CHANGING MOBILITY

DATA, INSIGHTS, AND DELIVERING INNOVATIVE PROJECTS DURING COVID RECOVERY

Regional Transportation Council
May 2021

Michael Morris, P.E.
Director of Transportation
TRAVEL BEHAVIOR BY MODE

Bicycle/Pedestrian (+73%, March)

Freeway Volumes (-6%, March)
Airport Passengers (-28%, March)
Toll Roads (-34%, February)
Transit Ridership (-50%, March)
ROADWAY TRENDS

Average Weekday Freeway Volumes

Traffic Decrease vs Baseline

<table>
<thead>
<tr>
<th>Month</th>
<th>Mar</th>
<th>Apr</th>
<th>May</th>
<th>June</th>
<th>July</th>
<th>Aug</th>
<th>Sept</th>
<th>Oct</th>
<th>Nov</th>
<th>Dec</th>
<th>Jan 2021</th>
<th>Feb</th>
<th>Mar</th>
</tr>
</thead>
<tbody>
<tr>
<td>%</td>
<td>-10%</td>
<td>-19%</td>
<td>-12%</td>
<td>-10%</td>
<td>-9%</td>
<td>-8%</td>
<td>-7%</td>
<td>-9%</td>
<td>-9%</td>
<td>-9%</td>
<td>-7%</td>
<td>-17%</td>
<td>-6%</td>
</tr>
</tbody>
</table>

Source: TxDOT Dallas/TxDOT Fort Worth Radar Traffic Counters. As of October, growth calculated based on Fort Worth.
Note: Baseline is March 2019-February 2020.
Note: Drop in freeway volumes in Feb 2021 due in large part to week-long winter storm.
Average Weekday Speeds, Weighted by Traffic Volumes

Source: TxDOT Sidefire Devices
Passenger Decrease vs Baseline

<table>
<thead>
<tr>
<th>Month</th>
<th>Mar</th>
<th>Apr</th>
<th>May</th>
<th>June</th>
<th>Jul</th>
<th>Aug</th>
<th>Sep</th>
<th>Oct</th>
<th>Nov</th>
<th>Dec</th>
<th>Jan 2021</th>
<th>Feb</th>
<th>Mar</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ridership Decrease (%)</td>
<td>-27%</td>
<td>-59%</td>
<td>-55%</td>
<td>-54%</td>
<td>-55%</td>
<td>-57%</td>
<td>-57%</td>
<td>-56%</td>
<td>-50%</td>
<td>-49%</td>
<td>-51%</td>
<td>-54%</td>
<td>-50%</td>
</tr>
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</table>

Source: DART, DCTA, and Trinity Metro
Note: Baseline is March 2019-February 2020.
Note: Transit ridership impacted in Feb 2021 by week-long winter storm.
Source: Dallas Love Field and DFWIA Websites
Note: Baseline is March 2019-February 2020.
FINANCIAL IMPLICATIONS

+ 0 -

Transit Sales Tax Allocation (-5.8%, February)
Motor Fuel Tax (-5.2%, February)
Sales Tax (-13.3%, February)
Motor Vehicle Sales and Rental Tax (-13.8%, February)
Change in Tollway Transactions vs Baseline

Source: NTTA
Notes: Baseline is March 2019-February 2020. Change for NTTA includes 360 Tollway; Despite decline in transactions, the revenues are sufficient to meet debt service for SH 360. No current impact to RTC backstop expected.
Note: Drop in transactions in Feb 2021 due in large part to week-long winter storm.
Construction Cost Changes
October 2019 to March 2021

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

COVID-19 Avg. Cost Change: -12.36%

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
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
DASHBOARD PLATFORM

www.nctcog.org/pm/covid-19

Map and list of all projects funded through COVID-19 #00X Program
Exceedance Level indicates daily maximum eight-hour average ozone concentration. Exceedance Levels are based on Air Quality Index (AQI) thresholds established by the EPA for the revised ozone standard of 70 ppb.

