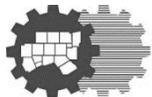


# NEXT STEPS WITH THE TEXAS DEPARTMENT OF TRANSPORTATION AND OTHER PARTNERSHIP INITIATIVES

Regional Transportation Council  
October 10, 2019

Michael Morris, P.E.  
Director of Transportation, NCTCOG

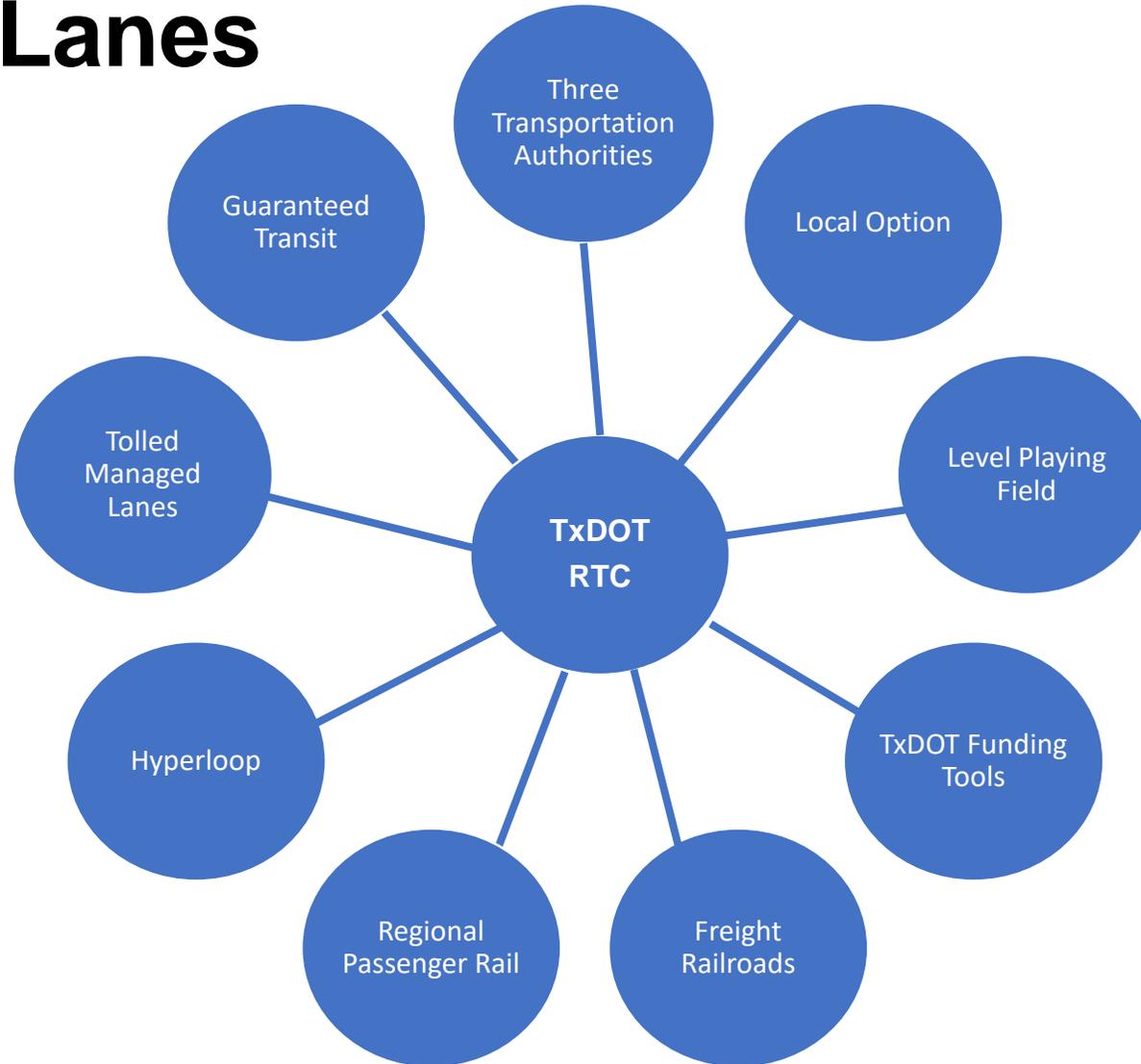


North Central Texas Council of Governments

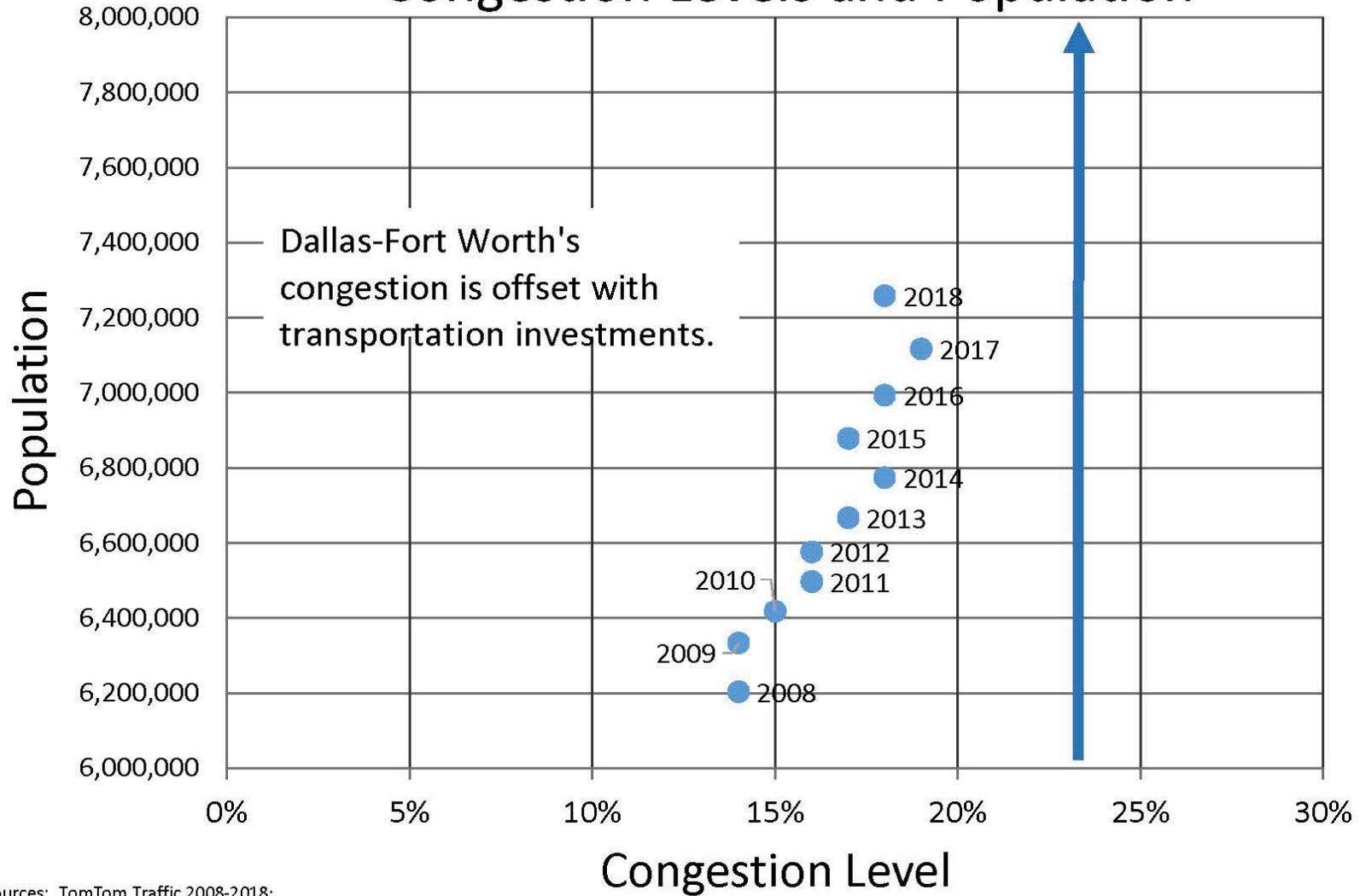


# Proposed “Regional Compact”: Goods Movement, System Rail and System Managed Lanes

DRAFT



# Dallas-Fort Worth Congestion Levels and Population



Sources: TomTom Traffic 2008-2018;  
North Central Texas Council of Governments

# Next Steps Impacting the Texas Department of Transportation

DRAFT

Partnership



Innovation Funding (*tolling / borrowing*)



Statewide Formula Allocation



Toll Advancement: Good Government Principles

- Environmental Documents
- Projects

# Partnership

## MPO Responsibility and Federal Law

- Mobility Plan
- Transportation Improvement Program
- Congestion Management Process
- Air Quality Conformity

## Texas Transportation Commission Responsibilities and State Law

MPO / Governor / Local Government Authority

# **Innovative Funding for ✓ Environmental Clearance and Construction**

Local Contributions

NTTA Loan to RTC

TIFIA / ✓ Smith / ✓ State Comptroller

✓ P3 Concession

RTR Funds

NTTA Toll Roads

✓ Tolloed Managed Lanes

TxDOT Loans

# Statewide Formula Allocation

Local / NTTA Loan / RTR Funds / NTTA / Tolled Managed Lanes



Formula Allocation

- Minutes
- Senator Nichols Letter
- RTR Agreement
- Legislation
- Size of Category 12



Review UTP and Resolve SH 183 TIFIA

# **Toll Advancement: Authority Through MPO Under Several Conditions**

Governor Gets Credit

Toll Managed Based on MPO Good Government Principles

Need Next Phase of Toll Road Implementation

