

## AGENDA

### SURFACE TRANSPORTATION TECHNICAL COMMITTEE

Friday, August 23, 2019

AT&T Stadium

One AT&T Way, Arlington, TX 76011

Lot 10, Entry K

#### 1:30 pm Full STTC Business Agenda

1:30 – 1:35

1. **Approval of June 28, 2019, Minutes**

Action       Possible Action       Information      Minutes: 5

Presenter: Bryan Beck, STTC Chair

Item Summary: Approval of the June 28, 2019, meeting minutes contained in [Reference Item 1](#) will be requested.

Background: N/A

1:35 – 1:35

2. **Consent Agenda**

Action       Possible Action       Information      Minutes: 0

2.1. **Fiscal Year 2020 Advertising for Transportation Initiative**

Presenter: Hillary Nguyen, NCTCOG

Item Summary: Staff will seek the Committee's support for the Regional Transportation Council (RTC) to recommend North Central Texas Council of Governments (NCTCOG) Executive Board approval of up to \$1,300,000 in funding for advertising for transportation initiatives that will initiate in Fiscal Year (FY) 2020.

Background: Since 2014, the NCTCOG Executive Board has been authorizing annual large-scale advertising purchase and placement initiatives for the Transportation Department. [Electronic Item 2.1.1](#) explains the benefits of this initiative and showcases cost savings obtained from bulk advertising purchasing for the Transportation Department. [Electronic Item 2.1.2](#) provides more information on FY2020 advertising costs along with examples of past advertising. Advertising campaigns will support 511DFW, business engagement, the Congestion Management Program, the HOV 2+ Incentive, Look Out Texans, notifications of opportunities for public input/public meetings, the Ozone Season Emissions Reduction Campaign, Unmanned Aircraft System safety and integration initiatives, and the Vehicle Technologies Program.

Performance Measure(s) Addressed:

Safety       Pavement and Bridge Condition  
 Transit Asset       System Performance/Freight/CMAQ

1:35 – 2:00

**3.1 Endorsement of Funding for Preliminary Engineering Study for AT&T Way in Arlington**

Action       Possible Action       Information      Minutes: 5

Presenter: Michael Morris, NCTCOG

Item Summary: Staff will request Committee endorsement of funding that was recently approved by the Regional Transportation Council (RTC) for a preliminary engineering study in the City of Arlington.

Background: The proposed study would look at potential improvements along AT&T Way between Division Street and Abram Street, including grade separating the Union Pacific Railroad main line at that location. The RTC approved \$3 million in Surface Transportation Block Grant Program (STBG) funds for this effort. With increasing train traffic by Union Pacific and increasing north/south automobile traffic in Arlington, increased reliability of pedestrian, bicycle, and roadway traffic is needed especially for special events. This project would also provide safety improvements. More information on the proposed improvements and funding can be found in [Electronic Item 3.1](#).

Performance Measure(s) Addressed:

Safety       Pavement and Bridge Condition  
 Transit Asset       System Performance/Freight/CMAQ

**3.2 Uber Relocation to the Dallas-Fort Worth Region**

Action       Possible Action       Information      Minutes: 5

Presenter: Michael Morris, NCTCOG

Item Summary: Staff will request approval of the mobility partnership program for Uber to come to the Dallas-Fort Worth region.

Background: Uber is electing to move to the City of Dallas. North Central Texas Council of Governments (NCTCOG) staff was asked to identify mobility components that could assist in Uber deciding to come to the Dallas-Fort Worth region. [Reference Item 3.2](#) documents the requested partnership program and NCTCOG staff requests flexibility to identify other funding partners, as well as the funding source for this action.

Performance Measure(s) Addressed:

Safety       Pavement and Bridge Condition  
 Transit Asset       System Performance/Freight/CMAQ

**3.3 Director Status Reports**

Action       Possible Action       Information      Minutes: 15

Presenter: Michael Morris, NCTCOG

Item Summary: Staff will provide an update on several activities within the region.

Background: Work is progressing on several items. Activities will be discussed for the following items:

- a) Virgin Hyperloop One ([Reference Item 3.3.1](#))
  - Dallas/Arlington/Fort Worth
  - Fort Worth to Laredo

- Certification Facility, Response to Request for Proposal
- Washington, D.C.
- AT&T Stadium (Private-Sector, Public-Sector, Certification, and STEM Outreach Event for Students)
- b) Congestion Performance Measures ([Reference Item 3.3.2](#))
- c) New Texas Department of Transportation (TxDOT) Commissioner, Robert C. Vaughn, Replaces Jeff Austin III
- d) SH 360 Toll Road Success: Opened May 2018 ([Reference Item 3.3.3](#))
- e) Federal Transit Administration Triennial Review
- f) TxDOT Audit
- g) Winner: 2019 Infrastructure for Rebuilding America Grant Program, \$8.8 Million for Bridges ([Reference Item 3.3.4](#))

Performance Measure(s) Addressed:

- Safety
- Pavement and Bridge Condition
- Transit Asset
- System Performance/Freight/CMAQ

**2:00 – 2:20**

**4. Fiscal Year 2020-2022 Disadvantaged Business Enterprise Goal Update**

- Action
- Possible Action
- Information
- Minutes: 10

Presenter: Emily Beckham, NCTCOG

Item Summary: Staff requests a recommendation for Regional Transportation Council approval of a 19.4 percent Disadvantage Business Enterprise (DBE) Participation Goal for FY2020-2022 for United States Department of Transportation contracting opportunities.

Background: The North Central Texas Council of Governments (NCTCOG) is required by the Federal Transit Administration to revisit its DBE Participation Goal every three years. The current DBE Participation Goal is valid until September 30, 2019. The 45-day public comment period for the proposed FY2020-2022 DBE Participation Goal closes on August 30, 2019. The updated DBE goals are anticipated to be presented to the Regional Transportation Council and NCTCOG Executive Board for approval in September 2019. [Reference Item 4](#) includes additional details.

Performance Measure(s) Addressed:

- Safety
- Pavement and Bridge Condition
- Transit Asset
- System Performance/Freight/CMAQ

**2:20 – 2:30**

**5. Endorsement of Historical Joppa Neighborhood Improvements**

- Action
- Possible Action
- Information
- Minutes: 10

Presenter: Jeff Hathcock, NCTCOG

Item Summary: Staff will request endorsement of the June 13, 2019, Regional Transportation Council (RTC) approval to fund interchange improvements at Loop 12 and the entrance to the historical Joppa Neighborhood (at Carbondale), in addition to funding a pedestrian bridge over the Miller Yard railroad tracks at Linfield Road to improve the safety and mobility of the residents.

Background: The North Central Texas Council of Governments (NCTCOG), along with the City of Dallas, is proposing improvements to increase vehicle and pedestrian safety at Loop 12 and Carbondale Road by providing roadway and pedestrian improvements. Better access and sidewalks are needed at the entrance to the Joppa Neighborhood from Loop 12. Union Pacific Railroad is also adding a bypass track through the Miller Yard at Linfield Road. The addition of faster moving trains, along with slower moving trains within the Miller Yard, would pose a substantial safety risk to pedestrians trying to cross the tracks at grade. NCTCOG and the City of Dallas are proposing to build a pedestrian bridge to alleviate this safety risk. A brief overview of these safety improvements was presented to the Surface Transportation Technical Committee during its May 2019 meeting. Staff's funding recommendation is included in [Electronic Item 5](#).

Performance Measure(s) Addressed:

- Safety                       Pavement and Bridge Condition  
 Transit Asset                 System Performance/Freight/CMAQ

2:30 – 2:40

6. **North Texas Freight Terminal Electrification 2019 Call for Projects**

Action                       Possible Action     Information                Minutes: 10

Presenter: Jason Brown, NCTCOG

Item Summary: Staff will request a recommendation for Regional Transportation Council approval to open a new, competitive call for projects to subaward funds through the North Texas Freight Terminal Electrification 2019 Call for Projects.

Background: In June 2018, the North Central Texas Council of Governments submitted a grant proposal to the Environmental Protection Agency (EPA) under the National Clean Diesel Funding Assistance Program authorized by the Diesel Emissions Reduction Act. EPA has awarded this proposal, which provides federal funds for a project to identify locations and install EPA-verified electrified parking spaces and related infrastructure, including electric capable kits and power monitoring equipment, at freight terminals and distribution centers that primarily receive heavy-duty trucks with transport refrigeration units within the 10-county ozone nonattainment area. A schedule and project selection criteria will be presented. [Electronic Item 6](#) provides additional details.

Performance Measure(s) Addressed:

- Safety                       Pavement and Bridge Condition  
 Transit Asset                 System Performance/Freight/CMAQ

2:40 – 2:45

7. **Interstate Highway 45 Zero-Emission Vehicle Corridor Plan and Alternative Fuel Updates**

Action                       Possible Action     Information                Minutes: 5

Presenter: Bethany Hyatt, NCTCOG

Item Summary: Staff will request a recommendation for Regional Transportation Council (RTC) approval to submit an

application to the Federal Highway Administration (FHWA) Solicitation for Alternative Fuels Corridor Deployment Plans. Updates will also be presented on FHWA alternative fuel corridor designations, electric vehicle trends, and upcoming National Drive Electric Week events.

Background: The Fixing America's Surface Transportation (FAST) Act included a requirement for the Secretary of Transportation to designate national electric vehicle charging, hydrogen, propane, and natural gas fueling corridors. Since 2016, FHWA has been designating segments of highways as alternative fuel corridors. The North Central Texas Council of Governments (NCTCOG) has been involved in submitting recommendations for corridor designation either directly to FHWA or to the Texas Department of Transportation since inception of the program, with the most recent recommendations approved by RTC in December 2018. FHWA determinations on the most recent round of submittals were released earlier this year.

Following the most recent round of corridor designations, the FHWA announced a Solicitation for Alternative Fuels Corridor Deployment Plans in early July. The Solicitation has three main goals: to develop a Corridor Deployment Plan to build alternative fueling and charging stations at strategic locations along a select national corridor, to transition current corridor-pending interstates or segments to corridor-ready status, and to develop public-private partnerships for locating or co-locating alternative fueling and charging facilities. NCTCOG requests a recommendation for RTC approval to submit an application to develop a Corridor Deployment Plan that will establish Interstate Highway 45 as a Zero-Emission Vehicle corridor, including both electric vehicle charging and hydrogen refueling infrastructure. This plan would be developed in collaboration with the Houston-Galveston Area Council.

Staff will also provide an update on electric vehicle trends and upcoming National Drive Electric Week events. [Electronic Item 7](#) provides additional details.

Performance Measure(s) Addressed:

- Safety
- Pavement and Bridge Condition
- Transit Asset
- System Performance/Freight/CMAQ

2:45 – 2:55

8. **2020 Unified Transportation Program and Regional 10-Year Plan Update**

Action       Possible Action       Information      Minutes: 10

Presenter: Christie Gotti, NCTCOG

Item Summary: Staff will brief the Committee on the latest developments, projects funded by the Texas Transportation Commission (TTC), and the plan going forward for the Regional 10-Year Plan Update and 2020 Unified Transportation Program (UTP). Texas Department of Transportation (TxDOT) districts and North Central Texas Council of Governments (NCTCOG) staff

Background: have been coordinating on the review of the draft 2020 UTP and the submission of public comments to the TTC. In December 2016, the Regional Transportation Council (RTC) approved a set of projects for Fiscal Years 2017-2026 funded with Category 2 (MPO selection) and Category 4 (TxDOT District selection) and submitted for TTC consideration with Category 12 (Commission selection) funds. That action was the Dallas-Fort Worth region's response to the House Bill (HB) 20 10-year planning requirement. In August 2018, the RTC approved an update to the Regional 10-Year Plan that primarily incorporated various project updates received to date. Since that time, NCTCOG staff has been coordinating regularly with the TxDOT Dallas, Paris (Hunt County), and Fort Worth districts regarding updates to previously approved projects, as well as potential additions to the Regional 10-Year Plan to be included in the 2020 UTP. After receiving RTC approval of the Regional 10-Year Plan in May 2019, staff worked with the TxDOT districts to submit final project lists to TxDOT headquarters in June. A draft UTP was released in July. Earlier this month, NCTCOG staff submitted a series of public comments addressing changes that needed to be made to the draft UTP, including requesting that all RTC-approved Category 2 funds be placed in the UTP. Additional information on the latest developments can be found in [Reference Item 8](#).

Performance Measure(s) Addressed:

- Safety
- Pavement and Bridge Condition
- Transit Asset
- System Performance/Freight/CMAQ

2:55 – 3:00

9. **Close Out of AirCheckTexas Local Funds Request**

- Action
- Possible Action
- Information
- Minutes: 5

Presenter: Chris Klaus, NCTCOG

Item Summary: Staff will provide an update on the AirCheckTexas Vehicle Repair and Replacement Program closeout and efforts to retain funds generated by the program.

Background: The AirCheckTexas Program, which offered repair and replacement financial assistance, is now closed. Contracts expired on June 28, 2019, with no further expenditures allowed. Staff will provide a program summary, including accomplishments, statistics, and efforts to retain interest and rebates earned as a result of an innovative partnership with the credit card vendor. Total projected earnings from inception (FY2008) through December 2019 is \$3,864,401.16 and would be used to help the North Central Texas Council of Governments stay the course and maintain the focus on air quality. [Electronic Item 9](#) provides additional details.

Performance Measure(s) Addressed:

- Safety
- Pavement and Bridge Condition
- Transit Asset
- System Performance/Freight/CMAQ

10. **Other Business (Old or New):** This item provides an opportunity for members to bring items of interest before the group.
  - June Public Meeting Minutes ([Reference Item 10.1](#))
  - September Online Input Opportunity Notice (Handout)
  - Mobility Matters (Handout)
  - 2008 Ozone Air Quality Standard Reclassification ([Reference Item 10.2](#))
  
11. **Next Meeting:** The ***September 27, 2019***, Surface Transportation Technical Committee meeting ***has been postponed***. The next meeting of the Surface Transportation Technical Committee is scheduled for ***1:30 pm on October 4, 2019, at the North Central Texas Council of Governments***.



MINUTES**SURFACE TRANSPORTATION TECHNICAL COMMITTEE  
June 28, 2019**

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, June 28, 2019, at 1:30 pm, in the Transportation Council Room of the North Central Texas Council of Governments (NCTCOG). The following STTC members or representatives were present: Joe Atwood, Melissa Baker, Micah Baker, Bryan Beck, Katherine Beck, David Boski, Shon Brooks, Curt Cassidy, Clarence Daugherty, Luis Tamayo (representing Arturo Del Castillo), Duane Hengst (representing Greg Dickens), David Disheroon, Phil Dupler, Chad Edwards, Claud Elsom, Jeremy Williams (representing Eric Fladager), Chris Flanigan, Ann Foss, Ricardo Gonzalez, Gary Graham, John Romberger (representing Tom Hammons), Kristina Holcomb, Matthew Hotelling, Terry Hughes, Paul Iwuchukwu, Sholeh Karimi, Gus Khankarli, Chiamin Korngiebel, Paul Luedtke, Stanford Lynch, Alberto Mares, Wes McClure, Mark Nelson, Jim O'Connor, Kevin Overton, Dipak Patel, Todd Plesko, Shawn Poe, Tim Porter, Bryan G. Ramey II, Greg Royster, David Salmon, Brian Shewski, Walter Shumac III, Ray Silva-Reyes, Randy Skinner, Matthew Tilke, Joe Trammel, Gregory Van Nieuwenhuize, Daniel Vedral, Caroline Waggoner, Robert Woodbury, and John Wright.

Others present at the meeting were: Monsur Ahmed, Vickie Alexander, Nick Allen, James Atkins, Tara Bassler, Carli Baylor, Emily Beckham, Jesse Brown, John Brunk, Molly Carroll, Lori Clark, Michael Copeland, Cody Derrick, David Dryden, Ryan Dufour, Kevin Feldt, Brian Flood, Mike Galizio, Christie Gotti, Clint Hale, Victor Henderson, Chris Hogg, Kirk Houser, Lyle Jenkins, Amy Johnson, Gary Joss, Dan Kessler, Ken Kirkpatrick, Chris Klaus, Dan Lamers, April Leger, Amanda Long-Rodriguez, James McLane, Mindy Mize, Erin Moore, Jenny Narvaez, Jeff Neal, Evan Newton, Trey Pope, Chris Reed, Rylea Roderick, Kyle Roy, Shannon Stevenson, Mitzi Ward, Brendon Wheeler, Cody Wildener, Brian Wilson, Jing Xu, and Kate Zielke.

1. **Approval of May 24, 2019, Minutes and Recognition of Members:** The minutes of the May 24, 2019, meeting were approved as submitted in Reference Item 1. John Polster (M); Daniel Vedral (S). The motion passed unanimously.

Dan Kessler recognized Kirk Houser for his years of service on the Surface Transportation Technical Committee.

2. **Consent Agenda:** The following item was included on the Consent Agenda.
  - 2.1. **Transportation Improvement Program Modifications:** A recommendation for Regional Transportation Council approval of revisions to the 2019-2022 Transportation Improvement Program (TIP), along with the ability to amend the Unified Planning Work Program and other planning documents with TIP-related changes was requested. August 2019 revisions to the 2019-2022 were provided as Electronic Item 2.1.

