

CHANGING MOBILITY

DATA, INSIGHTS, AND DELIVERING
INNOVATIVE PROJECTS DURING COVID
RECOVERY

Regional Transportation Council
March 2021

Michael Morris, PE
Director of Transportation

TRAVEL BEHAVIOR BY MODE



Bicycle/Pedestrian (+36%, December)



Freeway Volumes (-7%, January)

Toll Road (-17%, December)

Airport Passengers (-47%, December)

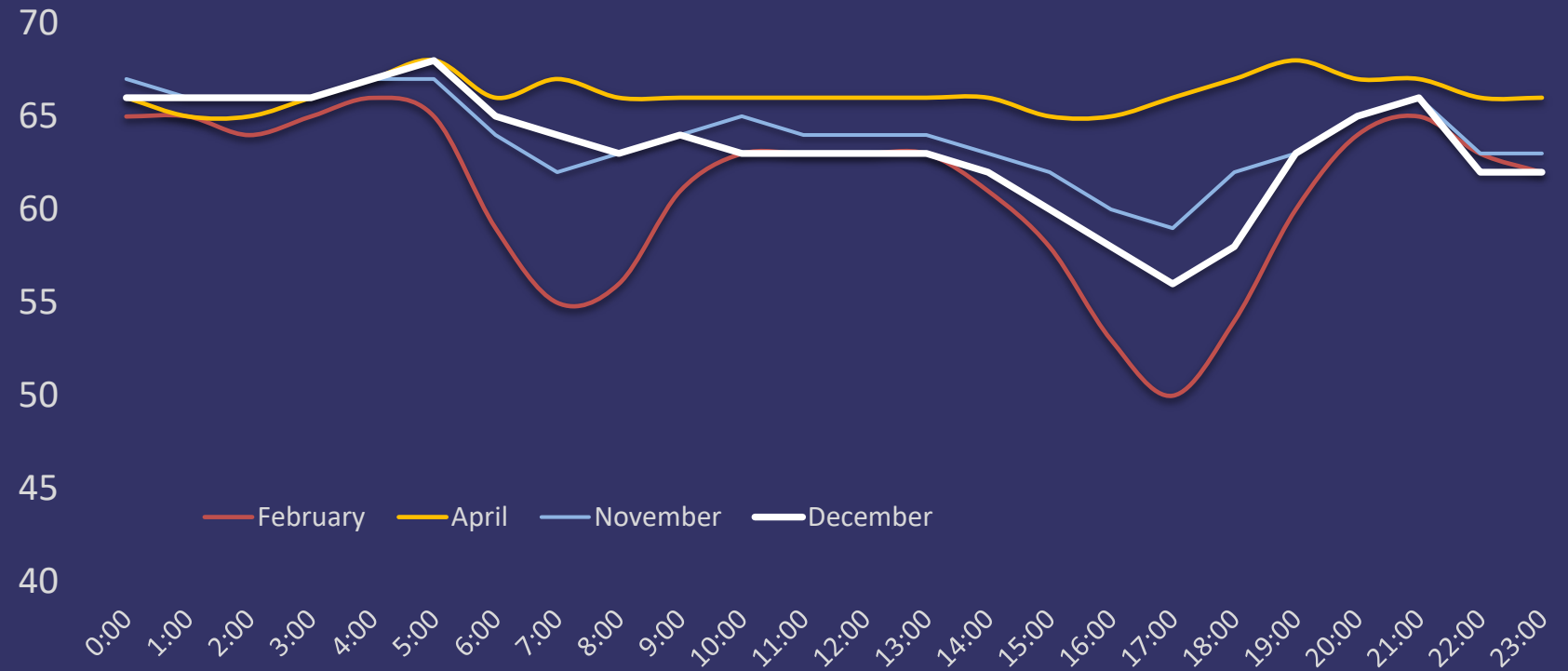
Transit Ridership (-51%, January)



ROADWAY TRENDS

Regional Average
Freeway Speeds

Average Weekday Speeds, Weighted by Traffic Volumes



FINANCIAL IMPLICATIONS



0



Transit Sales Tax Allocations (-2%, December)

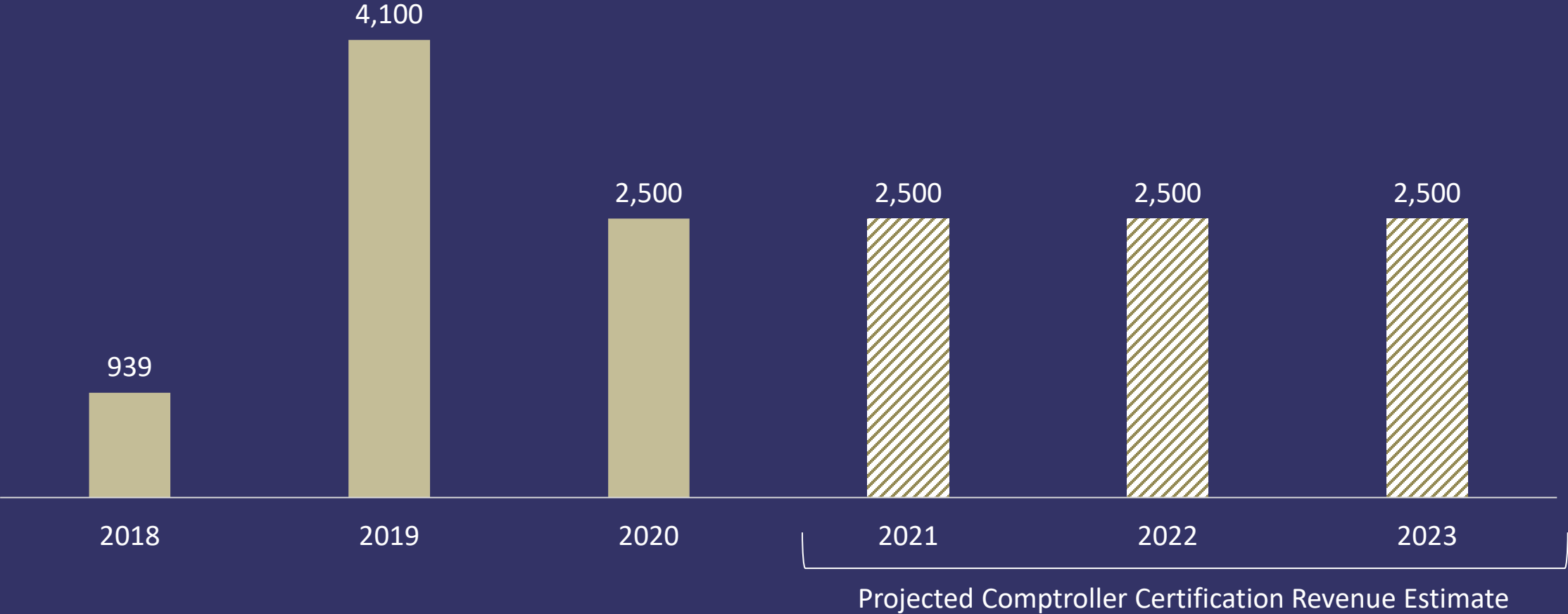
Sales Tax (-0.3%, January)

Motor Fuel Tax (-4.7%, January)

Motor Vehicle Sales and Rental Tax (-13.4%, January)

Proposition 7 (Sale & Use/MV Sales & Rental Taxes)

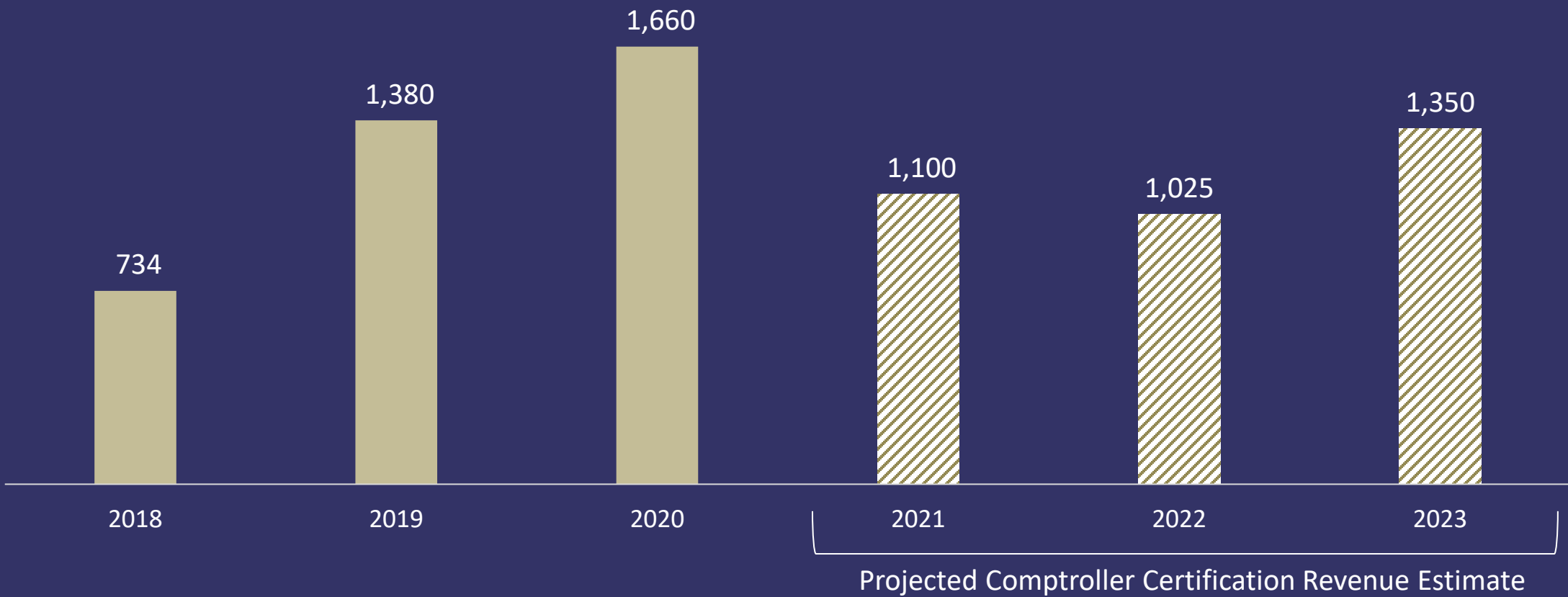
Transfers to the State Highway Fund, Millions



