

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

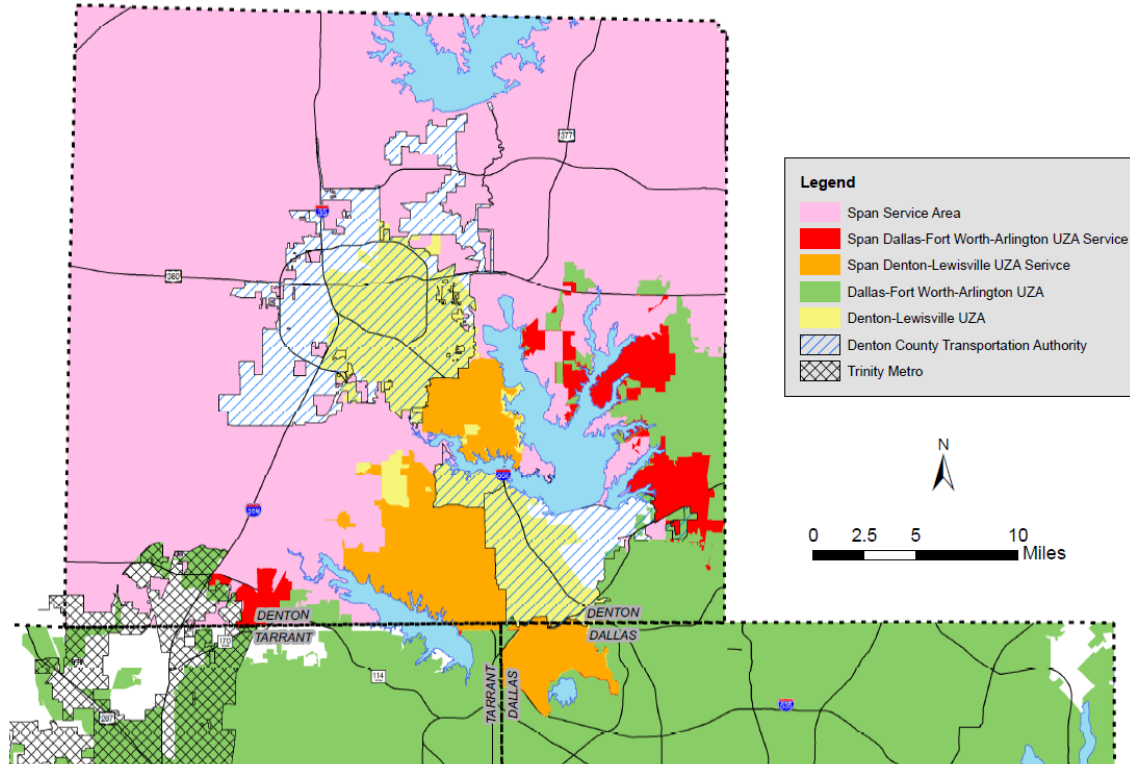
☒ TRANSIT ASSET MANAGEMENT PERFORMANCE MEASURE ADDRESSED

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

UPDATED

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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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
- Summer 2018:** TMNA continued coordination with Hillwood Properties, Trinity Metro, DCTA, MV Transportation, and Spare
- December 2018:** Trinity Metro reached out to NCTCOG seeking support for the continuation of this critical first/last mile service

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

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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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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.

2018 – 2022 Target Crash Reduction Schedule	
Year	Reduction
2018	0.4%
2019	0.8%
2020	1.2%
2021	1.6%
2022	2.0%

TxDOT Safety Performance Targets and Projections

Safety Performance Targets	TxDOT 2018 Targets	NCTCOG 2018 Projections	TxDOT 2019 Targets	NCTCOG 2019 Projections
	0.4% Reduction		0.8% Reduction	
No. of Fatalities	3,704	665	3,791	599
Fatality Rate	1.432	0.96	1.414	0.84
No. of Serious Injuries	17,565	3,648	17,751	4,000
Serious Injury Rate	6.74	5.18	6.55	5.69
No. of Non-motorized Fatalities and Serious Injuries	2,151	560	2,238	583

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

Action	Date
RTC Information	January 10, 2019
Regional Safety Advisory Committee	January 25, 2019
STTC Action	January 25, 2019
RTC Action	February 14, 2019
Target-Setting Deadline: Roadway Safety	February 27, 2019

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)