A motion was made to approve the item on the Consent Agenda. John Polster (M); Bryan Beck (S). The motion passed unanimously.

3. **Funding Substitution for Buy America Compliance – City of Fort Worth:** Ken Kirkpatrick presented a recommendation to approve a funding substitution for City of Fort Worth projects awarded under the 2014 Incident Management Equipment Call for Projects. A recent Texas Department of Transportation audit and Federal Transit Administration Triennial Review site visit was discussed, during which one of the focus



areas was oversight and monitoring of subrecipients to ensure their compliance with applicable federal, State, and local requirements. The funding substitution recommendation is related to Buy America compliance for a subrecipient awarded funds through the 2014 Incident Management Equipment Call for Projects. The City of Fort Worth was awarded \$160,036 in Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds for incident management equipment and safety-related items. Implementation of the funds were through a North Central Texas Council of Governments (NCTCOG)/City of Fort Worth Interlocal Agreement, and the City of Fort Worth procured the items through its internal process. Items purchased with Buy America implications included a heavy-duty response truck (Ford Super Duty F350), a robotic forensic mapping system, and portable message signs for a total cost of approximately \$113,373. Since CMAQ funds are primarily subject to Federal Highway Administration (FHWA) rules, Buy America compliance was required. A diligent effort was completed by the City of Fort Worth, working with its vendor, followed by efforts by NCTCOG to demonstrate Buy America compliance. However, compliance could not be documented. FHWA requires that 100 percent of steel, iron, and manufactured products permanently included in federal-aid highway projects must be produced in the United States. Some exceptions were highlighted and detailed in Reference Item 3. Mr. Kirkpatrick discussed changing policy positions regarding Buy America compliance over the last four-to-five years during which this call for projects was initiated. For example, FHWA issued guidance for exceptions related to items such as nuts, bolts, washers, fittings, and other miscellaneous products because those items are hard to trace and from a public interest standpoint the burden outweighs the benefit. FHWA also provided guidance that Buy America only applies to manufactured projects that were predominantly steel or iron (more than 90 percent). However, in December 2015 the FHWA guidance was overturned. In addition, in the 2014-2016 timeframe FHWA began processing quarterly waivers as it realized there were many public entities using federal funds for non-traditional highway aid projects such as construction vehicles, clean air burning vehicles, and equipment that did not fit into the FHWA Buy America structure. The waiver process was targeted towards non-traditional projects, with the recognition that there were no vehicles produced and assembled in the United States that comply with the 100 percent domestic steel or iron requirement. In April 2017, an Executive Order was issued with renewed focus on Buy America items and waivers were discontinued. As a result, he noted that staff proposed the best course of action to reduce the risk associated with Buy America compliance since it cannot be documented, is to substitute CMAQ funds for Regional Transportation Council (RTC) Local funds for the items purchased by the City. A motion was made to recommend Regional Transportation Council approval to substitute the \$113,373 Congestion Mitigation and Air Quality Improvement Program funds for Regional Transportation Council Local funds for the items purchased by the City of Fort Worth for the 2014 Incident Management Equipment award. The Committee's action also included a recommendation that the Regional Transportation Council direct staff to administratively amend the Transportation Improvement Program and other planning/administrative documents, as appropriate, to incorporate the approved funding substitute. Chad Edwards (M); Katherine Beck (S). The motion passed unanimously.

4. **FY2020 and FY2021 Unified Planning Work Program:** Vickie Alexander presented the proposed FY2020 and FY2021 Unified Planning Work Program (UPWP) for the Committee's consideration. In addition, she noted the Work Program policies that guide the allocation of federal Transportation Planning Funds, provided in Reference Item 4.1, have not changed and were proposed for reaffirmation. Development of the document is a cooperative effort with partners in the region and began in February 2019 with requests seeking regional project ideas or technical assistance needs. Since that time, staff has collected, evaluated, and provided recommendations on the submittals received and developed the draft Work Program document. Ms. Alexander noted that the draft FY2020 and FY2021 UPWP has

been submitted to the Texas Department of Transportation for review, with no comments received to date. The proposed Work Program outlines work activities of the Metropolitan Planning Organization (MPO) utilizing federal transportation formula funds that will be carried out by North Central Texas Council of Governments (NCTCOG) staff between October 1, 2019, and September 30, 2021. NCTCOG also includes in the document all work activities carried out by the MPO through other funding sources. Modifications will be considered over the timespan of the document as changes occur, such as new grant awards or project scope changes. Modifications may also be necessary as a result of new federal authorizing legislation. As noted last month, NCTCOG follows the standard format for the Work Program, which includes five tasks. Within each task are approximately 28 subtasks containing over 200 projects to be conducted. Some of the major planning initiatives contained in the draft document were highlighted, including monitoring of the Metropolitan Transportation Plan, development of the 2021-2024 Transportation Improvement Program, data collection/travel model enhancements, demographic forecasting, automated vehicle technology, high-speed rail, freight planning, bicycle/pedestrian initiatives, regional transit planning assistance, innovative transportation initiatives for the movement of freight and people in and out of the Dallas Fort Worth International Airport, the Harry Hines Boulevard Corridor Study, and the McKinney Avenue Trolley extension. Ms. Alexander also provided a summary of the federal Transportation Planning Funds for the draft FY2020 and FY2021 UPWP. Staff anticipates approximately \$5.7 million in Federal Transit Administration 5303 funds and approximately \$15 million in Federal Highway Administration PL funds. Staff also anticipates approximately \$4.5 million in FY2019 carryover funds. The total amount of Transportation Planning Funds anticipated to be available for the FY2020 and FY2021 UPWP is approximately \$25.2 million. Based on the projects that have been identified in the Work Program, expenditures are anticipated at approximately \$22.7 million leaving a balance of about \$2.4 million to carry over into FY2022. In addition, the breakdown of other funding sources included in the Work Program was highlighted. Ms. Alexander noted that information on the proposed Work Program was presented to the public in May 2019, and a copy of the draft document has been available on the website for Committee and public review at [www.nctcog.org/trans/study/unified-planning-work-program](http://www.nctcog.org/trans/study/unified-planning-work-program). The final FY2020 and FY2021 UPWP is due to the Texas Department of Transportation on August 1, and the NCTCOG Executive Board will be asked to endorse the document at its August 22, 2019, meeting. Details were provided in Electronic Item 4.2. A motion was made to recommend Regional Transportation Council approval of the FY2020 and FY2021 Unified Planning Work Program, as well as the Unified Planning Work Program Policies contained in Exhibit I-8 of the Work Program, which were provided in Reference Item 4.1 of the meeting materials. The Committee's action also included a recommendation that the Regional Transportation Council direct staff to administratively amend the Transportation Improvement Program and other administrative/planning documents, as appropriate, to reflect the approved projects. Randy Skinner (M); John Polster (S). The motion passed unanimously.

5. **Fiscal Year 2019 Better Utilizing Investments to Leverage Development Discretionary Grant Program:** Jeff Neal presented proposed projects for submittal to the Fiscal Year 2019 Better Utilizing Investments to Leverage Development (BUILD) Discretionary Grant Program. Proposed projects have been reviewed and are expected to meet the September 30, 2021, deadline for obligation of possible awarded funds, as well as the September 30, 2026, deadline for expenditure of awarded funds. Mr. Neal noted that proposed projects have also been reviewed based on merit criteria such as safety, state of good repair, project readiness, and others. In addition, projects were reviewed through a regional project selection methodology which included many areas of focus with emphasis on projects that leverage economic development. Projects were also coordinated with the Texas Department of Transportation to ensure that there had been some type of advanced development through the Unified Transportation Program and Regional 10-Year Plan.

Details were provided in Reference Item 5. The first proposed project consists of projects along the Trinity Railway Express (TRE), including components from the east and west from the North Texas MOVES Program: 1) TRE double track and widening from Medical Market Center to Stemmons Freeway, 2) TRE double track and bridge replacements near the Trinity Lakes Station, 3) Shore Connections Systems within the TRE rail yard, and 4) implementation of ClearPath technology. The total project cost is approximately \$46.5 million with a grant request of \$25 million. The second project is the SH 114 Frontage Road Gap Project located between FM 1938 and Dove Road in Southlake, Trophy Club, and Westlake. In addition to providing continuous one-way frontage roads in each direction through that segment, the project will also include bicycle and pedestrian accommodations, ramp reversals, auxiliary lanes, and other safety/congestion improvements. The total project cost is approximately \$46.1 million with a grant request of \$25 million. The third project is the US 80 Reconstruction Project. This project is a major part of a larger effort on US 80 between Town East Blvd. in Mesquite and FM 460 in Forney. This will include the full reconstruction of all infrastructure at the IH 635 East/US 80 interchange including additional assets on US 80 between Town East Blvd. and Belt Line Road, and on IH 635 East from Gross Road to Town East Blvd. The total project cost is approximately \$257 million with a grant request of \$25 million. The timeline for the effort was reviewed. A motion was made to recommend Regional Transportation Council approval of the proposed list of projects identified in Reference Item 5 for submittal through the FY2019 BUILD Discretionary Grant Program, as well as to administratively amend the Transportation Improvement Program/Statewide Transportation Improvement Program and other planning/administrative documents to include the proposed projects if selected for grant award. John Polster (M); Chad Edwards (S). The motion passed unanimously.

6. **2019 Advanced Transportation and Congestion Management Technologies Deployment Initiative Grant Program:** Chris Klaus presented details of the regional application for the 2019 Advanced Transportation and Congestion Management Technologies Deployment Initiative Grant. Approximately \$60 million is available through the Federal Highway Administration (FHWA) for transportation technologies to improve safety, efficiency, system performance, and infrastructure return on investment. Staff proposed that a scaled-back version of last year's project be submitted for this round of funding, which is the development of a multi-disciplined, cloud-based regional data hub. Applications are due July 19, 2019, and the minimum non-federal cost share is 50 percent. Details of the funding opportunity and associated amendment were provided in Electronic Item 6.1 and Electronic Item 6.2, respectively. Mr. Klaus noted that grant funds can be used for various transportation technologies and highlighted grant focus areas such as connected vehicle technologies, technologies to support connected communities, multimodal integrated corridor management, and others. Additional details about the uses of grant funding and focus areas were provided in Electronic Item 6.3. The proposed project will address the federal performance measures of safety and system performance (travel time reliability and total emissions reductions), as well as regional and local performance measures the North Central Texas Council of Governments (NCTCOG) incorporates on a regular basis. The proposed project for this year's submittal is the regional operations data hub foundation. This project will leverage existing regional Intelligent Transportation System infrastructure, allow for dissemination of data between agencies for improved coordination, provide regional data for planning organizations or academia, identify gaps in the data, allow for implementation and management of coordinated traffic plans, and afford real-time analysis of regional performance measures. Staff proposed a \$3 million grant application request, with a match of \$3 million required. Regarding the local match, Mr. Klaus discussed potential options using AirCheckTexas funds. While administering the AirCheckTexas vehicle repair and replacement assistance program, NCTCOG utilized innovative fiscal measures to maximize financial return including the collection of interest and monetary

rebates. Because the program has ended, these locally generated funds are expected to be returned to the State. Staff proposed to send correspondence to the Chairman of the Texas Commission on Environmental Quality requesting that these local funds be retained by NCTCOG for use on other transportation air quality projects in the region. If approved, \$3 million of these funds could be used for the local match on the proposed project. If unsuccessful, staff proposed that Regional Transportation Council Local funds be used instead. In addition, Mr. Klaus noted that NCTCOG is seeking letters of support by July 3, 2019. John Polster requested staff provide a sample letter of support to members by email. A motion was made to recommend Regional Transportation Council approval of the proposed regional application for the 2019 Advanced Transportation and Congestion Management Technologies Deployment Initiative Grant Program and the proposed federal/local cost share of \$3 million each, with the local share provided by Texas Commissions on Environmental Quality interest/credit rebates or Regional Transportation Council Local funds if not available. Matthew Tilke (M); John Polster (S). The motion passed unanimously.

7. **Metropolitan Transportation Plan Policy Bundle:** Kevin Feldt presented results from the third round of the Metropolitan Transportation Plan (MTP) Policy Bundle, as well as the plan to distribute available Transportation Development Credits (TDC). The MTP Policy Bundle is a list of 20 voluntary policies that can be adopted by local governments or transportation partners. A minimum adoption of 50 percent of the applicable policies is required, and successful applicants receive TDCs that can be used to offset local funds for federal transportation projects. To be eligible, projects must be new and not contained in the Transportation Improvement Program. Agencies can take action to adopt the policies through four types of action, including joint staff coordination, governing body approval, local ordinance, or election. Example policies were highlighted. In the third round of the MTP Policy Bundle, successful applicants included 12 local governments and two transit agencies. The recommended TDC distribution was provided in Reference Item 7. John Polster asked why there is an annual requirement for agencies if they have proven to be successful in past submissions by having the required policies in place. Mr. Feldt noted he would respond to the Committee regarding the answer at a later time. A motion was made to recommend Regional Transportation Council approval of the distribution of Transportation Development Credits to successful applicants of the Metropolitan Transportation Plan Policy Bundle program and the amounts as detailed in Reference Item 7. Bryan Beck (M); Paul Luedtke (S). The motion passed unanimously.
8. **Legislative Update:** Nicholas Allen presented an update on federal legislative items. Fiscal Year (FY) 2020 appropriation amendments of interest were highlighted. A new provision for the Better Utilizing Investments to Leverage Development (BUILD) Discretionary Grant Program would increase the minimum set-aside balance from \$15 million to \$20 million for transit planning, Transit-Oriented Development, and multimodal projects. In addition, there were two separate amendments which would increase the General Highway fund and the Surface Transportation Block Grant Program by a total of \$22 million, most of which is for electric vehicle and hydrogen fuel station charging infrastructure. Regarding the Senate Appropriations Committee, FY2020 transportation appropriations are not expected to be controversial, although many expect last year's debate over funding for the Department of Homeland Security to resurface and slow down the appropriations process. Mr. Allen also provided an update on the Texas Legislature. Lawmakers approved a \$250.7 billion two-year, statewide budget which is an increase of approximately 16 percent from last session. Transportation funding amounts remained the same. The Texas Department of Transportation's (TxDOT) \$31.1 billion includes \$3.9 billion for Proposition 1 and \$5 billion for Proposition 7 funding. Bills that passed during the legislative session were highlighted. SB 69 allows the comptroller to invest a portion of the Rainy Day fund and removed the

legislative committee that was used to determine the sufficient balance process. SB 962 extends the expiration of Proposition 1 funding to 2034, and HB 4280 revises the formula for distributing transportation infrastructure grant funds to counties impacted by oil and gas production. HB 3735 creates a Texas Emissions Reduction Plan trust fund account that allows the funding to be controlled by the Comptroller. SB 282 will authorize TxDOT liquidated damages paid by contractors for projects delays to the affected districts, and HB 1631 prohibits red light cameras. HB 2830 increases the number of design build contracts that TxDOT may enter into from three to six per biennium. Bills of interest that failed to pass included HB 3082 that would have restricted unmanned aircraft operations over military installations, which was vetoed by the Governor. In addition, the harmful rider in the budget for high-speed rail was not included, no damaging toll bills passed, and the Low-Income Vehicle Repair, Assistance, Retrofit, and Accelerated Vehicle Retirement Program and Local Initiative Projects (LIP) program were killed by procedural action.

9. **Fiscal Year 2020-2022 Disadvantaged Business Enterprise Goal Update:** Emily Beckham provided a summary of the current Disadvantaged Business Enterprise (DBE) Program and schedule for updating the DBE Participation Goal for Fiscal Year (FY) 2020-FY2022. The North Central Texas Council of Governments (NCTCOG) participates in a DBE program as a direct recipient of Federal Transit Administration (FTA) funds and is required to update the goal every three years. DBE participation is designed to ensure nondiscrimination for DBEs and small businesses and creates a level playing field for disadvantaged businesses to compete for contracting opportunities. The program is designed to meet specific federal requirements and ensures that DBE firms meet required eligibility standards. In addition, the DBE Program helps to remove barriers to allow DBE participation, as well as to foster experience to allow DBEs to compete in other opportunities. The current DBE Participation Goal for FY2017-2019 is 25 percent. As part of the process to review and update the goal for FY2020-2022, staff has initiated public and stakeholder involvement and has also begun the process to project potential contract awards for the FY2020-2022 goal. Ms. Beckham noted that the new goal includes additional procurements types, as well as increased focus from funding agencies on the oversight of subrecipients. Staff has incorporated its subrecipients into the DBE program so purchases made by subrecipients will also now have an assigned DBE goal. Staff will provide assistance to subrecipients to assign DBE goals and foster DBE participation in their purchases. Over the next three years, staff anticipates approximately \$32 million in contracting opportunity. Ms. Beckham noted the development of the DBE goal is a two-step process. Staff reviews and projects the amount and types of contracting opportunities for the next three years, as well as the total number of firms that are ready, willing, and able to complete the work in the Dallas-Fort Worth market area. Second, staff reviews additional DBE data such as historical DBE expenditures and data from larger transit agencies. A map of the public transportation provider service areas was highlighted, and it was noted that NCTCOG uses the Metropolitan Statistical Area for the Dallas-Fort Worth market area. In addition, staff reviews the service areas outside of the metropolitan planning area as the service area for transit agencies, separating out NCTCOG's goal and their goal by market area. A schedule for the DBE Participation Goal update was highlighted. NCTCOG staff will work to determine the appropriate DBE availability for each category and are scheduled to meet with the DBE community for consultation on the process and proposed goal. Information will be presented to the public the week of July 10 and the Committee will be asked to act on the proposed DBE Participation Goal at its September meeting. Details were provided in Electronic Item 9. It was noted that data used by NCTCOG was available to members as a resource. Shawn Poe asked if NCTCOG collaborates with the NCTRCA on the process for companies to be certified as a DBE, which seems to be backlogged, and asked if NCTCOG was able to provide any assistance. Staff noted that although it does not

have certification authority, NCTCOG staff can coordinate to see if assistance is needed since the issue has been raised.

