



FEDERAL TRANSIT ADMINISTRATION FUNDING IN RESPONSE TO COVID-19: APPROVAL OF FUNDING ALLOCATIONS

REGIONAL TRANSPORTATION COUNCIL

MAY 14, 2020

SHANNON STEVENSON, SENIOR PROGRAM MANAGER

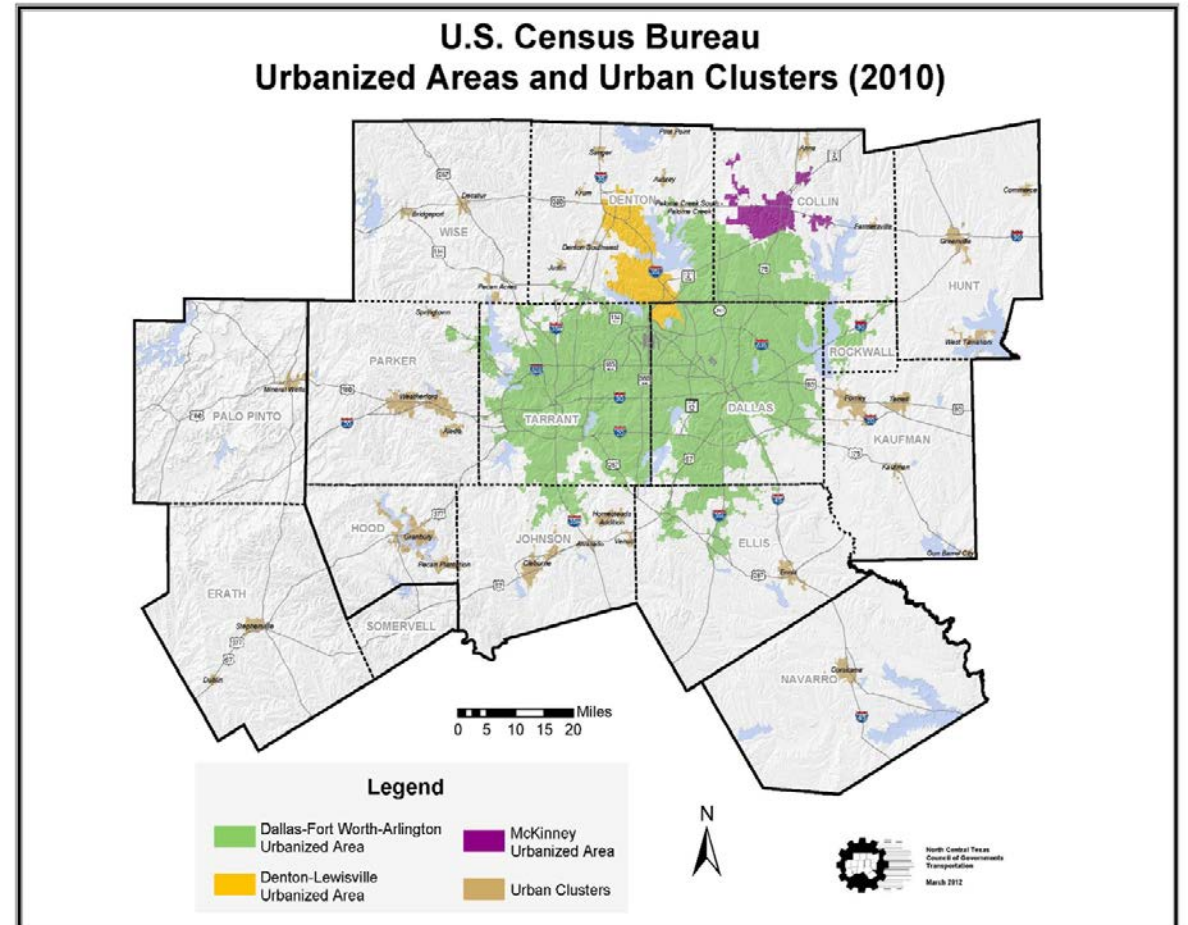
TRANSIT MANAGEMENT AND PLANNING

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 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



¹FTA funding for the McKinney UZA is administered through TxDOT

RECIPIENTS BY URBANIZED AREA

Dallas-Fort Worth-Arlington UZA

Receive FTA Funding Directly

1. 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

1. 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

1. Denton County Transportation Authority

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.)

¹Recipients: 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	\$ 3,442,401
City/County Transportation (Johnson County) NCTCOG-Subrecipient	Section 5307	\$ 899,600
Community Transit Services (Ellis and Navarro Counties) NCTCOG-Subrecipient	Section 5307	\$ 1,781,036
Dallas Area Rapid Transit 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 (Palo Pinto and Parker Counties) NCTCOG-Subrecipient	Section 5307	\$ 396,081
Span, Inc. (NW Dallas and Denton Counties) NCTCOG-Subrecipient	Section 5307	\$ 2,204,136
STAR Transit (Kaufman, Rockwall, and S Dallas Counties) NCTCOG-Subrecipient	Section 5307	\$ 4,698,957
TOTAL		\$ 318,629,129
Denton-Lewisville Urbanized Area	Federal Funding Program	Funding Totals
Denton County Transportation Authority Designated Recipient	Section 5307	\$ 23,461,867
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	May 2020

ACTION REQUESTED

RTC Approval:

- Approval of specific funding allocations
- To revise administrative documents as appropriate to incorporate this project
- “Capital investments” or major “capacity changes” will require RTC approval



BUILD Grants

Better Utilizing Investments to Leverage Development Transportation Discretionary Grants Program

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

May 14, 2020

Regional Transportation Council – Action Item
FY 2020 BUILD Discretionary Grant Program – Overview and Proposed NCTCOG Projects

BUILD Discretionary Grant Program

NCTCOG Project #1: North Texas MOVES Program

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- MOVES = Multimodal Operations, Velocity, Efficiency, and Safety