TxDOT Builds Great Projects

# MPO Good Government Principles

The MPO's will work with toll road entities to update the toll road system.

The MPO must demonstrate that Proposition 1 and 7 revenues do not meet transportation needs.

The MPO must have representation that is a minimum of 75% elected officials.

The MPO must have a second vote of elected officials for consideration of a tolled project. It must be approved with a 66% super majority vote through a roll call vote.

The MPO must have a policy that restricts toll managed lanes to a minority of their planning area.

The MPO must have a policy to reduce tolls in non-congested times once bonds, operations maintenance and rehabilitation funds area established.

As a result, tolled managed lanes financial tools will be re-established under these conditions.

# Policy Implications

Advance EIS Projects

Continued Construction of Phased Implementation

US 75 Technology Lane

New Tolled Managed Lanes

Collin County Next Priority (*non tolled facilities*)

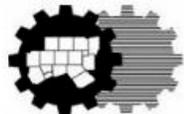
Next Phase with NTTA

# REGIONAL 10-YEAR PLAN COMMITMENTS

---

Regional Transportation Council

October 10, 2019



North Central Texas  
Council of Governments  
Transportation Department

# BACKGROUND

- The updated Regional 10-Year Plan project listing was approved by the Regional Transportation Council (RTC) on September 12, 2019.
- Approved changes included removal/temporary removal of funding from several projects or swaps from one funding category to another (e.g., Category 2 funds were swapped for future Category 12 funds).
- These changes were made to help leverage Category 12 funding from the Texas Transportation Commission (TTC) in the 2020 Unified Transportation Program (UTP).

