FEDERAL TRANSIT ADMINISTRATION CORONAVIRUS AID, RELIEF, AND ECONOMIC SECURITY (CARES) ACT FUNDING

SURFACE TRANSPORTATION TECHNICAL COMMITTEE APRIL 24, 2020

SHANNON STEVENSON, SENIOR PROGRAM MANAGER, TRANSIT MANAGEMENT AND PLANNING

CARES ACT FUNDING BACKGROUND

- President Trump signed the Coronavirus Aid, Relief, and Economic Security (CARES) Act into law on March 27, 2020
 - The CARES Act provides emergency assistance and emergency appropriations to support agency operations during the COVID-19 pandemic
- The Federal Transit Administration was provided with \$25 billion in supplemental funding to allocate to recipients
 of urbanized area and rural area formula funds
- Funding is being provided at a 100-percent federal share, with no local match required, and is available to support capital, operating, and other expenses generally eligible under those programs to prevent, prepare for, and respond to COVID-19
- Funding made available through the CARES Act is not required to be included in the Transportation Improvement Program unless funding will be used for projects that have a substantial functional, locational, or capacity changes

CARES ACT FUNDING FOR THE REGION

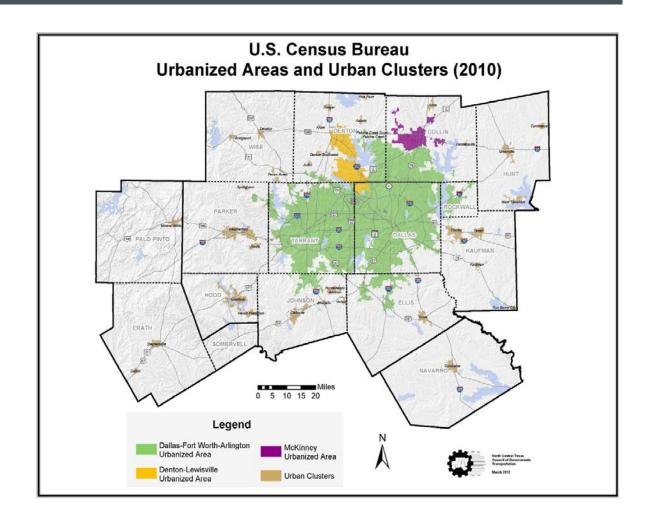
 NCTCOG Designated Recipient of FTA Urbanized Area (UZA) Formula funds for North Texas

Available Funding for North Texas¹

DFW-Arlington UZA: \$318,629,129

Denton-Lewisville UZA: \$ 23,461,867

TOTAL: \$342,090,996



RECIPIENTS BY URBANIZED AREA

Dallas-Fort Worth-Arlington UZA Receive FTA Funding Directly

- I. DART
- 2. City of Grand Prairie
- 3. City of Mesquite
- 4. City of Arlington
- 5. Northeast Transportation Service (NETS): Northeast Tarrant County
- 6. Trinity Metro (FWTA)

NCTCOG Subrecipients

- I. Community Transit Services (CTS): Ellis and Navarro Counties
- 2. Span, Inc.: Northwest Dallas County and Denton County
- 3. STAR Transit: Kaufman, Rockwall, and Southern Dallas Counties
- 4. City/County Transportation: Johnson County
- 5. Public Transit Services (PTS): Palo Pinto and Parker Counties

Denton-Lewisville UZA Receive FTA Funding Directly

I. Denton County Transportation Authority

FTA DATA POINTS SOURCE

- Population: 2010 Census
- Population Density: 2010 Census
- Low-Income Population: American Community Survey "Age by Ratio of Income to Poverty in the Last Twelve Months," (2013-2017 dataset) and refers to persons with incomes of up to 150% of poverty
- Revenue Vehicle Miles: Fiscal Year 2018 National Transit Database Annual Report
- Passenger Miles: Fiscal Year 2018 National Transit Database Annual Report
- Operating Expenses: Fiscal Year 2018 National Transit Database Annual Report
- Route Miles: Fiscal Year 2018 National Transit Database Annual Report
- Low-Income Population, Revenue Vehicle Miles, Passenger Miles, Operating Expenses, and Route Miles data is updated each year

METHODOLOGY

- Sub-allocation process follows FTA's statutory formula used to allocate funds for general public transportation
- FTA's apportionment was utilized to re-create the formula for the following data points:
 - Population
 - Population Density
 - Low-income Population
 - Revenue Vehicle Miles
 - Passenger Miles
 - Operating Expenses
 - Route Miles
- The formula factors specific to the CARES Act², which utilize the data points, were used to determine dollar amounts for recipients

METHODOLOGY CONTINUED

Formula Factors

- I. Population Funds (A) Factor = Population \times Population Unit Value
- 2. Population Density Funds (B) Factor = Population \times Density (Population/Square Miles) \times Population Density Unit Value
- β . Low-income Population Funds (C) Factor = Population x Low income Population Unit Value
- 4. Bus Vehicle Revenue Mile (VRM) Funds (D) Factor = Bus VRM \times Bus VRM Unit Value
- 5. Bus Incentive Funds (E) Factor = Bus Passenger Miles 2 / Bus Operating Costs x Bus Incentive Unit Value
- 6. Fixed Guideway (FG) VRM Funds (D) Factor = FG VRM x FG VRM Unit Value
- 7. FG Incentive Funds (E) Factor = FG Passenger Miles 2 / FG Operating Costs x FG Incentive Unit Value
- 8. FG Directional Route Mile Funds (F) Factor = FG Directional Route Miles x FG Directional Route Mile Unit Value
- 9. High Intensity Fixed Guideway (HIFG) VRM (D) Funds Factor = HIFG VRM x HIFG VRM Unit Value
- 10. HIFG Directional Route Mile Funds (F) Factor = HIFG Directional Route Miles x HIFG Directional Route Mile Unit Value
- II. High Intensity Motorbus (HIMB) VRM (D) Funds Factor = $HIMBVRM \times HIMBVRM$ Unit Value
- 12. HIMB Directional Route Mile Funds (F) Factor = HIMB Directional Route Miles x HIFG Directional Route Mile Unit Value

OTHER CONSIDERATIONS

- Cities/areas with no transit service still generate funds for the apportionment based on population, population density, and low-income population.
 - Funding generated from cities/areas with no transit service are being distributed to recipients based on Vehicle Revenue Mileage¹
- Funding generated from the operation of the Trinity Railway Express split between DART and Trinity Metro based on Inter-Local Agreement
- Propose NCTCOG keep 0.25% from total apportionment amount (\$796,572) for the Dallas-Fort Worth-Arlington UZA for administrative purposes (distribution of funds to the region and administration of subrecipient funds)²
 - Subrecipient Coordination: Transit, Legal, FMT, Administration, and Risk and Compliance Staff Time (new agreements, invoices separate from regular apportionments, oversight & compliance, etc.)
 - Regional Coordination: Transit Agencies/Cities Support (FTA grant submittals, reporting assistance, TIP modifications, DBE & Title VI programs, other compliance-related assistance, etc.)