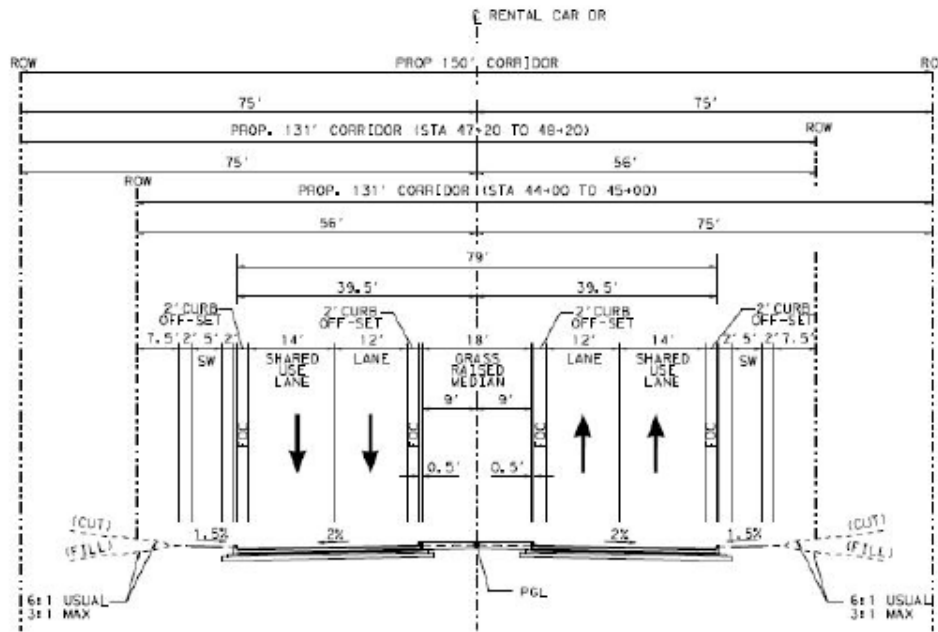


- ❑ #1 (Medical Market Center – Stemmons Freeway): Double track & rehab/replace 3 bridges
- ❑ #2 (Handley Ederville Road – Precinct Line Road): Double track & replace 2 bridges
- ❑ #3 (Implement Clear Path Technology): Framework improving overall regional rail operations

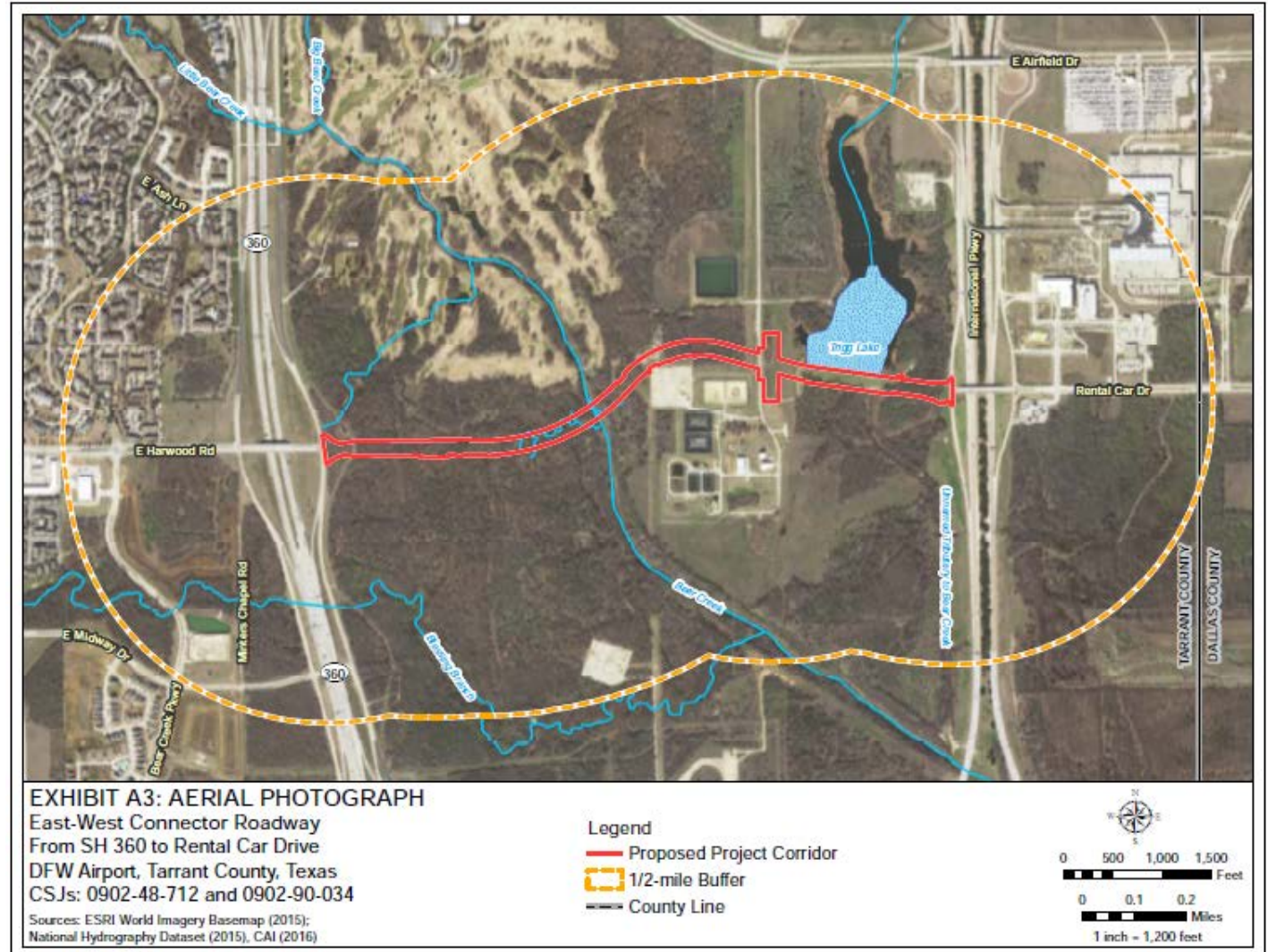
BUILD Discretionary Grant Program

NCTCOG Project #2: DFW Airport East-West Connector Project

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- ❑ Construct ultimate 4-lane divided roadway (SH 360/ Harwood Rd. – International Pkwy./Rental Car Dr.)
- ❑ Improved DFW Airport, Euless, and Irving access option to SH 183

