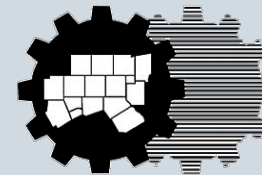


Rules for Public Comments at Regional Transportation Council Meetings (HB 2840)

SURFACE TRANSPORTATION TECHNICAL COMMITTEE

FEBRUARY 28, 2020

AMANDA WILSON, AICP



**North Central Texas
Council of Governments**

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

Milestone	Date
Draft Rules Presented to RTC for Information (Action to Take to Public Input Opportunity)	January 9, 2020
Public Input Opportunity (45-Day Comment Period)	January 13-February 26, 2020
STTC Information Item	January 24, 2020
STTC Action Item	February 28, 2020
RTC Action Item	March 12, 2020

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

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Program Manager

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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

Original Funding	\$69.9 million
Projected Cost	\$89.3 million
Current Project Overrun	\$19.4 million

Source: TxDOT - 2/13/2020

Action Requested

Regional Transportation Council (RTC) approval to :

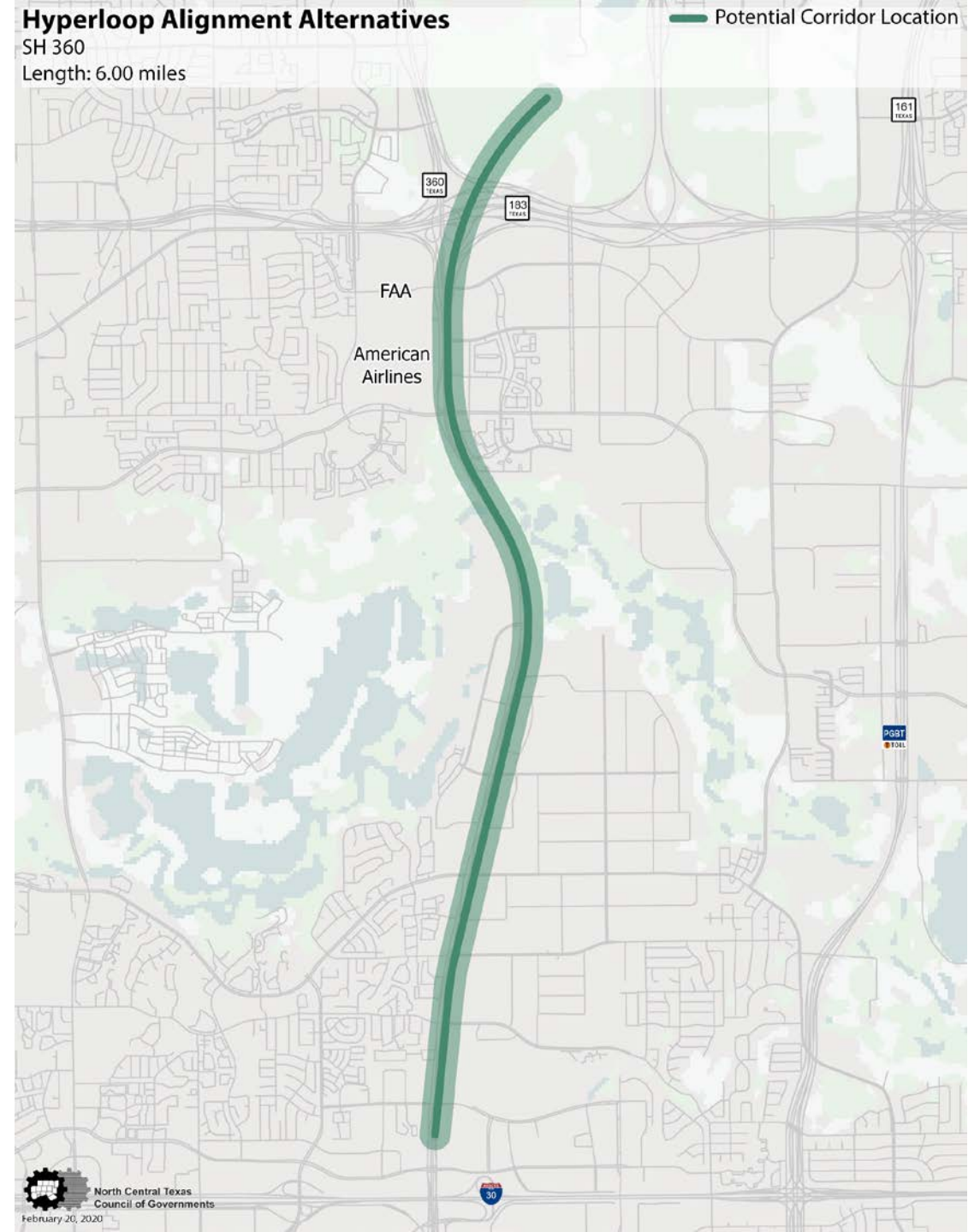
- Provide an additional \$20 million to cover the cost overrun
 - \$15 million is a grant
 - City of Fort Worth and other local partners will pay back \$5 million over 10 years
- Administrative amend the TIP/STIP and other planning documents as needed

UPDATE ON RTC ACTION FOR THE VIRGIN HYPERLOOP ONE CERTIFICATION CENTER PROPOSAL RESPONSE

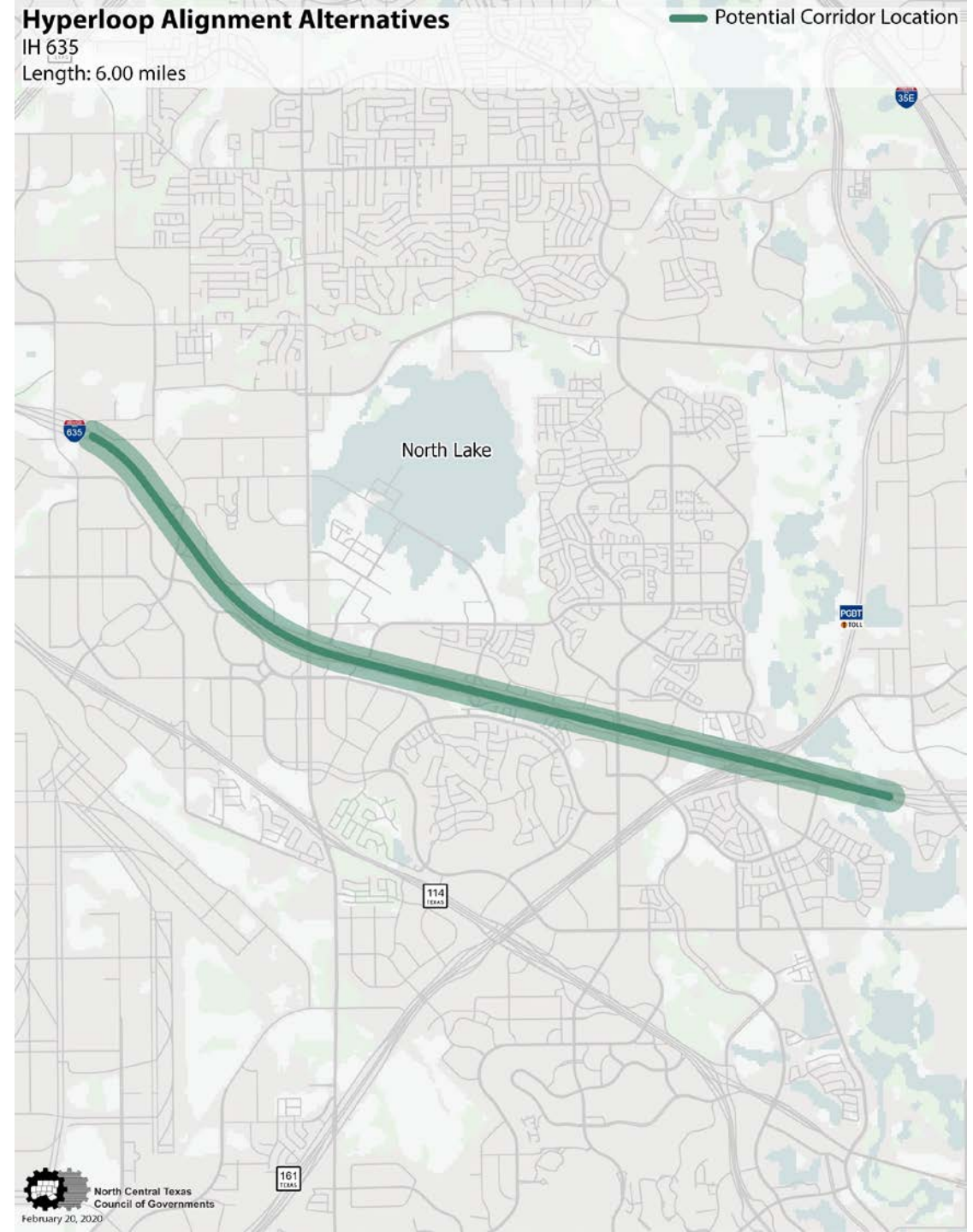
Surface Transportation Technical Committee
February 28, 2020

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)

