

INTERAGENCY TRANSPORTATION REPORT – SEPTEMBER 2020

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



COVID-19 INFRASTRUCTURE PROGRAM FUNDING

At the August meeting, the RTC approved six COVID-19 Infrastructure Program projects that had been identified by NCTCOG staff. Two of the projects are in the City of Dallas: \$1 million for a Bachman Lake Area Planning Study and \$3.15 million for a pedestrian crossing under IH 35E to connect the DART Victory Station and the Design District.

HYPERLOOP UPDATE

At the August RTC meeting, NCTCOG staff provided an update on the Hyperloop Certification Center. The Dallas-Fort Worth region is not in the lineup of locations to be considered in Phase 3 of the Virgin Hyperloop One Certification Center.

METROPOLITAN TRANSPORTATION PLAN POLICY BUNDLE ROUND FOUR

At the August meeting, NCTCOG staff briefed the RTC on results from the fourth round of the Metropolitan Transportation Plan (MTP) Policy Bundle survey, including the plan to distribute available Transportation Development Credits (TDCs) to successful policy bundle participants. The MTP Policy Bundle Program was created to encourage local governments, school districts, and transportation agencies to voluntarily adopt a minimum of 50 percent of the list of policies identified in Mobility 2045. By doing so, participating entities receive TDCs that can be used to offset local match requirements for federal transportation projects. The City of Dallas was awarded \$3,000,000 in TDCs.

RECOMMENDED TRANSPORTATION ALTERNATIVES PROJECTS ANNOUNCED

At its August meeting, the Surface Transportation Technical Committee (STTC) voted to recommend RTC's approval of NCTCOG's recommended projects to be funded through the 2020 Transportation Alternatives Call for Projects. Transportation Alternatives is a federal funding program that funds bicycle and pedestrian transportation projects such as shared-use paths, on-street bike lanes, sidewalks, pedestrian signals, etc.

Four of the projects the City of Dallas submitted applications for have been recommended for funding, with the required 20 percent local match to be paid for with TDCs: Elam Safe Routes to School Improvements, Rosemont Safe Routes to School Improvements, Ross Avenue Shared-Use Path, and Zaragoza Safe Routes to School

Improvements, for a total of \$6,883,084 in recommended federal funds. The RTC will take action on the recommended projects at the September meeting.

OPPORTUNITIES FOR PUBLIC INPUT

High-Speed Transportation Virtual Public Meetings are scheduled for noon on September 23 and 6 PM on September 24. The meetings will give North Texas residents a chance to learn more about the Dallas-Fort Worth High-Speed Transportation Connections Study and provide input to planners examining potential technologies and routes. Residents can watch the presentation and participate live at www.nctcog.org/dfw-hstcs or participate by calling 855-756-7520.

September Public Input: From September 8 through October 7, NCTCOG is soliciting public input on the topics listed below. Audio recording of the public presentations is posted online at www.nctcog.org/input, where comments can be submitted.

- Fiscal Year 2020 proposed transit projects funded by the Federal Transit Administration. Projects will be presented by local cities and transit providers, including DART.
- Findings from NCTCOG's Heavy-Duty Vehicle Emissions Impact Study.
- Opportunities related to electric vehicle infrastructure funding and other clean vehicle incentives.
- An overview of NCTCOG's \$5 million Optimizing Freight Movement Project.

UPCOMING RTC MEETINGS

There was an RTC meeting on Thursday, September 10, 2020. The upcoming RTC meeting is scheduled for October 8, 2020, at 1:00 PM via teleconference, unless otherwise notified.