Source: Texas Comptroller of Public Accounts

Proposition 1 (Oil & Gas Severance Tax)

Transfers to the State Highway Fund, Millions

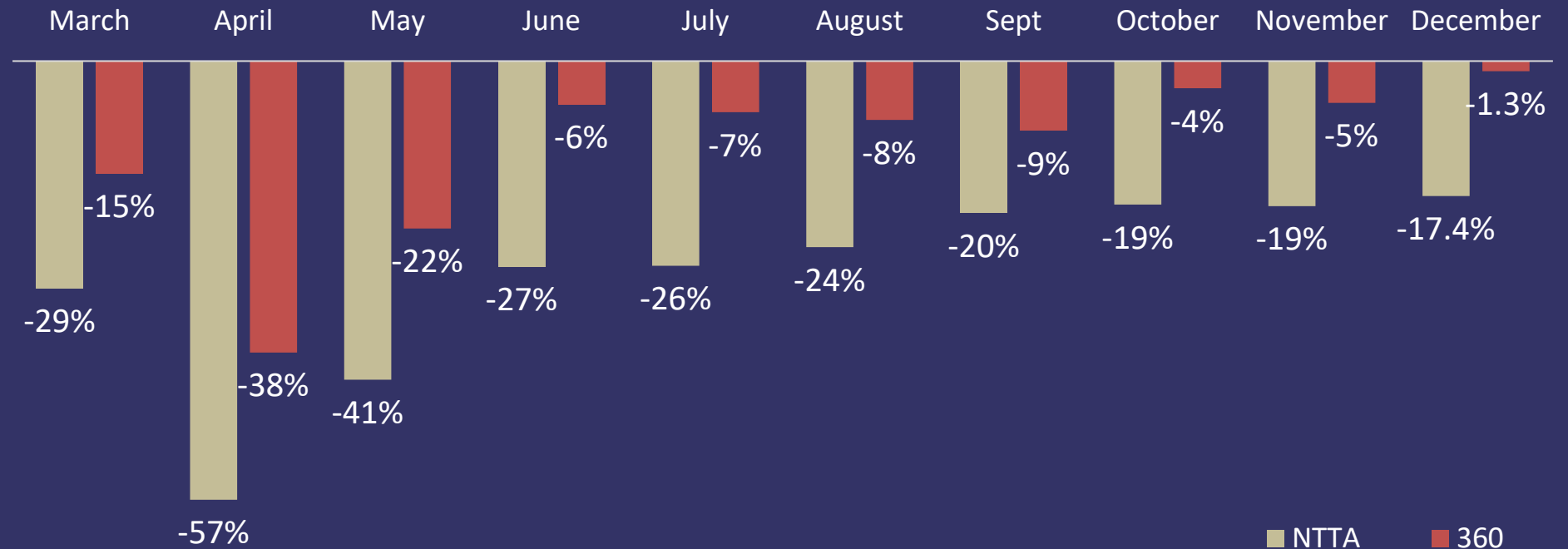


Source: Texas Comptroller of Public Accounts

FUNDING IMPACT

NTTA
Transactions,
Including
SH 360

Change in Tollway Transactions: 2019 vs 2020



Source: NTTA

Note: Change for NTTA includes 360 Tollway

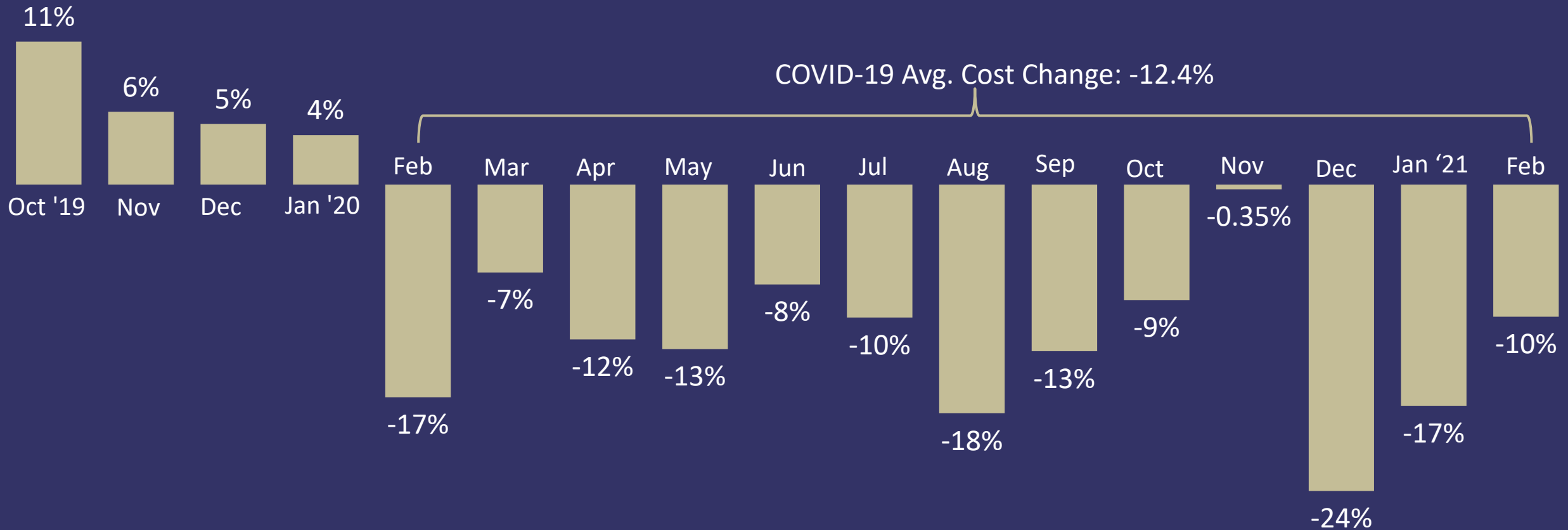
Additional Note: Despite decline in transactions, the revenues are sufficient to meet debt service for SH 360.

No current impact to RTC backstop expected.

Construction Cost Changes

October 2019 to February 2021

Monthly Average Construction Cost Changes
(Letting Low Bid vs. Sealed Engineer's Est.)



Sources: TxDOT Connect and Monthly TxDOT Letting Reports

Notes: Does not include CSJ 2266-02-151; Includes grouped and non-grouped projects; Includes Dallas and Fort Worth District data

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



DASHBOARD PLATFORM

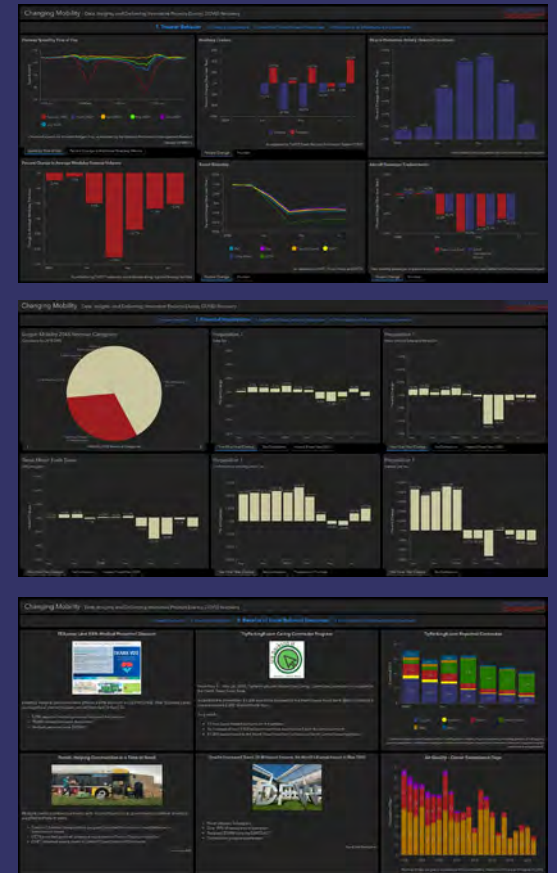
www.nctcog.org/pm/covid-19

Newly launched online dashboard to display Changing Mobility information to the public

Replicates material presented to committees with enhanced interactivity


Separate dashboard for each metric tracked

Clean layout to help the public understand the story of the metrics at a glance



RTC MEETING FORMAT

TYPE	CHAIR	MEMBERS
In Person – Standard	Here	Here
Emergency Declaration – Phase 1	Remote	Remote
Flexibility in State Law – Phase 2	Here	Remote
In Person – Phase 3	Here	Here

The background of the slide is a dense field of 3D-rendered numbers in various shades of blue and white. The numbers are scattered across the frame, creating a sense of depth and movement. Some numbers are larger and more prominent than others, while many are smaller and partially obscured. The overall effect is a complex, abstract pattern of digits.