# CATEGORIES OF CHANGES

- Projects To Be Re-funded in a Future 10-Year Plan Update
- Projects Staying Unfunded (2 Categories):
  - Projects Remaining Unfunded
  - Funding Transferred to Other Project(s)
- Continue to Request TTC Concurrence
- TxDOT to Lead a Conversation Regarding How to Fund Project

# PROJECTS TO BE RE-FUNDED IN A FUTURE 10-YEAR PLAN UPDATE

- Collin County
  - North/South Roadways – Swap of Category 12 for Category 2 funding to be reversed
- Dallas County
  - IH 35E from IH 30 to SH 183 (Lower and Lowest Stemmons) – Category 12 funding to be requested in a future UTP
  - IH 30 at SL 12 – Category 12 funding to be requested in a future UTP
  - IH 30 from IH 45 to Bass Pro – Category 2 funds to be added for the tolled components and Category 12 funding to be requested for non-tolled components in a future UTP
- Denton County
  - Greenbelt/Regional Outer Loop at FM 428 – Category 2 funding to be replaced
- Hunt County
  - IH 30 at Monty Stratton – Category 12 funding to be requested in a future UTP
- Tarrant County
  - IH 30 from IH 820 to Summit Avenue and from US 287 to Cooper Street – Category 2 funding to be replaced

# PROJECTS STAYING UNFUNDED

- Projects Remaining Unfunded
  - IH 35E from US 67 to Laureland Drive (Dallas County)
  - IH 35E Interchanges at Bus 287, US 287 Bypass, Lofland, and Sterret (Ellis County)
- Funding Transferred to Other Project(s)
  - SH 183 from IH 35E to PGBT (Dallas County)
  - IH 35E Phase 2 (Denton County)

# CONTINUE TO REQUEST TTC CONCURRENCE

- Collin County
  - North/South Roadways
  - US 380
- Hunt County
  - FM 1570 from IH 30 to SH 66
  - FM 2642 from FM 35 to SH 66
  - IH 30 at FM 1903
  - SH 24/SH 11 from Culver Street to Live Oak Street and SH 11 from SH 24 to Monroe Street
- Tarrant County
  - SH 183 at Pumphrey

# **TXDOT TO LEAD A CONVERSATION REGARDING HOW TO FUND PROJECT**

- US 377 in Granbury (Hood County)

# NEXT STEPS

- Engage in discussions with the Texas Department of Transportation (TxDOT) as noted in Item 5 on the agenda
- Identify available funding for next iteration of the 10-Year Plan/2021 UTP
- Coordinate with TxDOT on the next round of candidate projects

# CONTACT/QUESTIONS?

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

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

# **HIGH-SPEED RAIL WORK PLAN: DALLAS/ARLINGTON/FORT WORTH**

Regional Transportation Council

October 10, 2019

Michael Morris, P.E.  
Sandy Wesch, P.E., AICP



North Central Texas  
Council of Governments



# EFFORTS TO DATE

Request for Information on High-Speed Rail

Alignment Study

Station Studies for Fort Worth, Arlington & Dallas

Funding

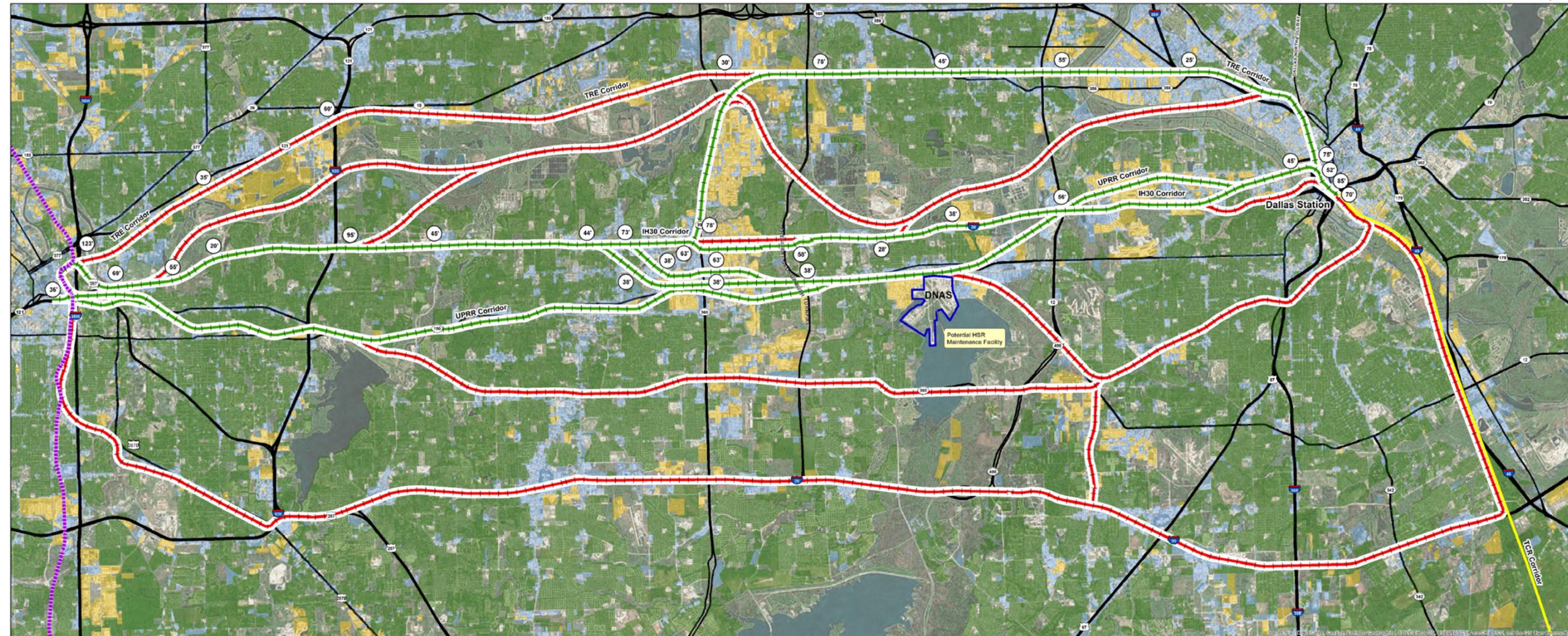
Technology/Site Visit (Hyperloop)