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TxDOT FY 2021 UNIFIED TRANSPORTATION PROGRAM ADOPTED

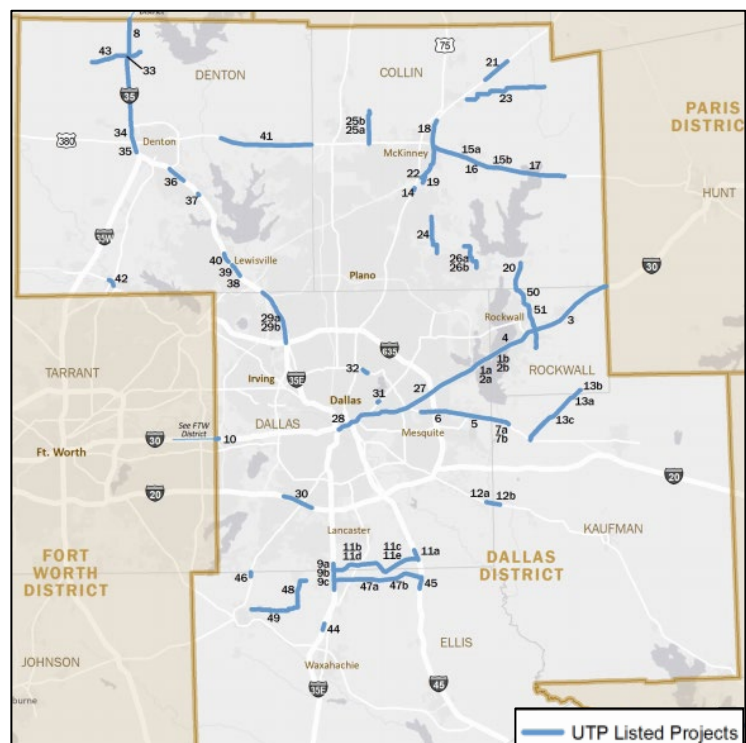
The 2021 Unified Transportation Program (UTP), TxDOT's 10-year planning document, was adopted by the Texas Transportation Commission in August. The UTP is a list of projects TxDOT intends to develop or begin constructing over the next 10 years. Overall, the DFW area received the largest share of TxDOT funding at \$12.5 Billion—\$8.5 Billion for the Dallas District and \$4 Billion for the Fort Worth District.

Projects relevant to the City of Dallas that are planned for construction in the Dallas District are as follows:

- I-30 Canyon Project (I-35E to I-45): Fully funded (\$366 million), FY 2021-2024 estimated let.
- I-30 East Corridor (I-45 to I-635): Partially funded (\$25 million budgeted, \$941 million estimated project cost), FY 2025-2030 estimated let.
- I-30 East (Bass Pro Drive to Dalrock Road): Fully funded (\$665 million), FY 2021-2024 estimated let.
- I-35E Phase II (I-635 to Denton County Line): Fully funded (\$708 million), FY2021-2024 estimated let.
- SH 78 and Gaston Avenue Intersection: Fully funded (\$5.5 million), FY 2021-2024 estimated let.
- SL 12 and Skillman Road Intersection: Fully funded (\$17.2 million), FY 2025-2030 estimated let.

Other significant projects in the Dallas District:

- US 380 in Collin County: Partially funded (\$562 million budgeted, \$1.15 billion estimated project cost). The project will reconstruct US 380 as a freeway east-west through Collin County.



- US 380 in Denton County: Fully funded (\$141 million)
- I-35 in Denton County (I-35W to Cooke County Line): Fully funded (\$966 million)
- I-30 East in Rockwall County: Fully funded (\$475 million)

TEXAS TRANSPORTATION PLAN 2050

The Texas Transportation Commission also adopted the long-range planning document, the Texas Transportation Plan 2050, which sets overarching goals for the multi-modal transportation system by the year 2050. These goals will be used by the Commission as a lens to evaluate the UTP project selection and funding categories going forward.

PROJECT UPDATES

Projects Under Construction:

- I-35E Southern Gateway: The \$666 million project to rebuild and widen I-35E and US 67 between downtown and I-20 is scheduled for completion in the summer of 2022.
- I-35E Lowest Stemmons: The \$83.5 million project to provide operational improvements consisting of collector-distributor roads and ramps between Oak Lawn Avenue and I-30 is scheduled for completion in the summer of 2021.
- SM Wright Phase II: The \$79 million reconstruction of SM Wright between I-45 and US 175 into a 6-lane parkway with traffic signals and sidewalks is scheduled for completion in fall 2023.
- I-635 East: The \$1.74 billion project to reconstruct and widen I-635 between US 75 and I-30 began construction earlier this summer and is scheduled for completion in late 2024.

