

High-Speed Rail Status Report

Regional Transportation Council

January 12, 2017

Kevin Feldt



Houston to Dallas

Texas Central Partners – New Positions

CEO – Carlos Aguilar

President – Tim Keith

Signals Transition to Construction Phases

Voluntary Land Option Purchase Program

**Preparing Environmental Impact
Statement (EIS)**



Voluntary Land Option Purchase Program

Hundreds of Parcels Under Option

Parcels in All 10 Counties in Corridor

Focus On “High Confidence” Sections

Will Accelerate Program Post-EIS



EIS Preparation

Coordinating Efforts

State and Federal

TxDOT, FRA, USACE and Others

Local Agencies

NCTCOG, Dallas, DART and Others

DEIS – 1Q 2017

FEIS – 4Q 2017

Record of Decision – 1Q 2018









DFW Core Express Service

Current NCTCOG Efforts

Investigating Alignment Alternatives

Completing Ridership Estimates

Assisting in Environmental Process Completion

Learning from RFI Responses

Local Governance Entity

**Coordination with Congressional Delegation for
Funding**

Three Station Area Planning Studies



Station Area Planning Studies

25 Proposals Received

Fort Worth – 9

Gateway Planning

Arlington – 9

WSP | Parsons Brinckerhoff

Dallas – 7

Lockwood, Andrews and Newnam (LAN)

