PERFORMANCE MEASURES TARGET SETTING: ROADWAY SAFETY AND TRANSIT ASSET MANAGEMENT

Regional Transportation Council

Sonya Landrum and Shannon Stevenson
North Central Texas Council of Governments
Action Item
February 14, 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.
Performance Based Planning

- Performance Measures
- Targets
- Regional Goals (Mobility 2045)
- Project Selection/Funding (2019-2022 TIP)
- Measure System Performance and Report Progress to Target

Options:
- Option A
- Option B
- Option C
### TxDOT Safety Performance Targets and Reduction Schedule

<table>
<thead>
<tr>
<th></th>
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</tr>
</thead>
<tbody>
<tr>
<td>No. of Fatalities</td>
<td>3,703.08</td>
<td>665.2</td>
<td>3,791.0</td>
<td>599.2</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Fatality Rate</td>
<td>1.432</td>
<td>0.960</td>
<td>1.414</td>
<td>0.838</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>No. of Serious Injuries</td>
<td>17,565.4</td>
<td>3,647.8</td>
<td>17,751.0</td>
<td>3999.6</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Serious Injury Rate</td>
<td>6.740</td>
<td>5.180</td>
<td>6.550</td>
<td>5.568</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>No. of Non-motorized Fatalities and Serious Injuries</td>
<td>2,150.6</td>
<td>560.0</td>
<td>2,237.6</td>
<td>582.4</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
</tbody>
</table>

Two percent reduction by Target Year 2022.

Targets are based on a five-year rolling average (2014 – 2018) for 2019.

Proposed reduction from original trend line projections.
Recommended RTC Safety Performance Targets
Resolution Components


Affirm Regional Safety Position with Aspirational Goal:

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.

Transmittal of RTC Support for TxDOT Safety Targets to TxDOT.
Transit Asset Management (TAM)

Images: DART, DCTA, FWTA, and NCTCOG
Transit Asset Management Regional Targets Adopted: Propose to Maintain

<table>
<thead>
<tr>
<th>Asset Category</th>
<th>Target</th>
<th>Metric</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rolling Stock</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>(transit vehicles)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Infrastructure</td>
<td>0%</td>
<td>Rail track segments with performance restrictions</td>
</tr>
<tr>
<td>(rail track)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Equipment</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>(transit support vehicles)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Facilities</td>
<td>0%</td>
<td>Transit facilities rated below “Adequate” (3.0) on the industry standard Transit Economic Requirements Model (TERM) scale</td>
</tr>
<tr>
<td>(buildings, stations, park and rides)</td>
<td></td>
<td></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

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

Observe Data and Adjust Actions Based on Performance
Recommended RTC Action*

Reaffirm support for TxDOT Safety Performance Targets for 2018 and agree to support TxDOT targets for 2019 – 2022.

Reaffirm 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.


* STTC Recommended RTC Adoption of Proposed Targets
Contacts

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Transit Asset Management

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February 14, 2019

Regional Transportation Council – Action Item
INFRA Discretionary Grant Program – FY 2019 Overview & Proposed Projects for Submittal

Source: USDOT INFRA Discretionary Grants – www.transportation.gov/buildamerica/infragrants
INFRA Discretionary Grant Program

Program Overview

- **INFRA** – **Infrastructure For Rebuilding America**
- Discretionary grant program authorized under the Fixing America’s Surface Transportation (FAST) Act through 2020
- Fiscal Year (FY) 2019: **$855 – 902.5 million** available nationwide
- Key program objectives:
  - Supporting economic vitality at the national and regional level
  - Leveraging Federal funds to attract non-Federal infrastructure investment sources
  - Deploying innovative technology, project delivery approaches, and financing options
  - Holding grant recipients accountable for their performance
- TxDOT awarded **$65 million** in INFRA FY 2018 funds for North Tarrant Express Segment 3C – IH 35W (Eagle Parkway to North Tarrant Parkway)
INFRA Discretionary Grant Program
Award Details, Cost Sharing, and Utilization