8-HOUR OZONE NAAQS HISTORICAL TRENDS

Based on ≤70 ppb (As of May 6, 2021)

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<thead>
<tr>
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<td>5</td>
<td>5</td>
<td>3</td>
<td>18</td>
<td>1</td>
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</table>

Source: TCEQ, [http://www.tceq.state.tx.us/cgi-bin/compliance/monops/8hr_monthly.pl](http://www.tceq.state.tx.us/cgi-bin/compliance/monops/8hr_monthly.pl)

ppb = parts per billion

Exceedance Level indicates daily maximum eight-hour average ozone concentration. Exceedance Levels are based on Air Quality Index (AQI) thresholds established by the EPA for the revised ozone standard of 70 ppb.
APPROVAL TO TERMINATE SH 360
FINANCIAL BACKSTOP

Regional Transportation Council
May 13, 2021
FUNDING IMPACT

NTTA Transactions, Including SH 360

Change in Tollway Transactions vs Baseline

Source: NTTA
Notes: Baseline is March 2019-February 2020. Change for NTTA includes 360 Tollway; Despite decline in transactions, the revenues are sufficient to meet debt service for SH 360. No current impact to RTC backstop expected. Note: Drop in transactions in Feb 2021 due in large part to week-long winter storm.
Elements of Proposed RTC Resolution Regarding
SH 360 NTTA Loan Repayment to TxDOT
(Approximately from Green Oaks to US 287)

1) Context: Urgency is due to increasing interest rates (currently 4.25% to ≈ 3.25%) = $50M savings
   Part of a larger re-financing

2) Agreements (i.e., Two of Them)
   • Project agreement (NTTA and TxDOT)
     • $300M loan/today’s payment is $330M
   • Backstop agreement (TxDOT, NTTA and RTC)

3) Benefits:
   • Relieves the requirement of the RTC financial backstop
   • Releases $15M in RTC contingency funds for project selection (i.e., STBG federal funds)
   • Elimination of possibility of SH 360 toll rate increases due to RTC step-in
   • Possibility of next stage SH 360 improvement happening sooner
   • Some portion of $330M selected by the Commission for the DFW region
   • Advance system landscaping

(Source: NCTCOG, May 2021)
Elements of Proposed RTC Resolution Regarding
SH 360 NTTA Loan Repayment to TxDOT
(Approximately from Green Oaks to US 287)

4) Major Negotiated Items
   • Extending wayfinding signing pilot program from 5 to 10 years (local government meeting confirmation on April 19, 2021)
   • Advancing a partnership program that memorializes the advancement of certain transportation improvements in the SH 360 corridor, (specifically SH 360 T Elbow, widening, interchange at US 287, and SH 360 T Section 2) while solidifying revenue sharing to begin no later than 2053

5) Next Steps:
   • Local government meeting April 19 (Tarrant County, Grand Prairie, Arlington and Mansfield)
   • TxDOT Action
   • NTTA Action
   • STTC Action
   • RTC Action in May

(Source: NCTCOG, May 2021)
“Trade Fair” Partnerships with Lubbock Metropolitan Planning Organization (MPO) and Rio Grande Valley MPO

REGIONAL TRANSPORTATION COUNCIL
MAY 13, 2021
Status of Surface Transportation Block Grant (STBG) Funds

• Given the large carryover balance of STBG funds, NCTCOG staff has been working on solutions to reduce the balance to a more manageable level, including:
  • The RTC Milestone Policy, Round 2
  • Quarterly project tracking

• As part of the region’s 10 Year Plan this year, a proposal to advance projects currently funded with Category 2 with STBG funds will be brought forth.

• Additionally, today NCTCOG staff is proposing two “Trade Fair” partnerships to enable other regions to advance projects while our implementing agencies finish getting projects ready for construction.
Background/Historical Context

• TxDOT has a previous history of coordination among regions to expedite project delivery as a part of the development of the Unified Transportation Program (UTP).

• After each region selected projects for inclusion in the UTP in years past, TxDOT Headquarters held periodic “trade fair” meetings.

• In these meetings, different regions of the state “negotiated” or “balanced” project readiness with the availability of funding and “traded” annual allocation amounts.

• This process moved funding allocations around, instead of being evenly distributed each year.

