Funding Substitution for Buy America Compliance: City of Fort Worth

Surface Transportation Technical Committee
June 28, 2019

Ken Kirkpatrick
Counsel for Transportation
Previous RTC Action

2014 Incident Management Call for Projects

Congestion Mitigation and Air Quality Improvement Program (CMAQ) Funds

Matched with Transportation Development Credits

City of Fort Worth Awarded $160,036
Incident Management Equipment
Safety-Related Items
City Implementation of Grant

NCTCOG/City of Fort Worth Interlocal Agreement

City Procured Items through City Process

Items Purchased with Buy America Implications
- Heavy Duty Response Truck (Ford Super Duty F-350)
- Robotic Forensic Mapping System
- Portable Message Signs
  Total Cost: $113,373

Buy America Compliance Cannot Be Documented
100% of steel, iron and manufactured products permanently included in federal-aid highway projects must be produced in the U.S.

Exceptions:

Public Interest Waiver (General Waiver)
Such materials and products are not produced in the U.S. (specific waiver)
Inclusion of domestic material increases overall cost by 25%
Minimal use of non-domestic steel and iron (greater of 0.1% or $2,500 of project cost)

Note: FTA requirement (65% domestic content; final assembly in the U.S.)
Changing Buy America Landscape

Application to “Manufactured Products”

December 21, 2012, FHWA Guidance

- Miscellaneous products exception (e.g., nuts, bolts, washers, fittings, etc.)
- Applies to a manufactured product if it consists of at least 90% steel or iron content

December 22, 2015: FHWA guidance invalidated by U.S. District Court (District of Columbia)

2014-2016: FHWA Quarterly Waiver Process

- Applicable for “non-traditional” federal-aid highway projects (e.g., vehicles funded with CMAQ funds)
- No vehicles meet FHWA Buy America requirements

Mid-2017: Waivers Discontinued (Executive Order 13788)
Substitute $113,373 in RTC Local Funds for 2014 City of Fort Worth Incident Management Equipment Award

Reduces Risk Related to Buy America Compliance

Direct staff to amend the Transportation Improvement Program and other planning/administrative documents, as appropriate, to incorporate the approved substitute
FY2020 and FY2021
Unified Planning Work Program for Regional Transportation Planning

Surface Transportation Technical Committee
June 28, 2019
Unified Planning Work Program

Task 1 – Administration and Management
Task 2 – Transportation Data Development and Maintenance
Task 3 – Short-Range Planning and Programming, and Air Quality and Transit Operations
Task 4 – Metropolitan Transportation Plan
Task 5 – Special Studies and System Operations

Implemented through:
• 28 Subtasks
• 150-200 Programs and Projects

Funded through:
• 17 Revenue Sources
• 140+ Grants
FY2020 and FY2021 Major Planning Initiatives

• Monitoring of Mobility 2045
• 2021-2024 Transportation Improvement Program
• Data Collection/Travel Model Enhancement
• Automated Vehicle Technology
• Freight Planning
• High-Speed Rail
• Bicycle/Pedestrian Plans
• Regional Transit Planning Assistance
• DFW Airport Innovative Transportation Initiatives: Goods Movement, Rail Passenger Connections to the TRE and Hyperloop
• Harry Hines Boulevard Corridor Study
• MATA M-line Extension
## FY2020 and FY2021 TPF Funding Summary

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>FY2020 and FY2021 US FTA (5303)</td>
<td>$ 5,773,584</td>
</tr>
<tr>
<td>FY2020 and FY2021 US FHWA (Estimated PL)</td>
<td>$14,910,150</td>
</tr>
<tr>
<td>FY2019 US FHWA (Estimated PL-Carryover)</td>
<td>$ 4,529,838</td>
</tr>
<tr>
<td>Total Transportation Planning Funds</td>
<td>$25,213,572</td>
</tr>
<tr>
<td>Anticipated Expenditures</td>
<td>$22,770,600</td>
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<tr>
<td>PL Balance to Carry Over to FY2022</td>
<td>$  2,442,972</td>
</tr>
</tbody>
</table>
Summary of Total Funding