Recipients: All DFW-Arlington UZA recipients, except Mesquite and NETS; Mesquite and NETS not included because service is contracted and reported by STAR Transit and Trinity Metro, respectively

²NCTCOG normally reserves 1.0% from annual total apportionments for the Dallas-Fort Worth-Arlington UZA for administration

FUNDING ALLOCATIONS BY RECIPIENT

Dallas-Fort Worth-Arlington Urbanized Area	Federal Funding Program	Funding Totals		
City of Arlington (Direct Recipient)	Section 5307	\$	10,955,694	
City of Grand Prairie (Direct Recipient)	Section 5307	\$	3,852,375	
City of Mesquite (Direct Recipient)	Section 5307	\$ \$	3,432,401 3,442,401	
City/County Transportation (NCTCOG-Subrecipient)	Section 5307	\$	899,600	
Community Transit Services (NCTCOG-Subrecipient)	Section 5307	\$	1,781,036	
Dallas Area Rapid Transit (DART) (Designated Recipient)	Section 5307	\$	229,627,520	
Trinity Metro/Fort Worth Transportation Authority (FWTA) (Designated Recipient)	Section 5307	\$	55,161,034	
North Central Texas Council of Governments (Designated Recipient)	Section 5307	\$	796,572	
Northeast Transportation Services (FWTA-Subrecipient)	Section 5307	\$	4,813,723	
Public Transit Services (NCTCOG-Subrecipient)	Section 5307	\$	396,081	
Span, Inc. (NCTCOG-Subrecipient)	Section 5307	\$	2,204,136	
STAR Transit (NCTCOG-Subrecipient)	Section 5307	\$	4,698,957	
	TOTAL	\$	318,629,129	
Denton-Lewisville Urbanized Area Federal Funding Program			nding Totals	
Denton County Transportation Authority	Section 5307	\$	23,461,867	
(Designated Recipient)	TOTAL	. \$	23,461,867	

SCHEDULE

ACTION	DATE
CARES Act Signed into Law	March 27, 2020
FTA Released Funding Allocations	April 2, 2020
RTC Action: Overall Funding	April 9, 2020
NCTCOG Executive Board Action for Subrecipients	April 23, 2020
STTC Action: RTC Endorsement of Overall Funding and Specific Allocations	April 24, 2020
RTC Action: Specific Allocations	May 14, 2020
Subrecipient Agreement Execution	Late April/Early May 2020

ACTION REQUESTED

STTC Approval:

- Endorsement of RTC action on April 9, 2020, approving overall FTA funding based on the federal formula methodology in response to the Coronavirus (COVID-19)
- Recommendation for RTC approval of specific funding allocations
- To revise administrative documents as appropriate to incorporate this project.



BUILD Grants

Better Utilizing Investments to Leverage Development Transportation Discretionary Grants Program

Source: USDOT BUILD Discretionary Grants - www.transportation.gov/BUILDgrants

Program Overview

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- BUILD Better Utilizing Investments to Leverage Development
- \$1 Billion Available Nationwide in FY 2020:
 - Award Request: Max. \$25 Million; Min. \$5 Million (Urban)/\$1 Million (Rural)
 - □ Distribution: Max. < 10% per State; 50% Rural/50% Urban
- Application Submittal Deadline May 18, 2020
- BUILD Award Announcement Deadline September 15, 2020
- Obligation Deadline September 30, 2022
 - Signed/executed agreement between USDOT and Grant Recipient
 - Completed environmental clearance, design, and right-of-way acquisition required
- Expenditure Deadline September 30, 2027
- As of yet, no announcements have been made of possible COVID-19 impacts

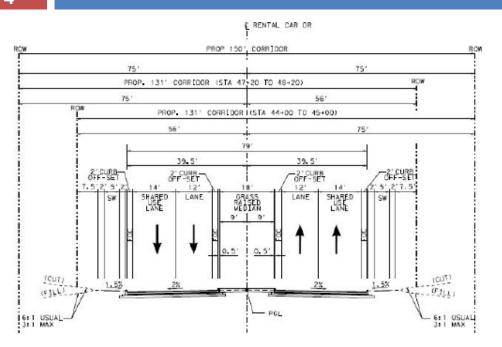
Proposed NCTCOG Projects: North Texas MOVES Program

MOVES = Multimodal Operations, Velocity, Efficiency, and Safety

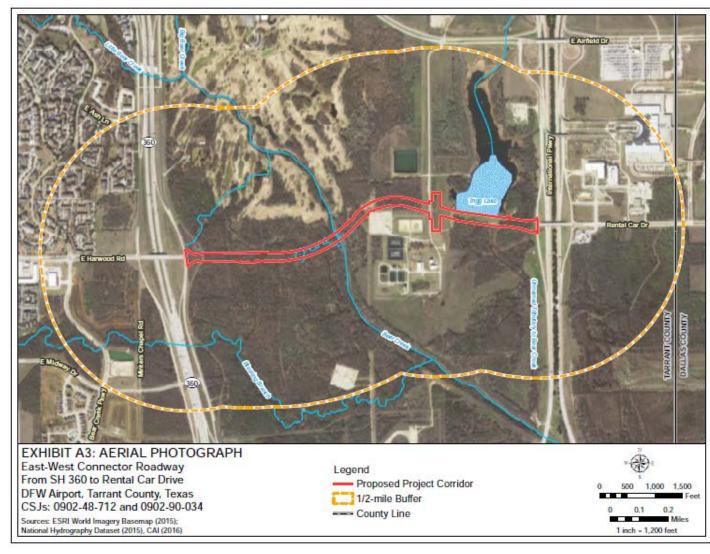


- #1 (Medical Market Center Stemmons Freeway): Double track & rehab/replace 3 bridges
- □ #2 (Handley Ederville Road Precinct Line Road): Double track & replace 2 bridges
- **#3 (Implement Clear Path Technology):** Framework improving overall regional rail operations