• It enabled projects to proceed in the year in which funds were needed vs. the year in which funds were individually available to any given region (so long as the total allocation was balanced statewide each year).
Policy Objectives Supporting this Proposal

• Underscores that formula allocation at the State level is necessary to ensure equitable distribution of funding across regions
  • Once each region is certain that their total allocations will not change, they are more likely to be willing to negotiate innovative programs and partnerships to expedite projects

• Continues the long-standing tradition of “Trade Fairs” with other partners in the State

• Buys down carryover balances and reduces risk within the region’s Surface Transportation Block Grant (STBG) program
AAMPO “Trade Fair” in Progress

• In early 2018, NCTCOG had discussions with the Alamo Area Metropolitan Planning Organization (AAMPO) regarding a funding partnership for a feasibility study for High-Speed Transportation from Dallas-Fort Worth to Laredo.

• Initially, it was determined that the RTC would contribute $300,000 in federal funds, and AAMPO would provide a $200,000 local match.

• It was later determined that moving local funds between regions is challenging.

• In the fall of 2018, the RTC agreed to program $500,000 in RTC Local funding for a NCTCOG led feasibility study regarding High-Speed Transportation from Dallas-Fort Worth to Laredo; in return, AAMPO agreed to allocate $200,000 in CMAQ funding to the DFW region.
Proposed Lubbock MPO “Trade Fair” Partnership

• The Lubbock MPO has approached NCTCOG staff about a potential trade fair partnership between our regions.

• Lubbock MPO receives $6 million of STBG funding per year.

• In order to cashflow priority projects, the Lubbock MPO needs an additional $10.5 million in FY 2023 and additional $10.5 million in FY 2025 for two separate projects.

• Proposal:
  • The RTC “loans” the Lubbock MPO $21 million in STBG cashflow in the years noted above.
  • In turn, the Lubbock MPO will transfer back $21 million of STBG allocations over three years (FY2028, FY2029, FY2030) until fully repaid.
Proposed Rio Grande Valley MPO “Trade Fair” Partnership

• In addition, the Rio Grande Valley MPO has approached NCTCOG staff about a potential trade fair partnership between our regions.
• Rio Grande Valley MPO receives $25 million of STBG funding per year.
• In order to cashflow priority projects, the Rio Grande Valley MPO needs an additional $14.6 million in FY 2022
• Proposal:
  • The RTC will “loan” the Rio Grande Valley MPO $14.6 million in STBG cashflow in the year noted above.
  • In turn, the Rio Grande Valley MPO will transfer back $14.6 million of STBG allocations in FY2026.
## Overview of “Trade Fair” Partnership Plan

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Lubbock MPO</th>
<th>NCTCOG</th>
<th>RGVMPO</th>
</tr>
</thead>
<tbody>
<tr>
<td>2022</td>
<td>-</td>
<td>($14,578,845)</td>
<td>$14,578,845</td>
</tr>
<tr>
<td>2023</td>
<td>$10,500,000</td>
<td>($10,500,000)</td>
<td>-</td>
</tr>
<tr>
<td>2025</td>
<td>$10,500,000</td>
<td>($10,500,000)</td>
<td>-</td>
</tr>
<tr>
<td>2026</td>
<td>-</td>
<td>$14,578,845</td>
<td>($14,578,845)</td>
</tr>
<tr>
<td>2028</td>
<td>($6,903,818)*</td>
<td>$6,903,818</td>
<td>-</td>
</tr>
<tr>
<td>2029</td>
<td>($6,994,465)*</td>
<td>$6,994,465</td>
<td>-</td>
</tr>
<tr>
<td>2030</td>
<td>($7,101,717)*</td>
<td>$7,101,717</td>
<td>-</td>
</tr>
</tbody>
</table>

*Amounts returned in FY2028 and FY2029 will be the full amounts Lubbock MPO receives in the UTP for those years. Any remaining amount not covered in these years will come from FY2030 (or future year) allocations.*
Requested Action

• RTC Approval:
  ◦ Of a “Trade Fair” Partnership with the Lubbock MPO of transferring:
    ◦ $10,500,000 in STBG cash flow/allocation in FY 2023
    ◦ $10,500,000 in STBG cash flow/allocation in FY 2025
    ◦ Receiving $6,903,818 back in FY 2028
    ◦ Receiving $6,994,465 back in FY 2029
    ◦ Receiving $7,101,717 back in FY 2030
  ◦ Of a “Trade Fair” Partnership with the Rio Grande Valley MPO of transferring:
    ◦ $14,578,845 in STBG cash flow/allocation in FY 2022
    ◦ Receiving $14,578,845 back in FY 2026
Requested Action, cont.

