



# FEDERAL TRANSIT ADMINISTRATION CORONAVIRUS AID, RELIEF, AND ECONOMIC SECURITY (CARES) ACT FUNDING

**SURFACE TRANSPORTATION TECHNICAL COMMITTEE**

**APRIL 24, 2020**

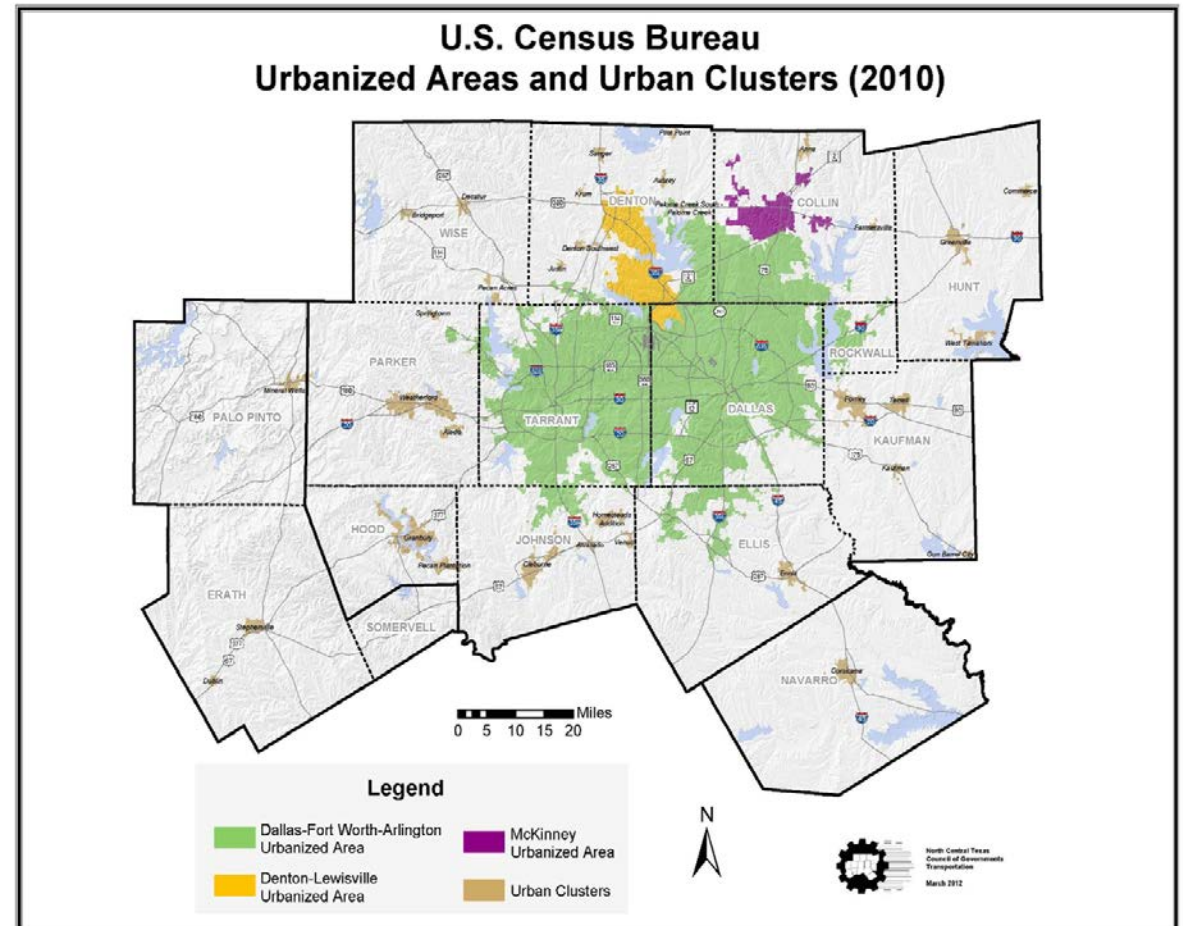
**SHANNON STEVENSON, SENIOR PROGRAM MANAGER, TRANSIT MANAGEMENT AND PLANNING**

# CARES ACT FUNDING BACKGROUND

- President Trump signed the Coronavirus Aid, Relief, and Economic Security (CARES) Act into law on March 27, 2020
  - The CARES Act provides emergency assistance and emergency appropriations to support agency operations during the COVID-19 pandemic
- The Federal Transit Administration was provided with \$25 billion in supplemental funding to allocate to recipients of urbanized area and rural area formula funds
- Funding is being provided at a 100-percent federal share, with no local match required, and is available to support capital, operating, and other expenses generally eligible under those programs to prevent, prepare for, and respond to COVID-19
- Funding made available through the CARES Act is not required to be included in the Transportation Improvement Program unless funding will be used for projects that have a 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 Texas<sup>1</sup>
  - DFW-Arlington UZA: \$318,629,129
  - Denton-Lewisville UZA: \$ 23,461,867
  - TOTAL: \$342,090,996



<sup>1</sup>FTA 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

# FTA DATA POINTS SOURCE

- Population: 2010 Census
- Population Density: 2010 Census
- Low-Income Population: American Community Survey “Age by Ratio of Income to Poverty in the Last Twelve Months,” (2013-2017 dataset) and refers to persons with incomes of up to 150% of poverty
- Revenue Vehicle Miles: Fiscal Year 2018 National Transit Database Annual Report
- Passenger Miles: Fiscal Year 2018 National Transit Database Annual Report
- Operating Expenses: Fiscal Year 2018 National Transit Database Annual Report
- Route Miles: Fiscal Year 2018 National Transit Database Annual Report
- Low-Income Population, Revenue Vehicle Miles, Passenger Miles, Operating Expenses, and Route Miles data is updated each year

# METHODOLOGY

- Sub-allocation process follows FTA's statutory formula used to allocate funds for general public transportation
- FTA's apportionment<sup>1</sup> was utilized to re-create the formula for the following **data points**:
  - Population
  - Population Density
  - Low-income Population
  - Revenue Vehicle Miles
  - Passenger Miles
  - Operating Expenses
  - Route Miles
- The **formula factors** specific to the CARES Act<sup>2</sup>, which utilize the **data points**, were used to determine dollar amounts for recipients

<sup>1</sup>FTA's FY2020 apportionments were published February 24, 2020

<sup>2</sup>FTA's formula factors for CARES Act funding were published April 9, 2020

# METHODOLOGY CONTINUED

## Formula Factors

1. Population Funds (A) Factor = Population x Population Unit Value
2. Population Density Funds (B) Factor = Population x Density (Population/Square Miles) x Population Density Unit Value
3. Low-income Population Funds (C) Factor = Population x Low income Population Unit Value
4. Bus Vehicle Revenue Mile (VRM) Funds (D) Factor = Bus VRM x Bus VRM Unit Value
5. Bus Incentive Funds (E) Factor = Bus Passenger Miles <sup>2</sup> / Bus Operating Costs x Bus Incentive Unit Value
6. Fixed Guideway (FG) VRM Funds (D) Factor = FG VRM x FG VRM Unit Value
7. FG Incentive Funds (E) Factor = FG Passenger Miles <sup>2</sup> / FG Operating Costs x FG Incentive Unit Value
8. FG Directional Route Mile Funds (F) Factor = FG Directional Route Miles x FG Directional Route Mile Unit Value
9. High Intensity Fixed Guideway (HIFG) VRM (D) Funds Factor = HIFG VRM x HIFG VRM Unit Value
10. HIFG Directional Route Mile Funds (F) Factor = HIFG Directional Route Miles x HIFG Directional Route Mile Unit Value
11. High Intensity Motorbus (HIMB) VRM (D) Funds Factor = HIMB VRM x HIMB VRM Unit Value
12. HIMB Directional Route Mile Funds (F) Factor = HIMB Directional Route Miles x HIFG Directional Route Mile Unit Value

# OTHER CONSIDERATIONS

- Cities/areas with no transit service still generate funds for the apportionment based on population, population density, and low-income population.
  - Funding generated from cities/areas with no transit service are being distributed to recipients based on Vehicle Revenue Mileage<sup>1</sup>
- 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)<sup>2</sup>
  - 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.)

<sup>1</sup>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

<sup>2</sup>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	Federal Funding Program	Funding Totals
City of Arlington (Direct Recipient)	Section 5307	\$ 10,955,694
City of Grand Prairie (Direct Recipient)	Section 5307	\$ 3,852,375
City of Mesquite (Direct Recipient)	Section 5307	\$ 3,432,401 \$ 3,442,401
City/County Transportation (NCTCOG-Subrecipient)	Section 5307	\$ 899,600
Community Transit Services (NCTCOG-Subrecipient)	Section 5307	\$ 1,781,036
Dallas Area Rapid Transit (DART) (Designated Recipient)	Section 5307	\$ 229,627,520
Trinity Metro/Fort Worth Transportation Authority (FWTA) (Designated Recipient)	Section 5307	\$ 55,161,034
North Central Texas Council of Governments (Designated Recipient)	Section 5307	\$ 796,572
Northeast Transportation Services (FWTA-Subrecipient)	Section 5307	\$ 4,813,723
Public Transit Services (NCTCOG-Subrecipient)	Section 5307	\$ 396,081
Span, Inc. (NCTCOG-Subrecipient)	Section 5307	\$ 2,204,136
STAR Transit (NCTCOG-Subrecipient)	Section 5307	\$ 4,698,957
<b>TOTAL</b>		<b>\$ 318,629,129</b>
Denton-Lewisville Urbanized Area	Federal Funding Program	Funding Totals
Denton County Transportation Authority (Designated Recipient)	Section 5307	\$ 23,461,867
<b>TOTAL</b>		<b>\$ 23,461,867</b>

# SCHEDULE

ACTION	DATE
CARES Act Signed into Law	March 27, 2020
FTA Released Funding Allocations	April 2, 2020
RTC Action: Overall Funding	April 9, 2020
NCTCOG Executive Board Action for Subrecipients	April 23, 2020
STTC Action: RTC Endorsement of Overall Funding and Specific Allocations	April 24, 2020
RTC Action: Specific Allocations	May 14, 2020
Subrecipient Agreement Execution	Late April/Early May 2020

# ACTION REQUESTED

## STTC Approval:

- Endorsement of RTC action on April 9, 2020, approving overall FTA funding based on the federal formula methodology in response to the Coronavirus (COVID-19)
- Recommendation for RTC approval of specific funding allocations
- To revise administrative documents as appropriate to incorporate this project



# BUILD Grants

Better Utilizing Investments to Leverage Development Transportation Discretionary Grants Program

Source: USDOT BUILD Discretionary Grants - [www.transportation.gov/BUILDgrants](http://www.transportation.gov/BUILDgrants)

April 24, 2020

Surface Transportation Technical Committee – Action Item  
FY 2020 BUILD Discretionary Grant Program – Overview and Proposed NCTCOG Projects

# BUILD Discretionary Grant Program

## Program Overview

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- **BUILD – Better Utilizing Interests to Leverage Development**
- **\$1 Billion Available Nationwide in FY 2020:**
  - Award Request: Max. – **\$25 Million**; Min. – **\$5 Million** (Urban)/**\$1 Million** (Rural)
  - Distribution: Max. ≤ 10% per State; 50% Rural/50% Urban
- **Application Submittal Deadline – May 18, 2020**
- **BUILD Award Announcement Deadline – September 15, 2020**
- **Obligation Deadline – September 30, 2022**
  - Signed/executed agreement between USDOT and Grant Recipient
  - Completed environmental clearance, design, and right-of-way acquisition required
- **Expenditure Deadline – September 30, 2027**
- *As of yet, no announcements have been made of possible COVID-19 impacts*

