

INTERAGENCY TRANSPORTATION REPORT - MAY 2020

RTC / TxDOT / NTTA / DART / DRMC / DFW Airport / HSR



\$11M APPROVED FOR HIGH-SPEED TRANSPORTATION CONNECTION BETWEEN DALLAS AND FORT WORTH

At their April meeting, the RTC approved additional funding for planning and environmental clearance expertise to develop a comprehensive approach to planning and implementing high-speed transportation services in the Dallas-Fort Worth region, specifically in the Dallas to Fort Worth corridor. **This service is intended to integrate with high speed rail in Dallas and go directly to Fort Worth.** There is also discussion of a stop in Arlington's entertainment district. **On April 18th, the North Central Texas Council of Governments (NCTCOG) Executive Board approved an \$11 million contract with HNTB to complete the work.**

CARES ACT ALLOCATES DALLAS-FORT WORTH-ARLINGTON URBANIZED AREA \$318,629,129 FOR TRANSIT AGENCIES

On April 2, 2020, the United States Department of Transportation Federal Transit Administration announced a total of \$25 billion in federal funding allocations to help the nation's public transportation systems respond to the Coronavirus (COVID-19).

The NCTCOG is the designated recipient for the Dallas-Fort Worth-Arlington (DFWA) Urbanized Area (UZA) and the Denton-Lewisville UZA. The DFWA UZA will receive \$318,629,129. Of that, **Dallas Area Rapid Transit (DART) will receive \$229,627,520 and the rest of the allocation will go to smaller transit agencies.** The Denton-Lewisville UZA was allocated \$23,461,867.

Funding will be provided at a 100 percent federal share, with no local match required, and will be available to support operating, capital and other expenses generally eligible under the Urbanized Area Formula Program, and incurred beginning on January 20, 2020, to prevent, prepare for, and respond to COVID-19. The RTC approved the FTA funding to be allocated based on the federal formula methodology.

UPCOMING RTC MEETINGS

| Date | Time | Location |
|---------------|---------|--|
| June 11, 2020 | 1:00 PM | North Central Texas Council of Governments |
| July 9, 2020 | 1:00 PM | North Central Texas Council of Governments |



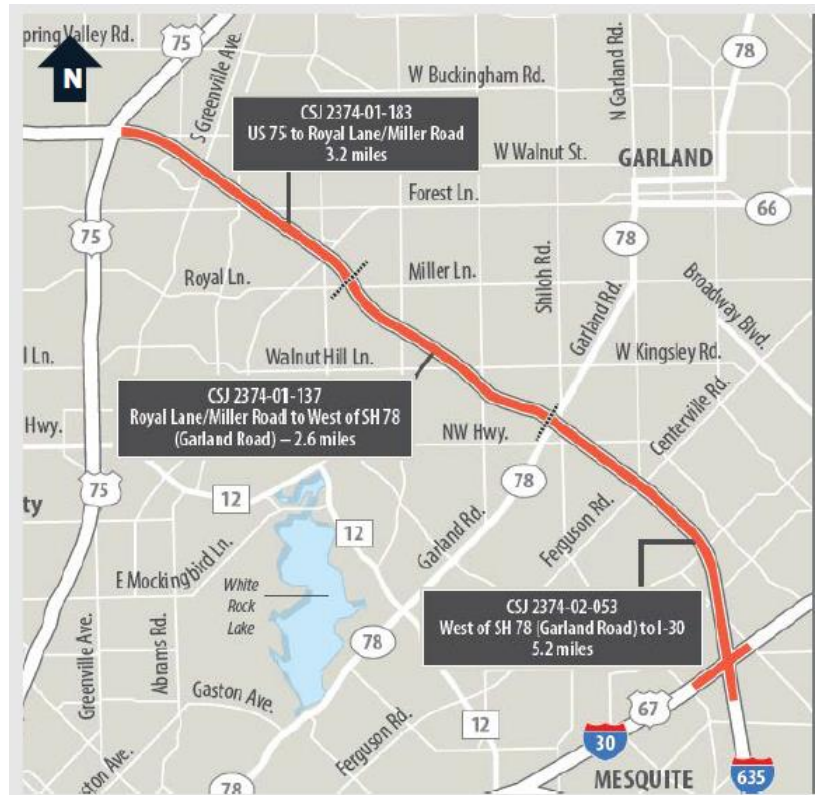
LBJ EAST CONSTRUCTION STARTED ON APRIL 14TH

Construction on the \$1.7 billion I-635 East Project has started. Pegasus Link Constructors was awarded the design-build contract in May 2019, and design work began shortly thereafter. **Construction will last through late 2024.**

Plans for the 11-mile project were first approved in 2003.