- Directing staff to enter into interlocal agreements with the Lubbock MPO and Rio Grande Valley MPO that outline the terms of agreement
- Directing staff to monitor the funds transfer agreement process at TxDOT to ensure that the terms of agreements are honored over time
CONTACT/QUESTIONS?

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Rylea Roderick
Senior Transportation Planner
Ph: (817) 608-2353
rrroderick@nctcog.org
AMERICAN RESCUE PLAN ACT OF 2021

• The American Rescue Plan (ARP) Act of 2021 was signed by President Biden on March 11, 2021 and provides $30.5 billion nationwide in additional emergency funds to help alleviate funding shortfalls for the nation’s public transportation systems due to the COVID-19 public health emergency. Also provides a small amount of funding under the Enhanced Mobility of Seniors and Individuals with Disabilities Program (i.e., Section 5310)

• This is the third round of emergency relief funding provided to the transit industry following the Coronavirus Aid, Relief, and Economic Security (CARES) Act and Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA), which provided $39 billion to the industry

• Seeking RTC action as soon as possible; ARP funding is not required to be included in the Transportation Improvement Program (TIP), but will be added later for informational purposes

• Projects awarded under the Section 5310 Program must be included or be consistent with the coordinated public transit-human services transportation plan (Access North Texas)
AMERICAN RESCUE PLAN ACT OF 2021

• Funding is being provided at 100-percent federal share, with no local match required, and prioritizes the use of funds for operational and payroll needs but also supports expenses traditionally eligible under the funding programs to prevent, prepare for, and respond to COVID-19. Expenses incurred on or after January 20, 2020 are eligible for reimbursement. Funding must be obligated by 9/30/2024 and disbursed by 9/30/2029.

• Primary objective is to ensure that public transit agencies receive sufficient funding; under this bill, when combined with their CARES Act & CRRSA apportionments, to equal at least 132 percent of urbanized areas’ public transit operating costs

• NCTCOG will not be retaining any funds for administrative purposes to direct the maximum amount available to the transit providers

• For North Texas, this impacts only five (5) transit providers in the region
NCTCOG: Designated Recipient of FTA Urbanized Area (UZA) Formula funds for North Texas

Available Funding for North Texas¹

<table>
<thead>
<tr>
<th>UZA</th>
<th>Section 5307</th>
<th>Section 5310</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>DFW-Arlington</td>
<td>$339,826,672</td>
<td>$661,260</td>
<td>$340,487,932</td>
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<tr>
<td>Denton-Lewisville</td>
<td>$14,073,192</td>
<td>$41,939</td>
<td>$14,115,131</td>
</tr>
</tbody>
</table>

¹ FTA funding for the McKinney UZA is administered through TxDOT
ALLOCATION METHODOLOGY

• Qualifying recipients will receive Section 5307 funding based on their 2018 Operating Expenses
  • Section 5307 Emergency Assistance\(^1\) funding for urbanized areas may not exceed 132% of total 2018 Operating Expenses
  • DART, DCTA, Trinity Metro, PTS, and STAR are the transit providers that fall below the 132% threshold
  • All other transit providers exceed 132% of 2018 operating expenses due to CARES Act Funding

• Qualifying recipients will receive Section 5310 funding based on eligibility and overall need
  • Projects must be included or be consistent with Access North Texas
  • Project selection to be determined and will follow normal TIP process

• Apportionment Data
  • 2018 National Transit Database (NTD) Operating Expenses
  • CARES Act & CRRSA Act sub-allocation tables

\(^1\)Emergency Assistance funding includes both CARES Act and CRRSA Act apportionments
METHODICAL REVIEW OF FORMULA ALLOCATIONS

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

• Did Congress allocate any ARP funding to North Texas because any agencies were below the 132% threshold?
  • Yes

• Were DART, Trinity Metro, PTS, STAR, and DCTA below the 132% threshold?
  • Yes

• Does the RTC have discretion on how to distribute ARP funds?
  • Yes

1Emergency Assistance funding includes both CARES Act and CRRSAA apportionments
## DFW-Arlington UZA