Three Consultants Recommended

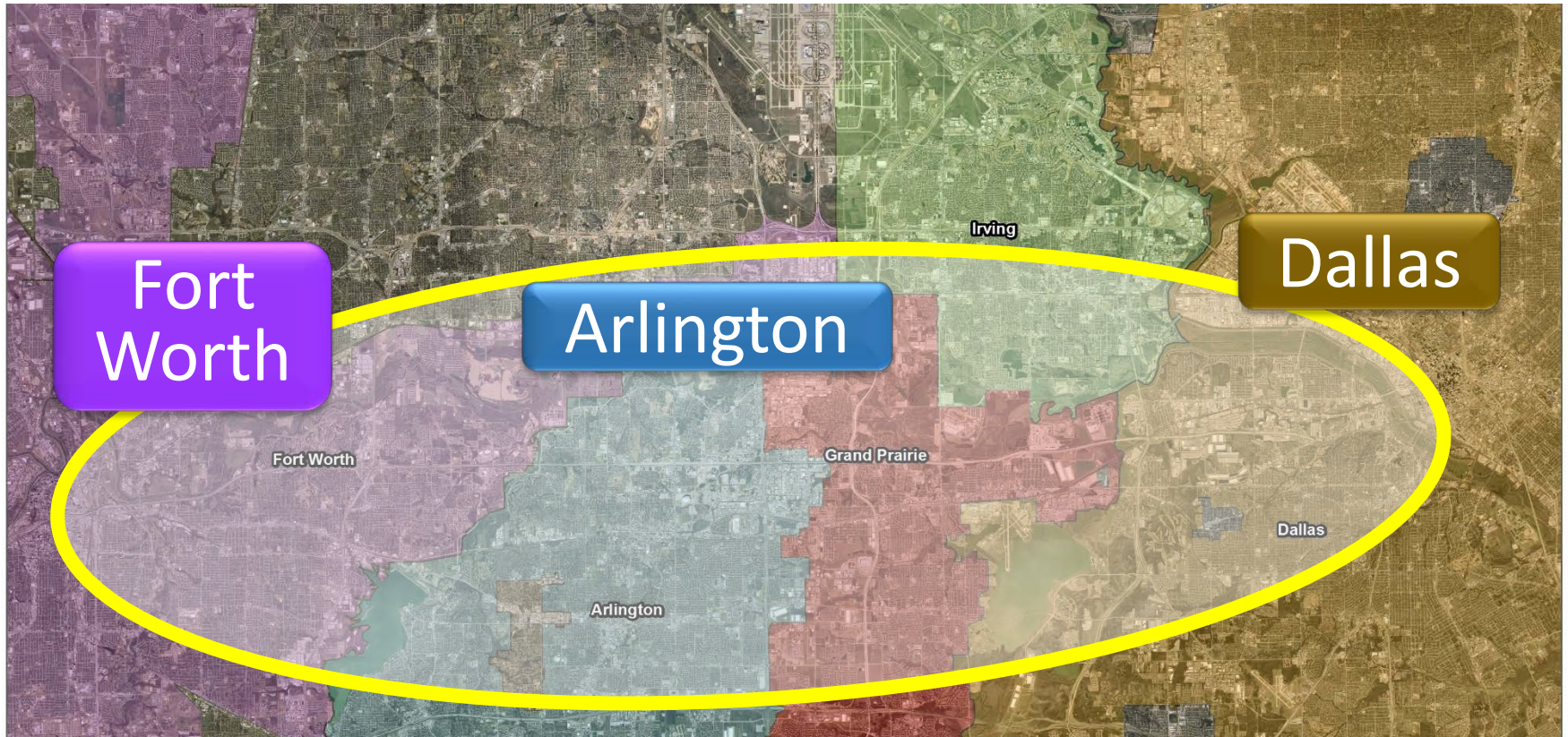
Results to Inform Environmental Study

Ensure Regional High-Speed Rail Connectivity



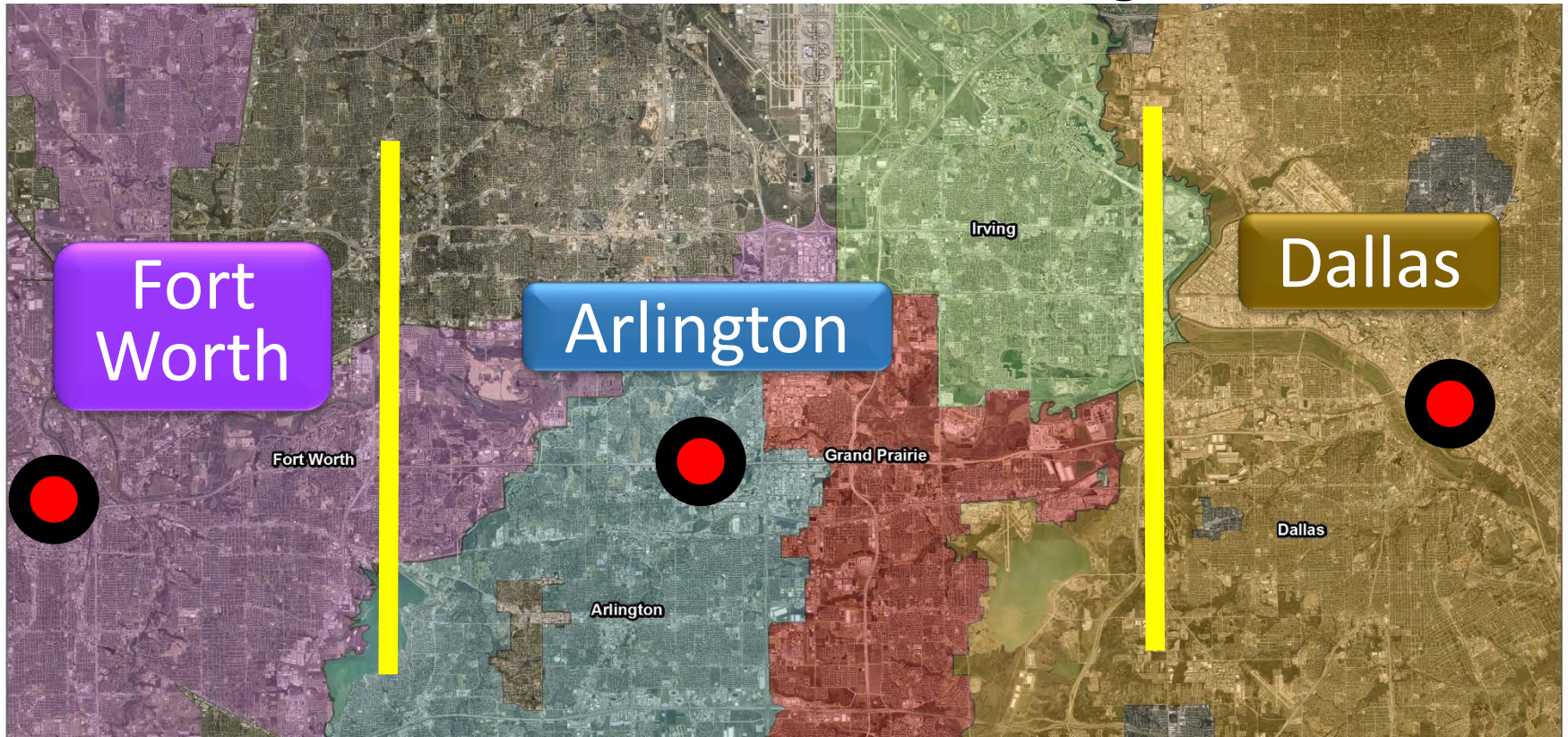
NCTCOG Role

- Identify Best Alignment
- Coordinate with Consultants on Best Station Location



Consultant Role

- Identify Best Station Location
- Coordinate with NCTCOG on Best Alignment



Next Steps

Coordinate with Local Governments

NCTCOG to Complete Alignment Study