Estimated Total Funding (all sources): $146,000,314
# Development Schedule

<table>
<thead>
<tr>
<th>DATE</th>
<th>UPWP DEVELOPMENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>February 22</td>
<td>Initiation of Requests for NCTCOG Assistance</td>
</tr>
<tr>
<td>February 22</td>
<td>STTC Notification of UPWP Development</td>
</tr>
<tr>
<td>March 14</td>
<td>RTC Notification of UPWP Development</td>
</tr>
<tr>
<td>March 22</td>
<td>Project Submittals for NCTCOG Assistance Due</td>
</tr>
<tr>
<td>May 13</td>
<td>Public Meeting on Draft Recommendations</td>
</tr>
<tr>
<td>May 24</td>
<td>Draft Recommendations to STTC for Information</td>
</tr>
<tr>
<td>June 1</td>
<td>Draft Due to TxDOT and Concurrently Provided to STTC</td>
</tr>
<tr>
<td>June 13</td>
<td>Draft Provided to RTC for Information</td>
</tr>
<tr>
<td>June 28</td>
<td>STTC Action on Recommended UPWP</td>
</tr>
<tr>
<td>July 11</td>
<td>RTC Action on Recommended UPWP</td>
</tr>
<tr>
<td>August 1</td>
<td>Final Document Due to TxDOT</td>
</tr>
<tr>
<td>August 22</td>
<td>Executive Board Endorsement of Recommended UPWP</td>
</tr>
</tbody>
</table>
Requested STTC Action

Recommend RTC approval of the FY2020 and FY2021 Unified Planning Work Program (UPWP), including the UPWP Policies contained in Exhibit I-8 of the Work Program.

And

Recommend that the RTC direct staff to also administratively amend the Transportation Improvement Program and other administrative/planning documents, as appropriate, to reflect the approved projects.
Unified Planning Work Program
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Transportation Program Assistant
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https://www.nctcog.org/trans/study/unified-planning-work-program
June 28, 2019

Surface Transportation Technical Committee – Action Item
BUILD Discretionary Grant Program – FY 2019 Overview & Proposed Projects for Submittal
BUILD Discretionary Grant Program

Program Overview

- **BUILD** – Better **U**tilizing **I**nvestments to **L**everage **D**evelopment

$900 Million Available Nationwide in FY 2019:
- Grant Awards: Maximum = $25 Million; Minimum = $5 Million (Urban)/$1 Million (Rural)
- No more than 10% may be awarded to a single State; up to 50% intended for rural projects

Federal/Non-Federal Cost Sharing:
- Maximum 80%/20% in urban areas (including BUILD); rural projects may exceed 80%/20%
- Non-Federal revenue may consist of State, local, or private-sector funds, ROW contributions, toll credits, or recycled revenue from publicly-owned/operated asset sales/leases
- Generation of non-Federal revenue no longer considered part of primary selection criteria

Submittal/Award/Funding Milestones:
- Application Deadline – July 15, 2019 @ 7:00pm CDT (awards given by November 12, 2019)
- Obligation Deadline – September 30, 2021
- Expenditure Deadline – September 30, 2026
BUILD Discretionary Grant Program
Regional Project Selection Methodology

- Select potential urban/rural projects from east and west sub-regions
- Identify compatibility strengths/weaknesses with grant program merit criteria (safety, state of good repair, quality of life, economic competitiveness, innovation, project readiness, etc...)
- Evaluate partnership opportunities with TxDOT, other transportation providers, private sector entities, and/or local governments
- Review recent discretionary grant submittals (BUILD, INFRA, TIGER, FASTLANE, SGR, etc.) and existing project commitments (MTP, UTP/10-Year Plan, TIP, etc.)
- Determine significant economic development opportunities with needed transportation catalysts and review transportation performance targets
### BUILD Discretionary Grant Program

#### Proposed NCTCOG Project Candidates and Funding Details

Staff proposes the Regional Transportation Council (RTC)/North Central Texas Council of Governments (NCTCOG) submit the following projects:

<table>
<thead>
<tr>
<th>Project</th>
<th>Non-Federal Funds ¹</th>
<th>Federal Funds ¹</th>
<th>Total Project Cost ¹</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Local</td>
<td>State</td>
<td>Private</td>
</tr>
<tr>
<td>North Texas Multimodal Operations, Velocity, Efficiency &amp; Safety (MOVES) Program</td>
<td>$15.0 ²</td>
<td>$0.0</td>
<td>$2.0 ³</td>
</tr>
<tr>
<td>SH 114 Frontage Roads – FM 1938 to Dove Road (Southlake/Trophy Club/Westlake)</td>
<td>$3.5 ⁴</td>
<td>$7.3</td>
<td>$0.0</td>
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<tr>
<td>US 80 Reconstruction – IH 635 to Belt Line Road (Mesquite)</td>
<td>$1.2 ⁵</td>
<td>$56.0</td>
<td>$0.0</td>
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</tbody>
</table>

1. All funding and cost values indicated in millions
2. Trinity Metro and DART funding commitments
3. BNSF Railway funding commitment
4. City of Southlake commitment (ROW and construction)
5. City of Mesquite commitment (ROW)
### BUILD Discretionary Grant Program

#### Proposed Timeline

<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
</tr>
</thead>
<tbody>
<tr>
<td>April 22, 2019</td>
<td>BUILD Grant Notice of Opportunity Announced</td>
</tr>
<tr>
<td>May 24, 2019</td>
<td>STTC Information (Identify Candidate Projects)</td>
</tr>
<tr>
<td>June 13, 2019</td>
<td>RTC Information (Identify Candidate Projects)</td>
</tr>
<tr>
<td>June 28, 2019</td>
<td>STTC Action (Project Identification, Scope, &amp; Cost Estimate/Sources Finalized)</td>
</tr>
<tr>
<td>June 28, 2019</td>
<td>Request Deadline for Letters of Support</td>
</tr>
<tr>
<td></td>
<td>Send to Rebekah Hernandez -  r <a href="mailto:hernandez@nctcog.org">hernandez@nctcog.org</a></td>
</tr>
<tr>
<td>July 11, 2019</td>
<td>RTC Action</td>
</tr>
<tr>
<td>July 15, 2019</td>
<td>BUILD Application Submittal Deadline -  <a href="http://www.grants.gov">www.grants.gov</a></td>
</tr>
<tr>
<td>August 22, 2019</td>
<td>Executive Board Endorsement</td>
</tr>
</tbody>
</table>
BUILD Discretionary Grant Program

Requested STTC Action

- Recommend Regional Transportation Council (RTC) approval of:
  - Proposed list of projects, as indicated in slide #4 and provided in Reference Item #5, to submit for funding consideration through the FY 2019 BUILD Discretionary Grant Program
  - Administratively amending the TIP, STIP, and other planning/administrative documents to include the proposed projects, if selected for FY 2019 BUILD Grant award
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June 28, 2019

Surface Transportation Technical Committee – Action Item
BUILD Discretionary Grant Program – FY 2019 Overview & Proposed Projects for Submittal
U.S. Department of Transportation
Funding for
Advanced Transportation and Congestion Management Technologies Deployment Initiative

Surface Transportation Technical Committee
June 2019
Overview of Funding Opportunity

$60 Million Total; 5 to 10 awards up to $12 million each

FY 2016 to 2020; applications will be solicited annually for competitively selecting grant recipients for that funding year

Transportation Technologies to improve safety, efficiency, system performance, and infrastructure return on investment

Applications due July 19, 2019

Minimum 50% non-federal cost share
Advanced traveler information systems;
Advanced transportation management technologies;
Infrastructure maintenance, monitoring, and condition assessment;
Advanced public transportation systems;
Transportation system performance data collection, analysis, and dissemination systems;
Advanced safety systems, including V2V and V2I communications, technologies associated with autonomous vehicles, other collision avoidance technologies;
Integration of ITS with the Smart Grid and other energy distribution and charging systems;
Electronic pricing and payment systems; or
Advanced mobility and access technologies; dynamic ridesharing and information systems to support human services for elderly and disabled individuals
ATCMTD Program Focus Areas

Proposals are not limited to these priorities
U.S. DOT is particularly interested in the following areas:

- Multimodal Integrated Corridor Management
- Installation of Connected Vehicle Technologies at Intersections and Pedestrian Crossing Locations
- Unified Fare Collection and Payment Systems Across Transportation Modes and Jurisdictions
- Freight Community System
- Technologies to Support Connected Communities
- Infrastructure Maintenance, Monitoring, and Condition Assessment
- Rural Technology Deployments
Transportation Performance Measures