<table>
<thead>
<tr>
<th></th>
<th>2018 Operating Expenses</th>
<th>132% of 2018 Operating Expenses</th>
<th>CARES Act + CRRSA Allocation</th>
<th>Recommended for ARP Funding?</th>
</tr>
</thead>
<tbody>
<tr>
<td>City of Arlington</td>
<td>$3,291,878</td>
<td>$4,345,279</td>
<td>$10,955,694</td>
<td>No</td>
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<tr>
<td>City of Grand Prairie</td>
<td>$801,084</td>
<td>$1,057,431</td>
<td>$3,852,375</td>
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<tr>
<td>City of Mesquite</td>
<td>Reported to NTD by STAR Transit</td>
<td>N/A</td>
<td>$3,442,401</td>
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<tr>
<td>City/County Transportation</td>
<td>$310,255</td>
<td>$409,537</td>
<td>$899,600</td>
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<tr>
<td>Community Transit Services</td>
<td>$193,513</td>
<td>$255,438</td>
<td>$1,781,036</td>
<td>No</td>
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<tr>
<td>Dallas Area Rapid Transit</td>
<td>$510,268,560*</td>
<td>$673,554,500</td>
<td>$358,138,748</td>
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<tr>
<td>Trinity Metro/ Fort Worth Transportation Authority (FWTA)</td>
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<td>$94,316,680</td>
<td>$55,161,034</td>
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<td>North Central Texas Council of Governments</td>
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<td>N/A</td>
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<td>Northeast Transportation Services</td>
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<td>N/A</td>
<td>$4,813,723</td>
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<tr>
<td>Public Transit Services</td>
<td>$472,239</td>
<td>$623,356</td>
<td>$396,081</td>
<td>Yes</td>
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<td>Span, Inc.</td>
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<tr>
<td>STAR Transit</td>
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<td>$5,107,231</td>
<td>$4,698,957</td>
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## Denton-Lewisville UZA

<table>
<thead>
<tr>
<th></th>
<th>2018 Operating Expenses</th>
<th>132% of 2018 Operating Expenses</th>
<th>CARES Act + CRRSA Allocation</th>
<th>Recommended for ARP Funding?</th>
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<tr>
<td>Denton County Transportation Authority</td>
<td>$28,350,849</td>
<td>$37,423,121</td>
<td>$23,461,867</td>
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*NDT: National Transit Database*
*Accounts for TRE operating expenses, which are reported by DART to NTD*
### 5307 ALLOCATION METHODOLOGY CONT.

<table>
<thead>
<tr>
<th>DFW-Arlington UZA</th>
<th>2018 Operating Expenses</th>
<th>132% of 2018 Operating Expenses</th>
<th>Recommended ARP Allocation</th>
<th>Total Recommended COVID Relief¹</th>
<th>Percent of 2018 Operating Expenses (Total COVID Relief )</th>
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<tbody>
<tr>
<td>Dallas Area Rapid Transit</td>
<td>$510,268,560</td>
<td>$673,554,500</td>
<td>$300,035,477</td>
<td>$658,174,225</td>
<td>129%</td>
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<td>Trinity Metro/ Fort Worth Transportation Authority (FWTA)</td>
<td>$71,452,030</td>
<td>$94,316,680</td>
<td>$39,155,646</td>
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<td>132%</td>
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<tr>
<td>Public Transit Services</td>
<td>$472,239</td>
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<td>$227,275</td>
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<td>$408,274</td>
<td>$5,107,231</td>
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<th>Denton-Lewisville UZA</th>
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<th>Total Recommended COVID Relief¹</th>
<th>Percent of 2018 Operating Expenses (Total COVID Relief )</th>
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<td>$37,423,121</td>
<td>$14,073,192</td>
<td>$37,534,988</td>
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¹Total COVID Relief includes the aggregate of CARES Act, CRRSAA, and ARP Funding Allocations
<table>
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<th>ACTION</th>
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<tbody>
<tr>
<td>ARP Act Signed into Law</td>
<td>March 11, 2021</td>
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<tr>
<td>FTA Released Funding Allocations</td>
<td>March 29, 2021</td>
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<td>STTC Action</td>
<td>April 23, 2021</td>
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<td>RTC Action</td>
<td>May 13, 2021</td>
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<tr>
<td>NCTCOG Executive Board Action for Subrecipients</td>
<td>May 27, 2021</td>
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<tr>
<td>Subrecipient Agreement Execution</td>
<td>June 2021</td>
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ACTION REQUESTED