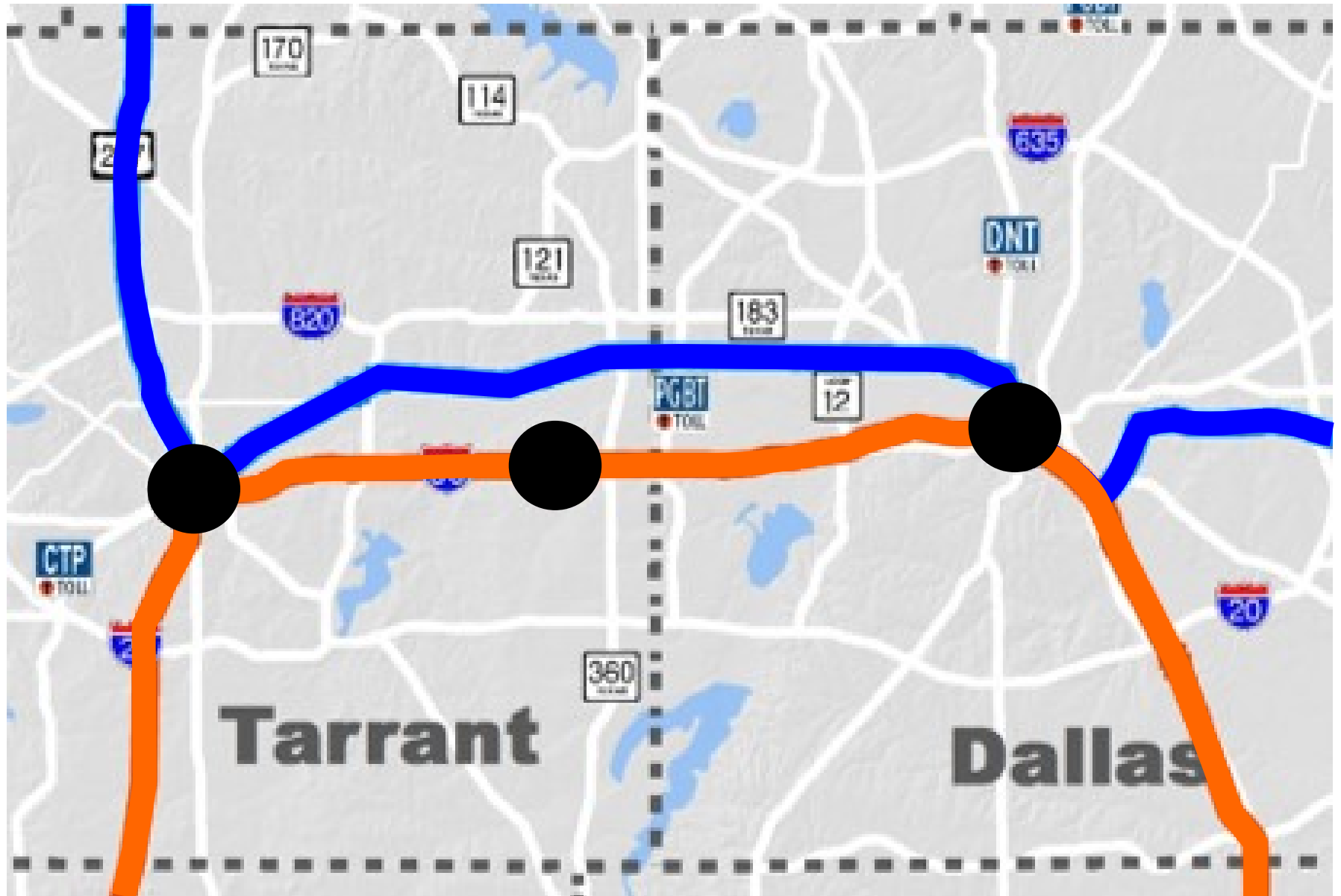
FUNDING REQUEST	Corridor (6 Miles)
State TERP Air Quality Funds	\$50M - \$100M
TxDOT Commission/Governor's Office ¹	✓
Federal Request (California HSR)	\$50M - \$100M
Federal INFRA	\$30M
EPA/DOE	✓
Aircheck (RTC)	\$10M - \$30M
City/County (RTC)	✓
Private Sector (RTC)	✓
STBG (RTC)	\$40M
RTC Local	\$10M (includes \$2.5M for University Partnership)
RTC Transportation Development Credits	Yes
RTC Carbon Credits	Yes
	\$190M - \$310M ✓

✓ = Round Three

¹ Enterprise Fund Request Pending Being Short Listed ✓

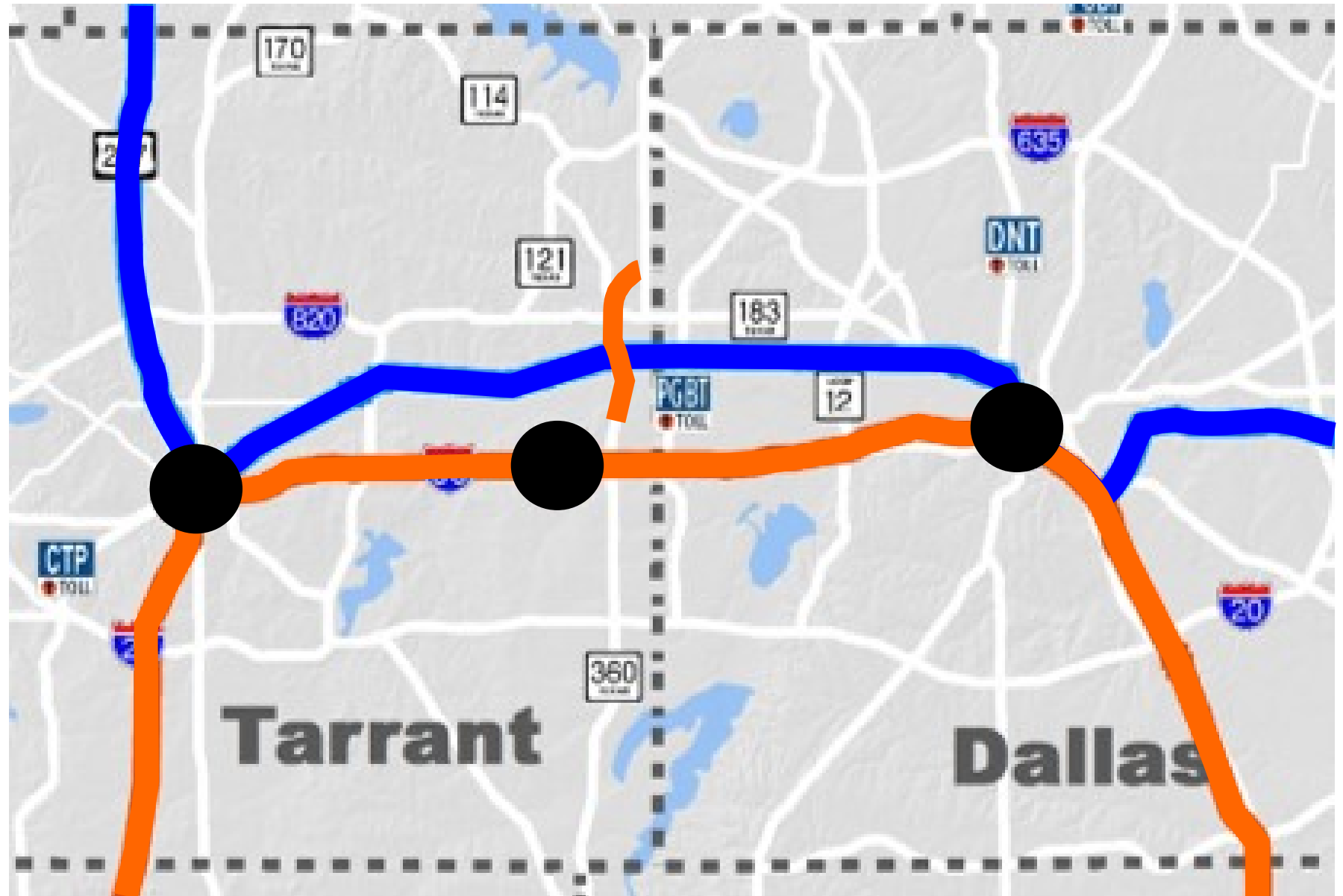
Mobility 2045 High-Speed Recommendations

