City of Arlington:

AT&T Way – Abram Street Connection w/ Union Pacific Railroad Grade Separation

DRAFT

LEGEND

At-Grade
Transition
New Bridge

CONCEPT MAP*

*Specific alignment(s) and connections to be identified through the engineering study
OVERVIEW

Dallas – Arlington – Fort Worth

Fort Worth to Laredo

Certification Track
High-Speed Rail Recommendations

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 – Arlington – Dallas
Scope of Work

Phase 1 – Alternative Development
- Public & Agency Involvement
- Alternative Development
- Alternative Screening
- Conceptual Engineering

Phase 2 – Engineering & Environmental
- NEPA Documentation & Record of Decision
- Preliminary Engineering
- Financial & Project Management Plans

May 2020

May 2022
Fort Worth – Laredo

Generally parallels IH 35

Connecting:
  Fort Worth
  Waco
  Temple
  Killeen
  Austin
  San Antonio
  Laredo*

*In Laredo, the end point/station location will be studied as to not preclude extending an alignment to Monterrey, Mexico
# VHO Phases & Timing

<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>
</tr>
</thead>
<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>
<td>1</td>
<td>1</td>
</tr>
<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>
</tr>
<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>
</tr>
<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>
</tr>
</tbody>
</table>
Certification Track

Option 0: East West: No Throw-Away
Option 1: North South: Certification Track Only
Option 2: North South: Certification / Goods Movement
Option 3: North South: Certification / Goods Movement / People Transition Over Time
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.
Option 1: Build Certification Track perpendicular to potential DFWCES

Two potential locations identified:
- Former Dallas Naval Air Station
- Mid-Cities Area

Supplemental Study of DFWCES Alignment Option Recommendations
SH 360 South Success: First Year Report

Construction by TxDOT (Nearing Project Transfer)

Operation by NTTA

Financial Risk by RTC
  Positive Baseline and Trend (10.1M vs. 9M)
  Significant Toll Tag Penetration (73.5%)

Trailblazing Pilot/Urban Design

Cross Streets Ultimate Design

Next Phase
  IH20 or Collector – Distribution
  Monitoring SH 360/US 287 Interchange
2019 INFRA Discretionary Grant Program – Project Award
North Texas Strategic NHS Bridge Program

- **TxDOT Dallas District Bridges:**
  - Loop 12 NB at IH 35E SB (Dallas County) – Replacement
  - US 80 EB at East Fork Trinity River (Kaufman County) – Reconstruction
  - FM 460 at US 80 (Kaufman County) – Reconstruction

- **TxDOT Fort Worth District Bridges:**
  - IH 35W NB at IH 35W SB Alvarado Exit Ramp (Johnson County) – Removal
  - US 180 WB at Dry Creek (Parker County) – Replacement
  - US 287 NB at Carey Street (Tarrant County) – Reconstruction
  - US 287 SB at Lancaster Avenue (Tarrant County) – Replacement
DISADVANTAGED BUSINESS ENTERPRISE PROGRAM

Fiscal Year 2020-2022 Goal Update

Surface Transportation Technical Committee
August 23, 2019
FY2020-2022 DBE GOAL UPDATE

DBE Program Guidance and Thresholds

Requirement: [49 Code of Federal Regulations Part 26](https://www.govinfo.gov/content/pkg/FR-20190805-pg-7761)

Who is required to have a DBE Program:
- Certain Recipients of Federal Funds (FTA, FHWA, FAA)

What are the Requirements:
- Updated DBE Goal Every Three Years (new goal due August 1, 2019)
- Current Goal of 25% Active through September 30, 2019, covered FY2017-2019
- Publication of DBE goal as part of RFP
- Certification of DBE Eligibility
FY2020-2022 DBE GOAL UPDATE

DBE Program Overview

- Ensure Non-discrimination
- Create a Level Playing Field/Fair Competition
- Narrowly Tailor Program to Meet Federal Law
- Ensure DBE Firms Meet Required Eligibility Standards
- Help Remove Barriers to DBE Participation
- Assist in Development of Firms to Compete Outside
FY2020-2022 DBE GOAL UPDATE