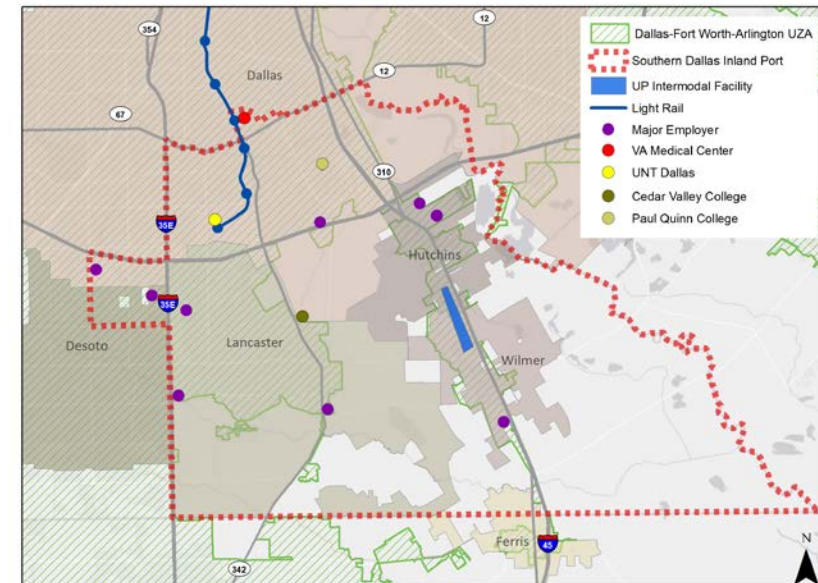
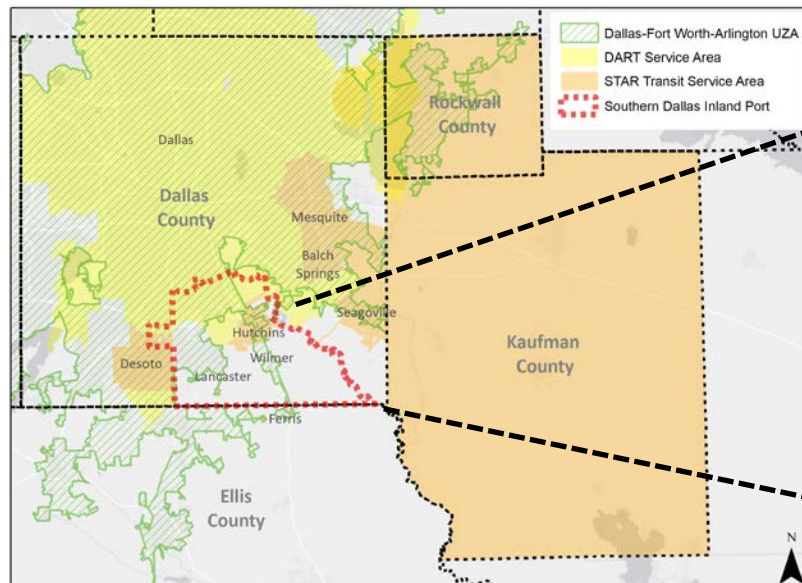


BUILD Discretionary Grant Program

NCTCOG Project #3: Enhancing Mobility Within the South Dallas Inland Port

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- **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

BUILD Discretionary Grant Program

Proposed NCTCOG Projects: Funding Details

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

Project	Non-Federal Funds ¹			Federal Funds ¹		Total Project Cost ¹
	Local	State	Private	Other Federal	Proposed BUILD Request	
North Texas Multimodal Operations, Velocity, Efficiency & Safety (MOVES) Program	\$26.0 ²	\$0.0	\$2.0 ³	\$2.0	\$25.0	\$55.0
	51%			49%		
DFW Airport East-West Connector (SH 360 – International Parkway)	\$14.0 ⁴	\$0.0	\$0.0	\$21.6	\$13.3	\$48.9
	29%			71%		
Enhancing Mobility Within the South Dallas Inland Port	\$2.6 ⁵	\$0.1	\$0.0 ⁶	\$0.0	\$9.3	\$12.0
	23%			77%		

1. All funding and cost values indicated in millions (rounded)
 2. Trinity Metro and DART funding commitments
 3. BNSF Railway funding commitment

4. \$3,316,065 RTR, \$10,545,250 DFW Airport, and \$110,000 City of Euless funding commitments
 5. \$1,630,000 in Dallas County RTR Funds and \$1,000,000 from the cities of Dallas and DeSoto
 6. Oncor infrastructure “make ready” commitment; dollar amount to be determined

BUILD Discretionary Grant Program

Proposed Submittal Timeline

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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 Program

Requested RTC Action

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- **Recommend Regional Transportation Council (RTC) approval of:**
 - **Three proposed projects for the FY 2020 BUILD Discretionary Grant Program**
 - **Administratively amending the Transportation Improvement Program (TIP), the Statewide TIP, and other planning/administrative documents to include the proposed projects, if selected for an FY 2020 BUILD Grant award**

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May 14, 2020

Regional Transportation Council – Action Item

FY 2020 BUILD Discretionary Grant Program – Overview and Proposed NCTCOG Projects