10. **Technical Tools for Environmental Justice, Transit, and Environmental Planning:** Kate Zielke briefed the Committee on several interactive and online tools, three of which have already launched, that are available to agencies to assist in planning for environmental justice, transit, and natural environmental needs. The Environmental Justice Index is a tool that the North Central Texas Council of Governments (NCTCOG) has been using and recently has launched publicly on its website. The interactive, online tool does not require GIS and assists in identifying and addressing potential impacts on environmental justice communities, including low income and minority communities. The tool allows users to click on block groups to access demographic data for that group. Additional layers are also available, as well as a user guide, technical tips, definitions, and guidance on how to use the data. The next tool highlighted was the Transit Accessibility Improvement tool, which includes similar functionality but looks at different demographic groups that may be more dependent on transit. These groups include low income, persons 65 years of age and over, and persons with disabilities. Ms. Zielke noted that the tool is geared towards transit providers and can be accessed at [www.nctcoq.org/trans/plan/transit/transit-providers/transit-provider-resources](http://www.nctcoq.org/trans/plan/transit/transit-providers/transit-provider-resources). In addition, since transit providers must be in compliance with Title VI of the Civil Rights Act, Title VI specific layers have been added. It is hoped that this will help provide data to help support compliance efforts. The next tool is under development and expected to launch in the fall of 2019. The Permittee Responsible Mitigation Database will help connect landowners and permit applicants who need permittee responsible mitigation. If a developer or entity has impacts to wetlands or streams that are Waters of the United States, ideally mitigation banking credits would be available for purchase. If not available, mitigation opportunities would need to be found and it is staff's understanding that finding a landowner could be challenging. This database will connect landowners with permit applicants. However, preapproval from the United States Army Corps of Engineers to proceed with permittee responsible mitigation is still required. The goal is that ultimately, both parties benefit. The landowners get their streams or wetlands restored and conserved in perpetuity and the permit applicants get their mitigation needs fulfilled.

Amanda Long-Rodriguez demonstrated the Economic and Environmental Benefits of Stewardship tool that was developed in partnership with the NCTCOG Environment and Development Department and the assistance of an environmental economics consulting firm. The goal of this tool is to provide users or those who make transportation decisions with the benefits of including environmental stewardship into transportation projects by providing the economic value or return on investment of implementing these stewardship options. The tool is available online and does not require any specialized software. Users can draw their project onto a map and enter project information. By running the analysis, the tool will estimate the amount of natural resources the project may affect and provide the potential environmental impact the project may have based upon the location. Based on this information, the tool will then suggest stewardship options that might be applicable to the project and provide economic benefits of the stewardship options. Finally, the project information can be compiled into a pdf report. Members were encouraged to contact staff about these tools or other environmental justice needs.

11. **Surface Transportation Technical Committee Officers and Announcement of New Regional Transportation Council Officers:** Dan Kessler noted the Surface Transportation Technical Committee officers for the 2019-2020 term were approved at the North Central Texas Council of Governments Executive Board's June 27, 2019, meeting: Chair Bryan Beck, Director of Public Works, City of Grapevine; Vice Chair Brian Moen, Assistant Director of Transportation, City of Frisco; and Tanya Brooks, Assistant Director, Traffic Management



Division, Transportation and Public Works, City of Fort Worth. In addition, Mr. Kessler noted Regional Transportation Council (RTC) officers approved at the June 13, 2019, RTC meeting: Chair Andy Eads, County Judge, Denton County; Vice Chair Roger Harmon, County Judge, Johnson County; and Secretary Theresa Daniel, Ph.D., Commissioner, Dallas County.

12. **Fast Facts:** April Leger reminder members that due to upcoming building renovations, the July 26, 2019, Committee meeting has been canceled. The next Committee meeting is scheduled for August 23, 2019, at the AT&T Stadium. In addition, the September 27 meeting will be postponed by one week to Friday, October 4, 2019. Calendar appointments will be provided to members as additional reminders.

Travis Liska highlighted information on the upcoming Parking Management Symposium scheduled for August 15, 2019. The symposium is intended to help attendees plan for and manage parking as the region continues to grow. Additional information was provided in Electronic Item 12.1 and is also available at [www.nctcog.org/parking](http://www.nctcog.org/parking).

Jing Xu noted that the North Central Council of Governments (NCTCOG) is featured by the Federal Highway Administration (FHWA) as one of the model Metropolitan Planning Organizations in the country for its continuous efforts on shared mobility. Major achievements include leading the region's Mobility on Demand working group, providing ongoing research, technical assistance, as well as funding consideration for the region's shared mobility projects, and incorporating shared mobility into the regional transportation process. The FHWA recently released a formal report on this project, available at [www.planning.dot.gov/documents/regional\\_shared\\_mobility\\_planning\\_caseStudies.pdf](http://www.planning.dot.gov/documents/regional_shared_mobility_planning_caseStudies.pdf). In addition, a webinar is scheduled for July 30 during which NCTCOG will present with Dallas Area Rapid Transit and the Denton County Transportation Authority on behalf of the region. Information about the webinar was provided at <https://collaboration.fhwa.dot.gov/dot/fhwa/WC/Lists/Seminars/DispForm.aspx?ID=2076>.

Trey Pope provided a status report of the current ozone season. As of the date of the meeting, the region has experienced ten exceedance days and the design value is 76 parts per billion. Details were provided in Electronic Item 12.2.

Bailey Muller highlighted current air quality funding opportunities for vehicles, specifically announcing the Clean Fleets North Texas 2019 Call for Projects that recently opened. A webinar on the program is scheduled for July 9, and additional details are available at [www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicles](http://www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicles).

In addition, Ms. Muller noted upcoming Dallas-Fort Worth Clean Cities events. On August 7, the Texas Natural Gas Vehicle Alliance will hold a free event in Houston, Texas. In addition, September 21 begins National Drive Electric Week. Additional information was provided at [www.dfwcleancities.org/dfw-clean-cities-meetings](http://www.dfwcleancities.org/dfw-clean-cities-meetings).

Carli Baylor noted that a summary of the May 13, 2019, public meeting was included in Electronic Item 12.3. At the meeting, staff presented the FY2020 and FY2021 Unified Planning Work Program, the Transportation Alternatives Set-Aside Program, and National Highway System review efforts.

Ms. Baylor also noted that Reference Item 12.7, distributed at the meeting, contained details regarding the July online input opportunity. Topics will be posted online for review and comment and include the Disadvantaged Business Enterprise goal update, the United



States Army Corps of Engineers stormwater project, and information on the Unified Transportation Program.

Victor Henderson noted that Electronic Item 12.4 contained general comments submitted by the public from April 20-May 19. Bicycle and pedestrian comments related to the Pedestrian Safety Action Plan, Bike to Work day, and the NCTCOG bike survey results were in the majority.

Brian Wilson noted that Progress North Texas 2019, the annual state of the region report, was distributed at the meeting. This year's report focuses on neighborhoods as the building blocks of regional transportation. Additional copies were made available upon request at the meeting as well as online at [www.nctcog.org/ourregion](http://www.nctcog.org/ourregion).

The current Local Motion was provided in Electronic 12.5, and transportation partner program reports were provided in Electronic Item 12.6.

13. **Other Business (Old and New):** Chad Edwards noted that on June 19 the City of Fort Worth and the North Central Texas Council of Governments (NCTCOG) were awarded a Planning Excellence award by the Midwest Chapter of the American Planning Association for the Fort Worth Active Transportation Plan. NCTCOG, as a partner on the project, helped ensure the plan would be a regional example of active transportation and that it could easily be duplicated for other cities across the region. Mr. Edwards specifically thanked Kevin Kokes, Karla Weaver, and Daniel Snyder for their efforts.

Chris Klaus thanked NCTCOG staff and the nine counties of North Central Texas that were part of the AirCheckTexas vehicle repair and replacement program for the last 18 years. He noted the program will officially close June 28, the day of the meeting. A final report for the program will be provided in December 2019 as part of close out activities.

Kristina Brevard expressed appreciation to Committee members and NCTCOG for their support during her term as Chair and noted that this would be her last meeting as a member representing the Denton County Transportation Authority.

14. **Next Meeting:** The July 26, 2019, Surface Transportation Technical Committee has been canceled. The next meeting of the Committee is scheduled for 1:30 pm on August 23, 2019, at the AT&T Stadium.

The meeting adjourned at 2:50 pm.

## **Benefits of Advertising Transportation Initiatives**

By working with advertisers over a number of years, developing relationships, and executing strategic advertising campaigns, the North Central Texas Council of Governments (NCTCOG) Transportation Department programs calculated the following cost savings in added value:

The Regional Smoking Vehicle Program continued advertisements on regional transit lines and bus stations where NCTCOG staff saw 27 percent in savings by keeping existing artwork, extending advertising contracts, and planning for long-term campaigns. Similarly, 511DFW, Air North Texas and National Drive Electric Week advertising procured radio advertising to receive a combined 19 percent in added value.

The Air North Texas campaign gained at 15 percent added value in Weather App advertising. Air North Texas and Public Meetings saved a combined 31 percent advertising in local print publications. Other Public Meetings advertising brought in 9 percent added value from Vietnamese advertising print publications.

In addition to lower advertising rates, other benefits have been obtained in this effort, such as:

- Allow NCTCOG to utilize more outlets and increase the frequency of the ads which, in turn, has reached a broader audience;
- Increased website traffic;
- Greater public participation in transportation department programs and projects;
- Cross communication for campaigns, such as when advertising has been purchased;
- Improved efficiencies with media outlets, such as improved staff coordination and increased timeliness.

# Fiscal Year 2020 Advertising for Transportation Initiatives

## Surface Transportation Technical Committee

Hilary Nguyen

Transportation Marketing

August 23, 2019



# The Three E's as They Relate to Advertising

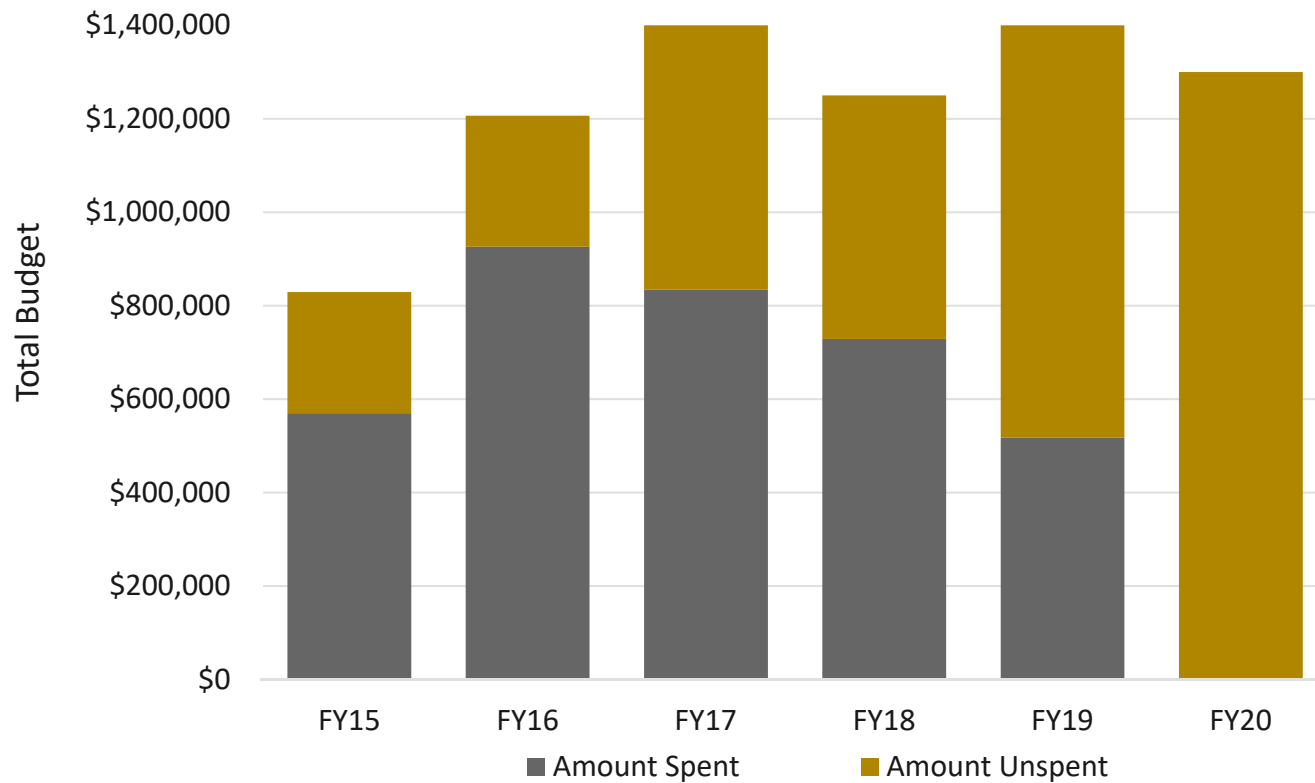
Engineer - Develop initiative

**Educate** - Educate the audience on initiative

(e.g. Communications – Advertising is an invaluable component of Educate)

Enforce - Make sure initiative is being implemented

# Transportation Advertising Budget Overview



# Transportation Advertising Overview

**The Advertising for Transportation Initiatives allows for:**

- **Lower Advertising Rates**
- **Increased and Targeted Audience Reach**
- **Increased Website Traffic and Engagement**
- **Greater Public Participation**
- **Cross Communication for Campaigns**
- **Improved Efficiencies with Media Outlets**

# Advertising Performance Measures

## Targeted Audience Examples:

- **General Public**
- **Commuters**
- **Motorists and Transit Users**
- **Bicyclists and Pedestrians**
- **Public and Private Fleet Owners**
- **Electric Vehicle Drivers**

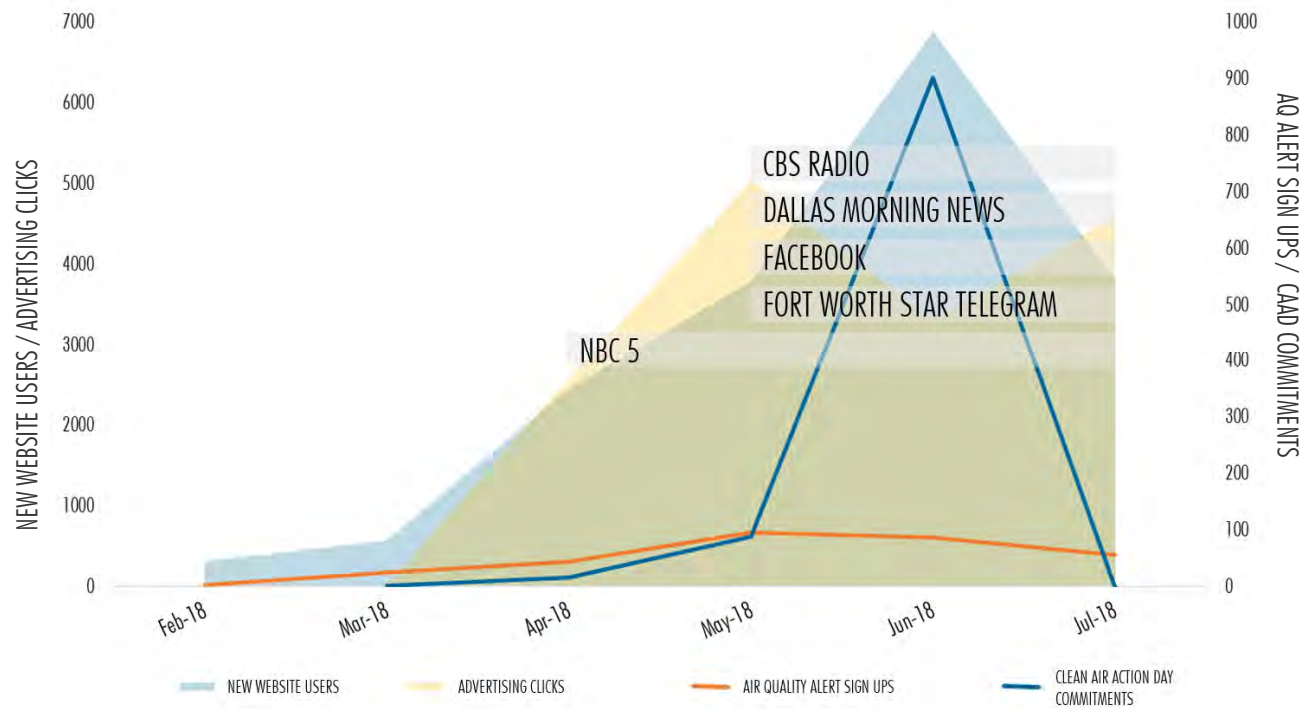
## Key Performance Indicator Examples:

- **Advertisement Clicks, Impressions, and Reach**
- **Website Visits and Actions Taken**
- **Number of Event Registrants and Participants**
- **Number of App Downloads**



# Example of Advertising Performance Metrics

## Air North Texas Online Advertising Campaign Spring 2018



# Transportation Advertising Overview

FY2020 Advertising for Transportation Initiatives were part of the FY2020 and FY2021 UPWP that was approved by the RTC in July 2019. Anticipated Executive Board approval in August 2019.