Process to Update DBE Goal

- Initiate Public Input/Stakeholder Involvement
- Project Potential Contract Awards (FY 20-22)
- DBE Goal Development
- Publish Goal for Public Comment/Review

Committee Review/Consideration

Implement New DBE Goal – October 1, 2019
<table>
<thead>
<tr>
<th>Procurement Type</th>
<th>Potential Awards (in $1,000s**)</th>
<th>Potential Awards (in $1,000s**)</th>
<th>Potential Awards (in $1,000s**)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>FTA</td>
<td>FHWA^</td>
<td>TOTAL</td>
</tr>
<tr>
<td>Building Construction</td>
<td>$275</td>
<td>$0</td>
<td>$275</td>
</tr>
<tr>
<td>Marketing, Advertising, and Public Relations</td>
<td>$268</td>
<td>$1,805</td>
<td>$2,073</td>
</tr>
<tr>
<td>Office Supplies and Equipment (Rental and Purchase)</td>
<td>$587</td>
<td>$430</td>
<td>$1,017</td>
</tr>
<tr>
<td>Operational Administrative, Communications, Support Services</td>
<td>$2,476</td>
<td>$0</td>
<td>$2,476</td>
</tr>
<tr>
<td>Planning/Engineering</td>
<td>$6,830</td>
<td>$10,044</td>
<td>$16,874</td>
</tr>
<tr>
<td>Software and Ancillary Information Technology Professional Services</td>
<td>$383</td>
<td>$434</td>
<td>$817</td>
</tr>
<tr>
<td>Transportation Equipment</td>
<td>$0</td>
<td>$3,586</td>
<td>$3,586</td>
</tr>
<tr>
<td>Vehicle Maintenance and Operations Support</td>
<td>$4,998</td>
<td>$0</td>
<td>$4,998</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>$15,817</strong></td>
<td><strong>$16,299</strong></td>
<td><strong>$32,116</strong></td>
</tr>
</tbody>
</table>

**FY2020-2022 DBE GOAL UPDATE**

**Project Potential Contract Awards**

NCTCOG and Subrecipients

---

**Dollars represent total contract award. Federal share may be 50%-100% of contract award. FHWA funds also include other federal and local sources.**
## FY2020-2022 DBE GOAL UPDATE

### Preliminary DBE Availability Analysis

<table>
<thead>
<tr>
<th>Procurement Type</th>
<th>Potential Awards (in $1,000s**)</th>
<th>DBE Firms</th>
<th>Total Firms</th>
<th>DBE Goal</th>
</tr>
</thead>
<tbody>
<tr>
<td>Building Construction</td>
<td>$275</td>
<td>235</td>
<td>791</td>
<td>29.7%</td>
</tr>
<tr>
<td>Marketing, Advertising, and Public Relations</td>
<td>$2,073</td>
<td>261</td>
<td>1734</td>
<td>15.1%</td>
</tr>
<tr>
<td>Office Supplies &amp; Equipment (Rental &amp; Purchase)</td>
<td>$1,017</td>
<td>29</td>
<td>997</td>
<td>2.9%</td>
</tr>
<tr>
<td>Operational Administrative, Communications, Support Services</td>
<td>$2,476</td>
<td>406</td>
<td>8205</td>
<td>4.9%</td>
</tr>
<tr>
<td>Planning/Engineering</td>
<td>$16,874</td>
<td>524</td>
<td>1673</td>
<td>31.3%</td>
</tr>
<tr>
<td>Software and Ancillary Information Technology Professional Services</td>
<td>$817</td>
<td>219</td>
<td>2635</td>
<td>8.3%</td>
</tr>
<tr>
<td>Transportation Equipment</td>
<td>$3,586</td>
<td>8</td>
<td>104</td>
<td>7.7%</td>
</tr>
<tr>
<td>Vehicle Maintenance and Operations Support</td>
<td>$4,998</td>
<td>30</td>
<td>2569</td>
<td>1.2%</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>$32,116</strong></td>
<td><strong>1,712</strong></td>
<td><strong>18,708</strong></td>
<td><strong>9.2%</strong></td>
</tr>
<tr>
<td><strong>Total Weighted Summary</strong></td>
<td></td>
<td></td>
<td></td>
<td><strong>19.4%</strong></td>
</tr>
</tbody>
</table>