Proposed NCTCOG Projects: DFW Airport East-West Connector Project

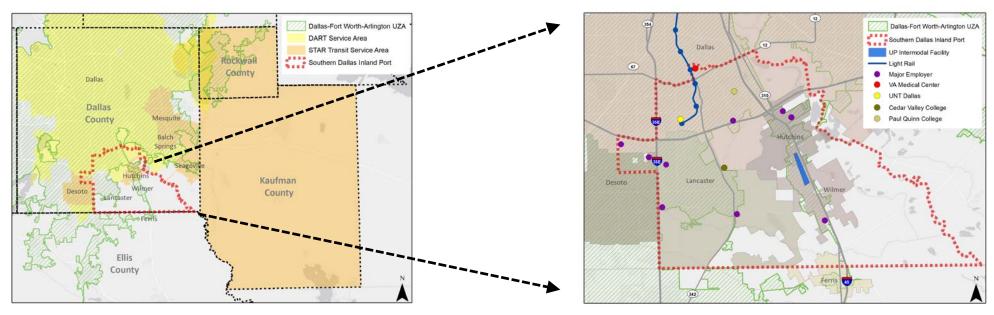


- Interim 2-lane facility with ultimate intersection capacity (SH 360/ Harwood Road International Parkway/Rental Car Drive)
- Improved DFW Airport, Euless, and Irving access option to SH 183



Proposed NCTCOG Projects: South Dallas Enhanced Mobility Project

 South Dallas Transit and Market Demand: Connecting rural residents and large employers of the International Inland Port of Dallas (IIPOD) to the DART light rail system, healthcare (VA Medical Center), and education/job training sites



- Expanded transit using electric buses connecting to existing service
- New/upgraded bus facilities and charging systems
- Sidewalk and traffic signal improvements

Proposed NCTCOG Projects: Funding Details

	Non-Federal Funds ¹			Federal Funds ¹		Total	
Project	Local	State	Private	Other Federal	Proposed BUILD Request	Project Cost ¹	
North Texas Multimodal Operations, Velocity,	\$26.0 ²	\$0.0	\$2.0 ³	\$2.0	\$25.0	\$55.0	
Efficiency & Safety (MOVES) Program	51%			49%		333.0	
DFW Airport East-West Connector	\$5.4	\$1.7	\$0.0	\$21.7	\$5.4	\$34.1	
Interim Project (SH 360 – International Parkway)	21%			79%		934. 1	
South Dollas Enhanced Mahility Droiset	\$2.6 ⁴	\$0.1	\$0.0 ⁵	\$0.0	\$9.3	¢12.0	
South Dallas Enhanced Mobility Project	23%			77%		\$12.0	

- 1. All funding and cost values indicated in millions (rounded)
- 2. Trinity Metro and DART funding commitments
- 3. BNSF Railway funding commitment
- 4. \$1,630,000 in RTC/RTR Local Funds and \$1,000,000 from the Cities of Dallas and DeSoto
- 5. Oncor infrastructure "make ready" commitment; dollar amount to be determined

Proposed Submittal Timeline

February 18, 2020	BUILD Grant Notice of FY 2020 Opportunity Announced
March 27, 2020	STTC Information (Identify Candidate NCTCOG Projects)
April 3, 2020	Deadline for Candidate Project Recommendations
April 24, 2020	STTC Action (Project Scope, Cost Estimates, & Funding Sources Finalized)
May 1, 2020	Request Deadline for Letters of Support (Other Projects) Send to Rebekah Hernandez - rhernandez@nctcog.org
May 14, 2020	RTC Action
May 18, 2020	BUILD Application Submittal Deadline - www.grants.gov
May 28, 2020	Executive Board Endorsement

BUILD Discretionary Grant ProgramRequested STTC Action

- Recommend Regional Transportation Council (RTC) approval of:
 - Proposed projects to submit for funding consideration through the FY 2020 BUILD
 Discretionary Grant Program
 - Administratively amending the TIP, STIP, and other planning/administrative documents to include the proposed projects, if selected for an FY 2020 BUILD Grant award

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EFFECTS OF COVID-19 ON TRANSPORTATION

Surface Transportation Technical Committee

Francisco Torres, P.E. April 24, 2020



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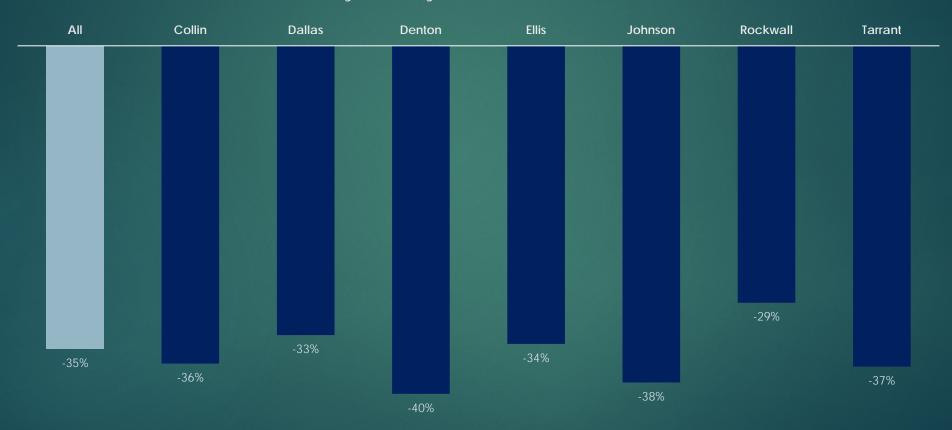
- 1. Roadway
 - a. Freeway Volume
 - b. Toll Road Transactions
 - c. Speed
- 2. Transit
 - a. DART
 - b. DCTA
 - c. Trinity Metro
 - d. Via

