

# Performance Measures: Roadway Safety and Transit Asset Management

Surface Transportation Technical Committee

Action Item

December 8, 2017

# Background

Federal legislation specifies quantitative performance measures that must be tracked and reported annually

Today's presentation requests action for two performance areas:

- Highway Safety Improvement Program (PM1)

- Transit Asset Management

Two additional performance areas will be presented in Spring 2018:

- Infrastructure Condition (PM2)

- System Performance/Freight/Congestion Mitigation and Air Quality (PM3)

Proposed targets were prepared in coordination with the State and regional partners

# NCTCOG Safety Target Recommendations

<b>Safety Performance Targets</b>	<b>TxDOT 2018 Targets</b>	<b>NCTCOG 2018 Targets</b>
<b>No. of Fatalities</b>	3,704	665
<b>Fatality Rate</b>	1.432	0.96
<b>No. of Serious Injuries</b>	17,565	3,612
<b>Serious Injury Rate</b>	6.74	5.18
<b>No. of Non-motorized Fatalities and Serious Injuries</b>	2,151	560

Targets are based on five-year averages and will be revisited annually.

Two percent reduction achieved by the year 2022.

Regional Safety Position: Even one death on the transportation system is unacceptable. Staff will work with our partners to develop projects, programs, and policies that assist in eliminating serious injuries and fatalities across all modes of travel.

# NCTCOG Safety Projects and SHSP Emphasis Areas

NCTCOG Programs and Projects	TxDOT Strategic Highway Safety Plan Emphasis Areas						
	Distracted Driving	Impaired Driving	Inter. Safety	Older Road Users	Bike/Ped Safety	Rdwy. & Lane Depart.	Speeding
Driver Behavior Social Marketing Campaign	X	X		X	X		X
Inter. Safety Imp. Plan (ISIP)			X	X	X		
Traffic Signal Retiming Prog.			X				
Traffic Signal/Intersection Improvement Prog.			X				
WWD Mitigation Prog.		X	X	X		X	
Traffic Signal Cloud Data	X	X	X	X			
Look Out Texans					X		
Reg. Pedestrian Safety Plan					X		
Technical Training/Workshops	X		X		X	X	
Safety Spot Improvement Prog.					X		
Trans. Alternative Funding					X		
Emerging Technology Investment Prog.	X		X			X	
Freeway Management and HOV Enforcement Prog.	X	X				X	X

# Transit Asset Management



Images: DART, DCTA, FUTA, and NCTCOG

# Proposed Regional Targets for 2018



Asset Category	Target	Metric
Rolling Stock (transit vehicles)	0%	Vehicles that meet or exceed the industry standard, defined as the Federal Transit Administration's Default Useful Life Benchmark
Infrastructure (rail track)	0%	Rail track segments with performance restrictions
Equipment (transit support vehicles)	0%	Vehicles that meet or exceed the industry standard, defined as the Federal Transit Administration's Default Useful Life Benchmark
Facilities (buildings, stations, park and rides)	0%	Transit facilities rated below "Adequate" (3.0) on the industry standard Transit Economic Requirements Model (TERM) scale.

# Timeline

Action	Date
STTC Information	October 27, 2017
RTC Information	November 9, 2017
Public Meetings	November 2017
STTC Action	December 8, 2017
RTC Action	December 14, 2017
Target-Setting Deadline: Transit Asset Management	December 27, 2017
Target-Setting Deadline: Roadway Safety	February 27, 2018

# Requested Action

Recommend RTC approval of regional targets for roadway safety and transit asset management as shown.

Recommend RTC direction to continue coordination with transit providers to standardize regional transit asset management approach.

Recommend RTC approval of aspirational goals for roadway safety.

“Even one death on the transportation system is unacceptable. Staff will work with our partners to develop projects, programs, and policies that assist in eliminating serious injuries and fatalities across all modes of travel.”



# Contact

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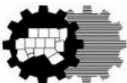
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# 2017-2018 CMAQ/STBG\* FUNDING: FEDERAL/LOCAL FUNDING EXCHANGES

Surface Transportation Technical Committee  
December 8, 2017

\* Congestion Mitigation and Air Quality Improvement Program/  
Surface Transportation Block Grant



North Central Texas  
Council of Governments  
Transportation Department

# CMAQ/STBG FUNDING PROGRAMS

## STATUS

## PROGRAM

■	<b>Federal/Local Funding Exchanges</b>
☑	Automated Vehicle Program
☑	Strategic Partnerships
☑	Planning and Other Studies
■	10-Year Plan/Proposition 1 Adjustments
☐	Sustainable Development Phase 4: Turnback Program, Context Sensitive, Transit Oriented Development (TOD) Projects
☑	Transit Program
☐	Assessment Policy Programs/Projects
☑	Local Bond Program Partnerships
☐	Safety, Innovative Construction, and Emergency Projects
☐	Management and Operations (M&O), NCTCOG-Implemented, and Regional/Air Quality Programs

☑ = Project Selection Completed

■ = Pending STTC/Regional Transportation Council (RTC) Approval

■ = Program Partially Completed

# CMAQ/STBG FUNDING PROGRAM: FEDERAL/LOCAL FUNDING EXCHANGES

Description/ Purpose	To increase regional revenues through the exchange of federal funds and local funding. This effort establishes Phase 3 of the RTC/Local program.
Current Requests	<ul style="list-style-type: none"><li>• DART TRIP Program (Done)</li><li>• Glade Road/DFW Airport</li><li>• TRE Local Swap</li><li>• Kaufman County/City of Terrell</li></ul>
Next Steps	<p>DART TRIP Partnership approval received by RTC in March 2017; Need to execute agreement between DART and NCTCOG/RTC.</p> <p>Finalize details on other partnerships &amp; bring back to committees for action.</p>

# SUMMARY OF PROPOSED FUNDING EXCHANGES<sup>1</sup>

**DRAFT**

<b>PROJECT</b>	<b>PARTNER(S)</b>	<b>PROPOSED FEDERAL FUNDING</b>	<b>PROPOSED LOCAL FUNDING</b>
Glade Road	DFW Airport	\$5,088,837 <sup>2</sup>	\$5,088,837
TRE Local Swap	Cities of Arlington, Bedford, Euless, Grand Prairie, Haltom City, & Hurst; DART & FWTA	\$3,400,000 <sup>3</sup>	\$1,680,975 <sup>4,5</sup>
FM 148	City of Terrell	\$8,600,000	\$6,674,160 <sup>6</sup>
Broadway Avenue	City of Haltom City	\$5,975,212 <sup>2</sup>	\$5,975,212 <sup>7</sup>
	<b>Total</b>	<b>\$23,064,049</b>	<b>\$19,419,184</b>

1: Funds will not be added to the Transportation Improvement Program (TIP) until an agreement is executed with the partner(s).

2: Staff is proposing to use Transportation Development Credits (TDC) in lieu of a local match to maximize the amount of local funds collected.

3: Federal funds would be given to DART and Fort Worth Transportation Authority (FWTA) for improvements to the TRE.

4: Partners each pay a portion of this amount determined by a survey conducted by NCTCOG.

5: Funding amount is the total to be paid over 3 years (\$560,325 annually).

6: Funds would be paid back to the RTC over a period of 15 years through Terrell's Pass Through Finance agreement with TxDOT.

7: Funds would be paid back to the RTC over a period of 15 years or less. Details of the agreement are being finalized with the City.

# TIMELINE

MEETING/TASK	DATE
STTC Information	October 27, 2017
RTC Information	November 9, 2017
Public Meetings	November 2017
<b>STTC Action</b>	<b>December 8, 2017</b>
RTC Action	January 11, 2018
Executive Board – Action to receive and manage local funds	January 25, 2018

# ACTION REQUESTED

- Recommend RTC approval of:
  - The proposed list of funding exchanges and projects to fund through the 2017-2018 CMAQ/STBG: Federal/Local Funding Exchanges Program (Reference Item 4.1)
  - Administratively amending the 2017-2020 Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and other planning/administrative documents to incorporate these changes.

# QUESTIONS?

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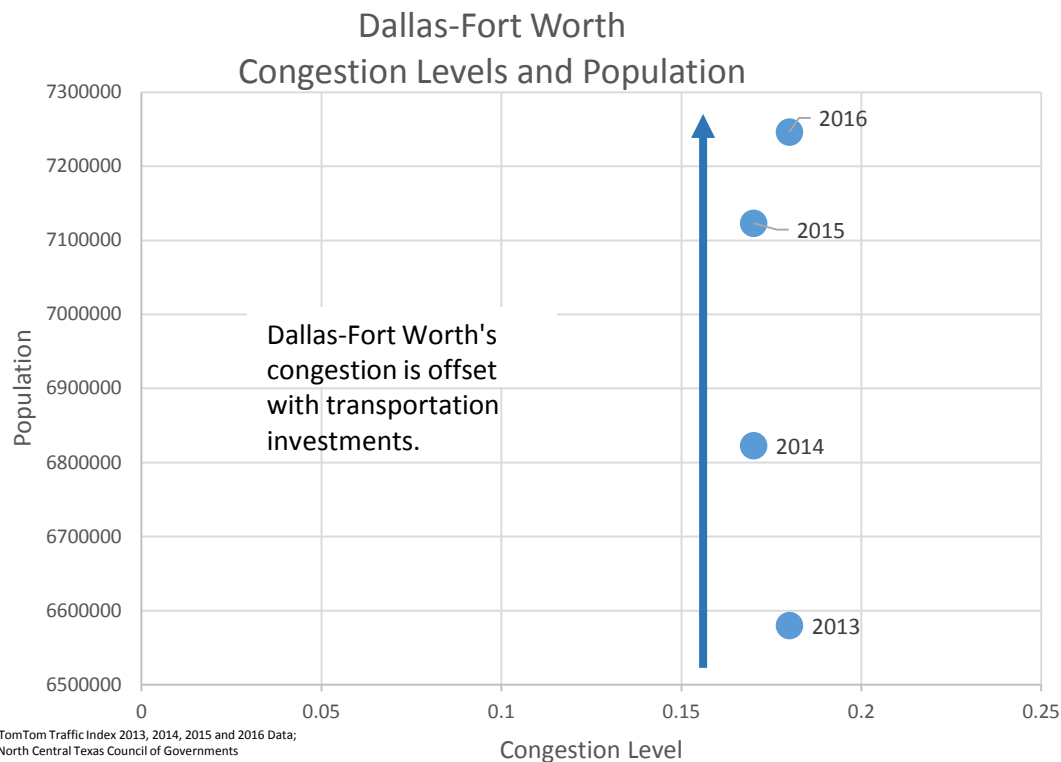