- Project award minimum and distribution:
  - Large Project (> $100 million) = $25 million; Small Project (< $100 million) = $5 million
  - 25% of available funding to be dedicated to rural projects
  - Approximately $200 million of authorized FY 2016-2020 INFRA funds remain for freight rail, port, and intermodal projects ($500 million aggregate of $4.5 billion under the FAST Act)

- Cost sharing:
  - Maximum share of future eligible project costs – 60% INFRA / 80% total Federal assistance
  - Cost share requirements differ from the Leveraging Selection Criteria, which considers the extent to which an applicant proposes to use non-Federal funding

- FY 2019 INFRA grant funds must be obligated by September 30, 2022
- Project construction must begin by March 30, 2024
INFRA Discretionary Grant Program
Regional Project Selection Methodology

- Select projects in both the east and west sub-regions of North Central Texas
- Evaluate project readiness/prioritization and merit criteria compatibility
- Identify partnership opportunities with TxDOT, other transportation providers (public and/or private), and/or local governments
- Review recent discretionary grant project submittals (TIGER, FASTLANE, BUILD, INFRA, etc.), USDOT debriefings, and composition of awarded projects
- Analyze locations with potential to maximize non-Federal revenue leverage
- Examine “exposed” corridor segments, advanced phasing prospects, and potential to strategically address system deficiencies
- Determine significant economic development opportunities with needed transportation catalysts
Staff proposes the Regional Transportation Council (RTC)/North Central Texas Council of Governments (NCTCOG) submit the following projects:

<table>
<thead>
<tr>
<th>Project</th>
<th>Matching Funds</th>
<th>Proposed INFRA Request</th>
<th>Total Project Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>North Texas Multimodal Operations, Velocity, Efficiency &amp; Safety (MOVES) Program</td>
<td>$5 Million (Engineering)</td>
<td>$58 Million</td>
<td>$105 Million</td>
</tr>
<tr>
<td>IH 30 Rockwall County – Lake Ray Hubbard Bridge</td>
<td>N/A</td>
<td>$100 Million</td>
<td>$214 Million</td>
</tr>
<tr>
<td>North Texas Partnership Toward National Highway System (NHS) Bridge Performance Goals</td>
<td>$10 Million</td>
<td>$113.1 Million</td>
<td>$190.1 Million</td>
</tr>
</tbody>
</table>

1. Combination of Local, Regional, State, or other Federal funds.
Proposed NCTCOG Projects – INFRA

North Texas MOVES Program
Proposed NCTCOG Projects – INFRA
IH 30 Rockwall County – Lake Ray Hubbard Bridge

- Build 3-lane frontage roads (shown in red) in each direction between Dalrock Road and Horizon Road – **completes full 4-mile Lake Ray Hubbard crossing**
- Barrier-separated 8-foot sidewalk (westbound) and 12-foot shared-use path (eastbound) per Mobility 2045 Plan Veloweb recommendations
- Ultimate interchanges at Dalrock Road, Horizon Road, and FM 740
- Sets stage for future general purpose lane improvements (shown in yellow)
Proposed NCTCOG Projects – INFRA
North Texas Partnership Toward NHS Bridge Performance Goals

- From November 2018 RTC Action (Agenda Item #4):
  - “NCTCOG supports TxDOT statewide 2022 ‘Good/Poor Condition’ targets for National Highway System (NHS) bridges”
  - “Collaboration with TxDOT to plan and program projects contributing toward accomplishment of bridge goals will also including the following action: NCTCOG will focus on expedited programming to improve NHS bridges in poor condition”

<table>
<thead>
<tr>
<th>Bridges*</th>
<th>2018 Baseline</th>
<th>2022 Target</th>
</tr>
</thead>
<tbody>
<tr>
<td>Good Bridge Condition</td>
<td></td>
<td></td>
</tr>
<tr>
<td>All National Highway System Facilities</td>
<td>50.63%</td>
<td>50.42%</td>
</tr>
<tr>
<td>Poor Bridge Condition</td>
<td></td>
<td></td>
</tr>
<tr>
<td>All National Highway System Facilities</td>
<td>0.88%</td>
<td>0.80%</td>
</tr>
</tbody>
</table>