-  At-Grade
-  Grade Separated
-  Station Location



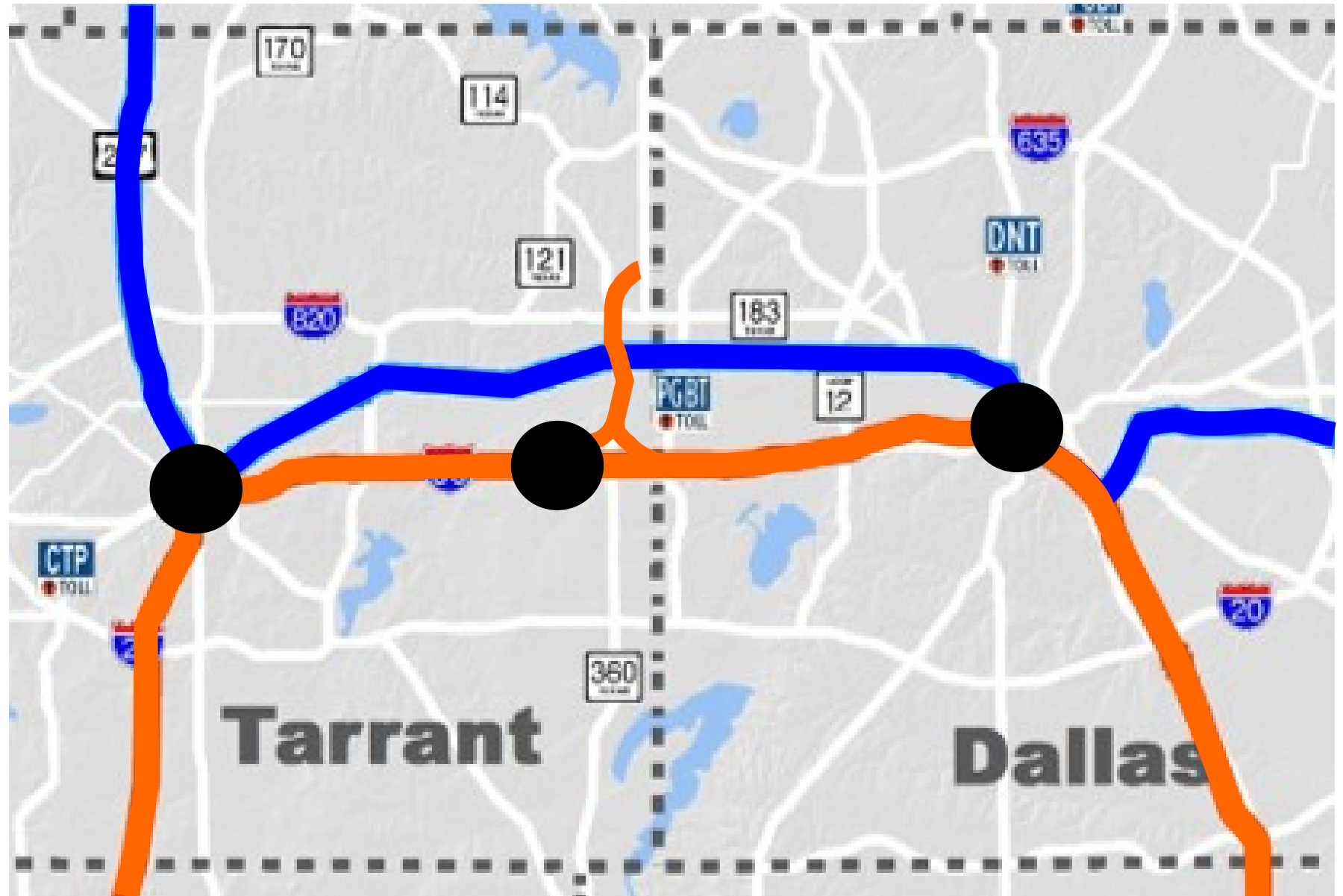
Proposed Certification Center Location

-  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

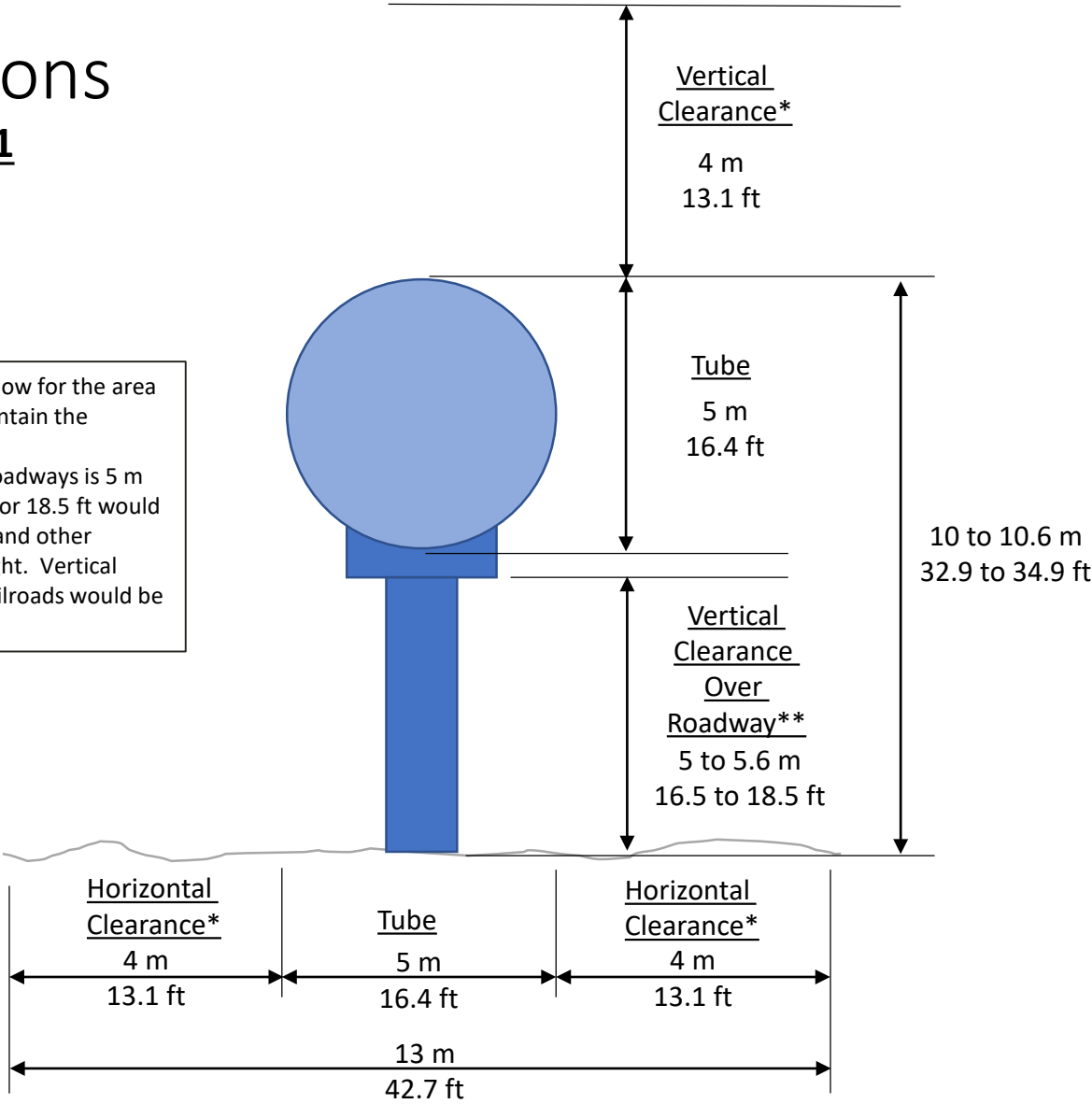
Downtown Dallas to DFW Airport

- Light Rail: 50 minutes
- Auto Peak Period:
35-40 minutes
- Hyperloop: 7 minutes

Typical Sections

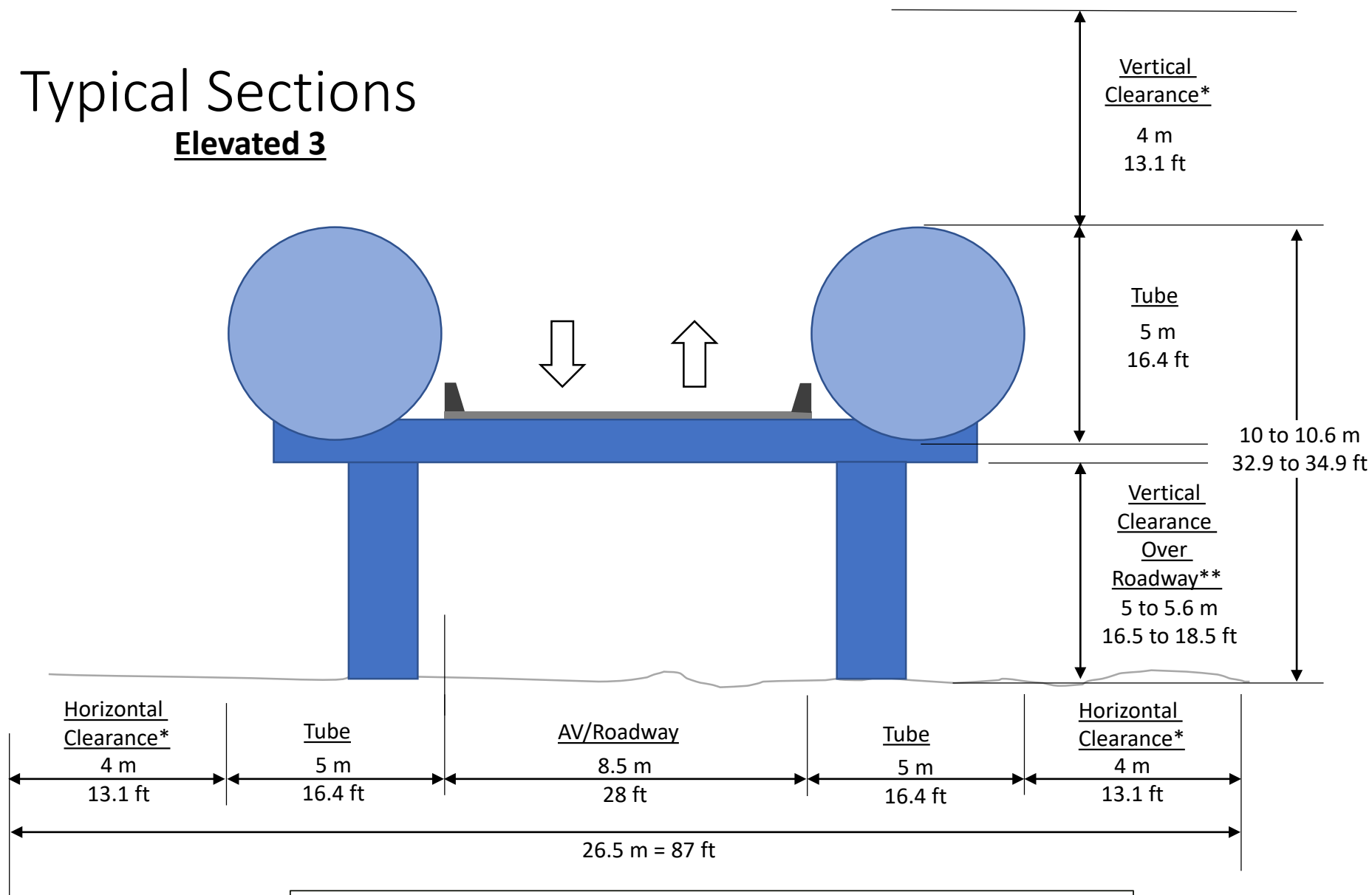
Elevated 1

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

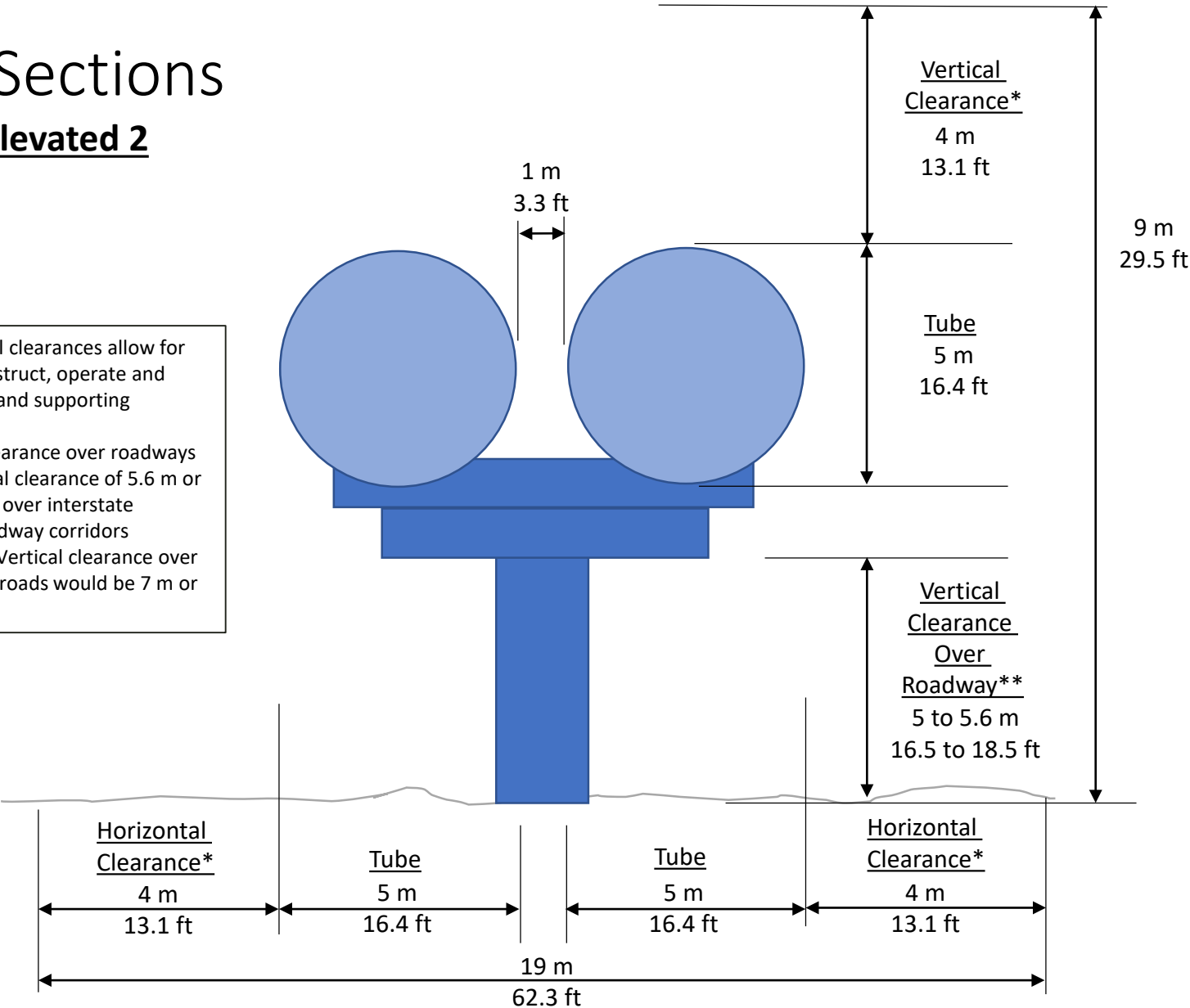
** Minimum vertical clearance over roadways is 5 m or 16.5 ft. Vertical clearance of 5.6 m or 18 ft would be required over interstate highways and other roadway corridors designated for freight. Vertical clearance over passenger or freight railroads would be 7 m or 23 ft.

