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

- Guaranteed Transit
- Local Option
- TxDOT Funding Tools
- Level Playing Field
- TxDOT
- RTC
- Tolled Managed Lanes
- Hyperloop
- Regional Passenger Rail
- Freight Railroads
- Three Transportation Authorities
- Local Option
- TxDOT Funding Tools
- Level Playing Field
- TxDOT
- RTC
- Tolled Managed Lanes
- Hyperloop
- Regional Passenger Rail
- Freight Railroads
- Three Transportation Authorities
- Guaranteed Transit
Dallas-Fort Worth Congestion Levels and Population

Dallas-Fort Worth's congestion is offset with transportation investments.

Sources: TomTom Traffic 2008-2018; North Central Texas Council of Governments
Next Steps Impacting the Texas Department of Transportation

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
- Tolled 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
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
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?

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

Regional Transportation Council

October 10, 2019

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

- Public & Agency Engagement
- Alternative Development
- Alternative Screening

Phase 2 – Engineering & Environmental

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

Includes a technology forum
Includes alignments & technology
Winter 2021
Winter 2023
Hyperloop Certification Facility Submittal

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)

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

Texas Commission on Environmental Quality (TCEQ) Goals

1. Reduce Nitrogen Oxides (NO\textsubscript{x}) 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

Texas’ Total Allocation: $209 Million

- Administrative Costs; Up to 4%
- Statewide ZEV Infrastructure; Up to 15%
- Mitigation Actions in Priority Areas; At Least 81%
$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

Statewide Total: $169.5 Million
40.7%
34.6%
24.7%

www.nctcog.org/smartway
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

<table>
<thead>
<tr>
<th>Priority Area</th>
<th>Total Allocation</th>
<th>Funding by Priority Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dallas-Fort Worth</td>
<td>$33,385,160</td>
<td>$8,346,290</td>
</tr>
<tr>
<td>Houston-Galveston-Brazoria</td>
<td>$31,826,279</td>
<td>$7,558,741</td>
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<tr>
<td>San Antonio</td>
<td>$61,585,516</td>
<td>$15,396,379</td>
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<tr>
<td>Austin</td>
<td>$16,297,602</td>
<td>$4,074,401</td>
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<tr>
<td>El Paso</td>
<td>$16,814,031</td>
<td>$4,203,508</td>
</tr>
<tr>
<td>Beaumont-Port Arthur</td>
<td>$7,556,869</td>
<td>$1,794,756</td>
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<tr>
<td>Bell County</td>
<td>$2,083,065</td>
<td>$520,766</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$169,548,522</strong></td>
<td><strong>$41,894,841</strong></td>
</tr>
</tbody>
</table>
The information published by the Texas Commission on Environmental Quality is as current as September 23, 2019.
FOR MORE INFORMATION

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Chris Klaus
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Go To www.nctcog.org/airquality; Select “Funding and Resources”
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
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
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
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 participationg 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.
Chris Klaus
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