POLICY BENEFITS OF MPO MERGER

1. Creating larger “Transportation Management Area” Status
2. Moving to correct geographic perspective
3. Greater impact on Gross Domestic Product
4. Minimize equity concerns
5. Expand to 7 P’s
EMERGENCY FUNDING FOR SPAN, INC.

REGIONAL TRANSPORTATION COUNCIL

January 10, 2019

MICHAEL MORRIS, P.E.
DIRECTOR OF TRANSPORTATION

☑️ TRANSIT ASSET MANAGEMENT PERFORMANCE MEASURE ADDRESSED
Background

**Summer 2018:** NCTCOG, TxDOT, and Span, Inc. worked together to correct Span’s invoicing practices, which were found to be inconsistent with urban/rural funding allocations and service areas.

**September 2018:** Span began invoicing NCTCOG and TxDOT based on actual service provided in urban/rural areas, which created a shortfall of urban funding.

**December 2018:** Span requested additional urban funding from NCTCOG, which will be a one-time stop gap to continue full operations while Span adjusts service this year.

TxDOT: Texas Department of Transportation
Span Transit Service Area
Emergency Funding Request

How Much: $160,000

What: One-time stop gap funding

When: Remainder of Fiscal Year 2019

Future Plans: Span is working on adjusting its service to reflect urban/rural funding allocations and also securing additional local revenue.

RTC Policy Directives: This is a one-time transitional commitment. Span and Denton County Transportation Authority should review the best way to deliver this service.
Action Requested

RTC Approval:

To utilize up to $160,000 in existing revenue previously approved for transit and allocate it for Span, Inc. to continue providing critical services for seniors and persons with disabilities;

To transmit RTC Policy Directives on one-time funding and transit institutional review; and,

To revise administrative documents as appropriate to incorporate this project.
For More Information

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817-608-2304
ALLIANCE LINK FUNDING FOR TRINITY METRO

REGIONAL TRANSPORTATION COUNCIL

January 10, 2019

SHANNON STEVENSON
PROGRAM MANAGER

☑️ TRANSIT ASSET MANAGEMENT PERFORMANCE MEASURE ADDRESSED
Background

April 2018: Toyota Motor North America (TMNA) funded the Alliance Link to increase public transit ridership and transportation access in the Alliance Area.


December 2018: Trinity Metro reached out to NCTCOG seeking support for the continuation of this critical first/last mile service.

DCTA: Denton County Transportation Authority | Trinity Metro: also known as Fort Worth Transportation Authority
Alliance Link Request

**How Much:** $250,000 per Year for Two Years for a Total of $500,000

**What:** Leverage Mobility-as-a-Service (MaaS) Model, Providing Mobility On-Demand Transportation through a Transportation Network Company

**When:** February 1, 2019 – January 31, 2021

**Future Plans:** Incorporate into High-Intensity Bus Project, or Guaranteed Transit, along I-35 W Corridor
Action Requested

RTC Approval:

To utilize up to $500,000 in existing Regional Toll Revenue funds previously approved for transit to continue enhanced connectivity between the Fort Worth Alliance area and potential employee pools in Fort Worth, Denton, and surrounding areas; and

To revise administrative documents as appropriate to incorporate this project.
For More Information

Shannon Stevenson
Program Manager
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817-608-2304
Legislative Update

REGIONAL TRANSPORTATION COUNCIL | JANUARY 10, 2019

AMANDA WILSON, AICP
NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS
Federal Update

FY 2019 Appropriations

Partial Government Shutdown
- Continuing Resolution to extend FY 2018 funding levels through early 2019, or
- New appropriations for FY 2019 (funding through Sept. 30)

Pending Transportation Nominations

FHWA Administrator – Nicole Nason
- Current Assistant Secretary in State Department
- Former NHTSA Administrator and Assistant Secretary for Transportation Department

No Senate action on 2018 nominees for NHTSA, FTA – vacancies remain
FAA Administrator post remains vacant – no current nominee
Federal Update