# BUILD Discretionary Grant Program

## Proposed NCTCOG Projects: North Texas MOVES Program

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



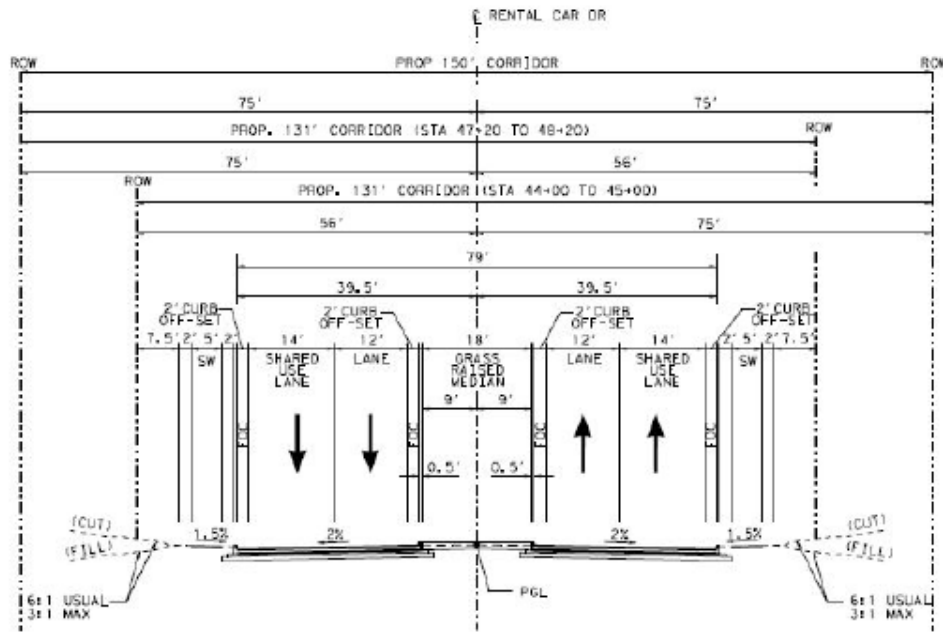
- ❑ #1 (Medical Market Center – Stemmons Freeway): Double track & rehab/replace 3 bridges
- ❑ #2 (Handley Ederville Road – Precinct Line Road): Double track & replace 2 bridges
- ❑ #3 (Implement Clear Path Technology): Framework improving overall regional rail operations



# BUILD Discretionary Grant Program

## Proposed NCTCOG Projects: DFW Airport East-West Connector Project

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- ❑ Interim 2-lane facility with ultimate intersection capacity (SH 360/ Harwood Road – International Parkway/Rental Car Drive)
- ❑ Improved DFW Airport, Euless, and Irving access option to SH 183

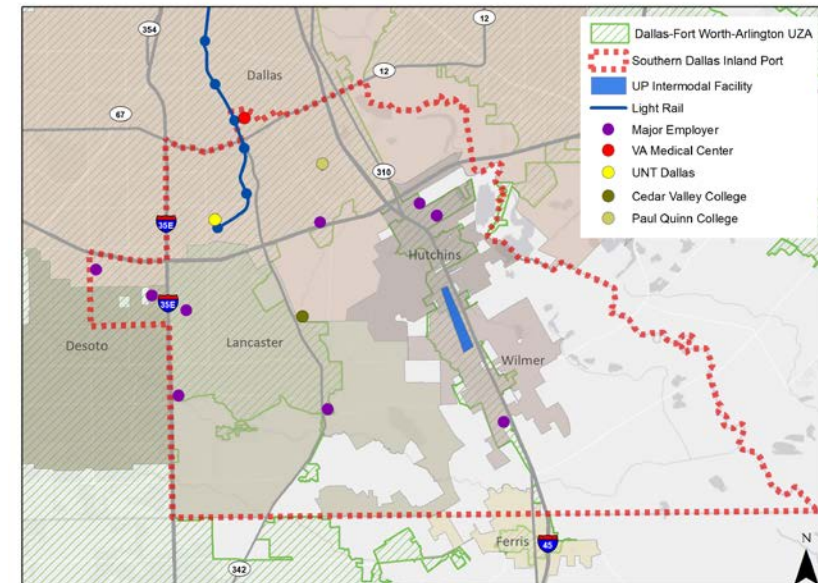
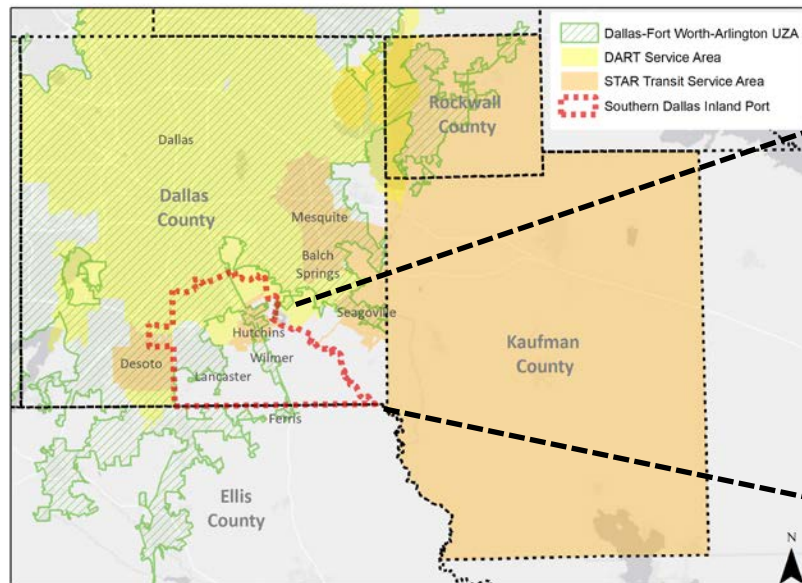


# BUILD Discretionary Grant Program

## Proposed NCTCOG Projects: South Dallas Enhanced Mobility Project

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- **South Dallas Transit and Market Demand: Connecting rural residents and large employers of the International Inland Port of Dallas (IIPOD) to the DART light rail system, healthcare (VA Medical Center), and education/job training sites**



- ❑ Expanded transit using electric buses connecting to existing service
- ❑ New/upgraded bus facilities and charging systems
- ❑ Sidewalk and traffic signal improvements



# BUILD Discretionary Grant Program

## Proposed NCTCOG Projects: Funding Details

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Project	Non-Federal Funds <sup>1</sup>			Federal Funds <sup>1</sup>		Total Project Cost <sup>1</sup>
	Local	State	Private	Other Federal	Proposed BUILD Request	
North Texas Multimodal Operations, Velocity, Efficiency & Safety (MOVES) Program	\$26.0 <sup>2</sup>	\$0.0	\$2.0 <sup>3</sup>	\$2.0	\$25.0	\$55.0
	51%			49%		
DFW Airport East-West Connector Interim Project (SH 360 – International Parkway)	\$5.4	\$1.7	\$0.0	\$21.7	\$5.4	\$34.1
	21%			79%		
South Dallas Enhanced Mobility Project	\$2.6 <sup>4</sup>	\$0.1	\$0.0 <sup>5</sup>	\$0.0	\$9.3	\$12.0
	23%			77%		

1. All funding and cost values indicated in millions (rounded)

2. Trinity Metro and DART funding commitments

3. BNSF Railway funding commitment

4. \$1,630,000 in RTC/RTR Local Funds and \$1,000,000 from the Cities of Dallas and DeSoto

5. Oncor infrastructure “make ready” commitment; dollar amount to be determined

# BUILD Discretionary Grant Program

## Proposed Submittal Timeline

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<b>February 18, 2020</b>	BUILD Grant Notice of FY 2020 Opportunity Announced
<b>March 27, 2020</b>	STTC Information (Identify Candidate NCTCOG Projects)
<b>April 3, 2020</b>	Deadline for Candidate Project Recommendations
<b>April 24, 2020</b>	<b>STTC Action (Project Scope, Cost Estimates, &amp; Funding Sources Finalized)</b>
<b>May 1, 2020</b>	Request Deadline for Letters of Support (Other Projects) Send to Rebekah Hernandez - <a href="mailto:rhernandez@nctcog.org">rhernandez@nctcog.org</a>
<b>May 14, 2020</b>	RTC Action
<b>May 18, 2020</b>	<b>BUILD Application Submittal Deadline - <a href="http://www.grants.gov">www.grants.gov</a></b>
<b>May 28, 2020</b>	Executive Board Endorsement

# BUILD Discretionary Grant Program

## Requested STTC Action

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

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April 24, 2020

Surface Transportation Technical Committee – Action Item  
FY 2020 BUILD Discretionary Grant Program – Overview and Proposed NCTCOG Projects