RTC Approval:

- Approval of funding allocations
- To revise administrative documents as appropriate to incorporate additional funds
American Jobs Plan

- Biden’s $2.3T expansive infrastructure plan—$571B for transportation
- GOP plan proposes $568B for traditional infrastructure, including baseline spending
- Biden wants bipartisan bill, no consensus yet, may only pass along party-line vote

Surface Transportation Reauthorization

- Surface transportation reauthorization bill needed by September 30
- Earmarks—318 House members submitted 2,380 projects for consideration
American Rescue Plan

• March 2021 COVID relief package
• US Treasury released Interim Final Rule, Fact Sheet, FAQs, and Quick Reference Guide
  ➢ Outlines eligible uses, accepting comments to specific questions
  ➢ Infrastructure funding for water, sewer, broadband
• Entities to receive the first half of funding this month—$350B to states, counties, cities
STATE BUDGET

SB 1
- House and Senate each approved SB 1 in April
- House Conferees: Representatives Bonnen, Capriglione, Gonzalez, Walle, and Wilson
- Senate Conferees: Senators Nelson, Huffman, Kolkhorst, Nichols, and L. Taylor

Updated Biennial Revenue Estimate
- Comptroller Updated Estimates May 2021
- General Revenue increase of $1.67B
- Expected transfer of $1.26B to the State Highway Fund in FY22 and $1.67B in FY23
Bills of Interest
Transportation Funding

• **SB 1728** (Schwertner/Nichols/Powell), $200 Alternative Fuel Vehicle Fee and Fee by Vehicle Class, Approved in Senate, Pending in House Transportation 5/11

• **HB 2219** (Canales), Texas Mobility Fund, Approved in House, Referred to Senate Transportation 5/10

• **HJR 99** (Canales) TRZs for Counties, Initial Approval in the House 5/12
Bills of Interest

Air Quality

• **SB 1263** (Birdwell), Portion of TERP Funds to State Highway Fund; Approved in Senate, Initial Approval in House 5/12

• **HB 2539** (J. Turner) LIRAP Funds to Counties for LIP; Approved in House 5/11, Pending Budget Language
Bills of Interest

Safety

• SB 1055 (Huffman), Pedestrian in a Crosswalk, Approved in Senate, Approved in House Transportation 5/4

High-Speed Rail

• No harmful HSR language approved
• SB 726 (Leman), Eminent Domain/Landowner Rights, Sent to Governor
• Additional Landowner Rights bills approved
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www.nctcog.org/legislative
HIGH-SPEED TRANSPORTATION
Dallas-Fort Worth

05-13-2021 Regional Transportation Council
Dan Lamers, P.E. - NCTCOG
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
Initial Set of Alignments/Corridors
Recommended Phase 1 Alignments

West Evaluation Limit: Beach Street

East Evaluation Limit: Beckley Ave
Preliminary Urban Connection Concepts

Fort Worth

Dallas

Central Station

Proposed HSR Station Site
Initial Modes of Transportation

- Conventional
- Higher-Speed
- High-Speed

- Maglev
- Hyperloop
- Emerging Technologies

Imagery provided by NCTCOG Staff, Schon Noris Photography, Texas Central Partners, Ren Long/China Features Photos, AECOM, Virgin Hyperloop
# Technology Readiness Levels

<table>
<thead>
<tr>
<th>Basic Research</th>
<th>Applied Research</th>
<th>Development</th>
<th>Implementation</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Basic principles and research.</td>
<td>4 Components validated in a laboratory environment.</td>
<td>6 Prototype demonstrated in relevant environment.</td>
<td>9 Technology refined and adopted.</td>
</tr>
<tr>
<td>2 Application formulated.</td>
<td>5 Integrated components demonstrated in a laboratory environment.</td>
<td>7 Prototype demonstrated in operational environment.</td>
<td></td>
</tr>
<tr>
<td>3 Proof of concept.</td>
<td></td>
<td>8 Technology proven in operational environment.</td>
<td></td>
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</tbody>
</table>

- **Hyperloop**
- **High-Speed Rail**
Recommended Phase 1 Modes

- Conventional
- Higher-Speed
- High-Speed

Maglev
- Eliminated during Level 1

Hyperloop
- Recommended for elimination during Level 3
- Eliminated during Level 2