EFFECTS OF COVID-19 ON TRANSPORTATION: INFORMATION SYSTEM RTC4U

Regional Transportation Council

Michael Morris

May 14, 2020



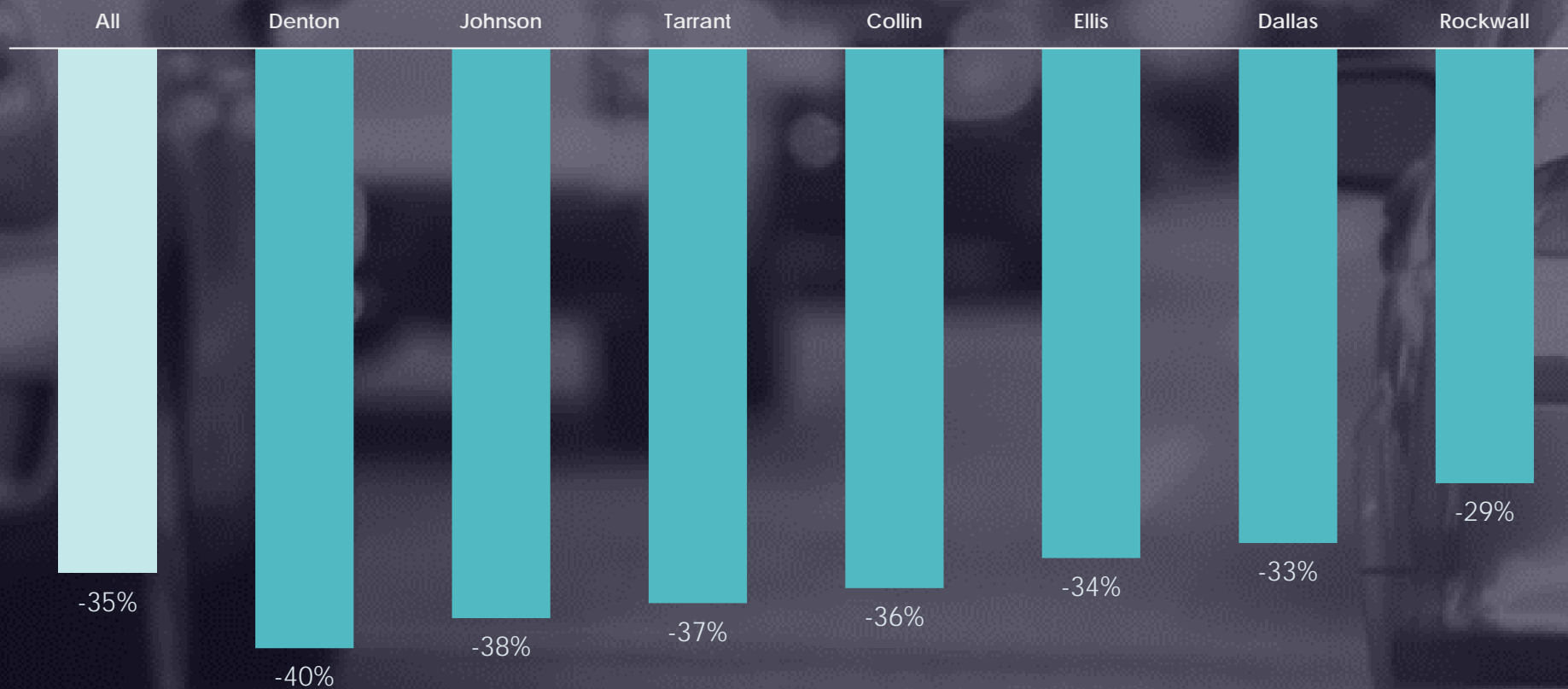
North Central Texas
Council of Governments

Policy Metrics: RTC4U

1. Travel behavior response to COVID-19
2. Financial implications to traditional revenue sources
3. Benefits of travel behavior responses to areas of RTC responsibility (e.g., Congestion Management System, national performance measures, ozone standard)
4. Prioritization of infrastructure improvements that offset unemployment increases

Freeway Volume, All Week

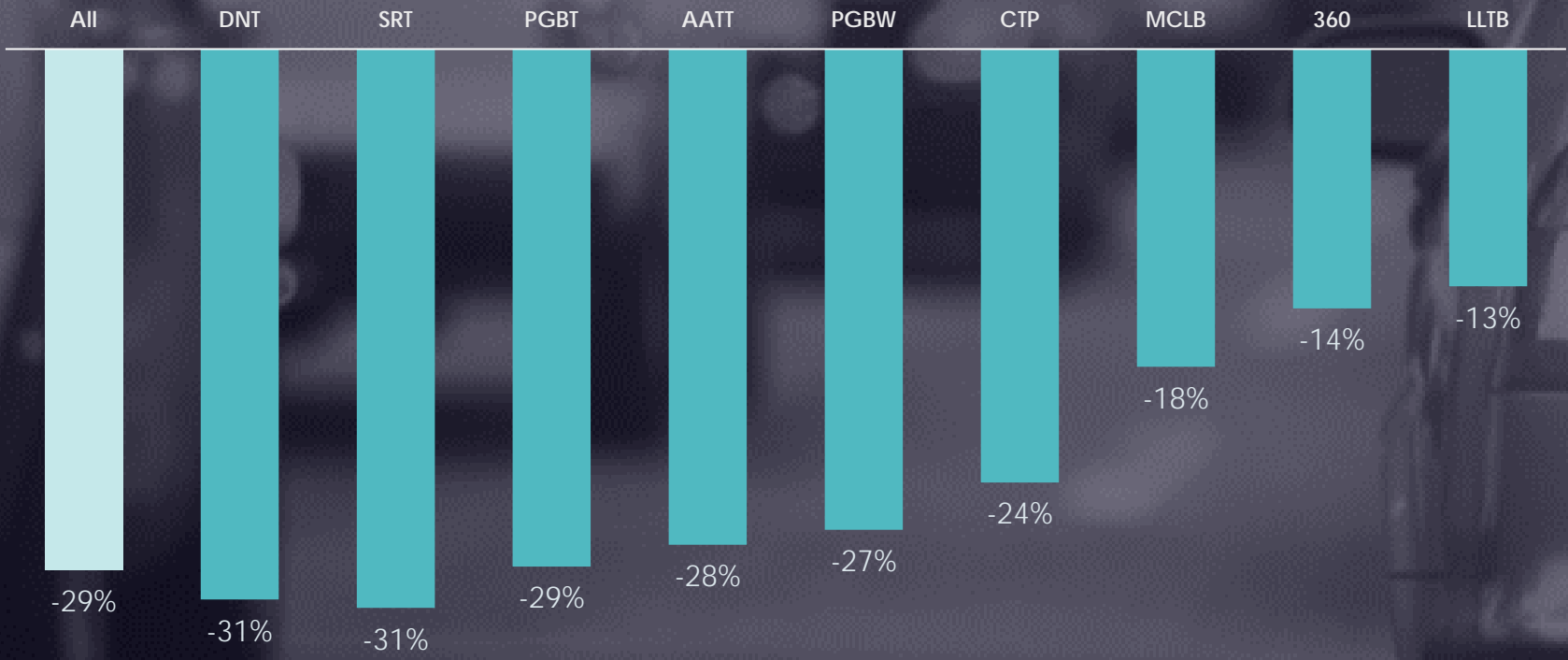
Decrease in Traffic by County, Wk 1 vs Wk 4 March 2020