# EFFECTS OF COVID-19 ON TRANSPORTATION

Surface Transportation Technical Committee

Francisco Torres, P.E.  
April 24, 2020



North Central Texas  
Council of Governments



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- d. Via

## 3. Air Quality

## 4. Non-motorized Trips

## 5. Airport

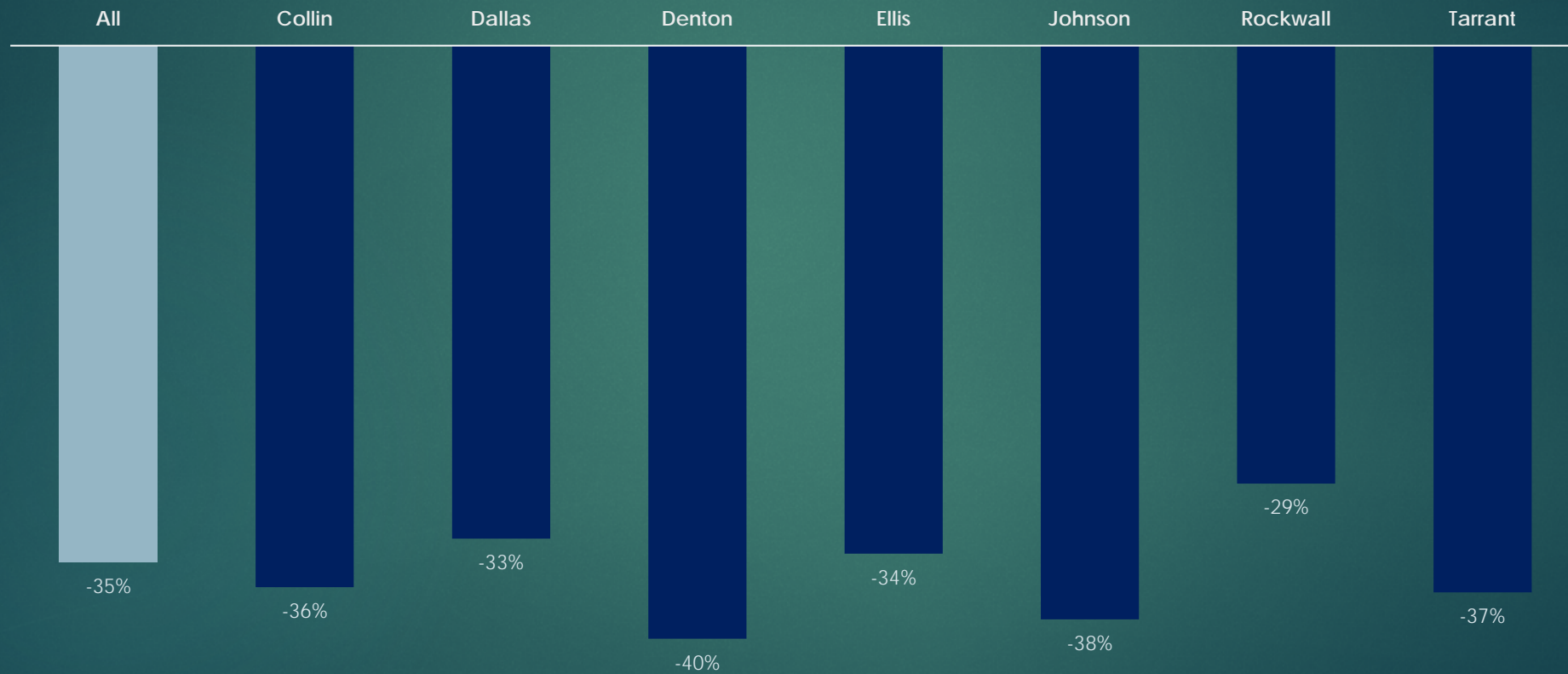
## 6. Crash Data

# 1. ROADWAY



# Freeway Volume, All Week

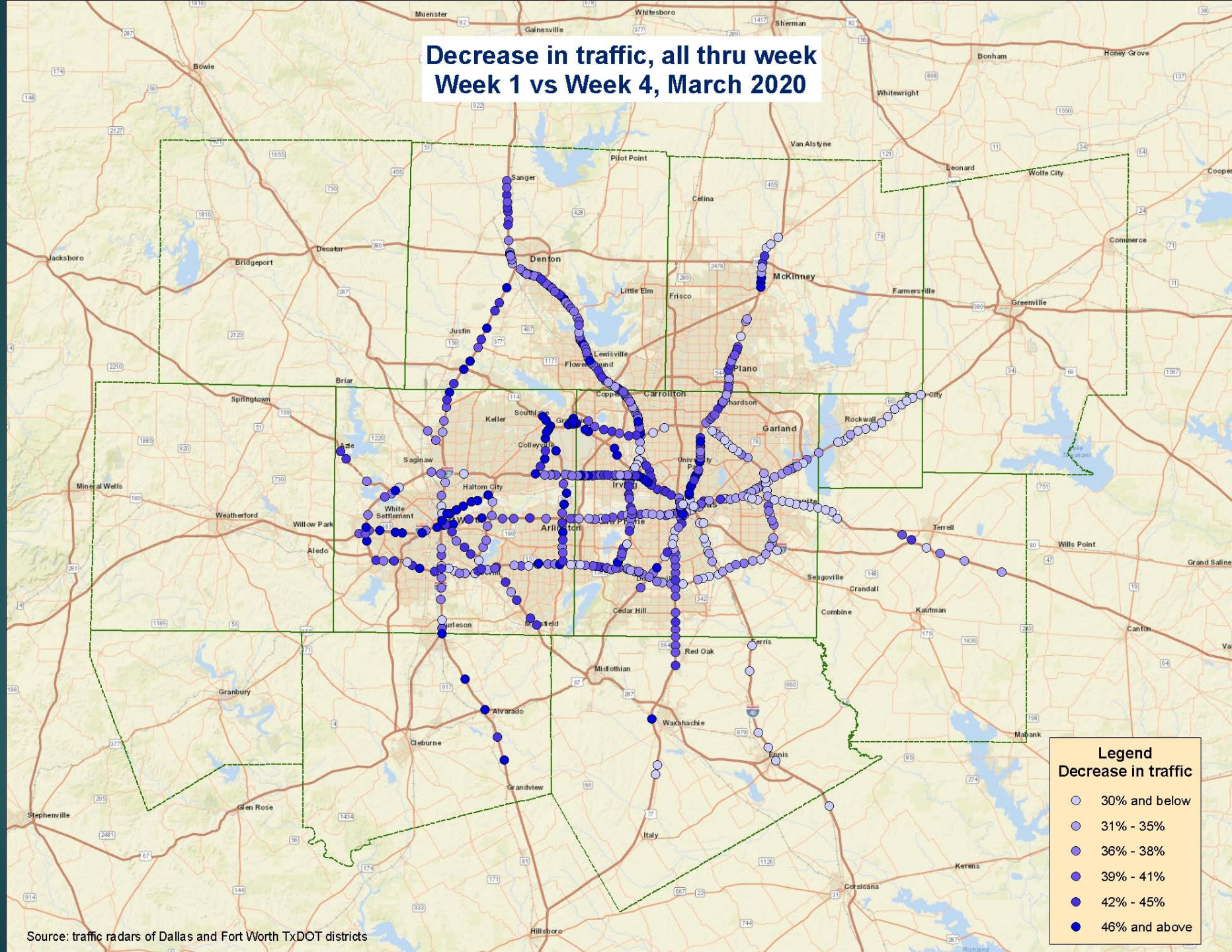
Decrease in Traffic by County, Wk 1 vs Wk 4 March 2020



Source: TxDOT Dallas/TxDOT Ft Worth Radar Traffic Counters



# Decrease in traffic, all thru week Week 1 vs Week 4, March 2020

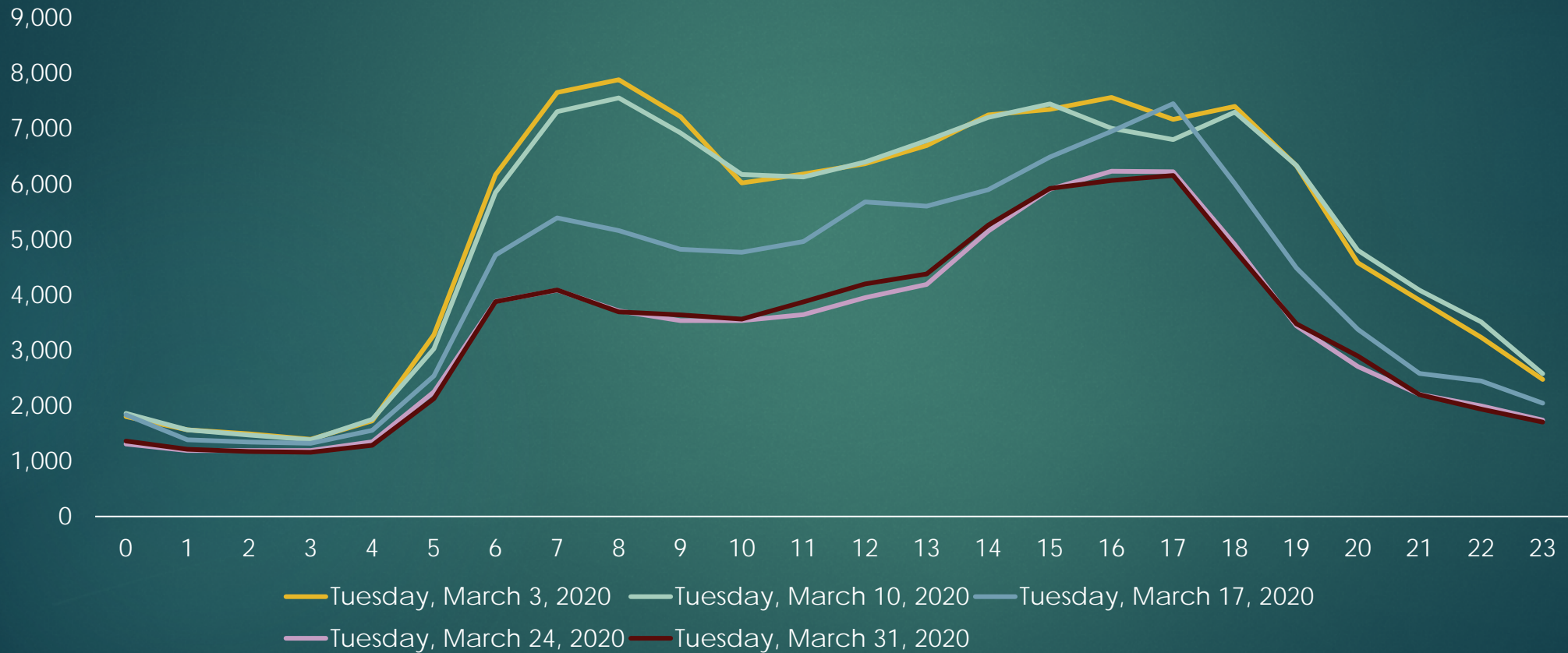


Source: traffic radars of Dallas and Fort Worth TxDOT districts



# Traffic Counts by Time of Day, Tuesdays in March 2020

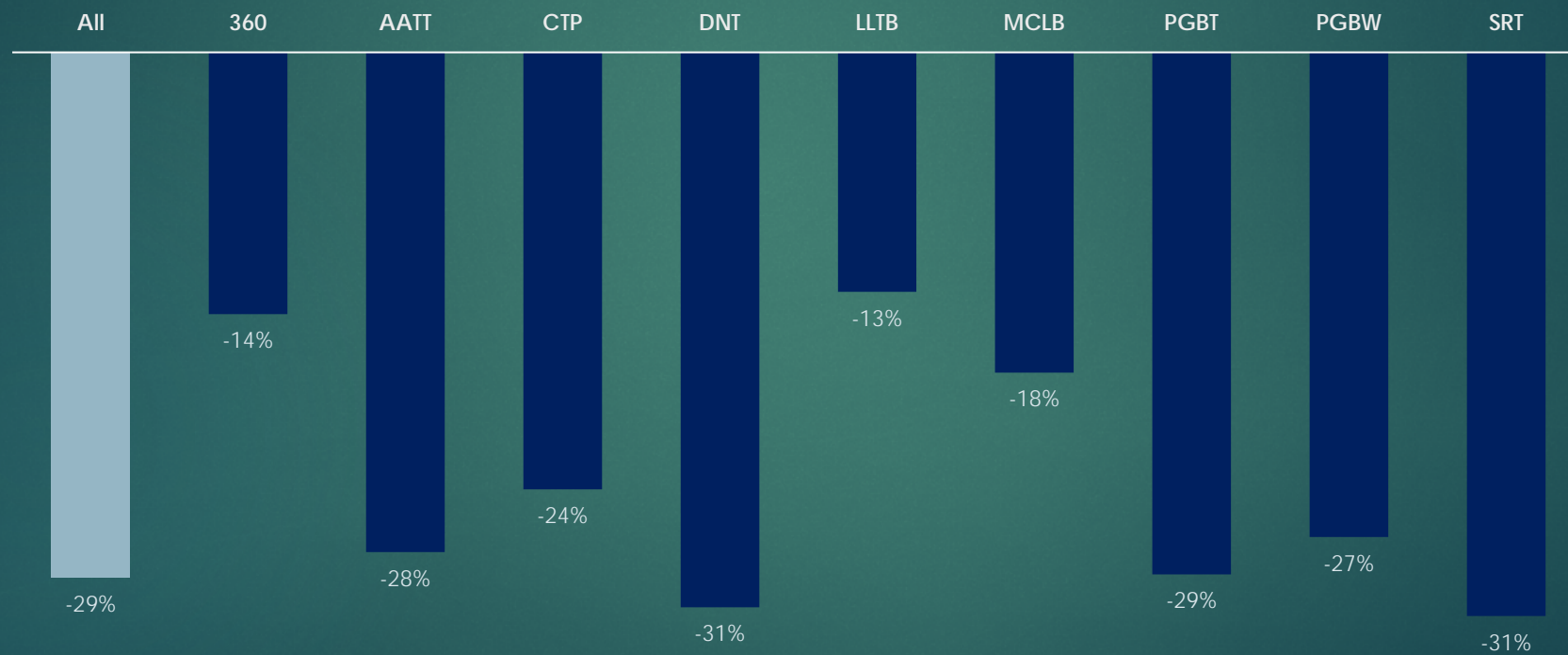
IH 35E at Inwood, SB Tuesdays in March 2020