The project features:

- **Reconstruction and widening of I-635 from US 75 to I-30**, including the I-635/ I-30 interchange.
- Mainlanes will be expanded to include an **additional lane in each direction**.
- Existing HOV/Express Lanes will be reconstructed with wider shoulders and a concrete barrier separating them from mainlanes.
- When complete, there will be a total of 10 mainlanes and two TEXpress Lanes.
- The project includes construction of continuous frontage roads and provides intersection improvements, **including a new Skillman Street bridge over I-635.**



To stay connected with the 635 EAST PROJECT:

- Website - 635east.com
- Facebook – [635East](https://www.facebook.com/635East)
- Twitter – [@635East](https://twitter.com/635East)
- Instagram – [@635East](https://www.instagram.com/635East)
- **Subscribe to text alerts: Send “635 East” to 31996**

TEXAS TRANSPORTATION COMMISSION APPROVED ADDITIONAL FUNDING FOR I-35 CAPITAL Express CENTRAL PROJECT IN AUSTIN

At their April 30, 2020 meeting, the Texas Transportation Commission (Commission) added \$3.4 billion in Category 12 dollars (Commission discretionary funding) to the 2020 Unified Transportation Plan for the I-35 Express Central project in Austin. The Category 12 money was added to help close funding gaps on the \$6.6 billion central piece of the Interstate 35 Capital Express project. This project will expand the interstate between U.S. Highway 290 East and Ben White Boulevard.

In March, the RTC passed a resolution requesting the Commission consider a different funding strategy to close the project's funding gap. Rather than using the Category 12 money, the RTC suggested using toll-managed lanes to generate revenue for the project. The Dallas City Council passed a resolution in support of the RTC's position. The North Texas region has successfully used toll-managed lanes, including the I-635 project, to offset the costs of construction and believes this model is one that should be adopted throughout the State in order to leverage the limited public dollars available for funding these very expensive highway projects.

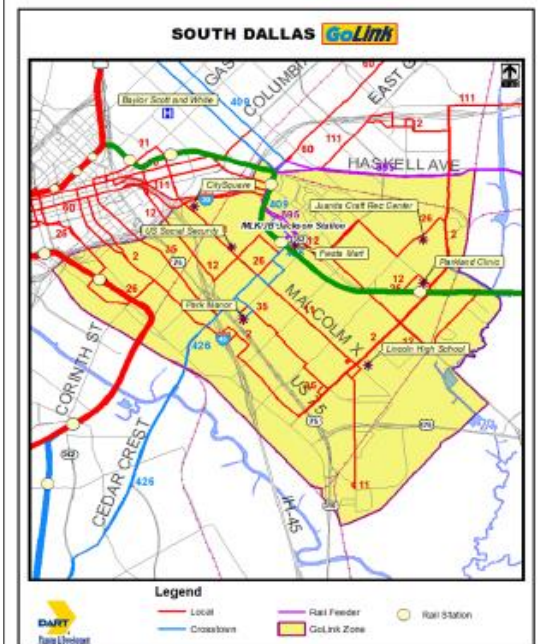


SOUTH DALLAS/FAIR PARK GOLINK PILOT

On March 24th, the DART Board approved a six-month pilot of their GoLink program within an 8.5 square mile zone in the South Dallas/Fair Park area.

This pilot is in response to a meeting with the South Dallas/Fair Park (SDFP) Transportation Initiative group with DART executive staff to explain the transportation needs including improved bus service and the need to pilot test a demand-responsive service option like GoLink.

With the assistance of DART staff in 2018 and 2019, the SDFP group designed and conducted a survey of residents of South Dallas zip codes 75210 and 75215. The survey respondents indicated that, among other things, bus travel within the neighborhood is difficult for very short trips, particularly to the recreation center and grocery stores.



The pilot would operate from 9:00 am to 4:00 pm on weekdays and would include a dedicated accessible taxi supplemented by Uber Pool.