Form Study Review Committee for Each Project

Project Completion – July 1, 2017



Request for Information

Packets Received November 18

16 Packets Received

RFI Purpose

- **Inform Region Regarding Best Practices**
- **Gauge Project Implementation Interest**



Respondents

Areas of Expertise Expressed

- Planning
- Financial
- Technical
- Engineering
- Partnerships
- Fare Collection
- Construction
- Operation and Maintenance



Respondents

ACS-Dragados-Cobra

Atkins N.A.

China Railway

Cintra-Ferrovial

Globalvia

Fengate Investments

Flatiron-Hochtief

Kiewit Corp.

Lane Construction

OHL Infrastructure

Sacyr

Star America Infra.

Texas Central Partners

Tubular Rail, Inc.

USA Rails

Vinci Concessions



Next Steps

Continue Responses Review

Continue to Learn

Develop DFW Implementation Strategy

Begin Request for Federal Funding



Questions?

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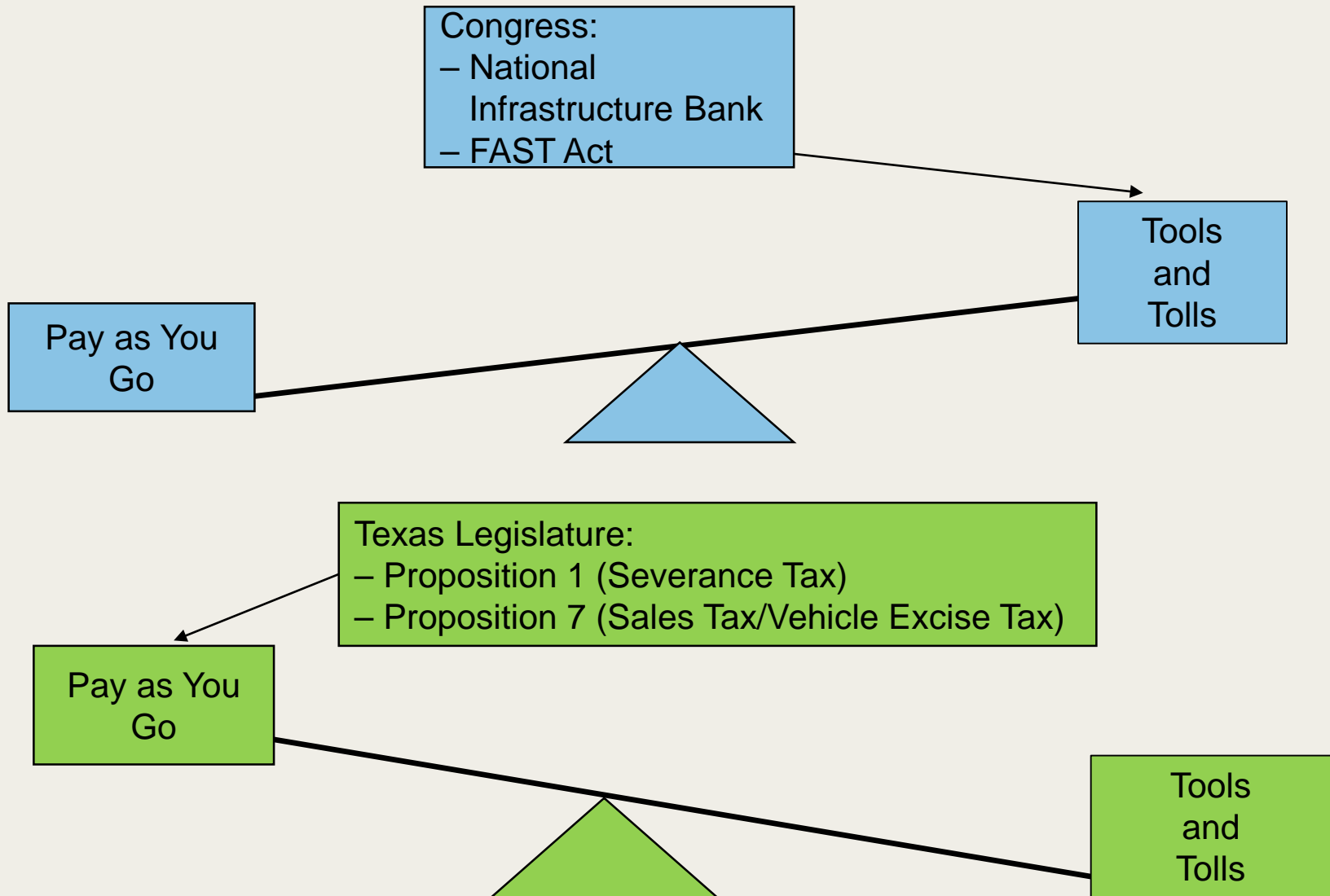