116th US Congress convened January 3

New Committee Chairs and Ranking Members

- Senate Transportation: Roger Wicker (R-MS) and Maria Cantwell (D-WA)
- Senate Env. Pub. Works: John Barrasso (R-WY) and Tom Carper (D-DE)
- Senate Appropriations: Richard Shelby (R-AL) and Patrick Leahy (D-VT)
- House Transportation: Peter DeFazio (D-OR) and Sam Graves (R-MO)
- House Science: Eddie Bernice Johnson (D-TX) & Frank Lucas (R-OK)
- House Appropriations: Nita Lowey (D-NY) and Kay Granger (R-TX)
86th Texas Legislature

Dates of Interest

January 7    Biennial Revenue Estimate delivered
January 8    Legislative session begins
March 8      Bill filing deadline
May 27       Last day of 86th Legislature

NCTCOG weekly update emails begin January 18
86th Texas Legislature

**Comptroller’s Biennial Revenue Estimate**
Projected $119.1 billion in state funds
Increase of $8.9 billion from 2017 – Rise of 8.1 percent
Degree of uncertainty due to falling oil prices and market instability

**Prop 1 and Prop 7 Transfers to State Highway Fund**
Economic Stabilization Fund (Rainy Day) projected to reach $15 billion
General Revenue projected to meet $28 billion minimum, transfer to SHF of $2.5 billion per year anticipated
Motor Vehicle Sales Tax not projected to meet $5 billion minimum due to slow car and truck sales
Texas Legislative Program

Actively Seek and Support Legislation to Meet Transportation and Air Quality Needs
   Flexibility
   Funding
   Air quality programs
   Property/airspace for communications and development
   Improve safety

Support Progress Made Towards Transportation and Air Quality During Recent Legislative Sessions

Provide Support for Other Transportation Topics to be Addressed in Legislation
86th Texas Legislature

Bill Topics of Interest

- Tolls
- Transportation Revenue
- Economic Stabilization Fund
- Safety
- Technology
- Transit
LIRAP-LIP Draft Legislation

Changes focus away from repair/replacement program towards transportation projects with air quality benefit

Current LIP eligible projects such as law enforcement activities to reduce counterfeit inspection reports and registration insignias would continue to be eligible

Adds new eligible projects: refueling infrastructure, data collection, new optional vehicle incentive program

Revenue collected and maintained locally
Questions and Comments

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https://www.nctcog.org/trans/involve/legislate
PERFORMANCE MEASURES TARGET SETTING:
ROADWAY SAFETY AND
TRANSIT ASSET MANAGEMENT

Regional Transportation Council

Sonya J. Landrum and Shannon Stevenson
North Central Texas Council of Governments
Information Item
January 10, 2019
Background

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

2018 Performance Targets approved by RTC in December 2017
   Highway Safety Improvement Program (PM1)
   Transit Asset Management

Established 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.

Re-emphasized focus on safety-related improvements and funding.

RTC approved funding for future Safety project implementations.
Roadway Safety Performance Targets

- Target: Number of Fatalities
- Target: Rate of Fatalities
- Target: Number of Serious Injuries
- Target: Rate of Serious Injuries
- Target: Number of Non-motorized Fatalities plus Serious Injuries

(Targets based on a five-year rolling average)
TxDOT Safety Performance Target Setting

Evidence-based, data-driven targets are required.

TxDOT Strategic Highway Safety Plan (SHSP) utilized a data-driven, multi-year, collaborative process to establish safety targets.

Stakeholder Consensus: Two percent reduction by SHSP Target Year of 2022.