Agreements

# ALIGNMENT STUDY RECOMMENDATIONS

3/17/2017

## Dallas-Fort Worth CES HSR Alignment Study Recommendations



0 2½ 5 10 Miles

1 in = 1 miles



### Legend

- Recommend Further Study
- Recommend Elimination
- Texas Central HSR Alignment
- ..... TOPRS Alignment
- Commercial
- Industrial
- Residential
- 00' Distance HSR Tracks Above Natural Ground

# CURRENT EFFORTS

Public & Agency Engagement Plan

Travel Demand Forecasting Methodology

Draft Purpose & Need

Project Re-Branding

Data Collection

Detailed Work Plan

# SCOPE OF WORK

## Phase 1 – Alternative Development

Winter 2021

- Public & Agency Engagement  Includes a technology forum
- Alternative Development  Includes alignments & technology
- Alternative Screening

## Phase 2 – Engineering & Environmental

Winter 2023

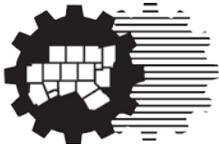
- Conceptual Engineering
- NEPA Documentation & Approval
- Preliminary Engineering
- Financial & Project Management Plans

# HYPERLOOP CERTIFICATION FACILITY

Regional Transportation Council

October 10, 2019

Michael Morris, P.E.



North Central Texas  
Council of Governments



# Hyperloop Certification Facility Submittal

DRAFT

Assume Specification Table

Assume Stand Alone Hyperloop Cross Section (example 1 or 2)

Requested Information by Entity

- Approximate alignment on map
- Assume cross section (1 or 2)
- Right of way status
- Will there be any additional funding commitment?

Deadline November 22, 2019, at 5:00 pm to Angela Alcedo via  
Electronic or Regular Mail

# VHO Phases & Timing

(Dates Will Be Pushed Back)

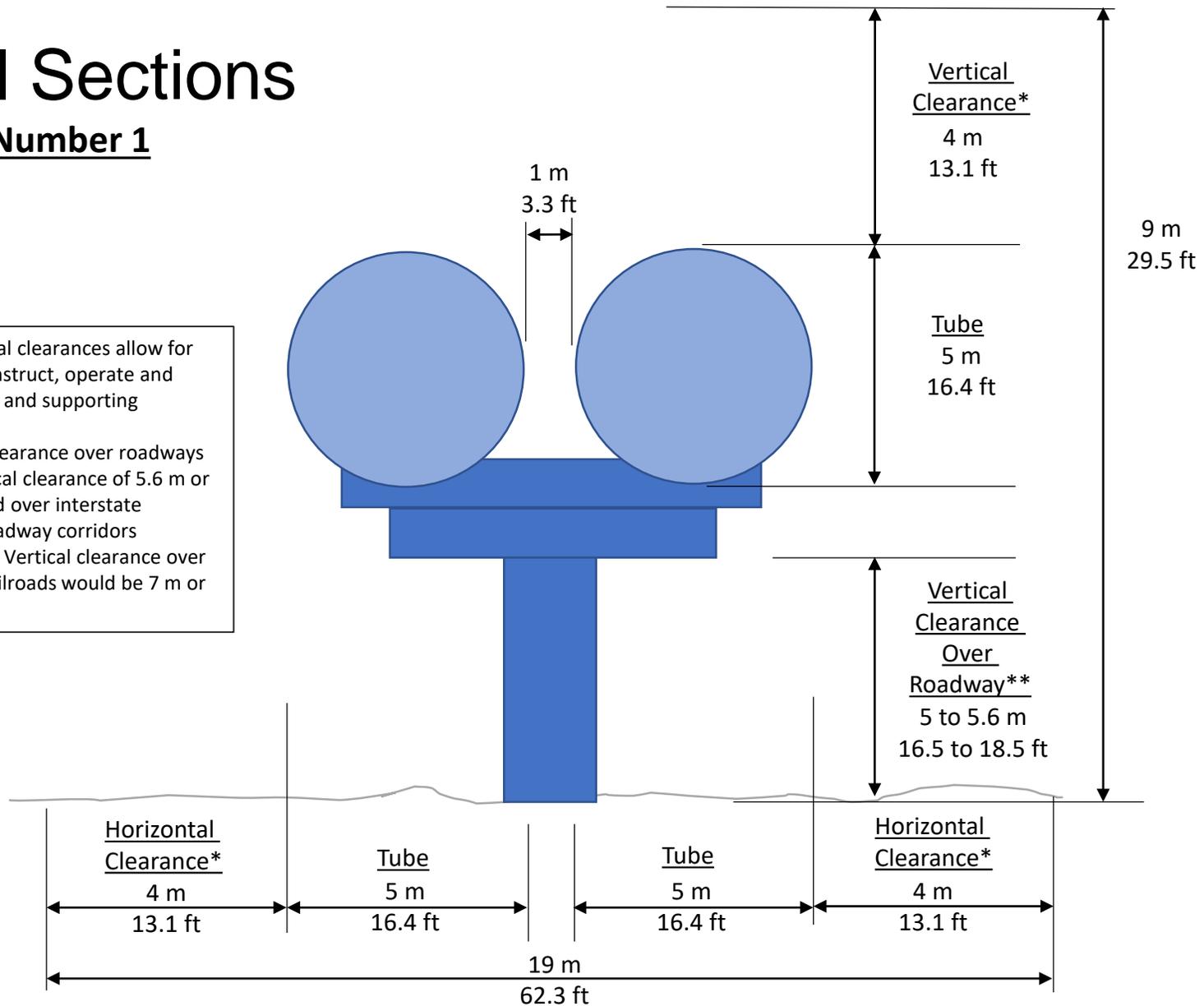
VHO Phase	Timing	Length of Track Built in Phase	Total Length of Track	Number of Tubes	Number of Vacuum Buildings
A	18 months (Estimate Feb 2020 to Aug 2021)	1.5 km (straight) (0.9 mi)	1.5 km (straight) (0.9 mi)	1	1
B	9 months (Estimate Aug 2021 to May 2022)	3 to 5 km (1.9 to 3.1 mi)	4.5 to 6.5 km (2.8 to 4.0 mi)	?	?
C	9 Months (Estimate May 2022 to Jan 2023)	0	4.5 to 6.5 km (2.8 to 4.0 mi)	?	?
D	9 Months (Estimate Jan 2023 to Nov 2023)	6 to 8 km (3.7 to 5.0 mi)	10.5 to 14.5 km (6.5 to 9.0 mi)	?	2