**Dollars represent total contract award. Federal share may be 50%-100% of contract award.**

*Note: Preliminary DBE Availability Analysis is for NCTCOG and Subrecipients.*
## FY2020-2022 DBE Goal Update

### DBE Availability Analysis

**NCTCOG and Subrecipients (FTA, FHWA Funds)**

<table>
<thead>
<tr>
<th>CONTRACTING ENTITY</th>
<th>FTA</th>
<th>FHWA^</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>NCTCOG</td>
<td>30.4%</td>
<td>27.3%</td>
<td>28.4%</td>
</tr>
<tr>
<td>SUBRECIPIENTS</td>
<td>3.2%</td>
<td>7.7%</td>
<td>5.0%</td>
</tr>
<tr>
<td>TOTAL WEIGHTED GOAL*</td>
<td>15.8%</td>
<td>21.3%</td>
<td><strong>19.4%</strong></td>
</tr>
</tbody>
</table>

^FHWA funds also include other federal and local sources.

*Weighted by Contract Service Type, Contract Award Amount, and Market Area
### FY2020-2022 DBE Goal Update

#### Historical Performance

**NCTCOG Contract Awards Only**

*(FTA, FHWA Funds)*

<table>
<thead>
<tr>
<th>Fiscal Years</th>
<th>Total Contract Amount</th>
<th>DBE Goal</th>
<th>DBE Contract Percent</th>
<th>DBE Expenditure Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>2006-2010</td>
<td>$17,028,000</td>
<td>13%</td>
<td>22.00%</td>
<td>24.1%</td>
</tr>
<tr>
<td>2011-2013</td>
<td>$7,122,596</td>
<td>25%</td>
<td>27.40%</td>
<td>24.5%</td>
</tr>
<tr>
<td>2014-2016</td>
<td>$19,062,114</td>
<td>25%</td>
<td>28.56%</td>
<td>29.41%</td>
</tr>
<tr>
<td>2017-2019*</td>
<td>$13,636,563</td>
<td>25%</td>
<td>22.70%</td>
<td>14.52%</td>
</tr>
<tr>
<td><strong>Weighted Average</strong></td>
<td></td>
<td><strong>25%</strong></td>
<td></td>
<td><strong>23.60%</strong></td>
</tr>
</tbody>
</table>

^FHWA funds also include other federal and local sources.

*Through July 1, 2019*
FY2020-2022 DBE GOAL UPDATE

Historical Performance: Summary of Race Conscious & Race Neutral Participation

NCTCOG Contract Awards Only (FTA, FHWA Funds)

Race Conscious Participation achieved through DBE contract goals

Race Neutral participation achieved without DBE contract goals

<table>
<thead>
<tr>
<th>Fiscal Years</th>
<th>Total Contract Expenditures</th>
<th>Total DBE Expenditures</th>
<th>Race Conscious Expenditures</th>
<th>Race Neutral Expenditures</th>
<th>Ratio of Race Conscious v. Race Neutral</th>
</tr>
</thead>
<tbody>
<tr>
<td>2014-2016</td>
<td>$14,588,581</td>
<td>$4,291,281</td>
<td>$2,953,376</td>
<td>$1,337,905</td>
<td>69%:31%</td>
</tr>
<tr>
<td>2017-2019*</td>
<td>$8,011,204</td>
<td>$1,163,014</td>
<td>$634,314</td>
<td>$528,700</td>
<td>55%:45%</td>
</tr>
</tbody>
</table>

^FHWA funds also include other federal and local sources.