Emerging Technologies
- Eliminated during Level 2
Public Meetings
May 19, 2021 (noon) and May 20, 2021 (6pm)

Refer to the project website for virtual access to meetings.
For future meeting dates, please monitor the project website.
Phase 2 Schedule – 24 Months

June 2021

August 2021

Class of Action determination

October 2021

Scoping

December 2021

Develop 15% design
Field studies
Develop draft NEPA document

February 2022

April 2022

Public Scoping Meetings

June 2022

August 2022

October 2022

December 2022

Public Hearings

February 2023

April 2023

Publication of NEPA document
Public & Agency comment period

June 2022

August 2022

Public Hearings

October 2022

Review comments & identify preferred alternative
Develop 30% design
Develop final NEPA document

December 2022

February 2023

April 2023

NEPA decision

Publication of NEPA document
Public & Agency comment period

Review comments & identify preferred alternative
Develop 30% design
Develop final NEPA document

Publish final NEPA document
NEPA decision
Upcoming Schedule

- April 23 – STTC Briefing
- April 29 – Trinity Conservancy Meeting
- May 6 – FTA/FRA Progress Meeting
- May 13 – RTC Briefing
- May 14 – Elected Officials Briefing
- May 19 – Public Meeting, 12:00 noon
- May 20 – Public Meeting, 6:00pm
- May 24 – UPRR Coordination
- May 27 – Resource Agency Meeting

- June 3 – FTA/FRA Progress Meeting
- June 4 – Technical Work Group #8
- June 25 – STTC Action
- July 1 – FTA/FRA Progress Meeting
- July 8 – RTC Action
- July 30 – WTS Meeting
- August 5 – FTA/FRA Progress Meeting
- August 2021 – Complete Phase 1
REGIONAL PEDESTRIAN SAFETY ACTION PLAN

Regional Transportation Council
May 13, 2021
Pedestrian Traffic Fatalities: 2020 U.S. Preliminary Data

Though there were far fewer cars on the road in 2020, the pedestrian fatality rate (per 1 billion vehicle miles traveled) **jumped 20%** compared to 2.2 Jan-June 2020 compared to 1.8 Jan-June 2019.

Percentage increase in number of fatalities (2010-2019)

46% Pedestrians

5% All Other Traffic Deaths

Source: NHTSA Fatality Analysis Reporting System
Regional Pedestrian Safety

Action by Regional Transportation Council (RTC)
February 14, 2019

Regional Safety Position

“Even one death on the transportation system is unacceptable. Staff will work with our partners to develop projects, programs, and policies that assist in eliminating serious injuries and fatalities across all modes of travel”

Dallas and Fort Worth are designated by FHWA as Pedestrian Safety Focus Cities

7 States Account for 54% of Pedestrian Deaths, Jan-June 2020

NCTCOG.org/PedSafetyPlan
Pedestrian Crashes and Fatalities
12-County MPA

AGE RANGE with the highest number of FATAL AND SERIOUS INJURY PEDESTRIAN CRASHES is
23-29 for MALES
and
25-33 for FEMALES

More than 2/3 of FATAL & SERIOUS INJURY PEDESTRIAN CRASHES are happening at NON-INTERSECTIONS

70% of All Fatal & Serious Injury Pedestrian Crashes involve MALES

Nearly 2/3 of all pedestrian crashes and 80% of fatal pedestrian crashes happen in DARK LIGHTING CONDITIONS

Source: TxDOT’s Crash Records Information System (CRIS) for MPA region from 2014-2018
Key Elements of the Regional Plan

1. Demographics and contributing factors based on reported crashes

2. Pedestrian Crash density maps

3. Priority Pedestrian safety corridors based on areas with highest reported crash history

4. Goals and Policies in support of RTC safety position and regional coordination:
   - RTC “encourages the implementation of all reasonable pedestrian safety countermeasures that enable the region to achieve adopted safety performance targets” [From PSAP: RTC action item anticipated in June 2021]

5. Action Plan to guide pedestrian safety projects and programs
Areas examined for high-risk crash corridors

Urbanized Area
Pedestrian Crashes per Square Mile (2014 - 2018)