Federal Performance Measures

- Safety
  - National Highway Infrastructure
    - Pavement Condition
    - Bridge Condition
  - System Performance
    - Level of Travel Time Reliability
    - Peak Hour Excessive Delay
    - Travel Time Reliability
    - Non-Single Occupancy Vehicle Travel
    - Total Emissions Reductions

Transit Asset Management

Non-Federal/Regional Performance Measures
Regional Operations Data Fusion Platform & Performance Measures

- Data/Information Hub
  - Real-time
  - Archive

- Public Sector Partners

- Process Standards Policies

- Integration of Existing and New Software/Data

- Hardware/Technology Deployments

- Performance Measures/Big Data

- Cloud Computing
Regional Operations Data Fusion Platform & Performance Measures

Example of System Benefits

Leverages existing regional ITS infrastructure

Allows dissemination of data between agencies for improved coordination on traffic operation strategies

Provides regional data for planning organizations or academia for performance measures, research, and analysis

Identifies gaps in the data to determine new sources that are needed

Allows for implementation and management of coordinated traffic plans

Affords real-time analysis of regional performance measures
# Regional Operations Data Fusion Platform & Performance Measures

## Project Budget

<table>
<thead>
<tr>
<th>Funding Source</th>
<th>Funding Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Grant Application Request</td>
<td>$3 Million</td>
</tr>
<tr>
<td>TCEQ Interests/Credit Rebates from AirCheckTexas or RTC Local</td>
<td>$3 Million</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$6 Million</strong></td>
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</tbody>
</table>
Other Items

Seeking Other Recommendations for Inclusion into the Proposal
  For Example:
    Regional Data Platform
    Agreements
    Protocol
    Wireless Data (Pedestrian, Wrong-Way Driving)

Request for Letter of Support
  Need to receive Request by Wednesday, July 3, 2019
  Please send Request to Rebekah Hernandez at RHernandez@nctcog.org
  Submit Signed Letter by Friday, July 12, 2019
Regional Operations Data Fusion Platform & Performance Measures

Action Requesting

Recommendation for Regional Transportation Council (RTC) Approval

Regional application for the 2019 Advanced Transportation and Congestion Management Technologies Deployment Initiative Grant Program

Total Cost

Federal Share: $3 Million
Local Share: $3 Million

TCEQ Interest/Credit Rebates
RTC Local (if TCEQ Funding Unsuccessful)

Letters of Support
What Is The Mobility Plan Policy Bundle?

- AKA, Appendix H
- List of 20 Voluntary Policies
- 50 Percent Adoption Rate to Qualify
- Successful Applicants
  - Receive Transportation Development Credits (TDCs)
  - Use TDCs as Local Match for Federally Funded Projects
- Must Be New Project
  - Not Currently in Transportation Improvement Program
- Four Ways to Take Action
Action Types

• Joint Staff Coordination
  • RTC staff and local agency staff work together to implement and encourage policy implementation

• Governing Body Approval
  • Resolution, court order, minute order, or other instrument reflecting approval for the policy is passed

• Ordinance
  • Ordinance or other locally enforceable rule or law is passed

• Election
  • An election is held to implement the policy
Sample Policies

- Employee Trip Reduction
- Parking Management
- Safe Access to Schools
- Railroad Safety
- Land Use Strategies
- Complete Streets
- Idling Restrictions
- Freight Oriented Development
Successful Applicants

• 12 Local Governments
  • Coppell
  • Dallas
  • Denton
  • Fort Worth
  • Garland
  • Grapevine
  • Irving
  • Lewisville
  • McKinney
  • Mesquite
  • North Richland Hills
  • Richardson