Source: TxDOT Dallas/TxDOT Ft Worth Radar Traffic Counters

# Toll Road Transactions - 2019 vs 2020

Transaction Decrease by Facility - March 2019 vs March 2020

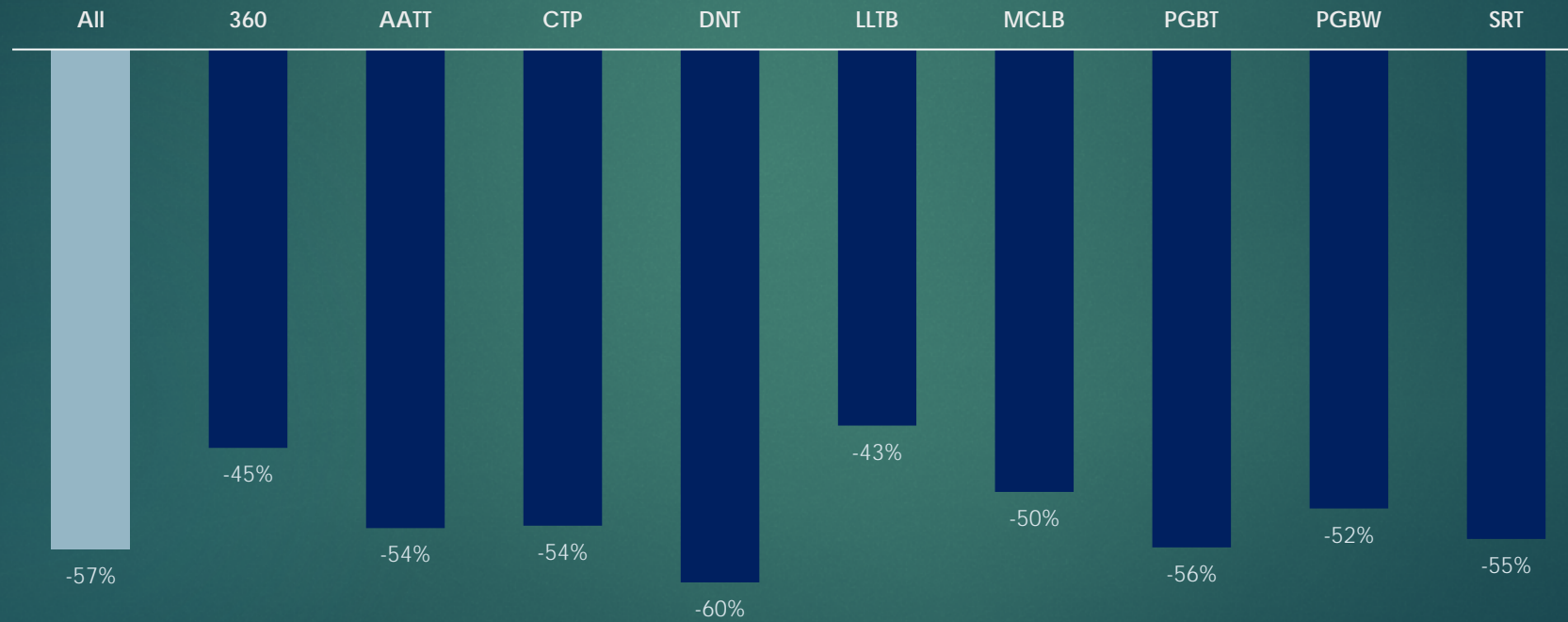


Source: NTTA



# Toll Road Transactions - March 2020

Transaction Decrease by Facility - Wk1 vs Wk 4 March 2020



Source: NTA

# Toll Road Transactions - Veh Class

Transaction Decrease by Vehicle Axle - Mar 2019 v Mar 2020

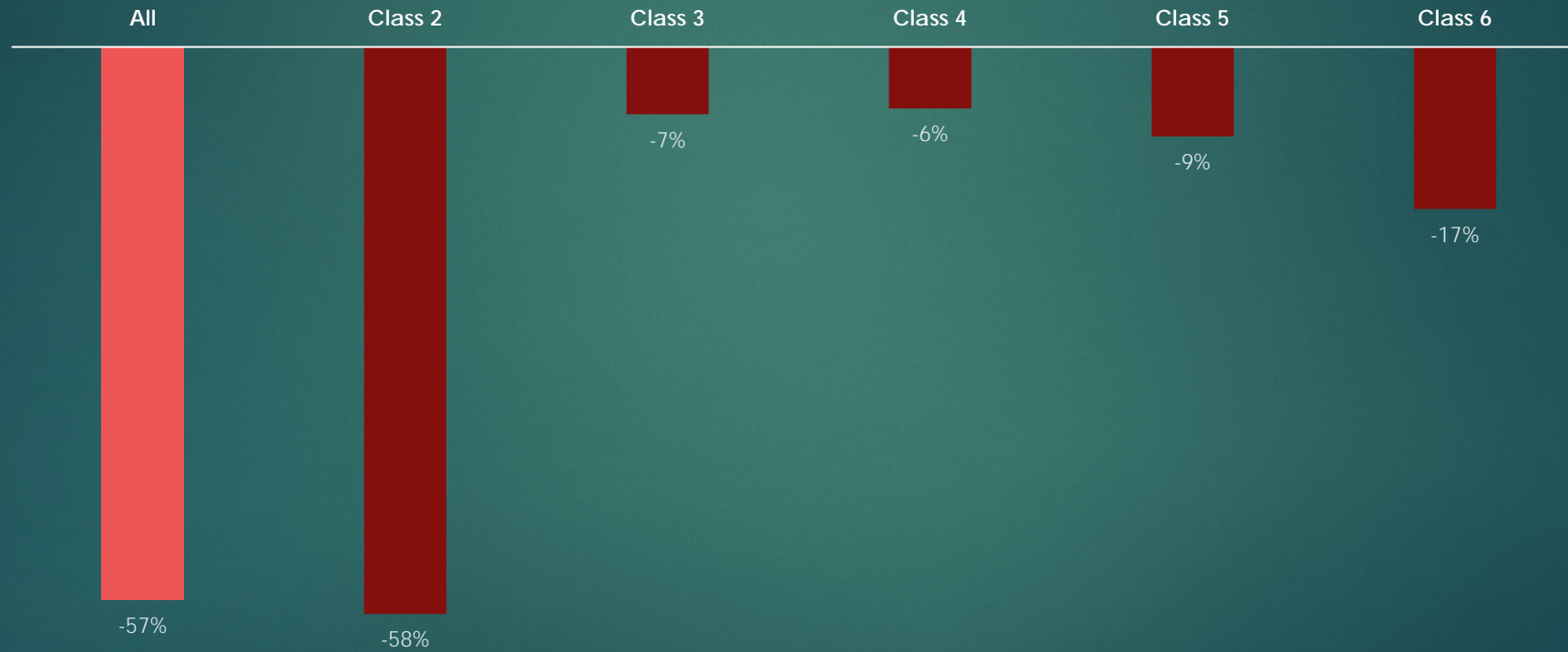


Source: NTTA



# Toll Road Transactions - Veh Class

Transaction Decrease by Vehicle Class - Wk1 vs Wk4 Mar 2020