<table>
<thead>
<tr>
<th>Year</th>
<th>Reduction</th>
</tr>
</thead>
<tbody>
<tr>
<td>2018</td>
<td>0.4%</td>
</tr>
<tr>
<td>2019</td>
<td>0.8%</td>
</tr>
<tr>
<td>2020</td>
<td>1.2%</td>
</tr>
<tr>
<td>2021</td>
<td>1.6%</td>
</tr>
<tr>
<td>2022</td>
<td>2.0%</td>
</tr>
</tbody>
</table>
## TxDOT Safety Performance Targets and Projections

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>No. of Fatalities</td>
<td>3,704</td>
<td>665</td>
<td>3,791</td>
<td>599</td>
</tr>
<tr>
<td>Fatality Rate</td>
<td>1.432</td>
<td>0.96</td>
<td>1.414</td>
<td>0.84</td>
</tr>
<tr>
<td>No. of Serious Injuries</td>
<td>17,565</td>
<td>3,648</td>
<td>17,751</td>
<td>4,000</td>
</tr>
<tr>
<td>Serious Injury Rate</td>
<td>6.74</td>
<td>5.18</td>
<td>6.55</td>
<td>5.69</td>
</tr>
<tr>
<td>No. of Non-motorized Fatalities and Serious Injuries</td>
<td>2,151</td>
<td>560</td>
<td>2,238</td>
<td>583</td>
</tr>
</tbody>
</table>

Targets are based on a five-year rolling average (2014 – 2018) for 2019.
Targets are revisited annually.
Proposed reduction from original trend line projections.
Safety Performance Targets Next Steps

Reaffirm NCTCOG support for TxDOT’s Safety Performance Targets for 2018 and approve support for targets for 2019 – 2022

<table>
<thead>
<tr>
<th>Action</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>RTC Information</td>
<td>January 10, 2019</td>
</tr>
<tr>
<td>Regional Safety Advisory Committee</td>
<td>January 25, 2019</td>
</tr>
<tr>
<td>STTC Action</td>
<td>January 25, 2019</td>
</tr>
<tr>
<td>RTC Action</td>
<td>February 14, 2019</td>
</tr>
<tr>
<td>Target-Setting Deadline: Roadway Safety</td>
<td>February 27, 2019</td>
</tr>
</tbody>
</table>

Document compliance with federal requirements through adopted resolution
First biennial reporting period for Safety Performance Targets due in 2020
Continue focus on funding and implementing safety improvement projects
Transit Asset Management (TAM)

Images: DART, DCTA, FWTA, and NCTCOG
# Transit Asset Management Plans
Established by October 1, 2018

<table>
<thead>
<tr>
<th>Individual TAM Plan</th>
<th>Group TAM Plans</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>NCTCOG Participants</td>
</tr>
<tr>
<td>Dallas Area Rapid Transit (DART)</td>
<td>City of Arlington</td>
</tr>
<tr>
<td>Trinity Metro</td>
<td>City of Grand Prairie</td>
</tr>
<tr>
<td>Denton County Transportation Authority (DCTA)</td>
<td>City of McKinney</td>
</tr>
<tr>
<td>Public Transit Services (PTS)</td>
<td>City of Mesquite</td>
</tr>
<tr>
<td></td>
<td>Dallas/Fort Worth International Airport</td>
</tr>
<tr>
<td></td>
<td>Northeast Transportation Services (NETS)</td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>
## Transit Asset Management Regional Targets Adopted

<table>
<thead>
<tr>
<th>Asset Category</th>
<th>Target</th>
<th>Metric</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rolling Stock (transit vehicles)</td>
<td>0%</td>
<td>Vehicles that meet or exceed the industry standard, defined as the Federal Transit Administration’s Default Useful Life Benchmark</td>
</tr>
<tr>
<td>Infrastructure (rail track)</td>
<td>0%</td>
<td>Rail track segments with performance restrictions</td>
</tr>
<tr>
<td>Equipment (transit support vehicles)</td>
<td>0%</td>
<td>Vehicles that meet or exceed the industry standard, defined as the Federal Transit Administration’s Default Useful Life Benchmark</td>
</tr>
<tr>
<td>Facilities (buildings, stations, park and rides)</td>
<td>0%</td>
<td>Transit facilities rated below “Adequate” (3.0) on the industry standard Transit Economic Requirements Model (TERM) scale.</td>
</tr>
</tbody>
</table>
### Rolling Stock Performance Compared to Targets