# RTC SUCCESS

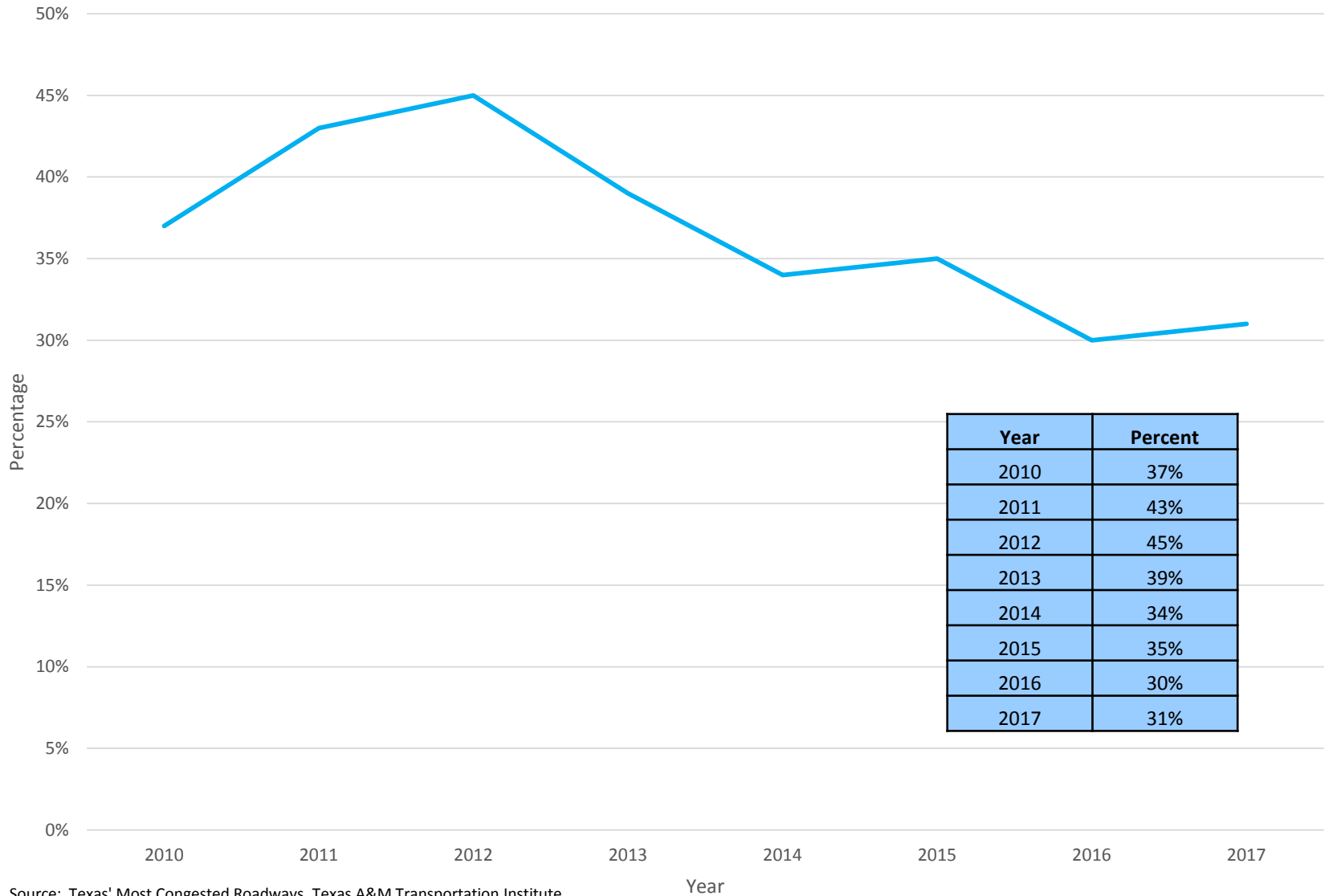
\$28 Billion in Construction Since the Year 2000

Leading State in Transportation Delivery in Partnership with TxDOT and NTTA

Successful Mobility Outcomes (Air Quality, Reliability and Safety)

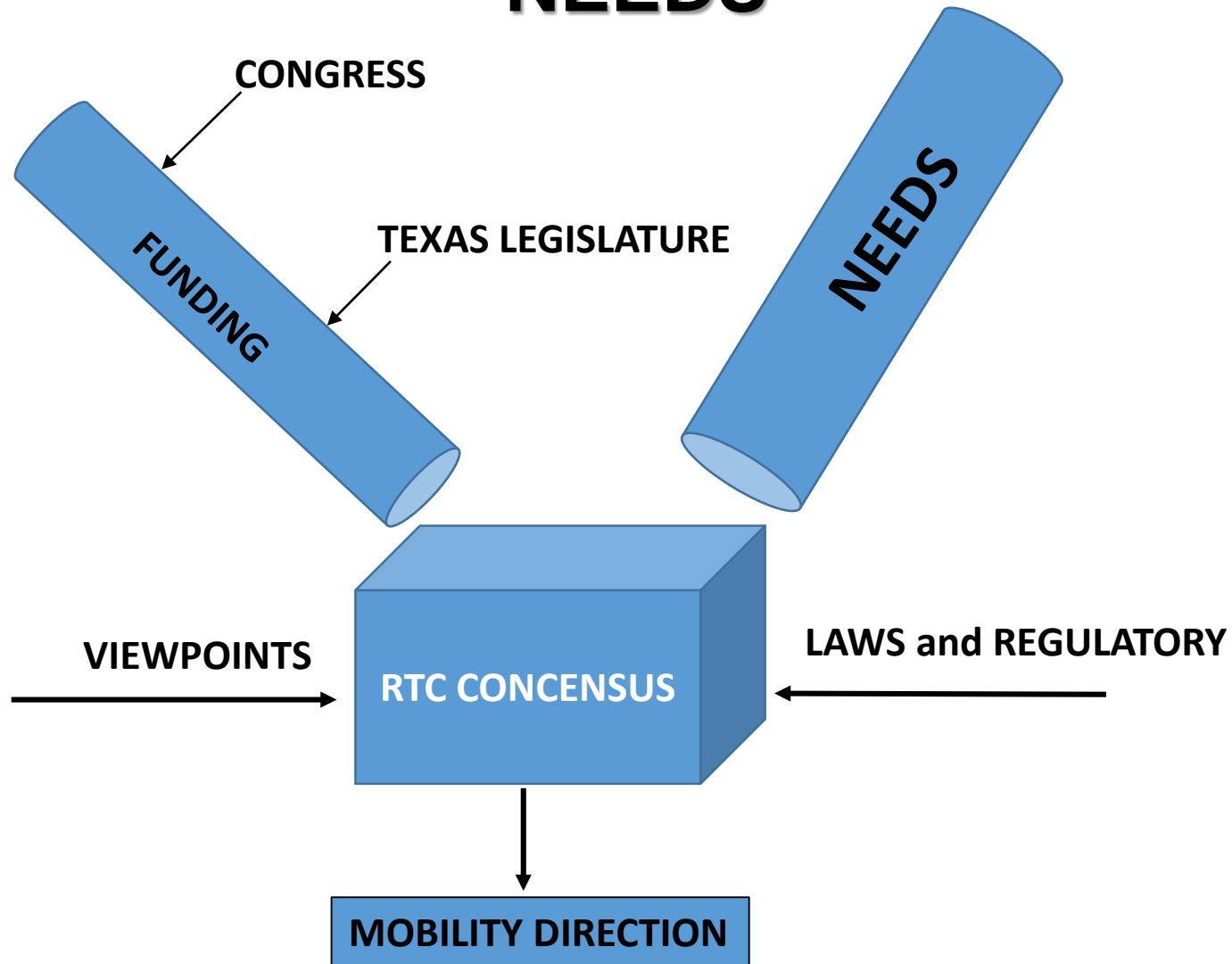


# Percentage of 100 Most Congested Corridors in DFW Region



Source: Texas' Most Congested Roadways, Texas A&M Transportation Institute

# SUPPLY/DEMAND RELATIONSHIP OF TRANSPORTATION REVENUES AND NEEDS



# RE-ENGAGE STATE LEGISLATURE

## WORK WITH CONGRESS

1. Why don't we collect revenue smarter?
2. Why is Texas sending money to other states?
3. Why is Texas being short changed using old formulas?
4. Why isn't everyone paying taxes?
5. Why can't we pilot test the new federal program, especially since we are one of a few donor states?

# RE-ENGAGE STATE LEGISLATURE

## WORK WITHIN TEXAS

6. Why don't we collect revenues smarter?
7. Why isn't everyone paying taxes?
8. Why can't TxDOT borrow funds when cost of construction is greater than the cost of money?
9. Why can't TxDOT use the credit rating of Texas and pay lower interest?
10. Why did the legislature reduce TxDOT's construction revenues by changing TxDOT interest payments?

# RE-ENGAGE STATE LEGISLATURE

## WORK WITHIN TEXAS (Cont.)

11. Why can't the legislature give TxDOT more reliable authority on new revenue sources?
12. Why does the legislature restrict transit choices that lower the need for freeway capacity, toll managed lanes and toll road lanes?
13. Why does Texas let tax dollars leak to neighboring states for entertainment choices?
14. Why does Texas resist local option revenue generation?
15. Why can't the legislature support new institutional structures to deliver next generation technology, rail, people mover and transportation reward programs?

# Mobility 2045 Update

Surface Transportation Technical Committee

December 8, 2017



# Schedule

Milestone	Date
DRAFT Projects to RTC	December 14
Programs and Policies to RTC	January 11
Programs and Policies to STTC	January 26
DRAFT Final Plan – RTC Workshop	February 8
DRAFT Final Plan – STTC	February 22
RTC Recommends Taking Plan to Public	March 8
Official 60-Day Comment Period Begins	April 9
Mobility 2045 – STTC Action	May 25
Mobility 2045 – RTC Action	June 14







# Major Transit Projects

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# DRAFT Transit Corridor Projects

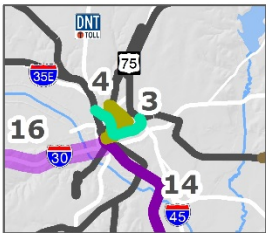
## Rail

- █ 1 - Cotton Belt
- █ 2 - Cotton Belt East Extension
- █ 3 - Downtown Dallas 2nd Alignment (D2)
- █ 4 - Dallas Streetcar
- █ 5 - A-train Extension
- █ 6 - Frisco Line
- █ 7 - Mansfield Line
- █ 8 - McKinney Line
- █ 9 - Midlothian Line
- █ 10 - Green Line Extension
- █ 11 - Cleburne Line
- █ 12 - Southwest TEX Rail
- █ 13 - Scyene Line
- █ 14 - Waxahachie Line