- 3. Air Quality
- 4. Non-motorized Trips
- 5. Airport
- 6. Crash Data

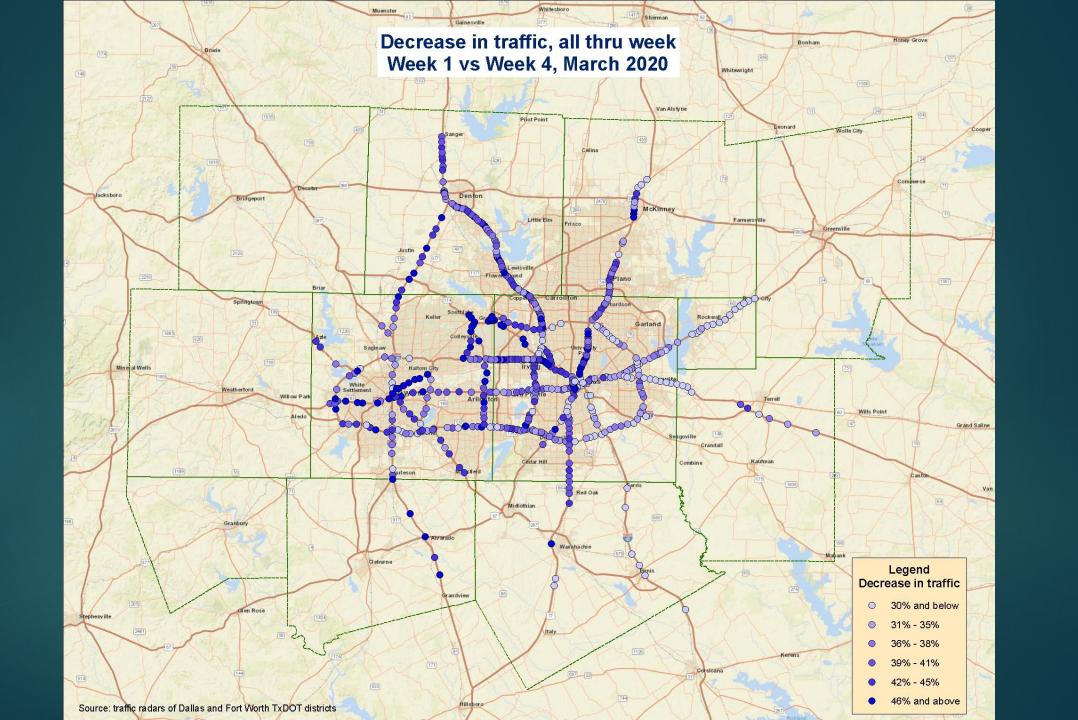
1. ROADWAY

Freeway Volume, All Week

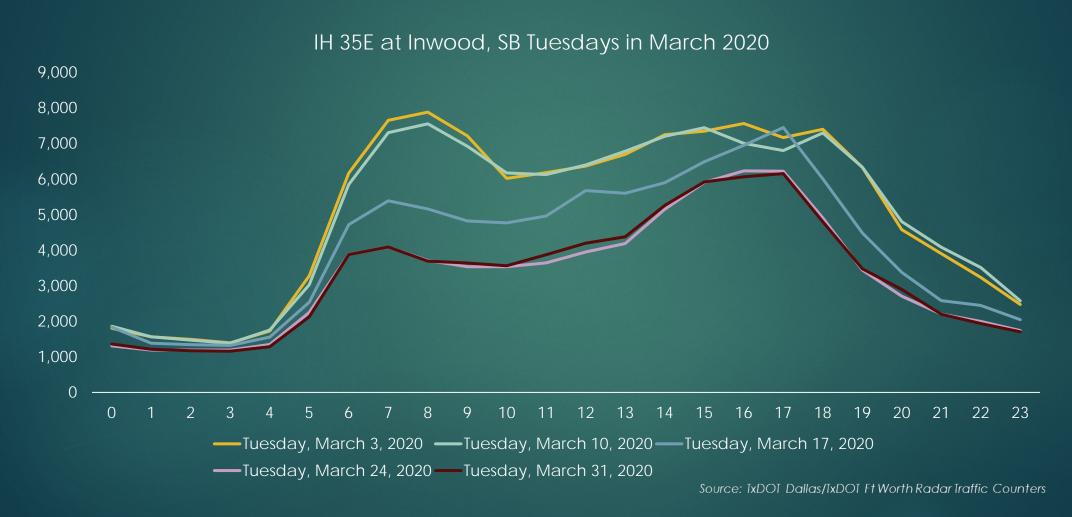
Decrease in Traffic by County, Wk 1 vs Wk 4 March 2020