Purchase and Placement of Advertising for Transportation Initiatives for FY2020					
Program Name	Funding Source	Funding Amount	Match Source*	Match Amount	Total
511DFW	STBG	\$88,000	TxDOT	\$22,000	\$ 110,000
Business Engagement	DOE	\$5,000	N/A	\$0	\$ 5,000
Congestion Management Program	STBG	\$175,000	TDCs	35,000	\$ 175,000
HOV 2+ Incentive	CMAQ, STBG	\$400,000	TxDOT	\$100,000	\$ 500,000
Look Out Texans	STBG	\$40,000	TDCs	8,000	\$ 40,000
Notifications of Opportunities for Public Input/Public Meetings	TPF	\$65,000	TDCs	13,000	\$ 65,000
Ozone Season Emissions Reduction Campaign	CMAQ	\$205,000	TDCs	41,000	\$ 205,000
UAS Safety and Integration Initiative	RTC Local	\$7,500	N/A	\$0	\$ 7,500
Vehicle Technologies Program (i.e Idling Education, High Emitting Vehicles projects, and Alternative Fuels/Electric Vehicles)	CMAQ, STBG	\$110,000	TDCs	22,000	\$ 110,000

\*TDC in the amount of 119,000 are being used as match but are not included in the total dollar amount.

**Total up to \$1,300,000 to cover advertising expenses for approval.**

# Transportation Advertising Examples

## BILLBOARD



## PUBLICATIONS

**STAY IN THE KNOW**  
Transportation & Air Quality

Learn about plans for transportation and air quality in the Dallas-Fort Worth area and help set future priorities. Sign up for updates from the Regional Transportation Council and North Central Texas Council of Governments at [www.airnorthtexas.org/transportation](http://www.airnorthtexas.org/transportation) or contact us at: 817-608-2335 or [transport@airnorthtexas.org](mailto:transport@airnorthtexas.org)

For an ad or more information, contact us at 817-608-2335 or [transport@airnorthtexas.org](mailto:transport@airnorthtexas.org). We are a 501(c)(3) non-profit organization. All rights reserved. © 2019 Air North Texas. All rights reserved. #CleanAirNorthTexas

**Improving the air we breathe**

Join Arlo the Armadillo in improving North Texas air quality. When you choose to bike, use public transit, walk, or carpool instead of driving alone, you are reducing the amount of harmful pollutants that enter our air. Learn more and sign up for air pollution alerts at [www.airnorthtexas.org](http://www.airnorthtexas.org).

Community Impact Newspaper • [communityimpact.com](http://communityimpact.com)

## ONLINE & SOCIAL MEDIA

On average, there have been **151** freight accidents per month since 2012.

Learn how you can help reduce freight accidents.

**106.1 KISS FM** @1061KISSFMDFW • May 18

Welcome to the 511DFW mobile app - the FREE official mobile app from @511DFW! With this app you will have comprehensive real-time information of transit services right in the palm of your hand. Get more info at [511DFW.org](http://511DFW.org) #511DFW #AG

RADIO



# Transportation Advertising Examples



## TRANSIT & DISPLAY



## MOBILE



## TV & SCREEN



# Proposed Schedule

<b>Event</b>	<b>Anticipated Time</b>
STTC, RTC, and Executive Board Action on Recommended FY2020 and FY2021 UPWP	Summer 2019
<b>STTC Action on Advertising for Transportation Initiatives FY2020</b>	<b>August 23, 2019</b>
RTC Action on Advertising for Transportation Initiatives FY2020	September 12, 2019
Executive Board Authorization of Advertising for Transportation Initiatives FY2020	September 26, 2019



# Proposed Action

**Support an RTC Recommendation to NCTCOG Executive Board to Approve Funding up to \$1,300,000 for Advertising for Transportation Initiatives that will initiate in FY20, such as:**

- **511DFW**
- **Business Engagement**
- **Congestion Management Program**
- **HOV 2+ Incentive**
- **Look Out Texans**
- **Notifications of Opportunities for Public Input/Public Meetings**
- **Ozone Season Emissions Reduction Campaign**
- **Unmanned Aircraft System Safety and Integration Initiative**
- **Vehicle Technologies Program**

# Contact Information

**Hilary Nguyen**  
**Communications Specialist II**  
[hnguyen@nctcog.org](mailto:hnguyen@nctcog.org)  
**817-704-5689**

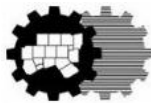
**Mindy Mize**  
**Program Manager**  
[mmize@nctcog.org](mailto:mmize@nctcog.org)  
**817-608-2346**



# FUNDING FOR AT&T WAY ENGINEERING STUDY

Surface Transportation Technical Committee

August 23, 2019



North Central Texas  
Council of Governments  
Transportation Department

# BACKGROUND

- Increased train traffic along the Union Pacific Railroad (UPRR) main line as well as increasing vehicle traffic in the area has led to the need for increased reliability of pedestrian, bicycle, and roadway traffic.
- Study would look at extending AT&T Way between Division Street and Abram Street, including a grade separation over the UPRR main line
- Regional Transportation Council (RTC) approved \$3,000,000 of Surface Transportation Block Grant (STBG) funds to study potential improvements at this location

# CONCEPT MAP\*

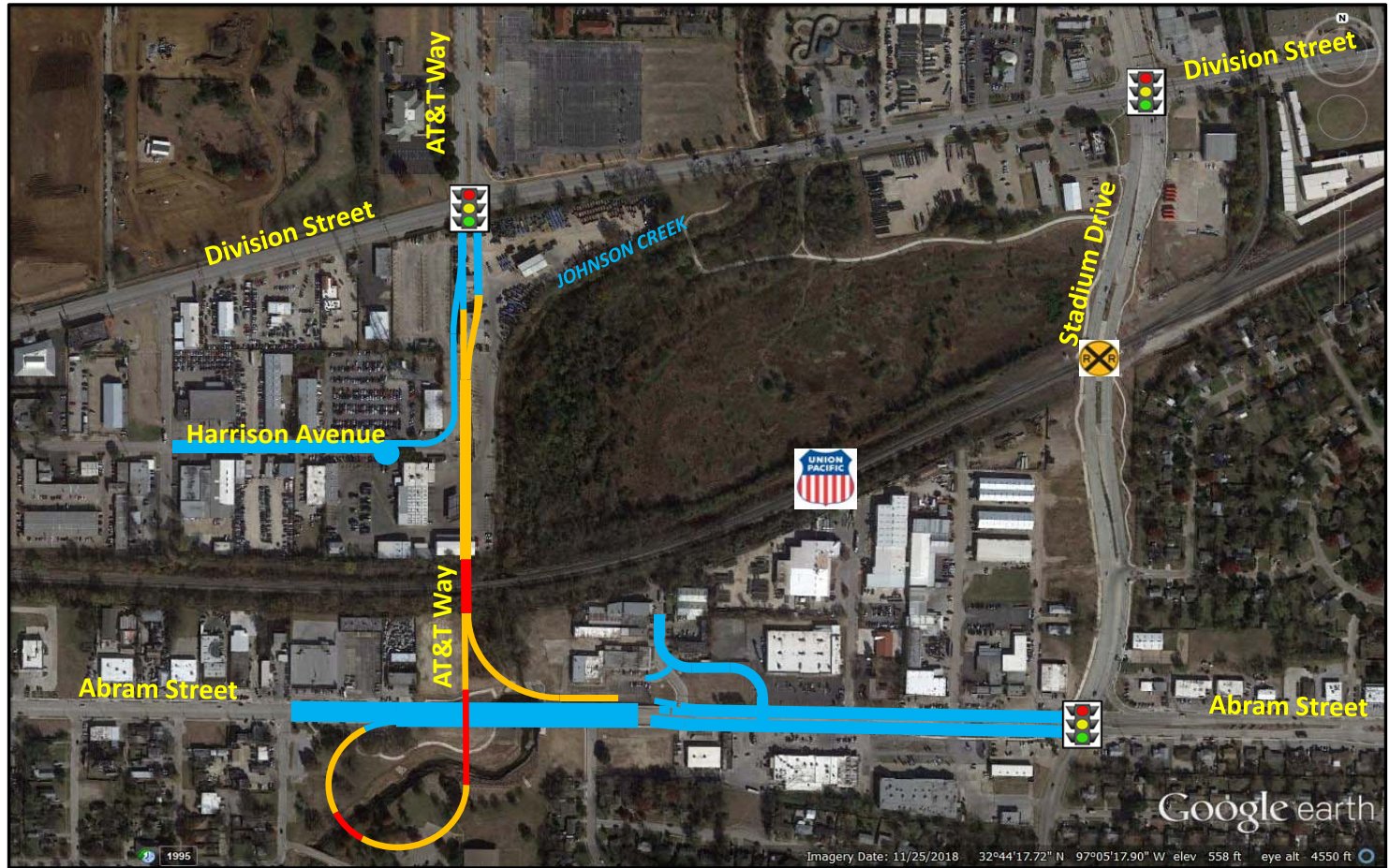
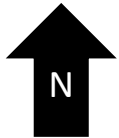
City of  
Arlington:

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

**DRAFT**

## LEGEND

- At-Grade
- Transition
- New Bridge



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

# **ACTION REQUESTED**

- STTC endorsement of:
  - The RTC's approval of funding for this preliminary engineering study
  - Administratively amending the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and amending other planning/administrative documents to incorporate these changes.

# QUESTIONS/COMMENTS?

## **Christie 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)



The Transportation Policy Body for the North Central Texas Council of Governments  
(Metropolitan Planning Organization for the Dallas-Fort Worth Region)

August 13, 2019

The Honorable Clay Lewis Jenkins  
County Judge  
Dallas County  
411 Elm Street  
Dallas, TX 75202

The Honorable Eric Johnson  
Mayor  
City of Dallas  
1500 Marilla St., Suite 5EN  
Dallas, TX 75201

Dear Judge Jenkins and Mayor Johnson:

I have been working for a number of months on transportation elements that would assist in Uber deciding to locate within the Dallas-Fort Worth region. Since Dallas County and City of Dallas will be taking action previous to the official Regional Transportation Council (RTC) position, it is important to identify the five improvements that will give Uber confidence that these improvements are "commitments" intended for staff to present to the RTC. The RTC will consider this position at its September 12, 2019, meeting. It is critical that Uber can make its final decision to locate within the region without concern that the RTC may no longer be interested in these transportation initiatives. I have suggested that Uber work with Mayor Johnson and Judge Jenkins previous to my ability to disclose these ideas publicly.

The RTC already gives staff authority to work with large, private-sector entities that will have a regional impact. The RTC focus is to get a particular employer to the Dallas-Fort Worth region, it is the entity that determines where in the region it chooses to locate. Since Uber is interested in locating near downtown Dallas, I have suggested the following five transportation ideas. This commitment is in the range of \$10-\$15 million and some portion of these funds have already been approved and available for these purposes. The five ideas are under the marketing phrase "Uber-Links" and represent mobility links in our community. They are:

1. Participate in the transit planning process to maintain good accessibility to Dallas Area Rapid Transit (DART) light rail stations and provide annual transit passes to Uber employees to encourage their origin location to be near transit. Staff will propose this to be a pilot program to measure the benefit of this idea.
2. Evaluate the quality of sidewalks and bicycle connections to and from Uber Headquarters.
3. Review with the City of Dallas Traffic Operations the quality of the signalized intersections, modernize necessary equipment, increase the reliability of the operations, and consider signal progression on short blocks to be timed to the speed of the pedestrian. The idea would be to create "pedestrian progression" in a test market of our region.

4. Implement next generation electric battery technology for a transit shuttle aiding the circulation of Deep Ellum to Downtown. The community would work with DART on identifying the specific routing. This is identical to the link recently funded in downtown Fort Worth.
5. Better use of the land under IH 345 adjacent to Uber's Headquarters for recreational activities and potential parking for technology companies to access Deep Ellum during busy times.

I have been released from my proprietary obligations and encourage your support of these mobility initiatives. Please contact me at (817) 695-9241 or [mmorris@nctcog.org](mailto:mmorris@nctcog.org) with any questions or concerns.

Sincerely,

A handwritten signature in black ink that reads "Michael Morris". The signature is written in a cursive style and includes a small arrow pointing upwards and to the right at the end of the last name.

Michael Morris, P.E.  
Director of Transportation

MM:al  
Enclosure

cc: The Honorable Andy Eads, County Judge, Denton County, RTC Chair  
Primary Members of the Regional Transportation Council  
Impacted Local Elected Officials  
The Honorable Theresa Daniel, Commissioner, District 1, Dallas County, RTC Secretary  
The Honorable John Wiley Price, Commissioner, District 3, Dallas County  
The Honorable Adam Medrano, Mayor Pro Tem, District 2, City of Dallas  
The Honorable David Blewett, Councilmember, District 3, City of Dallas