The program is scheduled to start this Summer.

DART REVIEWS BUDGET

As with every public agency, DART is preparing for large funding shortfalls as a result of Covid-19.

At the April 28, 2020 meeting of the Budget & Finance Committee, DART staff presented a briefing estimating \$1.3 billion less in revenues in their 20-year financial plan.

In the briefing, staff modeled the financial scenarios for delaying capital projects. Staff stated that “deferrals can help short term cash flow but increase project costs due to inflation.”

Staff modeled delaying the Streetcar Central Link project by five years. This would improve cash flow by \$9 million in the next 18-months but increase project costs by \$18 million.

They also modeled implications of delaying D2 by three years finding that doing so would increase cash flow by \$329 million in the next 18-months but would also increase project costs by \$151 million. Staff further stated that, if there is a federal government stimulus package focused on infrastructure, there may be an opportunity to increase the federal contribution to the D2 project and maintain the current timeline.

At the Committee's request, staff agreed to model the financial implications of delaying the Silver Line project and return to the Committee with the results.

It should be noted that there were no recommendations made at this meeting. They were presenting scenarios so that the Committee can begin discussing options for closing projected funding gaps.

The discussion on capital projects starts around minute 16 on this video of the Budget & Finance committee meeting: [DART April 28, 2020 Budget & Finance Committee Meeting](#).

DARTZOOM BUS NETWORK REDESIGN

In September 2019, DART hired Jarrett Walker + Associates (JWA), a leading transit planning and policy consulting firm, to re-envision DART's bus network through a bus network redesign which is a collaborative planning effort to decide where bus lines should go, when they should run, and how frequent the service should be, starting from a clean slate.

JWA is looking at the current network and modeling changes generally reflecting the balance between "coverage" and "ridership". The project will examine the DART bus network in all 13 of the cities that collect sales taxes to fund DART services.



In April, transit riders, employers, stakeholders and community leaders were surveyed by DART about a new system that works best for their needs through a series of webinars and town hall meetings. Other public involvement activities will be scheduled later in the process.

For more information on the bus network redesign process, see <https://dartzoom.dart.org/>.

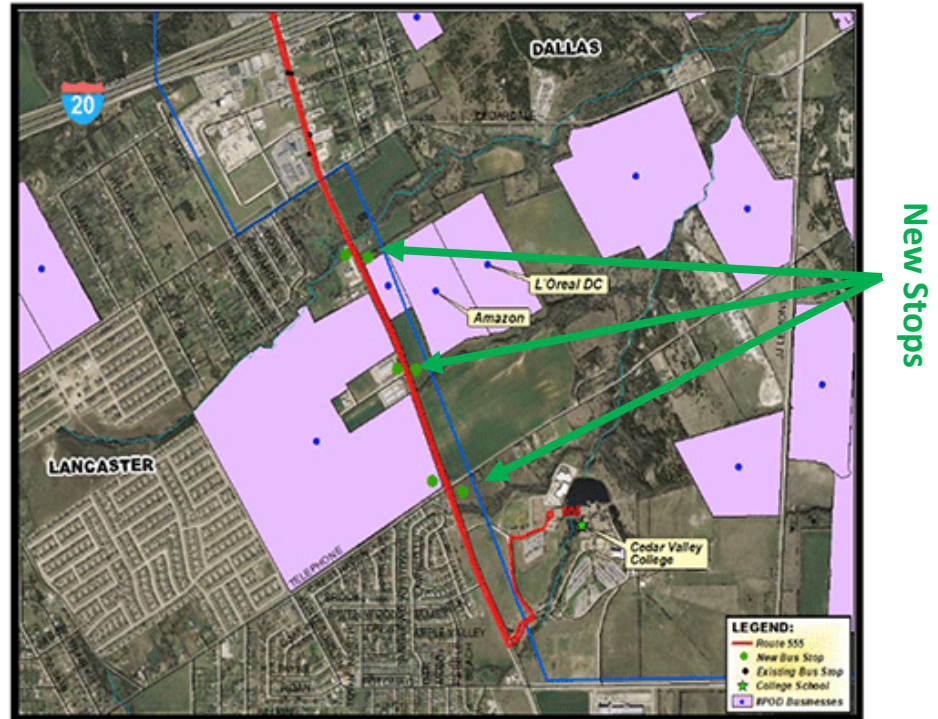
INLAND PORT BUS LINES

The DART Board approved adding three bus stops within the Southern Dallas County Inland Port.

