

MINUTES

REGIONAL TRANSPORTATION COUNCIL ONLINE INPUT OPPORTUNITY

Collin County Partnership & COVID-19 Infrastructure Program #00X: Round 3

Transportation Performance Measures: Pavement & Bridge Target Setting

National Drive Electric Week: Virtual Events & Local Successes

Online Public Input Opportunity Dates

Monday, November 9, 2020 - Tuesday, December 8, 2020 – The North Central Texas Council of Governments (NCTCOG) posted information at www.nctcog.org/input for public review and comment.

Purpose and Topics

The online public input opportunity was provided 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 (MPO), and amended on November 8, 2018. Staff posted information regarding:

1. Collin County Partnership & COVID-19 Infrastructure Program #00X: Round 3
2. Transportation Performance Measures: Pavement & Bridge Target Setting
3. National Drive Electric Week: Virtual Events & Local Successes

The NCTCOG online public input opportunity was provided to inform and seek comments from the public. Comments and questions were submitted by email at transinfo@nctcog.org, online at www.nctcog.org/input, by mail at PO Box 5888, Arlington, TX 76005 and by fax at 817-640-3028. Printed copies of the online materials were also made available by calling 817-608-2365 or emailing cbaylor@nctcog.org.

Summary of Presentations

Collin County Partnership & COVID-19 Infrastructure Program #00X: Round 3 presentation:

<https://nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2020/11/COVID-19-Round-3-Pres.pdf>

Project list:

<https://nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2020/11/COVID-19-Round-3-Project-List.pdf>

Due to the recent COVID-19 outbreak, the economy has suffered large setbacks, and there is an urgency to stimulate the economy. The main idea behind the COVID-19 Infrastructure Program is to inject much needed cash into the local and state economy using infrastructure investment.

Most of the projects included on the program's project list have been the subject of discussions between NCTCOG staff and regional partners over the past several years and meet one or more of the Regional Transportation Council (RTC) policies outlined in Mobility 2045 and/or assist in reaching the region's federal performance measures. Funding a third round of projects seeks to bring them to a conclusion.

This presentation provides a big picture overview of projects requiring funding over \$10 million. For a comprehensive list, please visit the public input webpage: www.nctcog.org/input. An additional round of project selection is proposed to begin in spring 2021.

The following projects and initiatives are covered in this presentation:

- Butler Place
- Worth Creek Parkway at Chisholm Trail Parkway
- Weatherford Downtown Bypass Loop
- City of Dallas Traffic Signals
- Hickory Creek Road
- SH 114 in Denton County
- Transit Investments
- Collin County Funding Exchange
- Proposed Panther Creek Parkway Funding Partnership
- Proposed McKinney Airport Funding Partnership

Transportation Performance Measures: Pavement & Bridge Target Setting presentation:
<https://nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2020/11/PM2-Performance-Targets.pdf>

A performance measurement is a framework for relating observed performance of the transportation system to regional goals and priorities, planning processes, and project selection and policies. A measure is usually calculated from regularly updated data and a target is then established for where the measurement should be.

NCTCOG conducts a variety of activities related to performance measures, including the creation of Progress North Texas and the current examination of COVID-19's impact on the transportation system. Some performance measures are required by federal legislation such as MAP-21 and the Fixing America's Surface Transportation (FAST) Act.

This presentation covers performance measures and target settings required by the FAST Act for pavement and bridge conditions, which are also known as PM2. The Regional Transportation Council (RTC) adopted quantitative 2020 and 2022 regional targets for PM2 on November 8, 2018.

The first performance period for these targets ends in 2022. On October 1, 2020, the Texas Department of Transportation submitted its Mid-Performance Period Progress Report to the Federal Highway Administration, which included adjustments to five out of the six PM2 targets. NCTCOG has 180 days to either reaffirm support for these adjusted targets or set new regional ones.

The RTC will take action on the pavement and bridge condition targets on December 10, 2020. By March 30, 2021, NCTCOG will need to report to TxDOT whether they will either agree to

plan projects contributing to adjusted targets or commit to new ones for the Dallas-Fort Worth region. For detailed information on the current PM2 targets, visit www.nctcog.org/input.

National Drive Electric Week: Virtual Events & Local Successes presentation:
<https://nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2020/11/NDEW.pdf>

National Drive Electric Week (NDEW) raises awareness about electric vehicles by providing educational opportunities and direct contact with EV owners. Due to the on-going pandemic, Dallas-Fort Worth's 2020 event was held virtually and had almost 5,000 participants.

According to EV registration trends, North Texas had approximately 12,821 registered EVs in September 2020. Dallas Area Rapid Transit (DART) has seven heavy-duty electric transit buses, which reduced 255 pounds of nitrogen oxides in 2019. Trinity Metro has four heavy-duty electric transit buses, which reduced 95 pounds of nitrogen oxides in 2019. Everman ISD also has the first three electric school buses in Texas.