# **VIRGIN HYPERLOOP ONE PRIVATE SECTOR JOINT BRIEFING**

North Central Texas Council of Governments

August 9, 2019

AT&T Stadium



# OVERVIEW

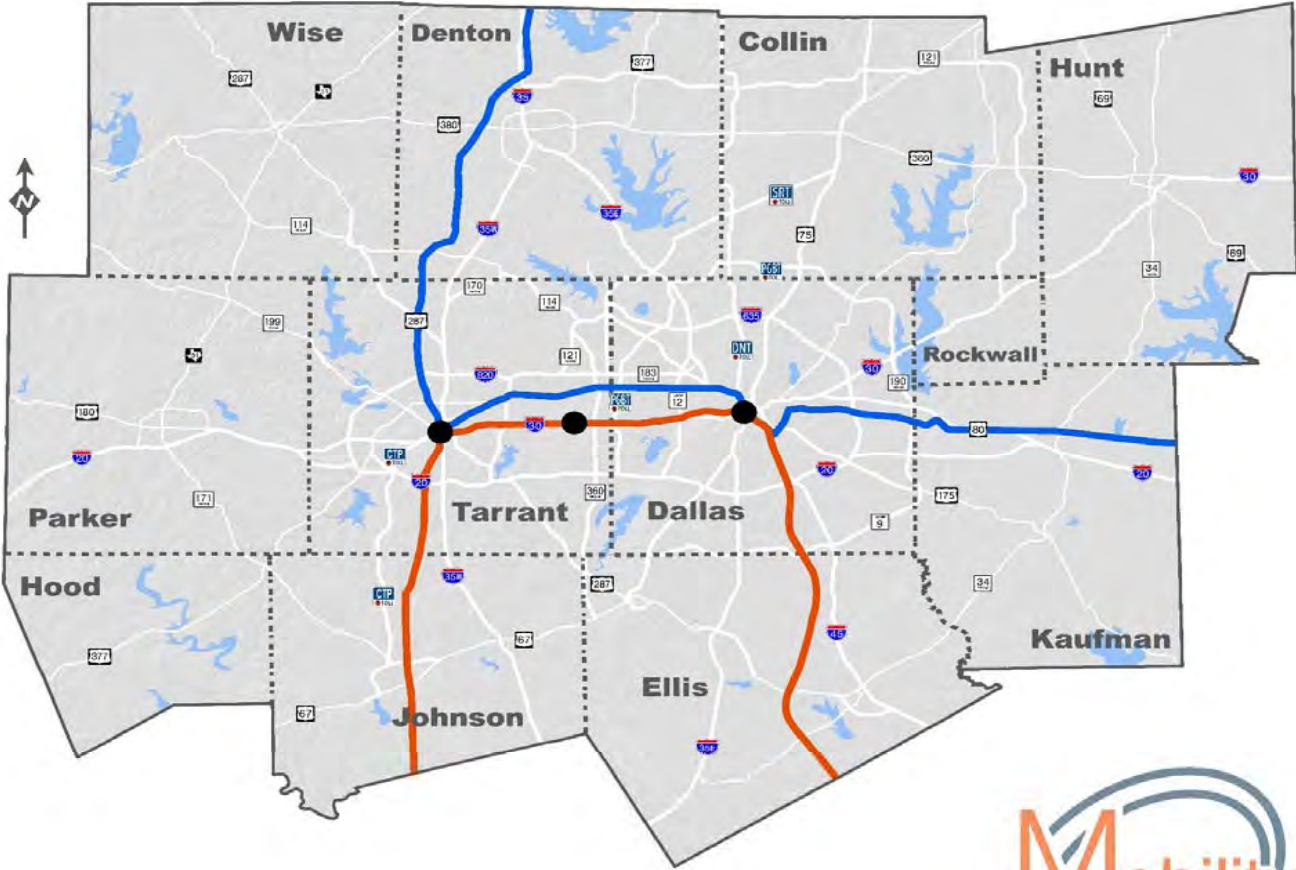
Dallas – Arlington – Fort Worth

Fort Worth to Laredo

Certification Track

# High-Speed Rail Recommendations

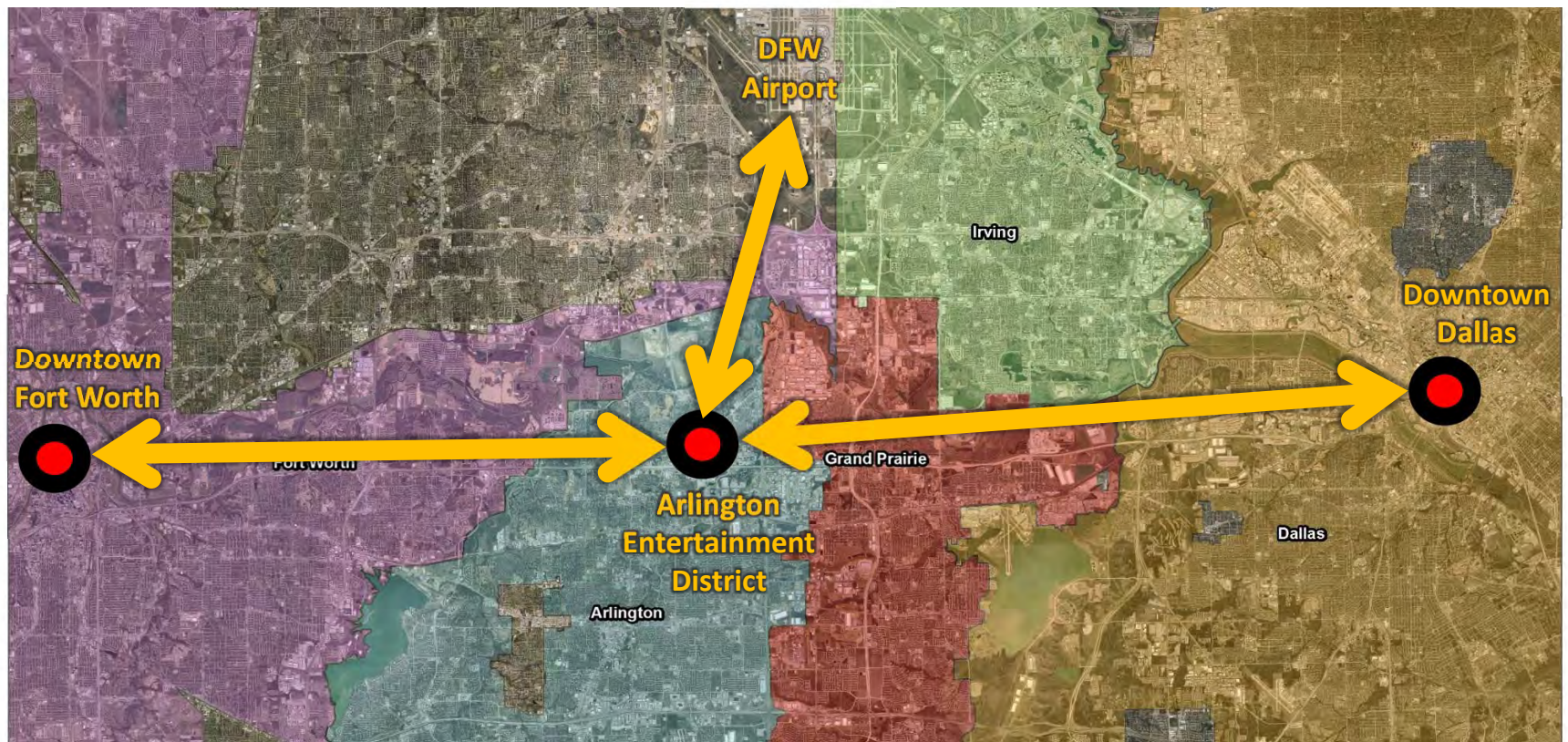
- At-Grade
- Grade Separated
- Stations



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

May 2020

- Public & Agency Involvement Includes a technology forum
- Alternative Development Includes alignments & technology
- Alternative Screening
- Conceptual Engineering

## Phase 2 – Engineering & Environmental

May 2022

- NEPA Documentation & Record of Decision
- Preliminary Engineering
- Financial & Project Management Plans

# Fort Worth – Laredo

Generally parallels IH 35

Connecting:

Fort Worth

Waco

Temple

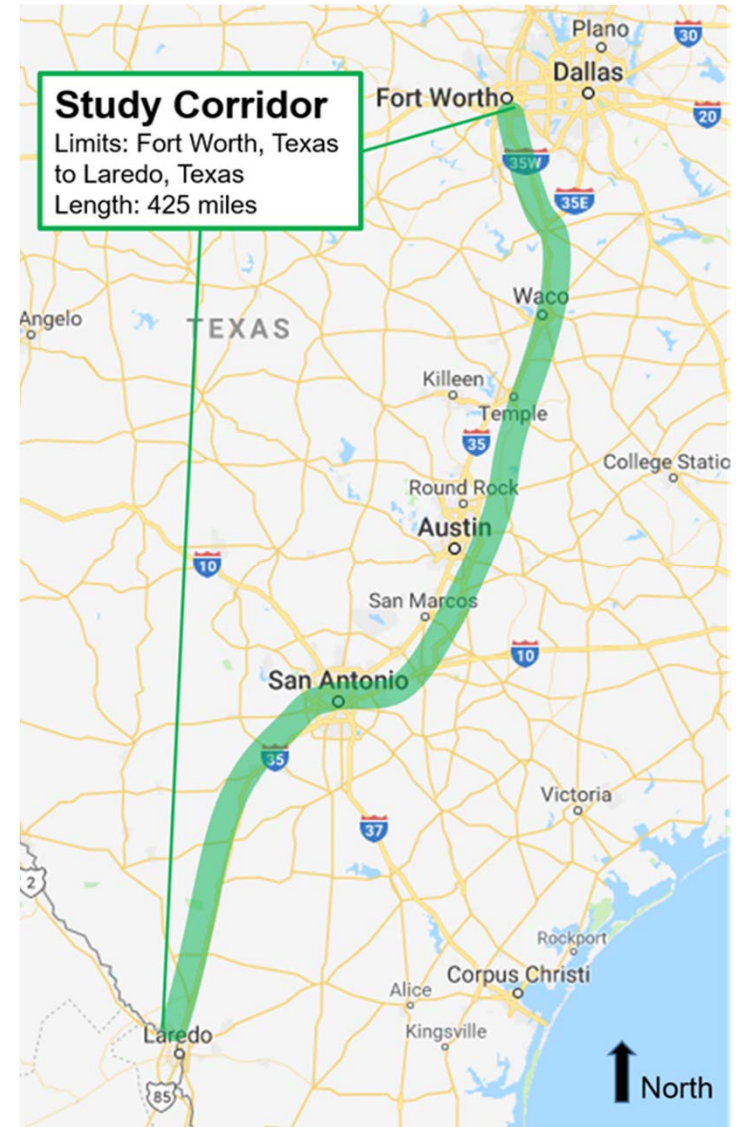
Killeen

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

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

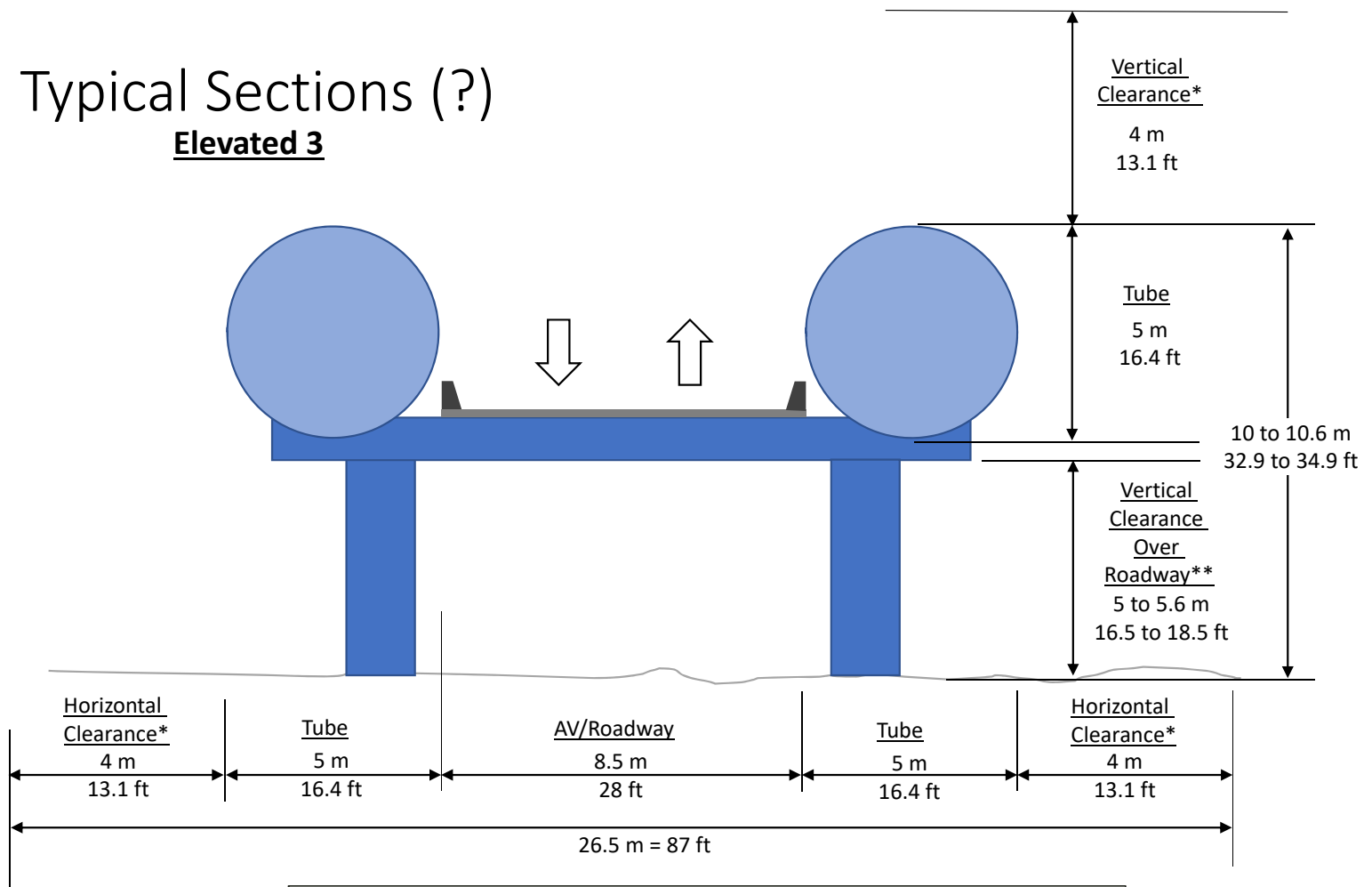
# Certification Track

<b>Option 0:</b>	East West:	No Throw-Away
<b>Option 1:</b>	North South:	Certification Track Only
<b>Option 2:</b>	North South:	Certification / Goods Movement
<b>Option 3:</b>	North South:	Certification / Goods Movement / People Transition Over Time



# Typical Sections (?)

## Elevated 3



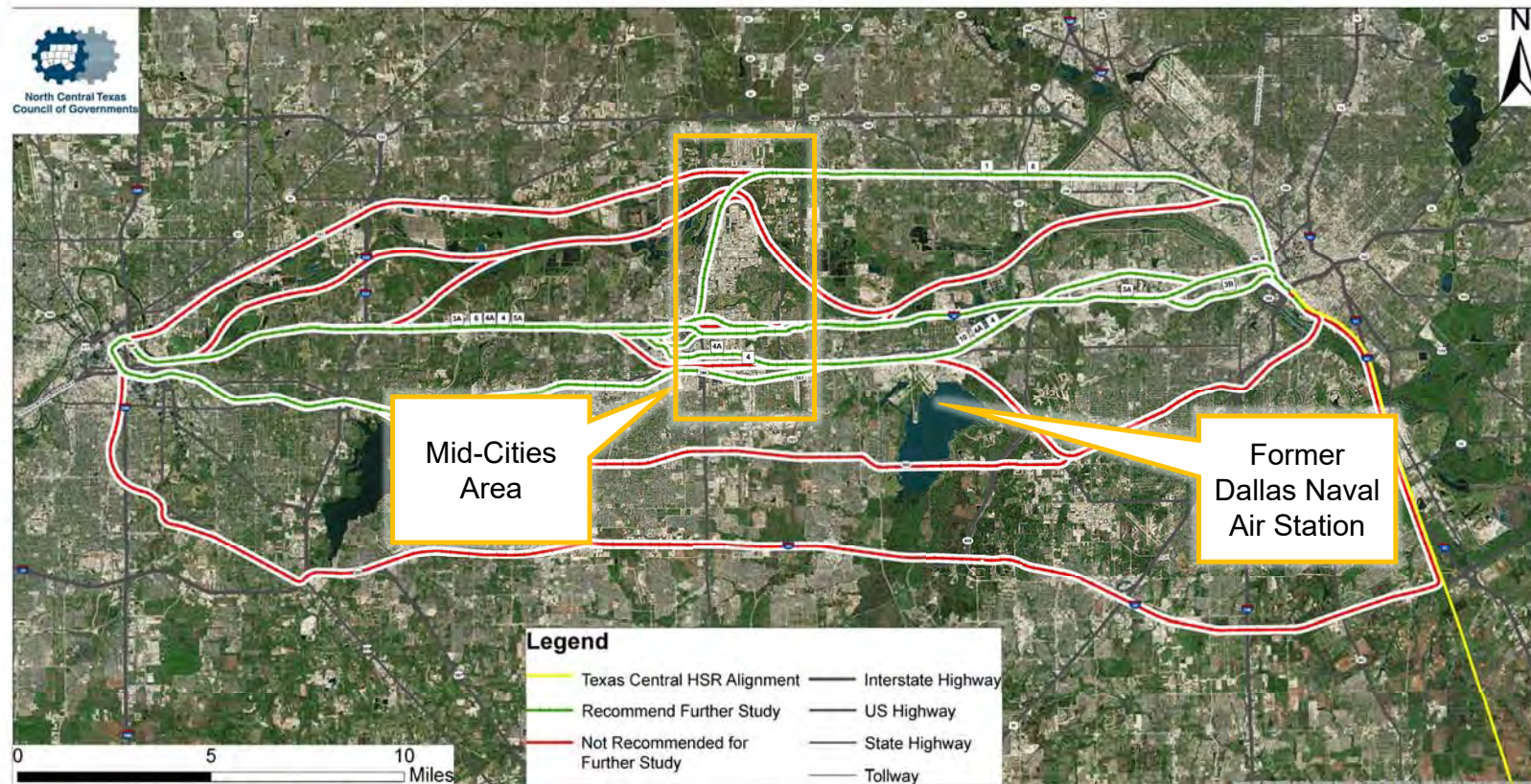
\* Horizontal and vertical clearances allow for the area needed to construct, operate and maintain the guideway and supporting facilities.  
 \*\* Minimum vertical clearance over roadways is 5 m or 16.5 ft. Vertical clearance of 5.6 m or 18 ft would be required over interstate highways and other roadway 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

