MINUTES
Regional Transportation Council
PUBLIC MEETING

Hyperloop: Where Are We Building It?

HOV Transportation Control Measures: Application of Managed Lanes & Substitution

Alternative Fuel Corridors

Trail of the Month Video Series

Meeting Date and Location
The North Central Texas Council of Governments (NCTCOG) held a public meeting Monday, November 11, 2019, at 6:00 pm at the North Central Texas Council of Governments (Arlington); Chris Klaus, Senior Program Manager, moderated the meeting, attended by 8 people.

Public Meeting Purpose and Topics
The public meeting was held in accordance with the NCTCOG Transportation Department Public Participation Plan, which became effective June 1, 1994, as approved by the Regional Transportation Council (RTC), the transportation policy board for the metropolitan planning organization, and amended on November 8, 2018. Staff presented information about:

1. Hyperloop: Where Are We Building It? – presented by Clint Hail
2. HOV Transportation Control Measures: Application of Managed Lanes & Substitution – presented by Vivek Thimmavajjhala
3. Alternative Fuel Corridors – presented by Bethany Hyatt
4. “Trail of the Month” Video Series – presented by Matt Fall

The public meeting was held to educate, inform and seek comments from the public. Comments were solicited from those present who wished to speak for the record. The presentations made at the meeting are available at www.nctcog.org/input, and a video recording was posted at www.nctcog.org/video.

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

Summary of Presentations

Hyperloop: Where Are We Building It? presentation:

Hyperloop technology is one piece of a larger ecosystem of transportation innovation. Multiple projects, including high-speed rail, automated vehicles and Uber Elevates, are taking place in the region. NCTCOG staff recently issued a Request for Proposals (RFPs) for a high-speed
transportation study based on recommendations made in Mobility 2025. Additionally, AECOM is leading a study on a hyperloop route from Fort Worth to Laredo.

Hyperloop technology involves taking a pod and putting it in a vacuum-sealed tube and shooting it at high speeds. The RTC was briefed on it’s infrastructure back in October and will discuss Virgin Hyperloop One’s RFP for a certification facility in November.

**HOV Transportation Control Measures: Application of Managed Lanes & Substitution presentation:**

High-occupancy vehicle (HOV) lanes were added in the 1990’s as a temporary option to alleviate congestion, and the emission benefits of these lanes were included in the region’s State Implementation Plan (SIP).

Due to changing conditions, interim HOV lanes eventually evolved into Managed Lanes. Because of this evolution, NCTCOG is proposing the following three HOV lanes be removed as Transportation Control Measures (TCMs) from the SIP:

- IH 35E corridor between IH 635 and SH 121
- IH 635E corridor between Coit Road and Greenville Ave
- IH 635W corridor between Luna Road, IH 35E and US 75

Additionally, removing them requires substituting alternate TCM projects that achieve equivalent emissions benefits. Staff is proposing 7 traffic signalization projects be used as substitutes:

- Parker Road (Midway Road to Preston Road)
- Park Blvd (Midway Road to Coit Road)
- Custer Road (Legacy Drive to SH 121 Northbound)
- Coit Road (Legacy Drive to SH 121 Northbound)
- Spring Creek Parkway/Shiloh Road (Custer Road to Plano Parkway)
- Plano Parkway (Dublin Road to Marsh Lane)
- SH 121 (Spring Creek Parkway to Hardin Road)

The RTC will take action on the HOV TCM substitution in January 2020.

**Alternative Fuel Corridors presentation:**

This presentation covers several air quality emphasis areas, including high-emitting vehicles and equipment as well as energy and fuel use.

Section 1413 of the Fixing America’s Surface Transportation Act requires the US Department of Transportation to designate corridors to improve mobility using certain alternative fuels, such as hydrogen, propane and natural gas. The benefits of corridor designation include accelerated public interest and improved user experience. Eligible corridors must be within five miles of the highway, publicly accessible and within the maximum distance between charging stations. In coordination with the Texas Department of Transportation, NCTCOG submitted designated corridor nominations in 2016, 2017 and 2018. Nominations for 2019 opened on October 30.
As of July 2019, there are 13,809 registered electric vehicles (EVs) in North Texas. Additionally, there are many incentives available for those ready to purchase an alternative fuel vehicle. For more information, visit www.nctcog.org/aqfunding.

**Trail of the Month Video Series presentation:**

The “Trail of the Month” video series is an outreach initiative intended to make the public aware of the many great trail systems in the Dallas-Fort Worth region. The videos highlight the benefits of the regional system, including access to job centers and schools, regional connectivity and community enhancement. They also feature various interviews with local government leaders and staff, trail users and community organizations.

For more information on the “Trail of the Month” video series, visit www.nctcog.org/bikeweb.

**ORAL COMMENTS RECEIVED AT MEETING**

**Hyperloop: Where Are We Building It?**

Gary Hennessey, Citizen

*Comment:* You’ve issued a Request for Proposals for the Dallas to Fort Worth high-speed transportation study. We already have the Trinity Railway Express (TRE) in that corridor. Why would we add another mode of transportation in that area?

*Summary of response by Clint Hail:* The study is following up on something that has been recommended for a long time.

*Summary of response by Dan Kessler:* You have to look at the corridor as part of a system. We just finished a feasibility study. People who would most likely use high-speed transportation are not the same people using the TRE. There is a difference between commuter traffic and inner-city traffic.

**Alternative Fuel Corridors**

Gary Hennessey, Citizen

*Question:* How many of the light-duty motor vehicle incentives are left?

*Summary of response by Bethany Hyatt:* There are more than 1,000 remaining.

*Summary of response by Chris Klaus:* The incentives are anticipated to go pretty quickly. Stuff is out there. We have a funding page that discusses all our funding opportunities. It’s a one-stop shop at www.nctcog.org/aqfunding.

**COMMENTS SUBMITTED BY WEBSITE, EMAIL & SOCIAL MEDIA**

No comments received via website, email or social media.