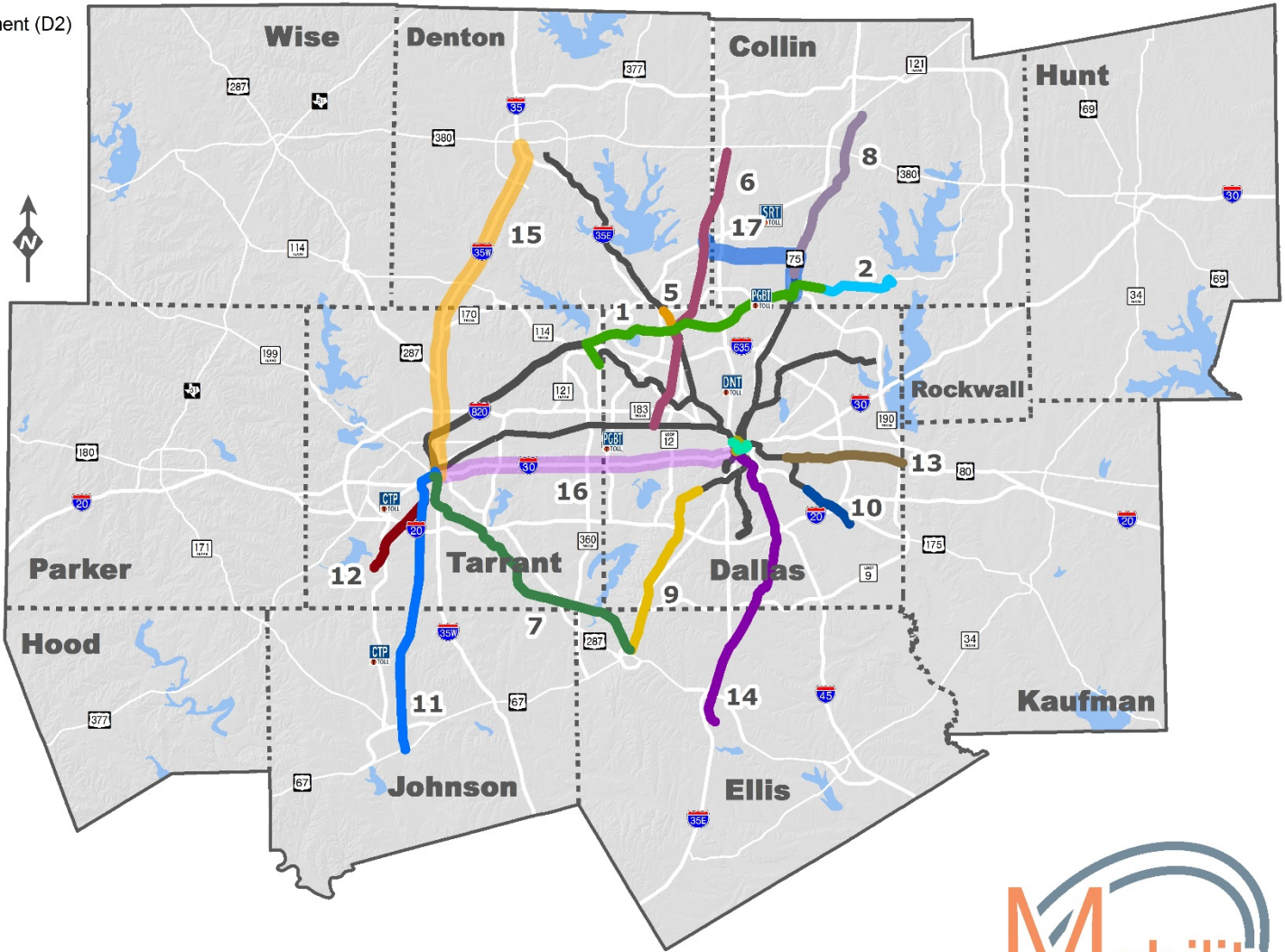
## High-Intensity Bus

- █ 15 - IH 35W Express
- █ 16 - IH 30 Express
- █ 17 - Spring Creek Parkway
- █ Existing Rail

Dallas CBD



Fort Worth CBD



Facility recommendations indicate transportation need. Corridor-specific alignment, design, and operational characteristics will be determined through ongoing project development.



# Roadway Project Identification, Selection, and Prioritization

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# Process Overview

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Builds Upon Mobility 2040 Process

Consistent with HB 20 Process

Enhanced Criteria and Analysis

All Tools Available

Consistent with MAP-21 and FAST Act  
Goals

Continuous, Coordinated, and  
Comprehensive Process



# Arterial Project Selection Process

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Consistent With 2019–2022 TIP

Transportation Partner Coordination

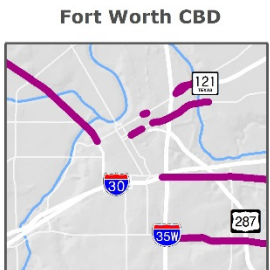
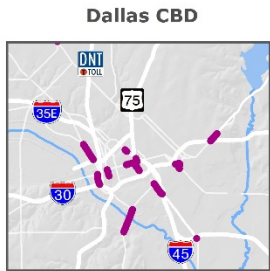
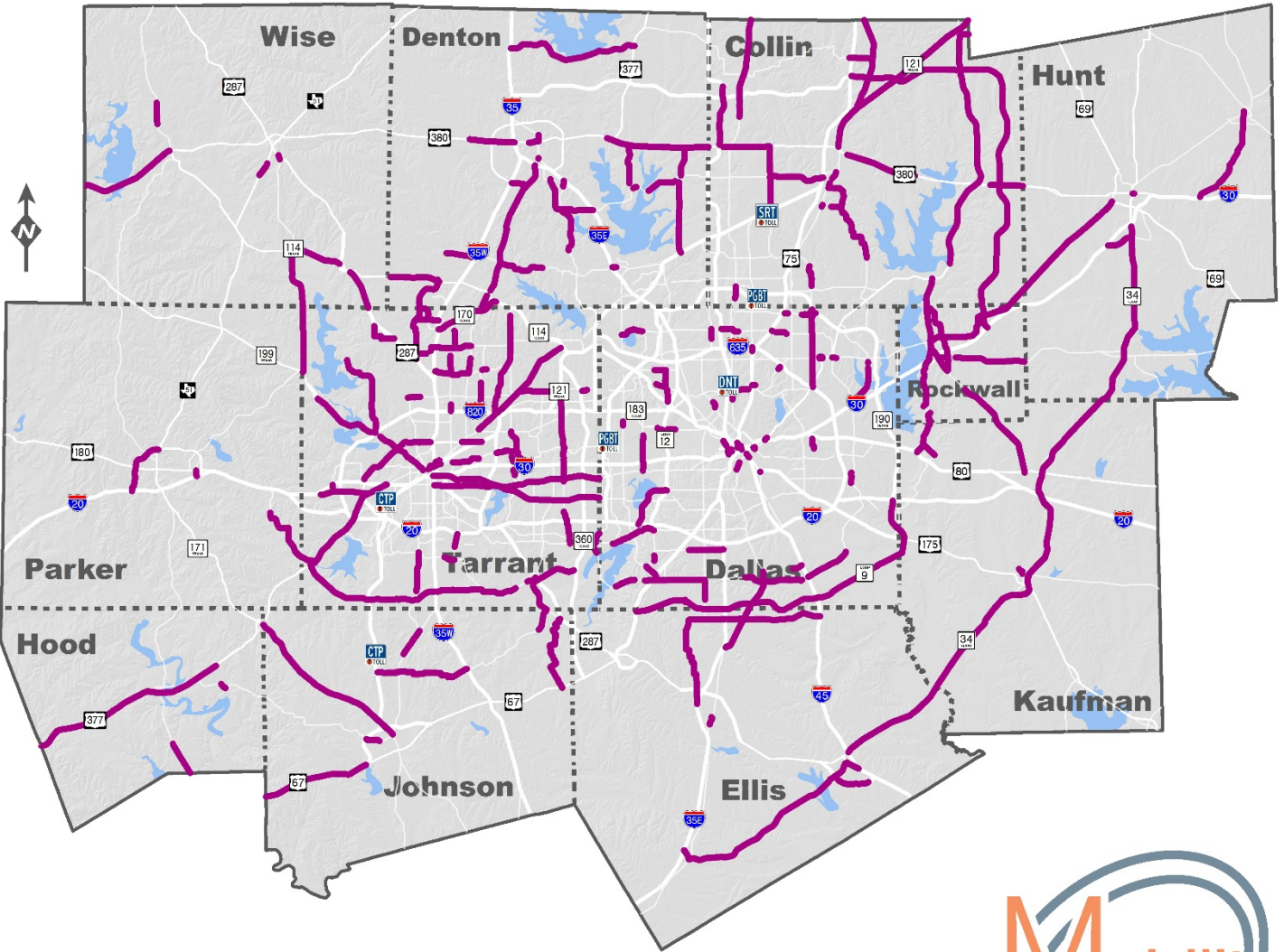
Local Government Coordination

Local Thoroughfare Plans



# Major Arterial Recommendations

Capacity Improvements



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# Arterial System Needs Assessment

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Change in Population Density

Change in Employment Density

Arterial Spacing

Congestion on Arterials

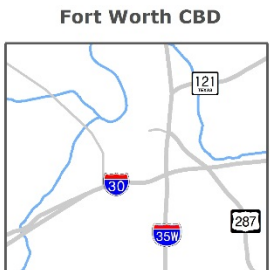
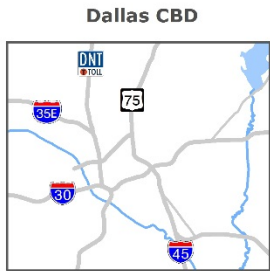
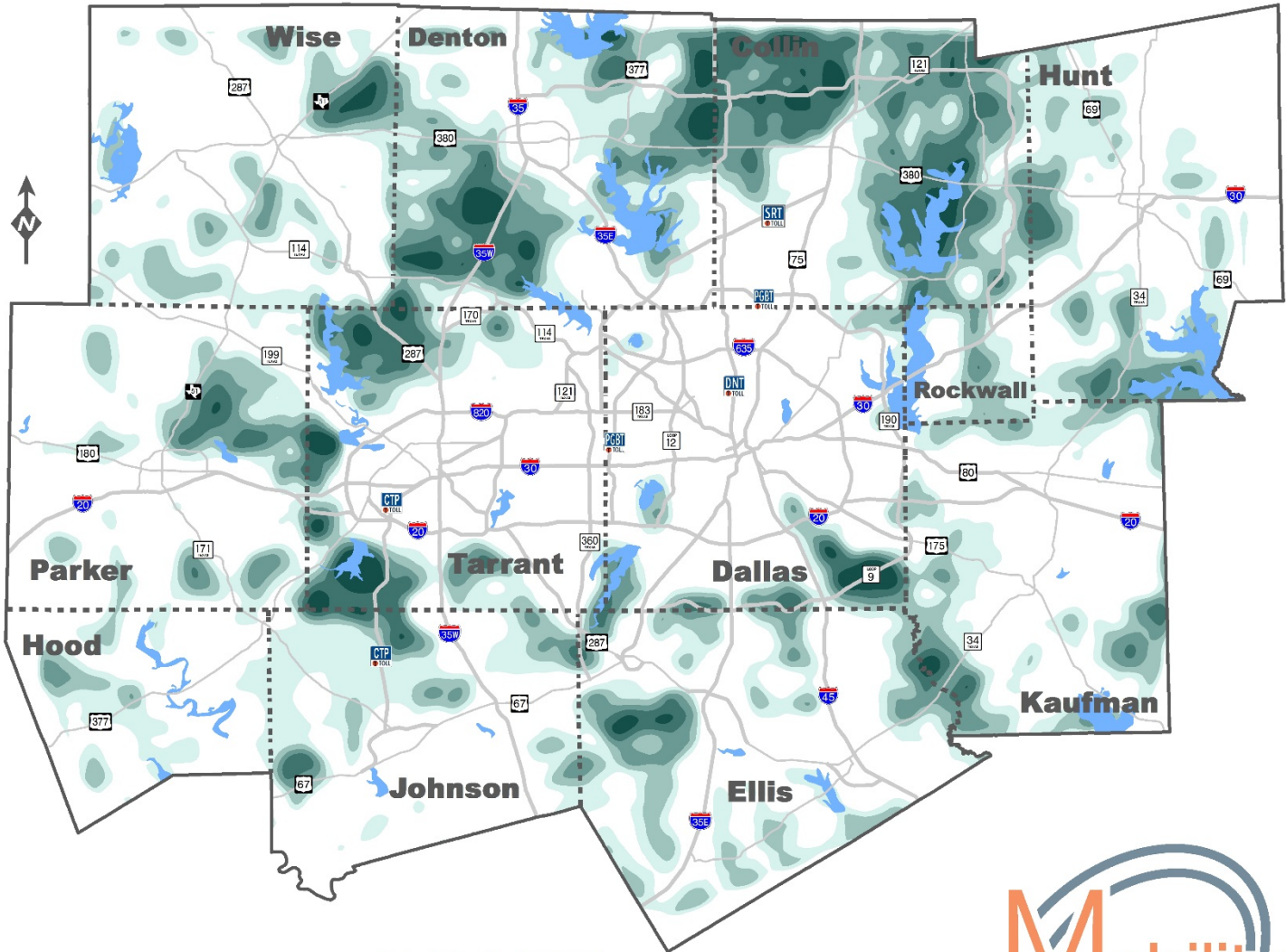
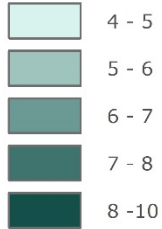
Congestion on All Facilities

Arterial Connectivity



# Existing Arterial Network Deficiency Areas

## Arterial Needs Analysis Total Weighted Score



**DRAFT**

Shaded areas are not project recommendations. These areas have population/employment growth, congestion, and deficiencies in the existing arterial network that may warrant further study for arterial improvements. Higher scores depict areas of greater arterial need. Maximum possible score is 10.