# Typical Sections

## Number 1

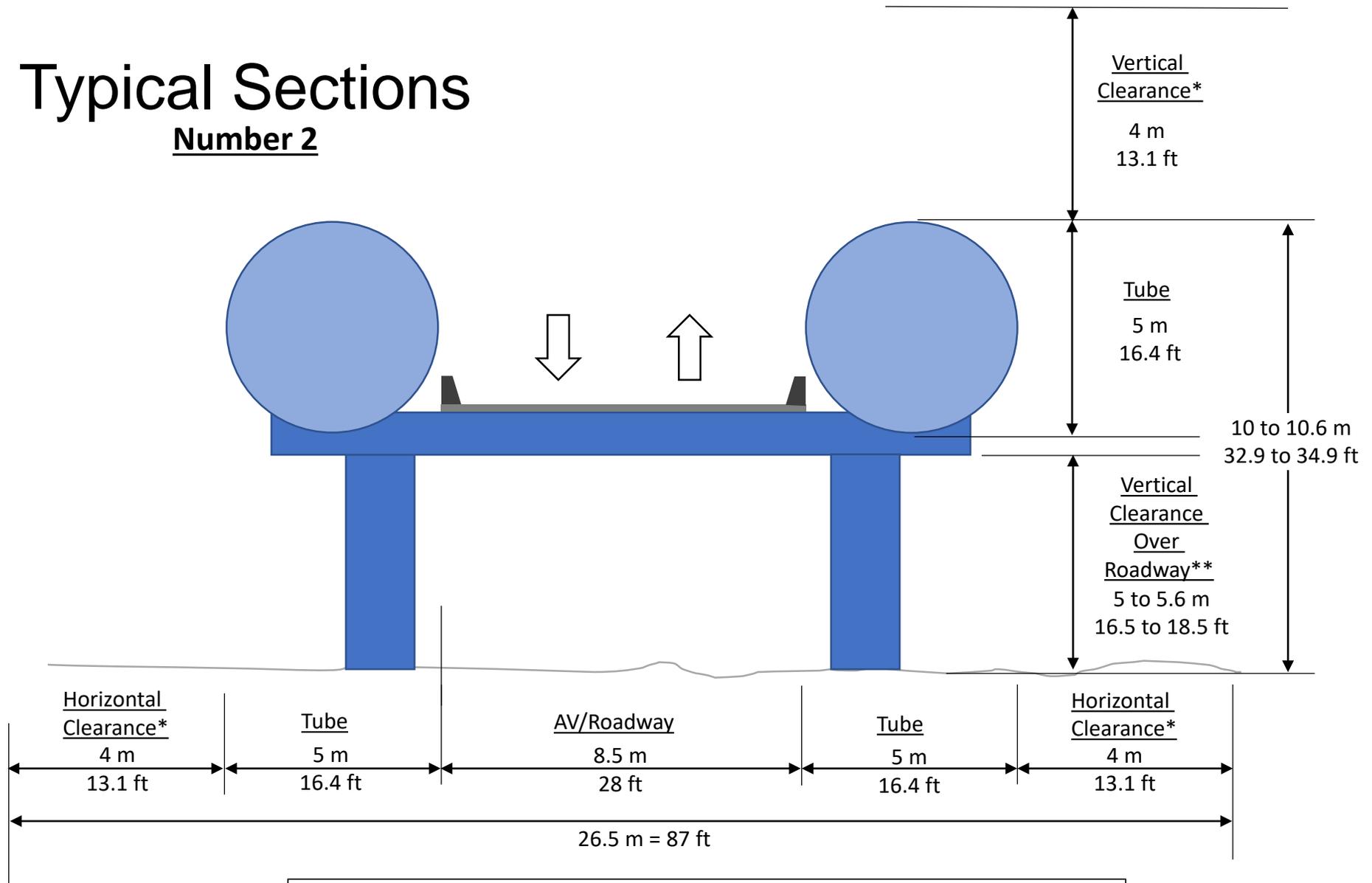
\* Horizontal and vertical clearances allow for the area needed to construct, operate and maintain the guideway and supporting facilities.