* Based on total deck area.
## Proposed NCTCOG Projects – INFRA
### North Texas Partnership Toward NHS Bridge Performance Goals

<table>
<thead>
<tr>
<th>Facility Carried</th>
<th>Feature(s) Crossed</th>
<th>County</th>
<th>Allocated Funds</th>
<th>INFRA Grant Request</th>
<th>Project Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>SH 310</td>
<td>S. Lamar St, Budd St, &amp; UP R/R</td>
<td>Dallas</td>
<td>$9,639,588.60</td>
<td>$6,426,392.40</td>
<td>$16,065,981.00</td>
</tr>
<tr>
<td>Loop 12 NB to IH 35E NB</td>
<td>IH 35E SB</td>
<td>Dallas</td>
<td>$0.00</td>
<td>$1,782,995.76</td>
<td>$1,782,995.76</td>
</tr>
<tr>
<td>St. Francis Ave NB</td>
<td>IH 30</td>
<td>Dallas</td>
<td>$5,000,000.00</td>
<td>$20,000,000.00</td>
<td>$25,000,000.00</td>
</tr>
<tr>
<td>St. Francis Ave SB</td>
<td>IH 30</td>
<td>Dallas</td>
<td>$5,000,000.00</td>
<td>$20,000,000.00</td>
<td>$25,000,000.00</td>
</tr>
<tr>
<td>FM 3163 (Milam Rd)</td>
<td>IH 35</td>
<td>Denton</td>
<td>$0.00</td>
<td>$30,000,000.00</td>
<td>$30,000,000.00</td>
</tr>
<tr>
<td>US 80 EB</td>
<td>East Fork Trinity River</td>
<td>Kaufman</td>
<td>$5,930,620.80</td>
<td>$3,953,747.20</td>
<td>$9,884,368.00</td>
</tr>
<tr>
<td>FM 460</td>
<td>US 80</td>
<td>Kaufman</td>
<td>$4,689,155.40</td>
<td>$3,126,103.60</td>
<td>$7,815,259.00</td>
</tr>
<tr>
<td>IH 30 WB</td>
<td>FM 1903</td>
<td>Hunt</td>
<td>$15,369,780.00</td>
<td>$10,246,520.00</td>
<td>$25,616,300.00</td>
</tr>
<tr>
<td>IH 30 EB</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>IH 30</td>
<td>FM 1565 O-P</td>
<td>Hunt</td>
<td>$25,616,300.00</td>
<td>$3,000,000.00</td>
<td>$28,616,300.00</td>
</tr>
<tr>
<td>IH 35W NB</td>
<td>IH 35W SB Alvarado Exit</td>
<td>Johnson</td>
<td>$4,300,000.00</td>
<td>$3,600,000.00</td>
<td>$7,900,000.00</td>
</tr>
<tr>
<td>US 180</td>
<td>Dry Creek</td>
<td>Parker</td>
<td>$1,500,000.00</td>
<td>$1,000,000.00</td>
<td>$2,500,000.00</td>
</tr>
<tr>
<td>US 287 NB</td>
<td>Carey Street</td>
<td>Tarrant</td>
<td>$0.00</td>
<td>$5,000,000.00</td>
<td>$5,000,000.00</td>
</tr>
<tr>
<td>US 287 SB</td>
<td>Lancaster Ave</td>
<td>Tarrant</td>
<td>$0.00</td>
<td>$5,000,000.00</td>
<td>$5,000,000.00</td>
</tr>
<tr>
<td><strong>TOTAL (14 Bridges)</strong></td>
<td></td>
<td></td>
<td><strong>$77,045,444.80</strong></td>
<td><strong>$113,135,758.96</strong></td>
<td><strong>$190,181,203.76</strong></td>
</tr>
</tbody>
</table>
INFRA Discretionary Grant Program
RTC Action Requested