Source: TxDOT Dallas/TxDOT Ft Worth Radar Traffic Counters

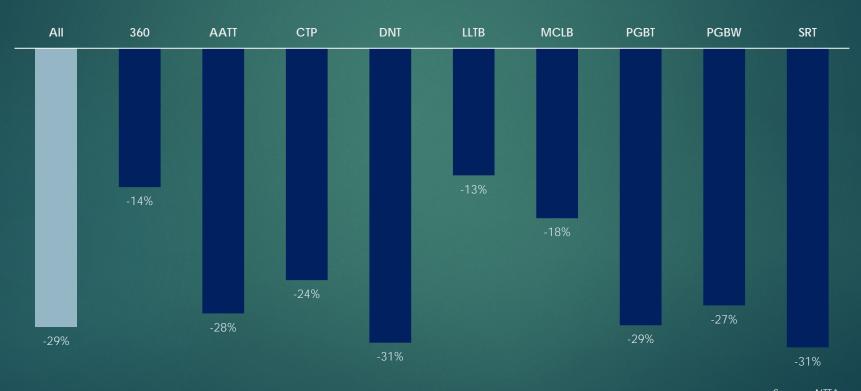


Traffic Counts by Time of Day, Tuesdays in March 2020



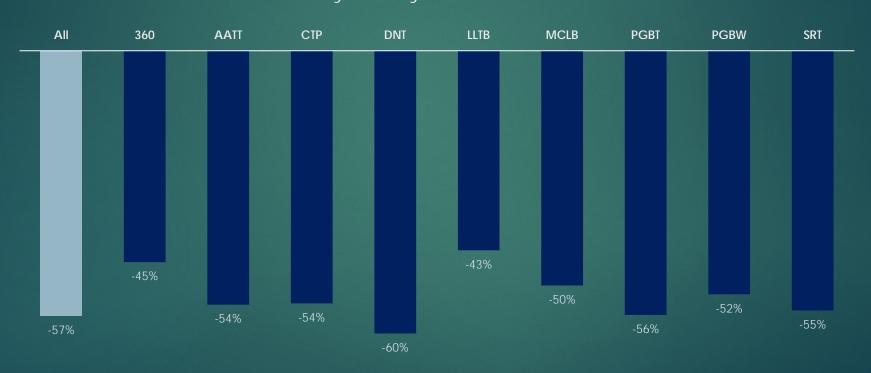
Toll Road Transactions - 2019 vs 2020

Transaction Decrease by Facility - March 2019 vs March 2020



Toll Road Transactions - March 2020

Transaction Decrease by Facility - Wk1 vs Wk 4 March 2020



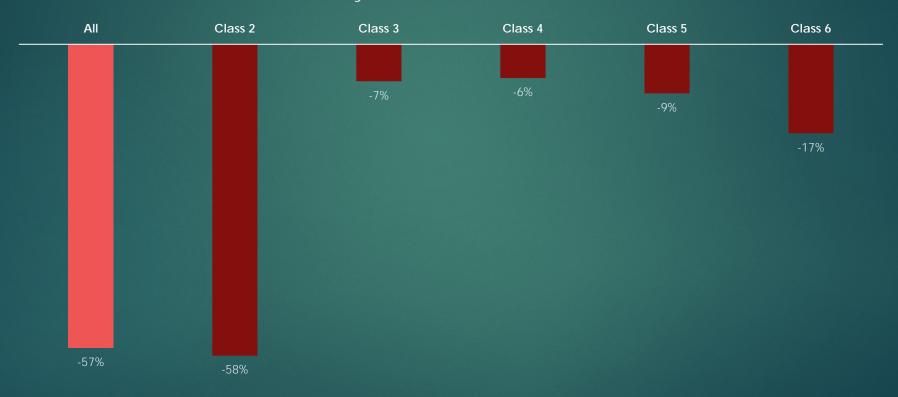
Toll Road Transactions - Veh Class





Toll Road Transactions - Veh Class

Transaction Decrease by Vehicle Class - Wk1 vs Wk4 Mar 2020



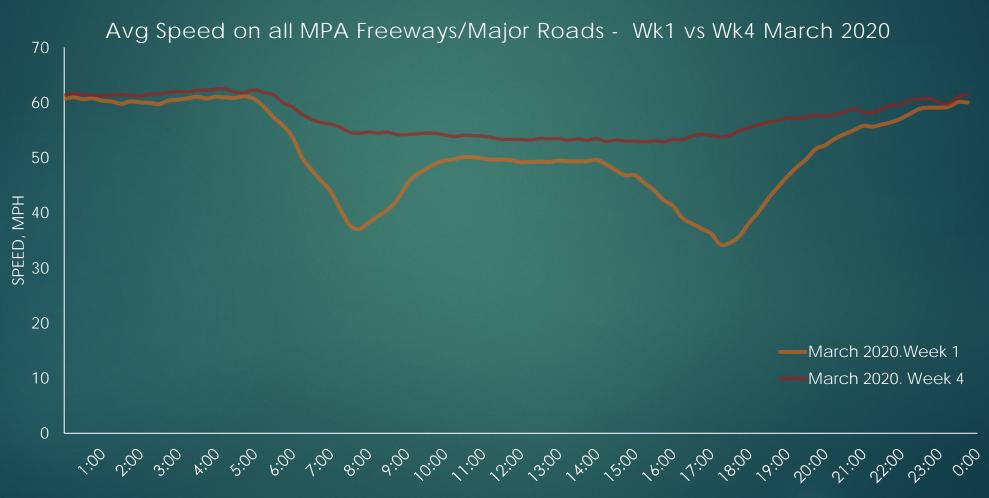
Heat Chart March 2020 - MPA

Speeds, mph, by time of day (15-minute interval) and weekday of March 2020

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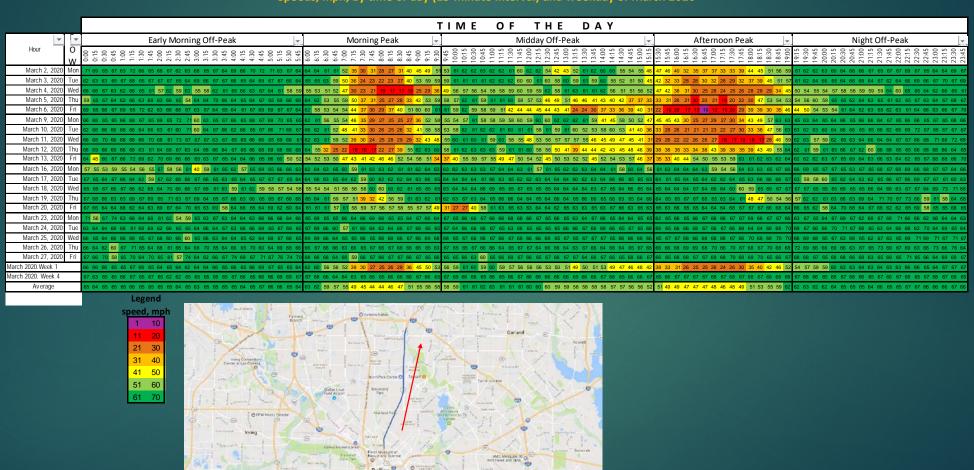
Legend