*Through July 1, 2019
## FY2020-2022 DBE Goal Update

### Proposed Goal

<table>
<thead>
<tr>
<th>CONTRACTING ENTITY</th>
<th>FTA</th>
<th>FHWA^</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>NCTCOG</td>
<td>30.4%</td>
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<tr>
<td>SUBRECIPIENTS</td>
<td>3.2%</td>
<td>7.7%</td>
<td>5.0%</td>
</tr>
<tr>
<td>TOTAL WEIGHTED GOAL*</td>
<td>15.8%</td>
<td>21.3%</td>
<td>19.4%</td>
</tr>
</tbody>
</table>

Race Conscious 10.67%, Race Neutral 8.73%

^FHWA funds also include other federal and local sources.

*Weighted by Contract Service Type, Contract Award Amount, and Market Area
## FY2020-2022 DBE GOAL UPDATE

### Schedule

<table>
<thead>
<tr>
<th>TASK</th>
<th>DATE</th>
<th>STATUS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Public Meeting to Kickoff DBE Goal Update Process</td>
<td>June 10</td>
<td>✔️</td>
</tr>
<tr>
<td>STTC Meeting: Information Item</td>
<td>June 28</td>
<td>✔️</td>
</tr>
<tr>
<td>Consultation Meeting with Stakeholders</td>
<td>July 2</td>
<td>✔️</td>
</tr>
<tr>
<td>Notice to Public of Proposed Goal (start 45-Day Public Comment Period)</td>
<td>July 10</td>
<td>✔️</td>
</tr>
<tr>
<td>RTC Meeting: Information Item</td>
<td>July 11</td>
<td>✔️</td>
</tr>
<tr>
<td>Submit draft Electronically to FTA</td>
<td>August 1</td>
<td>✔️</td>
</tr>
<tr>
<td>STTC: Action Item</td>
<td>August 23</td>
<td>✔️</td>
</tr>
<tr>
<td>End of 45-day Public Comment Period</td>
<td>August 30</td>
<td></td>
</tr>
<tr>
<td>RTC: Action Item</td>
<td>Sept. 12</td>
<td></td>
</tr>
<tr>
<td>Executive Board: Action Item</td>
<td>Sept. 26</td>
<td></td>
</tr>
<tr>
<td>Submit Final Electronically to FTA</td>
<td>Sept. 27</td>
<td></td>
</tr>
<tr>
<td>DBE Program Update and Goal Effective</td>
<td>October 1</td>
<td></td>
</tr>
</tbody>
</table>
Action Requested:
Staff requests a recommendation for Regional Transportation Council approval of the 19.4% Disadvantaged Business Enterprise Participation Goal for Fiscal Years 2020-2022 for US Department of Transportation contracting opportunities.
Questions?

Ken Kirkpatrick
Counsel for Transportation
DBE Liaison Officer
Phone: 817-695-9278
Email: kkirkpatrick@nctcog.org

Emily Beckham
Grants and Contracts Manager
Phone: 817-608-2308
Email: ebeckham@nctcog.org

FY2020-2022 DBE GOAL UPDATE

DBE?
Historical Joppa Neighborhood Improvements

Surface Transportation Technical Committee
August 23, 2019

Jeff Hathcock, Program Manager
NCTCOG Transportation Department
Mobility 2045

**BP3-002:** Implement pedestrian and bicycle facilities that meet accessibility requirements and provide safe, convenient, and interconnected transportation for people of all ages and abilities.