- Recommend approval of projects proposed for submittal by RTC/NCTCOG for INFRA Grant funding:
  - North Texas Multimodal Operations, Velocity, Efficiency, & Safety (MOVES) Program
  - IH 30 Rockwall County – Lake Ray Hubbard Bridge
  - North Texas Partnership Toward Accomplishment of NHS Bridge Performance Goals

- Direct staff to administratively amend the Transportation Improvement Program (TIP), the Statewide TIP, and other planning/administrative documents to include the INFRA projects, if selected
## INFRA Discretionary Grant Program

### Timeline

<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
</tr>
</thead>
<tbody>
<tr>
<td>December 21, 2018</td>
<td>INFRA Notice of Funding Opportunity Announced</td>
</tr>
<tr>
<td>January 25, 2019</td>
<td>STTC Information</td>
</tr>
<tr>
<td>February 14, 2019</td>
<td>RTC Action</td>
</tr>
<tr>
<td>February 22, 2019</td>
<td>STTC Endorsement of RTC Action</td>
</tr>
<tr>
<td>February 28, 2019</td>
<td>Executive Board Approval</td>
</tr>
<tr>
<td>March 4, 2019</td>
<td>INFRA Application Deadline (<a href="http://www.grants.gov">www.grants.gov</a>)</td>
</tr>
</tbody>
</table>

March 4, 2019 is the INFRA Application Deadline, where applications can be submitted via [www.grants.gov](http://www.grants.gov).
# Contact Information

<table>
<thead>
<tr>
<th>Name</th>
<th>Title</th>
<th>Phone Number</th>
<th>Email</th>
</tr>
</thead>
<tbody>
<tr>
<td>Natalie Bettger</td>
<td>Senior Program Manager</td>
<td>(817) 695-9280</td>
<td><a href="mailto:nbettger@nctcog.org">nbettger@nctcog.org</a></td>
</tr>
<tr>
<td>Dan Lamers</td>
<td>Senior Program Manager</td>
<td>(817) 695-9263</td>
<td><a href="mailto:dlamers@nctcog.org">dlamers@nctcog.org</a></td>
</tr>
<tr>
<td>Christie Gotti</td>
<td>Senior Program Manager</td>
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<td><a href="mailto:cgotti@nctcog.org">cgotti@nctcog.org</a></td>
</tr>
<tr>
<td>Karla Weaver</td>
<td>Senior Program Manager</td>
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<td><a href="mailto:kweaver@nctcog.org">kweaver@nctcog.org</a></td>
</tr>
<tr>
<td>Jeff Hathcock</td>
<td>Program Manager</td>
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<td><a href="mailto:jhathcock@nctcog.org">jhathcock@nctcog.org</a></td>
</tr>
<tr>
<td>Jeffrey C. Neal</td>
<td>Program Manager</td>
<td>(817) 608-2345</td>
<td><a href="mailto:jneal@nctcog.org">jneal@nctcog.org</a></td>
</tr>
<tr>
<td>Shannon Stevenson</td>
<td>Program Manager</td>
<td>(817) 608-2304</td>
<td><a href="mailto:sstevenson@nctcog.org">sstevenson@nctcog.org</a></td>
</tr>
</tbody>
</table>

# Application Preparation

<table>
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<tr>
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<tbody>
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<td>Jeffrey C. Neal</td>
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<td><a href="mailto:jneal@nctcog.org">jneal@nctcog.org</a></td>
</tr>
</tbody>
</table>

February 14, 2019

Regional Transportation Council – Action Item
INFRA Discretionary Grant Program – FY 2019 Overview & Proposed Projects for Submittal
Federal Update

FY 2019 Appropriations
Continuing Resolution extended FY 2018 funding levels through Feb. 15

New bill likely to avert second partial government shutdown
Conference committee reached an agreement to fund the government for FY 2019
Pending House and Senate votes today
President must sign before midnight Friday to avoid shutdown

Monitoring latest developments today and tomorrow
Congressional Committee Hearings

New infrastructure bill is a priority – FAST Act expires in 2020

House Transportation & Infrastructure Committee – Feb. 6
  Successful gas tax increases by states, committee support for gas tax increase
  Private investors waiting for Congress to act on infrastructure
  National VMT fee must come with support for electric vehicle charging infrastructure

