

Interagency Transportation Report
RTC / TxDOT / NTTA / DART / DRMC / DFW Airport / HSR
August 2018

Regional Transportation Council (RTC)

Funding Approved for Suburban Transit Planning. The NCTCOG has received three requests for planning assistance in developing a comprehensive strategy to expand transit service in areas not currently served by a public transportation authority (DART, Trinity Metro, or DCTA). The three areas requesting assistance are: (1) Collin County cities including Frisco, McKinney and Allen, (2) Southern Dallas County cities including Cedar Hill, Duncanville, DeSoto and Lancaster, and (3) Tarrant County cities surrounding the Trinity Metro service area. The RTC approved \$2 million to fund a comprehensive study that will be coordinated by NCTCOG staff.

These requests indicate that outlying suburban cities are beginning to recognize the need for public transportation services to adequately serve their growing populations. One of the key challenges of this study will be whether these areas will ultimately join an existing public transportation authority (like DART) or move forward with some other strategy such as contracting for services or forming a new authority.

Metropolitan Transportation Plan (MTP) Policy Bundles and Transportation Development Credits (TDC). The City of Dallas was successful in demonstrating support for 17 of the 20 regional transportation policies identified in the MTP. As a result, the City is eligible to use 11.6 million Transportation Development Credits (TDC) through FY 2019. As a reminder, TDCs are not money; they can only be used to satisfy the local match requirements to receive federal funding for a project.

RTC Legislative Committee. The new Chair of the RTC, Gary Fickes, selected Jungus Jordan (Fort Worth Council member) and Lee Kleinman to serve as the Chair and Vice Chair, respectively, of the Legislation and Finance Partnership Subcommittee. All members of the RTC are invited to participate in the work of this committee. It is expected that there will be a legislative workshop before the October RTC meeting and action on a legislative program in November.

Bylaws Update Approved. The RTC approved an update to their Bylaws after a second reading at their August 9th meeting. The Bylaws maintain the current six positions for the Dallas / Highland Park / University Park membership cluster. Although Dallas is making up a slightly smaller percentage of the regional population and employment over time, the Bylaws Committee recognized the role that Dallas plays as owner/operator of Love Field in making its recommendation.

Clean Air Action Day Recognition. The City of Dallas was one of three area cities recognized for their efforts to encourage participation in the Clean Air Action Day on June 22nd.

Ozone Monitoring Update. As of July 26th, there have been 20 ozone exceedance days. There were 24 exceedance days in 2017. The 8-month ozone season runs through October.

Texas Department of Transportation (TxDOT)

2019 Unified Transportation Program (UTP) and Updates to the Regional 10-Year Plan.

The UTP is TxDOT's tool for allocating funding for a 10-year period. It is updated and approved annually by the Texas Transportation Commission. The Regional 10-Year Plan is a plan that is required by HB 20 passed by the state legislature in 2015 and is approved by the RTC.

NCTCOG staff has been working closely with TxDOT to track the availability of funding from year-to-year so that no funding is lost. This year's update for these two documents is focused on funding revisions to existing projects – new projects will not be added. Projects within the City of Dallas include:

- IH 635 LBJ East and Skillman-Audelia Bridge
- SM Wright Reconstruction as Thoroughfare
- IH 20 Frontage Roads
- IH 35E South of US 67 Express Lane
- IH 30 Canyon and IH 30 East (not funded for construction)
- IH 30 at Loop 12 Interchange Direct Connectors
- Northwest Highway / Skillman Interchange
- SH 78 (Garland Road) / Gaston Intersection

The TTC is scheduled to approve the UTP on August 30th. It is expected to allocate \$7.3 billion in Category 2, 4, and 12 funds to the North Texas Region over the next ten years. In the draft document, TxDOT has shifted more than \$500 million from Category 2 funded projects (projects selected by the RTC) to other funding sources controlled by the state. If approved, this will free up those Category 2 funds for other priority projects in the region.

North Texas Vacancy on Texas Transportation Commission (TTC). The TTC position normally held by a representative from the DFW area has been vacant for six months. The five-member commission is appointed by the Governor. This position was previously held by Victor Vandergriff, who resigned in February.

North Texas Tollway Authority (NTTA)

Update on DNT Median Project. The NTTA is making good progress on their project to replace the median barrier and resurface the Dallas North Tollway (DNT) from LBJ Freeway to downtown. As a part of this project, the NTTA is improving the pavement and markings at the northbound DNT off-ramp at Northwest Highway and Lomo Alto. This three-month project began on August 12th and will require the closure of segments of Lomo Alto for several weeks. The overall DNT project is on-schedule to be completed by the end of the year.

Dallas Area Rapid Transit (DART)

Cotton Belt Update. The DART Board is scheduled to take action on several items related to the Cotton Belt rail project at their August 28th meeting: (1) a Service Plan amendment that stipulates the alignment, station locations, grade separations, and maintenance facilities, (2) a Betterments Program for the corridor that will provide additional amenities such as upgraded fence materials, sound wall finishes, enhanced landscaping through a community involvement process, and (3) an updated Debt Resolution that authorizes debt funding for both the Cotton Belt and D2 Subway projects.