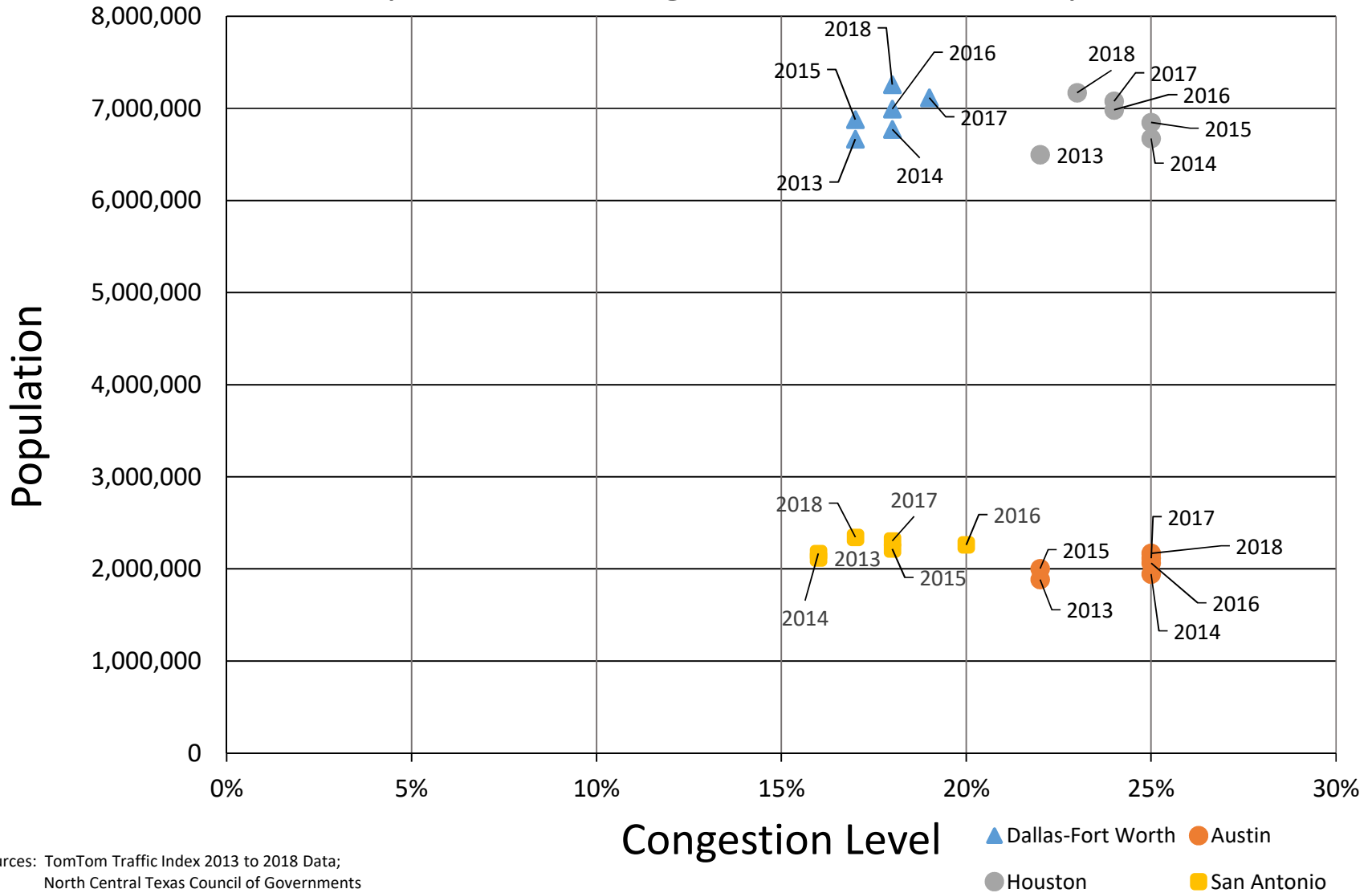
Two potential locations identified:

- Former Dallas Naval Air Station
- Mid-Cities Area

### Supplemental Study of DFWCES Alignment Option Recommendations

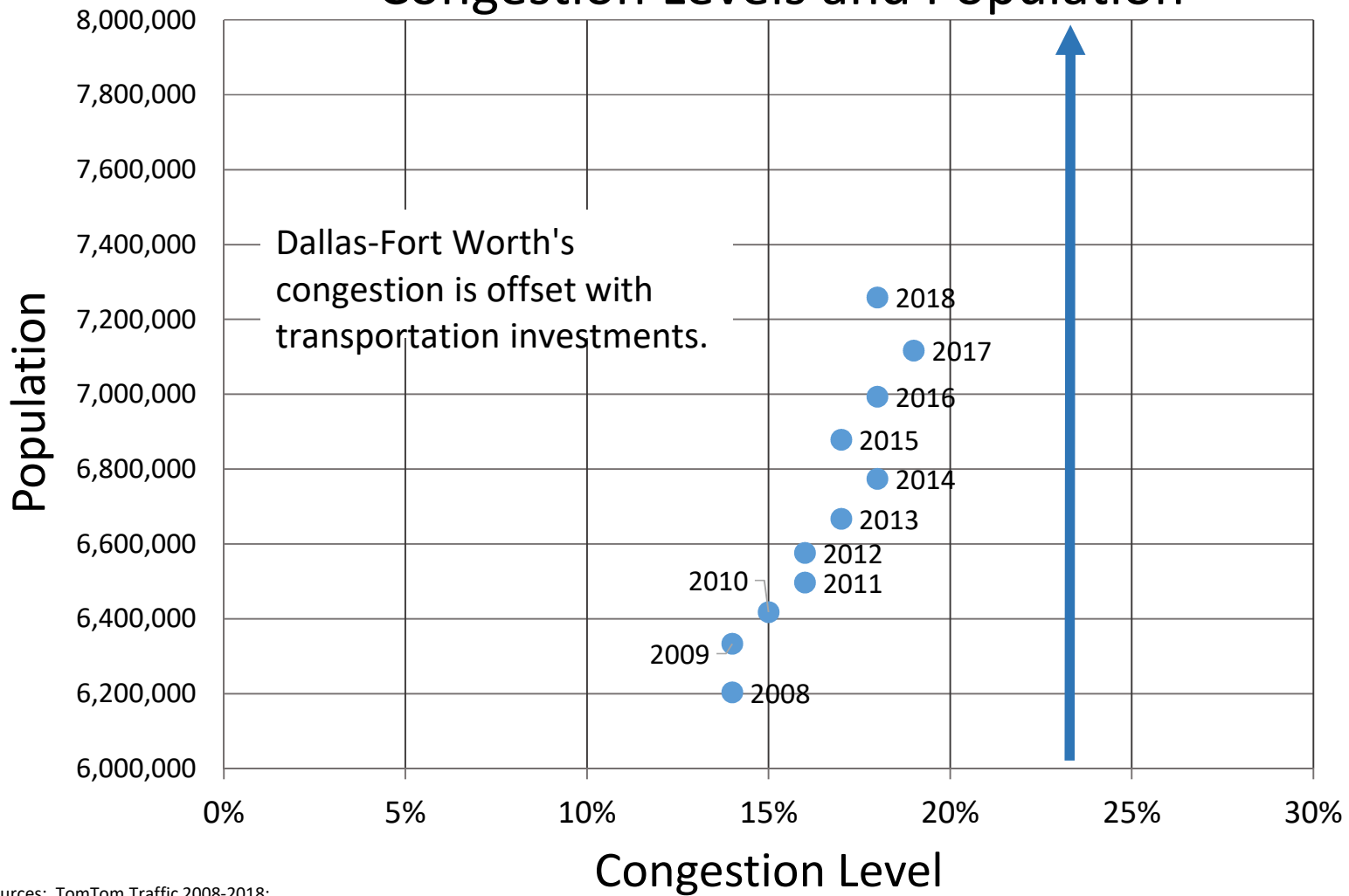


# Austin, Dallas-Fort Worth, Houston, and San Antonio Comparison of Congestion Levels and Population



Sources: TomTom Traffic Index 2013 to 2018 Data;  
North Central Texas Council of Governments

# Dallas-Fort Worth Congestion Levels and Population



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





# 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



**INFRA** INFRASTRUCTURE FOR  
REBUILDING AMERICA

**GREATER LEVERAGE =  
GREATER IMPACT**

**STREAMLINED PERMITTING =  
FASTER PROJECT DELIVERY**

**HIGHER ACCOUNTABILITY =  
BETTER PERFORMANCE**

**BROADER REACH =  
STRONGER RURAL CONSIDERATIONS**



Source: USDOT INFRA Discretionary Grants – [www.transportation.gov/buildamerica/infragrants](http://www.transportation.gov/buildamerica/infragrants)

August 23, 2019

Surface Transportation Technical Committee – Director Status Report  
2019 INFRA Discretionary Grant Award – North Texas Strategic NHS Bridge Program

# 2019 INFRA Discretionary Grant Program – Project Award

## North Texas Strategic NHS Bridge Program

2

- US Secretary of Transportation, Elaine Chao, announced **\$855,950,000** in proposed 2019 INFRA Grant Awards for 20 nationwide projects on July 25<sup>th</sup>
- **North Texas Strategic NHS Bridge Program** was the only project in Texas to receive an INFRA Grant Award in 2019:
  - ▣ **Total Project Cost = \$45,312,000**
    - Federal Funds (76%) = \$34,457,433 (*includes \$8,775,000 INFRA Grant Award*)
    - Non-Federal Funds (24%) = 10,854,567
- Directly addressing new National Highway System (NHS) bridge performance measures/targets in cooperation with TxDOT, this project will expedite the removal, replacement, or reconstruction of seven existing bridges currently rated in “poor” condition



# 2019 INFRA Discretionary Grant Program – Project Award

## North Texas Strategic NHS Bridge Program

3

### ■ **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

# Contact Information

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August 23, 2019

Surface Transportation Technical Committee – Director Status Report  
2019 INFRA Discretionary Grant Award – North Texas Strategic NHS Bridge Program

# DISADVANTAGED BUSINESS ENTERPRISE PROGRAM

## *Fiscal Year 2020-2022 Goal Update*

*Surface Transportation Technical Committee  
August 23, 2019*



North Central Texas  
Council of Governments

## FY2020-2022 DBE GOAL UPDATE

### *DBE Program Guidance and Thresholds*



Requirement: [49 Code of Federal Regulations Part 26](#)

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

## FY2020-2022 DBE GOAL UPDATE

### *Project Potential Contract Awards*

*NCTCOG and Subrecipients*

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

\*\*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*

*NCTCOG and Subrecipients*

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

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



# FY2020-2022 DBE GOAL UPDATE

## *DBE Availability Analysis*

*NCTCOG and Subrecipients (FTA, FHWA Funds)*

CONTRACTING ENTITY	FTA	FHWA^	TOTAL
NCTCOG	30.4%	27.3%	28.4%
SUBRECIPIENTS	3.2%	7.7%	5.0%
<b>TOTAL WEIGHTED GOAL *</b>	<b>15.8%</b>	<b>21.3%</b>	<b>19.4%</b>

^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)*

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

^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

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

^FHWA funds also include other federal and local sources.

\*Through July 1, 2019

# FY2020-2022 DBE GOAL UPDATE

## *Proposed Goal*

*NCTCOG and Subrecipients  
(FTA, FHWA Funds)*

CONTRACTING ENTITY	FTA	FHWA^	TOTAL
NCTCOG	30.4%	27.3%	28.4%
SUBRECIPIENTS	3.2%	7.7%	5.0%
<b>TOTAL WEIGHTED GOAL *</b>	<b>15.8%</b>	<b>21.3%</b>	<b>19.4%</b>

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*

TASK	DATE	STATUS
Public Meeting to Kickoff DBE Goal Update Process	June 10	✓
STTC Meeting: Information Item	June 28	✓
Consultation Meeting with Stakeholders	July 2	✓
Notice to Public of Proposed Goal (start 45-Day Public Comment Period)	July 10	✓
RTC Meeting: Information Item	July 11	✓
Submit draft Electronically to FTA	August 1	✓
STTC: Action Item	August 23	✓
End of 45-day Public Comment Period	August 30	
RTC: Action Item	Sept. 12	
Executive Board: Action Item	Sept. 26	
Submit Final Electronically to FTA	Sept. 27	
DBE Program Update and Goal Effective	October 1	

# **FY2020-2022 DBE GOAL UPDATE**

## *Action*

### 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.

# FY2020-2022 DBE GOAL UPDATE

*Questions?*



## **Ken Kirkpatrick**

Counsel for Transportation  
DBE Liaison Officer

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## **Emily Beckham**

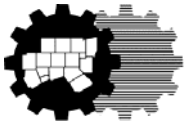
Grants and Contracts Manager

Phone: 817-608-2308

Email: [ebeckham@nctcog.org](mailto:ebeckham@nctcog.org)

# Historical Joppa Neighborhood Improvements

**Surface Transportation Technical Committee  
August 23, 2019**



**Jeff Hathcock, Program Manager  
NCTCOG Transportation Department**





# POLICIES



## 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



## BACKGROUND

**New Union Pacific-Funded Rail Bypass Track being constructed through the Miller Yard**

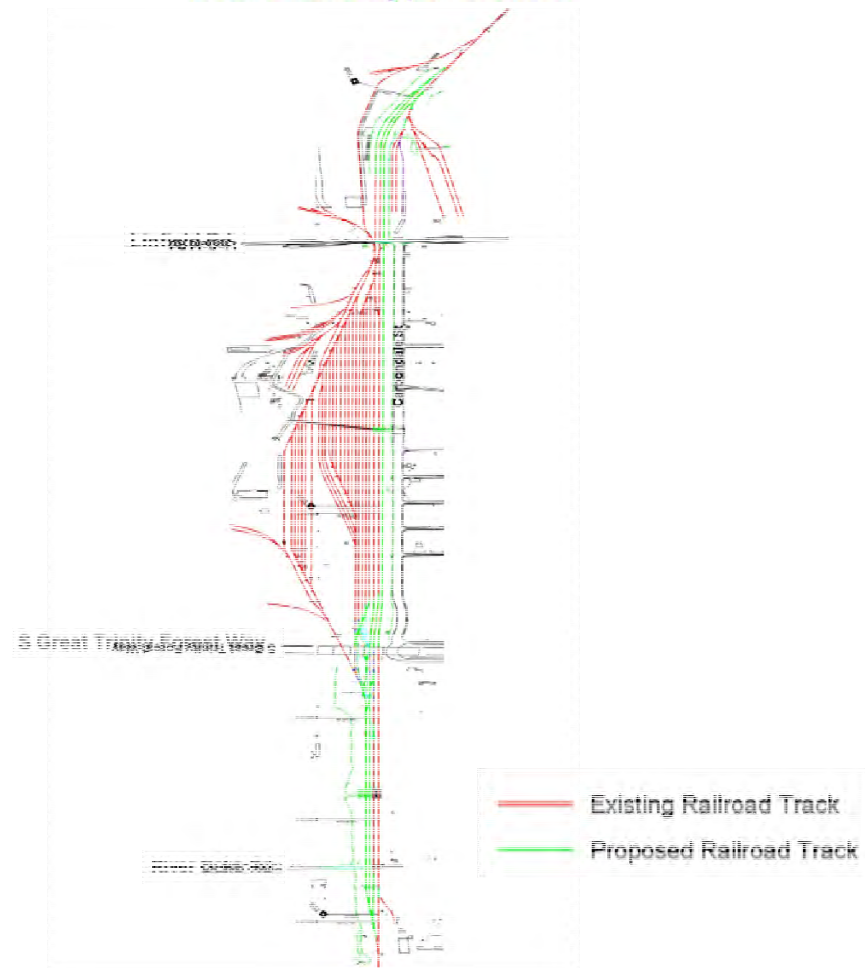
**Current At-Grade Crossing on Linfield Road in addition to a Grade Separated Vehicular Bridge**

**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**

Miller Yard Bypass Track





# 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**

**Proposed Improvement Locations**



- Loop 12 Improvements
- Pedestrian Bridge

## FUNDING TOTALS (\$ IN MILLIONS)

Project	Agency	Amount
Bypass Track	UPRR	\$20.00
Pedestrian Bridge	RTC/City of Dallas	\$8.00
Loop 12 Improvements	RTC/TxDOT	\$1.25
Landscaping	UPRR	\$0.50
UP Funding for Ped Bridge*	UPRR	\$1.00
Transit Shelters	DART	TBD

\*Funding Dependent on Crossing Closure

Project Improvements	RTC (Federal CMAQ)	City (TDC's)	TxDOT	Union Pacific	Total
Bike/Pedestrian Bridge**	\$7.00	\$0.60	\$0	\$1.00	\$8.00
Loop 12 Intersection	\$1.00	\$0.00	\$0.25	\$0	\$1.25

\*\*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

## **ACTION 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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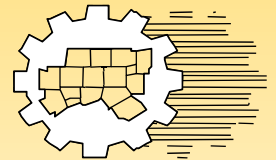
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# **North Texas Freight Terminal Electrification 2019 Call for Projects**

**Surface Transportation Technical Committee  
August 23, 2019**

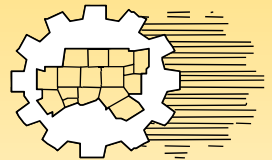
**Jason Brown, Principal Air Quality Planner**





# Air Quality Emphasis Areas

<b>High-Emitting Vehicles/Equipment</b>	✓
Low Speeds	
<b>Idling</b>	✓
Vehicle Miles of Travel	
<b>Energy and Fuel Use</b>	✓
Cold Starts	
Hard Accelerations	



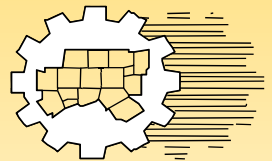
# North Texas Freight Terminal Electrification 2019

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

Funding Category	Amount
2018 EPA Funds Awarded	\$960,225
NCTCOG Administration	\$39,775
<b>Total Funds Available</b>	<b>\$1,000,000</b>

Benefits Anticipated	Lifetime Impacts
Nitrogen Oxides Reductions	53.69 Tons
Particulate Matter (PM) Reductions	11.88 Tons