Route 555 currently travels non-stop along North Dallas Avenue at the southern Dallas border between Camp Wisdom Station and Cedar Valley Community College.

Adding three stops between Cedardale Road and the college allows DART to provide transit options to large Dallas businesses in the area such as L'Oréal, Amazon, and Quality Custom Distribution.

The new stops are scheduled to begin in May.



The next NTTA Board meeting is scheduled for Wednesday, May 20, 2020 at 10:00 AM at the North Texas Tollway Authority headquarters at 5900 West Plano Parkway, Plano, Texas 75093.



DRMC MEETING

The April DRMC meeting was scheduled to be a joint meeting with the Tarrant Regional Transportation Committee (TRTC); however, it was canceled due to Covid-19.

The May 1, 2020 meeting was held via skype.

The next meeting is scheduled for June 5, 2020 at 11:00 AM.

2019 Airport of the Year



CEO UPDATE & FINANCIAL REPORT

DFW CEO Sean Donohue provided the Board with an update on the state of aviation as well as DFW operations, priorities and recovery efforts. Mr. Donohue shared that current 2020 projections are at 45 million passengers. DFW has not seen passenger levels that low since the late 1980's.

CFO Chris Poinsett provided an update on DFW's current financial position. DFW is expecting lower revenues between \$175 - \$225 million for FY20. Much of this loss would be covered by the CARES act, which DFW will receive \$299.2 million. Staff has also identified approximately \$77 million of cost reductions.

DISASTER DECLARATION EXTENSION

The Board approved extending the current DFW Airport disaster declaration issued by CEO Sean Donohue. This will allow staff to continue work to protect employees and customers at DFW Airport and to further ensure a safe and secure environment. Additionally, DFW can now submit requests for reimbursement through the Texas Major Disaster Declaration.

USE AND LEASE AGREEMENT EXTENDED

The Airport Board approved an extension to the current DFW Use and Lease Agreement for an additional year. Negotiations with American Airlines were halted at the beginning of March due to the impacts of COVID-19. The extension will give DFW staff and airline partners an opportunity to better understand long-term market conditions. The new lease will expire in September 30, 2021.

CONCESSIONAIRE ASSISTANCE

The Board approved three actions to help concessions partners. In addition to the change in rent structure and deferral of utility payments approved last month, the Board approved deferral of storage space rents, and delayed scheduled rent increases from 2020 to 2021. Additionally, to keep current projects moving, the Board approved of a reimbursement agreement to help build out concessionaire space in the Terminal F, Phase 1 addition on the south end of Terminal D.

NEXT BOARD MEETING

The next Board Meeting will be Thursday, June 4, 2020. For more information, including agendas and actions, please visit www.dfwairport.com/board.



Texas' Thirteenth Court of Appeals Rules in Favor of Texas Central

On May 7, 2020, the Thirteenth Court of Appeals of Texas ruled in favor of Texas Central, holding that it was both a railroad company and interurban electric railway.

Landowners argued that the Texas Central project was not a railroad and therefore did not have the rights associated with a railroad, including eminent domain and access to property for surveyors.

Carlos Aguilar, CEO of Texas Central, said "This decision confirms our status as an operating railroad and allows us to continue moving forward with our permitting process and all of our other design, engineering and land acquisition efforts."

Final Environmental Impact Statement Scheduled to be Published this Month

In December 2017, the Federal Railroad Administration (FRA) published the Draft Environmental Impact Statement (DEIS). Later this month, they will publish the Final Environmental Impact Statement (FEIS).

The FEIS includes publication of the final preferred alignment, environmental mitigation requirements, and enforcement and monitoring commitments. This action is a necessary step for publication of the Record of Decision (ROD) which confirms compliance with the National Environmental Policy Act (NEPA) and is the final step for the federal environmental permitting process.

Federal Railroad Administration Published Notice of Proposed Rules

In March, the FRA published a Notice of Proposed Rule Making (NPRM) in the federal docket for the proposed safety rules regulating high-speed rail. This triggered a 60-day comment period for review of the rules. After the comment period, the FRA will review comments, make changes to the rules if necessary, and publish the final rules that will regulate this system.