Projects Under Design:

- I-35E Phase II (I-635 to Denton County Line): The \$600 million project to widen the I-35E, add managed lanes and collector-distributor lanes is expected to go to construction in August 2021.
- I-30 Canyon: The \$366 million project to reconstruct and widen I-30 between I-35E to I-45 is expected to go to construction in late 2024.
- I-20 Frontage Roads (Cockrell Hill Road to Hampton): The \$71 million project is expected to go to construction in late 2021.
- I-20 and Bonnie View Road: The \$2.4 million project to widen the bridge to add turn lanes is expected to go to construction in May 2021.
- Intersection of Gaston Avenue and SH 78: The \$5.7 million intersection reconfiguration is expected to go to construction in May 2021.
- Northaven Trail Bridge Over US 75: The \$17.6 million project is expected to go to construction in June 2021.



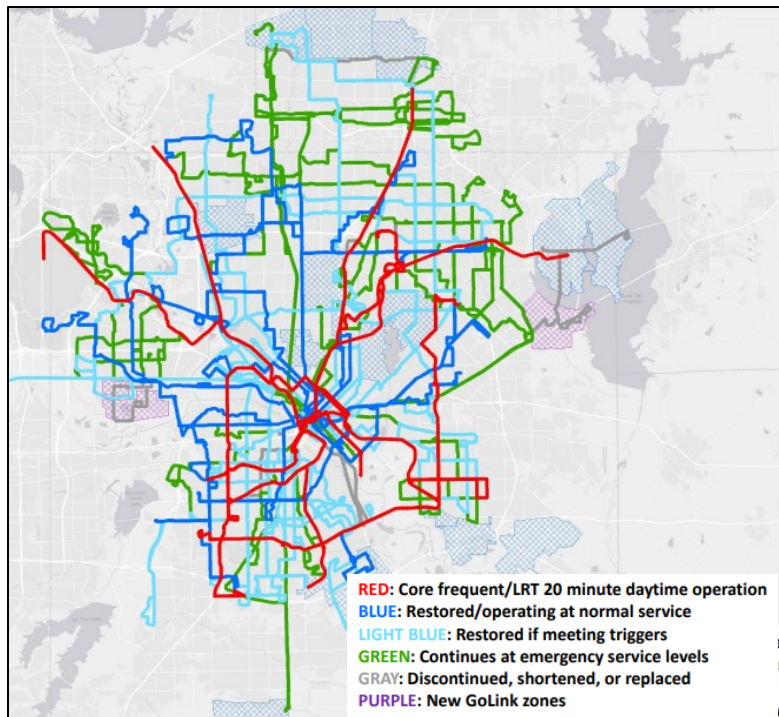
BUDGET OUTLOOK

The FY 2021 Financial Plan is scheduled to be approved on September 22, 2020. Significant revenue impacts are included in the budget, including a \$895 million decrease in sales tax revenue, and a forecasted \$42.6 million decrease in fare revenue.

OCTOBER 2020 SERVICE CHANGES

In an 11-4 vote, with all City of Dallas representatives voting in favor, the Board passed a \$542 million Budget Service Plan, with all service increases and changes occurring in October, rather than being spread out throughout the year. This will restore bus and rail service to 89.5 percent of pre-pandemic service levels without impacting DART's bond ratings. Some of the additional highlights of the October service changes scheduled to take effect October 19, 2020 are as follows:

- Core frequent bus and rail routes will operate at 20-minute frequencies during the daytime.
- Sixty-five bus routes with high passenger loads will return to pre-pandemic service levels. The remaining 48 routes would remain at emergency service levels through FY 2021.
- Nine low-performing and duplicative bus routes will be discontinued or changed, and the two routes in which there are no existing alternative routes present will be replaced with GoLink zones.