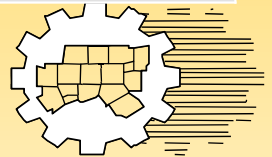
3



# North Texas Freight Terminal Electrification 2019

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

Eligible Activities	Funding Threshold	Estimated Unit Cost
Electrified Parking Spaces	30% of estimated unit cost up to \$3,600/space	\$12,000
Power Monitoring Equipment	30% of estimated unit cost up to \$1,800/equipment	\$6,000
Electric Power Kit	30% of estimated unit cost up to \$900/kit	\$3,000



# Proposed Call For Projects Details

## **Structure:**

Competitive Application Process

## **Selection Criteria:**

### **Quantitative Analysis**

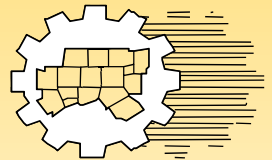
Cost Per Ton NO<sub>x</sub> Emissions Reduced

Purpose: Maximize Emissions Reductions

### **Qualitative Assessment**

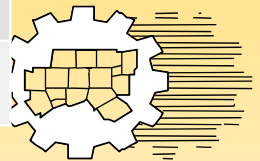
Subrecipient Location, Risk and Oversight Criteria

Purpose: Balance Project Benefits with Administrative Burden



# Proposed Schedule

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



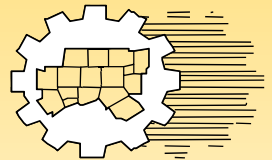
# Action Requested

## **Recommend RTC Approval Of:**

Call for Projects Details  
Selection Criteria

Schedule

If Needed, Reopen Call for Projects to Fully Award Funds

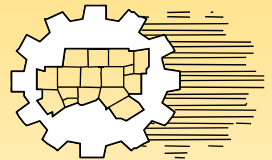


# For More Information

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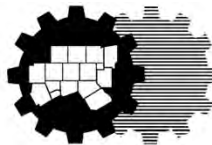
# Interstate Highway 45 Zero-Emission Vehicle Corridor Plan and Alternative Fuel Updates

**Surface Transportation Technical Committee**

**August 23, 2019**

**Bethany Hyatt**

**Air Quality Planner**



North Central Texas  
Council of Governments



# 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:



**Electric Charging**



**Hydrogen**



**Propane**



**Natural Gas  
(CNG and LNG)**

### Benefits of Corridor Designation

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

### Schedule & History

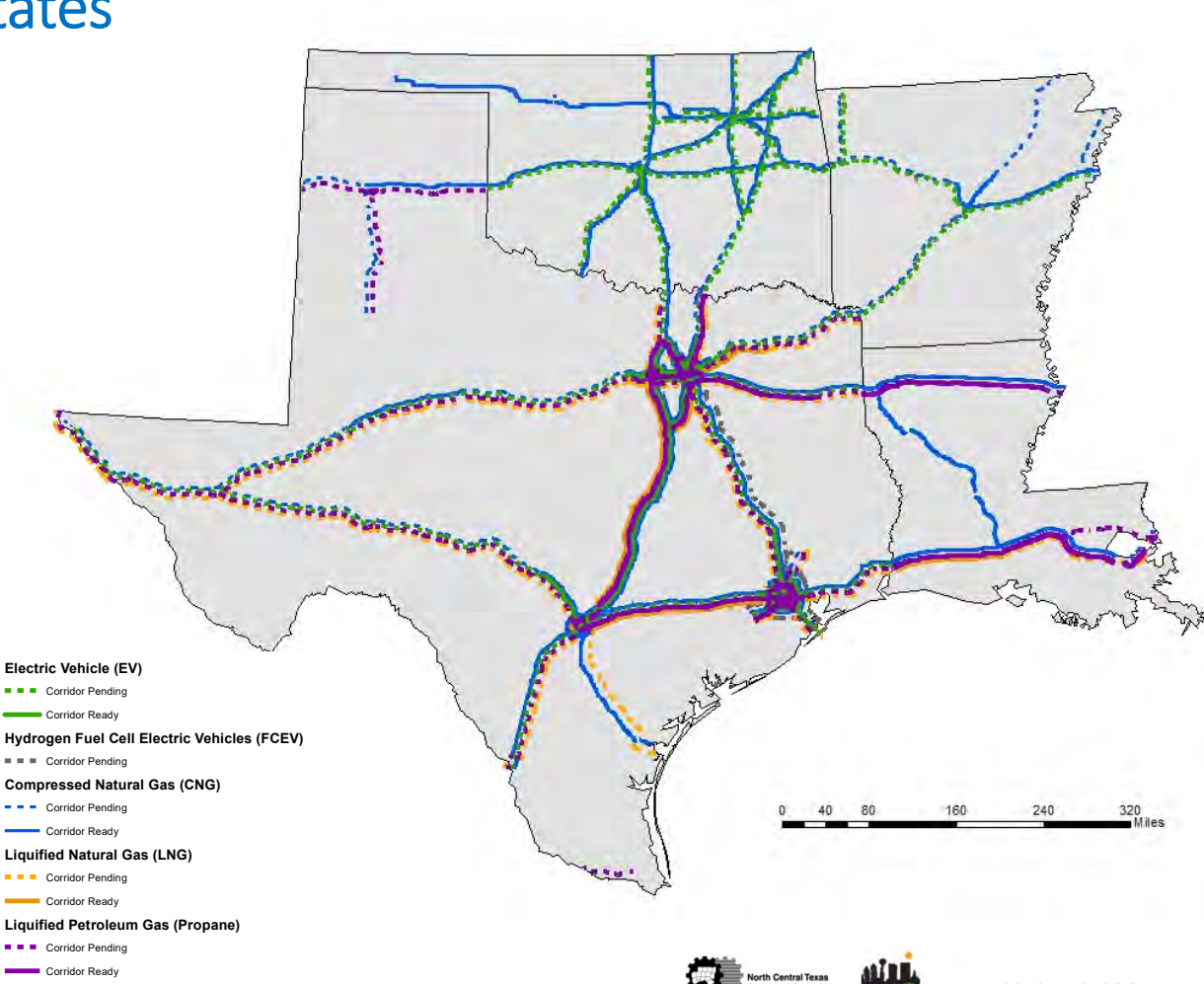
- 2016: Round 1 Nominations Submitted by NCTCOG, H-GAC, TxDOT
- 2017: Round 2 Nominations Submitted by TxDOT, RTC Submitted Requests to TxDOT
- 2018: Round 3 Nominations Submitted by TxDOT, RTC Submitted Requests to TxDOT
- 2019: Round 4 Nominations Opening Fall 2019

*USDOT = US Department of Transportation; TxDOT = Texas Department of Transportation*

## 2018 Submittal

Corridor	Section	Fuel Type	RTC Recommended	TxDOT Submitted	FHWA Designated
IH 635	Metro Loop	CNG, Propane, Electric	✓	✓	✓
IH 820	Metro Loop	CNG, Propane, Electric	✓	✓	✓
US 67	Cleburne to IH 20	CNG	✓	✓	
US 287	Ennis to Amarillo	CNG, Propane, Electric	✓	✓	
US 380		CNG, Propane, Electric	✓	✓	

# All FHWA-Designated Alternative Fuel Corridors for Texas and Neighboring States



**16**  
Interstates

**1**  
State Highway

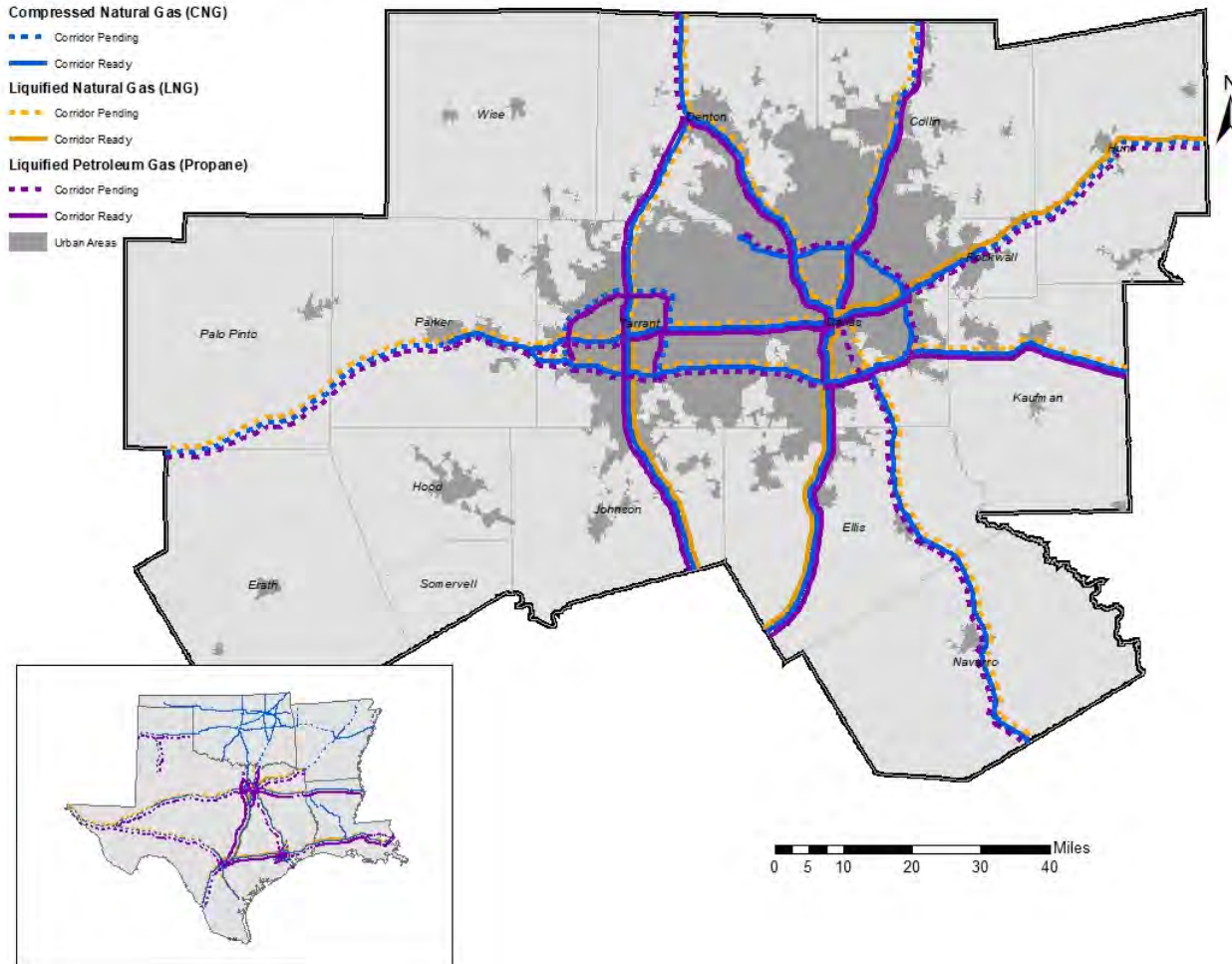
**1**  
US Highway

Data Downloaded from FHWA Website and AFDC Station Locator



August 2019 - NCTCOG

# FHWA-Designated Gaseous Alternative Fuel Corridors

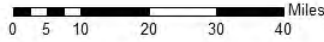
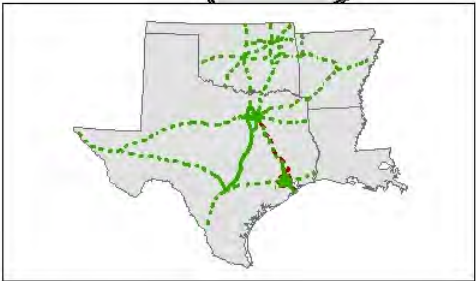
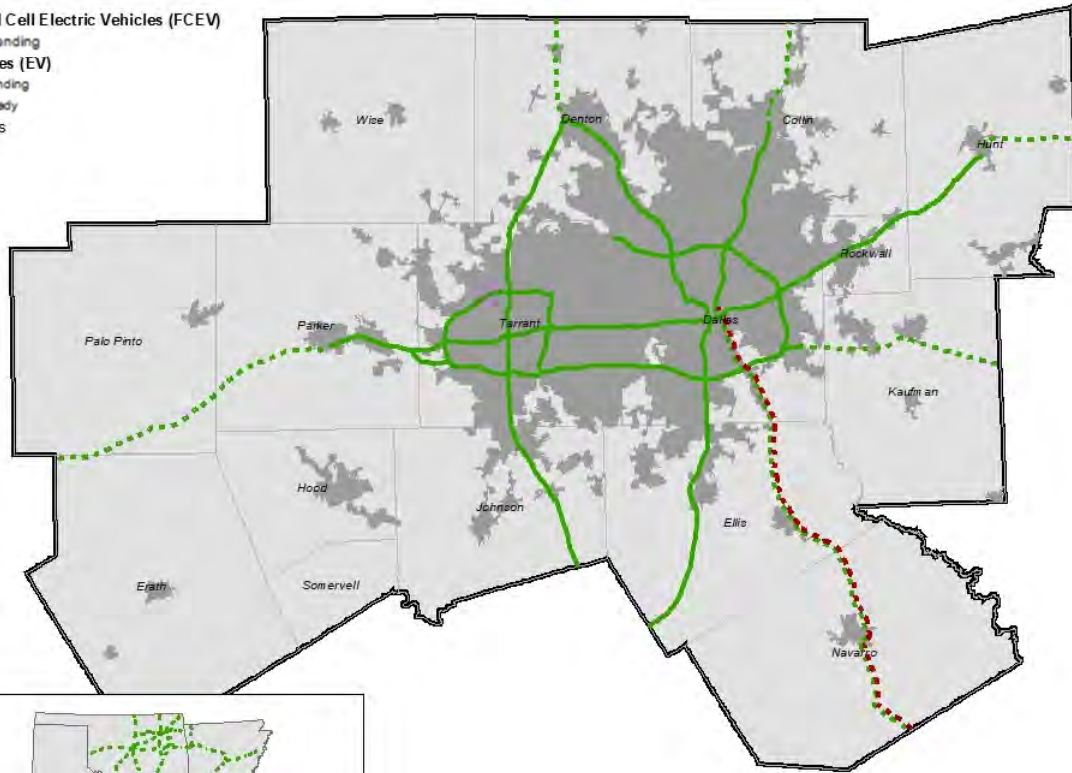


**Increasingly Important for Medium and Heavy-Duty Vehicles**

**Utilized Frequently in the Freight Industry**

# FHWA-Designated Zero-Emission Vehicle Corridors

Hydrogen Fuel Cell Electric Vehicles (FCEV)  
 ■ ■ ■ Corridor Pending  
 Electric Vehicles (EV)  
 ■ ■ ■ Corridor Pending  
 ■ ■ ■ Corridor Ready  
 ■ Urban Areas



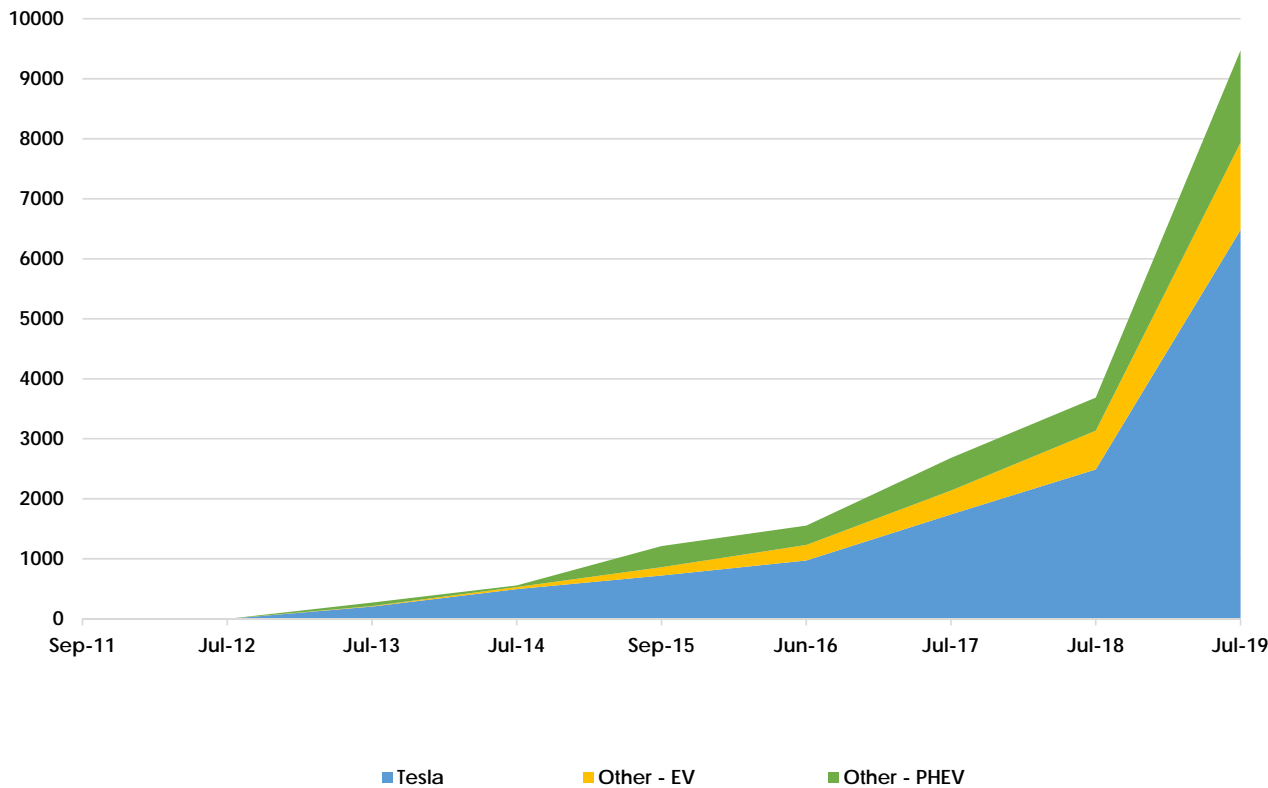
## Hydrogen Fuel Cell Class 8 Trucks Have Been Developed