The Dallas Council resolution called for the Preston and Coit stations to be eliminated. DART staff has said that if the Board chooses to leave these two stations out of the Cotton Belt project, they will still be included in the official “Service Plan.” The Board has asked DART staff to identify the process that would be required to also delete these stations from the underlying Service Plan.

New Fare Structure Effective August 18th. DART’s new fare structure, which was approved in January, went into effect on Saturday, August 18th. While most fare categories are increasing about 20%, there are other changes that are intended to provide increased value to riders. One example is the introduction of “fare capping” which allows regular users to receive the benefits of a monthly pass without making an upfront cash outlay. Riders using the GoPass mobile app or GoPass Tap card will never spend more than the total cost of a day pass in a single day, or the total cost of a monthly pass in a calendar month. Each calendar month, after purchasing 16 day passes or the equivalent, riders won’t be charged another fare until the end of that month.

Other major changes to the DART fare structure include:

- The Single Ride Pass has been brought back for bus-only transit as a cash-only fare of \$2.50.
- The new A.M. and P.M. Passes have replaced two-hour passes. Valid for unlimited trips on all DART buses and rail modes, these passes provide savings for riders who need to travel more than two hours but who don’t need a full Day Pass.
- The Midday Pass, available for bus and rail travel between 9:30 a.m. and 2:30 p.m. is now offered on weekends as well.
- High School reduced fare passes, available for bus and rail transit with a valid DART Service Area school ID card, has been extended to include weekends.

Additional information about the fare change is available at <http://www.dart.org/fares>.

Annual Budget and Financial Plan. The Board approved distribution of their draft 2019 Budget and 20-Year Financial Plan to the Service Area cities. DART has invited City Managers and Chief Financial Officers to attend a briefing on August 30th from 9:00 to 11:00 am at DART Headquarters.

Briefings on Service Standards. The Board’s Operations, Safety and Security Committee continued their briefings on service standards in July and August. The July briefing covered service standards related to “Directness of Service” and specifically addressed the Dallas Council’s expressed desire that travel time for transit passengers should be as time-competitive as possible with auto travel. The August briefing included two topics: “ADA Paratransit” services and “On Time Performance” of buses and LRT trains. This completes a series of eight briefings since December 2017 on existing service standards and proposals to improve them. The Board is scheduled to take action in September to update their standards.

Dallas Regional Mobility Coalition (DRMC)

Texas House member Linda Koop (District 102) was the featured speaker at the DRMC’s August 3rd meeting. She provided a wide-ranging discussion on her experiences in Austin and the inner workings of the legislature. She served as the Republican co-chair for the bi-partisan Dallas Delegation during the last session and encouraged cities to bring local legislative issues

to the Delegation's attention early in the session. The Delegation tends to focus on about ten key issues that are determined during the first month of the session.

The Executive Committee voted unanimously to designate James McCarley as Executive Director Emeritus. This is a non-voting position intended to honor James for the many years that he was involved with the DRMC as Executive Director. The next DRMC meeting will be Friday, September 7th.

DFW International Airport (DFW)

DFW Airport Begins Implementation of Curbside Reallocation Changes. The Airport is implementing changes to its terminal curbsides to provide for more efficient and safer curbside operations. Currently, drivers can wait curbside in their vehicles as they pick-up or drop-off customers. As of July, the curbside has been designated for active loading and unloading only. Customers needing additional time to wait for pick-up and drop-off may park in the 1-hour and 2-hour parking spaces in the terminal parking garages at no additional cost. To accommodate the increased demand, DFW is adding nearly 1200 new 1-hour parking spaces in most of the terminal garages. While the policy is in effect now, full enforcement begins September 8, 2018. This is similar to Dallas Love Field's curbside rules which have been in effect since 2001.

Beginning in January 2019, taxis and shared-rides will be relocated to the lower level of the terminals. The upper levels will remain for passenger pick-up/drop-off, and Transportation Network Companies (TNCs) such as Uber, Lyft and Wingz. TNCs now accommodate 23% of all DFW traffic, and nearly 10,000 transactions a day.

These changes were discussed at DFW's Board meeting in May and, in the following weeks, with representatives of various transportation providers, including taxi companies, TNCs and limousine companies. Airport staff will continue to coordinate with their transportation partners to ensure a smooth transition.

Annual Environmental, Social, and Governance Report. DFW has released its second Environmental, Social, and Governance (ESG) Report. The report details the airport's commitment to the community by highlighting its initiatives in sustainability and environmental stewardship, business inclusion and diversity, and its commitment to innovation. The ESG Report can be accessed at www.dfwairport.com/esg.

High Speed Rail (HSR)

Texas Central Express Interest in Dallas to Fort Worth HSR Link. Michael Morris reported at the RTC that Texas Central Partners, the developer for the high-speed proposed HSR project from Dallas to Houston, has expressed interest in the Dallas to Fort Worth HSR segment. The RTC has approved funding to complete the environmental study for the Dallas to Fort Worth segment which will evaluate different technologies (e.g., high-speed rail and hyperloop) and routes for the connection. NCTCOG and Texas Central are reviewing the current memorandum of understanding between the two agencies to determine how it needs to be updated to accommodate the expression of interest by Texas Central.