**INTRODUCTION OF NEW INSTITUTIONAL
NEEDS: MPO PUBLIC SECTOR CREDIT
UNION “BANK” FROM 2008**

Regional Transportation Council

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Federal & State Legislative Balance



Job Requirements For MPOs: Core Principles (7Ps)

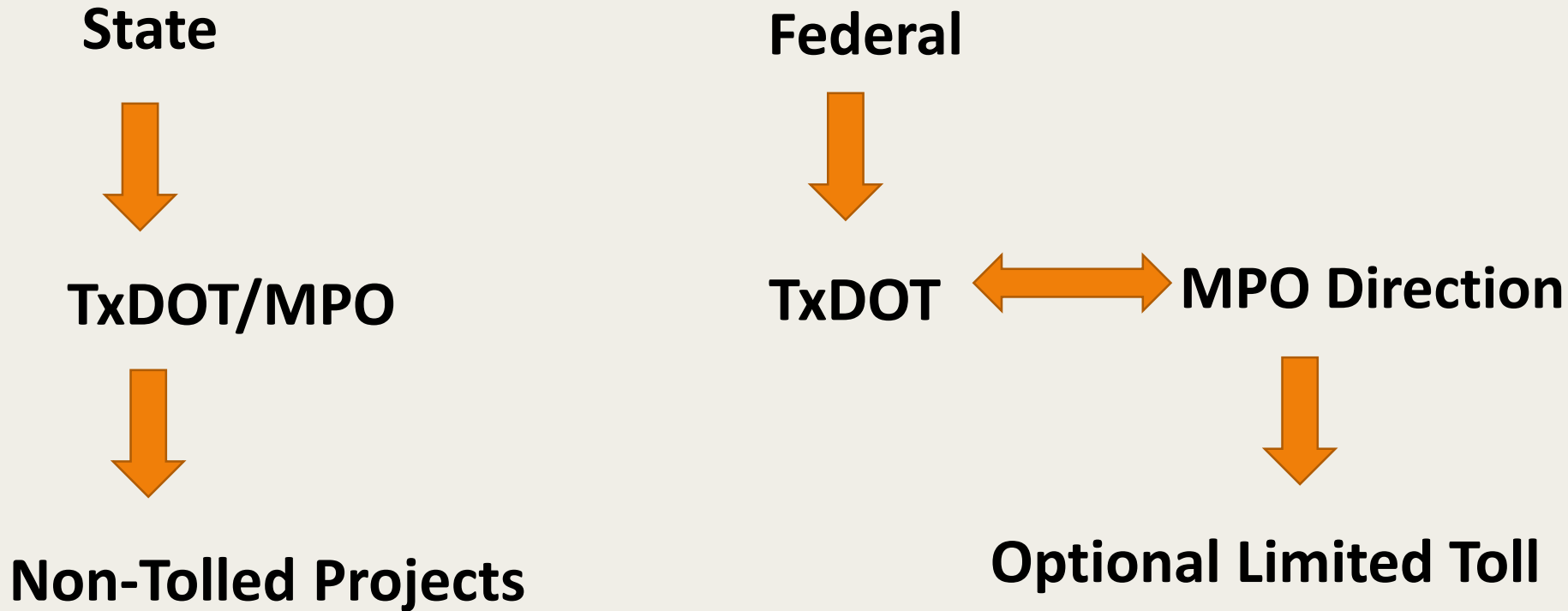
Communication (Partnerships)

