

# INTERAGENCY TRANSPORTATION REPORT – FEBRUARY 2021

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



## **DALLAS NAMED GOLD AWARD WINNER BY DALLAS-FORT WORTH CLEAN CITIES COALITION**

In February, the City of Dallas was recognized as a "Gold Award" winner by the Dallas-Fort Worth Clean Cities Coalition for efforts to reduce emissions and improve the fuel efficiency of its fleet.

## **NEW MILESTONE PROJECT POLICY ADOPTED BY RTC**

At their February meeting, the RTC approved a new policy for Milestone Projects.

Milestone Projects are RTC funded projects that have not been implemented by local governments.

NCTCOG staff recommended a policy to ensure completion of Milestone Projects. The new policy would require local governments to provide NCTCOG staff with quarterly reports detailing steps for advancing the project. NCTCOG staff will evaluate the reports to determine the likelihood of the project moving forward without significant delays. NCTCOG staff will likely recommend RTC eliminate funding for projects with a significant risk of completion.

## **TxDOT 2022 UNIFIED TRANSPORTATION PROGRAM**

At their January meeting, the Texas Transportation Commission ("Commission") approved the funding levels for the 2022 Unified Transportation Program, which included the impacts of the pandemic.

Many people were expecting a large drop in funding levels. However, because of strong Proposition 1 and Proposition 7 numbers and the increase in federal funding, the UTP funding level is actually \$122 M over 2021 levels. This is incredibly good news, and shows an increase in Categories 2, 4, 5 and 7, which are the categories that flow to the Metro areas, in excess of \$800 M.

Below are two slides from the Commission briefing: the first one shows the revised financial forecast and the second one shows the draft distribution strategy. The full briefing can be seen at: <https://ftp.txdot.gov/pub/txdot/commission/2021/0128/4.pdf>

## Revised Impacts of Financial Forecast on DRAFT UTP Distribution

Changes to Forecast	Prior 10 Year Impact to UTP (\$B)	New 10 Year Impact to UTP (\$B)	New Changes to UTP Funding	2021 UTP	2022 UTP	Diff (\$B)
FY2031 Addition and FY2021 Removal (before other adjustments)	\$0.9	\$0.9	UTP Funding Distributions	\$68.5	\$68.7	\$0.2
Federal Adj. (Redistribution & Rebalancing)	\$0.9	\$0.9	Cat 3 Local Funding	TBD	TBD	TBD
Estimated Federal COVID Relief *	-	0.7				
State Motor Fuel Tax Reductions	(\$1.5)	(\$1.5)				
Prop 1: 10 Yr Recalculation & CRE/BRE Updates	(\$2.5)	(\$1.0)				
Prop 7: Motor Vehicle Sales Tax Reduction	(\$1.1)	(\$0.6)				
Prop 7: Other Adjustments (Debt Service Savings, Rebalancing, & Interest)	\$0.5	\$0.5				
Adjustment for Cat 3 State Funding	\$0.3	\$0.3				
Changes between 2021 & 2022 Forecast	(\$2.5)	\$0.2				

2022 Unified Transportation Program Development

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January 28, 2021

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## DRAFT 2022 UTP Distribution Strategy

Category Types	Category and Description	Required Minimums	Other Strategic Distributions	2022 UTP Draft Distribution Recommended Strategy
Preservation/Rehab.	1 Preventive Maintenance & Rehabilitation	-	\$13,926,300,000	\$13,926,300,000
Mobility/Connectivity	2 Metro and Urban Corridor Funding	-	\$10,012,237,582	\$10,012,237,582
Federal Programs	4R Statewide Connectivity (Regional)	-	\$5,406,806,295	\$5,406,806,295
State/Rider Req.	4U Statewide Connectivity (Urban Congestion)	-	\$4,605,629,288	\$4,605,629,288
TTC Discretionary	5 Congestion Mitigation and Air Quality	\$2,322,790,000		\$2,322,790,000
	6 Bridge	\$386,020,000	\$3,200,540,000	\$3,586,560,000
	7 Federal Metropolitan Mobility	\$5,036,158,388		\$5,036,158,388
	8 Safety	\$2,763,130,000	\$666,620,000	\$3,431,750,000
	9 Transportation Alternatives	\$910,500,000		\$910,500,000
	10 Supplemental Transportation Projects	\$624,036,355		\$624,036,355
	11 District Discretionary	\$685,000,000	\$411,500,000	\$1,096,500,000
	11ES Energy Sector	-	\$2,136,680,000	\$2,136,680,000
	12 Strategic Priority	-	\$10,556,223,482	\$10,556,223,482
	12CL Strategic Priority (Texas Clear Lanes)	-	\$5,000,000,000	\$5,000,000,000
	<b>Total Distribution</b>	<b>\$12,729,634,743</b>	<b>\$55,924,538,647</b>	<b>\$68,654,173,390</b>
	3 Non-traditional			TBD
	<b>Total UTP</b>			<b>TBD</b>



## **NORTHAVEN TRAIL CONNECTION PROJECT (BRIDGE AT I-75)**

TxDOT's portion of the Northhaven Trail Connection Project, including the US75 bridge and related ramp structures and the bridge over White Rock Creek, is scheduled for letting in February 2021.