Average Speed by time of day, March 2020

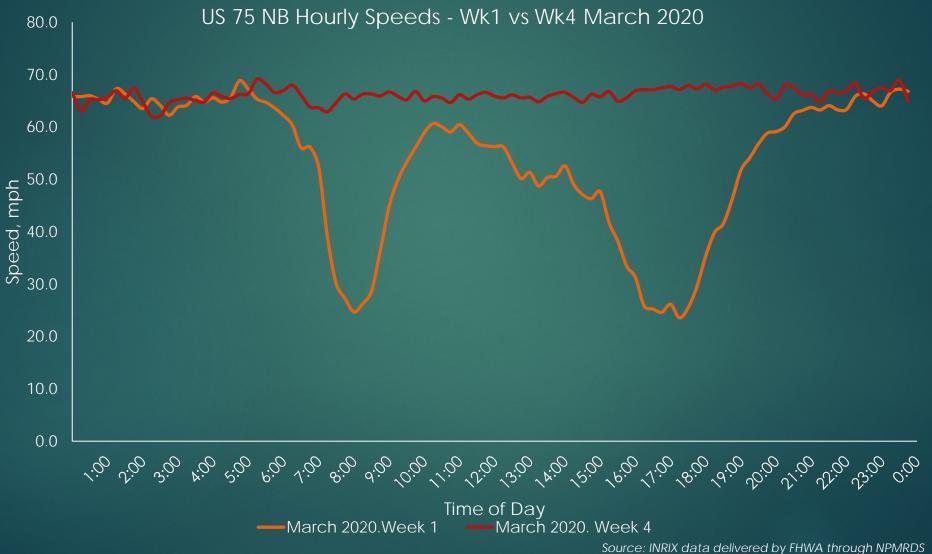


Heat Chart – US 75, NB

Speeds, mph, by time of day (15-minute interval) and weekday of March 2020



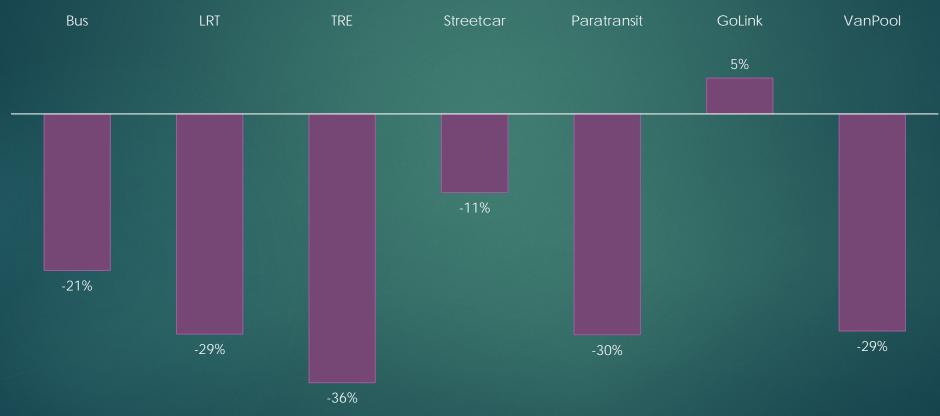
Hourly Speeds at US 75 NB



2. TRANSIT

Transit - DART

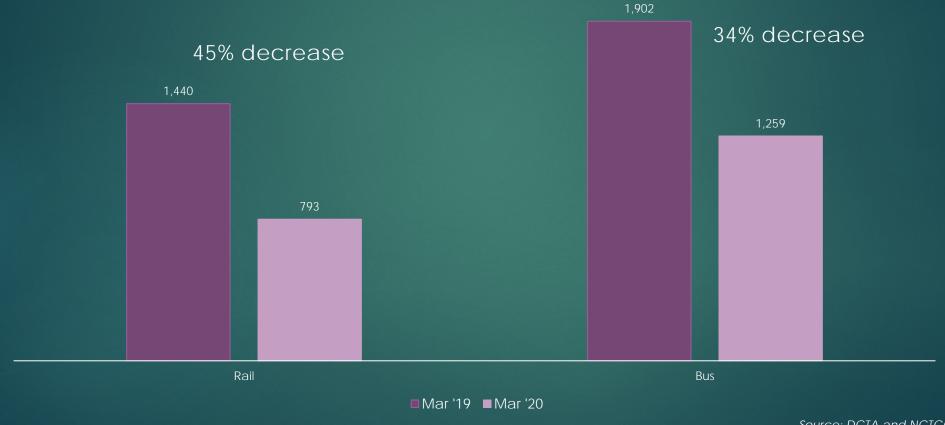




Source: DART