The Electric Vehicle Widescale Analysis for Tomorrow's Transportation Solutions (EV-WATTS) collects real-world data from EVs and charging stations and shares it with the Department of Energy as well as members of the public. EV owners can participate in the EV-WATTS Program by filling out the EV owner survey and allowing installation of free data loggers.

Additionally, members of the public can obtain EV charging equipment at workplaces or multi-unit dwellings by connecting with companies, developers and facility managers to request on-site infrastructure and sharing details on funding opportunities. More information on workplace charging can be found at www.dfwcleancities.org/workplace-charging.

COMMENTS SUBMITTED BY WEBSITE, MAIL, EMAIL and SOCIAL MEDIA

Email

National Drive Electric Week: Virtual Events & Local Successes

Max Fowler

Interesting. But, where is the source of electricity to charge all these batteries? And, how are middle income Americans to afford one of these electric vehicles?

Summary of response by Bethany Hyatt, NCTCOG Transportation Department

Mr. Fowler,

Thank you for contacting the NCTCOG Transportation Department.

Electricity is generated by a variety of sources and they depend on where you're located in the U.S. Texas's electrical grid is primarily made up of natural gas fired power plants. You can find this info [here](#) (scroll down to the bar graphs and hit the "electricity" tab). Most of the capacity added in Texas since 2010 is fueled by natural gas or wind. The DFW area falls into the territory of the Electric Reliability Council of Texas (ERCOT), and they break down generation into even more detail in the "Fuel Mix Report" on this [page](#).

Thus far in 2020, wind energy has been the second-highest source of electricity generation. Coal power has dropped to only 17.5% of generation this year.

Interestingly enough, total energy loss of an electric vehicle is only about 15% compared to that of a conventional gasoline vehicle at 64-75% due to the regenerative braking and zero net idle losses of EVs. You can learn more about where the energy goes with different vehicle types [here](#).

Additionally, there is quite a large price difference between used EVs and new EVs. Used EVs can be extremely affordable and can sometimes be found for less than \$10,000; you can do a quick google search for “used electric vehicles”. Incentives can decrease the cost of a new EV (up to \$10,000 off, if federal and state incentives are combined on qualified EVs). Consumers should also check with their utility company, as sometimes there are rebates/incentives they can offer. For example, Denton Municipal Electric offers a \$300 rebate to customers that own a plug-in electric vehicle. And while EVs may seem to have a higher cost up front, they have a much lower maintenance cost, lower fuel cost and lower cost per mile. To calculate the cost of an electric vehicle and compare it to other vehicles, visit <https://www.afdc.energy.gov/calc>. You can also compare different vehicle specs, fuel economy and costs on the U.S. Department of Energy website at www.fueleconomy.gov.

If you are interested in more information on EVs and how they contribute to energy efficiency, you can view a staff presentation on this particular topic [here](#). The presentation starts at 29:51. You can also sign up to receive funding updates on EVs by subscribing to the DFW Clean Cities Coalition, Electric Vehicles North Texas and Air Quality Funding email lists [here](#).

Should you have any additional questions related to EVs and alternative fuels, please contact Bethany Hyatt. I've copied her on this email.

Allen Bussell

Exciting to see the Everman ISD incorporate electric buses into their fleet! No fumes for the students and greatly reduced maintenance costs! And wow! That grant from VW.

Mail

Collin County Partnership & COVID-19 Infrastructure Program #00X: Round 3

Please see attachment for comment submitted via mail.

Carli -

11/22/2020

These are my comments and questions for the Public Input opportunity due December 8, 2020:

1) In the matrix "COVID-19 #00X Infrastructure Program (Round 3) Draft Funding Recommendations" -

I'm in favor of Item #29. I'm not sure, though, why connectivity of the Perot Museum with Klyde Warren Park is linked to the same item that addresses pedestrian improvements near the Dallas Zoo. I agree that there is an opportunity to improve pedestrian access between the Perot and Klyde Warren Park. I'm concerned that it may get "lost in the shuffle," if you will, because the "Limits" column of the matrix says "at Dallas Zoo DART Station." Can we make Perot/Klyde Warren Park a separate line item? I realize that currently there is no rail station there and the proposal is to have a D2 Station at the Perot Museum area.

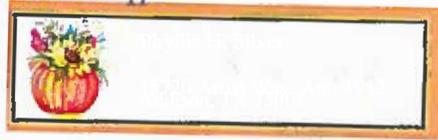
2) In that same matrix, item #27 and also the handout of powerpoint slides called "COVID-19 Infrastructure Program: Round 3, Public Meeting, November 2020", Page 7 -

City of Dallas traffic signals - I'm sure there is a need in the area addressed. There was also tornado damage in the Preston/Royal area of Dallas. The signal lights just north of the Preston/Royal intersection are still temporary, more than a year later. Are there plans to replace these with permanent traffic signals? If so,

Where does that appear in your recommendations?

Thank you.

Phyllis Silver



972-622-4310

Notes mail only -
no texting

RECEIVED

DEC - 1 2020

TRANSPORTATION