**EJ3-002:** Balance transportation investment across the region to provide equitable improvements.

**TSSF3-003:** Implementation of programs, projects, and policies that assist in reducing serious injuries and fatalities across all modes of travel toward zero deaths. (Toward Zero Deaths – no fatalities across all modes of travel)
LOCATION

Linfield Road Crossing
New Union Pacific-Funded Rail Bypass Track being constructed through the Miller Yard

Current At-Grade Crossing on Linfield Road in addition to a Grade Separated Vehicular Bridge

Potential Safety Concern with Obstructed Sight Lines at Linfield Road At-Grade Crossing

Coordination with the City of Dallas and the Union Pacific Railroad has been ongoing since 2016

City of Dallas is proposing the Linfield Road At-Grade Crossing be Closed Based on Neighborhood Support Requiring Construction of a Pedestrian Bridge
**IMPROVEMENTS**

Proposed Pedestrian Bridge over the Rail Line/Yard Adjacent to Linfield Road to Increase Safety and Mobility of Pedestrians

Loop 12 Intersection Roadway Improvements into the Neighborhood in Conjunction with Sidewalk Improvements on Loop 12

Discussions with TxDOT have been Held on the Loop 12 Improvements
## FUNDING TOTALS ($ IN MILLIONS)

<table>
<thead>
<tr>
<th>Project Improvements</th>
<th>RTC (Federal CMAQ)</th>
<th>City (TDC’s)</th>
<th>TxDOT</th>
<th>Union Pacific</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bike/Pedestrian Bridge**</td>
<td>$7.00</td>
<td>$0.60</td>
<td>$0</td>
<td>$1.00</td>
<td>$8.00</td>
</tr>
<tr>
<td>Loop 12 Intersection</td>
<td>$1.00</td>
<td>$0.00</td>
<td>$0.25</td>
<td>$0</td>
<td>$1.25</td>
</tr>
</tbody>
</table>

*Funding Dependent on Crossing Closure

**Use of TDC’s dependent upon federal rules, using Dallas Policy Bundle TDCs, & TDCs are not counted in the funding total, funding totals may be reduced to match eligible expenditures
ACTIONS REQUESTED

Staff Requests STTC Endorsement of RTC Approval:

- The Funding Recommendation Identified on Slide 6
- Amending the Transportation Improvement Program (TIP)/Statewide TIP, and other Administrative/Planning Documents to Include the Recommended Project and Funding
CONTACT INFORMATION

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MJohnson@nctcog.org

Collin Moffett
Transportation Planner
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Jeff Hathcock
Program Manager
817-608-2354
JHathcock@nctcog.org

Christie Gotti
Senior Program Manager
817-608-2354
CGotti@nctcog.org
North Texas Freight Terminal
Electrification 2019
Call for Projects

Surface Transportation Technical Committee
August 23, 2019

Jason Brown, Principal Air Quality Planner
## Air Quality Emphasis Areas

<table>
<thead>
<tr>
<th>Area</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>High-Emitting Vehicles/Equipment</td>
<td>✔️</td>
</tr>
<tr>
<td>Low Speeds</td>
<td></td>
</tr>
<tr>
<td>Idling</td>
<td>✔️</td>
</tr>
<tr>
<td>Vehicle Miles of Travel</td>
<td></td>
</tr>
<tr>
<td>Energy and Fuel Use</td>
<td>✔️</td>
</tr>
<tr>
<td>Cold Starts</td>
<td></td>
</tr>
<tr>
<td>Hard Accelerations</td>
<td></td>
</tr>
</tbody>
</table>
North Texas Freight Terminal Electrification 2019

**Funding Source:** Environmental Protection Agency National Clean Diesel Funding Assistance Program

<table>
<thead>
<tr>
<th>Funding Category</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>2018 EPA Funds Awarded</td>
<td>$960,225</td>
</tr>
<tr>
<td>NCTCOG Administration</td>
<td>$39,775</td>
</tr>
<tr>
<td><strong>Total Funds Available</strong></td>
<td><strong>$1,000,000</strong></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Benefits Anticipated</th>
<th>Lifetime Impacts</th>
</tr>
</thead>
<tbody>
<tr>
<td>Nitrogen Oxides Reductions</td>
<td>53.69 Tons</td>
</tr>
<tr>
<td>Particulate Matter (PM) Reductions</td>
<td>11.88 Tons</td>
</tr>
</tbody>
</table>