# Major Roadway Process

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# Regional Needs

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## Identify Needs

Mobility 2040 Recommendations  
“Resizing” Effort  
Regional Needs Assessment  
Corridor Level Needs Assessment  
Partner Coordination



# Corridor Selection

## Identify Needs

Mobility 2040  
Needs Assessment  
Ideas, Solutions and Requests

## Select Corridors

Funding Availability  
Right-of-Way Constraints  
Physical Barriers/Geometric Constraints  
System Continuity  
Planning Status (NEPA, etc.)  
Phased/Staged Construction  
Partner Coordination



# Project Refinement

## Identify Needs

Mobility 2040  
Needs Assessment  
Ideas, Solutions and Requests

## Select Corridors

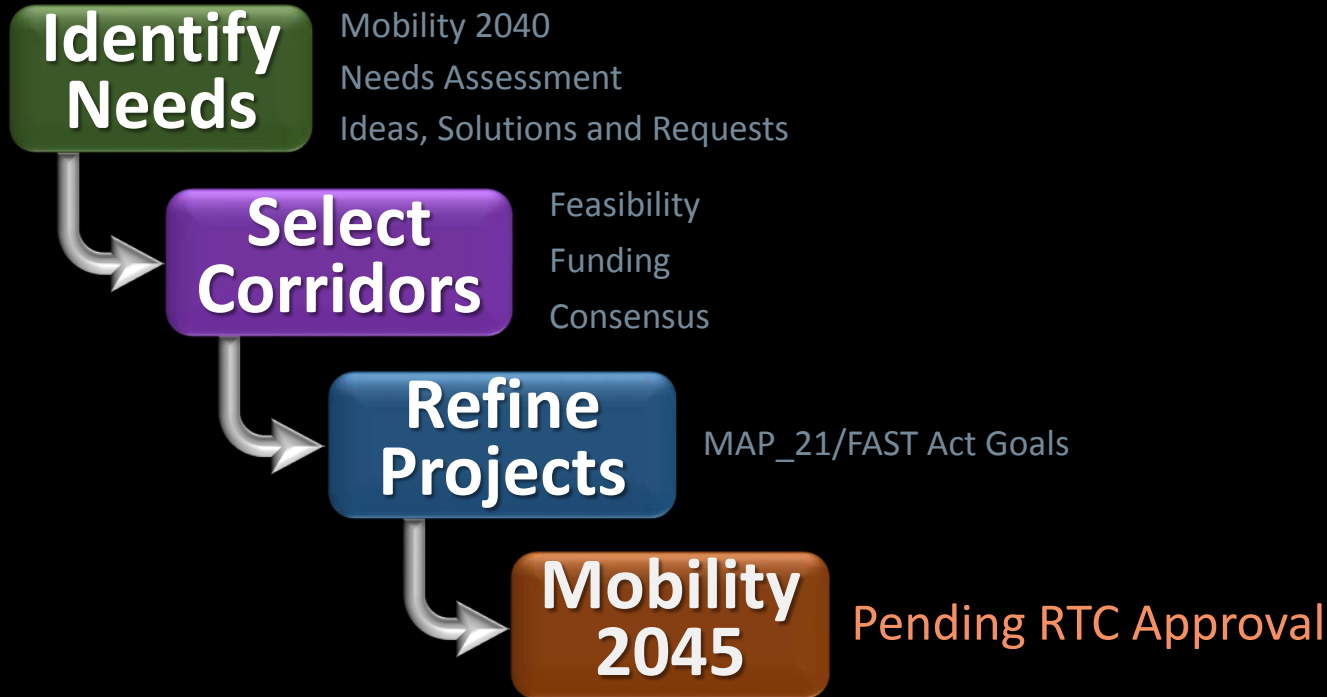
Feasibility  
Funding  
Consensus

## Refine Projects

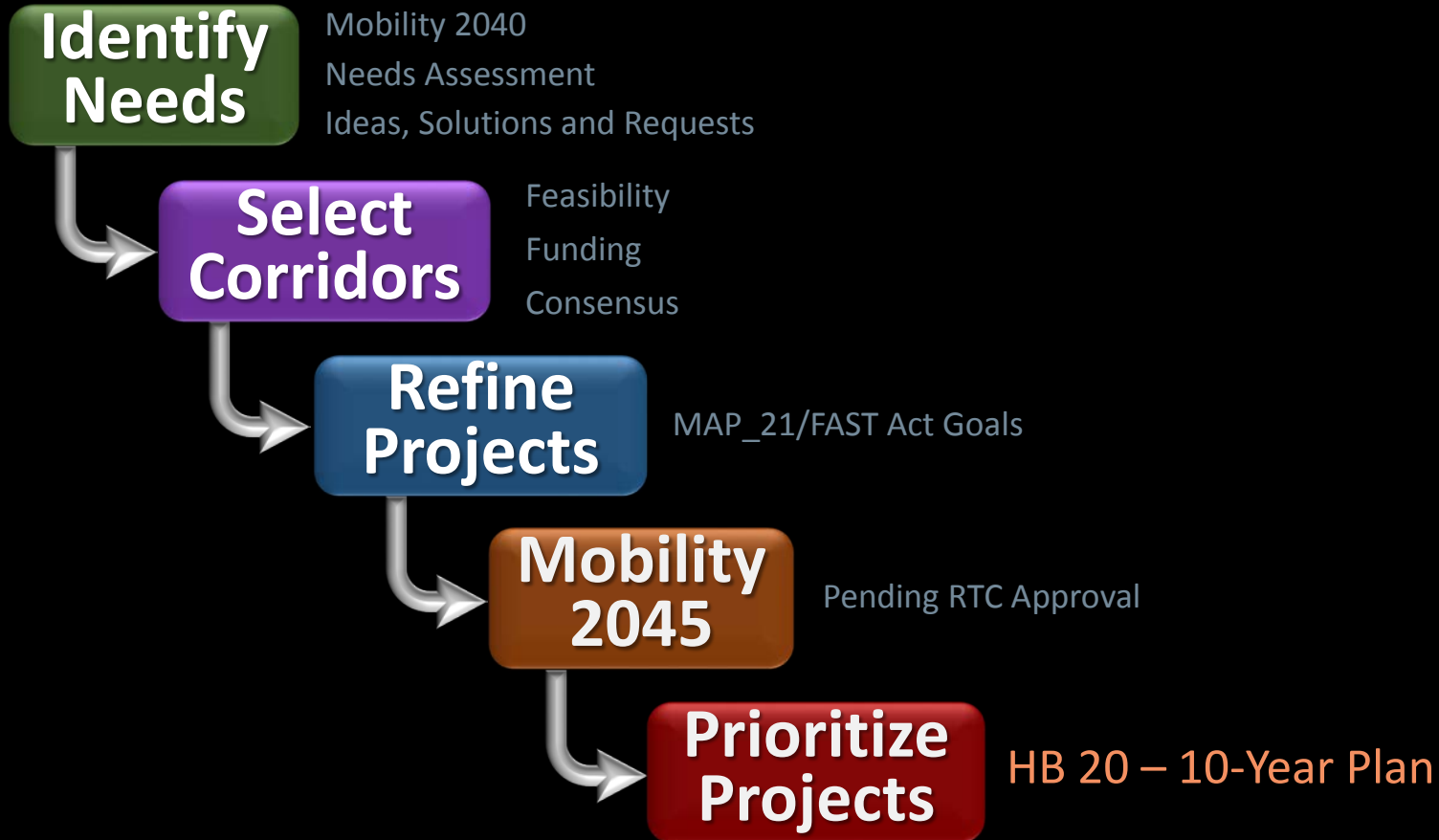
Congestion  
System Reliability  
Safety  
Infrastructure Condition  
Freight Movement  
Economic Development  
Environment  
(Coincide with MAP\_21/FAST Act Goals)