*Toyota Zero-Emission Truck, NCTCOG Staff Photo*

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**

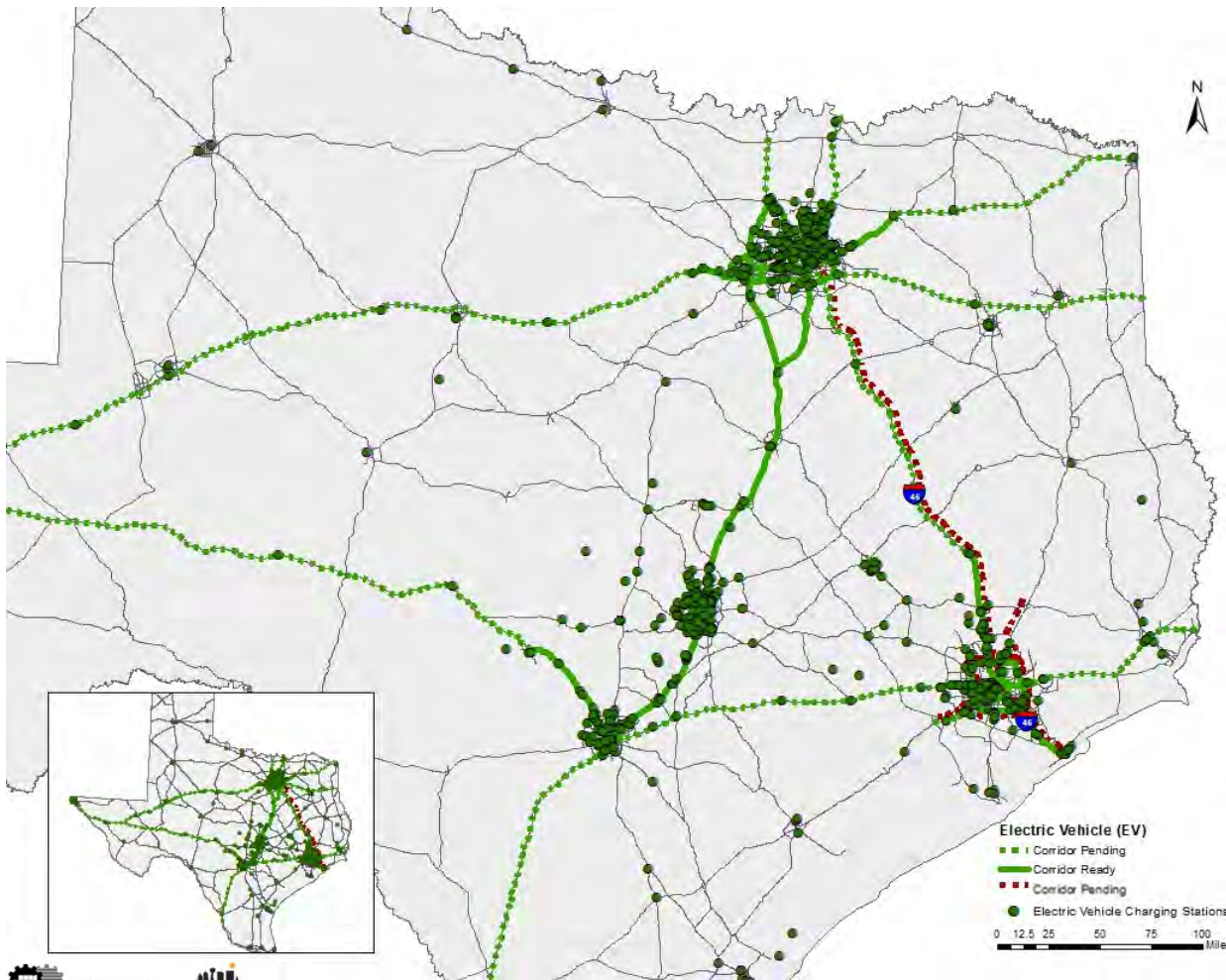
**Two Events:**

**Friday September 20:**  
Planning Workshop

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

[www.driveelectricdfw.org](http://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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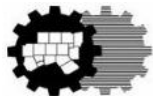
**Lori Clark**  
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**DFW Clean Cities Coordinator**  
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[www.dfwcleancities.org/altfuelcorridors](http://www.dfwcleancities.org/altfuelcorridors) and [www.dfwcleancities.org/evnt](http://www.dfwcleancities.org/evnt)

# **2020 UNIFIED TRANSPORTATION PROGRAM AND REGIONAL 10-YEAR PLAN UPDATE**

Surface Transportation Technical Committee

August 23, 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 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
- 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

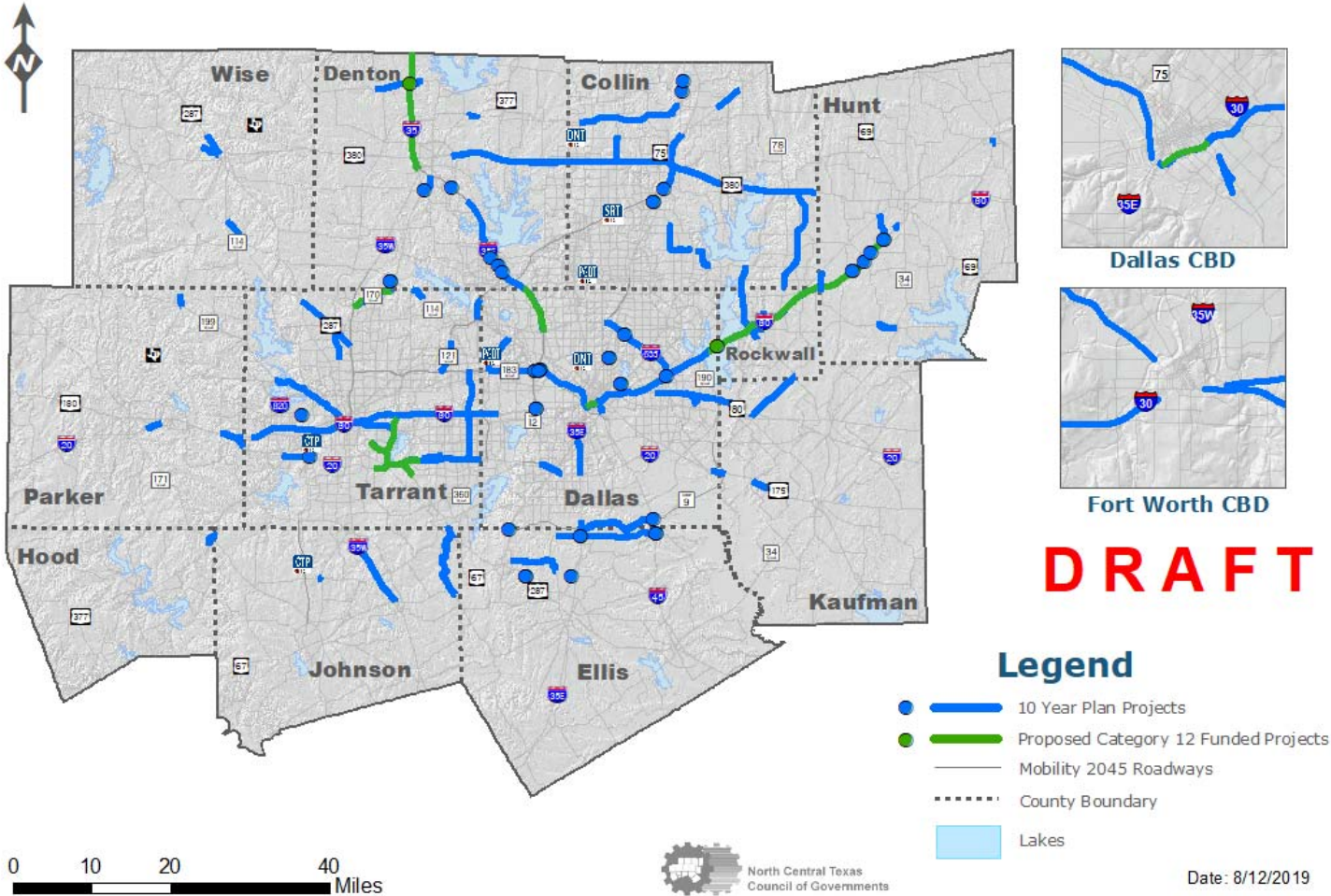
# PROJECTS PROPOSED TO BE FUNDED WITH CATEGORY 12 FUNDS IN DRAFT 2020 UTP

- 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

# Dallas-Fort Worth Regional 10 Year Plan Projects

FY 2017 - FY 2029



**DRAFT**

# 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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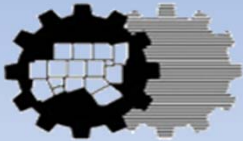
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# AIRCHECKTEXAS PROGRAM CLOSE OUT: LOCAL FUNDS REQUEST

**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**

# CONTRACTAL REQUIREMENTS BEYOND CLOSE OUT

**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

# PROPOSING FUND RETENTION

**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.



## **ACTION TAKEN**

**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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**MINUTES****Regional Transportation Council  
PUBLIC MEETING*****2020-2022 Disadvantaged Business Enterprise (DBE) Goals******Regional Pedestrian Safety Action Plan*****Meeting Date and Location**

The North Central Texas Council of Governments (NCTCOG) held a public meeting Monday, June 10, 2019, at 6:00 pm at the North Central Texas Council of Governments (Arlington); Ken Kirkpatrick, Senior Counsel for Transportation, moderated the meeting, attended by 3 people.

**Public Meeting Purpose and Topics**

The public meeting was held 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, and amended on November 8, 2018. Staff presented information about:

1. 2020-2022 Disadvantaged Business Enterprise (DBE) Goals – presented by Ken Kirkpatrick
2. Regional Pedestrian Safety Action Plan – presented by Jessica Scott

The public meeting was held to educate, inform and seek comments from the public. Comments were solicited from those present who wished to speak for the record. The presentations made at the meeting are available at [www.nctcog.org/input](http://www.nctcog.org/input), and a video recording was posted at [www.nctcog.org/video](http://www.nctcog.org/video).

Each person who attended the public meeting received a packet with a meeting agenda, a sheet on which to submit written comments and copies of the presentations.

**Summary of Presentations*****2020-2022 Disadvantaged Business Enterprise (DBE) Goals presentation:***

<https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2019/06/DBE-pres.pdf>

The DBE Program ensures non-discrimination, creates a level playing field, helps remove barriers to DBE participation and ensures DBE firms meet required eligibility standards.

To be classified as a DBE, at least 51 percent of an entity must be owned by socially and economically disadvantaged individuals. Socially and economically disadvantaged individuals must be a US citizens or lawful permanent residents. These individuals can be women, African Americans, Hispanic Americans, Native Americans, Asian-Indian Americans and others as determined by the Small Business Administration.

The following funding recipients are required to have a DBE Program:

- Federal Transit Administration recipients receiving planning, capital and/or operating assistance who will award prime contracts exceeding \$250,000 in funding in a federal fiscal year
- Federal Aviation Administration recipients receiving grants for airport planning and development who will award prime contracts exceeding \$250,000 in funding in a federal fiscal year
- All Federal Highway Administration recipients

NCTCOG staff is currently in the process of developing DBE goals for Fiscal Years 2020 through 2022. This process includes determining relative availability of ready, willing and able DBE firms and considering additional DBE data.

Proposed goals will be posted for public review and comment in July 2019, and the Regional Transportation Council will take action on these goals in September 2019. DBE goals for Fiscal Years 2020 through 2022 will become effective on October 1, 2019.

***Regional Pedestrian Safety Action Plan presentation:***

[https://www.nctcog.org/nctcog/media/Transportation/DocsMaps/Involve/InputMeetings/2019/06/P\\_SAP-Pres.pdf](https://www.nctcog.org/nctcog/media/Transportation/DocsMaps/Involve/InputMeetings/2019/06/P_SAP-Pres.pdf)

On February 14, 2019, the RTC approved a regional safety position, stating even one death on the transportation system is unacceptable. Due to this position, NCTCOG staff is working with partners to develop projects, programs and policies that assist in eliminating serious injuries and fatalities across all modes of travel. One of these projects is known as a pedestrian safety action plan.

The Regional Pedestrian Safety Action Plan (PSAP) will provide a framework for focusing community attention on improving conditions for walking. The plan will lay out a vision for improving safety, examine existing conditions and use a data-driven approach to match safety programs and improvements with demonstrated problems.

The PSAP process includes establishing goals and objectives, analyzing safety data, identifying safety improvements and implementing and evaluating programs. Key plan elements include: a vision, goals, objectives, historical and systemic crash and fatalities data, a priority cluster analysis, recommended programs, project types, a policy template and performance measures. Additionally, the PSAP Committee includes members from various stakeholder and partner agencies, including local governments, county health departments, transit agencies, school districts and injury prevention centers, among others.

NCTCOG staff is currently conducting a pedestrian safety survey for the plan. Members of the public can take the survey at [www.dfwpedestriansafety.metroquest.com](http://www.dfwpedestriansafety.metroquest.com) until Friday, July 5. All participants will be entered for a chance to win a \$100 Visa gift card. For more information on the PSAP, visit [www.nctcog.org/pedsafetyplan](http://www.nctcog.org/pedsafetyplan).

## ORAL COMMENTS RECEIVED AT MEETING

### 2020-2022 Disadvantaged Business Enterprise (DBE) Goals

#### Debracarol Hearne, Revitalize CS

##### A. DBE database

*Question:* How do you sign up for the DBE database?

*Summary of response by Ken Kirkpatrick:* We'll be hosting an open house during the month of July for potential recipients, and we'll walk you through procurement and how to sign up for the database. We'll also have someone on hand to walk you through the DBE certification program.

### Regional Pedestrian Safety Action Plan

#### Debracarol Hearne, Revitalize CS

##### A. Predicting contributing-factor trends for fatalities

*Question:* Is there a way to predict contributing-factor trends for these fatality numbers?

*Summary of response by Jessica Scott:* TxDOT possesses all of the crash data reports, and there is a way to enter all the data into a system to produce contributing factors. We are also coordinating with University of Texas at El Paso to figure out potential contributing factors in order to understand why the crashes are happening.

*Question:* Is there a way to interview people to gain an additional perspective on the data?

*Summary of response by Jessica Scott:* Yes, I received that comment at another event, and we can consider it. We know the crash reports are already a limited data set. For example, we don't know how many people are walking when an accident takes place. We're always looking for more things to consider. Someone also suggested visiting bike shops, and we think that is really important.

*Summary of response by Ken Kirkpatrick:* This is a really important effort and something that is being addressed at both State and local levels.

*Comment:* When I drive between Fort Worth and McKinney, I see so much development. Would it be possible to see if there's a correlation between land use and fatalities?

*Summary of response by Jessica Scott:* Yes, we can estimate how many pedestrians would be walking in an area based on land use.

##### B. Availability of data for planning and zoning commissions

*Question:* Is this data available to planning and zoning commissions to help them make better decisions based on where accidents have occurred?

*Summary of response by Ken Kirkpatrick:* As the PSAP goes through the committee process, we want to distribute its contents to local governments as much as possible to help reduce accidents and fatalities.

*Summary of response by Jessica Scott:* We can't tell cities what to do, but we can provide policy examples. It's up to the cities to follow through.

**COMMENTS SUBMITTED BY WEBSITE, EMAIL & SOCIAL MEDIA**

No comments received via website, email or social media.

# 2008 Ozone Air Quality Standard Reclassification

**DRAFT**

**Dallas/Fort Worth 10-County Nonattainment Area Reclassified to “Serious”**

**Collin, Dallas, Denton, Ellis, Johnson, Kaufman, Parker, Rockwall,  
Tarrant, and Wise**

***August 3, 2020*** – Attainment Demonstration SIP Due From TCEQ to EPA

**Proposed 2020 Motor Vehicle Emission Budgets: NO<sub>x</sub>: 88.27 tons/day  
VOC: 53.05 tons/day**

***November 2020*** – EPA Adequacy on MVEB’s for Conformity Purposes

***November 2022*** – Transportation Conformity Due 2 Years From MVEB Adequacy

**NOTE: Mobility 2045 Existing 4-Year Plan Cycle Expires November 2022**