Source: TxDOT Dallas/TxDOT Ft Worth Radar Traffic Counters

Toll Road Transactions - 2019 vs 2020

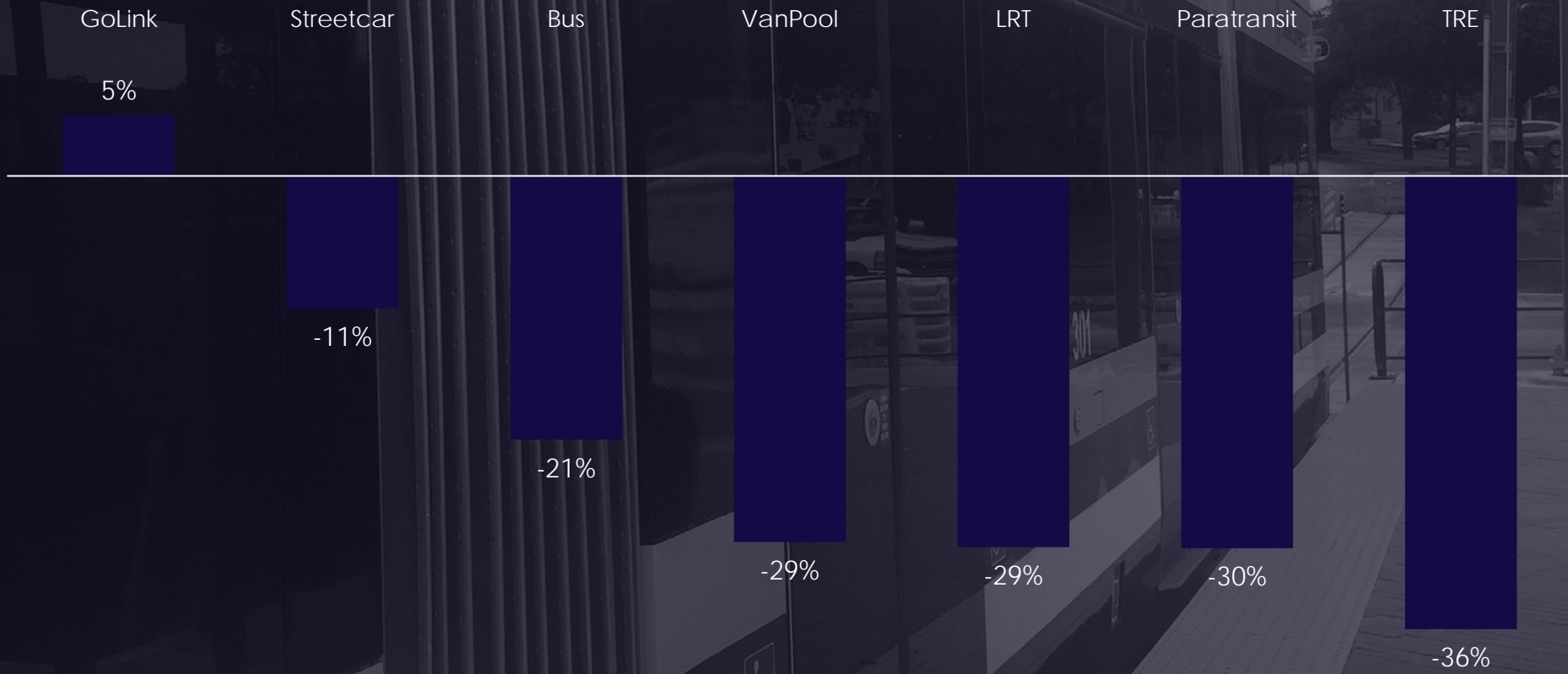
Transaction Decrease by Facility - March 2019 vs March 2020