COVID-19
Infrastructure
Program #015:
Transit Partnership

Regional Transportation Council

March 11, 2021

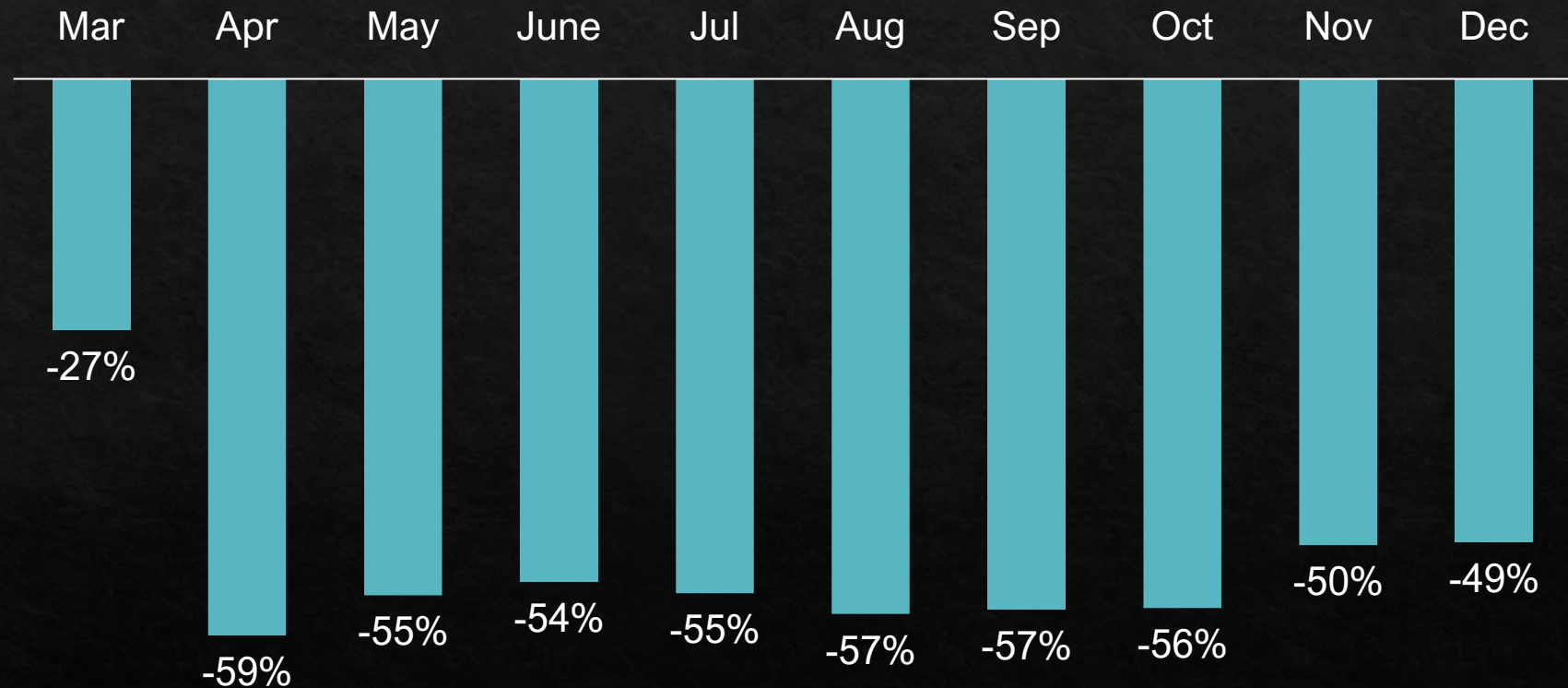
BACKGROUND

- Due to the recent COVID-19 outbreak, transit ridership has declined significantly.
- In response, the Regional Transportation Council (RTC) approved \$25,000,000 in Surface Transportation Block Grant (STBG) funds for investments in transit in the COVID-19 Round 3 Infrastructure Program in November 2020.
- Since then, discussions have occurred regarding how the funding should be allocated at the project level.

TRANSIT IMPACTS

Passenger Decrease : 2019 vs 2020

Weekday
Ridership



ORIGINALLY IDENTIFIED PROJECT CATEGORIES

- Scope: Specific scopes to be determined, but will focus on these areas:
 - Response to COVID-19 impacts
 - Insurance for passenger rail integration onto freight lines
 - Engineering funds for passenger rail/roadway interfaces
 - Next generation high-intensity bus expansion
 - Review of bus stop amenities
 - Partnership(s) with Class 1 Railroads on passenger rail corridors
- RTC Policies/Federal Performance Measures Addressed: Transit, Air Quality, Freight

REGIONAL TRANSIT EDUCATIONAL CAMPAIGN PROGRAM

- During the COVID-19 pandemic, transit ridership has remained approximately 50% of what it was for the same period in 2019.
- Bringing riders back to the system will require targeted outreach.
- A two-phased education campaign is proposed:
 - Phase 1 - focus on growing consumer confidence
 - Phase 2 - focus on increasing ridership
- Program involves seeking out partnerships in the business community and local news networks.
- \$1,000,000 CMAQ/STBG funds proposed for the program (to be matched with Regional Transportation Development Credits (TDC))
- In order to expedite funding, this program may be implemented by a funding exchange with the transit agencies.



The advertisement features the DCTA logo (Denton County Transportation Authority) at the top. Below it is a photograph of a person wearing a face mask and a beanie, holding a smartphone and standing on a transit vehicle. A blue banner across the photo reads "RIDE SAFE, STAY SAFE." To the left of the main text are three icons: a face with a mask labeled "Mask Required", a hand being cleaned labeled "Enhanced Cleaning", and an exclamation mark labeled "Stay Updated". The main text reads "COMMUTE WITH CONFIDENCE WHEN YOU #RIDEDCTA" followed by "We're taking the necessary precautions to make sure our vehicles are safe so that when you're ready, you can hop back on board." At the bottom right is a blue button with the text "LEARN MORE >>".

Source: DCTA

INSURANCE FOR PASSENGER RAIL INTEGRATION

- Transit authorities are required to have insurance for passenger operations on freight rail lines.
- Agencies in our region have previously had sufficient revenue for annual premiums, but revenue decreases have presented an issue.
- Additionally, premiums in the industry have increased dramatically.
- \$5,000,000 STBG funds are proposed to assist transit authorities in securing insurance until premiums level out.
- The funds would be matched with Regional TDCs.



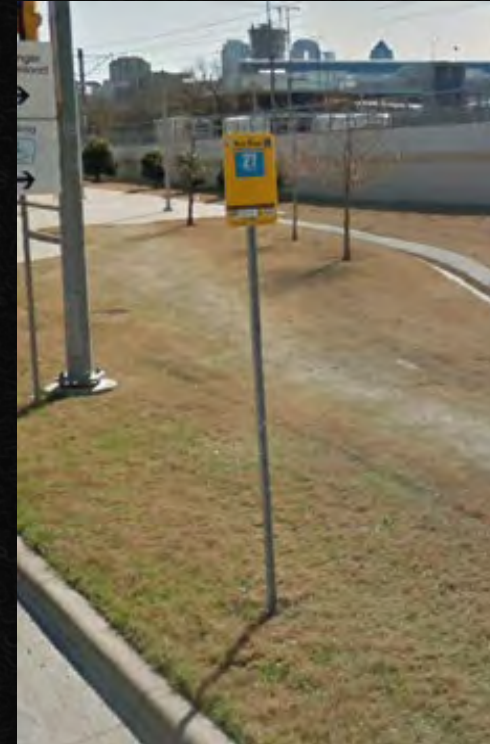
REGIONAL RAILROAD DESIGN REVIEW

- In recent months, a need has been identified to facilitate the review of engineering plans for transportation projects crossing or utilizing Class 1 railroad lines.
- Proposed project/program involves:
 - Funding professional engineering agreements with railroads (e.g., Union Pacific, BNSF Railway, Fort Worth and Western Railroad, Kansas City Southern Railroad)
 - Agreements to expedite the design review of regionally significant projects throughout the region
 - \$7,000,000 of STBG funds (to be matched with Regional TDCs)



REGIONAL BUS STOPS

- Many bus stops leave transit riders waiting in the grass and dirt.
- Proposed project involves:
 - Funding concrete foundations and/or overhead shelters
 - \$1,000,000 STBG funds (to be matched with Regional TDCs) for bus stops in the Trinity Metro service area with specific locations to be identified by NCTCOG and Trinity Metro
- Stops in the DCTA and DART service areas to be identified for future improvement



NEXT STEPS

- Add projects to the Transportation Improvement Program (TIP) and Statewide TIP
- Identify potential projects for the remaining \$11,000,000 of funding
- Bring proposals back to STTC and RTC for consideration

REQUESTED ACTION

- RTC approval of:
 - The proposed COVID-19 Infrastructure Program: Transit Partnership investments
 - Administratively amending the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and amending other planning/administrative documents to incorporate these projects.

CONTACT/QUESTIONS?