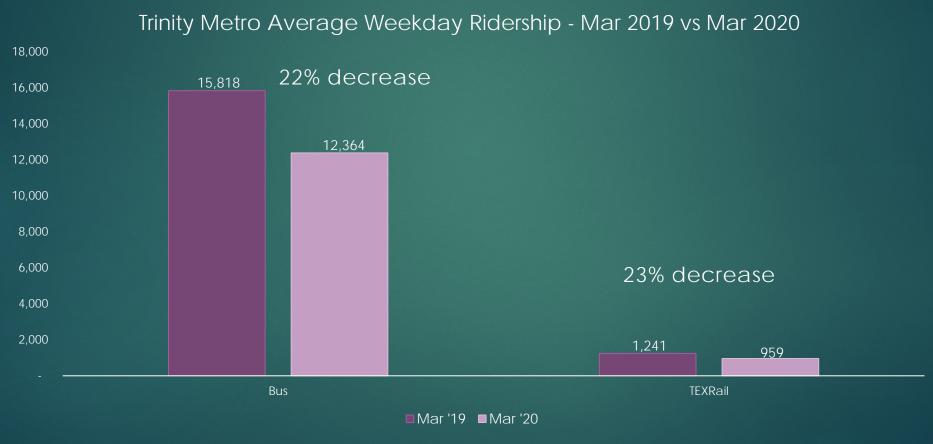
Transit - DCTA

DCTA Average Weekday Ridership - Mar 2019 vs Mar 2020



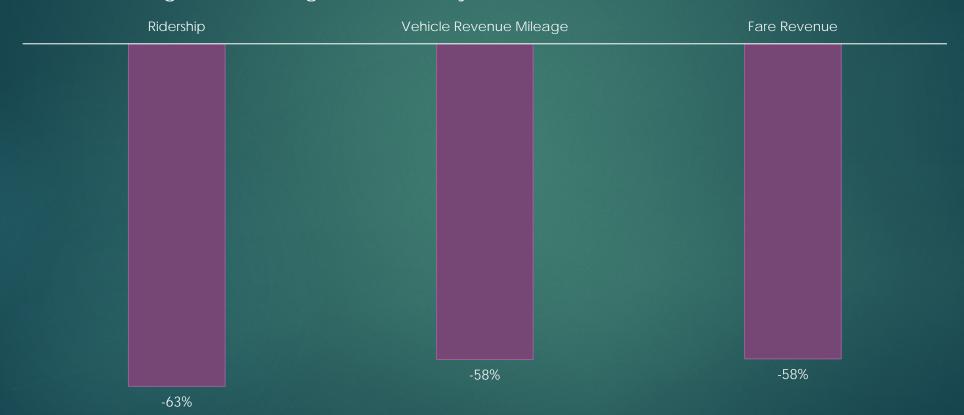
Source: DCTA and NCTCOG

Transit - Trinity Metro



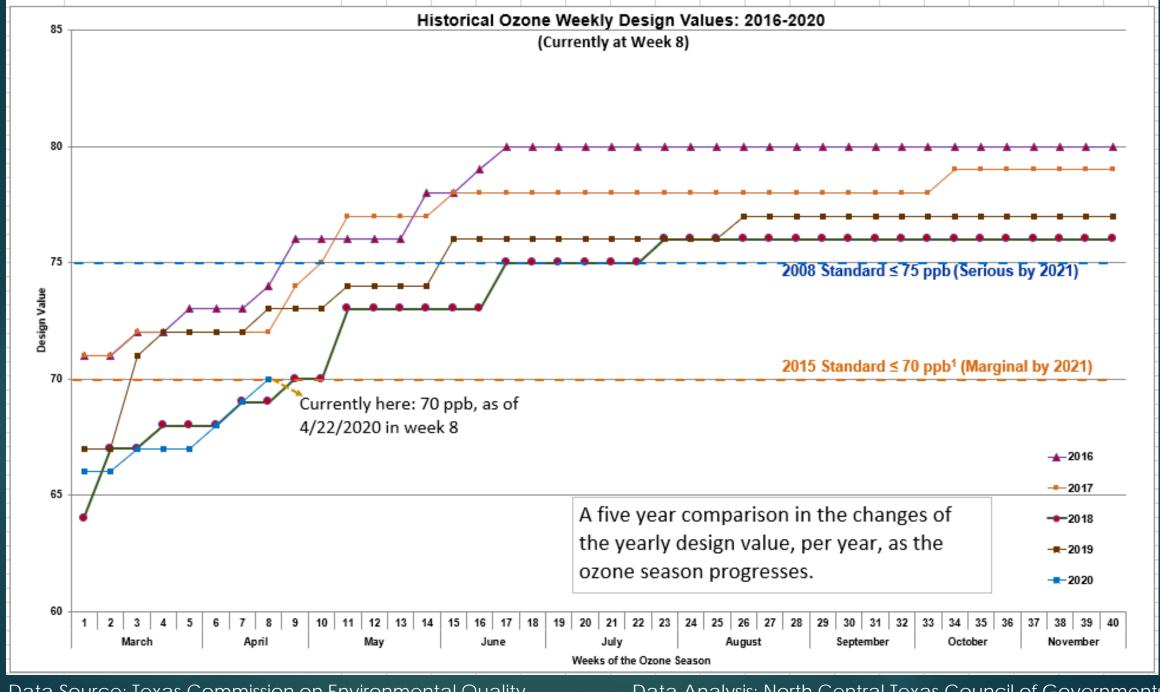
Transit - Via

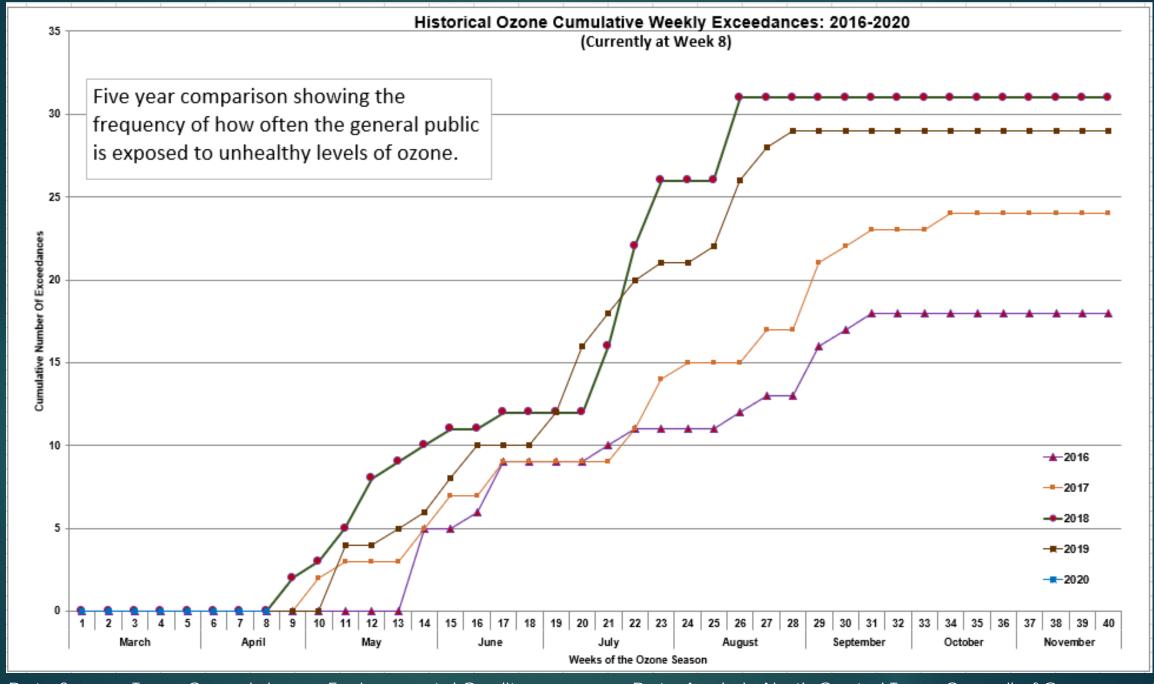
Change in Via Arlington's Weekday Performance - Wk 1 vs Wk 4 March 2020