Legend
- Counties
- Urbanized Area
- Crashes per Square Mile
  - 0
  - 1 - 9
  - 10 - 19
  - 20 - 49
  - 50 - 99
  - 100+

NCTCOG 12 County Metropolitan Planning Area
Plan Goals:

- **Eliminate** all serious injury and fatal pedestrian crashes across the region by 2050 (Supports RTC and the TxDOT/TTC safety goals)

- **Balance the safety and needs** of all users of all ages and abilities in the transportation system design, maintenance and operation phases, with priority given to the most vulnerable users

- **Provide a high level of comfort** in the design, construction and maintenance of transportation facilities

- **Integrate** within roadway design the most direct facility alignments that prioritize safe pedestrian movements

- **Implement** all reasonable pedestrian safety countermeasures to achieve adopted regional safety performance targets
## Plan Policies:
(Infrastructure and Non-Infrastructure Projects and Programs)

<table>
<thead>
<tr>
<th></th>
<th>Education/Evaluation/Encouragement</th>
<th>Engineering</th>
<th>Enforcement</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Collaborate to implement the Plan</td>
<td>Integrate proven safety countermeasures as part of all future roadway projects</td>
<td>Support state legislation on safety topics (lower speed limits in urban districts, motorists to stop/ yield to pedestrians, the use of a wireless communication device while operating a motor vehicle)</td>
</tr>
<tr>
<td>2</td>
<td>Develop educational programs and resources</td>
<td>Prioritize implementation of safety countermeasures along the regional pedestrian safety corridors</td>
<td>Provide law enforcement information and training of the laws concerning the most vulnerable roadway users</td>
</tr>
<tr>
<td>3</td>
<td></td>
<td>Perform Multimodal Level of Service (MMLOS) analysis as part of the roadway design process</td>
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<td>4</td>
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NCTCOG.org/PedSafetyPlan
## Plan Action Items:
(Infrastructure and Non-Infrastructure Projects and Programs)

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<th>Education/ Evaluation/ Encouragement</th>
<th>Engineering</th>
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</thead>
<tbody>
<tr>
<td>1</td>
<td>Develop performance measures</td>
<td>Facilitate projects and programs that improve pedestrian safety</td>
<td>RTC legislative program related to safety</td>
</tr>
<tr>
<td>2</td>
<td>Coordinate/support educational programs/campaigns</td>
<td>Conduct Roadway Safety Audits (RSA) for the pedestrian safety corridors</td>
<td>Information for law enforcement personnel (pedestrian rights/responsibilities and pedestrian crash reporting)</td>
</tr>
<tr>
<td>3</td>
<td>Coordinate/support policies, programs and marketing campaigns</td>
<td>Implement safety improvements in the pedestrian safety corridors</td>
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<tr>
<td>4</td>
<td>Update the Plan at least every five years</td>
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<tr>
<td>5</td>
<td>Conduct annual monitoring</td>
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NCTCOG.org/PedSafetyPlan
# Project Schedule

<table>
<thead>
<tr>
<th>Date</th>
<th>Event Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>April 2019:</td>
<td>Stakeholder Committee Meeting #1</td>
</tr>
<tr>
<td>May 6 – July 5, 2019:</td>
<td>Online public opinion safety survey</td>
</tr>
<tr>
<td>May 2020:</td>
<td>Stakeholder Committee Meeting #2</td>
</tr>
<tr>
<td>January 2021:</td>
<td>Stakeholder Committee Meeting #3</td>
</tr>
<tr>
<td>February 24, 2021:</td>
<td>Bicycle and Pedestrian Advisory Committee (BPAC) Briefing</td>
</tr>
<tr>
<td>April 23, 2021:</td>
<td>STTC Information</td>
</tr>
<tr>
<td>May 13, 2021:</td>
<td><strong>RTC Information</strong></td>
</tr>
<tr>
<td>May 28, 2021:</td>
<td>STTC Action</td>
</tr>
<tr>
<td>June 10, 2021:</td>
<td>RTC Action</td>
</tr>
<tr>
<td>2021-2022:</td>
<td>Road Safety Audits for Select Corridors</td>
</tr>
<tr>
<td>2022:</td>
<td>Integration into Mobility Plan (2045 Update)</td>
</tr>
</tbody>
</table>

10NCTCOG.org/PedSafetyPlan
Thank You!

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