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FEDERAL TRANSIT ADMINISTRATION FUNDING ALLOCATIONS IN RESPONSE TO COVID RELIEF 2.0 FUNDING AUTHORIZATION

REGIONAL TRANSPORTATION COUNCIL

MARCH 11, 2021

SHANNON STEVENSON, SENIOR PROGRAM MANAGER

TRANSIT MANAGEMENT & PLANNING

CORONAVIRUS RESPONSE AND RELIEF SUPPLEMENTAL APPROPRIATIONS ACT (CRRSAA) OF 2021

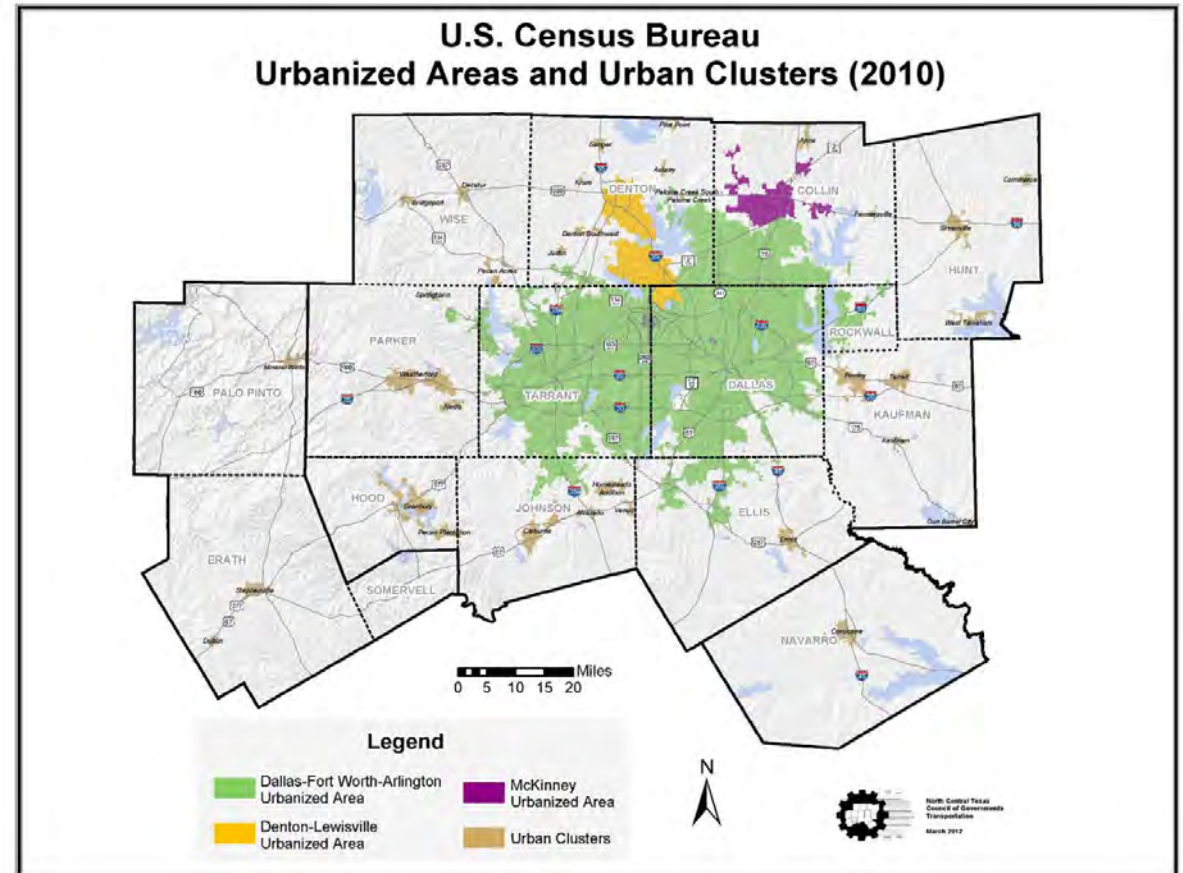
- Provides \$14 billion nationwide in additional emergency funds to help alleviate funding shortfalls for the largest public transportation systems due to the COVID-19 health emergency through the Urbanized Area Formula Program (Section 5307) with a small amount of funding for the Enhanced Mobility of Seniors and Individuals with Disabilities Program (Section 5310)
- Second round of COVID-19 relief funding provided to the transit industry following the [Coronavirus Aid, Relief and Economic Security \(CARES\) Act](#), which was signed at the end of March 2020 and provided \$25 billion nationwide to the industry
- Primary objective is to ensure public transit agencies receive sufficient funding; under this bill, when combined with their CARES Act apportionments, to equal at least 75% of urbanized areas' public transit operating costs based on 2018 expenses
- The Dallas-Fort Worth-Arlington Urbanized Area is receiving Urbanized Area Formula Program funding (Section 5307) because only DART falls below the 75% threshold
- Amount provided under the Enhanced Mobility of Seniors and Individuals with Disabilities Program (Section 5310) will be awarded to qualifying projects and must be included or be consistent with the coordinated public transit-human services transportation plan ([Access North Texas](#))
- NCTCOG will not retain any funds for administrative purposes

CORONAVIRUS RESPONSE AND RELIEF FUNDING FOR THE REGION

NCTCOG: Designated Recipient of FTA
Urbanized Area (UZA) Formula funds for
North Texas¹

Available Funding for North Texas

UZA	Section 5307	Section 5310	TOTAL
DFW-Arlington	\$128,511,228	\$661,250	\$129,172,478
Denton-Lewisville	\$0	\$41,938	\$41,938



¹McKinney UZA was not allocated any funding by the FTA

5307 ALLOCATION METHODOLOGY

DFW-Arlington UZA	2018 Operating Expenses	75% of 2018 Operating Expenses	CARES Act Allocation	Recommended for CRRSAA Funding?
City of Arlington	\$3,291,878	\$2,468,909	\$10,955,694	No
City of Grand Prairie	\$801,084	\$600,813	\$3,852,375	No
City of Mesquite	Reported to NTD by STAR Transit	N/A	\$3,442,401	No
City/County Transportation	\$310,255	\$232,692	\$899,600	No
Community Transit Services	\$193,513	\$145,135	\$1,781,036	No
Dallas Area Rapid Transit	\$527,011,156	\$395,258,367	\$229,627,520	Yes
Trinity Metro/ Fort Worth Transportation Authority (FWTA)	\$54,709,434	\$41,032,076	\$55,161,034	No
North Central Texas Council of Governments	N/A	N/A	\$796,572	No
Northeast Transportation Services (NETS)	Reported to NTD by FWTA	N/A	\$4,813,723	No
Public Transit Services	\$472,239	\$354,180	\$396,081	No
Span, Inc.	\$1,026,700	\$770,025	\$2,204,136	No
STAR Transit	\$3,869,114	\$2,901,836	\$4,698,957	No
Denton-Lewisville UZA	2018 Operating Expenses	75% of 2018 Operating Expenses	CARES Act Allocation	Recommended for CRRSAA Funding?
Denton County Transportation Authority	\$28,350,849	\$21,263,137	\$23,461,867	Not Available

METHODICAL REVIEW OF FUNDING ALLOCATIONS

STEP 1: FORMULA ALLOCATIONS

Are annual formula allocations correct and accurately account for TRE?

Yes

STEP 2: CARES ACT ALLOCATIONS

Did the RTC correctly allocate CARES Act funding and account for TRE?

Yes

STEP 3: CONGRESSIONAL EVALUATION

Did Congress allocate any CRRSAA funding to North Texas because any agencies were below the 75% threshold?

Yes

STEP 4: AGENCIES BELOW 75% THRESHOLD

Was DART the only transit agency in North Texas below the 75% threshold?

Yes

STEP 5: RTC DISCRETION

Does the RTC have discretion on how to distribute CRRSAA funds?

Yes

Other than 2018 NTD
Authorities with Disparate Tools
Federal Awareness of TRE

STEP 5: RTC DISCRETION CONTINUED

Agency	2018 Operating Expenses*	75% of 2018 Operating Expenses	CARES Act Allocation	Percent of 2018 Operating Expenses (CARES Act Only)	Recommended CRRSAA Allocation	Total Recommended COVID-19 Relief Funding (CARES Act + CRRSAA)	Percent of 2018 Operating Expenses (Total COVID-19 Relief Funding)
DART	\$527,011,156 - \$16,742,596 = \$510,268,560	\$382,701,420 \$395,258,367	\$229,627,520	45%	\$128,511,228	\$358,138,748	70%
Trinity Metro	\$54,709,434 + \$16,742,596 = \$71,452,030	\$53,589,023 \$41,032,076	\$55,161,034	77%	<i>Not Recommended</i>	\$55,161,034	77%

*Adjustment for Trinity Metro's TRE operating expenses (\$16,742,596) shown in green, which are reported by DART to NTD

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INFRA INFRASTRUCTURE FOR REBUILDING AMERICA



SOURCE: <https://www.transportation.gov/buildamerica/financing/infra-grants/infrastructure-rebuilding-america>

March 11, 2021

Regional Transportation Council – Action Item
FY 2021 INFRA Discretionary Grant Program – Proposed NCTCOG Projects

INFRA Discretionary Grant Program

FY 2021 Program Overview

2

- **\$1.039 billion available nationwide in FY 2021**
 - Award request –
 - Maximum: 60% of total project cost (overall Federal funds – 80% maximum)
 - Minimum: \$25 million for large project (> \$100 million); \$5 million for small project (< \$100 million)
 - Distribution –
 - Maximum: ≤ 10% per State and for small projects only
 - 75% Urban / 25% Rural
 - Added merit criteria –
 - Climate change and environmental justice impacts
 - Racial equity and barriers to opportunity
- **Application Submittal Deadline – March 19, 2021**
- INFRA award announcements expected in August / September 2021
- **Obligation Deadline – September 30, 2024**
- **“INFRA Extra” Program** – Competitive projects may be authorized for Transportation Infrastructure Finance and Innovation Act of 1998 (TIFIA) loan ≤ 49% of total project cost

Status of Federal Discretionary Grant Program Project Proposals – Not Awarded (2016-20)

