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
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
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 Mileage\(^1\)

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.)

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\(^1\)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

\(^2\)NCTCOG 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

<table>
<thead>
<tr>
<th>Recipient</th>
<th>Federal Funding Program</th>
<th>Funding Totals</th>
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</thead>
<tbody>
<tr>
<td>City of Arlington Direct Recipient</td>
<td>Section 5307</td>
<td>$10,955,694</td>
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<tr>
<td>City of Grand Prairie Direct Recipient</td>
<td>Section 5307</td>
<td>$3,852,375</td>
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<tr>
<td>City of Mesquite Direct Recipient</td>
<td>Section 5307</td>
<td>$3,442,401</td>
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<tr>
<td>City/County Transportation (Johnson County)</td>
<td>Section 5307</td>
<td>$899,600</td>
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<tr>
<td>Community Transit Services (Ellis and Navarro Counties)</td>
<td>Section 5307</td>
<td>$1,781,036</td>
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<tr>
<td>Dallas Area Rapid Transit Designated Recipient</td>
<td>Section 5307</td>
<td>$229,627,520</td>
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<tr>
<td>Trinity MetroFort Worth Transportation Authority (FWTA) Designated Recipient</td>
<td>Section 5307</td>
<td>$55,161,034</td>
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<tr>
<td>North Central Texas Council of Governments Designated Recipient</td>
<td>Section 5307</td>
<td>$796,572</td>
</tr>
<tr>
<td>Northeast Transportation Services FWTA Subrecipient</td>
<td>Section 5307</td>
<td>$4,813,723</td>
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<tr>
<td>Public Transit Services (Palo Pinto and Parker Counties)</td>
<td>Section 5307</td>
<td>$396,081</td>
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<tr>
<td>Span, Inc. (NW Dallas and Denton Counties) NCTCOG-Subrecipient</td>
<td>Section 5307</td>
<td>$2,204,136</td>
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<tr>
<td>STAR Transit (Kaufman, Rockwall, and S Dallas Counties) NCTCOG-Subrecipient</td>
<td>Section 5307</td>
<td>$4,698,957</td>
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<tr>
<td><strong>TOTAL</strong></td>
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<td><strong>$318,629,129</strong></td>
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### Denton-Lewisville Urbanized Area

<table>
<thead>
<tr>
<th>Recipient</th>
<th>Federal Funding Program</th>
<th>Funding Totals</th>
</tr>
</thead>
<tbody>
<tr>
<td>Denton County Transportation Authority Designated Recipient</td>
<td>Section 5307</td>
<td>$23,461,867</td>
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<td><strong>TOTAL</strong></td>
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<td><strong>$23,461,867</strong></td>
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<td>ACTION</td>
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<tr>
<td>CARES Act Signed into Law</td>
<td>March 27, 2020</td>
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<tr>
<td>FTA Released Funding Allocations</td>
<td>April 2, 2020</td>
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<tr>
<td>RTC Action: Overall Funding</td>
<td>April 9, 2020</td>
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<tr>
<td>NCTCOG Executive Board Action for Subrecipients</td>
<td>April 23, 2020</td>
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<tr>
<td>STTC Action: RTC Endorsement of Overall Funding and Specific Allocations</td>
<td>April 24, 2020</td>
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<tr>
<td>RTC Action: Specific Allocations</td>
<td>May 14, 2020</td>
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<tr>
<td>Subrecipient Agreement Execution</td>
<td>May 2020</td>
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</tbody>
</table>
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
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

- 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

- 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

- 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

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

<table>
<thead>
<tr>
<th>Project</th>
<th>Non-Federal Funds</th>
<th>Federal Funds</th>
<th>Total Project Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Local</td>
<td>State</td>
<td>Private</td>
</tr>
<tr>
<td>North Texas Multimodal Operations, Velocity, Efficiency &amp; Safety (MOVES) Program</td>
<td>$26.0</td>
<td>$0.0</td>
<td>$2.0</td>
</tr>
<tr>
<td>DFW Airport East-West Connector (SH 360 – International Parkway)</td>
<td>$14.0</td>
<td>$0.0</td>
<td>$21.6</td>
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<tr>
<td>Enhancing Mobility Within the South Dallas Inland Port</td>
<td>$2.6</td>
<td>$0.1</td>
<td>$0.0</td>
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</tbody>
</table>

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

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

- 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
May 14, 2020 Regional Transportation Council – Action Item
FY 2020 BUILD Discretionary Grant Program – Overview and Proposed NCTCOG Projects

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EFFECTS OF COVID-19 ON TRANSPORTATION: INFORMATION SYSTEM RTC 4U

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
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