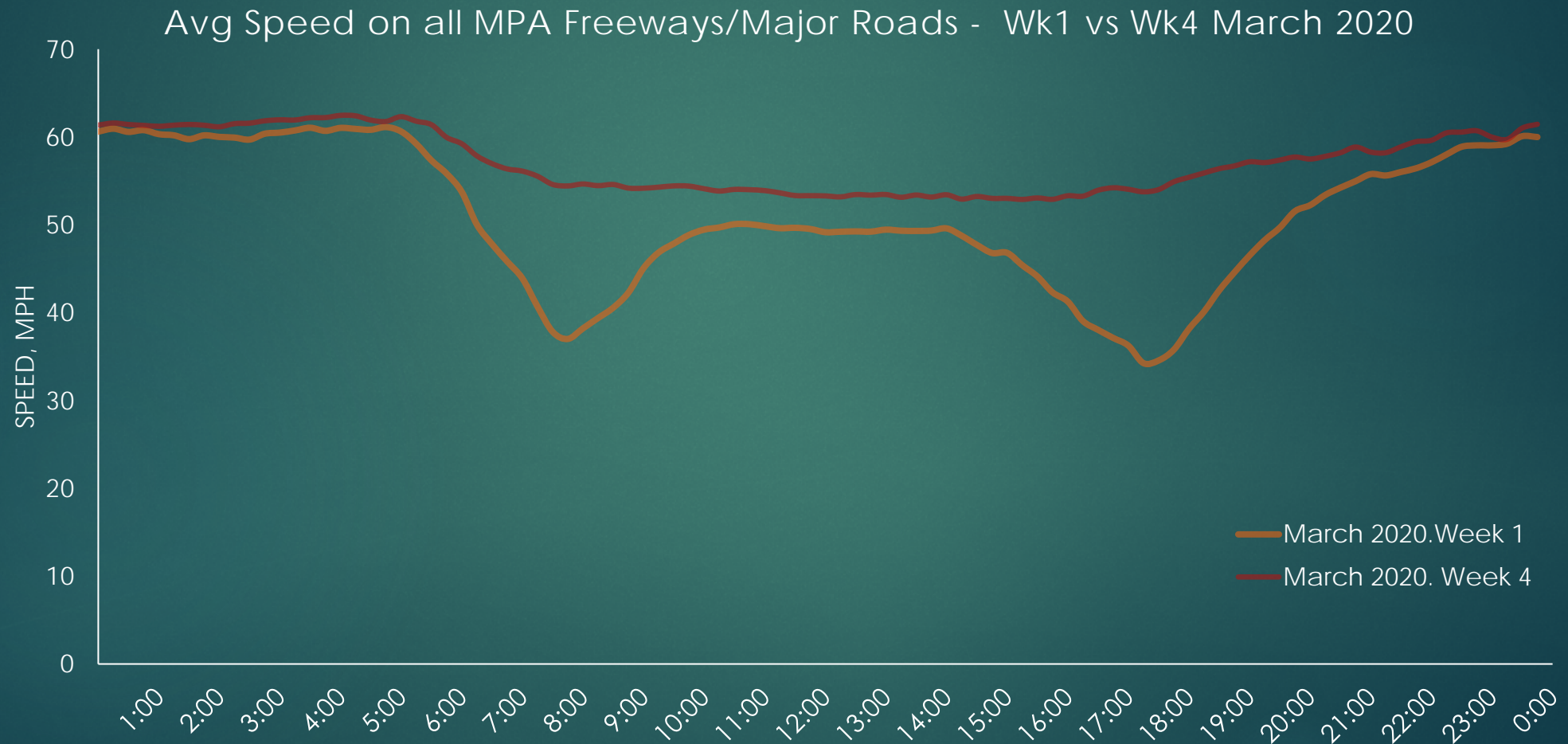


Source: NTTA





# Average Speed by time of day, March 2020

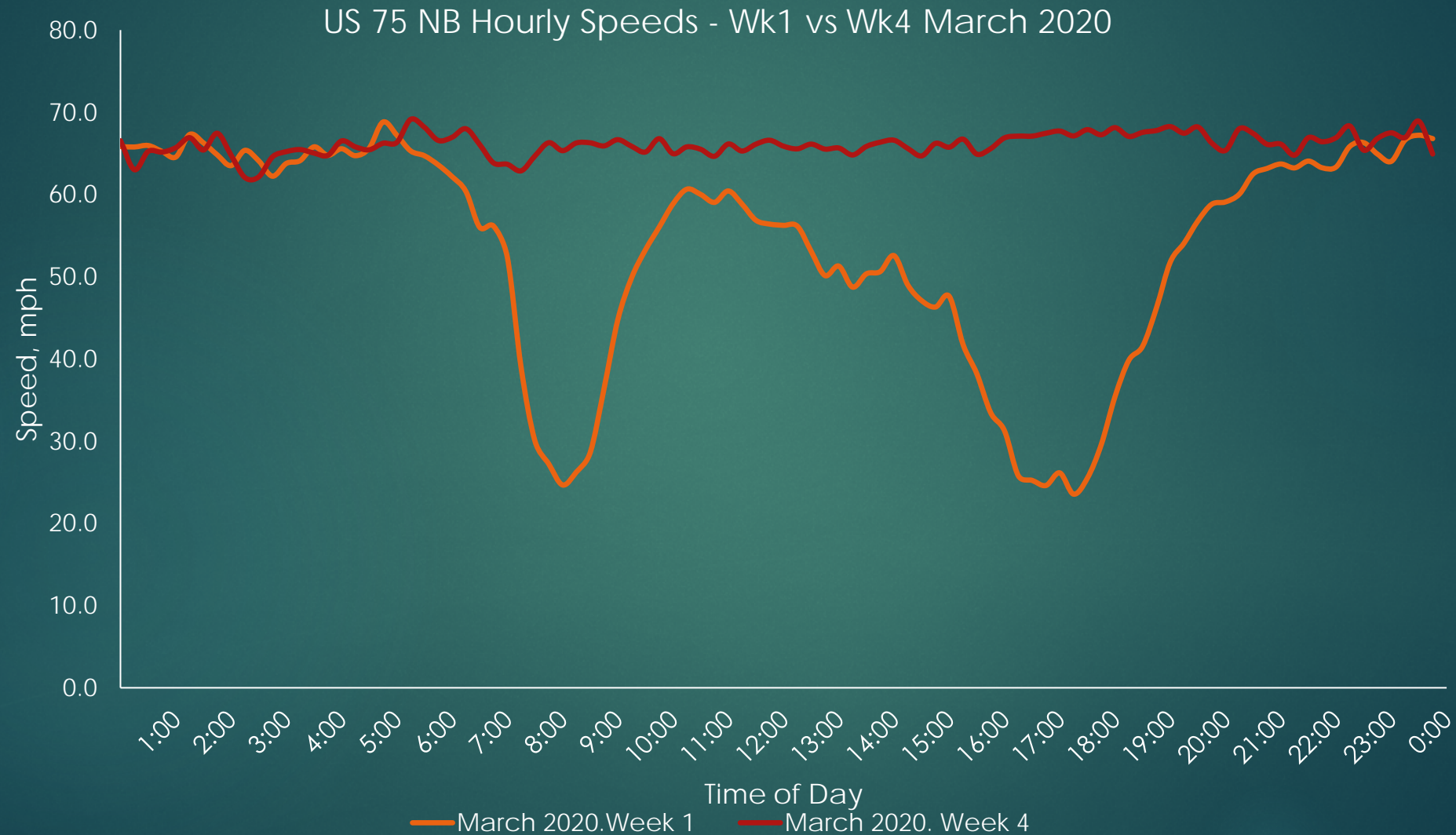


Source: INRIX data delivered by FHWA through NPMRDS





# Hourly Speeds at US 75 NB



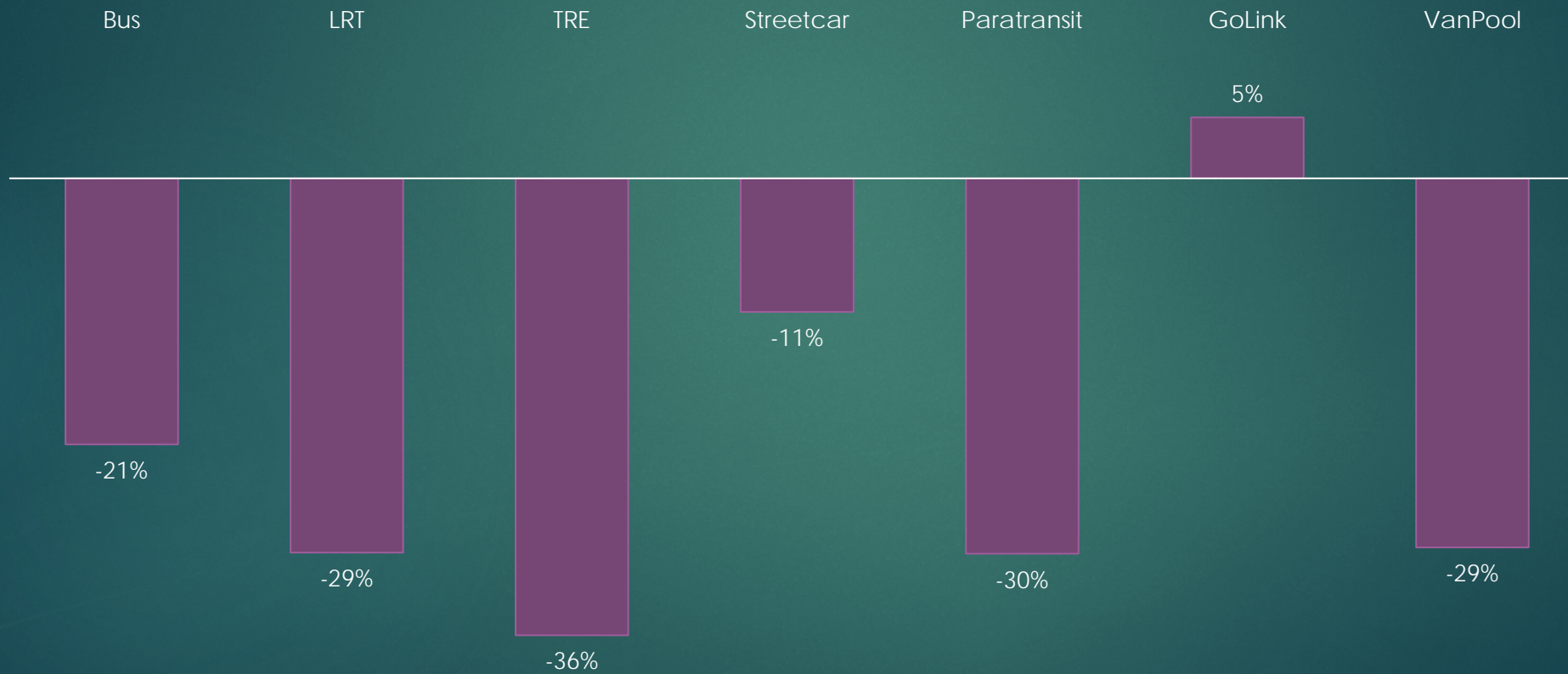
Source: INRIX data delivered by FHWA through NPMRDS



## 2. TRANSIT

# Transit - DART

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

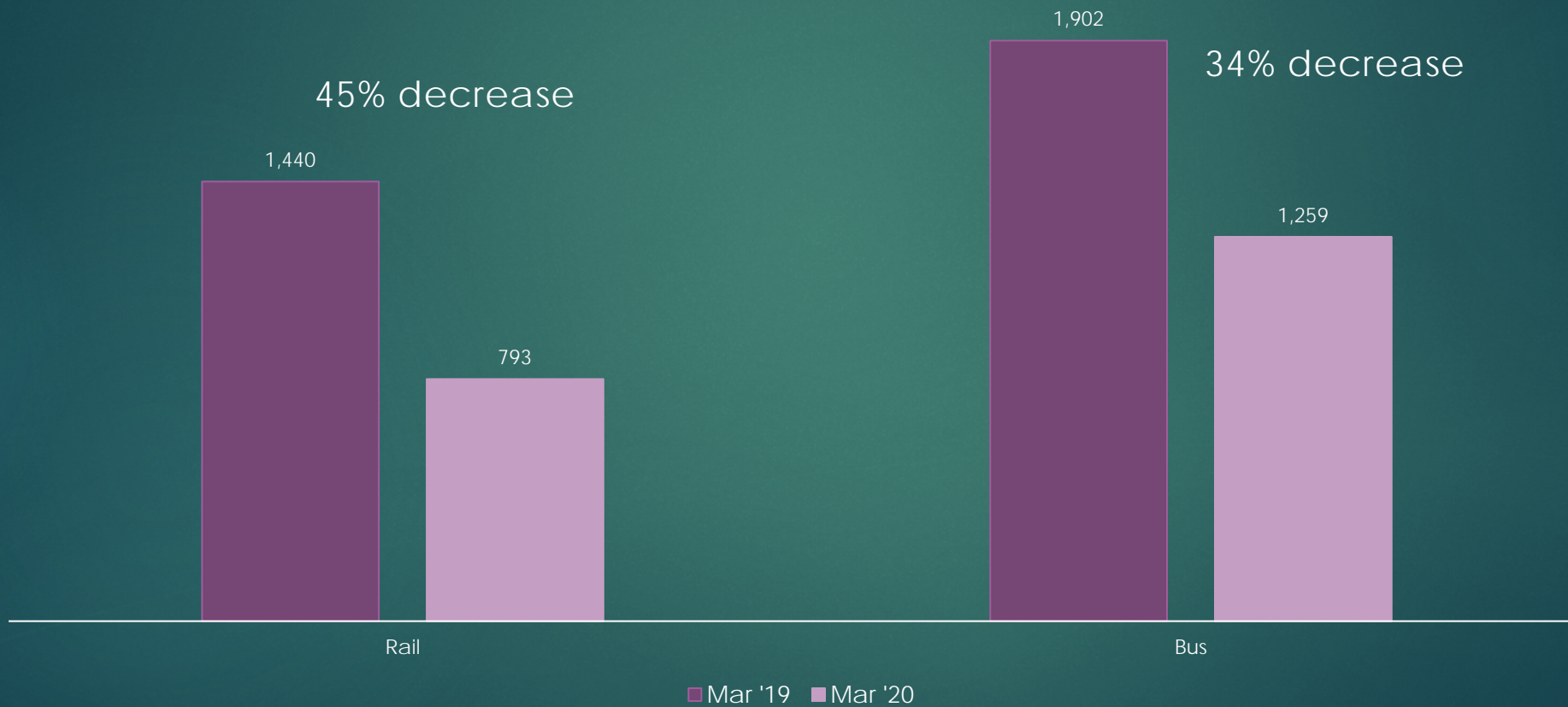


Source: DART



# Transit - DCTA

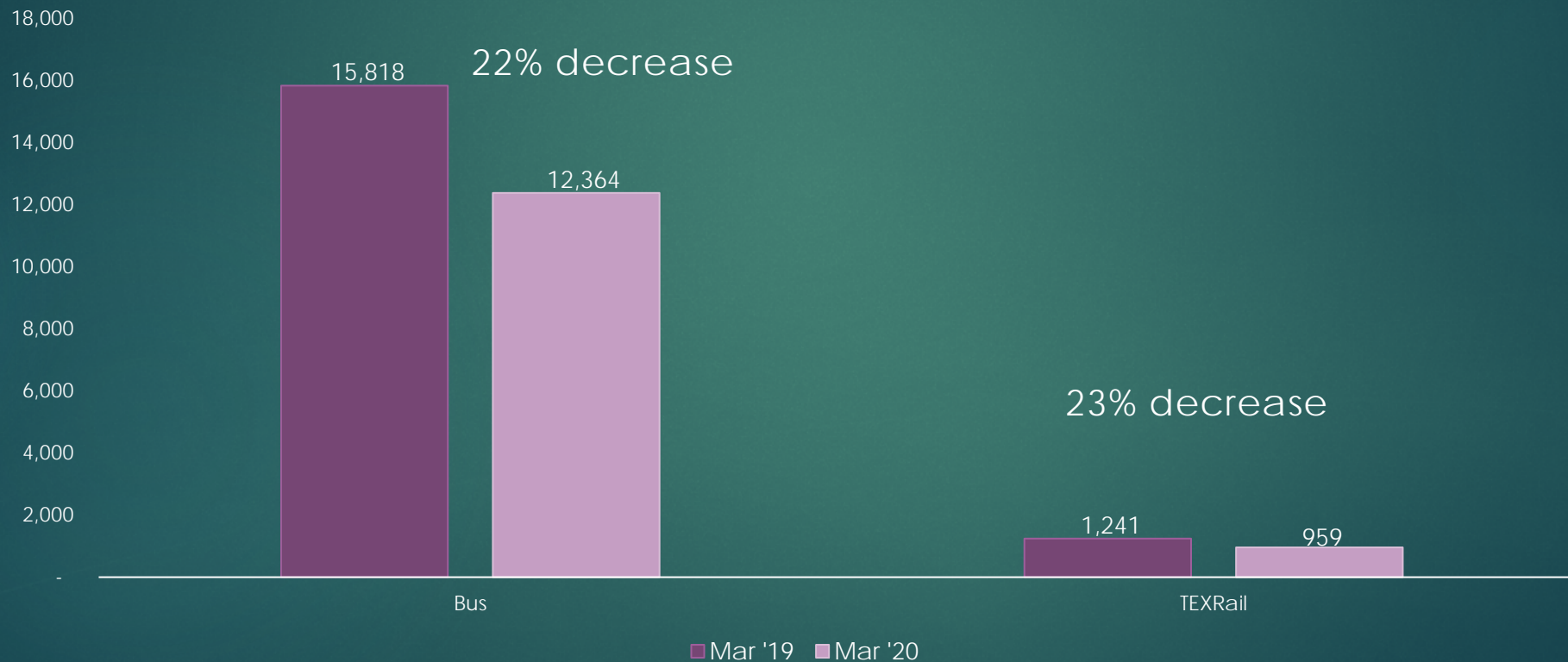
DCTA Average Weekday Ridership - Mar 2019 vs Mar 2020