YEAR	EAST/ WEST	GRANT TYPE	PROJECT	TOTAL COST	GRANT FUNDS	UPDATED STATUS (VIA OTHER MEANS)		
						NEPA	FUNDING	DELIVERY
2020	EAST	BUILD	Enhancing Mobility Within the Southern Dallas Inland Port	\$12.0M	\$9.3M	NO	YES (partial)	COVID-19 #00X Round 3 (partial)
2020	WEST	BUILD	DFW Airport East-West Connector	\$48.9M	\$13.3M	PENDING	YES (partial)	COVID-19 #00X Round 4
2020	WEST	INFRA	N. Texas Hyperloop Certification Center	\$350.0M	\$30.0M	NO	NO	Not selected by VHO RFP
2019	EAST	BUILD	US 80/IH 635 Reconstruction	\$255.0M	\$25.0M	FONSI	YES (partial)	2021 UTP (FY 2025-30 Let Date)
2019	WEST	BUILD	SH 114 Frontage Road Gap	\$46.1M	\$25.0M	FONSI	YES	Under Construction
2019	EAST	INFRA	IH 30 Rockwall County – Lake Ray Hubbard Bridge	\$214.0M	\$100.0M	FONSI	YES	2021 UTP (FY 2021-24 Let Date)
2019	BOTH	INFRA	N. Texas Strategic National Highway System (NHS) Bridge Program	\$228.7M	\$113.1M	PENDING	YES (partial)	Partial INFRA (\$8.8M) for partial program (\$28.5M – 4 bridges)
2018	EAST	BUILD	IH 633 LBJ East	\$1.56B	\$25.0M	FONSI	YES	Under Construction
2017/8	EAST	INFRA	IH 635 LBJ East	\$1.80B	\$165.0M	FONSI	YES	Under Construction
2017/8	WEST	INFRA	IH 20 Y-Connection Upgrade	\$1.23B	\$100.0M	FONSI	YES	2021 UTP (FY 2021-24 Let Date)
2017/8	WEST	INFRA	DFW Connector N. Airport Interchange	\$122.7M	\$65.0M	FONSI	NO	Future (Mobility 2045 Plan)
2016/7	EAST	FASTLANE	IH 35E/35W Merge Interchange	\$210.2M	\$126.0M	FONSI	YES	2021 UTP (FY 2021-24 Let Date)
2016/7	WEST	FASTLANE	DFW Connector N. Airport Interchange	\$106.9M	\$64.0M	FONSI	NO	Future (Mobility 2045 Plan)
2016	EAST	TIGER	Park Lane/Vickery Meadow Complete Streets	\$20.6M	\$13.0M	PENDING	YES	Under Design (NCTCOG/City of Dallas Partnership)
2016	WEST	TIGER	East Lancaster Ave. Complete Streets	\$107.0M	\$25.0M	NO	YES (partial)	2021 UTP (FY 2021-24 Let Date)

Proposed Projects for Submittal FY2021 INFRA Grant Program (Reference Item 7.2)

YEAR	EAST/ WEST	GRANT TYPE	PROJECT	TOTAL COST ¹	GRANT FUNDS ¹	UPDATED STATUS (VIA OTHER MEANS)		
						NEPA	FUNDING	DELIVERY
2016	WEST	TIGER	East Lancaster Ave. Complete Streets & Transit Technology	\$125.0M \$150.0M	\$50.0M \$90.0M	NO	YES (partial)	2021 UTP (FY2021-24 Let Date)
2020	EAST	BUILD	Enhancing Mobility Within the Southern Dallas Inland Port	\$12.0M \$12.8M	\$7.2M \$7.7M	NO	YES (partial)	COVID-19 #00X Round 3 (partial)
2021 (NEW)	EAST	INFRA	IH 30 Downtown (Co-Sponsor)	TBD \$496.0M	TBD \$146.0M	FONSI	YES (partial)	2021 UTP (FY2021-24 Let Date)

1. Updated total cost and INFRA Grant request amounts shown (in red) along with original amounts from Reference Item 7.2.

INFRA Discretionary Grant Program

Proposed Submittal Timeline

5

February 17, 2021	INFRA Grant Notice of FY 2021 Opportunity Announced
February 26, 2021	STTC Information (Candidate NCTCOG Projects Identified)
March 11, 2021	RTC Action
March 19, 2021	INFRA Application Submittal Deadline - www.grants.gov
March 25, 2021	Executive Board Endorsement

INFRA Discretionary Grant Program

Requested RTC Action

6

- **Recommend Regional Transportation Council (RTC) approval of:**
 - **Three proposed projects for the FY 2021 INFRA Discretionary Grant Program (as amended from Reference Item 7.2)**
 - **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 2021 INFRA Grant award**



INFRA

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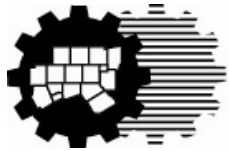
March 11, 2021

Regional Transportation Council – Action Item
FY 2021 INFRA Discretionary Grant Program – Proposed NCTCOG Projects

Air Quality Calls for Projects Recommendations

Regional Transportation Council Meeting
March 11, 2021

Chris Klaus
Senior Program Manager



**North Central Texas
Council of Governments**



Available Funding

Funding Source: Environmental Protection Agency (EPA) National Clean Diesel Funding Assistance Program

Calls for Projects	Project Types	Available Funding
Clean Fleets North Texas (CFNT) 2020 – Bucket 1	Replace Heavy-Duty Diesel Vehicles and Equipment	\$659,820*
North Texas Emissions Reduction Project (NTERP) 2020 – Bucket 2	Replace High-Use Diesel Vehicles/Equipment, Rail/Switch Yard Idle Reduction Technologies	\$2,350,000
North Texas Freight Terminal Electrification (NTFTE) 2020 – Bucket 3	Installation of Transport Refrigerated Unit Electrified Parking Spaces, Connection Kits, Power Monitoring	\$960,225

* Available from a prior EPA award. Some funding was previously awarded through CFNT 2018 and CFNT 2019 Calls for Projects.

Eligibility and Selection

	Bucket 1	Bucket 2	Bucket 3
Eligibility	Operate in Required Geographic Area		
	Clean Fleet Policy Adoption Purpose: Reserve Funding for Fleets that are Engaged Beyond Grant Opportunities; Consistent with RTC Adoption of Clean Fleet Policy		
Scoring Criteria	Cost Per Ton NO _x Emissions Reduced 75% Purpose: Maximize Emissions Reductions		
	Subrecipient Oversight Criteria 25% Purpose: Balance Project Benefits with Administrative Burden		Location and Oversight Criteria 25% Purpose: Balance Project Benefits with Administrative Burden

Bucket 1 - Summary of Applications

Applicant	Activities Requested	Applicant Eligible	Activities Eligible	Funds Requested	Recommended	
					Activities	Funds
City of Kennedale	1	Yes	1	\$165,000	1	\$165,000
City of Dallas*	6	Yes	0	\$689,786	0	0
Funds Remaining after Recommended Subaward**						\$494,820

Refer to Electronic Item 8.2 for more details.

*** City of Dallas May Submit a New Application in Next Round**

**** Next Round of Calls for Projects Currently Open for Remaining Balances**

Bucket 2 and Bucket 3 - Summary of Applications

Bucket 2

Applicant	Activities Requested	Applicant Eligible	Activities Eligible	Funds Requested	Recommended	
					Activities	Funds
Alliance Aviation Services	2	Yes	2	\$108,770	2	\$108,770
Paccar Leasing	1	Yes	1	\$161,555	1	\$161,555
Funds Remaining after Recommended Subaward*					\$2,079,675	

Bucket 3

No Applications Received; EPA Funds Remaining \$960,225

Refer to Electronic Item 8.3 for more details.

*Next Round of Calls for Projects Currently Open for Remaining Balances

Schedule

Milestone	Estimated Timeframe
STTC Action to Recommend Subaward and Rebate	February 26, 2021
RTC Approval of Recommended Subaward and Rebate	March 11, 2021
Executive Board Authorization	March 25, 2021
Next Interim Application Deadline (Rolling 90-Day Deadline until All Funds Awarded or Final Application Deadline Reached)	April 9, 2021
Final Application Deadline	October 8, 2021
Project Implementation Deadline	February 26, 2023*

*Deadline has been extended per EPA no cost time extension.

Action Requested

Request RTC Approval of Subaward and Rebate Recommended Awards:

Bucket 1 - Clean Fleets North Texas 2020

\$165,000 to the City of Kennedale to Replace One Firetruck

Any Funds Released From Prior Awards to be Applied to Balance Available to Future Awards

Bucket 2 - North Texas Emissions Reduction Project 2020

\$108,770 to Alliance Aviation Services to Replace Two Airport Support Equipment;

\$161,555 to Paccar Leasing to Replace One Class 7 Service Truck

For More Information

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LEGISLATIVE UPDATE



Rebekah Hernandez, Communications Manager
NCTCOG

Regional Transportation Council

March 11, 2021

FEDERAL UPDATE

American Rescue Plan Act

- \$1.9 trillion COVID-19 relief bill approved, President expected to sign
- \$30.5 billion in funding for public transit relief; \$25 billion for aviation sector

Earmarks

- House Appropriations Committee will accept “Community Project Funding” requests for FY 2022
 - Limited number of projects, transparency, ban on funding to for-profit entities
- House Transportation Committee will accept requests for highway and transit projects in surface transportation reauthorization bill

TEXAS LEGISLATURE

Recent Committee Hearings

Senate Finance and House Appropriations

- Article VI – Commission on Environmental Quality
Discussion on TERP funds, energy/power issues
- Article VII – Transportation
Discussion on Category 12 allocations, debt, road user fees, transit

Senate and House Transportation

- Discussion on Category 12 allocations, road user fees/overweight fees, TERP funds, Texas Mobility Fund

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TEXAS
LEGISLATURE

Bill Topics of Interest

Transportation Funding

- Increasing Fuel Tax
- Electric Vehicle Fee
- Usage of State Highway Fund
- Texas Mobility Fund