This project was approved in the 2017 Bond Program under Proposition B (Parks & Recreation) and is a joint effort between the City of Dallas, Dallas County, the North Central Texas Council of Governments, and TxDOT to close a critical gap in the City of Dallas trail system by connecting the Northaven Trail on the west side of US 75 to the Cottonwood Creek and White Rock Creek Trails on the east side of the highway.

This project of dedicated bicycle and pedestrian connections from the eastern terminus of the Northaven Trail to the planned bridge that will span US 75. On the east side of the highway another bridge will span White Rock Creek completing the final connection to the Cottonwood Creek and White Rock Creek Trails. Though just over one-half mile in length, this project, once complete, will connect over 20 miles of trails within the City of Dallas.

## **TXDOT WINTER WEATHER PREPARATIONS**

You probably know that TxDOT uses chemicals during ice and snow events, but here's a little more information on how it works.

**Before an ice/snow event** they place liquid based anti-icers to help prevent ice formation.

**During an ice/snow event**, they use various salt-based granular de-icers to help melt ice that has already formed on the road.



Granular De-Icer (used during event)

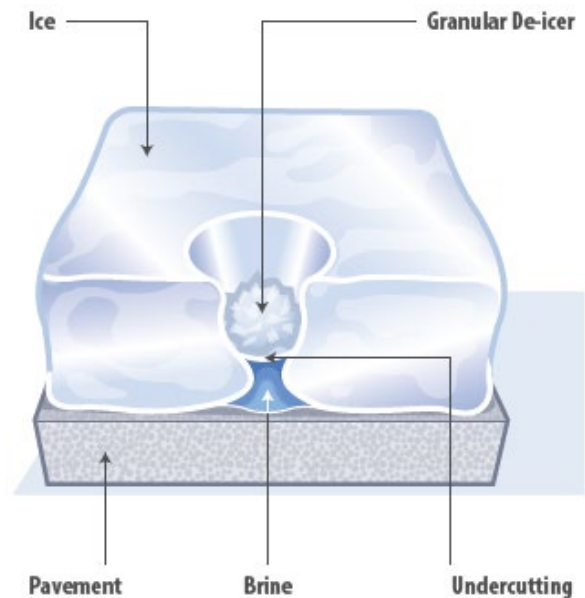


Liquid Salt (used before event)

## **How do the chemicals work?**

Granular de-icers (like salt) lower the freezing point of water from 32 °F to about 15 °F (depending on how much you use).

When salt contacts the ice – melting begins immediately and spreads out from that point, creating a salt/water mix (brine) that continues melting the ice, undercutting the bond between the ice and the road.



## **D2 SUBWAY**

The current status of the project development activities include the completion of Final Environmental Impact Statements/Record of Decision and incorporation of final FTA staff and legal comments, 30% design completion, Section 106 Programmatic Agreement signed by DART, FTA and Texas Historical Commission, completion of determinations based on City Council approval of park easements, and pending City Council action to approve project FTA Notice of Availability (NOA) of FEIS/ROD in Federal Register. FEIS/ROD must be complete to request entry into next phase of Engineering.

City of Dallas staff are working with DART and NCTCOG to identify and address issues and bring a recommendation to City Council Transportation and Infrastructure Committee.

The DART Committee-of-the-Whole was briefed on D2 on February 9, 2021. DART staff indicated they need Dallas City Council approval to advance D2 Subway no later than March 24, 2021 to avoid risks to FTA review schedule and core capacity grant eligibility.

## **DARTZOOM BUS NETWORK REDESIGN: RIDERSHIP/COVERAGE RATIO**

In January 2021 the Board was briefed on the most recent iteration of the draft network. The draft network contains fewer routes than the current network. The reason for the reduction in routes stems from the reduction in shorter “feeder routes” and a number of routes that are set to be replaced by GoLink service. Feeder routes are often replaced by longer, combined routes that have more crosstown functionality. Meanwhile, the number of GoLink Zones nearly doubles in the draft network.