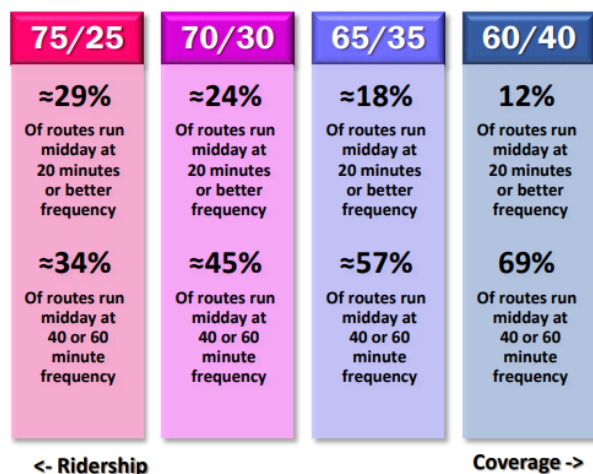


DARTZOOM BUS NETWORK REDESIGN

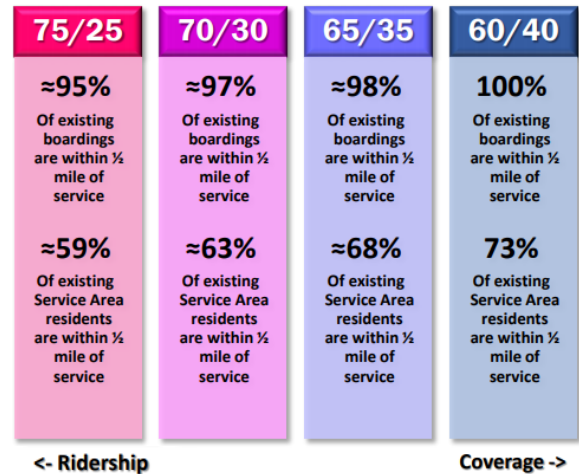
DART has continued efforts to expand public input and there has been a significant increase in survey responses. As of August 10, there had been 1,148 responses, participation from regular bus riders increased to 34 percent, and participation from African Americans increased from 15 percent to 25 percent. Despite increased participation, there has been no dramatic change in the preference for a frequency vs. coverage network, with the coverage network receiving slightly more favorability. However, with respect to budget priorities, there has been a strong desire for both frequent bus service among all respondents and frequent weekend service among transit patrons.

The Bus Network Redesign is entering a new phase of deciding the ridership vs. coverage balance policy, specifically at the Board level. The DART Board consensus on the final ridership/coverage balance question is expected to occur by end of September. At the September 8 Planning and Capital Programs Committee meeting, the Committee agreed to keep the following ridership/coverage balance options on the table for official vote by end of September: 80/20, 75/25, 70/30, and 65/35 (the existing DART Bus Network operates under a 55/45 split). The following graphics demonstrate the impacts of the different ridership/coverage options:

Frequency Impacts:



Coverage Impacts:



Starting in October with an expected completion in the first quarter of 2021, DART will develop a Draft Bus Network Plan. Development of the draft plan is expected to involve a second network design retreat with City staff. Additional information on DARTzoom can be found at <https://dartzoom.dart.org>.

2045 TRANSIT SYSTEM AND STREETCAR MASTER PLAN

DART is in the process of developing a 2045 Transit System Plan, which will incorporate the DARTZoom Bus Network Redesign and the Streetcar Master Plan under development, while accounting for the long-term fiscal impacts of COVID-19 in future

system enhancements and service expansion. Public outreach is planned for this fall to obtain input on the plan's themes, goals, and actions. DART anticipates releasing a draft of the plan in January 2021 and adopting the final Transit System Plan in the summer of 2021.

As part of the development of the Streetcar Master Plan, City of Dallas staff indicated to DART that solutions for funding operating and maintenance (O&M) costs are needed before continuing to expand the system. In response, DART hosted a peer streetcar system panel with representatives from four streetcar systems across the country, with a focus on structure, governance, and ongoing operations and maintenance (O&M) funding. Staff from the City of Dallas, Downtown Dallas, Inc., Uptown Dallas, Inc., and McKinney Avenue Trolley Authority (MATA) were in attendance. Lessons learned and recommendations from the peer cities was the need to have a revenue source that does not need to be re-negotiated every year, and the need to have formal partners outside of the city and transit agency to keep the streetcar going and lobby on its behalf.

Per City staff's request, the streetcar recommendations for Dallas will be presented to the Dallas Transportation and Infrastructure (TRNI) Committee in late 2020 to confirm priorities for implementation. The Draft Streetcar Master Plan will be distributed to the DART Board, participating cities, interested organizations, and the public in fall 2020 and finalized for inclusion in the 2045 Transit System Plan in spring 2021.