Source: DCTA and NCTCOG

# Transit - Trinity Metro

Trinity Metro Average Weekday Ridership - Mar 2019 vs Mar 2020



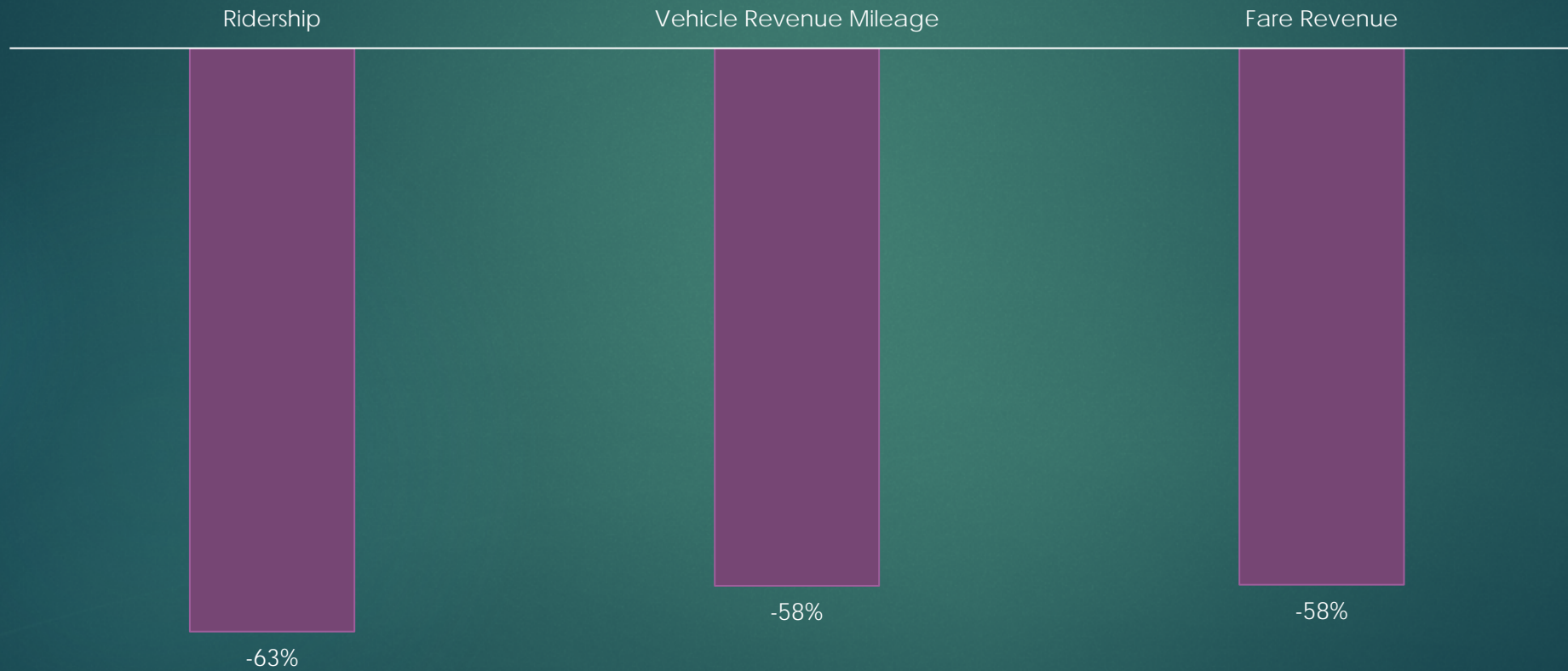
Source: Trinity Metro and NCTCOG

Note: Data is based on raw numbers and does not necessarily represent final published numbers.



# Transit - Via

Change in Via Arlington's Weekday Performance - Wk 1 vs Wk 4 March 2020



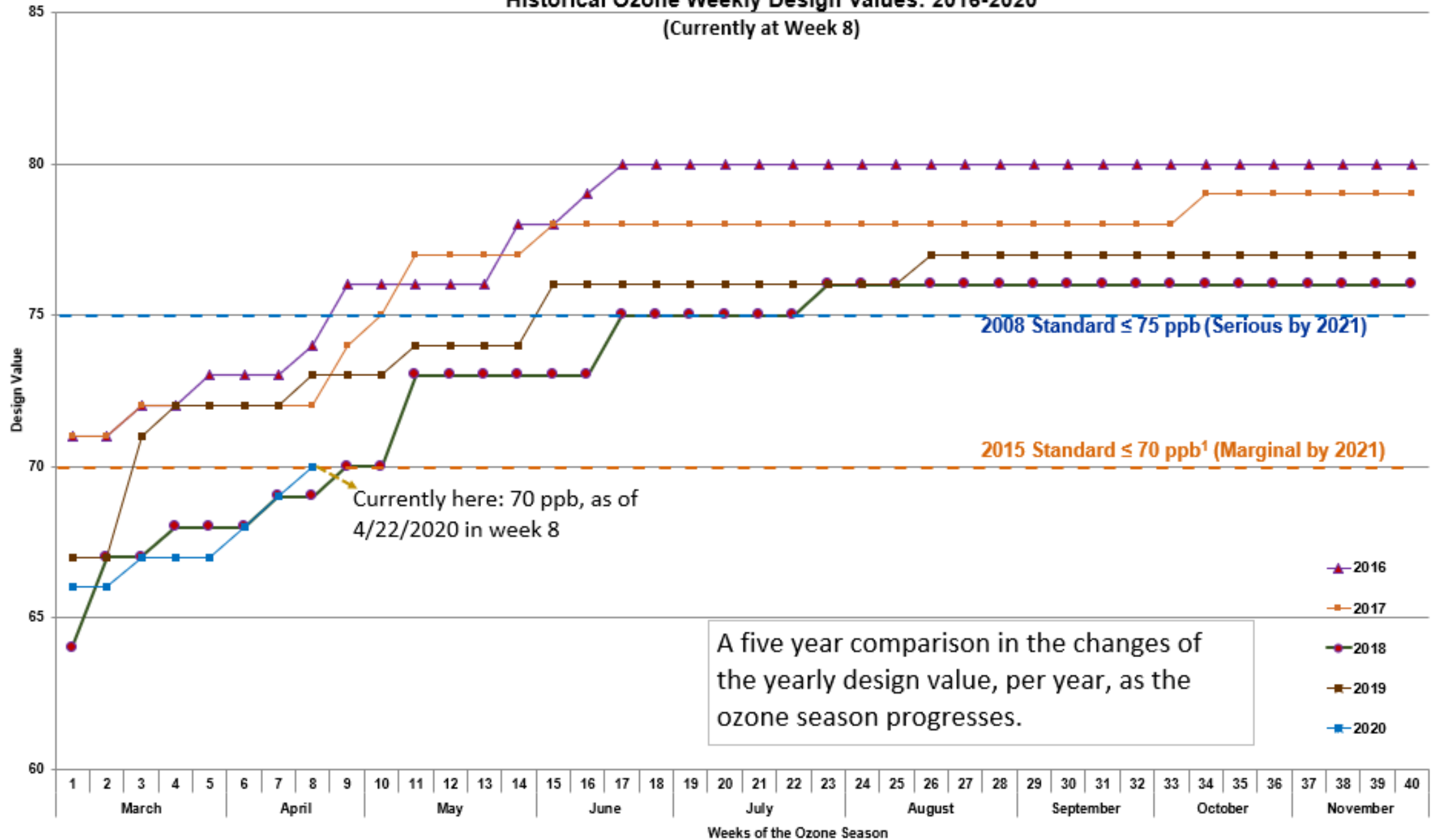
Source: City of Arlington

# 3. AIR QUALITY



### Historical Ozone Weekly Design Values: 2016-2020

(Currently at Week 8)

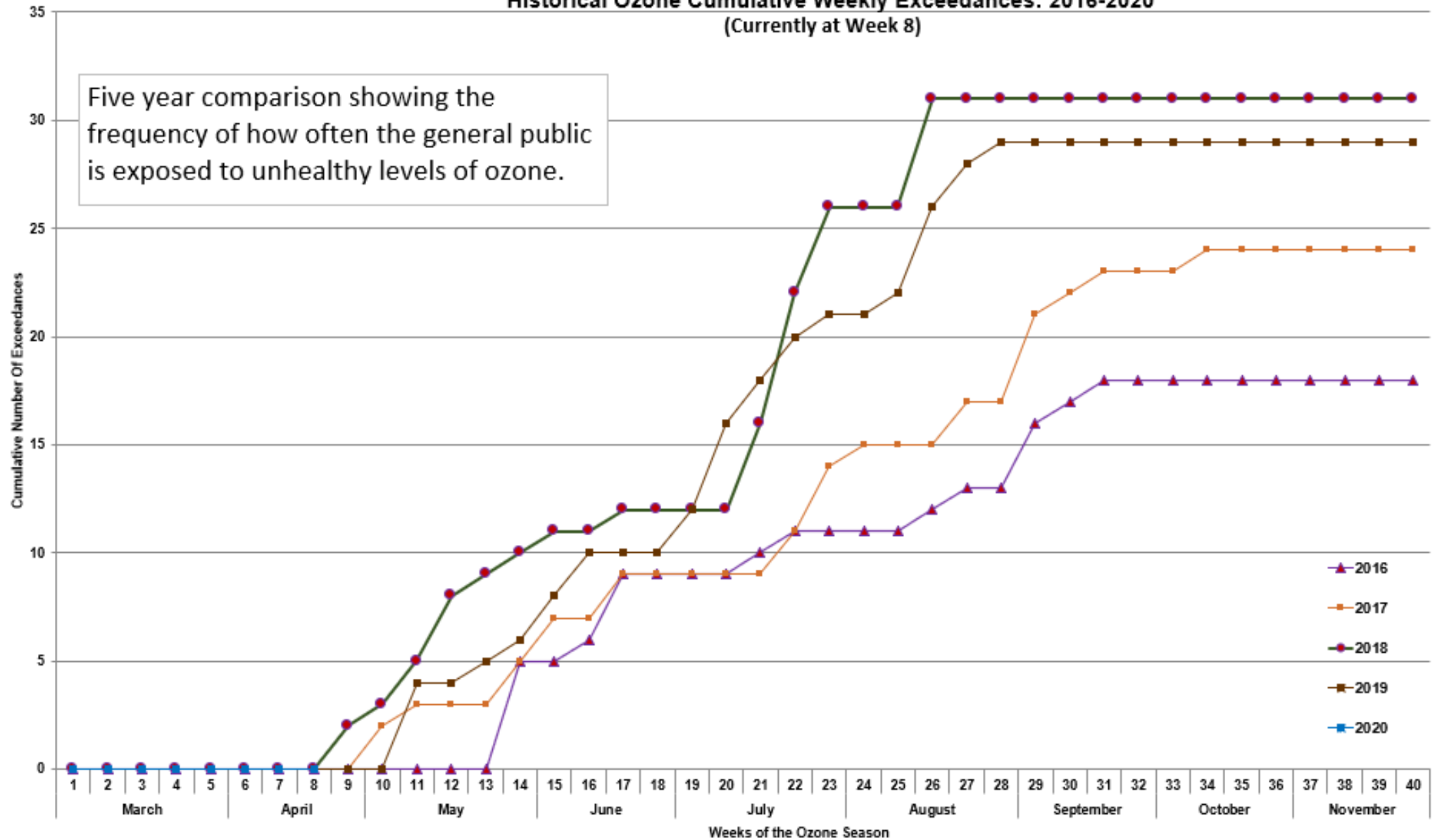


A five year comparison in the changes of the yearly design value, per year, as the ozone season progresses.