<table>
<thead>
<tr>
<th>Asset Type</th>
<th>Fiscal Year 2017 Observed</th>
<th>Fiscal Year 2018 Target</th>
<th>Fiscal Year 2018 Observed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bus*</td>
<td>6%</td>
<td>0%</td>
<td>?</td>
</tr>
<tr>
<td>Small Bus*</td>
<td>3%</td>
<td>0%</td>
<td>?</td>
</tr>
<tr>
<td>Light Rail Vehicle*</td>
<td>0%</td>
<td>0%</td>
<td>?</td>
</tr>
<tr>
<td>Commuter Rail Locomotive*</td>
<td>0%</td>
<td>0%</td>
<td>?</td>
</tr>
<tr>
<td>Commuter Rail Passenger Car*</td>
<td>0%</td>
<td>0%</td>
<td>?</td>
</tr>
<tr>
<td>Articulated Bus</td>
<td>0%</td>
<td>0%</td>
<td>?</td>
</tr>
<tr>
<td>Commuter Rail Passenger Coach**</td>
<td>35%</td>
<td>0%</td>
<td>?</td>
</tr>
</tbody>
</table>

*RTC Policy Emphasis Area

**Includes a number of assets that were rebuilt near the end of their useful life. The analysis above assumes a minimum extension of 10 years of useful life, which may be too conservative (i.e., vehicles may be in better condition than expected based on completed rebuild activities).
Transit Asset Management Next Steps

Readopt Performance Measures for Four Years

Propose Targets Remain the Same as Previously Adopted

Continue to Coordinate with Transit Providers

Consistent Transit Asset Management Definitions

Consistent Transit Asset Management Targets

Potential Enhanced Performance Measures for the Region’s Transit System
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BACKGROUND ON TOLLING INITIATIVES IN THE DALLAS – FORT WORTH REGION

BACKGROUND INFORMATION TO ASSIST THE CHICAGO METROPOLITAN REGION

Michael Morris, P.E.
Director of Transportation
North Central Texas Council of Governments

December 6, 2018
Congestion Relief For All

- GPL average speeds are much better than pre-construction conditions, despite the whole corridor carrying significantly more traffic
  - NTE – 11% increase in average speeds on GPLs
  - LBJ – 6% increase in average speeds on GPLs
  - NTE 35W – 12% increase in average speeds on GPLs
- Managed Lanes are reliable, free-flow options at all times of day

1 2018 data as of October
Maturing Toll Financing Policy

- Toll Roads → Tolled Managed Lanes and Non-tolled Highways
- Tolled Managed Lanes → Non-tolled Express Lanes
- Tolled Managed Lanes Priced 24/7 → Few Hours of the Day Pricing for Tolled Managed Lanes (P17-01)
- Potential Geography of DFW Area → New Boundary, 13% of DFW Land Area
Toll Managed Lane System Policy Boundary

2018 Levels of Congestion/Delay

Within Boundary – Year 2018
13% Land Area
79% Vehicle Hours of Congestion Delay

Cost of Congestion/Delay: $11.9 billion
Congestion Index is based on a percent increase in travel time.
Managed Lanes Evolution

- HOV
- Tolled Managed
- Dynamically Priced
- Guaranteed Transit
- Early Deployment Vehicle Technology
- Driverless Trucks
DFW Leverage Success

System not Project
Toll Managed Lanes as Leverage
Guaranteed Speeds
Guaranteed Transit
When Do You Maximize Revenue ($P^3$) vs Mobility ($P^2$)
CANDIDATE TOP FIVE RTC POLICY INITIATIVES FOR 2019

High-Speed Rail Engineering and Planning
Public Transit Engineering and Planning
Tolled Facilities
Technology Advances
next Amazon