• 2 Transit Agencies
  • DCTA
  • Trinity Metro
<table>
<thead>
<tr>
<th>Entity</th>
<th>Recommended TDCs</th>
</tr>
</thead>
<tbody>
<tr>
<td>Coppell</td>
<td>$ 750,000</td>
</tr>
<tr>
<td>Dallas</td>
<td>$ 2,000,000</td>
</tr>
<tr>
<td>Denton</td>
<td>$ 750,000</td>
</tr>
<tr>
<td>Fort Worth</td>
<td>$ 2,000,000</td>
</tr>
<tr>
<td>Garland</td>
<td>$ 1,250,000</td>
</tr>
<tr>
<td>Grapevine</td>
<td>$ 750,000</td>
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<tr>
<td>Irving</td>
<td>$ 1,250,000</td>
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<tr>
<td>Lewisville</td>
<td>$ 750,000</td>
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<tr>
<td>McKinney</td>
<td>$ 750,000</td>
</tr>
<tr>
<td>Mesquite</td>
<td>$ 750,000</td>
</tr>
<tr>
<td>North Richland Hills</td>
<td>$ 750,000</td>
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<tr>
<td>Richardson</td>
<td>$ 750,000</td>
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<tr>
<td>DCTA</td>
<td>$ 1,250,000</td>
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<td>Trinity Metro</td>
<td>$ 2,000,000</td>
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<tr>
<td><strong>Total</strong></td>
<td><strong>$ 15,750,000</strong></td>
</tr>
</tbody>
</table>
Contact

DJ Hale
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Legislative Update

Surface Transportation Technical Committee | June 28, 2019

Nick Allen
North Central Texas Council of Governments
FY 2020 Appropriations

• House passed bill with $25.3B for USDOT
• FAA’s aviation safety funding increases by $20M
• Most programs stay at 2019 levels
• Some amendments of interest

Senate Appropriations Committee

• Committee mark-up is TBD
• Chair Richard Shelby (R-AL) says he is waiting for an overall budget deal between House, Senate and President
Fiscal Year 2020-21 Total: $250.7B
- Increase of 15.7% over FY18-19

TxDOT: $31.1B
- Includes Prop 1 ($3.9B) and Prop 7 ($5B)
- Supplemental budget includes $125M for areas of oil & gas production

Natural Resources/TCEQ
- TERP: $154.7M
- LIRAP/LIP (AirCheckTexas): $0
<table>
<thead>
<tr>
<th>Category</th>
<th>Bill Number</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Revenue</td>
<td>SB 69</td>
<td>(Nelson) Allows Comptroller to invest a portion of Rainy Day Fund, removed legislative committee from sufficient balance process</td>
</tr>
<tr>
<td></td>
<td>SB 962</td>
<td>(Nichols) Extends Prop 1 by 10 years to 2034</td>
</tr>
<tr>
<td>Air Quality</td>
<td>HB 4280</td>
<td>(Morrison) Amends the County Transportation Infrastructure Fund Grant Program for areas of oil &amp; gas production</td>
</tr>
<tr>
<td></td>
<td>HB 3745</td>
<td>(Bell, C.) Creates TERP trust fund account</td>
</tr>
</tbody>
</table>
Miscellaneous Approved Bills

• **SB 282** (Buckingham) TxDOT to allocate liquidated damages paid by contractors for project delays to the affected district

• **HB 1631** (Stickland) Prohibits red light cameras

• **HB 2830** (Canales) Increases the number of design-build contacts TxDOT may enter into each biennium from 3 to 6
HB 3082 (Murphy)- Relating to investigating and prosecuting the criminal offense of operating an unmanned aircraft over or near certain facilities.

- Anti-High Speed Rail measures
- Anti-tolling measures
- LIP / LIRAP

What Failed to Pass?
Questions and Comments

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https://www.nctcog.org/legislative
DISADVANTAGED BUSINESS ENTERPRISE PROGRAM

Fiscal Year 2020-2022 Goal Update

Surface Transportation Technical Committee
June 28, 2019
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