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.

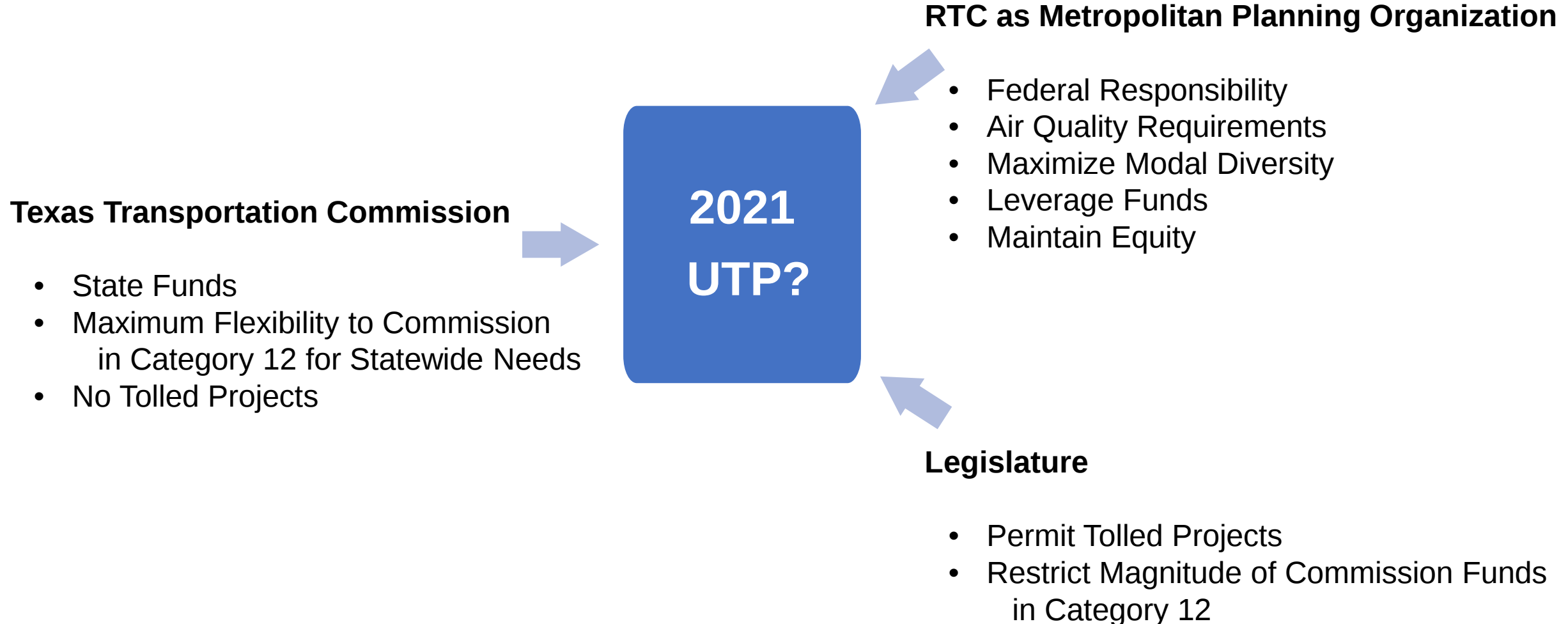


NEXT STEPS WITH TXDOT AND 2021 UNIFIED TRANSPORTATION PROGRAM

Surface Transportation Technical Committee

February 28, 2020

NEED FOR COMMISSION/RTC DISCUSSION



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

INCOMING PRIVATE SECTOR REVENUE FOR NORTH TARRANT EXPRESS (NTE)/SH 183

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:

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

\$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

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

Source: Federal Railroad Administration and NCTCOG

Two Primary DFW High-Speed Technologies

Characteristic	High-Speed Rail	Hyperloop
Top Speed	~220 MPH	~700 MPH
Headway	30 minutes	~2 minutes
Person Capacity	2,400/hour/direction ¹	16,000/hour/direction ²
Operating Style	Passenger Train	Single Lane Freeway
Cargo	No	Yes

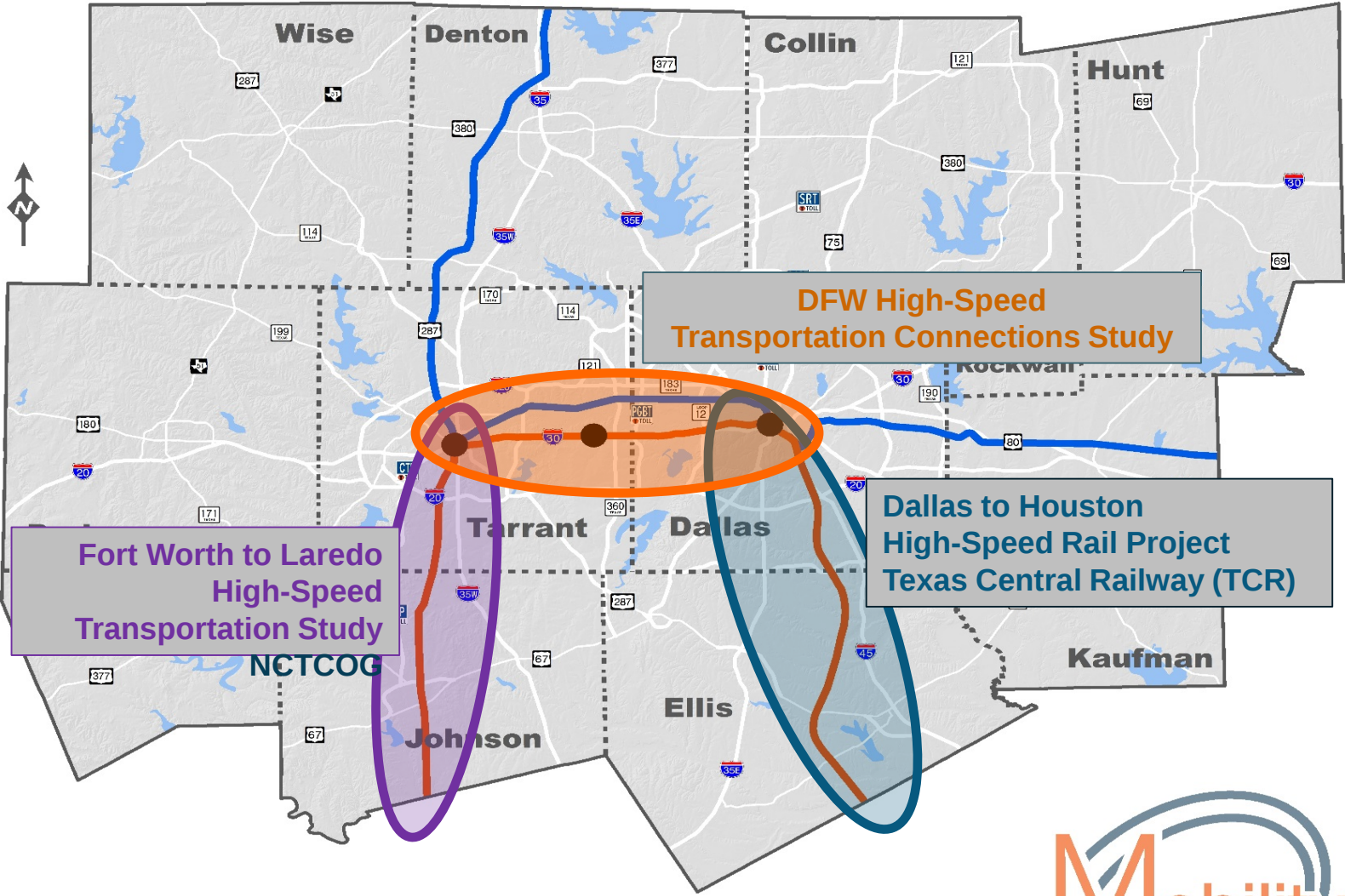
Notes: ¹ Estimate based on NCTCOG calculations combining stated headway and train set capacity from TCR