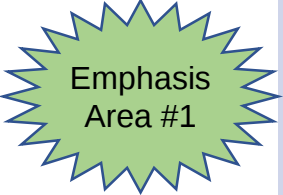


Images: DART, DCTA, FWT, and NCTCOG

Transit Asset Management Plans Established by October 1, 2018

Individual TAM Plan	Group TAM Plans	
	NCTCOG Participants	TxDOT Participants
Dallas Area Rapid Transit (DART) Trinity Metro Denton County Transportation Authority (DCTA) Public Transit Services (PTS)	City of Arlington City of Grand Prairie City of McKinney City of Mesquite Dallas/Fort Worth International Airport Northeast Transportation Services (NETS)	City of Cleburne (dba City/County Transportation) Community Services (dba Community Transit Services) Senior Center Resources and Public Transportation (SCRPT) Span, Inc. STAR Transit Texoma Area Paratransit System (TAPS) The Transit System (TTS)

Transit Asset Management Regional Targets Adopted

	Asset Category	Target	Metric
 Emphasis Area #1	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
 Emphasis Area #2	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.

Rolling Stock Performance Compared to Targets

Asset Type	Fiscal Year 2017 Observed	Fiscal Year 2018 Target	Fiscal Year 2018 Observed
Bus*	6%	0%	?
Small Bus*	3%	0%	?
Light Rail Vehicle*	0%	0%	?
Commuter Rail Locomotive*	0%	0%	?
Commuter Rail Passenger Car*	0%	0%	?
Articulated Bus	0%	0%	?
Commuter Rail Passenger Coach**	35%	0%	?

*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

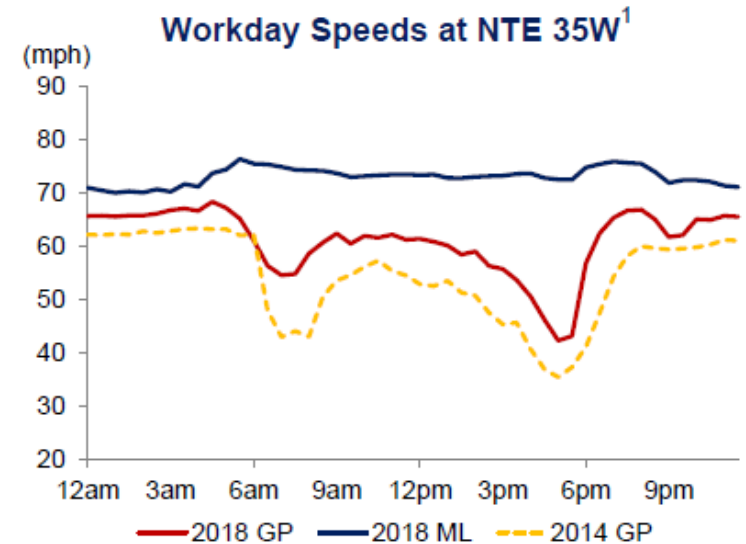
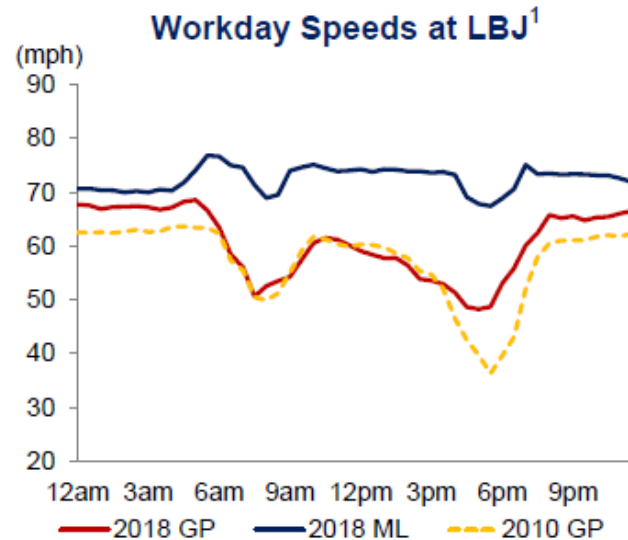
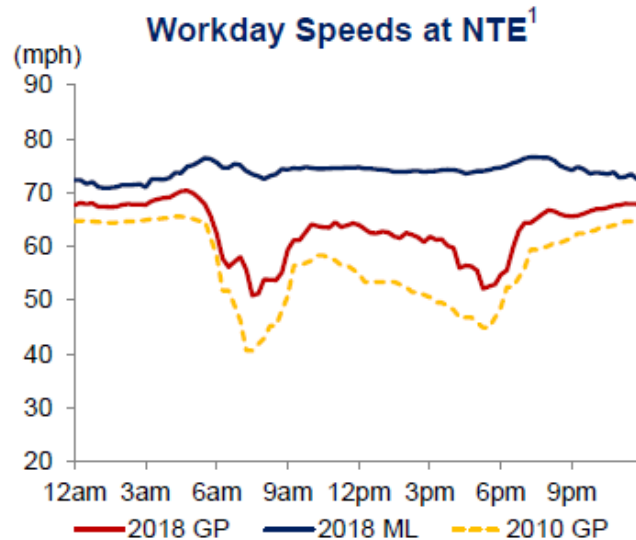
Michael Morris, P.E.
Director of Transportation
North Central Texas Council of Governments