Source: City of Arlington

3. AIR QUALITY

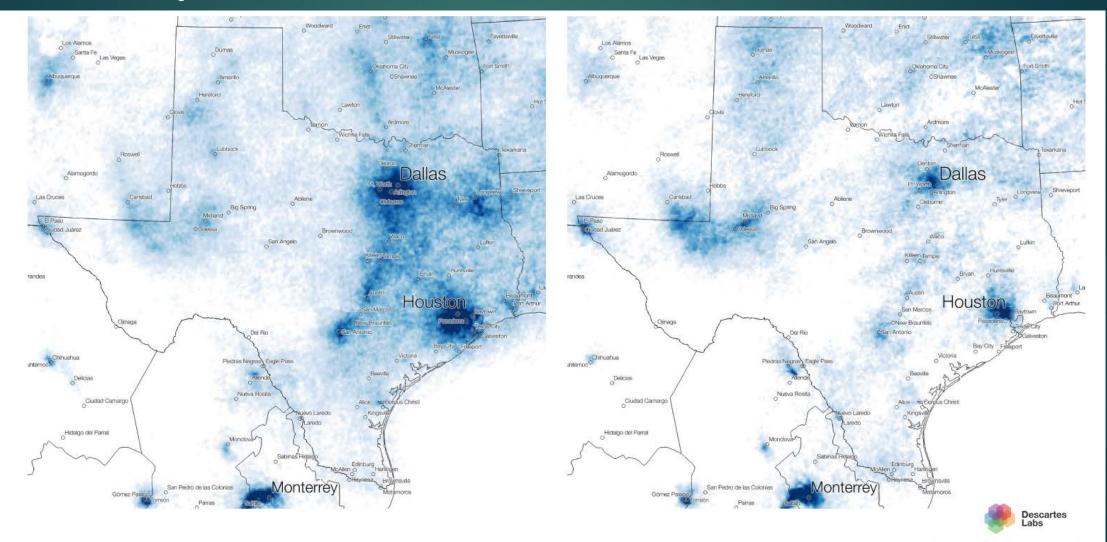




Regional Nitrogen Dioxide (NO₂) Tracking

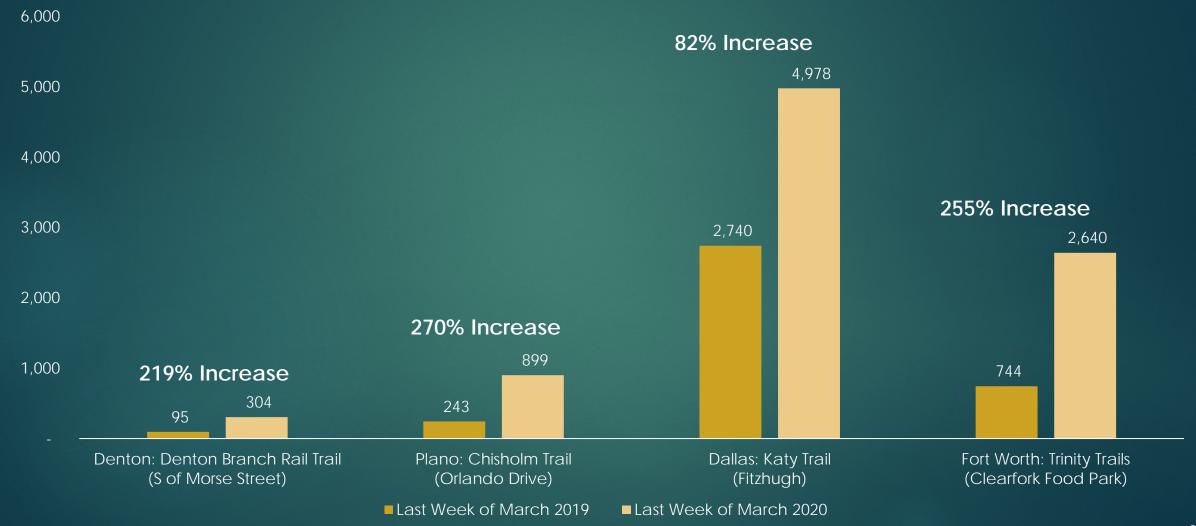
February 2020

Week of March 29, 2020

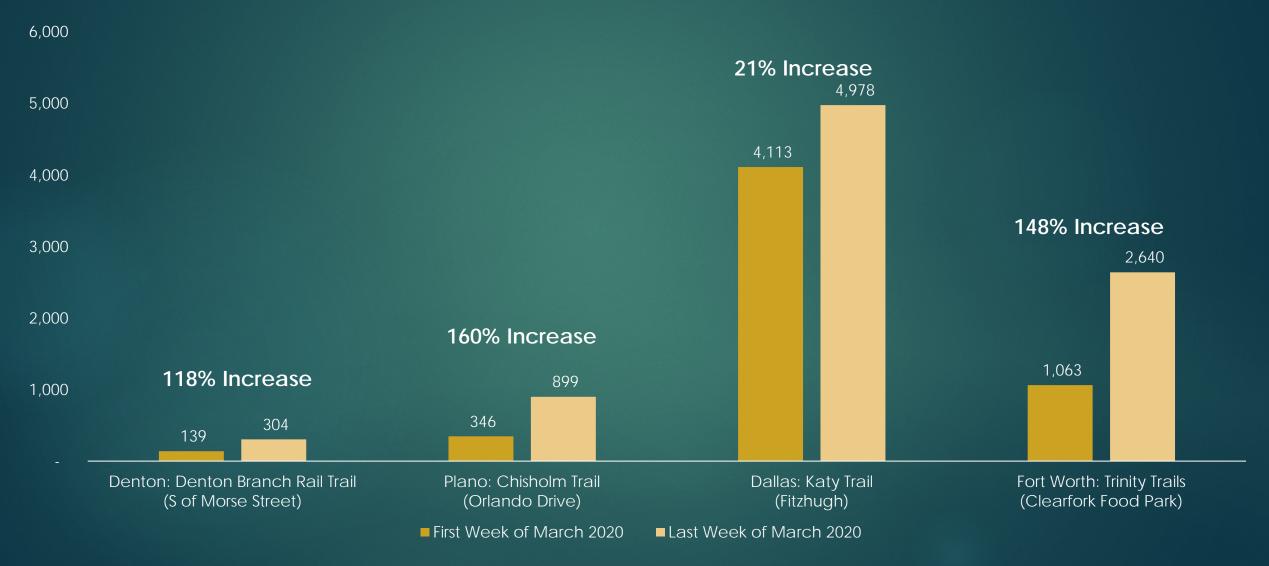


4. NON-MOTORIZED

Daily Average Bicycle/Pedestrian Counts March 2019 vs March 2020

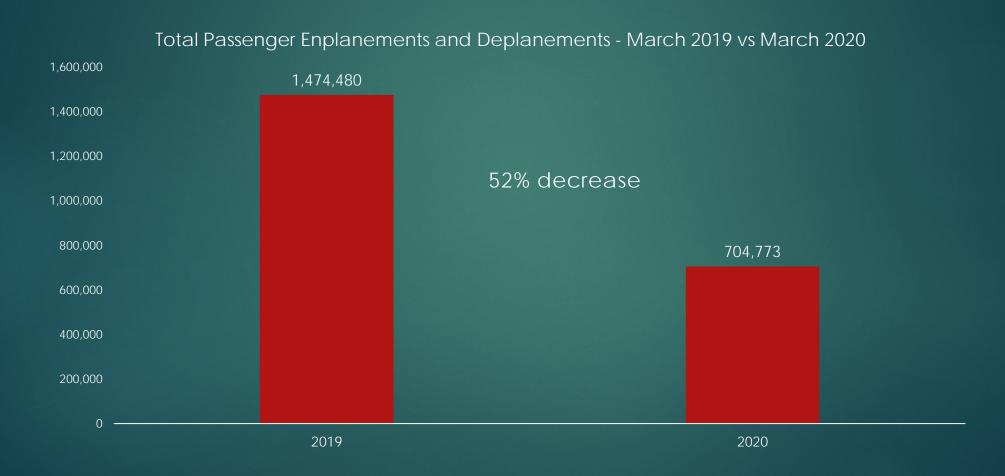


Daily Average Bicycle/Pedestrian Counts Wk1 vs Wk4 March 2020



5. AIRPORT

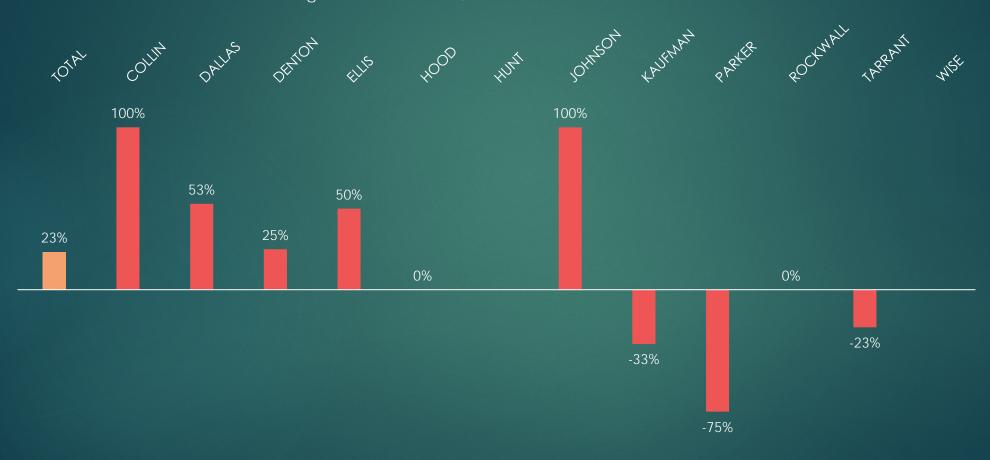
Airport Travel - Dallas Love Field



6. CRASH DATA

Change in Fatal Crashes by County





Change in Total Crashes by County, March 2019-March 2020

Change in Crashes by County, March 2019-2020



Change in all Crashes by County, March 2020

Change in Crashes by County – Wk1 vs Wk4 March 2020



CONTACT

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POST COVID-19 AND REGIONAL 10-YEAR PLAN UPDATE

Surface Transportation Technical Committee
April 24, 2020

Michael Morris, P.E.

Director of Transportation

POST COVID-19 AND REGIONAL 10-YEAR PLAN UPDATE

2021 UTP Projects: RTC Direction

Comments on the 2020 Proposed Update (4/24/20)

By the time the UTP is approved in August, the revenue forecast will decrease by more than the amount of money the Commission wish to put in for IH 35 in Austin; need more money in 2021 UTP (picture of IH 635)

Conversation is needed regarding the process of opening the UTP after it has been approved; canceling projects after approval

Post COVID-19 projects-opposite of this

The Commission should see all comments before consideration of the proposed changes to the 2020 UTP

Op Ed Piece: National Request

Planning Process Moving Forward: Job Creation (1 Creates 4)