² Estimate from Virgin Hyperloop One



DFW High-Transportation Projects

- At-Grade
- Grade Separated
- Stations



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

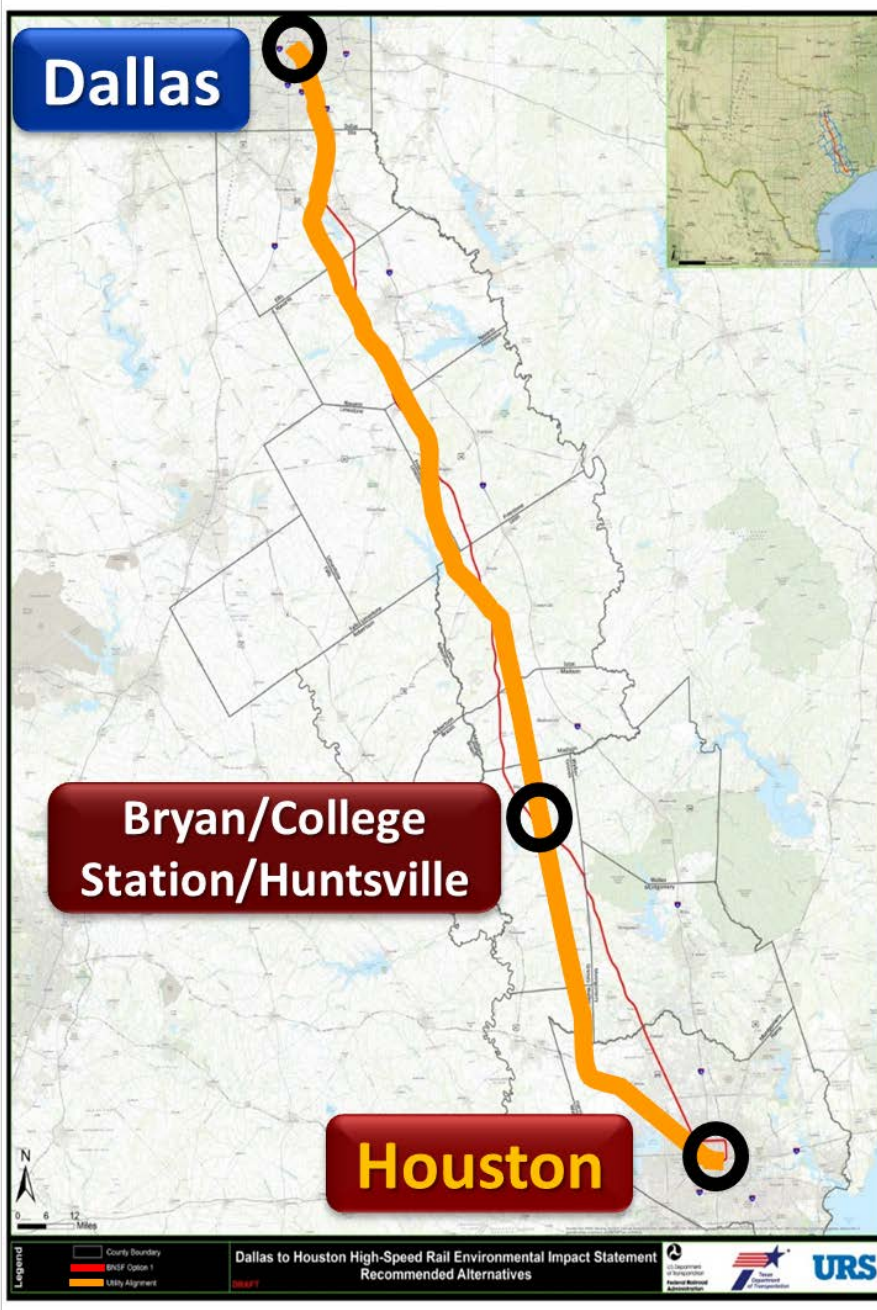
Modes of Travel

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



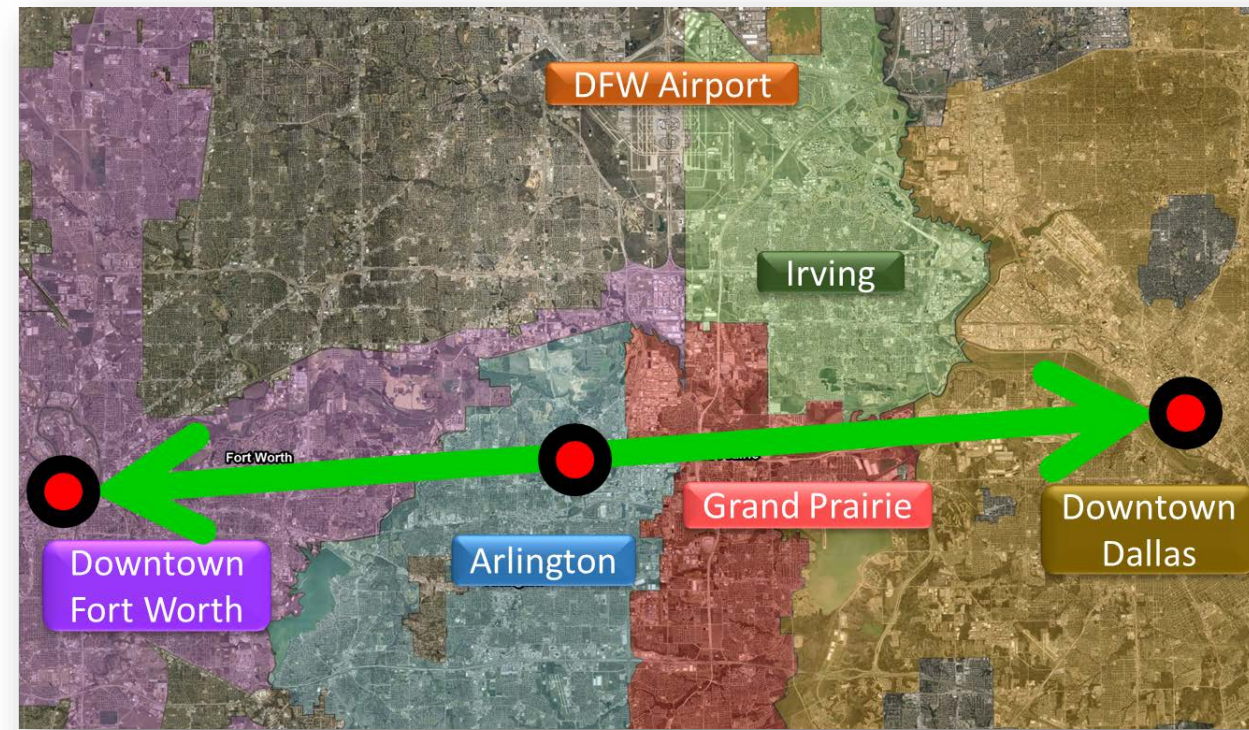
Fort Worth to Dallas

Procurement Process Underway
Alternatives Analysis
Environmental Document
Connections

High-Speed Projects

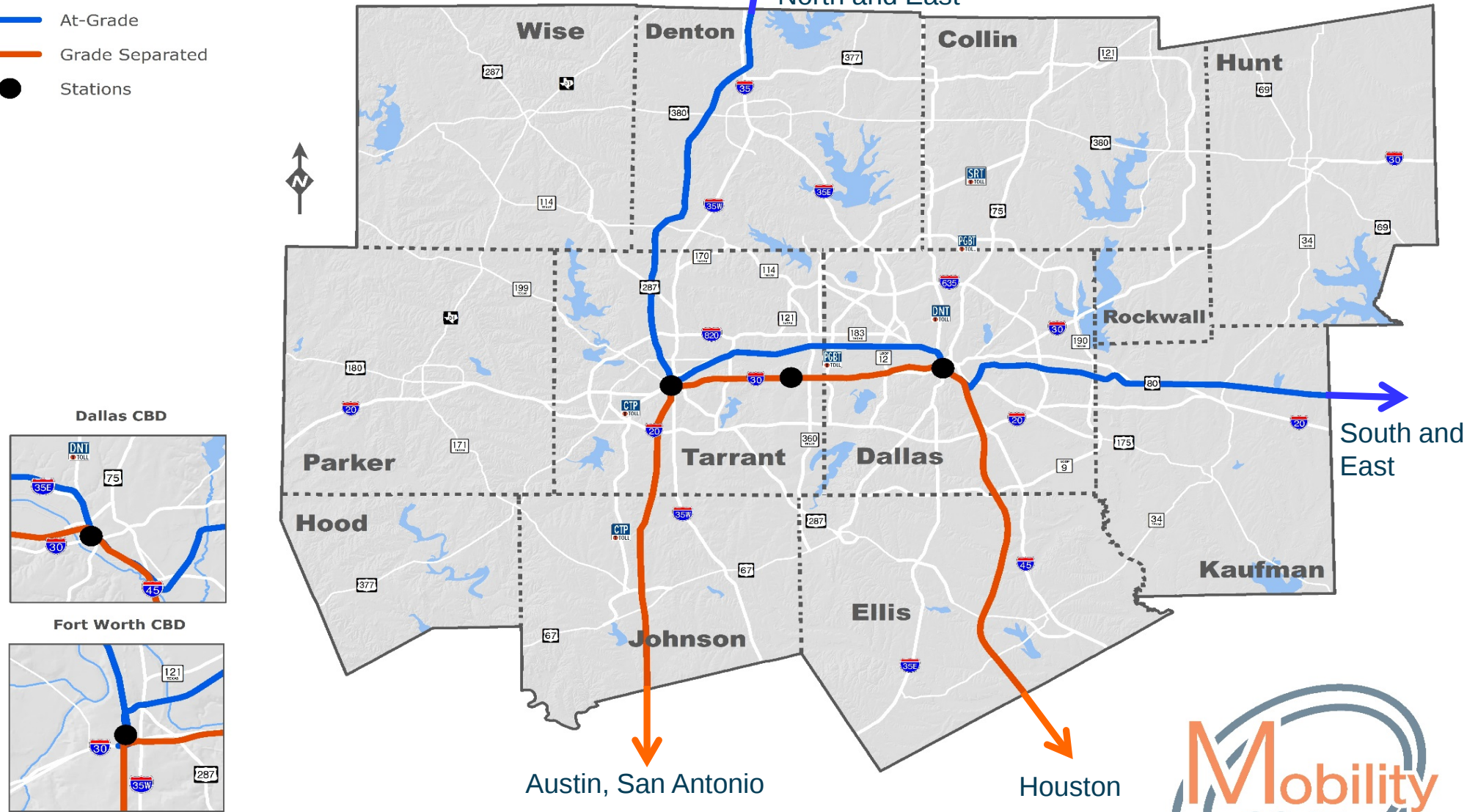
Transportation Access

Coordination with FRA and FTA



High-Speed Transportation Recommendations

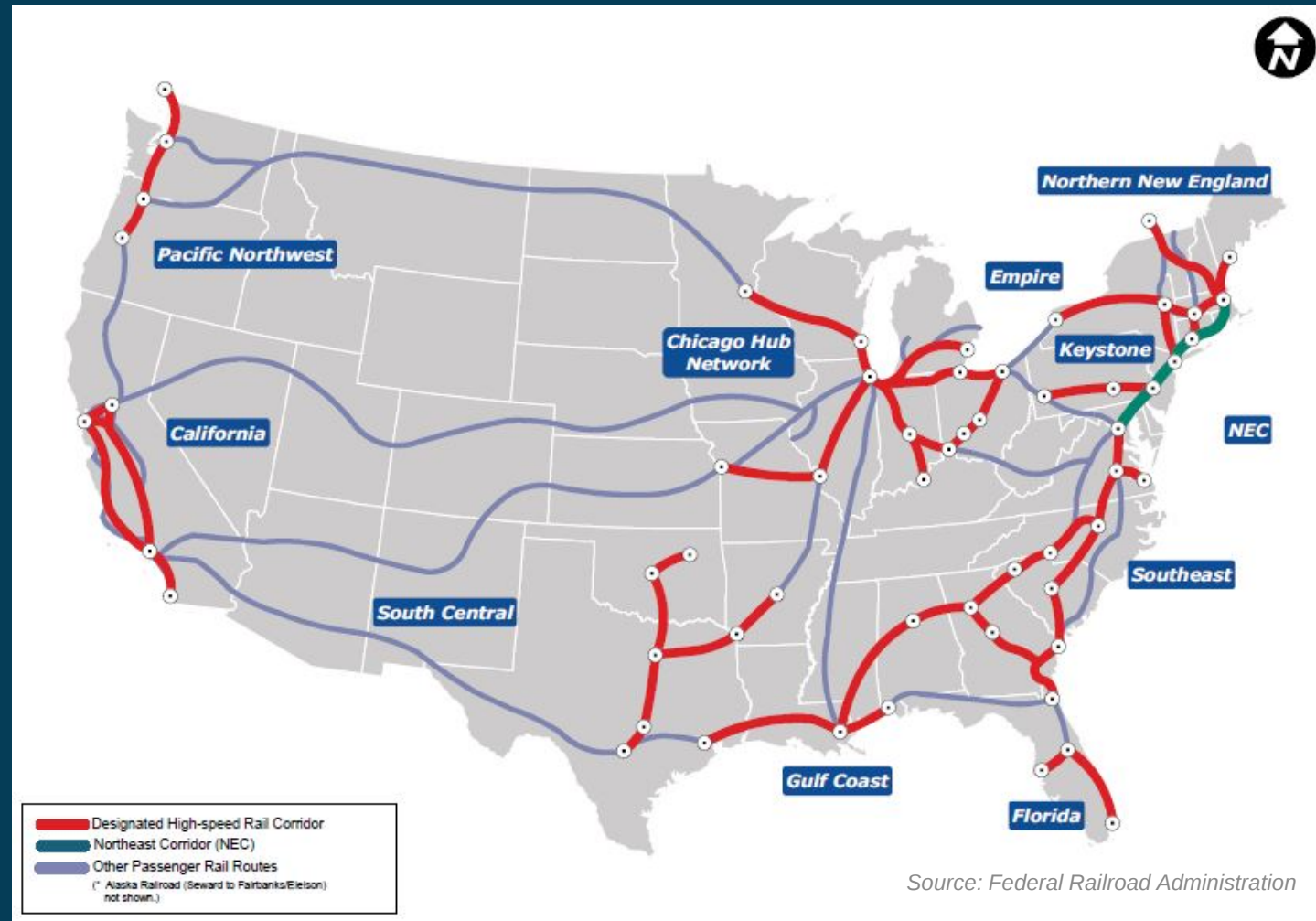
- At-Grade
- Grade Separated
- Stations



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



A vintage dark blue car with wire wheels is displayed in a museum. The car is positioned in the center of the frame, with its front facing right. The background shows other museum exhibits, including a white car and a motorcycle. A blue semi-transparent overlay covers the middle of the image, containing the title and date.