Short and Long-range Focus
(Policies, Programs, Projects)

Products (Plans, Performance)

Bottom-up Approach (Public)

Managed Lanes (Funding, Speed, Technology)



MPO Public Sector
Credit Union
“Bank”

Similar to High Speed Rail

Clean Cities Annual Report and Fleet Recognition



**Regional Transportation Council
Mindy Mize**

January 12, 2017



Dallas-Fort Worth
CLEAN CITIES



Voluntary List of Policies

**50% Adoption of Relevant Policies to be Eligible for
Transportation Development Credits to Help Offset
Future Projects**

**Clean Fleet Policy Applicable for: Cities, Counties, NTTA,
School Districts, Transit Agencies, TxDOT**



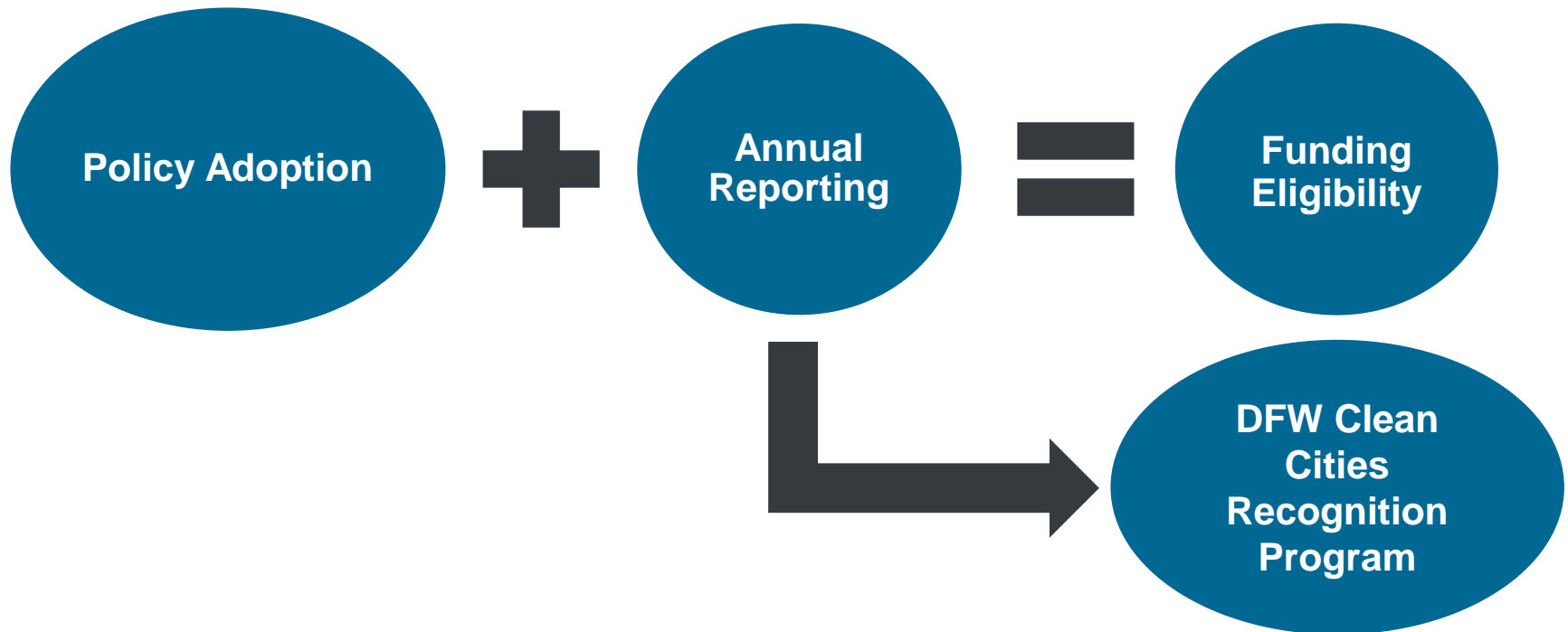
Air Quality: Clean Fleets

Air Quality: Clean Construction

Air Quality: Idling Restrictions

www.nctcog.org/policybundle

RTC Funding Eligibility



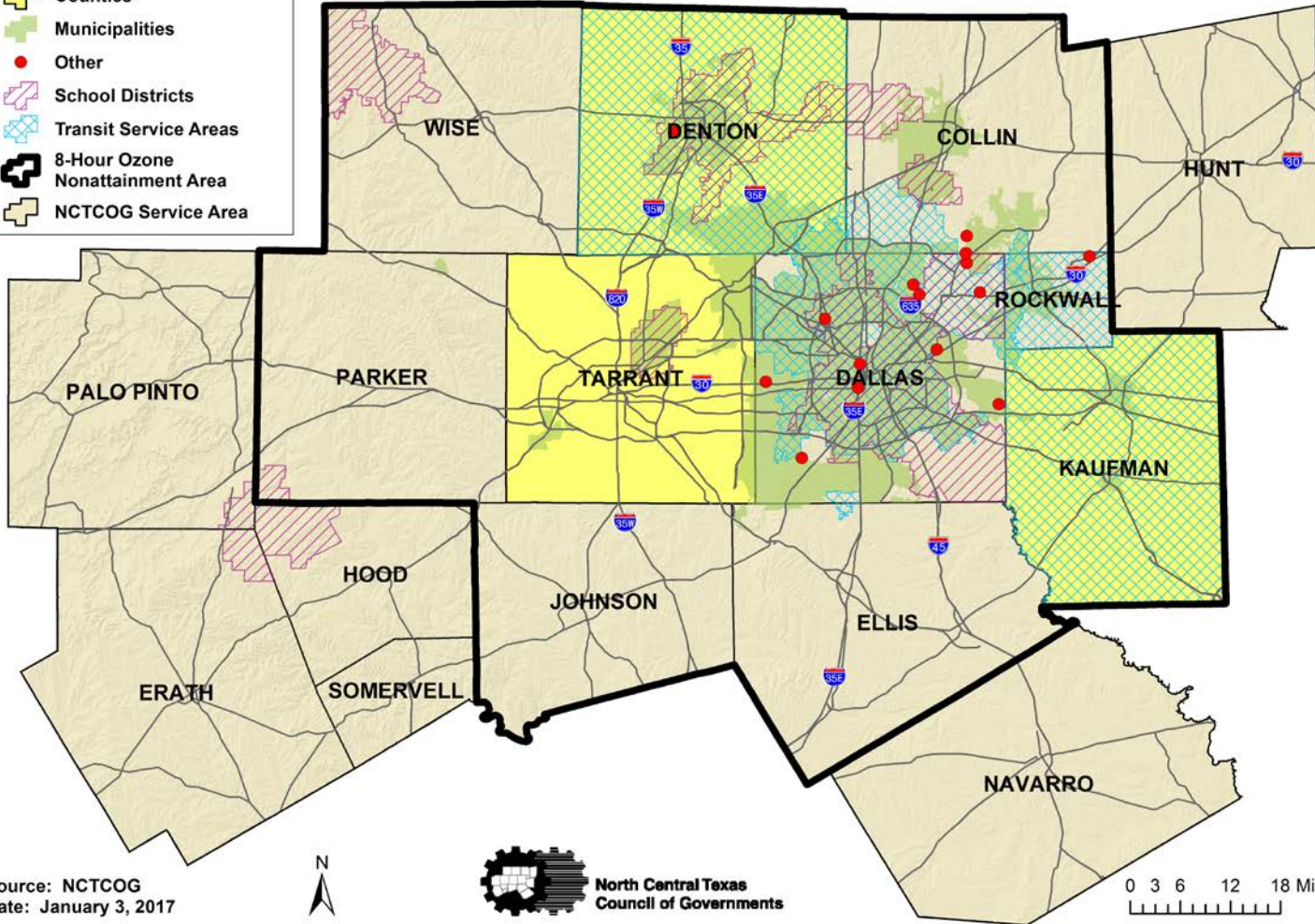
Clean Fleet Policy Adoptees



www.nctcog.org/fleetpolicy

Legend

- Counties
- Municipalities
- Other
- School Districts
- Transit Service Areas
- 8-Hour Ozone Nonattainment Area
- NCTCOG Service Area