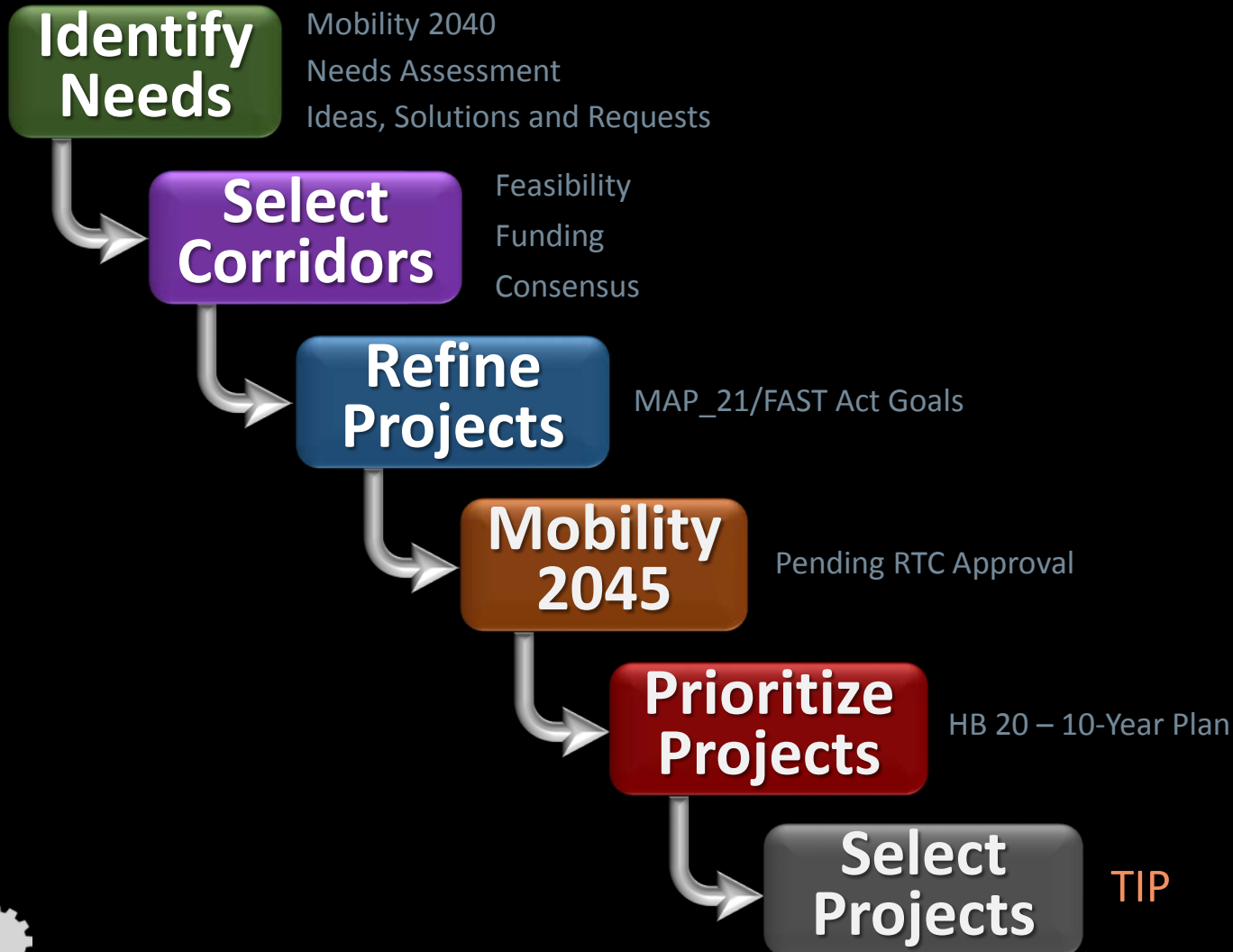
# Mobility 2045 Recommendations



# Project Prioritization



# Project Selection and Prioritization





# Major Roadway Recommendations




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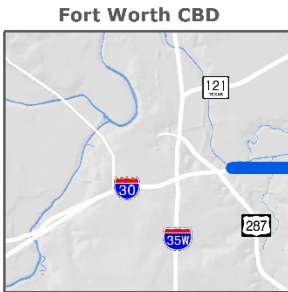
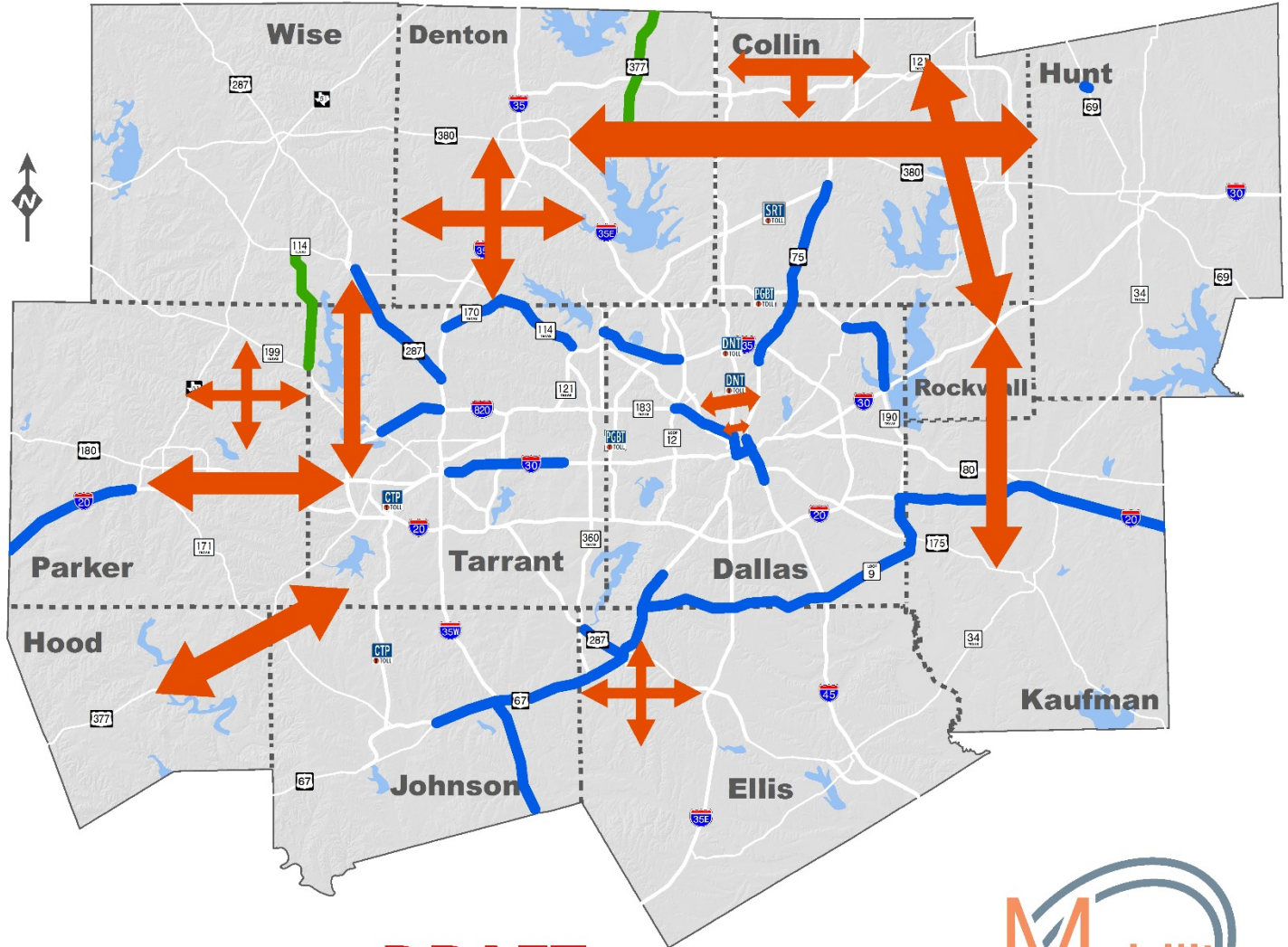






# Illustrative Roadway Corridors for Future Evaluation

-  Corridors for Future Evaluation
-  Study Needs
-  Arterial Improvements






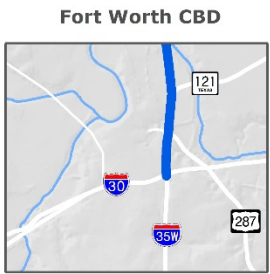
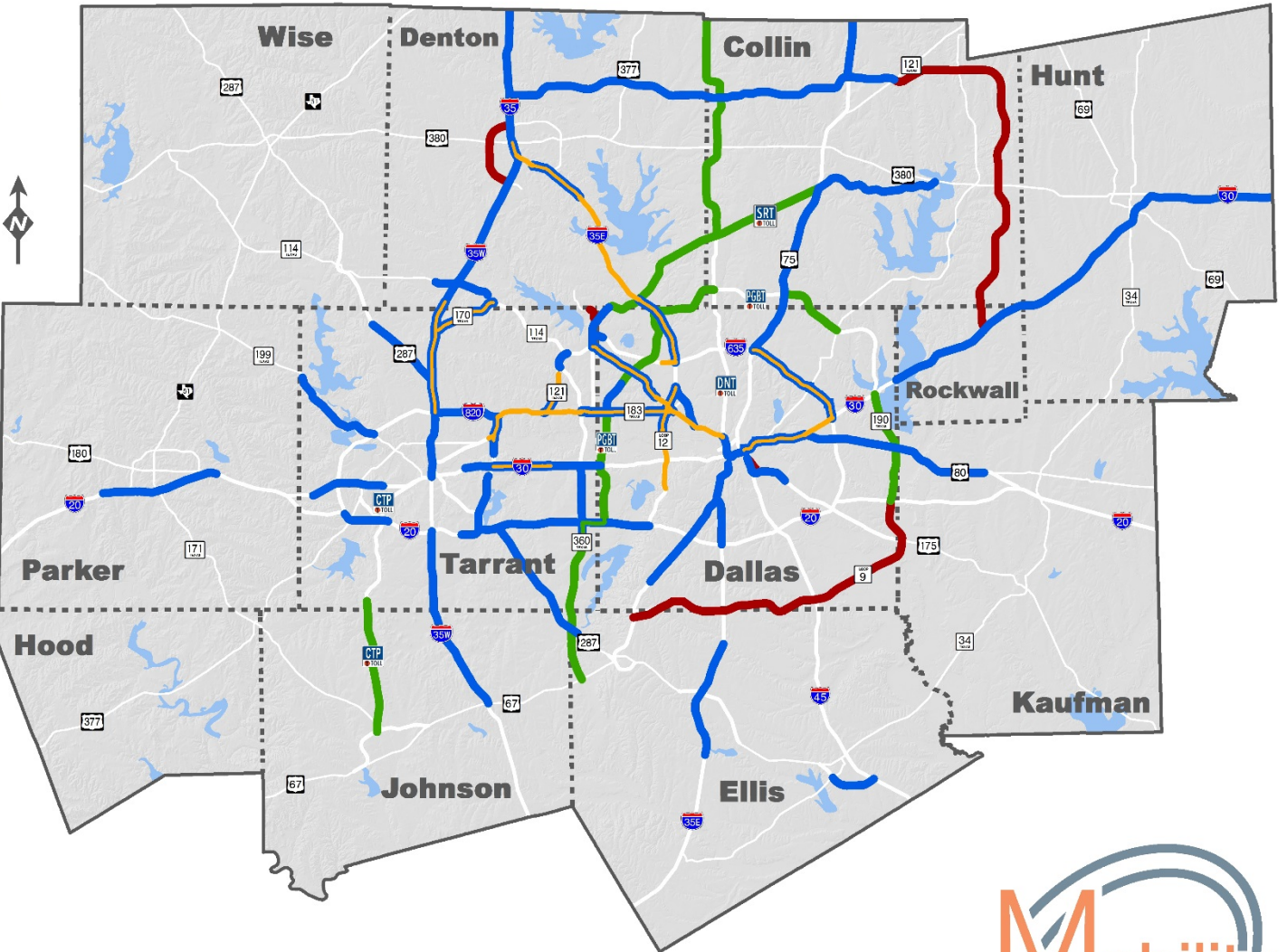
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Illustrative roadway corridors indicate an identified transportation need and do not represent recommendations or specific alignments. Recommendations may be developed for future MTPs through feasibility analyses, thoroughfare plans, and environmental studies.

# Major Roadway Recommendations

-  New or Additional Freeway Capacity
-  Additional Freeway Capacity and New Tolled Managed Lanes
-  New or Additional Managed Lane Capacity
-  New or Additional Toll Road Capacity
-  Staged Facility (Frontage Roads)





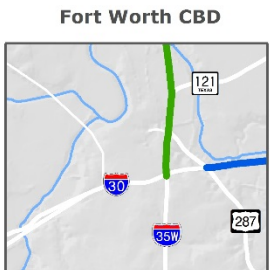
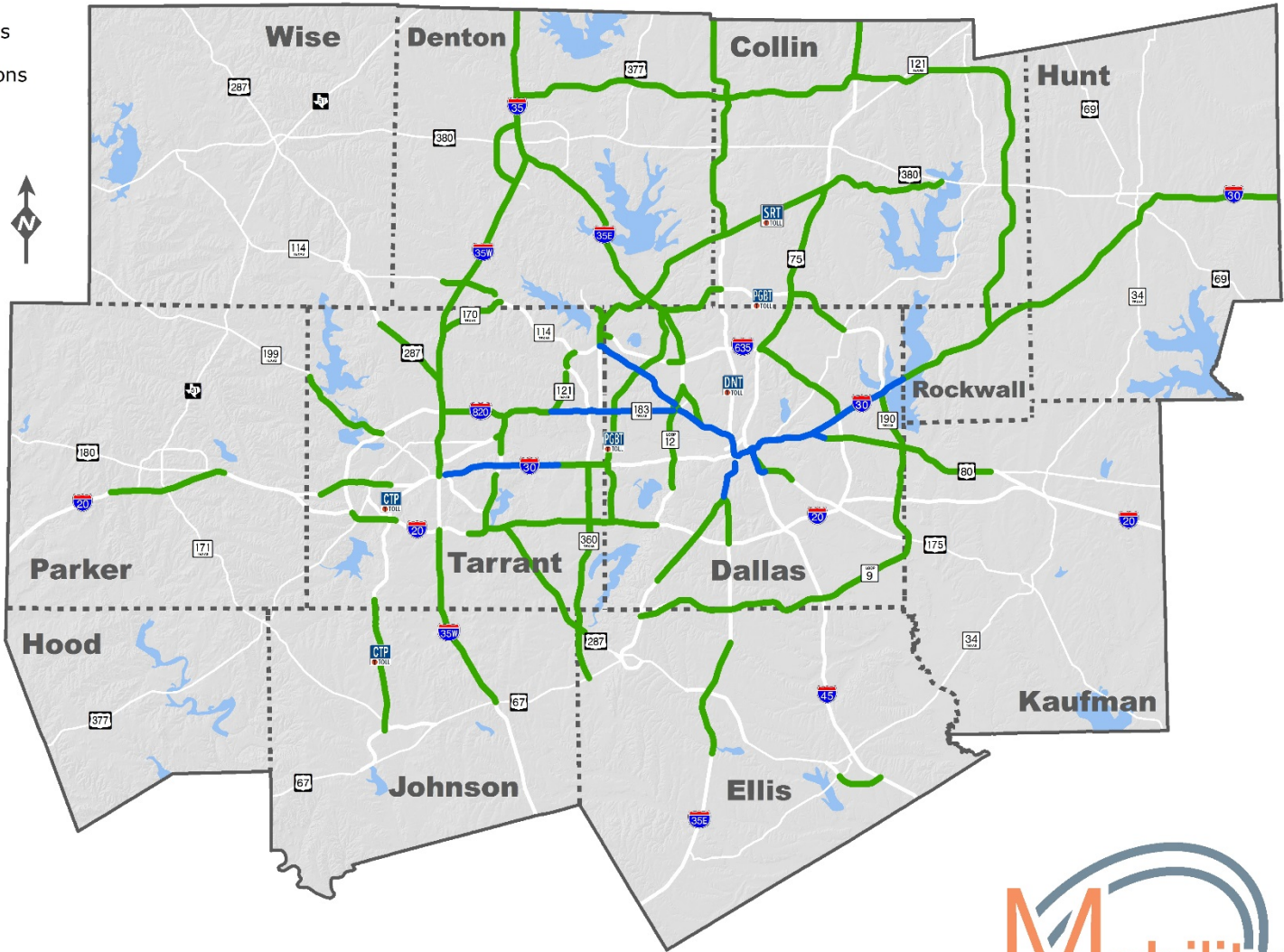
**DRAFT**



Facility recommendations indicate transportation need. Corridor-specific alignment, design, and operational characteristics will be determined through ongoing project development.