Funding Source: Environmental Protection Agency National Clean Diesel Funding Assistance Program
North Texas Freight Terminal Electrification 2019

**Eligible Applicants:** Freight Terminals and Distribution Centers

<table>
<thead>
<tr>
<th>Eligible Activities</th>
<th>Funding Threshold</th>
<th>Estimated Unit Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Electrified Parking Spaces</td>
<td>30% of estimated unit cost up to $3,600/space</td>
<td>$12,000</td>
</tr>
<tr>
<td>Power Monitoring Equipment</td>
<td>30% of estimated unit cost up to $1,800/equipment</td>
<td>$6,000</td>
</tr>
<tr>
<td>Electric Power Kit</td>
<td>30% of estimated unit cost up to $900/kit</td>
<td>$3,000</td>
</tr>
</tbody>
</table>
Proposed Call For Projects Details

Structure:
  Competitive Application Process

Selection Criteria:

Quantitative Analysis
  Cost Per Ton $NO_x$ Emissions Reduced
  Purpose: Maximize Emissions Reductions

Qualitative Assessment
  Subrecipient Location, Risk and Oversight Criteria
  Purpose: Balance Project Benefits with Administrative Burden
### Proposed Schedule

<table>
<thead>
<tr>
<th>Milestone</th>
<th>Estimated Timeframe</th>
</tr>
</thead>
<tbody>
<tr>
<td>STTC Approval to Open CFP</td>
<td>August 23, 2019</td>
</tr>
<tr>
<td>RTC Approval to Open CFP</td>
<td>September 12, 2019</td>
</tr>
<tr>
<td>CFP Opens</td>
<td>September 13, 2019</td>
</tr>
<tr>
<td>Application Deadline</td>
<td>December 13, 2019 at 5 pm</td>
</tr>
<tr>
<td>Staff Funding Recommendations Finalized</td>
<td>February/March 2020</td>
</tr>
<tr>
<td>STTC Action</td>
<td>March 2020</td>
</tr>
<tr>
<td>RTC Action</td>
<td>April 2020</td>
</tr>
<tr>
<td>Executive Board Authorization</td>
<td>April 2020</td>
</tr>
<tr>
<td>If Needed, Reopen CFP to Fully Award Funds</td>
<td>As Needed Beginning January/February 2020</td>
</tr>
<tr>
<td>Project Implementation Deadline</td>
<td>March 31, 2021</td>
</tr>
</tbody>
</table>
Action Requested

Recommend RTC Approval Of:

Call for Projects Details
Selection Criteria

Schedule
If Needed, Reopen Call for Projects to Fully Award Funds
For More Information

Huong Duong
Transportation Air Quality Planner
817-704-5678
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Jason Brown
Principal Air Quality Planner
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jbrown@nctcog.org

Website
www.nctcog.org/aqfunding
Background

Section 1413 of the Fixing America’s Surface Transportation Act
USDOT Required to Designate Corridors to Improve Mobility of Vehicles Using Certain Alternative Fuels:

Benefits of Corridor Designation
Prioritize Future Fueling Station Investment
Accelerate Public Interest/Awareness with Signage
Improves User Experience (Reliability & Wayfinding)

Schedule & History
2016: Round 1 Nominations Submitted by NCTCOG, H-GAC, TxDOT
2017: Round 2 Nominations Submitted by TxDOT, RTC Submitted Requests to TxDOT
2018: Round 3 Nominations Submitted by TxDOT, RTC Submitted Requests to TxDOT
2019: Round 4 Nominations Opening Fall 2019

USDOT = US Department of Transportation; TxDOT = Texas Department of Transportation
<table>
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<tr>
<th>Corridor</th>
<th>Section</th>
<th>Fuel Type</th>
<th>RTC Recommended</th>
<th>TxDOT Submitted</th>
<th>FHWA Designated</th>
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<td>IH 635</td>
<td>Metro Loop</td>
<td>CNG, Propane, Electric</td>
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All FHWA-Designated Alternative Fuel Corridors for Texas and Neighboring States

