CHANGING MOBILITY
DATA, INSIGHTS, AND DELIVERING INNOVATIVE PROJECTS DURING COVID RECOVERY

Regional Transportation Council
October 2020

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Director of Transportation
POLICY METRICS: CHANGING MOBILITY

METRIC 1: Travel behavior response to COVID-19

METRIC 2: Financial implications to traditional revenue sources

METRIC 3: Benefits of travel behavior responses to areas of RTC responsibility

METRIC 4: Prioritization of infrastructure improvements that offset unemployment increases
Metric 1: TRAVEL BEHAVIOR RESPONSE TO COVID-19
TRAVEL BEHAVIOR BY MODE

Bicycle/Pedestrian (+40%, August)

Freeway Volumes (-9%, August)
Toll Road (-26%, July)
Airport Passengers (-56%, August)
Transit Ridership (-57%, August)
ROADWAY TRENDS
Average Weekday Freeway Volumes

Traffic Decrease vs 2019

<table>
<thead>
<tr>
<th>Month</th>
<th>Traffic Decrease</th>
</tr>
</thead>
<tbody>
<tr>
<td>March</td>
<td>-10%</td>
</tr>
<tr>
<td>April</td>
<td>-28%</td>
</tr>
<tr>
<td>May</td>
<td>-19%</td>
</tr>
<tr>
<td>June</td>
<td>-12%</td>
</tr>
<tr>
<td>July</td>
<td>-10%</td>
</tr>
<tr>
<td>August</td>
<td>-9%</td>
</tr>
</tbody>
</table>

Source: TxDOT Dallas/TxDOT Fort Worth Radar Traffic Counters
ROADWAY TRENDS

Regional Average Freeway Speeds

Average Weekday Speeds, Weighted by Traffic Volumes

Source: TxDOT Sidefire Devices
**TRANSIT IMPACTS**

**Weekday Ridership**

Passenger Decrease: 2019 vs 2020

<table>
<thead>
<tr>
<th>Month</th>
<th>February</th>
<th>March</th>
<th>April</th>
<th>May</th>
<th>June</th>
<th>July</th>
<th>August</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>3%</td>
<td>-27%</td>
<td>-59%</td>
<td>-55%</td>
<td>-54%</td>
<td>-55%</td>
<td>-57%</td>
</tr>
</tbody>
</table>

Source: DART, DCTA, and Trinity Metro
BICYCLE AND PEDESTRIAN IMPACTS

Trail Counts

Increase in Full Week Trail Usage: 2019 vs 2020

Source: NCTCOG - collected at 8 sites located in Plano, North Richland Hills, Denton, Dallas, Fort Worth, and Allen.
Note: No adjustments for weather were applied.
AIRPORT TRENDS

**Passengers**

Change in Airport Passengers - 2019 vs 2020

<table>
<thead>
<tr>
<th>Month</th>
<th>Love Field</th>
<th>DFW</th>
<th>Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>February</td>
<td>1%</td>
<td>8%</td>
<td></td>
</tr>
<tr>
<td>March</td>
<td>-52%</td>
<td>-45%</td>
<td></td>
</tr>
<tr>
<td>April</td>
<td>-95%</td>
<td>-92%</td>
<td></td>
</tr>
<tr>
<td>May</td>
<td>-82%</td>
<td>-79%</td>
<td></td>
</tr>
<tr>
<td>June</td>
<td>-62%</td>
<td>-68%</td>
<td></td>
</tr>
<tr>
<td>July</td>
<td>-66%</td>
<td>-55%</td>
<td></td>
</tr>
<tr>
<td>August</td>
<td>-61%</td>
<td>-52%</td>
<td></td>
</tr>
</tbody>
</table>

Source: Dallas Love Field and DFWIA Websites
Metric 2: FINANCIAL IMPLICATIONS TO TRADITIONAL TRANSPORTATION REVENUE
FUNDING IMPACT

Transit - Sales Tax Allocations

Sales Taxes Allocated For Transit: 2019 vs 2020

Source: DART, DCTA, and Trinity Metro
Change in Motor Fuel Tax: 2020 vs 2019

- January: 1%
- February: 1%
- March: 3%
- April: -12%
- May: -30%
- June: -24%
- July: -2%
- August: -12%

Source: Texas Comptroller of Public Accounts
Month reflects reporting data, not collection date
FUNDING IMPACT

Sales Tax (Component of Proposition 7\(^1\))

Change in Fuel Tax: 2019 vs 2020

Source: Texas Comptroller of Public Accounts

\(^1\) Proposition 7 includes General State Sales Tax and Motor Vehicle Sales Tax.