Metropolitan Transportation Plan Schedule

Surface Transportation Technical Committee

February 28, 2020

Great Stories

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

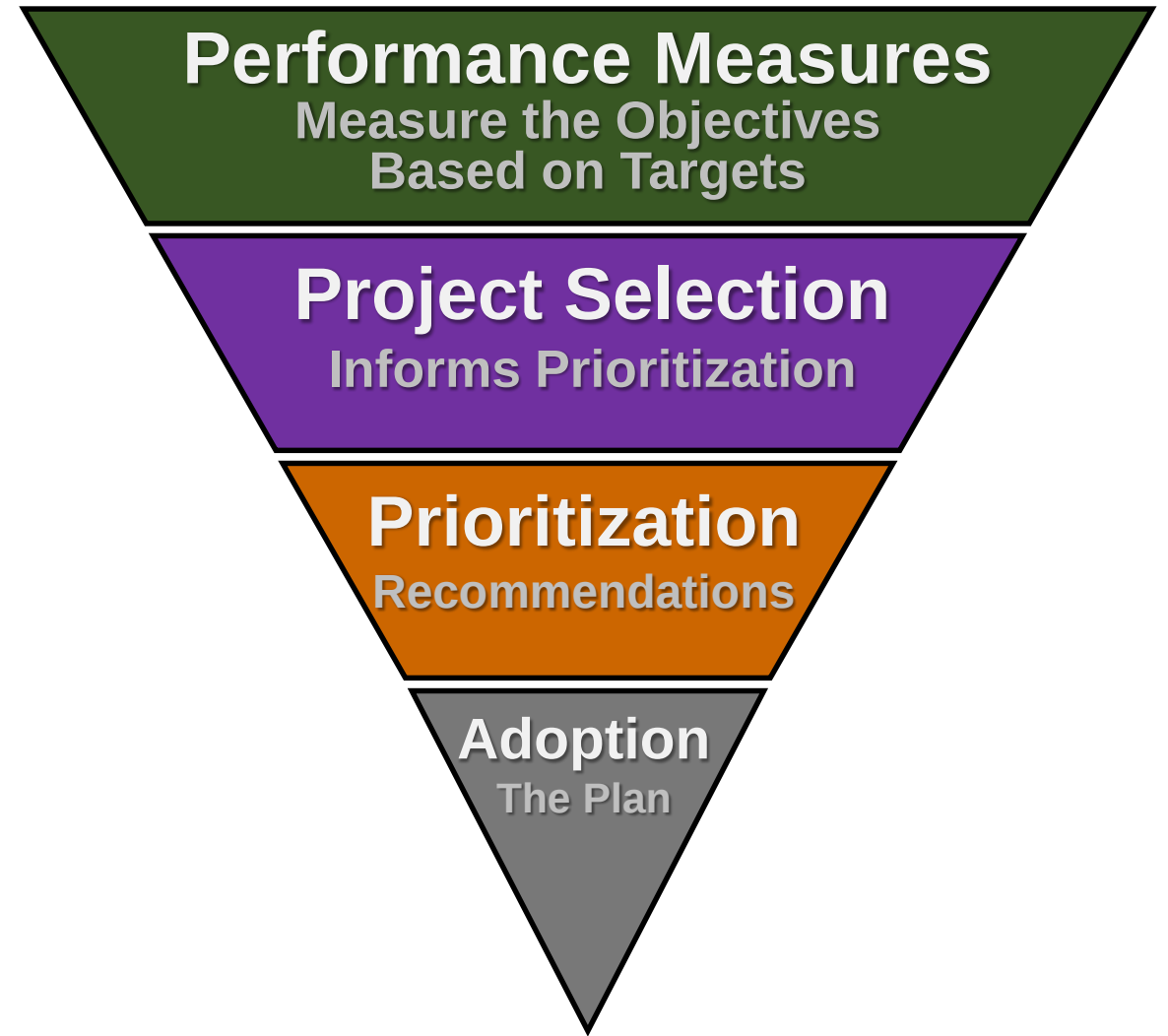
Revised 2045 Demographics

Revised 2045 Revenue Forecast

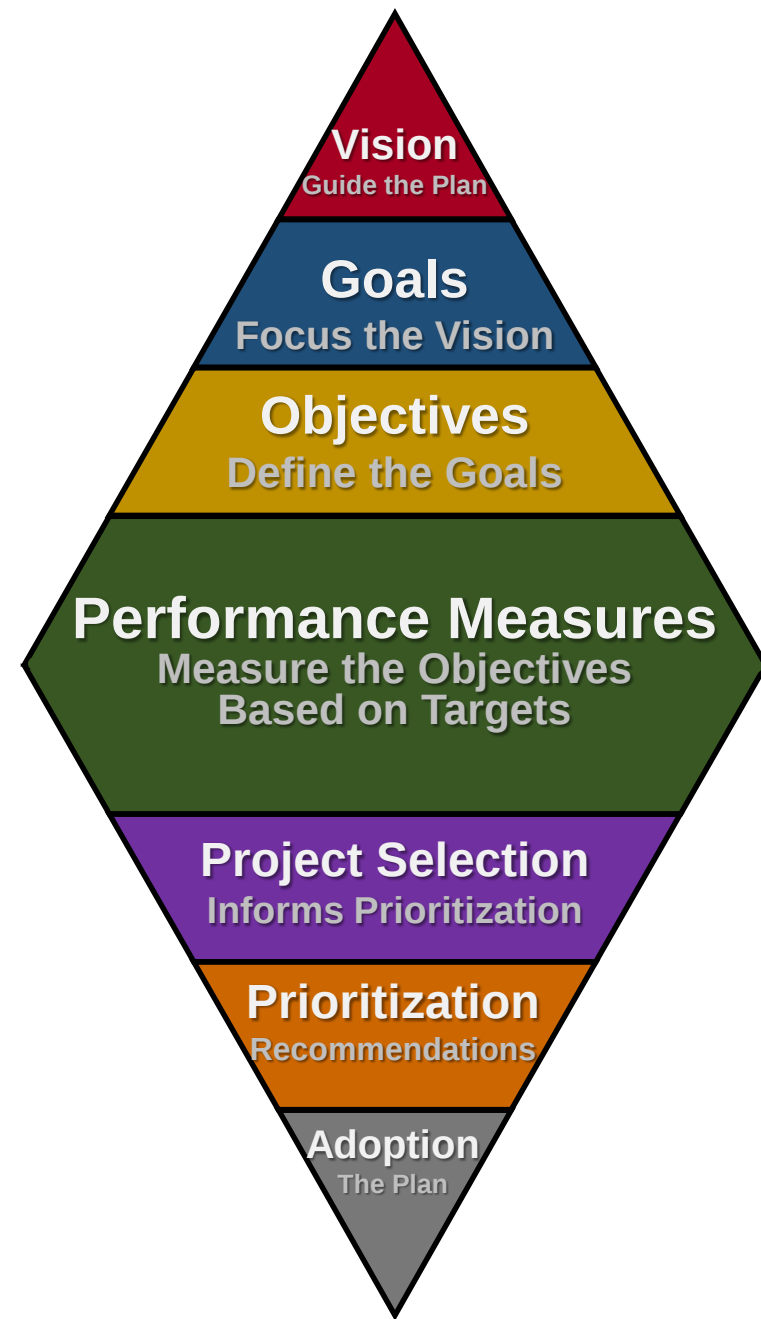
Mobility Plan Foundation



Mobility Plan Construction



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

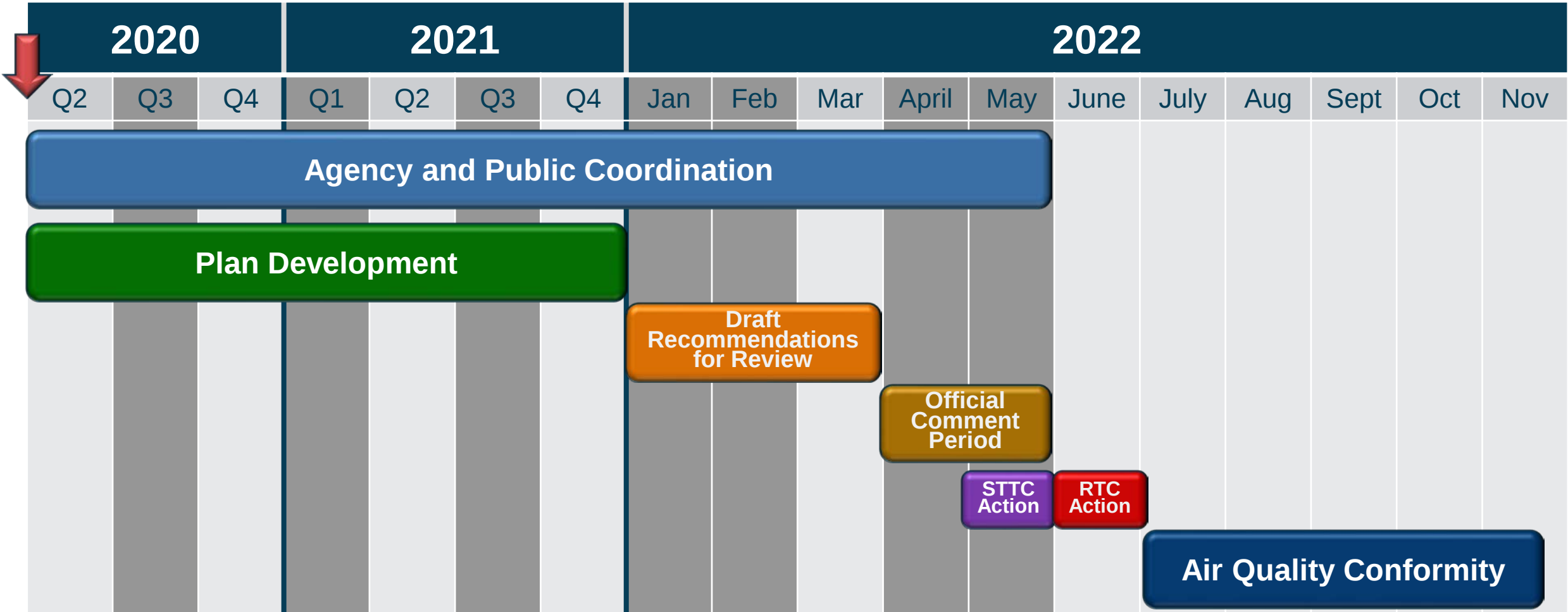
Developing Performance Measures

Setting Targets

Initiating Coordination Efforts



Mobility 2045: 2022 Update



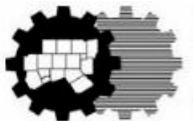
Notes:

- 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

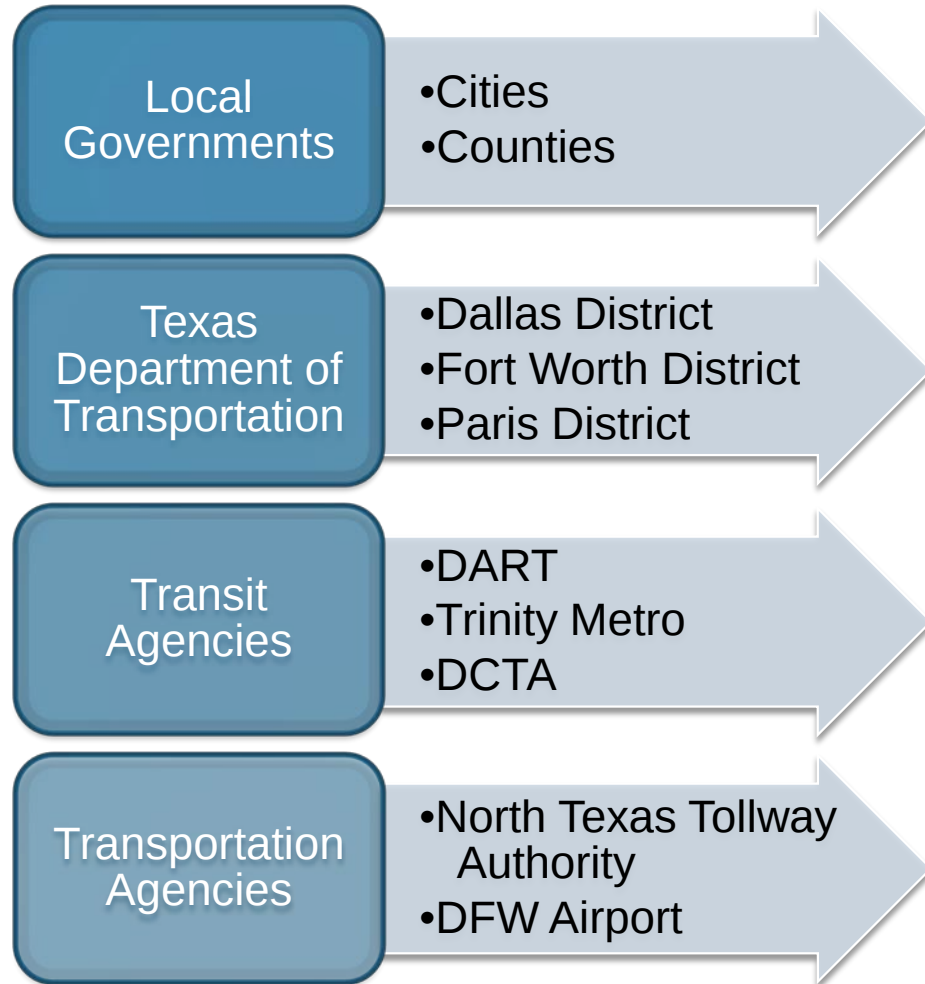
Surface Transportation Technical Committee

February 28, 2020



North Central Texas
Council of Governments
Transportation Department

A COOPERATIVE EFFORT



2021-2024 Transportation Improvement Program for North Central Texas



North Central Texas
Council of Governments

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).

TIMELINE

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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jadkins@nctcog.org



Dallas-Fort Worth
CLEAN CITIES

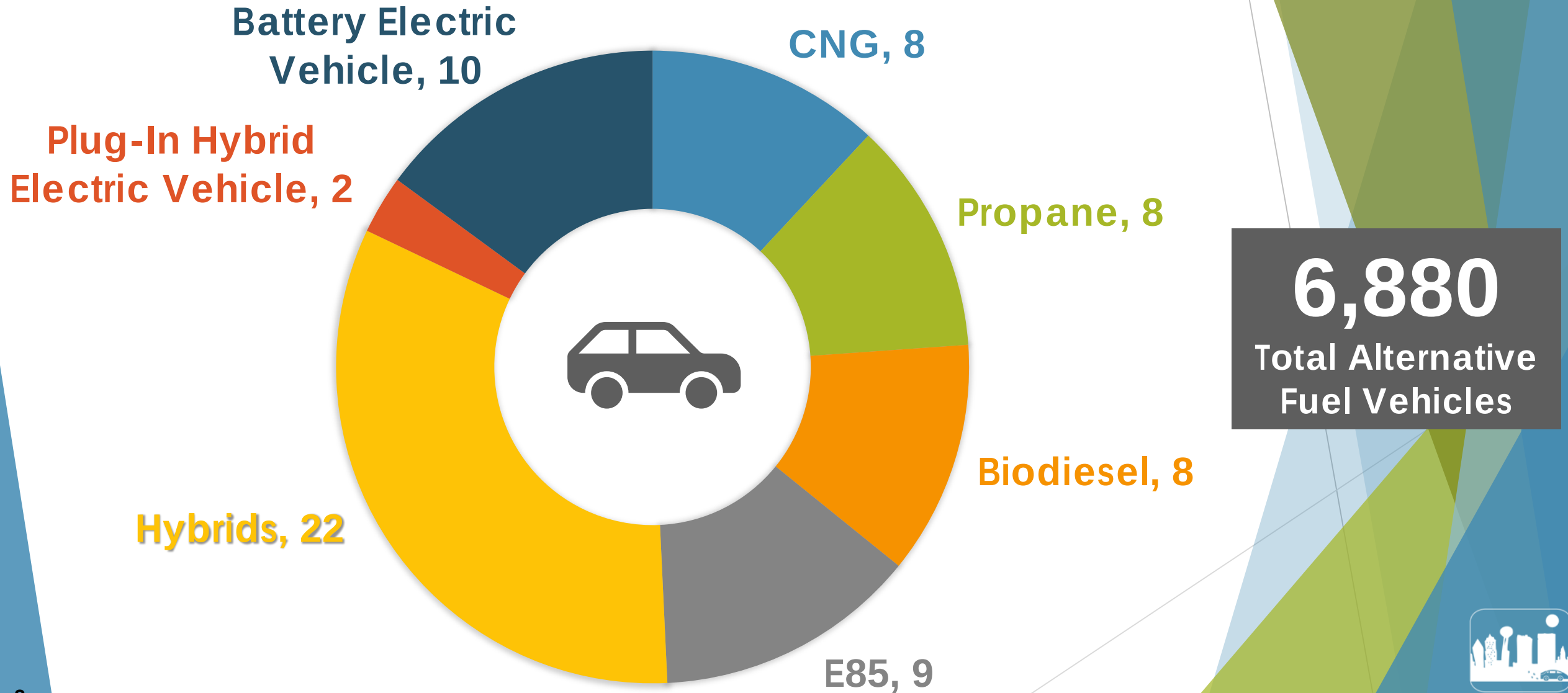
Clean Cities Annual Survey Results and Coalition Update