<table>
<thead>
<tr>
<th>Procurement Type</th>
<th>DBE Goal</th>
</tr>
</thead>
<tbody>
<tr>
<td>Urban Planning/Engineering Services</td>
<td>31.92%</td>
</tr>
<tr>
<td>Advertising/Public Relations</td>
<td>21.62%</td>
</tr>
<tr>
<td>Software Development/Computer Services</td>
<td>8.17%</td>
</tr>
<tr>
<td>Equipment</td>
<td>5.88%</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>25.0%</strong></td>
</tr>
<tr>
<td>Total Weighted Summary</td>
<td></td>
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</tbody>
</table>
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) FTA</th>
<th>Potential Awards (in $1,000s) FHWA</th>
<th>Potential Awards (in $1,000s) TOTAL</th>
</tr>
</thead>
<tbody>
<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 &amp; Equipment (Rental &amp; 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>
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<tr>
<td>Software and Ancillary Information Technology Professional Services</td>
<td>$383</td>
<td>$434</td>
<td>$817</td>
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<tr>
<td>Transportation Equipment</td>
<td>$0</td>
<td>$3,586</td>
<td>$3,586</td>
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<tr>
<td>Vehicle Maintenance and Operations Support</td>
<td>$4,998</td>
<td>$0</td>
<td>$4,998</td>
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<tr>
<td><strong>TOTAL</strong></td>
<td><strong>$15,817</strong></td>
<td><strong>$16,299</strong></td>
<td><strong>$32,116</strong></td>
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2 Step Process:

Step 1:
Determine Relative Availability of Ready, Willing & Able DBE Firms

Step 2:
Consideration of Other DBE Data
FY2020-2022 DBE GOAL UPDATE

Service Area Map
<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>
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<tr>
<td>Building Construction</td>
<td>$275</td>
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</tr>
<tr>
<td>Software and Ancillary Information Technology Professional Services</td>
<td>$817</td>
<td></td>
<td></td>
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<tr>
<td>Transportation Equipment</td>
<td>$3,586</td>
<td></td>
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<tr>
<td>Vehicle Maintenance and Operations Support</td>
<td>$4,998</td>
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<tr>
<td><strong>TOTAL</strong></td>
<td><strong>$32,116</strong></td>
<td></td>
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<tr>
<td>TASK</td>
<td>DATE</td>
<td>STATUS</td>
<td></td>
<td></td>
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<tr>
<td>----------------------------------------------------------------------</td>
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<td></td>
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<tr>
<td>Public Meeting to Kickoff DBE Goal Update Process</td>
<td>June 10</td>
<td>✓</td>
<td></td>
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<tr>
<td>STTC Meeting: Information Item</td>
<td>June 28</td>
<td>✓</td>
<td></td>
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<tr>
<td>Consultation Meeting with Stakeholders</td>
<td>July 2</td>
<td></td>
<td></td>
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<tr>
<td>RTC Meeting: Information Item</td>
<td>July 11</td>
<td></td>
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<tr>
<td>Notice to Public of Proposed Goal (start 45-Day Public Comment Period)</td>
<td>Week of July 10 to 15</td>
<td></td>
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<tr>
<td>Submit draft Electronically to FTA</td>
<td>August 1</td>
<td></td>
<td></td>
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<tr>
<td>STTC: Action Item</td>
<td>August 23</td>
<td></td>
<td></td>
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<tr>
<td>End of 45-day Public Comment Period</td>
<td>August 25-30</td>
<td></td>
<td></td>
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<tr>
<td>RTC: Action Item</td>
<td>Sept. 12</td>
<td></td>
<td></td>
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<tr>
<td>Executive Board: Action Item</td>
<td>Sept. 26</td>
<td></td>
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<tr>
<td>Submit Final Electronically to FTA</td>
<td>Sept. 27</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>DBE Program Update and Goal Effective</td>
<td>October 1</td>
<td></td>
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</tr>
</tbody>
</table>

FY2020-2022 DBE GOAL UPDATE

Schedule
FY2020-2022 DBE GOAL UPDATE

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
Technical Tools
for Environmental Justice, Transit, and Environmental Planning

Surface Transportation Technical Committee
June 28, 2019
Four Online Planning Tools

Environmental Justice Index – *online now*

Transit Accessibility Improvement Tool – *online now*

Permittee Responsible Mitigation Database – *expected Fall 2019*

Economic & Environmental Benefits of Stewardship – *online now*
Environmental Justice Index

Assists in identifying and addressing potential impacts on environmental justice communities – low-income and/or minority communities. Covers 12-county region.

www.nctcog.org/EJ
Environmental Justice Index

User Guide

Technical Tips

Layer Definitions

Index Uses

Data and Links
Transit Accessibility Improvement Tool

Assists in identifying potentially transit-dependent populations – low-income, age 65 and over, and persons with disabilities. Covers 16-county region.

www.nctcog.org/trans/plan/transit/transit-providers/transit-provider-resources
Transit Accessibility Improvement Tool

Provides demographic data and service area boundaries to support transit providers’ compliance with Title VI of the Civil Rights Act.
Helps connect willing landowners needing stream or wetland rehabilitation or restoration with developers or entities needing to rehabilitate or restore streams or wetlands to offset Waters of the US impacts elsewhere. Covers 16-county region.