December 6, 2018



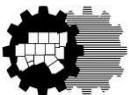
North Central Texas
Council of Governments

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

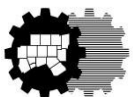


Few Hours of the Day
Pricing for Tolled Managed
Lanes (P17-01)

Potential Geography of
DFW Area



New Boundary, 13% of
DFW Land Area



Toll Managed Lane System Policy Boundary

2018 Levels of Congestion/Delay

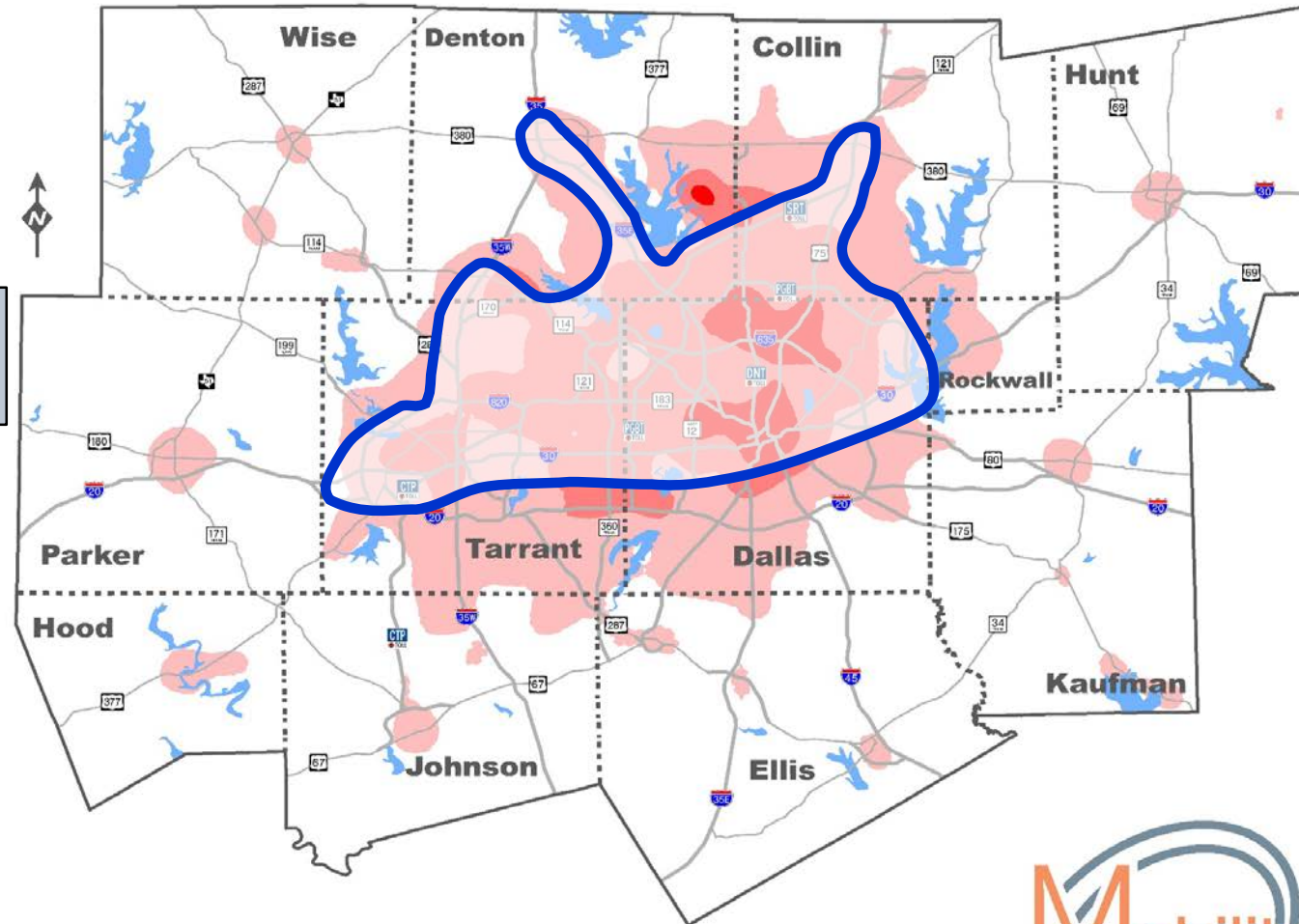
Congestion Index



Within Boundary – Year 2018

13% Land Area

79% Vehicle Hours of Congestion Delay

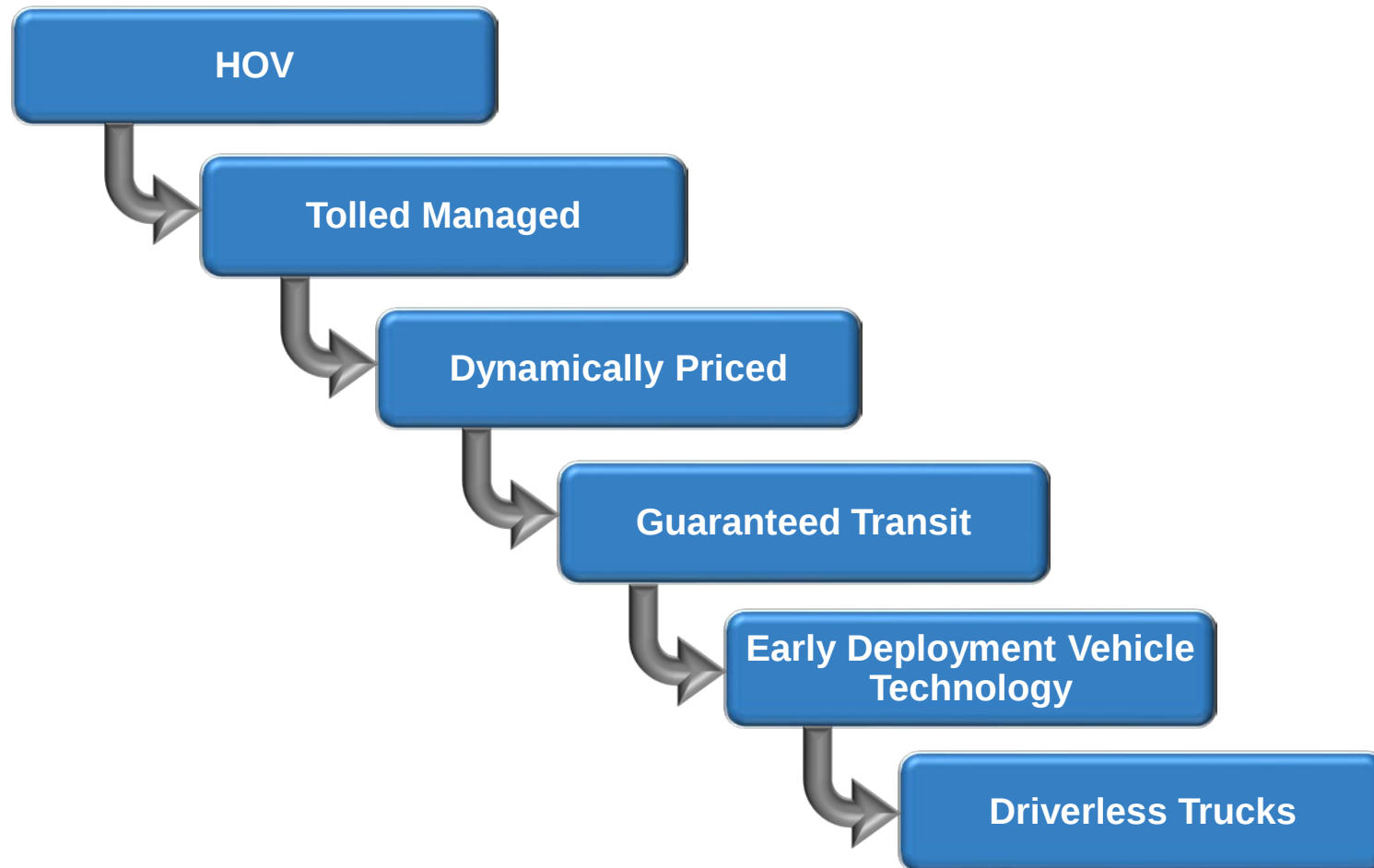


Cost of Congestion/Delay: \$11.9 billion

Congestion Index is based on a percent increase in travel time.



Managed Lanes Evolution



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