\*\* Minimum vertical clearance over roadways is 5 m or 16.5 ft. Vertical clearance of 5.6 m or 18 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

## Number 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.

# **VOLKSWAGEN SETTLEMENT UPDATE AND NEW CALL FOR PROJECTS**

**Regional Transportation Council  
October 10, 2019**

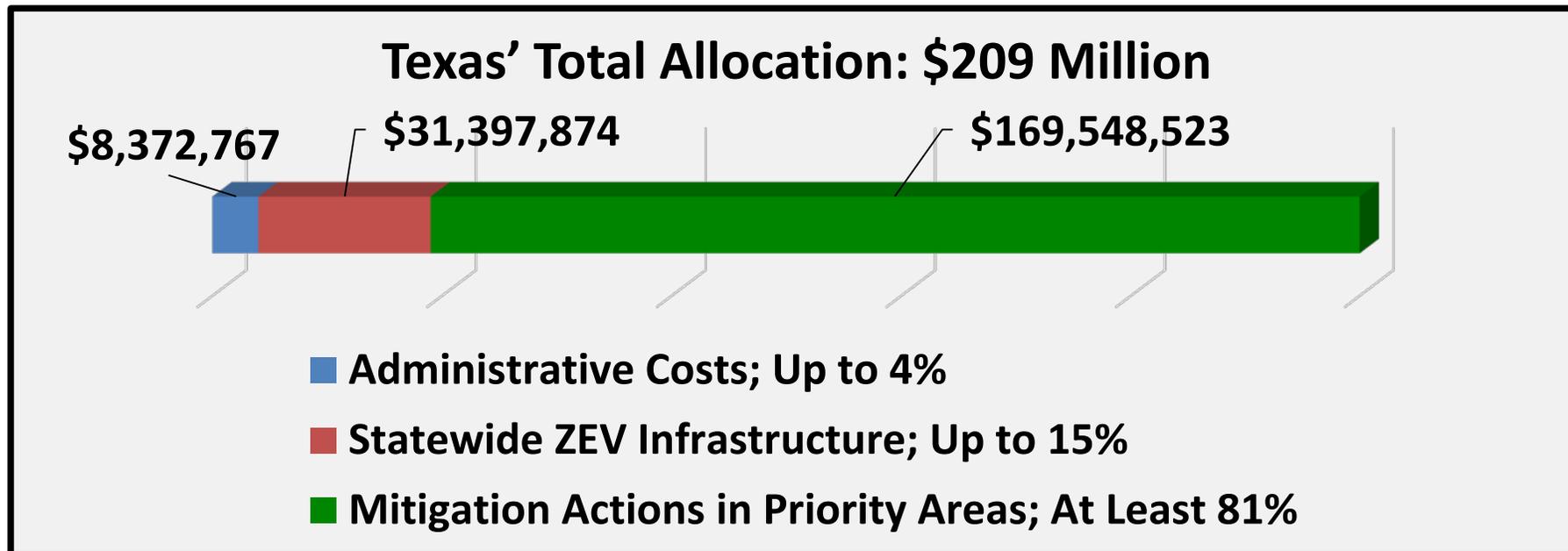
**Lori Clark  
Program Manager & DFW Clean Cities Coordinator**

# BENEFICIARY MITIGATION PLAN FOR TEXAS

[www.TexasVWFund.org](http://www.TexasVWFund.org)

## Texas Commission on Environmental Quality (TCEQ) Goals

1. Reduce Nitrogen Oxides (NO<sub>x</sub>) Emissions
2. Reduce the Potential for Exposure of the Public to Pollutants
3. Prepare for Increased and Sustained Use of Zero Emission Vehicles (ZEV)
4. Complement Other Incentive Funding Programs



# FUNDING DISTRIBUTION FOR MITIGATION ACTIONS

[www.nctcog.org/smartway](http://www.nctcog.org/smartway)