Tolling, CDAs

- Cessation of Tolls
- Toll Collection and Enforcement
- Toll Project Requirements
- CDAs for IH-35 in Austin, others



TEXAS
LEGISLATURE

Bill Topics of Interest

Air Quality

- LIRAP/LIP Funds
- TERP
- Electric Vehicle Infrastructure
- Vehicle Emissions Inspection

Safety

- Reducing Speed Limits
- Bicycle/Pedestrian
- Cell Phone Usage While Driving
- Update on HB 442, HB 443, SB 42, SB 221

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HIGH-SPEED



TRANSPORTATION

Dallas-Fort Worth

03.11.2021 – Regional Transportation Council



Topics

- Draft Preliminary Project Purpose
- Screening Process with Level 1 & 2 Results
- Public and Agency Engagement Opportunities
- Next Evaluation & Design Steps
- Technology Update
- Contract Status
- Project Schedule



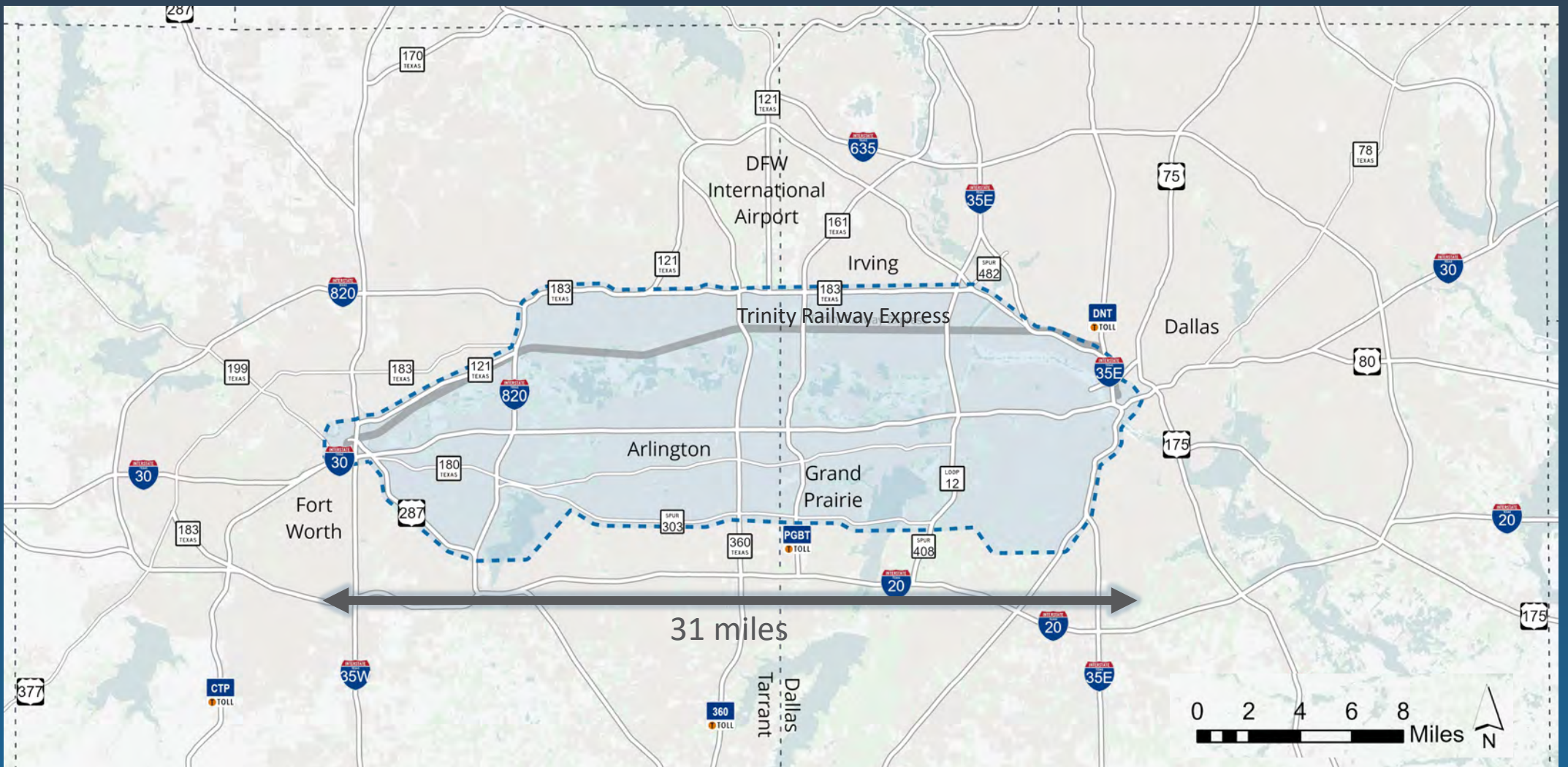
Study Objective

Evaluate high-speed transportation alternatives (both alignments and technology) to:

- Connect Dallas-Fort Worth to other proposed high-performance passenger systems in the state
- Enhance and connect the Dallas-Fort Worth regional transportation system

Obtain federal environmental approval of the viable alternative

Study Area





DRAFT Preliminary Project Purpose

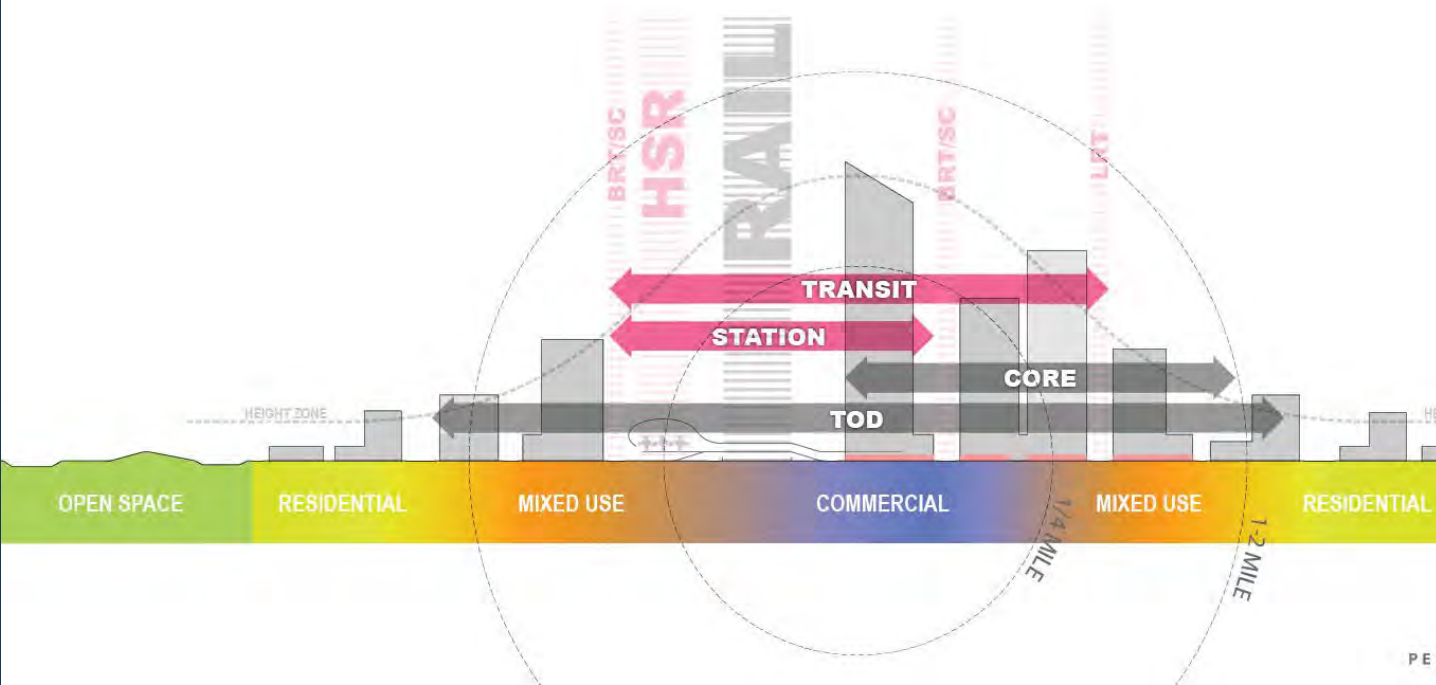
Connect downtown Dallas and downtown Fort Worth with high-speed intercity passenger rail service or an advanced high-speed ground transportation technology to:

- Provide an alternative to travel by automobile
- Advance the state high-performance rail transportation network
- Support economic development opportunities
- Enhance connectivity