SILVER LINE (COTTON BELT) UPDATE

At the August 11 meeting, the DART Board unanimously approved an Interlocal Agreement (ILA) with the City of Dallas to address the Hillcrest Road and Coit Road Design Modifications. Items that were agreed to include the following:

- Hillcrest and Coit return to 10% design, including a traffic signal at Wester Way and Sugar Cane Way.
- A HAWK pedestrian crossing signal at Wester Way and a traffic signal at McKamy Drive. This will allow DART to put in a single 8-ft wide sidewalk on the west side of Hillcrest and avoid property acquisitions.
- Walls at Rocky Top Circle, Fairhill School, and Ivy Montessori School.
- A curb cut in the median on Campbell Road just south of McCallum to allow access in and out of condominiums/townhomes.

The ILA was subsequently approved by the Dallas City Council on August 12.

At the September 8 meeting, the DART Planning and Capital Programs Committee was briefed on potential reductions of Silver Line vehicle purchases from eight vehicles to six or seven vehicles. The prospect of purchasing fewer vehicles has drastic implications to operational capacity and repair readiness. Altogether, a reduction to 7 vehicles would free up 1.64 Million, whereas a reduction to 6 vehicles would free up just over 4 million. The final decision on vehicle fleet size is expected to occur September 22, 2020.

A key aspect of deliberations at the September 8 Committee meeting revolved around the noise implications from Silver Line vehicles. Betterments to the vehicles have been scoped to include wheel skirts, addition of noise insulation under car bodies to further reduce contact noise levels, the development of a noise profile for the silver line corridor and the discussion revolving around construction of walls for noise reduction corridor-wide. City of Dallas wall finish and color results extended deadline for collection of wall finish and color ballots to September 14, 2020. Letters have been sent to Residential Adjacent Property Owners (RAPOs) to confirm that Plan Flat is an acceptable wall finish.

In addition to fleet size and noise considerations, the Committee further expanded on the possibility for the Silver Line to operate two route lengths: one from Plano to DFW International Airport, and the other from Plano to Fort Worth. The expected headways for the Plano to DFW Airport route would be 30 minutes, whereas the expected headways for Plano to Fort Worth would be 60 minutes.

DART also approved a motion to run the procurement and become the manager of the Cotton Belt hike and bike trail.

D2 SUBWAY UPDATE

DART anticipates that Final Environmental Impact Statement (EIS) and 30 percent design for D2 will be completed by fall 2020. City staff have been working with DART and stakeholder groups to identify improvements to City streets that will be reconstructed as part of project construction. Subsurface easement under Belo Garden will be required in addition to surface/subsurface easements and temporary use at Pegasus Plaza.

The area around Metro Center Station will be redeveloped into a transit-oriented development dubbed West End Commons, with an at-grade connection to the station integrated into the development's design concept. Approval of a resolution declaring public necessity, establishing just compensation, and authorizing the acquisition of Parcels D2-024E-S, D2- 026E and D2-026E-S in the City of Dallas, Texas, for the D2 Subway Project passed motion to be included at Committee of the Whole.

In addition to City of Dallas staff, DART has been in coordination with various stakeholders over the last month, including DDI Mobility Committee, Westdale, and Perot Museum. Upcoming meetings are as follows:

- September 17 – Dallas Park and Recreation Board action
- September 22 – Service Plan Amendment Public Hearing
- Late 2020 - Dallas City Council Service Plan amendment approval

D2 SUBWAY SERVICE PLAN AMENDMENT PUBLIC HEARING SCHEDULED FOR SEPT 22, 2020

DART will hold a public hearing to receive public comments to add the proposed D2 Subway alignment, grade separations and station locations to the DART Service Plan. The public hearing is scheduled for 6:30 p.m. Individuals that want to listen to the virtual public hearing can go to [DART.org/BoardVideo](https://www.dart.org/BoardVideo) and select the "Board of Directors Live" tab. For additional information, visit [DART.org/D2](https://www.dart.org/D2).

