFW High-Transportation Projects

Fort Worth to Laredo High-Speed Transportation Study

Dallas to Houston High-Speed Rail Project
Texas Central Railway (TCR)

DFW High-Speed Transportation Connections Study

Corridor-specific alignment, design, and operational characteristics for the intercity passenger, regional passenger, and freight rail systems will be determined through capacity evaluation and ongoing project development. Refined rail forecasts are necessary to determine technology and alignment in future rail corridors.
Fort Worth to Laredo

“Bridge” to Future Study

Review Tier I Recommendations

- Corridors
- Technology
- Modes of Travel

Final Report Expected March 2020
Dallas to Houston

Building the Project Every Day
Working with Design/Build Partner
Preparation for Construction Activity
Petition for Rulemaking Granted by FRA
   Rule of Particular Applicability
   Final Rule Expected in 2020
Environmental Impact Statement
   Record of Decision Expected 3Q 2020
Fort Worth to Dallas

Procurement Process Underway
Alternatives Analysis
Environmental Document
Connections
  High-Speed Projects
  Transportation Access
Coordination with FRA and FTA
High-Speed Transportation Recommendations

Corridor-specific alignment, design, and operational characteristics for the intercity passenger, regional passenger, and freight rail systems will be determined through capacity evaluation and ongoing project development. Refined rail forecasts are necessary to determine technology and alignment in future rail corridors.
U.S. Intercity Passenger Rail Network Vision
Metropolitan Transportation Plan Schedule

Surface Transportation Technical Committee

February 28, 2020
Mobility 2045

RTC Adopted on June 14, 2018

Must Adopt Updated Plan Within Four Years

Transportation Conformity Achieved November 21, 2018

Expires November 21, 2022
Mobility 2045: 2022 Update

Mobility Plan Update, Not Amendment

Will Incorporate New TIP

Partner Coordination Begins in March

Project Refinements
Mobility 2045: 2022 Update

Horizon Year: 2045

Base Year: 2020

Revised 2045 Demographics

Revised 2045 Revenue Forecast
Mobility Plan Foundation

- **Vision**: Guide the Plan
- **Goals**: Focus the Vision
- **Objectives**: Define the Goals
- **Performance Measures**: Measure the Objectives
Mobility Plan
Construction

Performance Measures
Measure the Objectives Based on Targets

Project Selection
Informs Prioritization

Prioritization
Recommendations

Adoption
The Plan
Mobility Plan Development
Vision Statement

To improve the region’s mobility today and tomorrow by embracing technology and innovation.
Goals

Four Categories

Nine Goals

Mobility
- Improve Transportation Options
- Support Travel Efficiency Strategies
- Ensure Community Access to System and Process

Quality of Life
- Enhance Environment and Lifestyles
- Encourage Sustainable Development

System Sustainability
- Ensure Adequate Maintenance, Safety, and Reliability
- Pursue Long-Term, Sustainable Financial Resources

Implementation
- Provide Timely Planning and Implementation
- Develop Cost Effective Projects and Programs
2022 Update Status

Completed

- Vision
- Goals

Current Efforts

- Identifying Objectives
- Developing Performance Measures
- Setting Targets
- Initiating Coordination Efforts
## Mobility 2045: 2022 Update

<table>
<thead>
<tr>
<th>2020</th>
<th>2021</th>
<th>2022</th>
</tr>
</thead>
<tbody>
<tr>
<td>Q2</td>
<td>Q1</td>
<td>Jan</td>
</tr>
<tr>
<td>Q3</td>
<td>Q2</td>
<td>Feb</td>
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<td>Q4</td>
<td>Q3</td>
<td>Mar</td>
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<td>Sept</td>
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<tr>
<td></td>
<td></td>
<td>Oct</td>
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<tr>
<td></td>
<td></td>
<td>Nov</td>
</tr>
</tbody>
</table>

### Plan Development

- Draft Recommendations for Review
- Official Comment Period
- STTC Action
- RTC Action
- Air Quality Conformity

### Agency and Public Coordination

- Public meetings held during highlighted months.
- Regional Transportation Council action on Mobility 2045 scheduled for June 9, 2022.
2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM
DRAFT LISTINGS

Surface Transportation Technical Committee
February 28, 2020
A COOPERATIVE EFFORT

Local Governments
- Cities
- Counties

Texas Department of Transportation
- Dallas District
- Fort Worth District
- Paris District

Transit Agencies
- DART
- Trinity Metro
- DCTA

Transportation Agencies
- North Texas Tollway Authority
- DFW Airport

2021-2024 Transportation Improvement Program for North Central Texas
DEVELOPMENT PROCESS