Economic Development Focus

Source: Perkins + Will

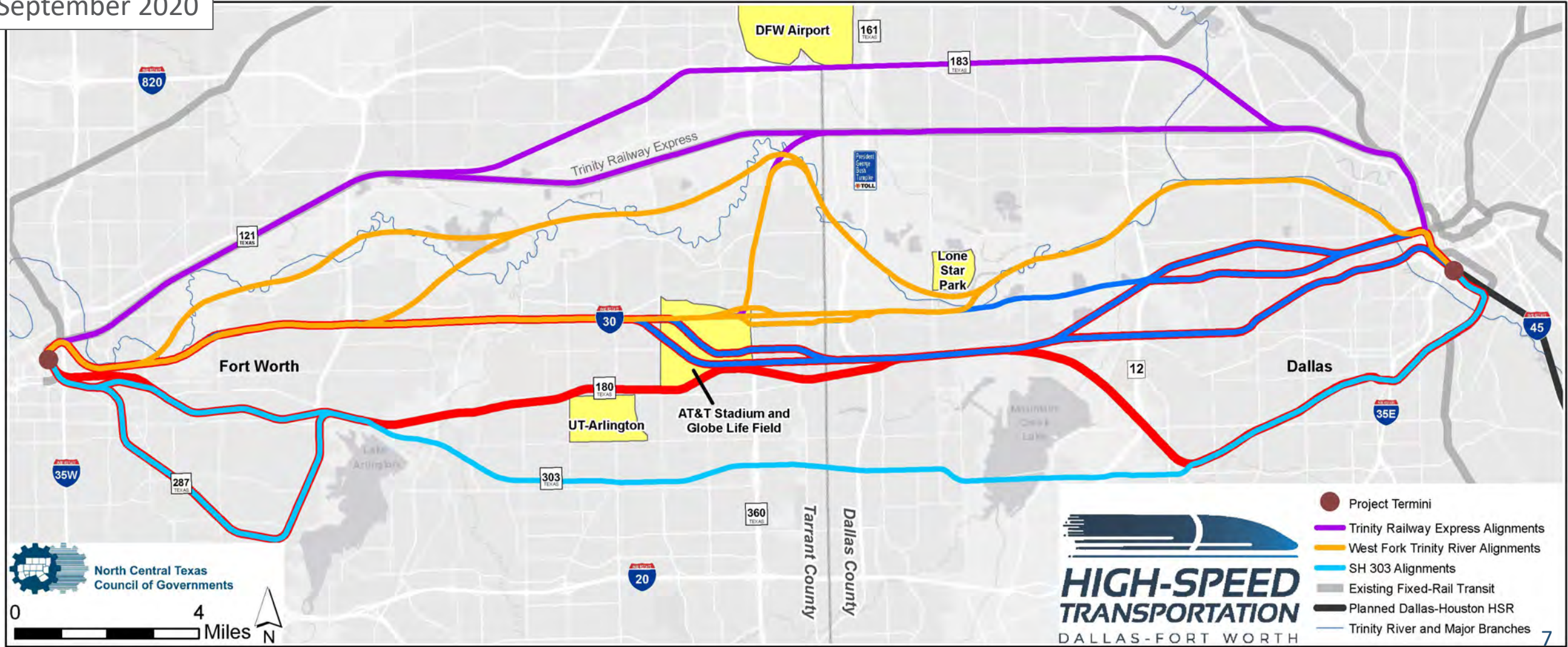
TRANSIT ORIENTED DEVELOPMENT



Source: Perkins + Will

Initial Set of Alignments/ Corridors

September 2020



Initial Modes of Transportation

● Conventional



● Higher-Speed



● High-Speed



● Maglev



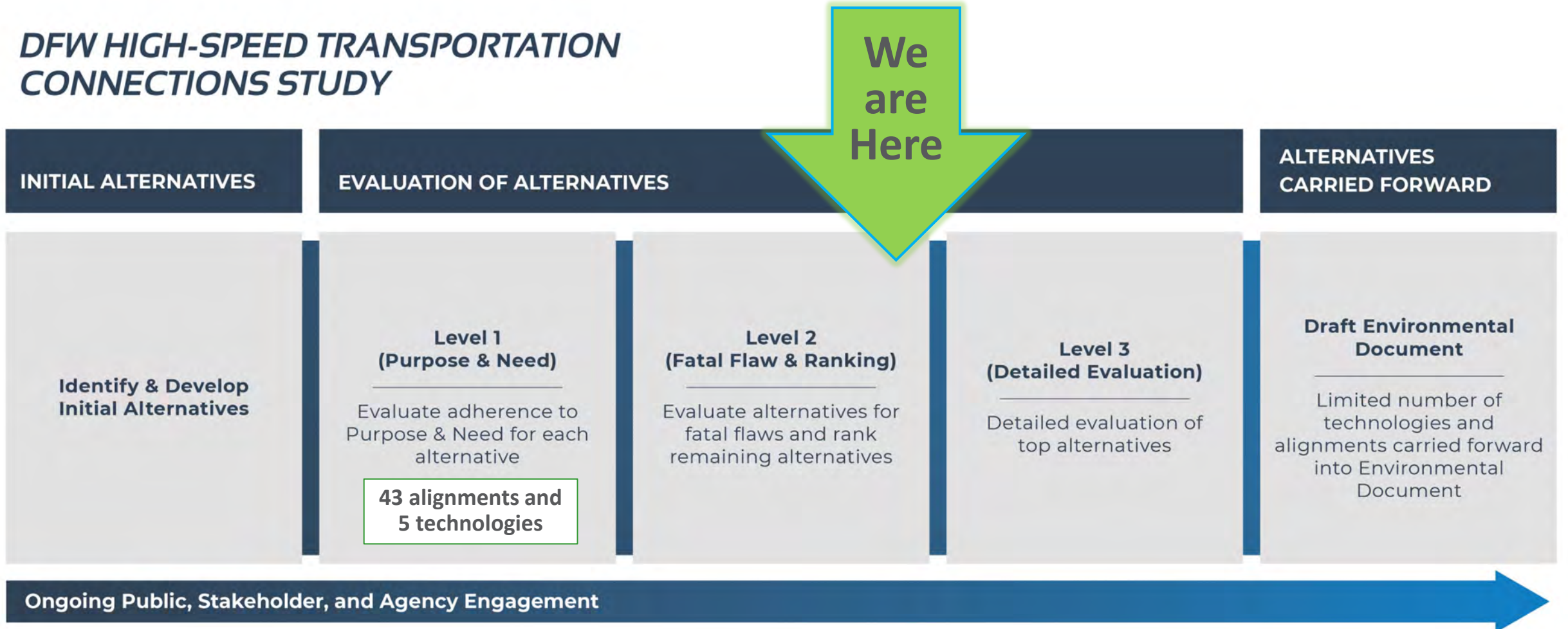
● Hyperloop



● Emerging Technologies

Evaluation Methodology

DFW HIGH-SPEED TRANSPORTATION CONNECTIONS STUDY



Level 1 Screening Results

Level 1 (Primary)

Serve downtowns of Dallas and Fort Worth?

All 43 alignments pass

Faster Travel Time (20 mins or faster)?

- Conventional Rail: No alignments pass; eliminated from further consideration
- Higher-Speed Rail: 8 out of 43 alignments pass
- High-Speed Rail: 39 out of 43 alignments pass
- Maglev: All 43 alignments pass
- Hyperloop: All 43 alignments pass

Level 1 (Secondary)

Recommended eliminating from further considerations:

- All Trinity Railway alignments
- All West Fork Trinity River alignments
- All SH 303 alignments
- Five IH 30 alignments
- Two SH 180 alignments

Recommending only IH 30 (12 alignments) and SH 180 (11 alignments) corridors be carried forward into Level 2 screening

Alignment/Corridor Recommendations Based on Level 1 Screening

December 2020



North Central Texas Council of Governments

HIGH-SPEED TRANSPORTATION
DALLAS-FORT WORTH

Alignment/Corridor Recommendations Based on Level 1 Screening

● Conventional



● Higher-Speed



● High-Speed



● Maglev



● Hyperloop



● Emerging Technologies

Level 2 Screening Results

Alignments

- IH 30 Alignments
 - 7 of 12 alignments recommend carrying forward into Level 3 screening
- SH 180 Alignments
 - 3 of 11 alignments carried forward into Level 3 screening

Modes

- Higher-speed rail and emerging technologies recommend eliminating from further consideration
- High-speed rail, maglev, and hyperloop recommend carrying forward into Level 3 evaluation

For more detailed information
on Level 1 and Level 2
screenings go to:
www.nctcog.org/dfw-hstcs