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<tr>
<th>Facility</th>
<th>Decrease</th>
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<td>All</td>
<td>-29%</td>
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<td>DNT</td>
<td>-31%</td>
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<td>SRT</td>
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<td>PGBT</td>
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<td>AATT</td>
<td>-28%</td>
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<td>PGBW</td>
<td>-27%</td>
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<td>CTP</td>
<td>-24%</td>
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<td>MCLB</td>
<td>-18%</td>
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<td>360</td>
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<td>LLTB</td>
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Source: NTTA
Heat Chart – US 75, NB

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

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Source: INRIX data delivered by FHWA through NPMRDS
Transit - DART

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

<table>
<thead>
<tr>
<th>Mode</th>
<th>Change</th>
</tr>
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<tbody>
<tr>
<td>GoLink</td>
<td>5%</td>
</tr>
<tr>
<td>Streetcar</td>
<td>-11%</td>
</tr>
<tr>
<td>Bus</td>
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<tr>
<td>VanPool</td>
<td>-29%</td>
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<tr>
<td>LRT</td>
<td>-29%</td>
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<td>Paratransit</td>
<td>-30%</td>
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<td>TRE</td>
<td>-36%</td>
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Source: DART
Regional Nitrogen Dioxide (NO₂) Tracking

February 2020

Week of March 29, 2020
## North Central Texas Annual Ozone Comparison

<table>
<thead>
<tr>
<th></th>
<th>2017</th>
<th>2018</th>
<th>2019</th>
<th>2020</th>
</tr>
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<tbody>
<tr>
<td><strong>March</strong></td>
<td>2 Yellow days&lt;br&gt;High: 62 at Eagle Mtn Lake</td>
<td>8 Yellow days&lt;br&gt;High: 63 at Denton</td>
<td>10 Yellow days&lt;br&gt;High: 66 at Cleburne</td>
<td>3 Yellow days&lt;br&gt;High: 64 at Pilot Point</td>
</tr>
<tr>
<td><strong>April</strong></td>
<td>10 Yellow days&lt;br&gt;High: 68 at Denton</td>
<td>16 Yellow days</td>
<td>12 Yellow days&lt;br&gt;High: 69 at Greenville</td>
<td>8 Yellow days&lt;br&gt;High: 69 at Rockwall&lt;br&gt;High: 69 at Grapevine</td>
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<td>2 Orange days&lt;br&gt;High: 81 at Dallas North&lt;br&gt;High: 81 at Dallas Hinton</td>
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<tr>
<td><strong>May</strong></td>
<td>15 Yellow days</td>
<td>9 Yellow days</td>
<td>6 Yellow days</td>
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<td>5 Orange days&lt;br&gt;High: 80 at Dallas North&lt;br&gt;High: 80 at Dallas Hinton</td>
<td>6 Orange days</td>
<td>5 Orange days&lt;br&gt;High: 80 at Pilot Point</td>
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<td>2 Red days&lt;br&gt;High: 92 at Eagle Mtn Lake</td>
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</table>

*Data Source: Texas Commission on Environmental Quality*  
*Data Analysis: North Central Texas Council of Governments*
### Daily Average Bicycle/Pedestrian Counts
#### March 2019 vs March 2020

<table>
<thead>
<tr>
<th>Location</th>
<th>March 2019</th>
<th>March 2020</th>
</tr>
</thead>
<tbody>
<tr>
<td>Denton: Denton Branch Rail Trail (S of Morse Street)</td>
<td>95</td>
<td>304</td>
</tr>
<tr>
<td>Plano: Chisholm Trail (Orlando Drive)</td>
<td>243</td>
<td>899</td>
</tr>
<tr>
<td>Fort Worth: Trinity Trails (Clearfork Food Park)</td>
<td>744</td>
<td>2,640</td>
</tr>
<tr>
<td>Dallas: Katy Trail (Fitzhugh)</td>
<td>4,978</td>
<td>2,740</td>
</tr>
</tbody>
</table>

- **219% Increase**
- **270% Increase**
- **255% Increase**
- **82% Increase**

**Source:** NCTCOG and City of Dallas

Airport Travel – Dallas Love Field

Total Passenger Enplanements and Deplanements - March 2019 vs March 2020

1,474,480

704,773

52% Decrease

Source: Dallas Love Field Website
Change in all Crashes by County, March 2020

Change in Crashes by County – Wk1 vs Wk4

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:

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

$1,292
Dallas-Fort Worth Regional 10 Year Plan Projects
FY 2017 - FY 2030

Legend

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

Date: 6/9/2020

North Central Texas Council of Governments

DRAFT
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

Private Funding:
$4.56 B + $0.8 B (maint.)
Public Funding:
$0.83 B

Private Funding:
$2.13 B + $0.5 B (maint.)
Public Funding:
$0.55 B
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