Source: NCTCOG
Date: January 3, 2017



0 3 6 12 18 Miles

DOE Goal to Save 2.5 Billion Gallons of Petroleum Per Year by 2020

DFWCC Goal to Increase Petroleum Reduction by 15% Every Year

Combined Effort with Clean Fleet Policy

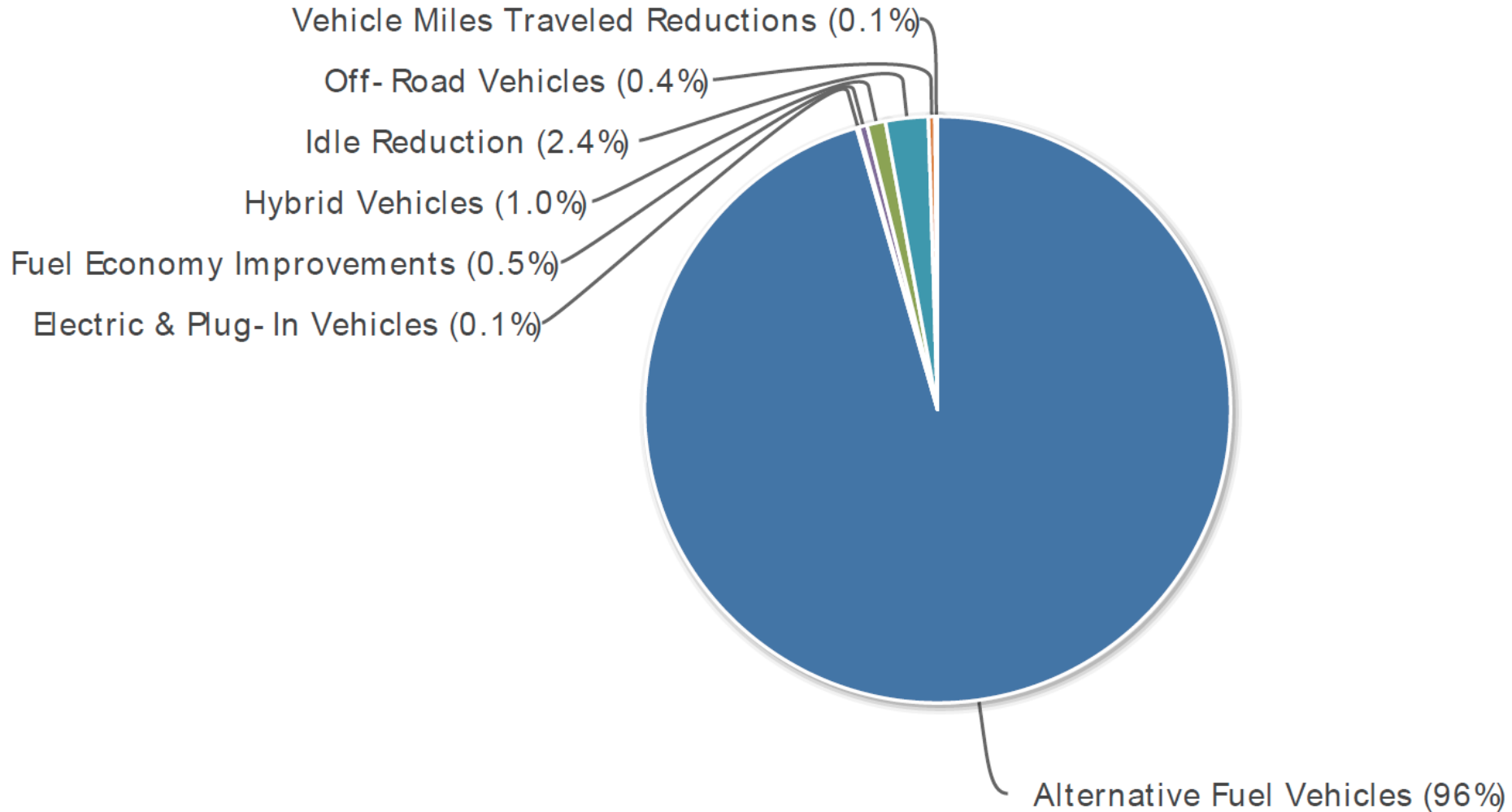
Report due March 1 Annually

www.dfwcleancities.org/annualreport

2015 Petroleum Reduction



23,255,172 gallons



Emissions Reductions

Anti-idling Policy

Training and Orientation

On-board Technology

Vehicle Prioritization

Fuel Reduction

Eco-driving Policy

Right-sizing Vehicles to
Operation

Alternative Fuel/Hybrid
Vehicles

Partnership

Promotion of Clean Fleet
Policy/DFWCC to Partners

Active in DFWCC Activities

Reduce Environmental Impacts

Annual Reporting

Familiarity with Air Quality and Petroleum Reduction Goals

New Hire Orientation

Driver Pledges

Attend NCTCOG Trainings

Performance and Recognition

Shared Resources

Outstanding Fleet Award Winners



Silver Awards

City of Euless
City of Carrollton
Town of Addison

Bronze Awards

City of Coppell
City of Fort Worth
City of Grapevine
City of Richardson
City of Rockwall
City of Southlake
Dallas Area Rapid Transit
Denton ISD
Town of Flower Mound

Outstanding Fleet



**Dallas-Fort Worth
CLEAN CITIES**



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Dallas-Fort Worth
CLEAN CITIES

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TEXPRESS LANES EDUCATION CAMPAIGN

Amanda Wilson, AICP
Regional Transportation Council
January 12, 2017

CAMPAIGN OVERVIEW

Coordination of Regional Transportation Agencies

Messaging and Talking Points

Communications Plan Elements

Next Steps

REGIONAL COORDINATION

RTC Workshop Held January 2016

Transportation Agency PIOs Met Through 2016

Communications Plan and Messaging Developed

Collateral Materials Produced

MESSAGING THEMES

Benefits of TEXpress Lanes

Real-world User Testimonials

Educational Components

- How To Use TEXpress Lanes
- Why TEXpress Lanes Have Been Used
- System of TEXpress Lanes, Discuss Projects Separately

Use of Analogies and Humor

TALKING POINTS

It's all About Options for Drivers Who Want a More Reliable Commute