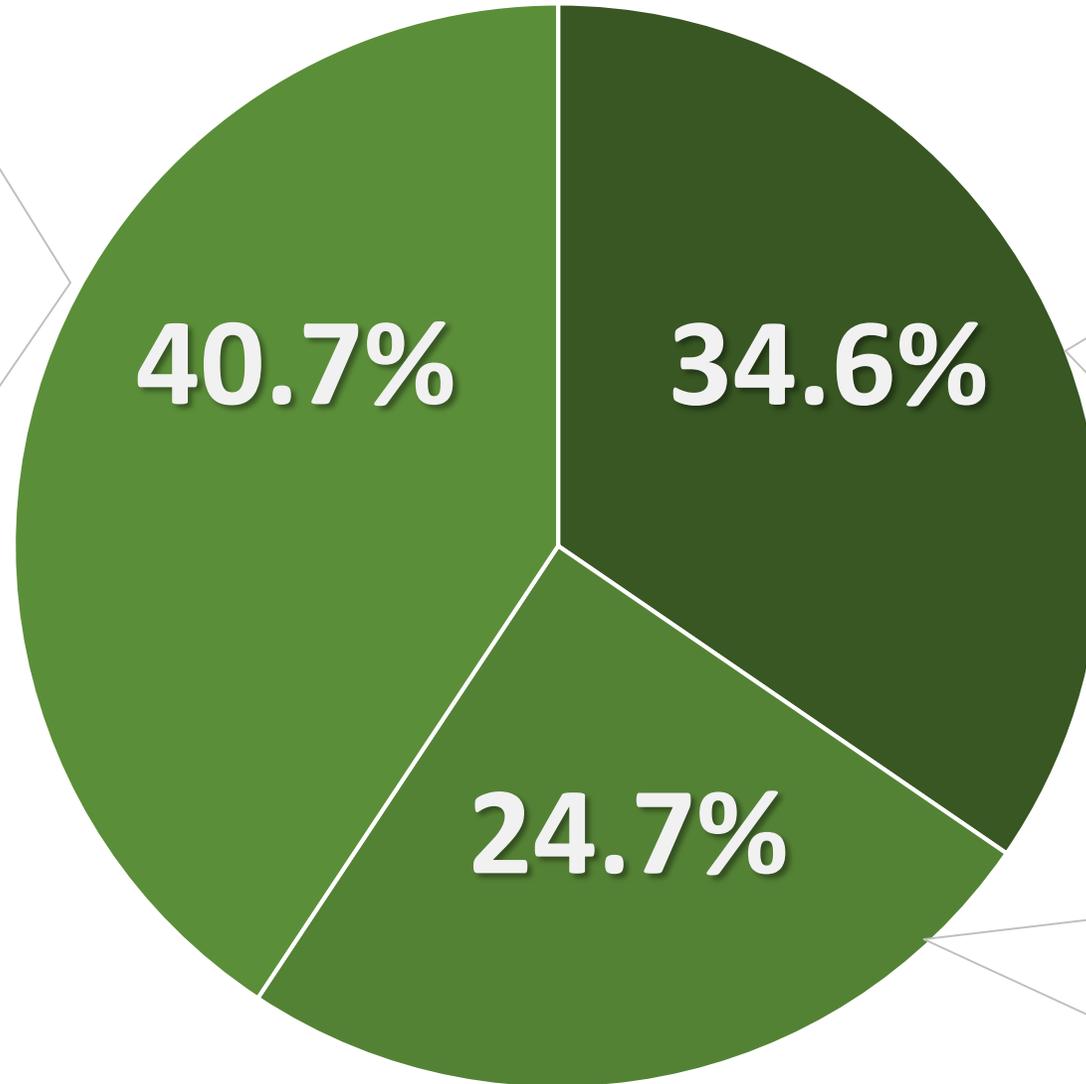
Statewide Total: \$169.5 Million

**\$69,000,902**

Remaining  
Categories:

- Local Freight & Port Drayage Trucks
- Air Ground Support Equipment
- Forklifts or Port Cargo-Handing Equipment

**Expected 2020**



**\$58,652,779**

School, Transit, and Shuttle Buses

**Open, All DFW Area Funds Requested**

**\$41,894,841**

Refuse Haulers

**Open**

# REFUSE HAULER FUNDING AVAILABLE

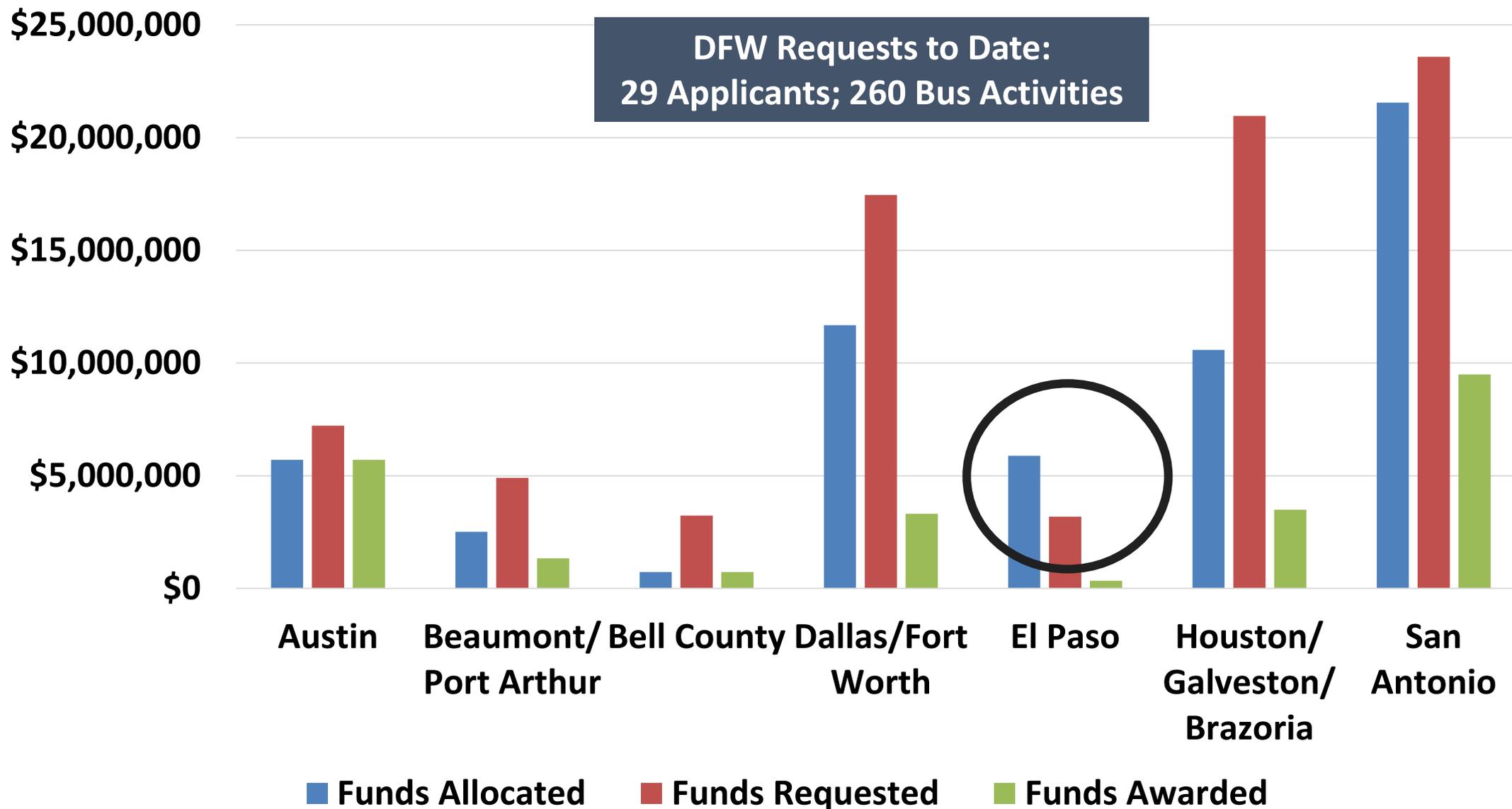
**Eligibility: Engine Model Year 1992 – 2009 Refuse Haulers Greater Than 26,001 Pounds That Are Configured To Collect And Transport Municipal Solid Waste**

**Eligible Refuse Vehicles Include: Garbage Trucks, Roll-off Trucks, Dump Trucks, Sweeper Trucks, Chipper Trucks, and Grapple Trucks.**