Month reflects reporting date, not collection date.
FUNDING IMPACT

Motor Vehicle Sales and Rental Tax (Component of Proposition 7)

Source: Texas Comptroller of Public Accounts

¹ Proposition 7 includes General State Sales Tax and Motor Vehicle Sales Tax
Month reflects reporting date, not collection date
Proposition 1 (Oil & Gas Severance Tax)
Transfers to the State Highway Fund, Millions

<table>
<thead>
<tr>
<th>Year</th>
<th>2018</th>
<th>2019</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>734</td>
<td>1,380</td>
<td>1,660</td>
<td>1,100</td>
<td>620</td>
</tr>
</tbody>
</table>

Projected in July 2020
Revised Comptroller Certification Revenue Estimate

Source: Texas Comptroller of Public Accounts
FUNDING IMPACT

NTTA Transactions, Including SH 360

Change in Tollway Transactions: 2019 vs 2020

<table>
<thead>
<tr>
<th>Month</th>
<th>NTTA</th>
<th>360 Tollway</th>
</tr>
</thead>
<tbody>
<tr>
<td>February</td>
<td>5%</td>
<td>19%</td>
</tr>
<tr>
<td>March</td>
<td>-29%</td>
<td>-15%</td>
</tr>
<tr>
<td>April</td>
<td>-38%</td>
<td>-41%</td>
</tr>
<tr>
<td>May</td>
<td>-22%</td>
<td>-27%</td>
</tr>
<tr>
<td>June</td>
<td>-6%</td>
<td>-26%</td>
</tr>
<tr>
<td>July</td>
<td>-7%</td>
<td>-7%</td>
</tr>
</tbody>
</table>

Source: NTTA
Note: Change for NTTA includes 360 Tollway
Additional Note: Despite decline in transactions, the revenues are sufficient to meet debt service for SH 360. No current impact to RTC backstop expected.
FUNDING IMPACT

I-35E TEXpress Lane Transactions

Change in Transactions: 2019 vs 2020

<table>
<thead>
<tr>
<th>Month</th>
<th>2019</th>
<th>2020</th>
<th>Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>February</td>
<td>15%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>March</td>
<td></td>
<td>-31%</td>
<td></td>
</tr>
<tr>
<td>April</td>
<td></td>
<td>-74%</td>
<td></td>
</tr>
<tr>
<td>May</td>
<td></td>
<td>-60%</td>
<td></td>
</tr>
<tr>
<td>June</td>
<td></td>
<td>-41%</td>
<td></td>
</tr>
<tr>
<td>July</td>
<td></td>
<td>-38%</td>
<td></td>
</tr>
</tbody>
</table>

Source: TxDOT
Note: TIFIA loan not impacted at this time as interest only payment period does not begin until May 2022.
Metric 3:
Benefits of Travel Behavior Responses to Areas of RTC Responsibility
Exceedance Days Per Year by Category

Source: Texas Commission on Environmental Quality
Exceedance Level indicates daily maximum eight-hour average ozone concentration as of August 18, 2020.
Exceedance Levels are based on Air Quality Index (AQI) thresholds established by the EPA for the revised ozone standard of 70 ppb.
Metric 4: Prioritization of infrastructure improvements that offset unemployment increases.
$1 billion in transportation investment = 12,000-15,000 jobs

No conclusive evidence of different types of construction projects generating more/fewer jobs

For a long-term unemployment event, need near-term and long-term transportation investment for maximum benefit

Sources: Federal Highway Administration, McKinsey & Company
CANDIDATE PROJECTS

High Speed Rail: Dallas to Houston
High Speed Rail: Dallas to Fort Worth
Autonomous Transit (Tarrant, Midtown)
Technology (Freeway Induction Loops)
State Highway 183 (Section 2E+)
Y Connector (IH820/IH20)
COVID-19 #00X Program