Parameter	Current Network	Draft Network
DART-Funded Routes	121	77
Shuttle Routes	19	19
DART GoLink Zones *	15	28
Special GoLink Zones **	3	TBD ***

There would be 18 Core Frequent Routes in the draft network, compared to seven in the current system. Core Frequent Routes operate every 15 minutes in peak hours and 20 minutes midday, never less than every 30 minutes, and have wider service hours (4am-1am). An additional 11 routes would operate every 15 minutes in peak hours and ever 30 minutes all other times.

All local routes would have both Saturday and Sunday service; many current routes do not operate on Sunday or both Saturday/Sunday. Thirteen GoLink zones would have Saturday service and 6 zones would have Sunday service; currently only one zone has weekend service.

DART Zoom Bus Network Redesign Project schedule:

- ~~20Q1 Oct-Dec 2019 Project Kickoff Work on Draft Choices Report~~
- ~~20Q2 Jan-Mar 2020 Network Concept Design Public Involvement, Round 1~~
- ~~20Q3 Apr-Jun 2020 Public Involvement, Round 1~~
- ~~20Q4 Jul-Sep 2020 Ridership/Coverage Balance~~
- ~~21Q1 Oct-Dec 2020 Ridership/Coverage Balance \* Develop Draft Bus Network Plan~~
- 21Q2 Jan-Mar 2021 Complete Draft Bus Network Plan \* Initiate Service Change Process
- 21Q3 Apr-Jun 2021 Combined Public Involvement
- 21Q4 Jul-Sep 2021 Approve Service Changes \* Approve Bus Network Plan

## **2045 TRANSIT SYSTEM PLAN**

Staff from the City of Dallas Transportation and Planning & Urban Design departments provided DART with comments on the draft goals and actions for the plan. There appear to be many areas of alignment with the draft *Connect Dallas* plan, including a greater focus on bus rapid transit on key corridors, improving last-mile connections such as sidewalks around bus stops, and making adjustments to infrastructure to improve bus speed and reliability. For more information, visit: <https://www.dart.org/about/expansion/transitsystemplan.asp>

## **UPCOMING DART MEETINGS**

There is a DART Board meeting scheduled for February 23, 2021, and an upcoming meeting scheduled for March 9, 2021.





### **Master Agreement for MCIP**

City staff and County staff are in discussions regarding revisions to the Major Capital Improvements Project Master Agreement and will be coming to Council for consideration later this spring.

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The NTTA Board of Directors held their annual retreat at the Gaylord Texas Resort on January 22<sup>nd</sup> and 23<sup>rd</sup>.

The next regularly scheduled Board meeting on Wednesday, February 17<sup>th</sup> at 10:00 AM.

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Representative Yvonne Davis was the keynote speaker at the February 5, 2021 DRMC meeting.

Representative Davis reiterated what other speakers have said as it relates to operations at the Capitol this session – each representative's office has its own protocols, hours, and visiting rules, and anyone visiting elected officials should call the offices to understand their particular protocols.

Representative Davis is the longest serving member of the House Transportation Committee. She discussed the importance of securing funding for transportation projects – especially projects in the North Texas region and emphasized the role of big transportation projects in the economic recovery from the pandemic.

2019 Airport of the Year



## **DFW Airport Board Briefed on Concessions Relief Plan**

The DFW Airport Board received a briefing on a proposal to provide concessionaires relief related to the pandemic. The main component of this plan would extend current concessions leases by an additional two years. This extension is applicable to all concession categories. Additionally, concessionaires have the option to voluntarily leave their lease up until September 2021. Finally, the percentage rent increase scheduled for March 2021 has been deferred until September 2023. In total, the Airport board will be providing over \$100 million in relief through these actions. These proposals will be brought to the board at the March board meeting for board approval.

## **Airport Board Re-Elects Officers**

The Airport Board held its officer elections at its regular board meeting. The board voted, unanimously, to reelect Matrice Ellis Kirk as chair, Henry Borbolla as Vice Chair, and Gloria Tarpley as secretary. Their second term is for one year.

The next Board Meeting will be Thursday, March 4, 2021. For more information, including agendas and actions, please visit [www.dfwairport.com/board](http://www.dfwairport.com/board).



**TEXAS  
CENTRAL**

Texas Central is finalizing negotiations with primary contracting partners for the execution phase of design/build agreements. This includes consideration of the execution plans and how they will fulfill Texas Central's Business & Workforce Opportunity Program. Detailed utilization plans will be prepared by Texas Central's partners once they commence work under their execution phase agreements.