Drivers can Choose to Pay a Toll for a Reliable Trip with Predictable Travel Experience

TEXpress Lanes Lower the Stress of Commuting

Using TEXpress Lanes Produces Far-reaching Benefits

TALKING POINTS

TEXpress Lanes are Easy to Use

TollTag, TxTag or EZ Tag Customers and Carpoolers get the Lowest Toll Rates

Payment for Driving on TEXpress Lanes is Easy, Too

Corridors with TEXpress Lanes Have Been Improved or Completely Rebuilt

COMMUNICATIONS PLAN ELEMENTS

FOCUS ON STAKEHOLDERS

TEXPRESS LANES:
A REGIONAL OVERVIEW
JANUARY 2017

EXPLORING ALTERNATIVES

- TEXpress Lanes expedite projects
- Create extra capacity
- Provide reliable travel times
- Pay for their maintenance over time

REDUCES CONGESTION

NTE Corridor Traffic Recovery
Inbound Traffic (from Dallas + TEXpress Lanes) to March 2015

Construction begins: Mar 10
Construction ends: Mar 13

+36%
-40%

- NTE corridor traffic totals increased 36% since construction ended, while congestion time on non-tolled lanes has been reduced.

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

TEXPRESS LANES

WHY WE NEED THEM AND HOW THEY CAN HELP OUR REGION

DFW adds more than 1 million new residents per decade, and current transportation funding is not keeping pace with the need to maintain roadways and serve the growing population.

Residents, 2014 (100,000) New Residents, 2014-2040 (100,000)

Funded: \$118.9 billion Needed: \$421.5 billion

Funding challenges partly stem from the fact that the gas tax has lost most of its purchasing power. State fuel taxes have not increased since 1991, federal fuel taxes have not increased since 1995, construction costs are increasing, and vehicles are more fuel-efficient.

COMMUNICATIONS PLAN ELEMENTS

FOCUS ON GENERAL PUBLIC

Real World Testimonials

Social Media Messages

Short Articles

Humorous Videos

Educational Elements

Direct to www.TEXpressLanes.com

NEXT STEPS

Finalize Communications Plan Elements

Provide RTC Members with Online Toolkit for Presentations and Meetings with Stakeholders

Work with Partners to Distribute General Public Elements

Proactively Schedule Opportunities to Distribute the Information to the Community