### Historical Ozone Cumulative Weekly Exceedances: 2016-2020

(Currently at Week 8)

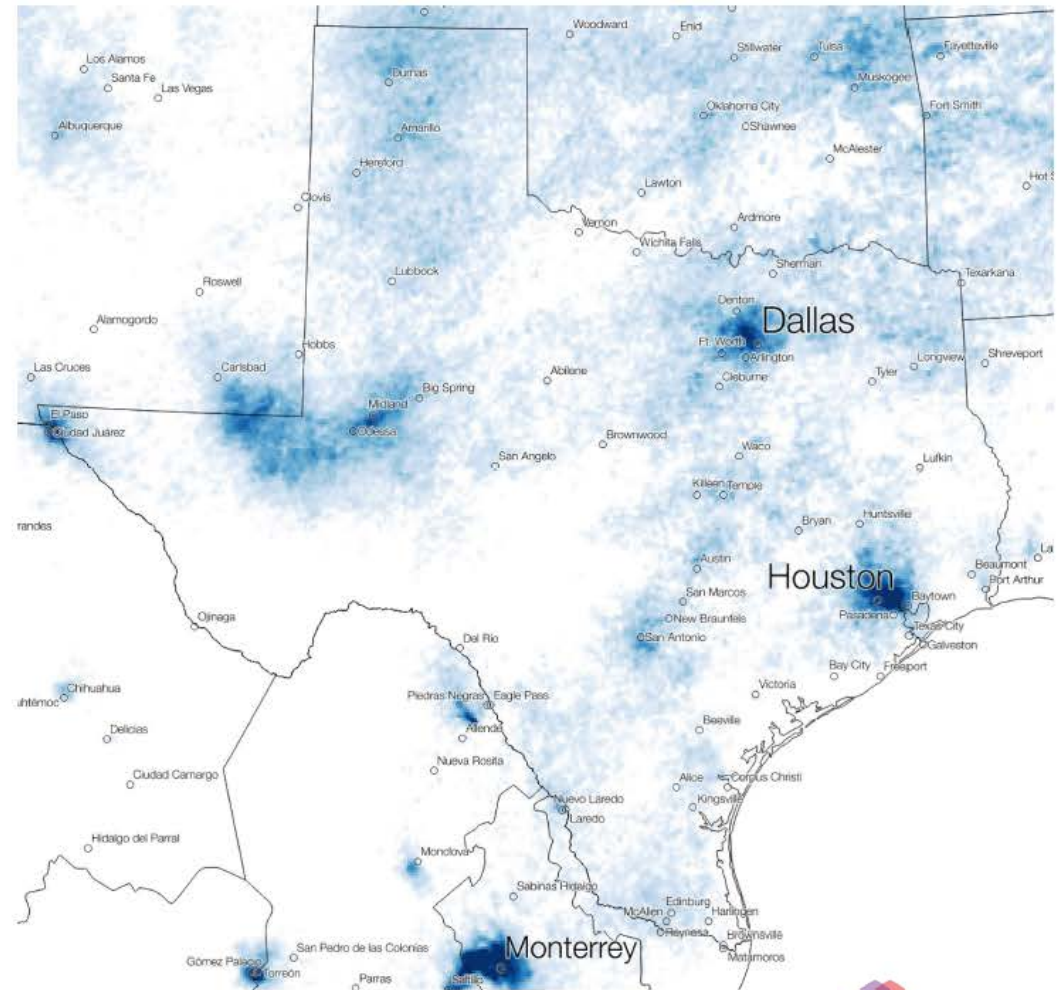
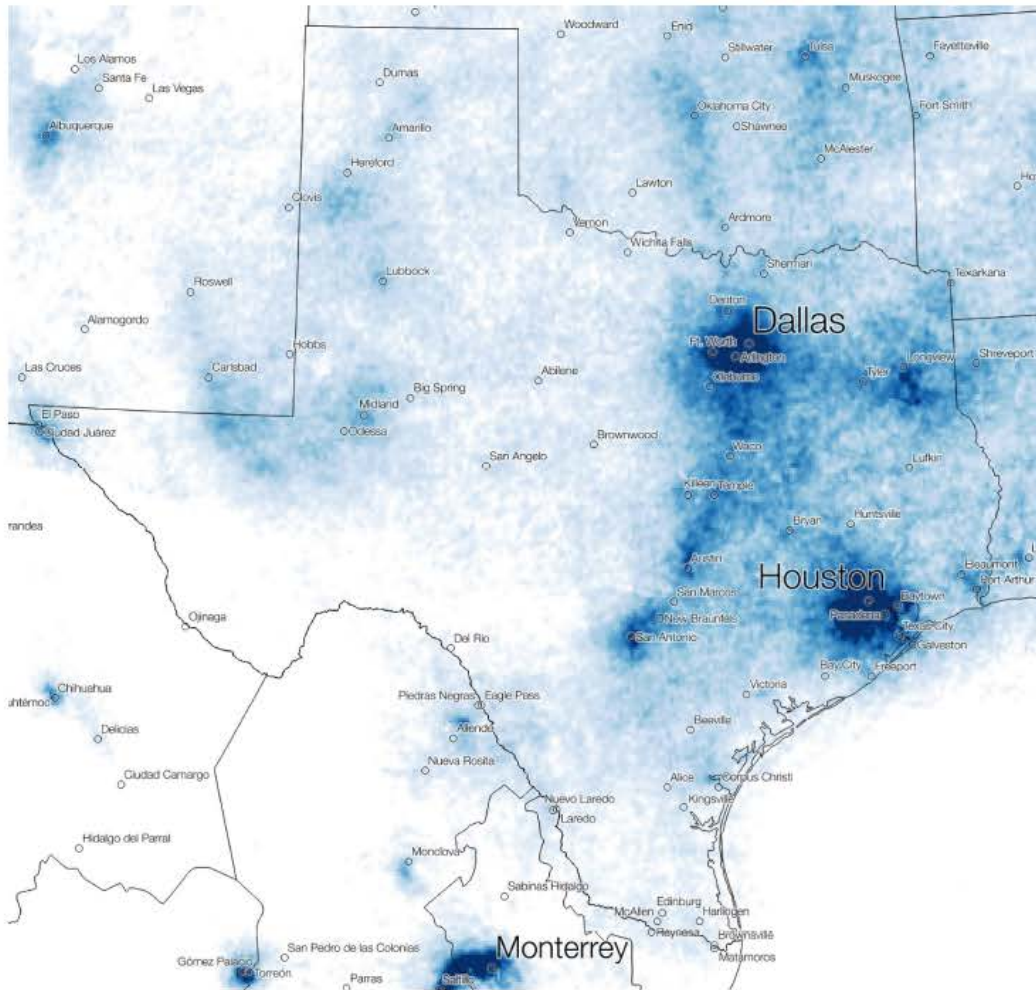
Five year comparison showing the frequency of how often the general public is exposed to unhealthy levels of ozone.