Source: NTA

Transit - DART

Change in DART Total Ridership by Mode - Mar 2019 vs Mar 2020

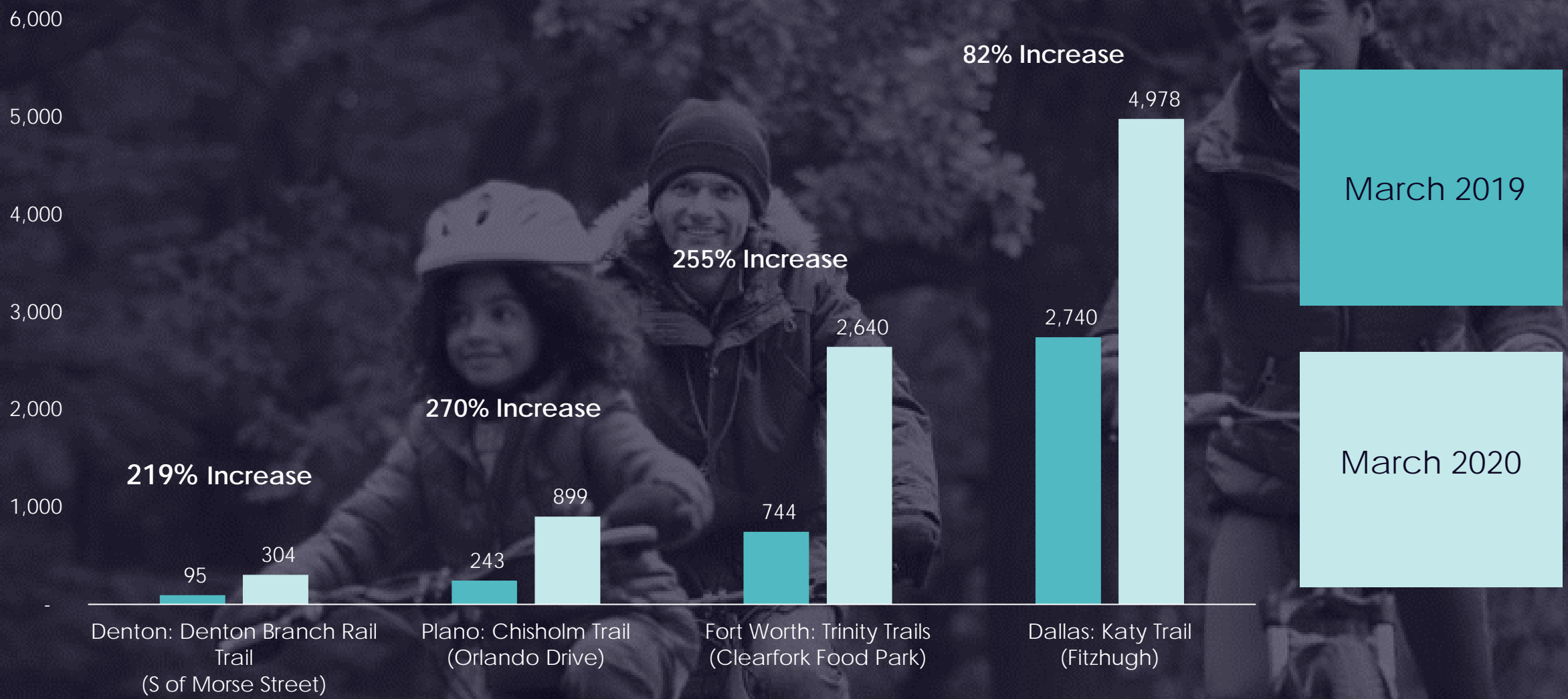


Source: DART

North Central Texas Annual Ozone Comparison

		3-Year Design Value			
		2017	2018	2019	2020
March	2 Yellow days High: 62 at Eagle Mtn Lake	8 Yellow days High: 63 at Denton	10 Yellow days High: 66 at Cleburne	3 Yellow days High: 64 at Pilot Point	
April	10 Yellow days High: 68 at Denton	16 Yellow days	12 Yellow days High: 69 at Greenville	8 Yellow days High: 69 at Rockwall High: 69 at Grapevine	
		2 Orange days High: 81 at Dallas North High: 81 at Dallas Hinton			
May	15 Yellow days	9 Yellow days	6 Yellow days		
	5 Orange days High: 80 at Dallas North High: 80 at Dallas Hinton	6 Orange days	5 Orange days High: 80 at Pilot Point		
		2 Red days High: 92 at Eagle Mtn Lake			

Daily Average Bicycle/Pedestrian Counts March 2019 vs March 2020



Sample Weeks: 3/25/19 – 3/31/19 and 3/23/20 – 3/29/20

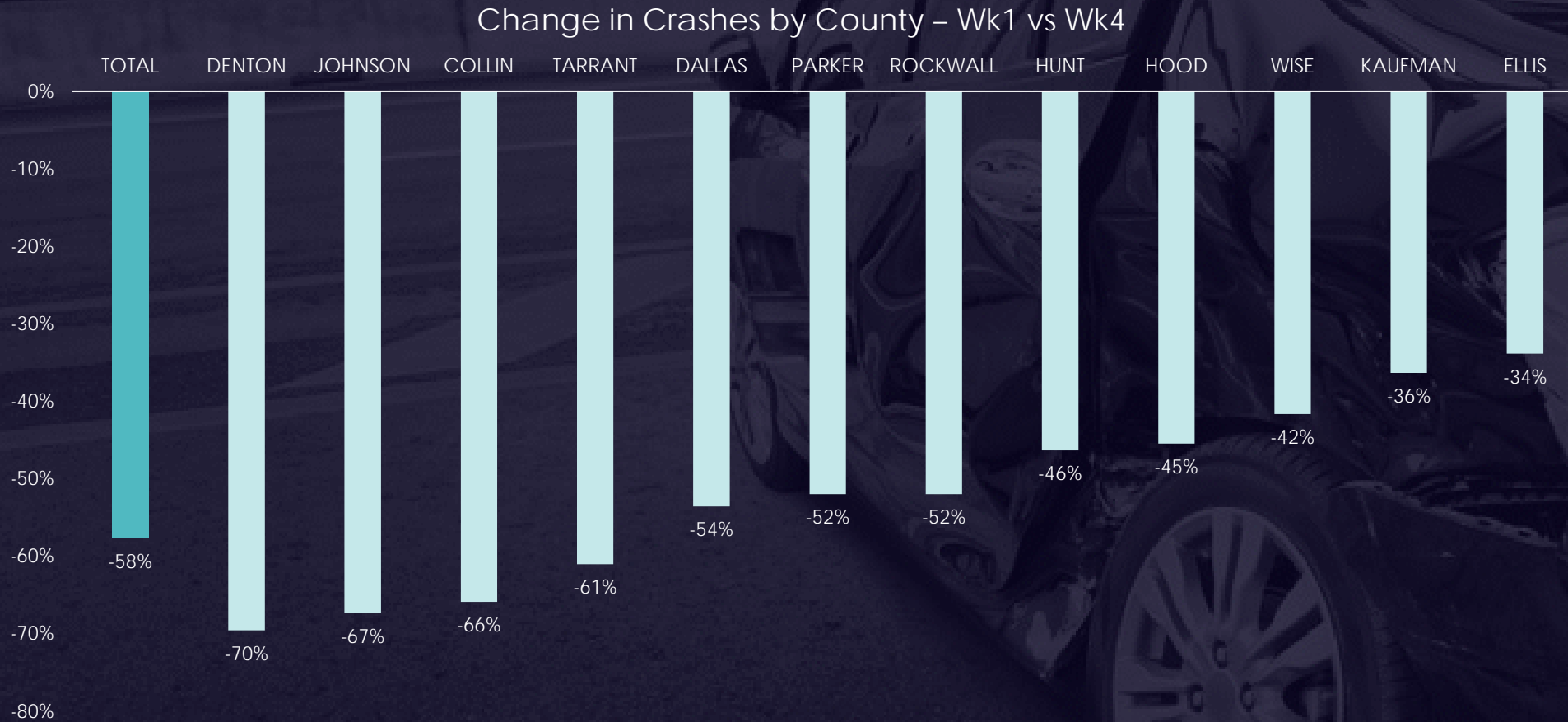
Source: NCTCOG and City of Dallas

Airport Travel – Dallas Love Field

Total Passenger Enplanements and Deplanements - March 2019 vs March 2020



Change in all Crashes by County, March 2020



Source: Crash Records Information System
Note: March crash data is current as of 4/21/2020

2020 UTP AND 2021 UTP/ REGIONAL 10-YEAR PLAN +

Regional Transportation Council

May 14, 2020

Michael Morris, P.E.

Director of Transportation



2020 UTP AND 2021 UTP/REGIONAL 10-YEAR PLAN +

2020 UTP: Commission Action in April

2021 UTP: Integrating Previous RTC Actions Going Back to
December 2016

RTC4U Metric Four: Mitigation of Regional Unemployment

INCOMING PRIVATE SECTOR REVENUE FOR NORTH TARRANT EXPRESS (NTE)/SH 183

Per prior RTC direction, staff continues to work with TxDOT and private sector partners to complete additional phases of the NTE and other public/private partnership projects.