# Pending Roadway Recommendations

-  Pending Recommendations
-  MTP 2045 Recommendations



**DRAFT**



Facility recommendations indicate transportation need. Corridor-specific alignment, design, and operational characteristics will be determined through ongoing project development.

# Questions

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# **RISE IN FRAUDULENT TEMPORARY VEHICLE REGISTRATION TAGS**

**Surface Transportation Technical Committee  
December 8, 2017**

**Shawn Dintino  
Air Quality Planner III**



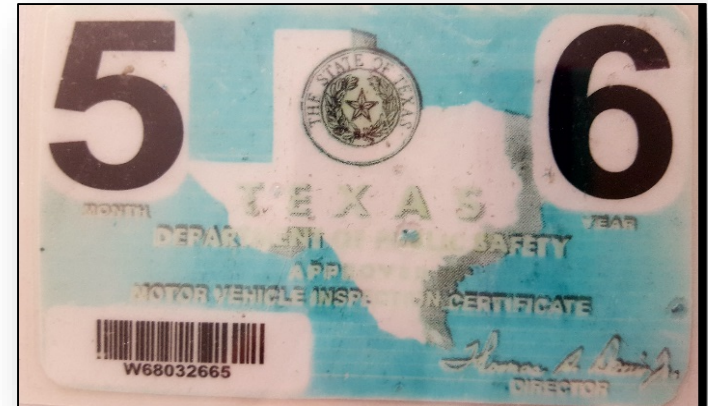
**North Central Texas  
Council of Governments**

# SINGLE STICKER HISTORY

## Inspection Certificate

Separate windshield inspection certificate used prior to March 2015

Counterfeit certificates and fraudulent inspections proliferated



## House Bill 2305

Fully implemented March 2016

Eliminated inspection certificate

Tied inspection to registration



Source: Dallas County

## Effects

Enhanced motorist convenience

Elimination of counterfeit inspection certificate fraud

**Explosion in counterfeit and improper temp tags**

# TEMPORARY TAG EXAMPLES

**TEXAS BUYER**  
THE VEHICLE TEMPORARILY REGISTERED WITH STATE UNDER TAG #

**42F8851**  
**EXPIRES 07-18-2008**  
**1999 DODGE**  
VIN 1B7MC3362XJ633176  
SELLER: Garza Used Cars

**TEXAS DEALER**  
VEHICLE OWNED BY GARZA USED CARS  
THE VEHICLE TEMPORARILY REGISTERED WITH STATE UNDER TAG #

**14L9590**  
**EXPIRES 07-02-2008**  
**1999 FORD**  
VIN 1FAFP42X8XF207434  
For Transit

**TEXAS BUYER - INTERNET**  
THE VEHICLE TEMPORARILY REGISTERED WITH STATE UNDER TAG #

**80H7277**  
**EXPIRES**

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VIN 

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SELLER: Garza Used Cars

**TEXAS DEALER**  
VEHICLE OWNED BY GARZA USED CARS  
THE VEHICLE TEMPORARILY REGISTERED WITH STATE UNDER TAG #

**12M9737**  
**EXPIRES 07-12-2008**  
**Authorized Agent Tag**  
Demonstration

**TEXAS 30 DAY PERMIT**  
THE VEHICLE TEMPORARILY REGISTERED WITH STATE UNDER TAG #

**80H7277**  
Date: 03-31-2016 08:36:00 AM  
**EXPIRES: 04-30-2016 11:59:00PM**  
**2008 HONDA**  
VIN: 1JDLC49CN489237 ISSUED BY: TARRANT COUNTY



# TEMPORARY TAG TYPES

	Dealer-Issued Tags	Other Permit Types
<b>Issued By</b>	Dealer	County tax assessor-collector or Texas DMV
<b>Valid Uses</b>	Vehicle sales, test drives, loaner cars, transporting from auction, not personal dealer use or other business use	Drive to get an inspection and normal registration, passing through Texas, commercial vehicles
<b>Types</b>	<b>Buyer's Tag</b> <b>Internet Down Tag</b> <b>Converter Tag</b> <b>Specific Vehicle Tag</b> <b>Authorized Agent Tag</b>	<b>30-Day Permit</b> <b>One Trip Permit</b> <b>72 Hour Permit</b> <b>144 Hour Permit</b>
<b>Valid Timeframe</b>	Varies, up to 60 days	Varies, usually 30 days
<b>Display Requirements</b>	<b>In rear license plate holder</b> <b>In plastic bag if not waterproof</b>	<b>Rear window</b>
<b>Emissions Inspection Requirements</b>	<b>Buyer's tag required, others not required</b>	<b>Not required</b>

# LAW ENFORCEMENT

## Enforcement Challenges

Large volume of temp tags

Many types of tags with different layouts/content

## Criminal Enterprises Profit from Fraudulent Temp Tags

Organized crime involvement

Sold online, at flea markets and other locations

Leads from on-road enforcement praised by federal law enforcement in pursuit of serious crimes

## Funding Issues

Local Initiatives Projects (LIP) allows funding for on-road enforcement of temp tag crimes

Veto of LIP funding for FY 2018-2019 has led to cease in on-road enforcement efforts



Source:  
NCTCOG

# IMPACTS

## Air Quality

Vehicles circumventing emissions inspection requirements impede region's ozone attainment efforts

## Safety

Vehicles that cannot pass annual safety inspection pose a danger to all



## Financial

Tolling authority unable to collect for use of facilities

Vehicle inspection and repair facilities experience loss of revenue

State and local jurisdictions lose revenue from lack of registration and inspection fees

Source: NCTCOG

# REVENUE LOSS PER REGISTRATION

**State Highway Fund.....\$50.75**

**Other State Fees.....\$8.25**

**County Fees.....\$16**

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**Total Loss.....\$75**

# MOVING FORWARD

## Analysis

Quantify problem

Investigate other states

## Law Enforcement Training

Academy training

Individual agency training

Visual training aids for law enforcement

Restore Funding

## Legislative Action

Explore types of tags needed

Standardize tag appearance

Add security features

Enhance penalties



Source: NCTCOG

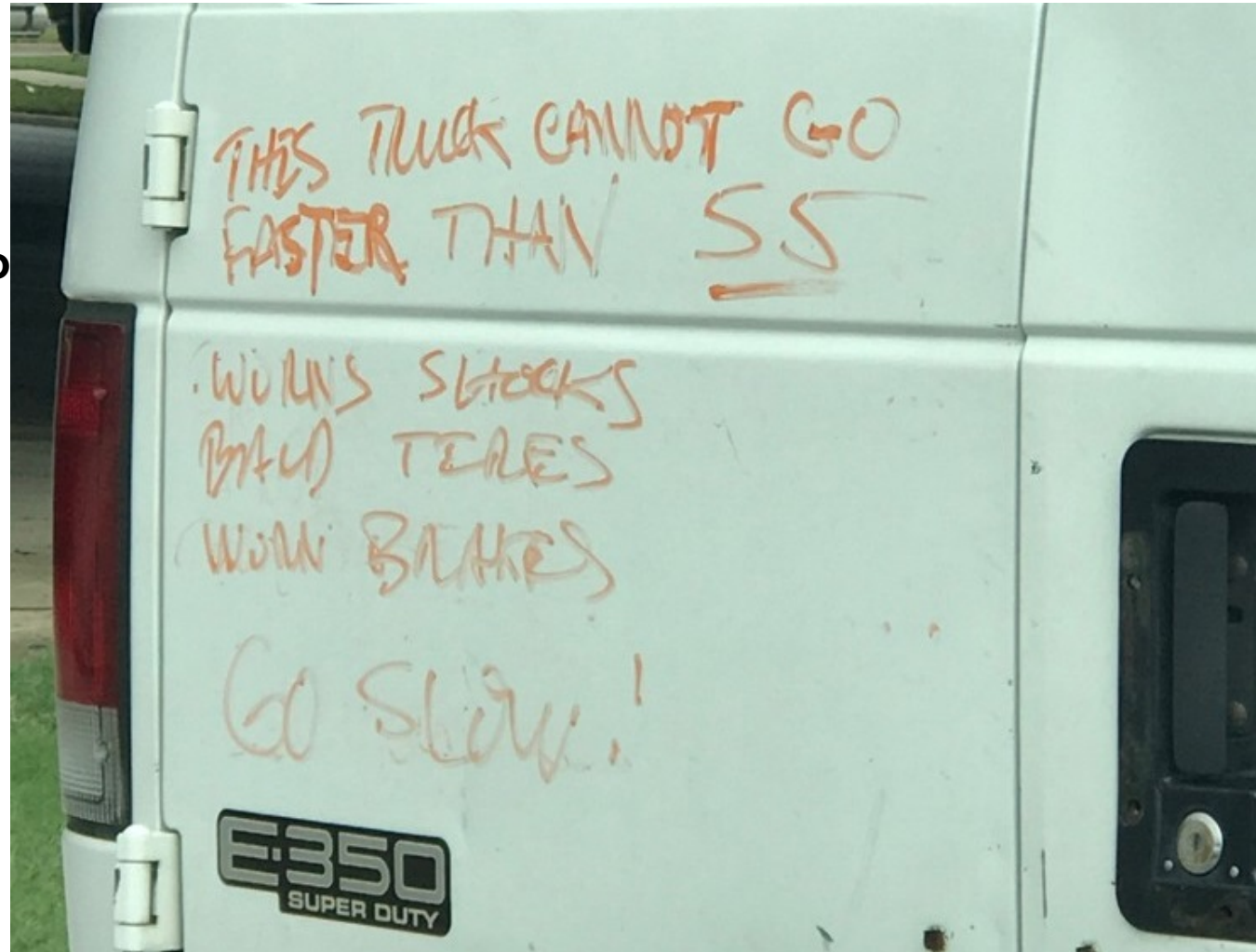


# COLD, HARD TRUTH

**“This truck cannot go  
faster than 55”**

**Worn Shocks  
Bald Tires  
Worn Brakes**

**GO SLOW!”**



# FOR MORE INFORMATION

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**[www.nctcog.org/reep](http://www.nctcog.org/reep)**