UPCOMING DART BOARD MEETINGS

There are upcoming Board meetings on September 22, 2020 and October 6, 2020.



Major projects under construction include:

- Dallas North Tollway (DNT) Improvements: Environmental engineering is underway to add a fourth lane in each direction between US 380 and Sam Rayburn Tollway.
- President George Bush Turnpike (PBGT) Widening Project: Construction is underway to widen PBGT to four lanes in each direction between I-35E to Belt Line Road in Irving and between SH 183 in Irving to I-20 in Grand Prairie. Construction is anticipated to be complete in 2022.
- Sam Rayburn Tollway (SRT) Fourth Lane Project: SRT is being widened with an additional lane in each direction along the entire tollway length. Construction is anticipated to be complete in December 2021.

Projects under development include DNT Extension Phase 4 and East Branch/State Highway 190. All future projects not in the planning phase have been halted.

There is a NTTA Board meeting scheduled for September 16, 2020 at 10:00 AM, and the upcoming Board meeting is scheduled for October 21, 2020.



KEYNOTE SPEAKER: TEXAS TRANSPORTATION COMMISSION CHAIRMAN J. BRUCE BUGG JR.

At the September Dallas Regional Mobility Coalition (DRMC) meeting, Texas Transportation Commission Chairman J. Bruce Bugg Jr., in discussing the recently adopted UTP, pointed out the breakdown of funding vs. population for rural, urban and metro areas could set the stage for increased Metro funding in future UTPs. The funding breaks down as follows:

Regions of State	UTP Funding	Percentage of Funding in UTP	Percentage of Texas Population
Rural	\$12.5 B	16.7%	10.6%
Urban	\$14.2 B	19%	22.3%
Metro	\$35.6 B	47.7%	67.1%

Representatives from NCTCOG/Regional Transportation Council, Dallas Area Rapid Transit, Denton County Transportation Authority, North Texas Tollway Authority, and Texas Central Railway provided updates on their agencies' activities.

The next DRMC meeting is scheduled for October 2, 2020 at 11:00 AM.

2019 Airport of the Year



GBAC STAR ACCREDITATION

As part of its commitment to provide an environment that is safe, secure and ready for everyone, Dallas Fort Worth International (DFW) Airport earned GBAC STAR™ accreditation from the Global Biorisk Advisory Council (GBAC), a division of ISSA, the worldwide cleaning industry association. DFW Airport is the first airport in the world to earn GBAC STAR accreditation.

To be worthy of GBAC STAR accreditation, an organization must:

- Establish and maintain a cleaning, disinfection, and infectious disease prevention program to minimize risks associated with infectious agents like the novel coronavirus.
- Have the proper cleaning protocols, disinfection techniques, and work practices in place to combat biohazards and infectious disease.

- Have highly informed and prepared cleaning professionals who are trained for outbreak and infectious disease preparation and response.

This accreditation will provide customers with a sense of ease and safety as travel begins to return to DFW Airport.

DFW BOARD APPROVES ENHANCEMENTS TO TERMINAL C GATES

At its last meeting, the Board approved several actions related to the Terminal C High Gates projects. This project will demolish gates 35 – 37 and 39 and then rebuild them for a longer lifespan. This project is in coordination with American Airlines. This will enhance the appearance of the gates and improve the customer experience. The gates are expected to be back and operational by the summer of 2022.

UPCOMING BOARD MEETING

The next Board meeting will be October 1, 2020 at 8:30 AM. For more information, including agendas and actions, please visit www.dfairport.com/board.



On July 16th, the Surface Transportation Board granted the petition filed by Texas Central to reopen a prior Board decision finding that a proposed rail line between Dallas and Houston was not subject to the Board's jurisdiction and therefore did not require Board approval. Due to substantially changed circumstances, with this new ruling the Board found that the proposed rail line would be constructed and operated as part of the interstate rail network and therefore subject to Board jurisdiction.

The Board's assertion of jurisdiction over the Project had been a goal of Texas Central since its first filing with the Board in 2016. Now under the Board's jurisdiction, the Project's regulatory framework is much clearer. Additionally, following a recent ruling from the 13th Appellate Court in Texas, the Project's legal standing as a railroad under both state and federal law is now affirmed.