Recent projections indicate that general purpose and managed lane capacity improvements are anticipated to be triggered in mid-2022 with an open to traffic date of June 2024.

The private sector is currently coordinating with TxDOT to advance these improvements.

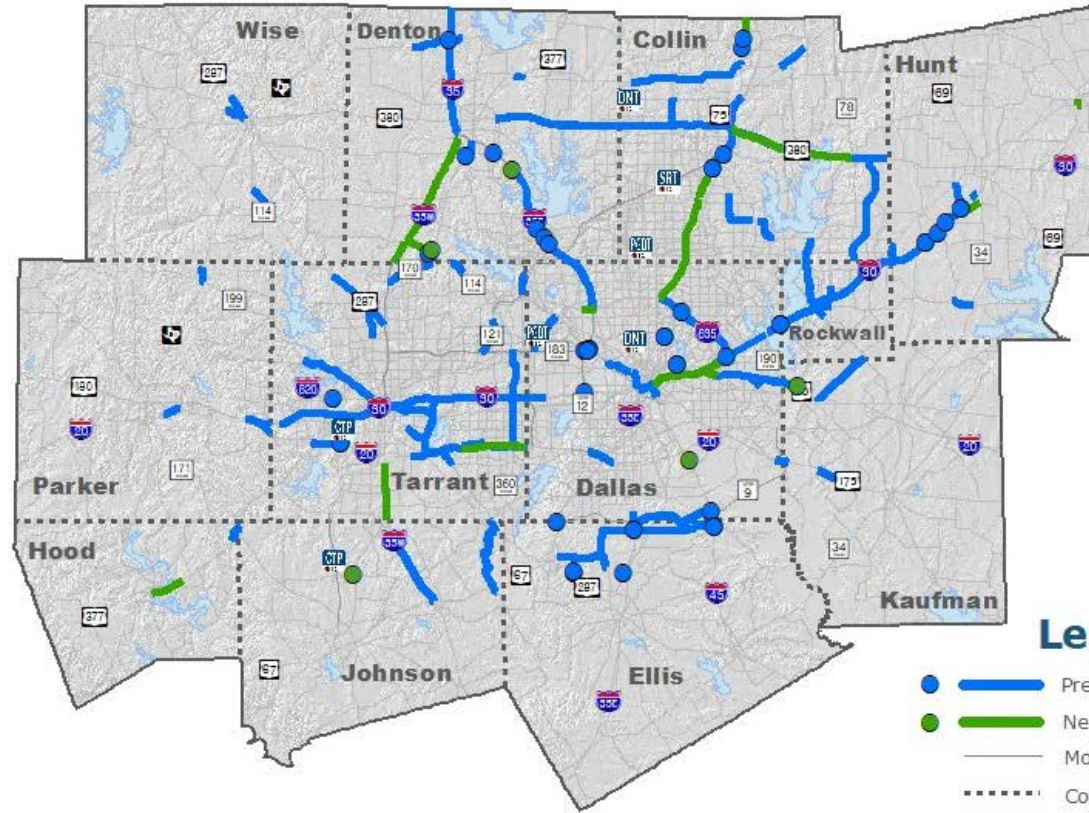
The private sector partner (NTEMP) will be paying for these improvements in the amounts noted below:

Capacity Improvements	\$ in Millions	Notes
SH 183/NTE Segment 1 & 2W Widening	\$162	Add 1 general purpose lane in NTE Segment 1 and 1 managed lane in NTE Segment 2W
Build 2+2 managed lanes from Reliance Parkway to SH 161 (former Segment 2E)	\$860	This section of 5.3 miles would be built and operated by private sector as an extension of the current facility
Build 2+2 managed lane from SH 161 to Story Rd	\$270	Funding Cintra would pay to TxDOT to lane balance east of SH 161 (2 miles)

\$1,292

Dallas-Fort Worth Regional 10 Year Plan Projects

FY 2017 - FY 2030



Dallas CBD



Fort Worth CBD

DRAFT

Legend

- — Previously Approved 10 Year Plan Projects
- — Newly Proposed 10-Year Plan Projects
- Mobility 2045 Roadways
- County Boundary
- Lakes



North Central Texas
Council of Governments

Date: 4/9/2020

DO WHAT WE NEED, NOT WHAT WE WANT

Existing Funding Constraints

Financial Crisis Response from 2009

Lower Cost of Construction (25%)