# AIR QUALITY UPDATE

## Surface Transportation Technical Committee

December 8, 2017

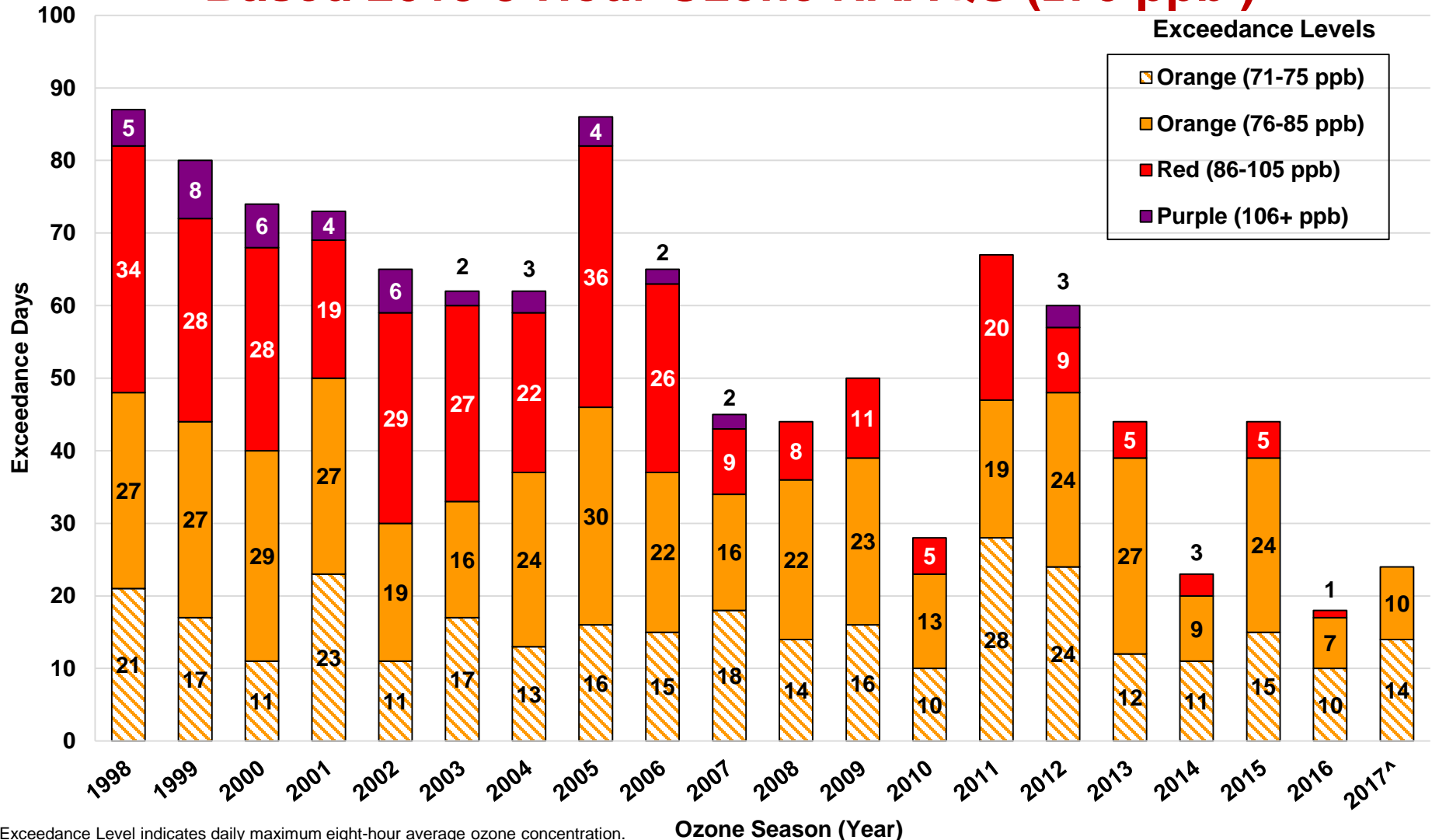
**Jenny Narvaez**  
**Principal Transportation Planner**





# 8-HOUR OZONE NAAQS HISTORICAL TRENDS

## Based 2015 8-Hour Ozone NAAQS ( $\leq 70$ ppb)



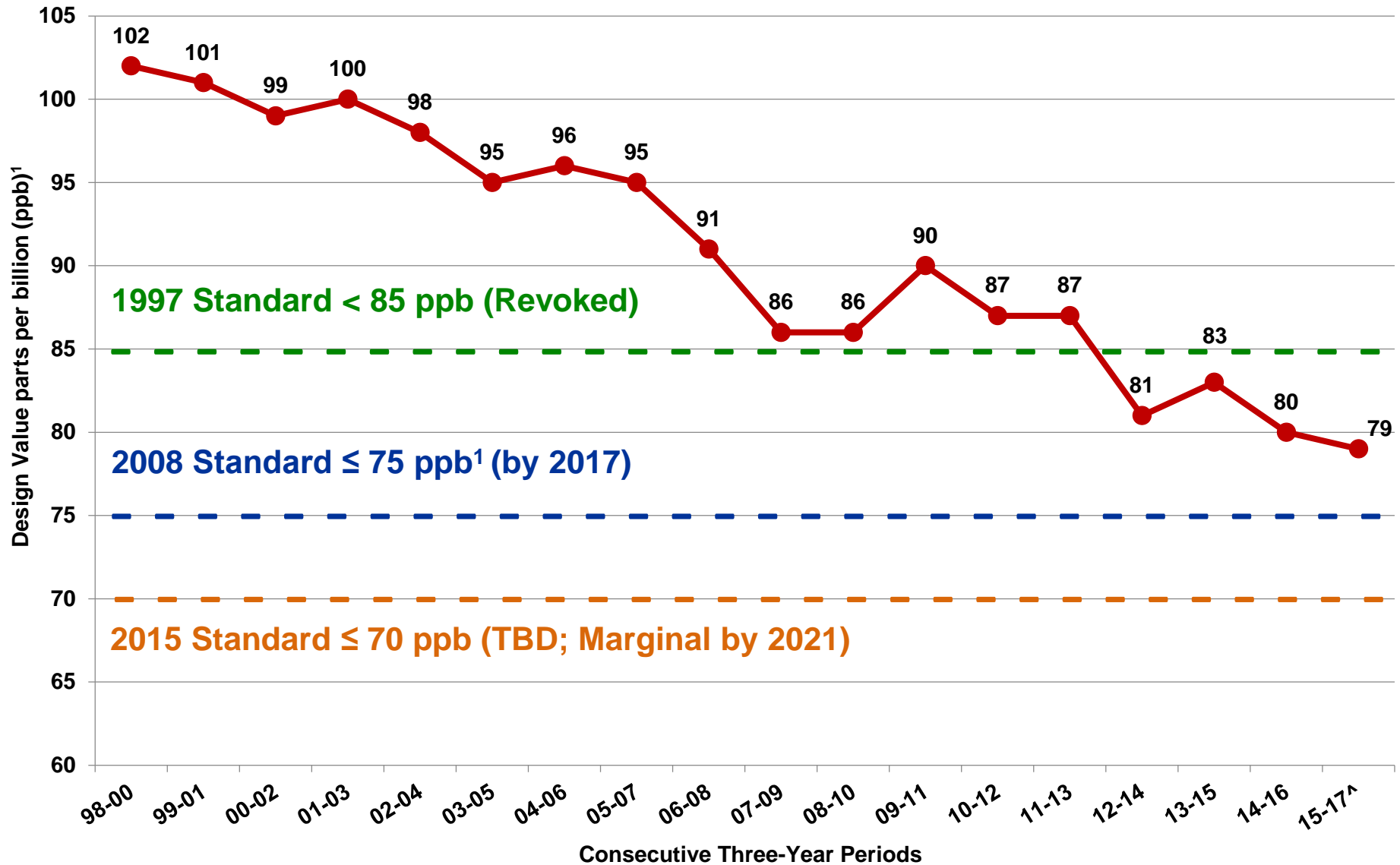
Exceedance Level indicates daily maximum eight-hour average ozone concentration. Exceedance Levels are based on Air Quality Index (AQI) thresholds established by the EPA for the revised ozone standard of 70 ppb.

Ozone Season (Year)

<sup>A</sup>Data not certified by TCEQ

Source: TCEQ, [http://www.tceq.state.tx.us/cgi-bin/compliance/monops/8hr\\_monthly.pl](http://www.tceq.state.tx.us/cgi-bin/compliance/monops/8hr_monthly.pl)  
ppb = parts per billion