- **Interstates**: 16
- **State Highway**: 1
- **US Highway**: 1

Data Downloaded from FHWA Website and AFDC Station Locator
FHWA-Designated Gaseous Alternative Fuel Corridors

Increasingly Important for Medium and Heavy-Duty Vehicles

Utilized Frequently in the Freight Industry

Data Downloaded from FHWA Website and AFDC Station Locator
Hydrogen Fuel Cell Class 8 Trucks Have Been Developed

Toyta Zero-Emission Truck, NCTCOG Staff Photo

FHWA-Designated Zero-Emission Vehicle Corridors

Data Downloaded from FHWA Website and AFDC Station Locator
North Texas Electric Vehicle (EV) Registrations As of July 2019

Total Registered Electric Vehicles: 9473

Top 5 EV Makes/Models in North Central Texas:

1. Tesla Model 3: 4279
2. Tesla Model S: 1773
3. Tesla Model X: 789
4. Chevrolet Volt: 721
5. Ford Fusion: 396
Join Us for National Drive Electric Week!

NATIONAL DRIVE ELECTRIC WEEK

Largest showcase of EVs in Texas + 2nd largest EV event in the country + Learn from real North Texas owners

9.21.19

Join the rEVolution @ driveelectricdfw.org

Two Events:

Friday September 20:
Planning Workshop

Saturday September 21:
Showcase Event with Electric Vehicle Owners, Dealers, Other Complementary Technologies

www.driveelectricdfw.org
FHWA Solicitation for Alternative Fuels Corridor Deployment Plans

Goals:
1. Develop an Infrastructure Deployment Plan
2. Transition Corridors from “Pending” to “Ready”
3. Identify Public-Private Partnerships

Applications Due: September 9, 2019
Projects Due: November 30, 2020
Funding Level: $60,000-$80,000

NCTCOG Proposal:
Collaborate with H-GAC to Develop Electric and Hydrogen Plan along I-45 to Create Zero Emission Vehicle Corridor
Request Full Funding; Provide 20% Required Match Using RTC Local
For More Information

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www dfwcleancities org/alt fuelcorridors and www dfw cleancities org/evnt
2020 UNIFIED TRANSPORTATION PROGRAM AND REGIONAL 10-YEAR PLAN UPDATE

Surface Transportation Technical Committee
August 23, 2019
The updated Regional 10-Year Plan project listing was approved by the Regional Transportation Council (RTC) on May 9, 2019.

Project lists were submitted to Texas Department of Transportation (TxDOT) headquarters by the TxDOT districts in June.

In July 2019, TxDOT released a draft 2020 Unified Transportation Program (UTP) listing and held a public meeting.

Most of the projects the RTC approved with Category 2 and 12 funds are proposed to be funded in the draft 2020 UTP.

North Central Texas Council of Governments (NCTCOG)/RTC submitted public comments on several projects, including requesting that all RTC-approved Category 2 funds be placed in the UTP.
FUNDING CHANGES MADE SINCE APRIL STTC MEETING

• Switch Funds
  • North/South Roadways (Collin County) - Reduce Category 2 by $50,000,000 and Increase Category 12 by $50,000,000
  • IH 30 (Rockwall County) - Increase Category 2 by $100,000,000, Add $50,000,000 Category 5 (CMAQ), and Reduce Category 12 by $150,000,000
  • Southeast Connector (Tarrant County) - Increase Category 2 by $170,000,000 and Reduce Category 12 by $170,000,000

• Lack of Detail (remove funding temporarily)
  • IH 35E - Lower Stemmons (Dallas County) - Remove $900,000,000 of Category 12
  • Greenbelt/Regional Outer Loop at FM 428 (Denton County) - Remove $50,000,000 of Category 2
  • IH 30 (Tarrant County) - Remove $170,000,000 of Category 2
FUNDING CHANGES MADE SINCE APRIL STTC MEETING, CONT.