PRM Requires:

Pre-approval by the US Army Corps of Engineers

Agreement of both parties

Expected launch Fall 2019
Permittee Responsible Mitigation Database

Private or Public Landowner

- Property information
- Aquatic resource information
- Contact information

Permit Applicant

- Impacted resource information
- Estimated magnitude of impact
- Contact information

Both parties benefit

Both parties benefit

Permittee Responsible Mitigation Database

- Private or Public Landowner
- Property information
- Aquatic resource information
- Contact information

- Permit Applicant
- Impacted resource information
- Estimated magnitude of impact
- Contact information

Both parties benefit
Economic and Environmental Benefits of Stewardship
Economic and Environmental Benefits of Stewardship

2. Tell Us About Your Project
   - Project type: New Roadway
   - Will the project open up new areas for development? No
   - Number of Lanes: Please Select
   - Total width of project (ft): Enter width in feet here

3. Your Project Analysis
   - Total Acres: 443.7
   - Feet of Streams: 2422
   - Acres Flood Zone: 70.1
   - Acres Wetlands: 3.7
   - Acres Aquatic: 87.1
   - Acres Tree Canopy: 35.7
   - Acres Terrestrial: 333.6
   - Acres Urban: 24.6

4. Potential Environmental Effect of Your Project
5. Stewardship Options for Your Project
6. Stewardship Option Details
7. Compile Report
Economic and Environmental Benefits of Stewardship

2. Tell Us About Your Project

Project type:
Now Roadway
Number of Lanes: Please Select

Will the project open up new areas for development?
No

Total width of project (ft):
Enter width in feet here

Run Analysis

3. Your Project Analysis

4. Potential Environmental Effect of Your Project

VEGETATION REMOVAL
Learn More
Make Priority

HEAT ISLAND EFFECT
Learn More

5. Stewardship Options for Your Project

6. Stewardship Option Details

7. Compile Report
Economic and Environmental Benefits of Stewardship

2. Tell Us About Your Project
   - Project type:
     - New Roadway
   - Number of Lanes: Please Select

3. Your Project Analysis

4. Potential Environmental Effect of Your Project

5. Stewardship Options for Your Project
   - Bioswales
   - Preservation of Open Space
   - Native Tree Plantings

6. Stewardship Option Details

7. Compile Report
Economic and Environmental Benefits of Stewardship
Contact Information

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Jeff Neal
Program Manager
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jneal@nctcog.org
Exceedance Level indicates daily maximum eight-hour average ozone concentration. Exceedance Levels are based on Air Quality Index (AQI) thresholds established by the EPA for the revised ozone standard of 70 ppb.

Source: TCEQ, [http://www.tceq.state.tx.us/cgi-bin/compliance/monops/8hr_monthly.pl](http://www.tceq.state.tx.us/cgi-bin/compliance/monops/8hr_monthly.pl)

ppb = parts per billion
1 Attainment Goal - According to the US EPA National Ambient Air Quality Standards, attainment is reached when, at each monitor, the Design Value (three-year average of the annual fourth-highest daily maximum eight-hour average ozone concentration) is equal to or less than 70 parts per billion (ppb).

1997 Standard < 85 ppb (Revoked)

2008 Standard ≤ 75 ppb (Moderate by 2017)

2015 Standard ≤ 70 ppb¹ (Marginal by 2020)

¹Attainment Goal - According to the US EPA National Ambient Air Quality Standards, attainment is reached when, at each monitor, the Design Value (three-year average of the annual fourth-highest daily maximum eight-hour average ozone concentration) is equal to or less than 70 parts per billion (ppb).
For More Information

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https://www.nctcog.org/trans/quality/air/ozone