- Review existing projects and gather information on additional locally funded projects
- Make needed revisions to existing project schedules, funding, and/or scope
- Develop revised project listings
- Financially constrain project programming based on estimated future revenues
- Conduct Mobility Plan and Air Quality conformity review
- **Solicit public and Committee/Council input**
- Finalize project listings and submit to the Texas Department of Transportation (TxDOT) and Federal Highway Administration (FHWA)
FOCUS AREAS

• Draft Project Information
  • Reflects updates to projects provided by agencies, as well as updates from recent/pending TIP Modifications where applicable
  • Financially constrained to the 2020 Unified Transportation Program (UTP) allocations

• Fiscal Year (FY) 2021 Surveys
  • Surveys have been sent to agencies that have a project or phase in FY 2021, the first year of the new TIP.
  • Responses provide more clarity on project schedules to help NCTCOG staff determine which projects phases will truly be ready to commence in FY 2021.
  • Failure to provide a survey response will lead to your project being pushed to a later year.
  • Doing this work now can help prevent the need for additional TIP Modifications in the future.
SCOPE OF PROGRAMMING

- $13.32 Billion in the 2021-2024 TIP (Roadway and Transit)
- $7.62 Billion in Federal Commitments
- $2.10 Billion in State Commitments
- $0.13 Billion in Regional Commitments
- $2.62 Billion in Local Commitments
- $0.85 Billion in Transit Commitments

- 945 Active Projects (Roadway and Transit)
- 66 Implementing Agencies (Roadway and Transit)
REQUEST FOR REVIEW

- Please review the listings for projects being implemented by your agency and within your jurisdiction to verify:
  - Start and end dates of each phase
  - Fiscal years of each phase
  - Scope
  - Limits
  - Funding amounts

- If a project does not have funding in FY 2021, 2022, 2023, or 2024, it will not be in the new TIP.
  - FY 2020 projects will not automatically carry over. We must determine now if projects should be “double-listed” in FY 2021 if they could be delayed.
  - Projects in FY 2025 and later will be in the environmental clearance appendix of the TIP (Appendix D).
May – November 2019: Conducted meetings with implementing agencies
August 2019 – February 2020: Data entry, develop listing, and financial constraint

February 2020:
- Present draft listings to STTC for Information
- March 2020: Present draft listings to RTC for Information
- March 2020: Conduct public meetings

April 9, 2020: Deadline for providing comments on draft listings

April 2020: Present final listings to STTC for Action
May 2020: Present final listings to RTC for Action
June 2020: Transmit final document to TxDOT
- Executive Board endorsement

August 2020: Anticipated approval of the STIP by Texas Transportation Commission
October/November 2020: Anticipated federal approval of the STIP
QUESTIONS/COMMENTS

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Clean Cities Annual Survey Results and Coalition Update

Surface Transportation Technical Committee

February 28, 2020

Bailey Muller, Senior Air Quality Planner
NUMBER OF FLEETS USING ALTERNATIVE FUELS

- Battery Electric Vehicle: 10
- Plug-In Hybrid Electric Vehicle: 2
- Hybrids: 22
- CNG: 8
- Propane: 8
- Biodiesel: 8
- E85: 9

Total Alternative Fuel Vehicles: 6,880
2018 ANNUAL ENERGY USE IMPACT

TOTAL ENERGY REDUCED

ENERGY REDUCED BY ALTERNATIVE FUEL TYPE

- CNG
- LNG
- E85
- Electric & Hybrid Vehicles
- Propane
- Biodiesel

Fuel Economy Improvements
Idle Reduction
Off-Road Vehicles
VMT Reduction

VMT- Vehicle Miles Traveled; CNG- Compressed Natural Gas; LNG- Liquified Natural Gas, E85- Ethanol
## Nitrogen Oxide (NOₓ) Reductions by Fuel Type

<table>
<thead>
<tr>
<th>Fuel Type</th>
<th>Pounds of NOₓ Reduced</th>
<th>Number of Vehicles</th>
</tr>
</thead>
<tbody>
<tr>
<td>CNG</td>
<td>551,844</td>
<td>2,387</td>
</tr>
<tr>
<td>LNG</td>
<td>168,030</td>
<td>103</td>
</tr>
<tr>
<td>Propane</td>
<td>30,018</td>
<td>349</td>
</tr>
<tr>
<td>EV &amp; Hybrids</td>
<td>3,527</td>
<td>592</td>
</tr>
<tr>
<td>E85</td>
<td>44</td>
<td>1,084</td>
</tr>
<tr>
<td>Biodiesel</td>
<td>0</td>
<td>2,365</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>753,463</strong></td>
<td><strong>6,880</strong></td>
</tr>
</tbody>
</table>