>> Project Information

>> Level 1 & 2 Screening Results

Alignment/Corridor Recommendations Based on Level 2 Screening

January 2021



Alignment/Corridor Recommendations Based on Level 2 Screening

Conventional



Higher-Speed



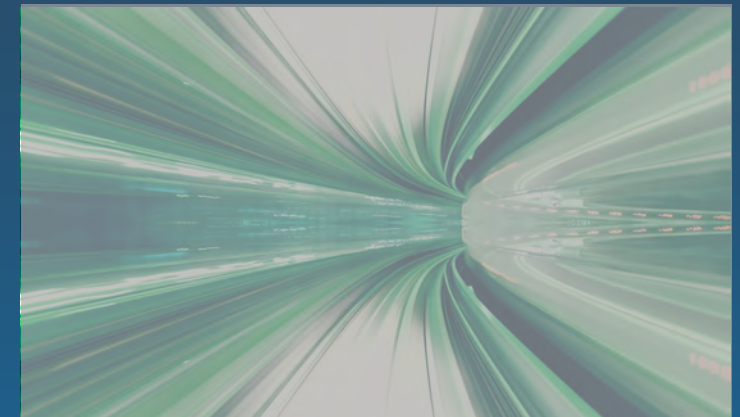
High-Speed



Maglev



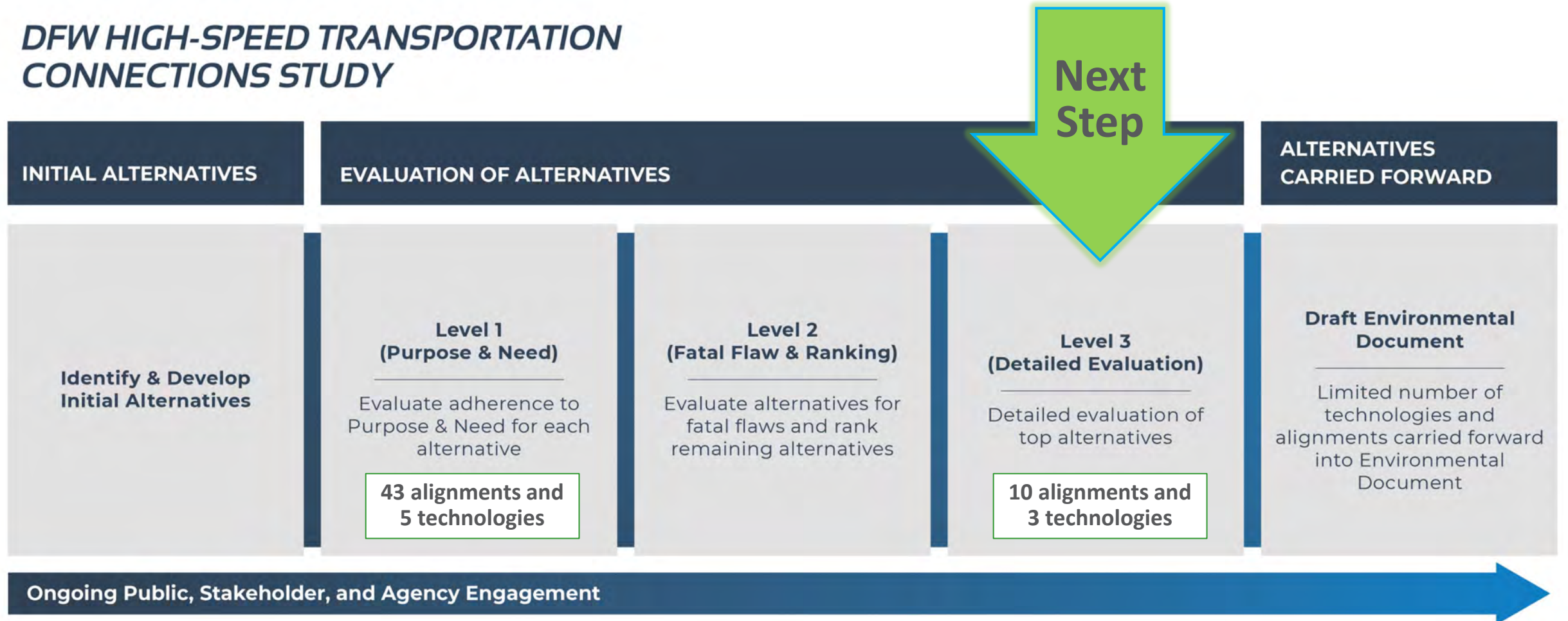
Hyperloop



Emerging Technologies

Evaluation Methodology

DFW HIGH-SPEED TRANSPORTATION CONNECTIONS STUDY



Screening Criteria by Levels

Level 1 (Ability to Meet Purpose and Need)

Primary

- Serves Downtown Dallas and Fort Worth Central Station (fatal flaw)
- Travel Time (fatal flaw)

Secondary

- Safe
- Reliable
- Convenient
- Linkages to Other High-Performance Systems in Texas
- Connect to Existing Regional/Light Rail in Dallas-Fort Worth
- Improved Access to Major Activity Centers

Level 2 (Fatal Flaws and Ranking)

- Proximity to Sensitive Social, Biological, or Cultural Areas
- Potential Community Impacts
- Technology Maturity, Design Criteria, Regulatory Approval
- Capacity, Travel Time, Compatibility with Existing Infrastructure
- Operational Considerations

Level 3 (Detailed Evaluation)

- Costs
- Potential Impacts to Sensitive Social, Biological, or Cultural Areas
- Potential Community Impacts
- Constructability/Operability

Level 3 Screening – Draft Criteria

Criteria		Description
Costs	Construction (capital) cost per mile	Construction cost for the guideway, ancillary facilities, maintenance facilities, and vehicles
	Annual operations and maintenance cost per mile	Annual operations and maintenance cost per mile, based on industry information
	Modifications to existing infrastructure	Capital costs associated with modifications to existing infrastructure to accommodate the alternative
Potential Impacts to Sensitive Social, Biological, or Cultural Areas	Total length of water body and floodplain crossings	Total length (linear feet) of alignment that crosses a water body or floodplain
	Acres of wetland within proposed right-of-way	Total acres of wetland within the proposed right-of-way
	Number of potential structures displaced	Number of potential structures displaced (house, outbuildings, business, billboards, etc.)
	Acres of parks impacted	Total acres of parks within proposed right-of-way
	National and state historic sites potentially impacted	Number of national and state historic sites potentially impacted

Level 3 Screening – Draft Criteria

Criteria		Description
Potential Community Impacts	Noise & Vibration	Number of sensitive receivers within 500 feet (250 feet on each side of centerline)
	Visual/Aesthetics	Number of potential visual/aesthetic impacts within 500 feet (250 feet on each side of centerline)
	Community Facilities	Number of potential community facilities impacted (positive or negative)
	Environmental Justice	Potential impacts on minority or low-income populations (positive or negative)
Constructability/ Operability	Constructability	Potential impact to existing parallel transportation systems during construction
	Travel Time	Travel time between downtown Dallas (high-speed rail station) and downtown Fort Worth (Central Station) for each alignment/mode combination
	Required non-public right-of-way	Total acres of new or non-public right-of-way needed
	Technology maturity (safety systems)	Technology Readiness Levels for safety systems requirements, including emergency response, ventilation, fire life safety, etc.
	Technology maturity (operations systems)	Technology Readiness Levels for operational systems requirements, including signaling, autonomous vehicle operations, control systems, etc.



Initial Design Process

- Develop initial design for corridors advancing to Level 3 Screening
- Develop alignments within each corridor for Transportation Technology Modes advancing through Level 2 Screening
- Anticipated completion by the end of March 2021
- Used to support Level 3 Screening



Technology Update

- Technology Forum Workshop

December 9, 2020

- Held 11 One-on-One Meetings with Technology Providers

- Technology Peer Review Complete

Peer Group Agrees with Process and Findings

Public and Agency Engagement

2020

- FRA/FTA Coordination Meeting – July 16
- Elected Officials Briefing – July 17
- Technical Work Group – July 21
- Meeting with The Boring Company – August 4
- Arlington Councilmember Dr. Ignacio Nunez – August 8
- Meeting with Virgin Hyperloop – August 14
- FRA/FTA Coordination Meeting – August 20
- Technical Work Group – August 21
- East Arlington Renewal Group, Sue Philips – September 2
- Heart of Arlington Group, Alicia Gray – September 3
- FRA/FTA Coordination Meeting – September 3
- Meeting with Hardt Hyperloop – September 3
- Arlington Tomorrow Fund, Jo Ann Cardoza – September 9
- Fort Worth Councilmember Cary Moon – September 10
- Dallas Councilmember Chad West – September 14
- Greater Community Missionary Baptist Church, Kennedy Jones – September 14
- Dallas Councilmember Omar Narvaez – September 17
- Tarrant Asian-American Chamber of Commerce, Yes Nguyen – September 17
- US Pan Asian American Chamber of Commerce, Grace McDermott – September 18
- Public Meeting – September 23
- Public Meeting – September 24
- FRA/FTA Coordination Meeting – October 2
- Union Pacific Railroad Briefing – October 12
- Downtown Fort Worth, Inc. Board of Directors – October 15
- Technical Work Group – October 16
- Surface Transportation Technical Committee – October 23
- FRA/FTA Coordination Meeting – November 5
- Fort Worth City Council Transportation Committee – November 10
- Downtown Fort Worth, Inc. Transportation Committee – November 11
- Regional Transportation Council – November 12
- Technical Work Group – November 20
- FRA/FTA Coordination Meeting – December 3
- Technology Forum Workshop – December 9
- Technical Work Group – December 18
- Resource Agency Meeting – December 18

Public and Agency Engagement

2021

Technology Forum Meeting with Talgo – January 4
Technology Forum Meeting with Hardt Hyperloop – January 6
FRA/FTA Coordination Meeting – January 7
Technology Forum Meeting with Virgin Hyperloop – January 7
Technology Forum Meeting with AirTrac – January 8
Technology Forum Meeting with Alstom – January 11
Technology Forum Meeting with The Boring Company – January 11
North Dallas Chamber of Commerce, Surface Transportation Committee – January 12
Technology Forum Meeting with SNCF – January 12
City of Arlington Mayor and Staff – January 13
Elected Officials Briefing – January 15
City of Fort Worth Staff – January 15
Technology Forum Meeting with Texas Central Railroad – January 20
Technology Forum Meeting with Hyperloop TT – January 20
US Army Corps of Engineers – January 22
Surface Transportation Technical Committee – January 22
Union Pacific Railroad Briefing – January 25
Public Meeting – January 27
Public Meeting – January 28

Dallas College Staff Briefing – February 2
FRA/FTA Coordination Meeting – February 4
NCTCOG Agency Public Meeting – February 4
DART and TRE Staff – February 10
Meeting with Virgin Hyperloop – February 11
TxDOT Dallas District staff – February 25
Greater Dallas Planning Council – March 4
Technology Forum Meeting with Stadler – February 26
Technology Forum Meeting with Nine AI – March 3
TxDOT Fort Worth District staff – March 9
Regional Transportation Council – March 11



Contract Status

- On Schedule
- Phase 1 – Under Budget
 - 38% Spent
 - Approximately 60% Complete
- Total Contract Amount – \$11 million



Schedule

April 23 – STTC Briefing

May 13 – RTC Briefing

May 14 – Elected Officials Briefing

May 19 – Public Meeting, 12:00 noon

May 20 – Public Meeting, 6:00 pm

May 27 – Resource Agency Meeting

June 25 – STTC Action

July 8 – RTC Action

August – Complete Phase 1



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