**Grants Awarded on First-Come, First-Served Basis**

<b>Priority Area</b>	<b>Total Allocation</b>	<b>Funding by Priority Area</b>
Dallas-Fort Worth	\$33,385,160	\$8,346,290
Houston-Galveston-Brazoria	\$31,826,279	\$7,558,741
San Antonio	\$61,585,516	\$15,396,379
Austin	\$16,297,602	\$4,074,401
El Paso	\$16,814,031	\$4,203,508
Beaumont-Port Arthur	\$7,556,869	\$1,794,756
Bell County	\$2,083,065	\$520,766
<b>Total</b>	<b>\$169,548,522</b>	<b>\$41,894,841</b>

# PROGRESS OF SCHOOL/TRANSIT/SHUTTLE BUS FUNDING



# FOR MORE INFORMATION

**Lori Clark**  
**Program Manager**  
**817-695-9232**  
**lclark@nctcog.org**

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

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

Go To [www.nctcog.org/airquality](http://www.nctcog.org/airquality); Select “Funding and Resources”

# Transportation 101

RTC Chair Andy Eads  
Amanda Wilson, AICP

Regional Transportation Council  
October 10, 2019



North Central Texas  
Council of Governments

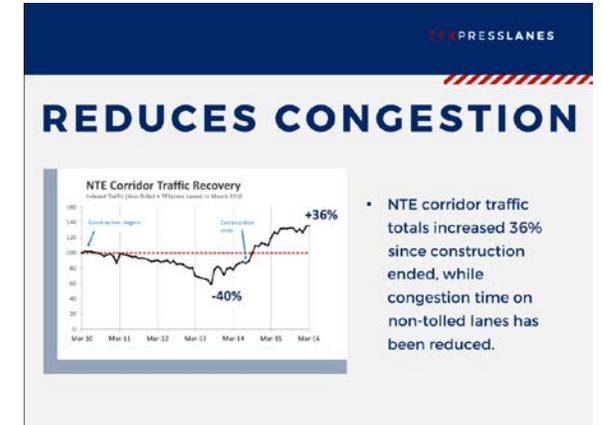
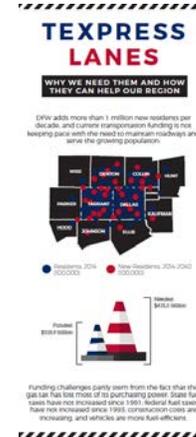
# Transportation 101 Goals

- Provide RTC members with resources to explain the transportation planning process to the general public
- Provide information in easy to understand and enjoyable formats
- Increase awareness of the transportation planning process in the DFW region

# Existing Resources

## TEXpress Lanes Education Campaign

- Presentation
- Pocket Card
- White Paper
- Economic Development
- Myths and Facts



# Existing Resources

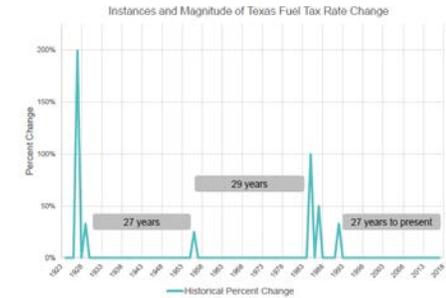
## Funding 101

- Presentation
- Working on Web Page with Blog Entries

### WHY WE HAVE A PROBLEM: FUEL TAX RATES



### WHY WE HAVE A PROBLEM: STAGNANT REVENUES



### SOLUTIONS: REVENUE POLICY

#### CANDIDATE OPTIONS TO ADD REVENUE FOR TRANSPORTATION

Additional counties allowed to adopt \$10 optional registration fee

Local option transportation revenue

Tax or fee on electric and other alternative fuel vehicles

Investigate vehicle miles traveled fee

Regional or corridor transportation reinvestment zones

Index the motor fuels tax

# Additional Planned Resources

## Enhanced Community Engagement Program

- Education component about the transportation planning process
- Interactive activity to understand priorities
- Listening session to hear transportation needs
- Work with community organizations, non-profits, neighborhoods, business organizations, etc.
- Priority focus on groups not traditionally involved in the planning process
- Resources available in English and Spanish

Comments,  
questions,  
suggestions?

Amanda Wilson  
Program Manager  
(817) 695-9284  
[awilson@nctcog.org](mailto:awilson@nctcog.org)

# AIRCHECKTEXAS FUNDING

## Regional Transportation Council

October 10, 2019



# PROGRAM INNOVATIONS = LOCAL FUNDS

## REBATES:

Partnership with credit card vendor created monetary rebates for each transaction: approximately **\$1.5 million**

## INTEREST:

AirCheckTexas county funds were placed in an interest bearing account: approximately **\$2.3 million**

## TOTAL LOCAL FUNDS:

**\$3,864,000** projected earnings through December 2019

# PROPOSED FUND RETENTION DENIED

**July 11, 2019** - RTC requested to TCEQ for the approximate \$3.8M from generated interest and rebates remain in the region or retain funds in Clean Air Account 151 to assist with future air quality efforts.

**August 14, 2019** - TCEQ responded that contracts with participating counties have expired, however, funds generated through use of grant funding are program income and treated as grant funds. Unexpended grant funds will go back into Clean Air Account 151.

# NEXT STEPS

**Request the TCEQ continue to review all avenues allowing AirCheckTexas locally generated program income be utilized in counties where collected**

**If turned back to Clean Air Account 151, request this locally generated program income remain allocated or returned to the counties where collected**

**Request the TCEQ actively pursue all dedicated air quality funds collected be appropriated for their intended purposes**

**Programming efforts needed now to continue reducing precursor emissions under Weight-of-Evidence process**

**RTC action consideration at November 14 meeting**

# CONTACT INFORMATION

**Chris Klaus**  
**Senior Program Manager**  
**(817) 695-9286**  
**[cklaus@nctcog.org](mailto:cklaus@nctcog.org)**