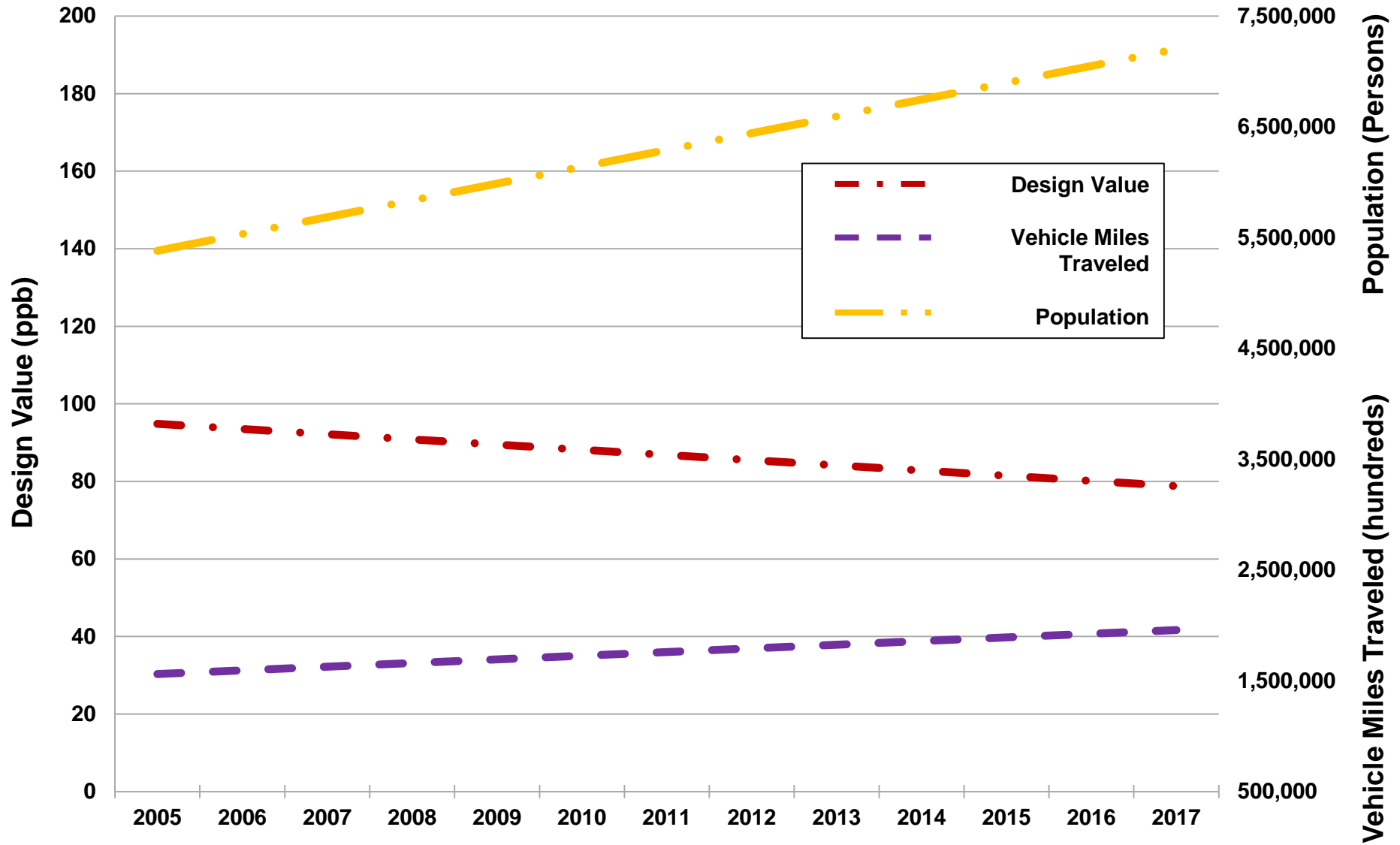
# 8-HOUR OZONE NAAQS HISTORICAL TRENDS



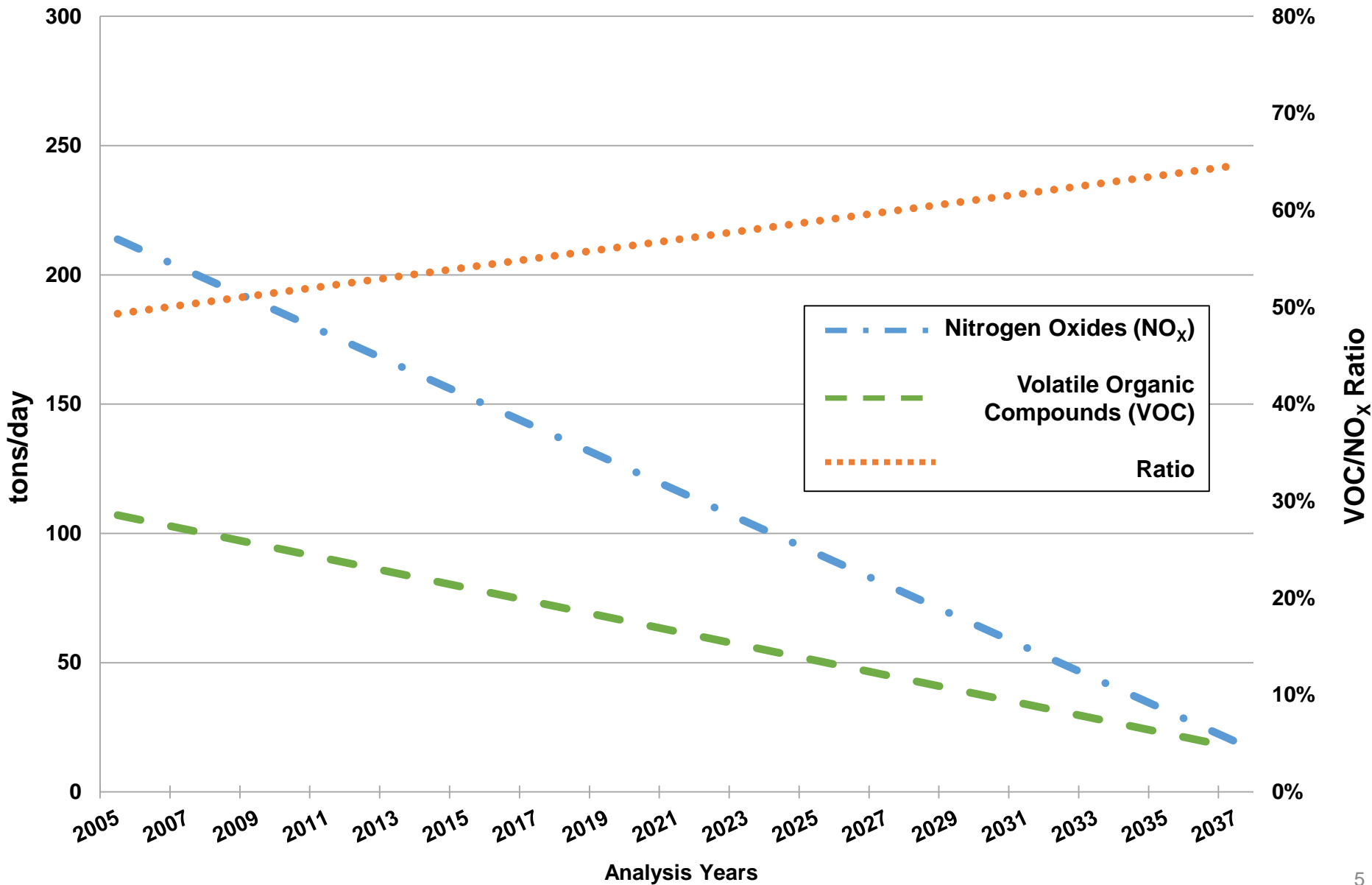
<sup>1</sup>Attainment Goal - According to the US EPA National Ambient Air Quality Standards, attainment is reached when, at each monitor, the *Design Value* (three-year average of the annual fourth-highest daily maximum eight-hour average ozone concentration) is equal to or less than 70 parts per billion (ppb).

<sup>^</sup>Data not certified by TCEQ.

# DEMOGRAPHIC AND DESIGN VALUE HISTORICAL TRENDS

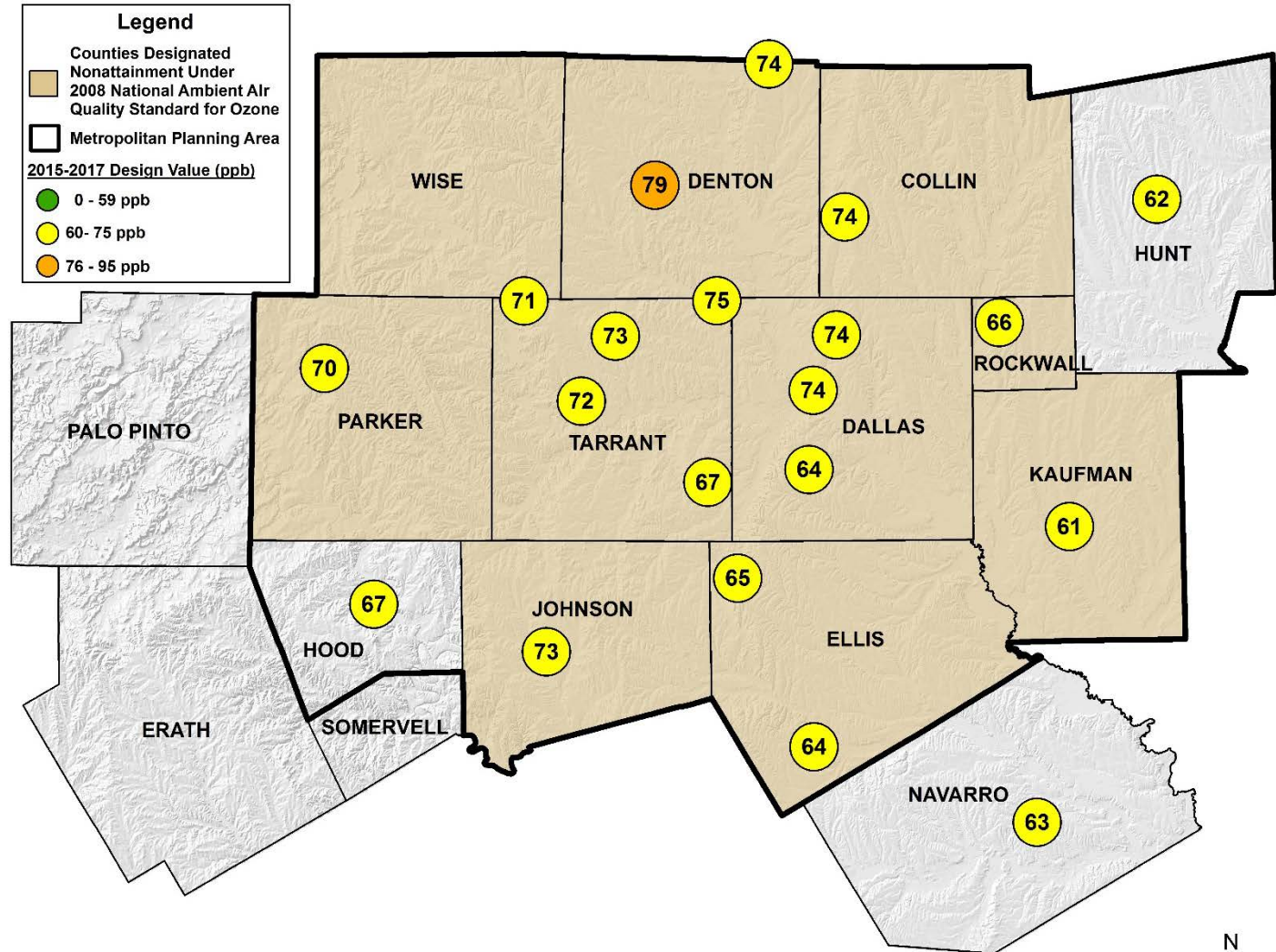


# NO<sub>x</sub> AND VOC ON-ROAD MOBILE TRENDS



# MONITOR EXCEEDANCES

## 2008 8-Hour Ozone NAAQS ( $\leq 75$ ppb)





# 2015 8-HOUR OZONE NAAQS

## Air Quality Designations for the 2015 NAAQS for Ozone

**November 16, 2017:**

**EPA designated 2,646 counties as Attainment/Unclassifiable and three counties as Unclassifiable.**  
*(Note: Hood and Hunt Counties were not included in this list)<sup>1</sup>*

**January 16, 2018:**

**Final Rule Effective Date**

**TBD:**

**Final Rule Designating Nonattainment Counties**

<sup>1</sup><https://www.gpo.gov/fdsys/pkg/FR-2017-11-16/html/2017-24640.htm>

# 2016-2017 AIR NORTH TEXAS PARTNER AWARDS

**Outstanding Advertising:**

**Hood County Clean Air Coalition**

**Outstanding Initiative:**

**UNT Health Science Center**

**Outstanding Partner Involvement:**

**City of Plano**

**Outstanding Outreach &  
Arlo Ambassador:**

**City of Dallas**

**Partner of the Year:**

**City of Grand Prairie**





# LOOKING FORWARD

**Monitoring Next Steps Associated to the Region's Design Value being Higher than the 75 ppb Standard**

**Monitoring EPA's Final Designations and Associated Rules to the 70 ppb Standard**

**Conducting a Transportation Conformity Analysis on Mobility 2045**

**Enhancing the Regional Communications Plan**

**Continuing to Develop and Implement Mobile Source Emission Reduction Programs**

**Composing Letter to TCEQ on NO<sub>x</sub> and VOC Ratios**

# CONTACTS

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# TOLL EQUITY LOAN AGREEMENT (TELA) AND RETURN OF TELA FEES TO NTTA

December 8, 2017

Surface Transportation Technical Committee

Ken Kirkpatrick

# BACKGROUND

## **Two Projects (NTTA “Special Projects System“)**

PGBT-WE (SH 183 to IH 20)

Chisholm Trail (IH 30 to Cleburne)

## **Toll Equity Loan Agreement (2010)**

Executed between TxDOT/NTTA

State Highway Fund as a financial backstop

Lowered NTTA financing costs, saved hundreds of millions

Imposed TELA fees after 10 years (approximately \$8M/year)

## **RTC Policy Position (P10-05, 2010)**

Requested NTTA Release TELA as soon as “financially feasible“

Supported the waiver or return of any TELA fees to NTTA

RTC/NTTA executed TELA Fee Return Agreement

# CURRENT ACTIONS

## **NTTA System Bond Refinancings**

Strategic Refinancing Plan (\$3.3B since 2014)

Capitalize on lower interest rates, savings of \$467M

## **NTTA Special Projects System Bond Refinancing (Nov. 1, 2017)**

\$2.5B refinancing, savings of \$385M

Combines NTTA System and Special Projects Systems into one

Eliminates need for TELA support and fees

Eliminates RTC obligation to return TELA fees

## **Termination of TxDOT/NTTA TELA (Nov. 1, 2017)**

## **Termination of RTC/NTTA TELA Return Fee Agreement (Nov. 1, 2017)**