• New Additions
  • IH 35 (Denton County) - Add $686,275,558 of Category 12

• Increase Funding
  • SH 205 (Rockwall County) - Increase Category 2 by $15,707,442 $17,550,000

• Minor Funding Changes
  • The TTC approved a series of changes in funding amounts in Categories 2, 4, and 12
  • NCTCOG staff is updating the Region’s 10-Year Plan listing to show these differences
  • The updated table will be sent to the Committee upon completion
PROJECTS PROPOSED TO BE FUNDED WITH CATEGORY 12 FUNDS IN DRAFT 2020 UTP

• IH 30 (Canyon) in Dallas County - $300 million
• IH 30 (from County Line to FM 1570) in Hunt County - $40 million
• IH 30 in Dallas/Rockwall County - $694 million
• IH 35 (from IH 35E/W Split to County Line) in Denton County - $866 million
• IH 35E (IH 635 to Denton County Line) in Dallas County - $600 million
• SH 170 in Tarrant County - $155 million
• Southeast Connector in Tarrant County - $1.59 billion

*Funding amounts include all funding sources
NEXT STEPS

• Await final approval of the UTP by TTC at its August 2019 meeting.

• Update the Regional 10-Year Plan to reflect what is approved in the UTP and request RTC approval of it in September.
CONTACT/QUESTIONS?

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AIRCHECKTEXAS PROGRAM
CLOSE OUT:
LOCAL FUNDS REQUEST

Surface Transportation Technical Committee

August 23, 2019

Chris Klaus
Senior Program Manager
North Central Texas Council of Governments
PROGRAM ACCOMPLISHMENTS

November 2002 - July 2019

Applications Processed: 137,633

Vehicles Retired and Replaced: 72,836

Total Financial Assistance: $124 Million

Emission Reduction Benefits: 140 tons Nitrogen Oxide (NOx)
PROGRAM CLOSE OUT

DATES:
• April 8 – Last Day for Applications
• May 17 – All Vouchers Expired
• June 14 – Last Day for Vendors to Submit Vouchers for Reimbursement
• June 21 – Shut Down Credit Cards
• June 28 – Last Day to Charge to the Grant
• September 30 – Quarterly Reports
• December 30 – Close Out Report

ELEMENTS:
• Partner & Vendor Communications
• Toll Free 800 Line
• Vendor Telephone Line
• Fax to Email Service
• Website
• Dataset Subscriptions
• Staff
• Disposition of Assets
• Contract/Agreement Requirements
FILE RETENTION – Per the Uniform Grant Management Standards (UGMS) & Inter-County Agreements, all program files (electronic & hard copies) must be retained for a period of three years beyond the contract expiration date.

DATA MANAGEMENT – Storing and protecting data/software, by ensuring appropriate security measures are in place to preserve the integrity of the information.

AUDITS – While complying with file retention and data management rules, data must remain accessible, so that if/when requested it may be made available in a timely manner.
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
Assist with post close out obligations – File retention, records management, and future audits.

New initiatives to substitute those terminated as the region remains in non-compliance with National Ambient Air Quality Standards for ozone.

• Emissions Enforcement Task Forces

Retaining local interest and rebate funds would help the region stay the course and maintain an air quality focus.
AIRCHECKTEXAS STAFF RECOGNITION

Jason Brown
Juan Barron-Luna
Lorena Carrillo*
Shawn Dintino
Nathaniel Dover*
Jackson Enberg*
DJ Hale
Dora Kelly*

Chris Klaus*
Anthony Moffa
Darshan Patel*
Trey Pope*
Robby Sprosty*
Shannon Stevenson
Kim Wilder*
Norma Zuniga*

*Staff on board through end of program.
RTC Chair transmitted a letter to the TCEQ requesting that approximately $3.8M from the generated interest and rebate remain in the region to assist with future air quality efforts, particularly as no replacement program has been identified. To date, TCEQ has not responded.
CONTACT INFORMATION

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