# Regional Nitrogen Dioxide (NO<sub>2</sub>) Tracking

February 2020

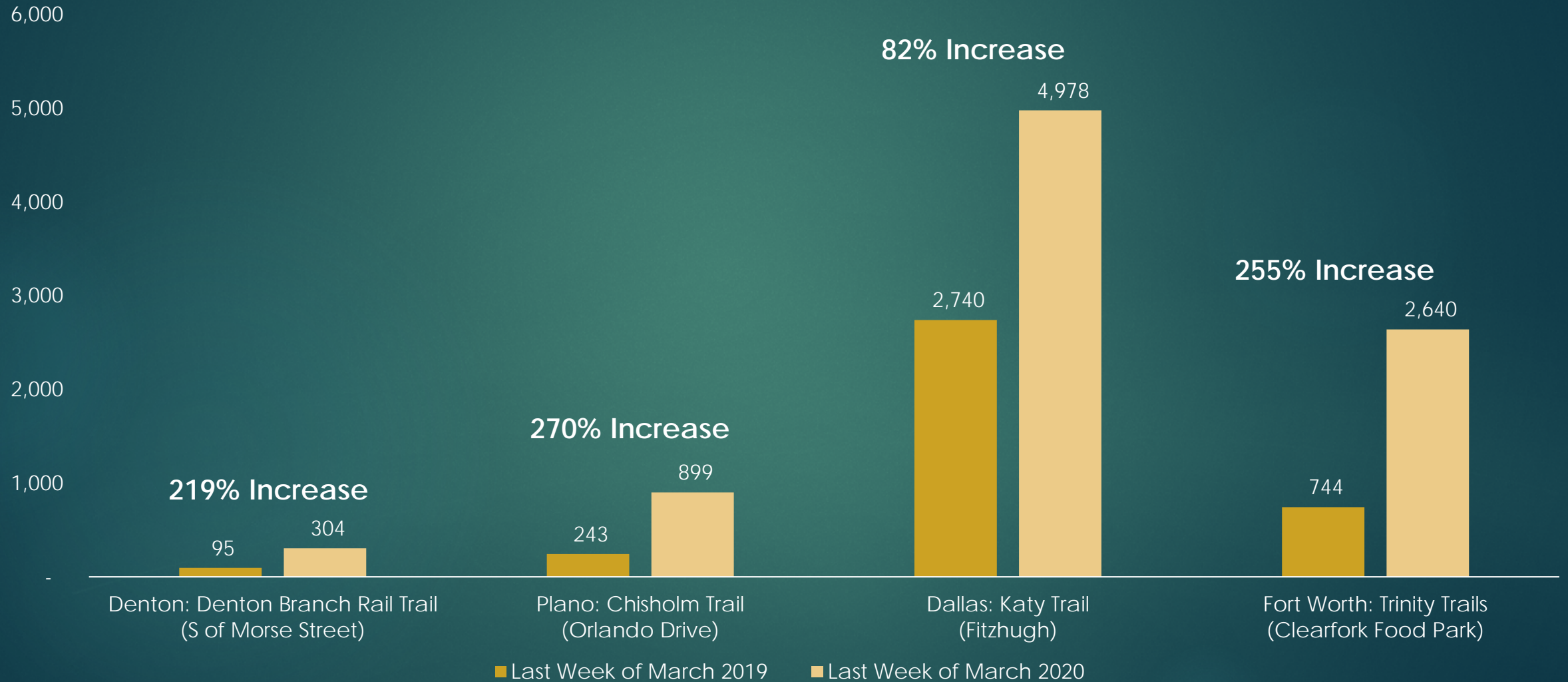
Week of March 29, 2020





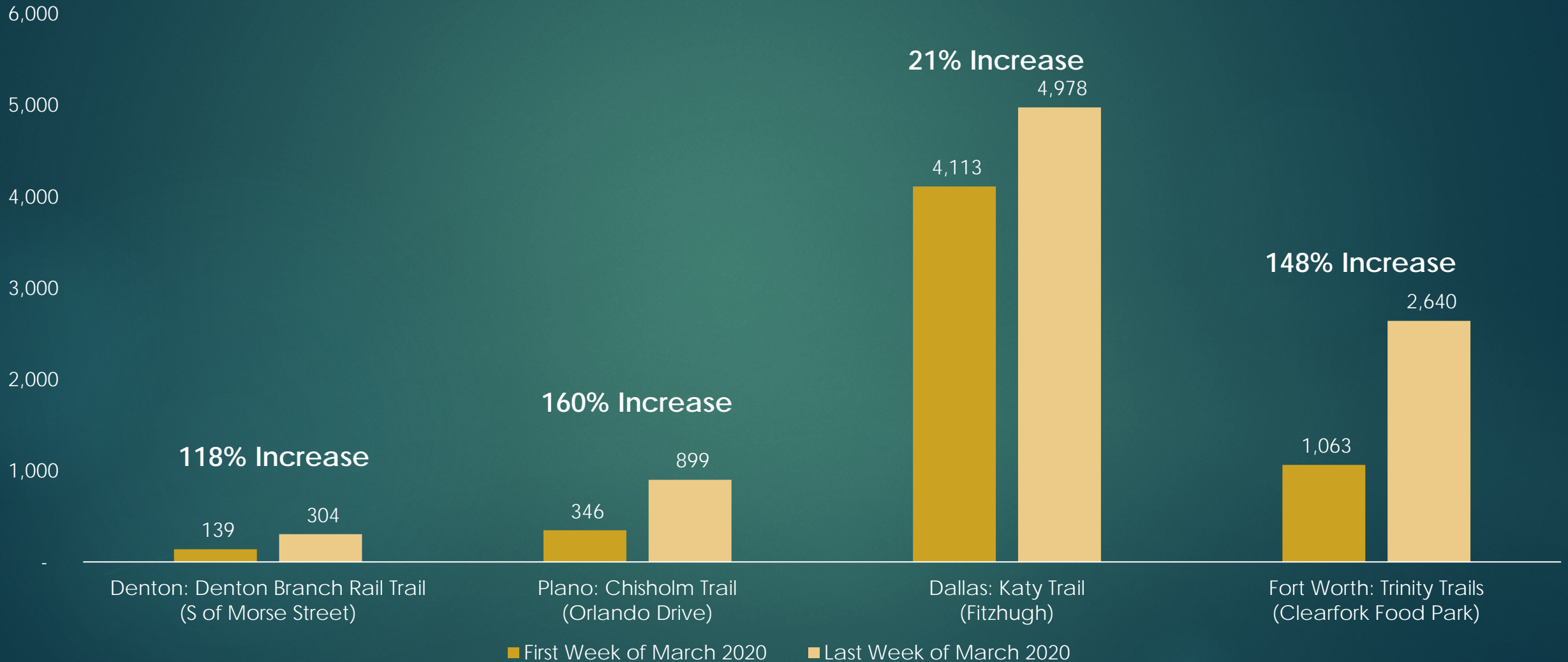
# 4. NON-MOTORIZED

# Daily Average Bicycle/Pedestrian Counts March 2019 vs March 2020





# Daily Average Bicycle/Pedestrian Counts Wk1 vs Wk4 March 2020

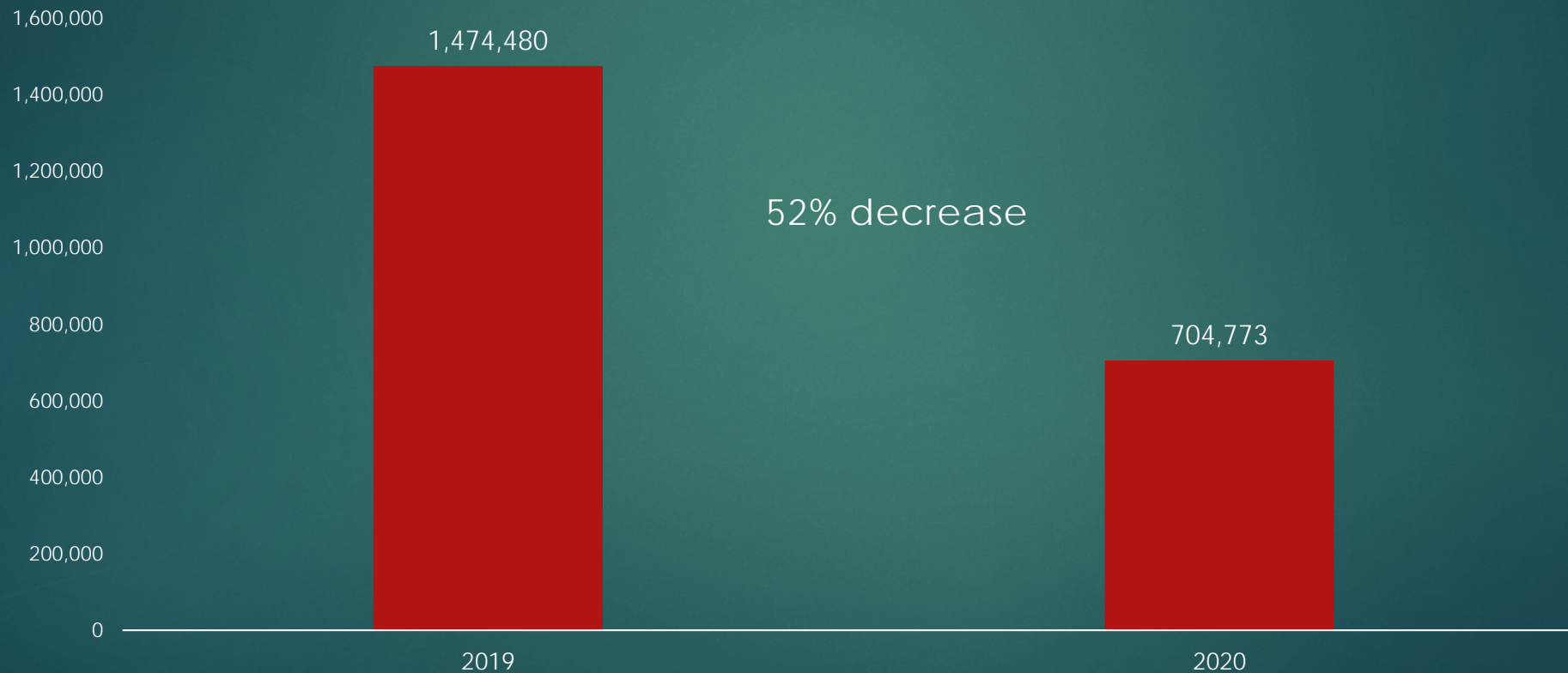


# 5. AIRPORT



# Airport Travel – Dallas Love Field

Total Passenger Enplanements and Deplanements - March 2019 vs March 2020

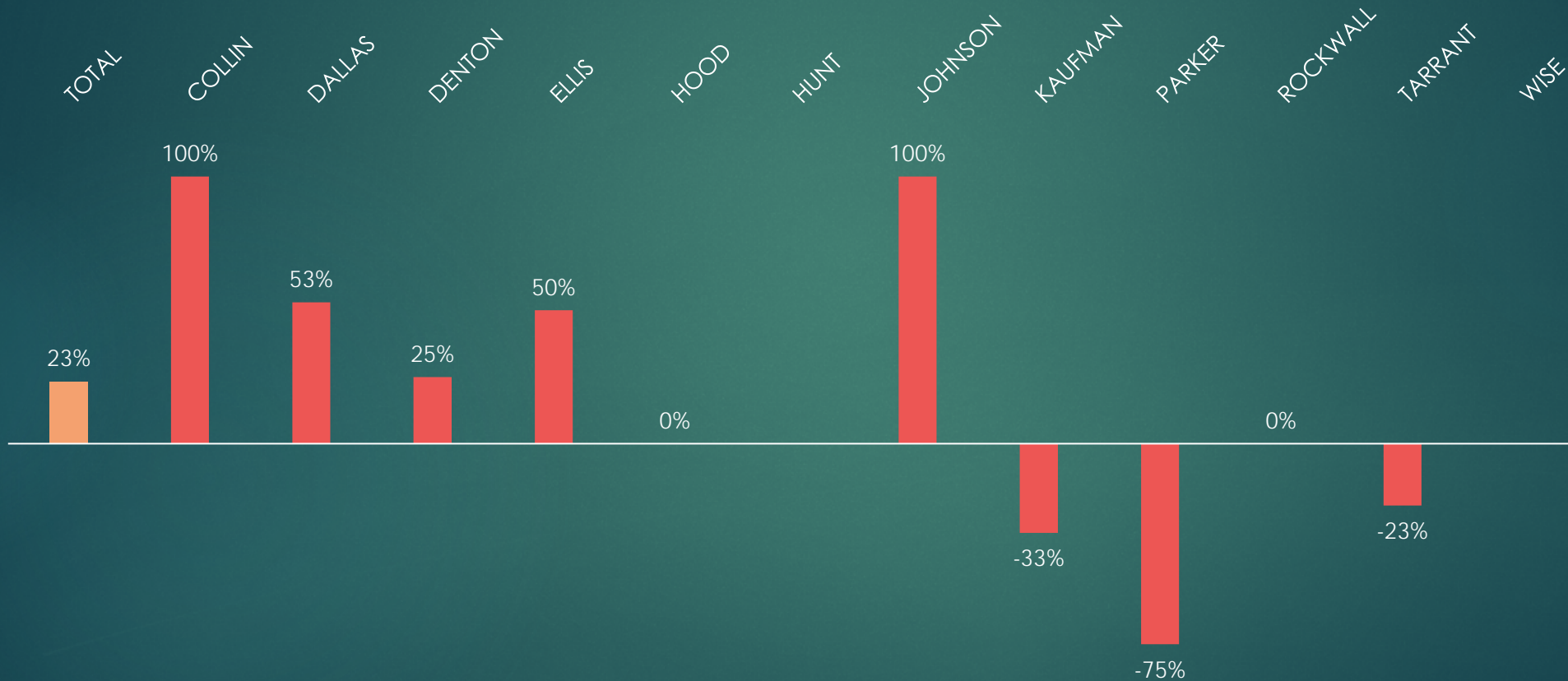




# 6. CRASH DATA

# Change in Fatal Crashes by County

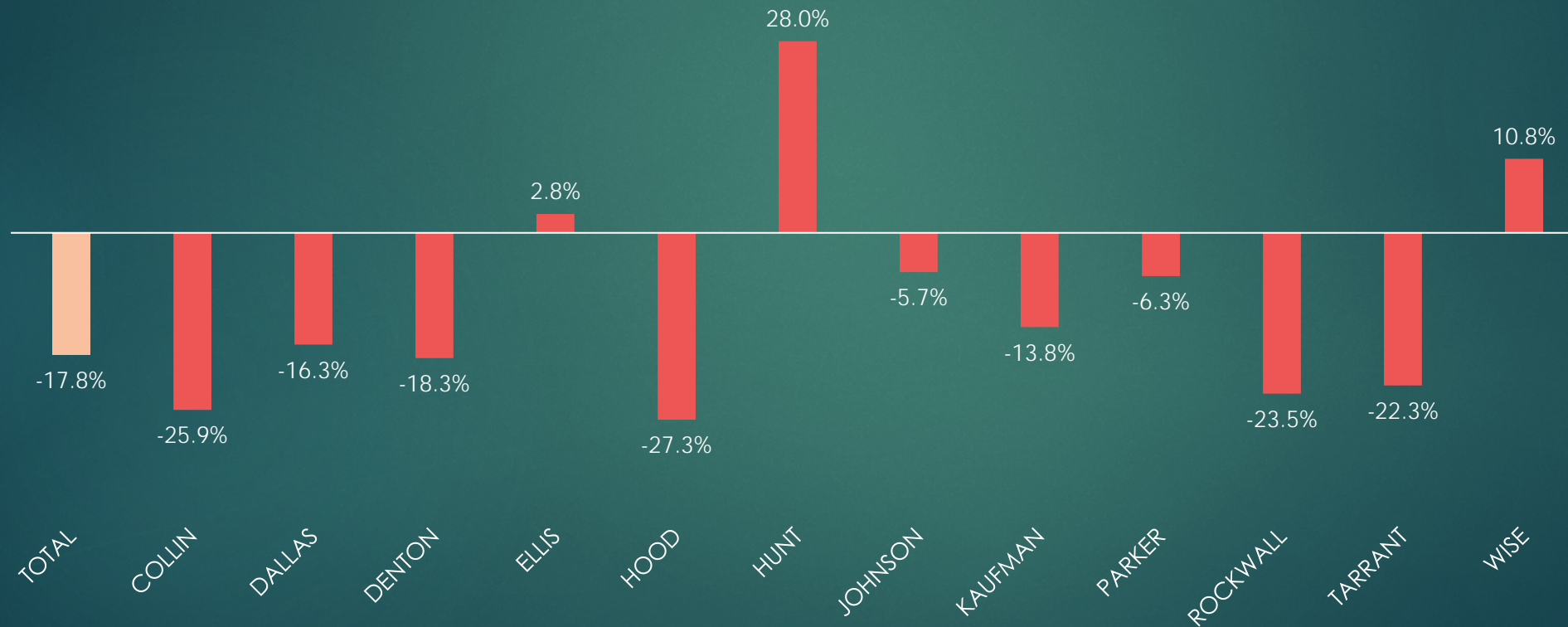
Change in Fatal Crashes, March 2019 vs March 2020





# Change in Total Crashes by County, March 2019-March 2020

Change in Crashes by County, March 2019-2020





# Change in all Crashes by County, March 2020

Change in Crashes by County – Wk1 vs Wk4 March 2020



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# POST COVID-19 AND REGIONAL 10-YEAR PLAN UPDATE

Surface Transportation Technical Committee

April 24, 2020

Michael Morris, P.E.

Director of Transportation



# **POST COVID-19 AND REGIONAL 10-YEAR PLAN UPDATE**

## **2021 UTP Projects: RTC Direction**

### **Comments on the 2020 Proposed Update (4/24/20)**

By the time the UTP is approved in August, the revenue forecast will decrease by more than the amount of money the Commission wish to put in for IH 35 in Austin; need more money in 2021 UTP (picture of IH 635)

Conversation is needed regarding the process of opening the UTP after it has been approved; canceling projects after approval

Post COVID-19 projects-opposite of this

The Commission should see all comments before consideration of the proposed changes to the 2020 UTP

## **Op Ed Piece: National Request**

## **Planning Process Moving Forward: Job Creation (1 Creates 4)**