CNG - Compressed Natural Gas; LNG - Liquified Natural Gas; EV - Electric Vehicle; E85 - Ethanol
## 2018 DFW CLEAN CITIES ANNUAL REPORT

<table>
<thead>
<tr>
<th>Energy Use Impact</th>
<th>Ozone Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>![Down Arrow]</td>
<td>![Down Arrow]</td>
</tr>
<tr>
<td>23,243,022 Gallons of Gasoline Equivalents Reduced</td>
<td>~1 Ton per Day Ozone Forming Nitrogen Oxides ($\text{NO}_x$) Reduced</td>
</tr>
</tbody>
</table>

**Comparison:** RTC Initiatives Credited in Conformity = 2.12 Tons per Day $\text{NO}_x$ Reduced

40 REPORTING FLEETS
ANNUAL ENERGY USE IMPACT IN GASOLINE GALLON EQUIVALENT (GGE)

Dallas County Schools Dissolution

GOAL 26.7 Million

MILLIONS OF GGE REDUCED


CNG-DFW Airport
CNG-DART
LNG
Renewable Diesel
Plug-In Hybrid
Truck Stop Electrification
VMT Reduction

CNG-Other
Hybrid
Off-Road
Fuel Economy Improvement

Biodiesel
LPG
E85 Ethanol
Electric
Other Idle Reduction

ANNUAL ENERGY USE IMPACT IN GASOLINE GALLON EQUIVALENT (GGE)
2019 FLEET RECOGNITION AWARD WINNERS

TO BE ELIGIBLE FOR RECOGNITION, FLEETS MUST:
1. SUBMIT AN ANNUAL SURVEY
2. ADOPT CLEAN FLEET POLICY
## 2019 Fleet Winners

<table>
<thead>
<tr>
<th>Town of Addison</th>
<th>Denton ISD</th>
<th>City of Plano</th>
</tr>
</thead>
<tbody>
<tr>
<td>City of Richardson</td>
<td>Tarrant County</td>
<td>Trinity Metro</td>
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<tr>
<td>City of Watauga</td>
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<tr>
<td>City of Carrollton</td>
<td>City of Coppell</td>
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<tr>
<td>City of Dallas</td>
<td>City of Denton</td>
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<tr>
<td>Denton County</td>
<td>DFW International Airport</td>
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<tr>
<td>Town of Flower Mound</td>
<td>City of Irving</td>
<td></td>
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<tr>
<td>City of Lewisville</td>
<td>City of Mesquite</td>
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<td>City of North Richland Hills</td>
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<tr>
<td>City of Euless</td>
<td>City of Southlake</td>
<td>Dallas Area Rapid Transit</td>
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COMING TO DFW CLEAN CITIES IN 2020…

<table>
<thead>
<tr>
<th>Coalition 25th Anniversary</th>
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<tbody>
<tr>
<td>DFW Clean Cities Advisory Committee</td>
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<tr>
<td>Membership Profile</td>
</tr>
<tr>
<td>Recommendations from Department of Energy</td>
</tr>
<tr>
<td>New Fleet Recognition Awards - “Shining Stars”</td>
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<tr>
<td>2020 Fleet Challenge</td>
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### 2019 Fleet Surveys Received (As of 02.28.2020)

<table>
<thead>
<tr>
<th>Entity 1</th>
<th>Entity 2</th>
<th>Entity 3</th>
</tr>
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<tbody>
<tr>
<td>Town of Addison</td>
<td>City of Arlington</td>
<td>Arlington ISD</td>
</tr>
<tr>
<td>City of Bedford</td>
<td>City of Benbrook</td>
<td>City of Carrollton</td>
</tr>
<tr>
<td>City of Cedar Hill</td>
<td>City of Dallas</td>
<td>Dallas County</td>
</tr>
<tr>
<td>City of Denton</td>
<td>Denton County Transportation Authority</td>
<td>DFW Airport</td>
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<td>City of Farmers Branch</td>
<td>Town of Flower Mound</td>
<td>City of Garland</td>
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<td>City of Lancaster</td>
<td>City of Lewisville</td>
<td>City of McKinney</td>
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<tr>
<td>City of Mesquite</td>
<td>City of Plano</td>
<td>Prosper ISD</td>
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<td>Town of Prosper</td>
<td>City of Richardson</td>
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<tr>
<td>Tarrant County</td>
<td>Trinity Metro</td>
<td>City of Watauga</td>
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Don’t See Your Entity Listed? You Still Have Time to Submit - Final Deadline March 14, 2020

Download the Survey and See the Latest List of Reports Received Here: [https://www.dfwcleancities.org/annualreport](https://www.dfwcleancities.org/annualreport)
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