Surface Transportation Technical
Committee

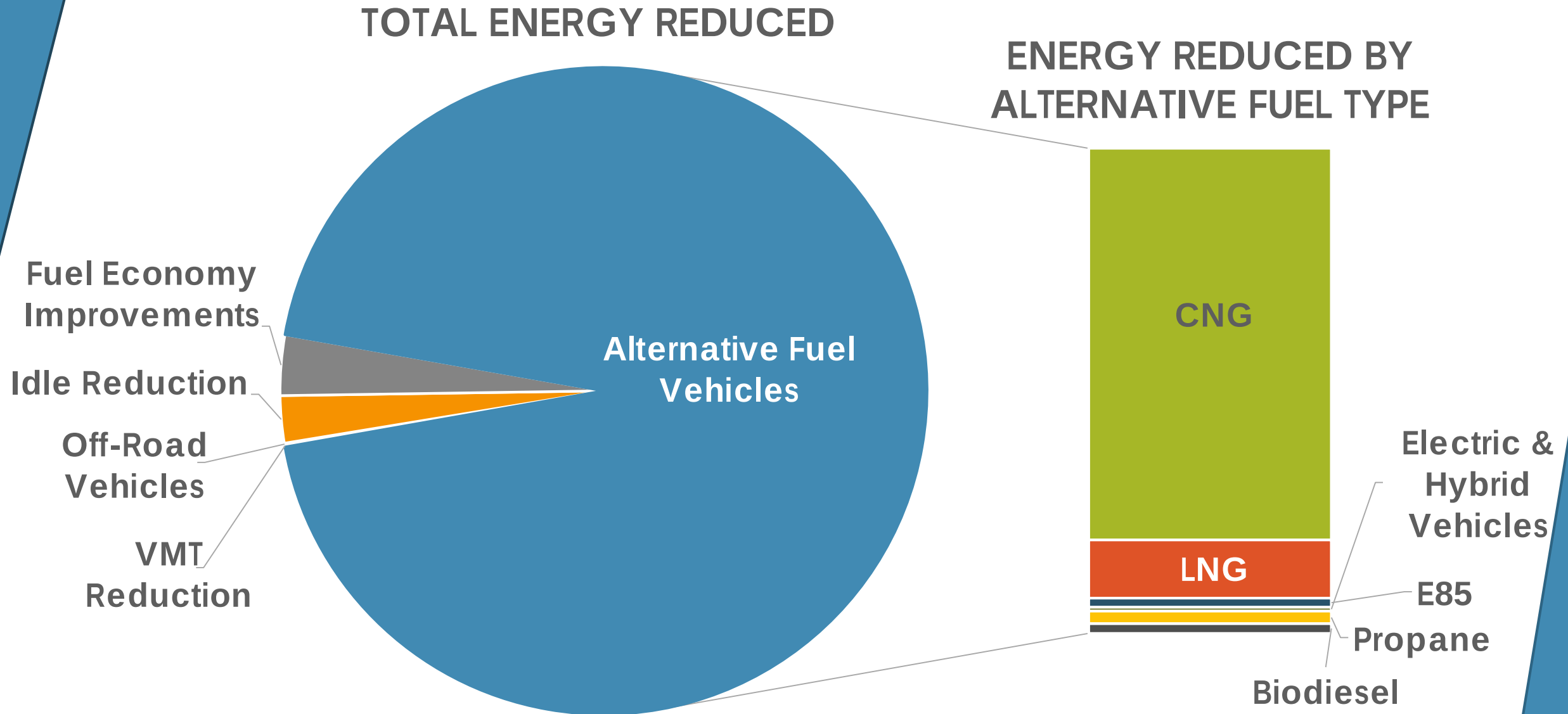
February 28, 2020

Bailey Muller, Senior Air Quality Planner

NUMBER OF FLEETS USING ALTERNATIVE FUELS

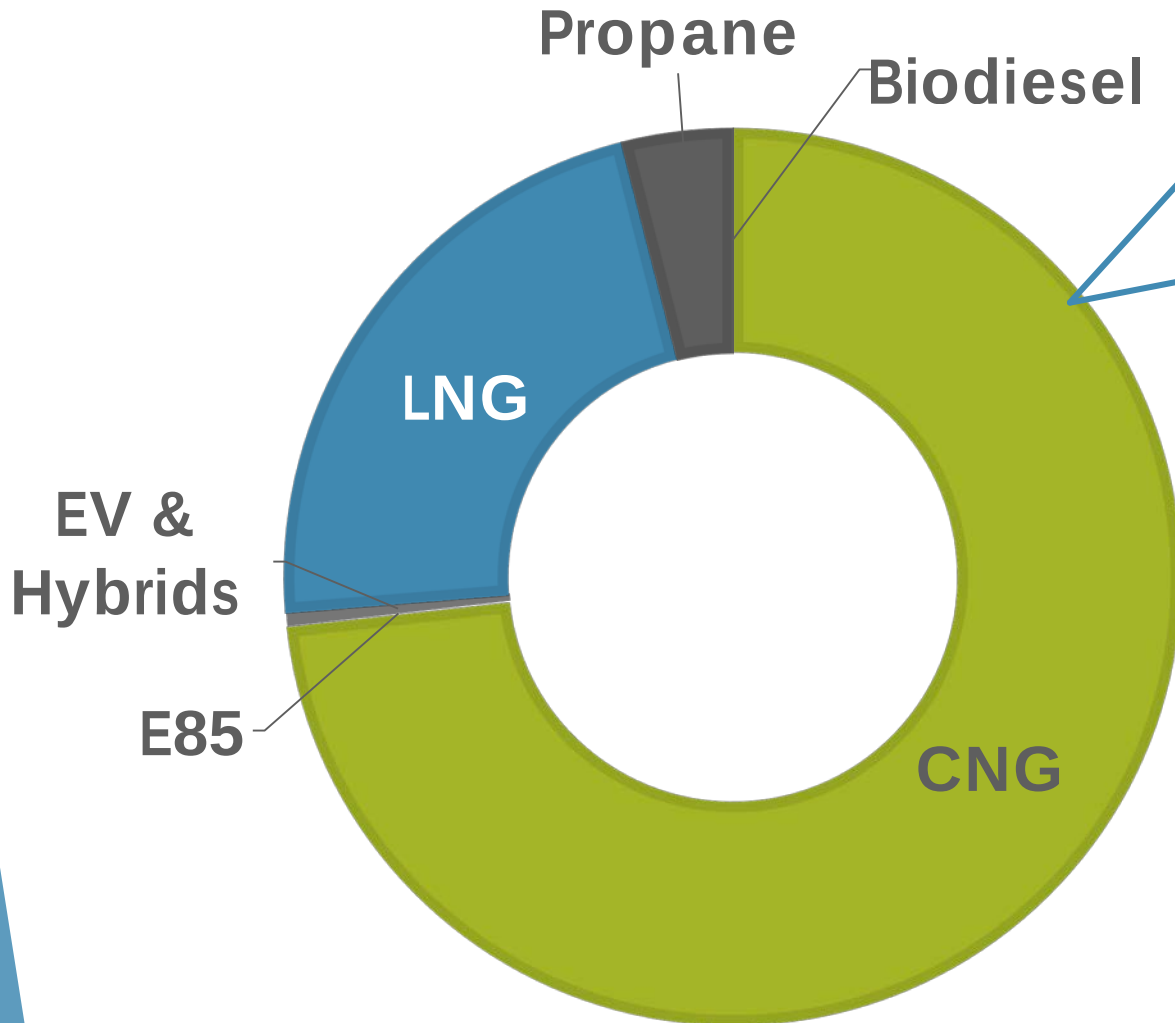


2018 ANNUAL ENERGY USE IMPACT



VMT- Vehicle Miles Traveled; CNG- Compressed Natural Gas; LNG- Liquefied Natural Gas, E85- Ethanol

NITROGEN OXIDE (NO_x) REDUCTIONS BY FUEL TYPE



Fuel Type	Pounds of NOx Reduced	Number of Vehicles
CNG	551,844	2,387
LNG	168,030	103
Propane	30,018	349
EV & Hybrids	3,527	592
E85	44	1,084
Biodiesel	0	2,365
TOTAL	753,463	6,880

CNG- Compressed Natural Gas; LNG- Liquified Natural Gas; EV- Electric Vehicle; E85- Ethanol

2018 DFW CLEAN CITES ANNUAL REPORT

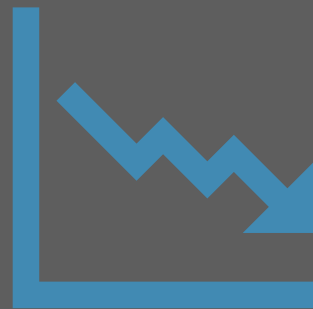
Energy Use Impact



23,243,022

Gallons of Gasoline
Equivalents Reduced

Ozone Impact



~1 Ton per Day

Ozone Forming Nitrogen
Oxides (NO_x) Reduced

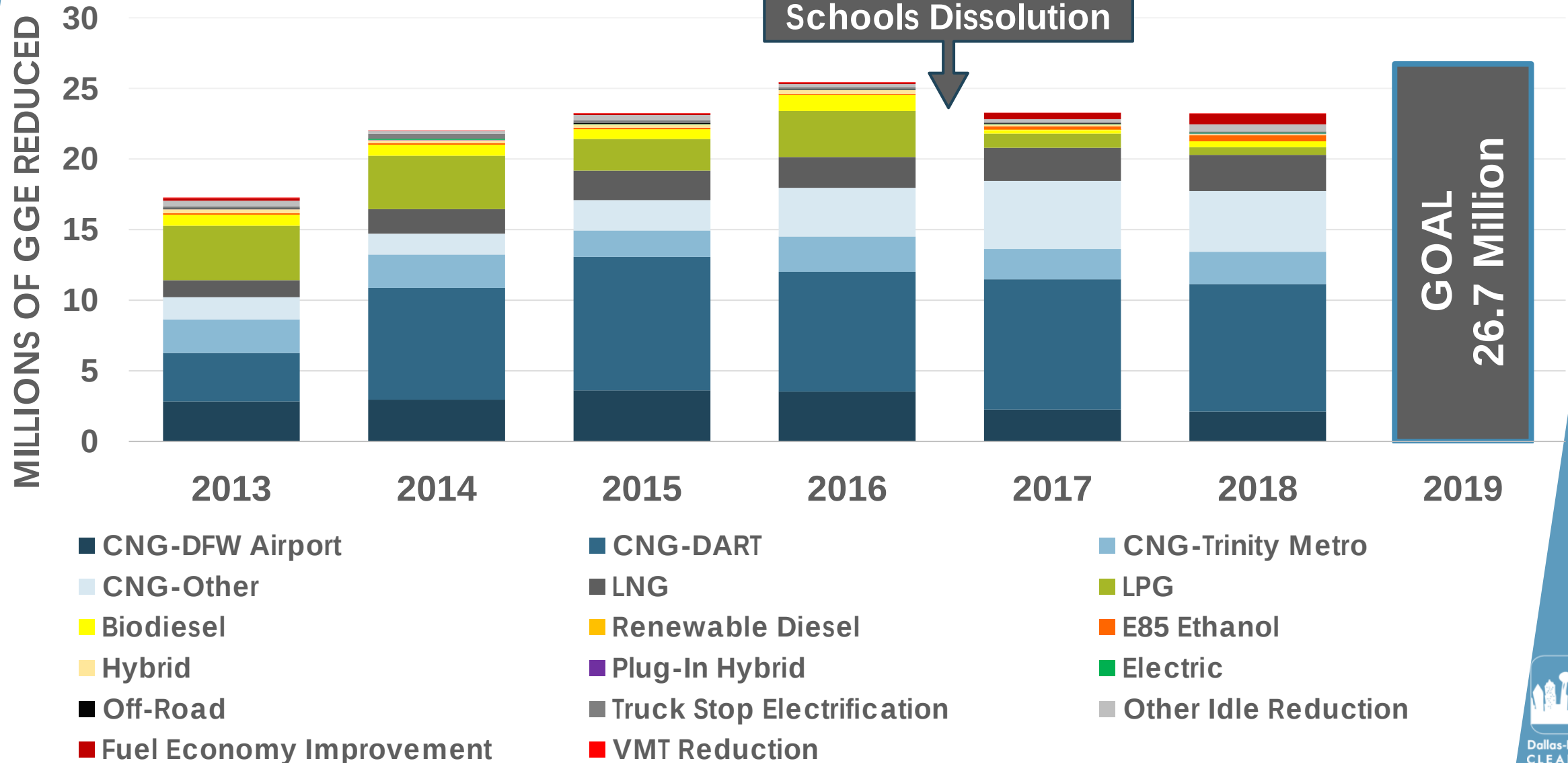
Comparison:
RTC Initiatives
Credited in
Conformity =
2.12 Tons per
Day NO_x
Reduced

40 REPORTING FLEETS



Dallas-Fort Worth
CLEAN CITIES

ANNUAL ENERGY USE IMPACT IN GASOLINE GALLON EQUIVALENT (GGE)



2019 FLEET RECOGNITION AWARD WINNERS



Dallas-Fort Worth
CLEAN CITIES

TO BE ELIGIBLE FOR RECOGNITION, FLEETS MUST:

1. SUBMIT AN ANNUAL SURVEY
2. ADOPT CLEAN FLEET POLICY



2019 FLEET WINNERS



Town of Addison

Denton ISD

City of Plano

City of Richardson

Tarrant County

Trinity Metro

City of Watauga



City of Carrollton

City of Coppell

City of Dallas

City of Denton

Denton County

DFW International Airport

Town of Flower Mound

City of Irving

City of Lewisville

City of Mesquite

City of North Richland Hills



City of Euless

City of Southlake

Dallas Area Rapid
Transit



COMING TO DFW CLEAN CITIES IN 2020...

Coalition 25th Anniversary

DFW Clean Cities Advisory Committee

Membership Profile

Recommendations from Department of Energy

New Fleet Recognition Awards – “Shining Stars”

2020 Fleet Challenge



2019 FLEET SURVEYS RECEIVED (AS OF 02.28.2020)

Town of Addison	City of Arlington	Arlington ISD
City of Bedford	City of Benbrook	City of Carrollton
City of Cedar Hill	City of Dallas	Dallas County
City of Denton	Denton County Transportation Authority	DFW Airport
City of Farmers Branch	Town of Flower Mound	City of Garland
City of Lancaster	City of Lewisville	City of McKinney
City of Mesquite	City of Plano	Prosper ISD
Town of Prosper	City of Richardson	City of Southlake
Tarrant County	Trinity Metro	City of Watauga

**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>

FOR MORE INFORMATION

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Dallas-Fort Worth
CLEAN CITIES

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