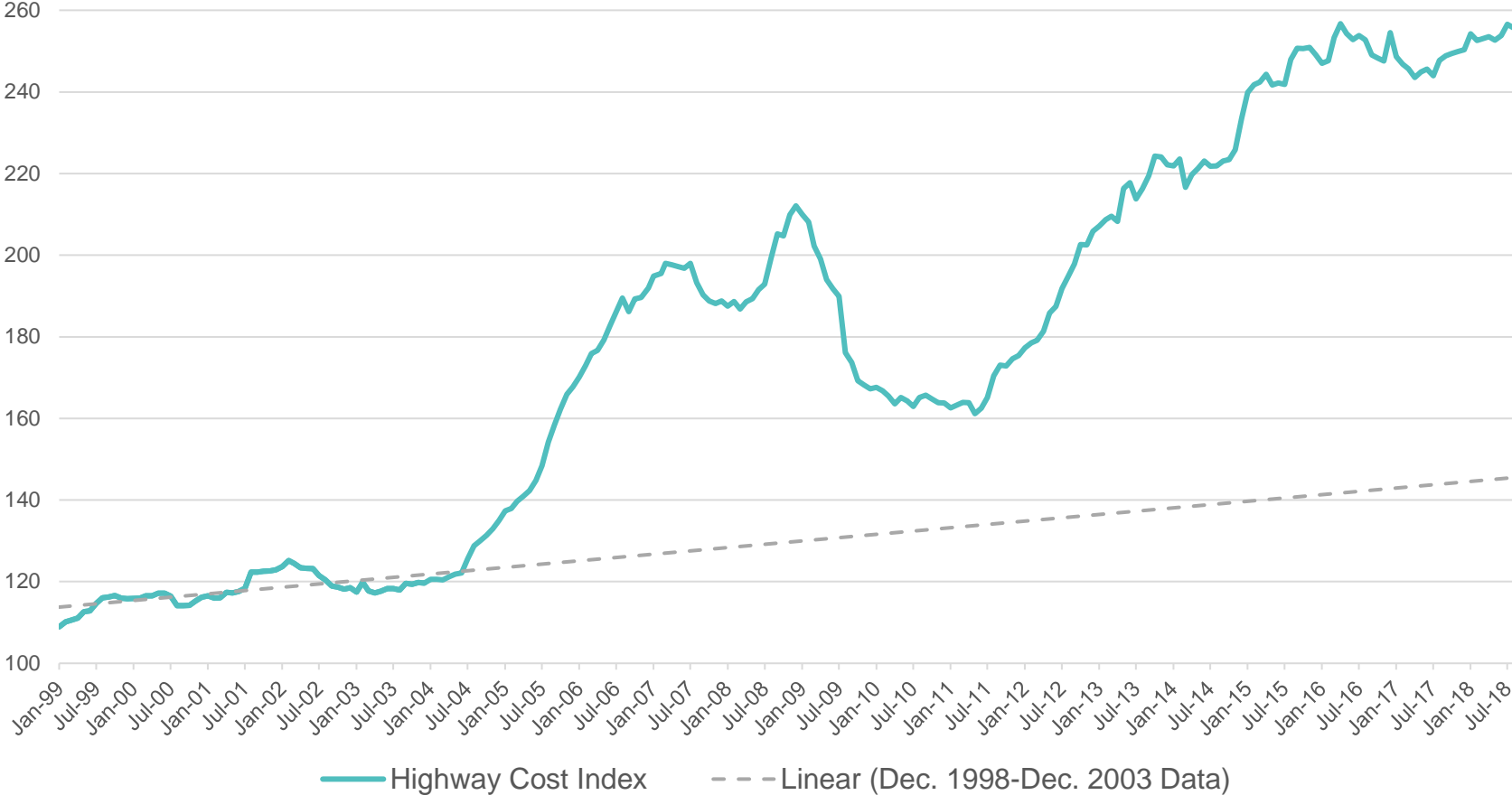
Federal Infrastructure

State P3

0% Interest

Infrastructure Bonds

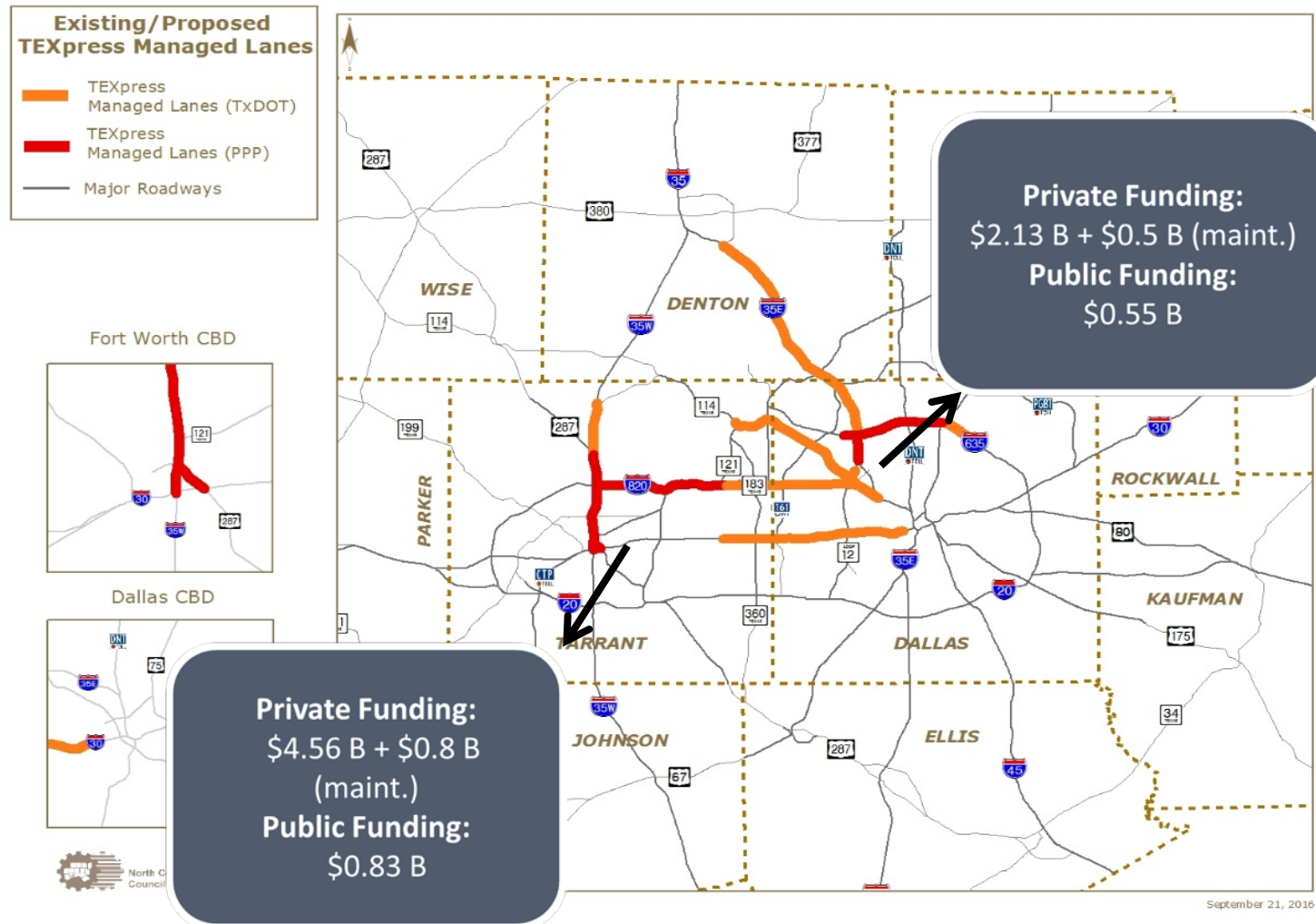
TAKE ADVANTAGE OF LOWER CONSTRUCTION INFLATION COSTS



Source: Texas Department of Transportation – Highway Cost Index

LEVERAGING/INNOVATIVE FUNDING

Tolled Managed Lane Operators



CANDIDATE PROJECTS

High Speed Rail: Dallas to Houston

High Speed Rail: Dallas to Fort Worth

Hyperloop Certification Center

Autonomous Transit (Midtown)

Freeway Induction Loops

State Highway 183, US 75 Technology Lanes