Senate Commerce, Science, and Transportation Committee – Feb. 13
  Witnesses supported VMT/user fee and gas tax increase
  Some members concerned gas tax is regressive and HTF being used for non-interstate projects
  Many senators concerned about safety of roads and bridges
Congressional Budget Office Report

CBO released annual *Budget and Economic Outlook* in January

10-year projection continues to show decreasing revenues from gas tax (18.4 cents/gallon since 1993)

Decline in revenues projected to slow (compared to 2018 forecast) due to repeal of Obama CAFE standards

- Receipts for 2019-2023 now projected $400-$500 million higher per year
- Receipts for 2024-2028 projected at $600 million-$1.2 billion higher per year

Obama administration scheduled increases in fuel economy; Trump administration announced proposed rules to repeal scheduled increase in CAFE
86th Texas Legislature

**FY 2020-21 Statewide Appropriations**

<table>
<thead>
<tr>
<th>SENATE BILL 1</th>
<th>HOUSE BILL 1</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fiscal Year 2020-2021 Total: $243B</td>
<td>Fiscal Year 2020-2021 Total: $247B</td>
</tr>
<tr>
<td>TxDOT: $31.6B</td>
<td>TxDOT: $31.3B</td>
</tr>
<tr>
<td>Prop 1: Estimated $4.3B</td>
<td>Prop 1: Estimated $4.3B</td>
</tr>
<tr>
<td>Prop 7: Estimated $5.1B</td>
<td>Prop 7: Estimated $5.1B</td>
</tr>
<tr>
<td>TERP: $154.7M</td>
<td>TERP: $154.7M</td>
</tr>
<tr>
<td>LIRAP/LIP: $0M</td>
<td>LIRAP/LIP: $96.6M</td>
</tr>
</tbody>
</table>
House Committees of Interest

Transportation

Chair-Canales, Vice Chair-Landgraf, Y. Davis, Krause, A. Martinez, Raney, Thompson, Bernal, Goldman, Hefner, Leman, Ortega, Thierry

Environmental Regulation

Chair-Lozano, Vice Chair-Ed Thompson, Kuempel, Lozano, Reynolds, Blanco, Kacal, Morrison, John Turner, Zwiener

Defense & Veteran Affairs

Chair-Flynn, Vice Chair-Tinderholt, Hinojosa, Lozano, Ramos, Reynolds, Romero, District 125

Appropriations

Chair-Zerwas, Vice Chair-Longoria, Rose, Capriglione, Sherman, Stucky, John Turner
Senate Committees of Interest

Transportation
Chair-Nichols, Vice Chair-Hancock, Alvarado, Hinojosa, Kolkhorst, Perry, Rodriguez, Schwertner, West

Natural Resources & Economic Development
Chair-Birdwell, Vice Chair-Zaffirni, Fallon, Flores, Hancock, Hinojosa, Hughes, Miles, Paxton, Powell, Rodriguez

Veteran Affairs & Border Security
Chair-Campbell, Vice Chair-Hall, Johnson, Lucio, Menendez, Schwertner, Seliger

Finance
Chair-Nelson, Vice Chair-Hinojosa, Bettencourt, Birdwell, Campbell, Flores, Hancock, Huffman, Kolkhorst, Nichols, Perry, Taylor, Watson, West, Whitmire
86th Texas Legislature

Bill Topics of Interest

• Air Quality: TERP, LIRAP/LIP
• CDAs
• Tolls
• High Speed Rail
• New Revenue: Transportation, Economic Stabilization Fund
• Safety: Cell Phones & Driving, Red Light Cameras
• Technology: Autonomous Vehicles, Unmanned Aircraft

No Bill Actions at This Time
Questions and Comments

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Kyle Roy  
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https://www.nctcog.org/legislative
Regional Transportation Council
February 14, 2018

Natalie Bettger
Task Force Purpose

Promote and Accelerate the Safe and Efficient Integration of Unmanned Aircraft Systems (UAS) into the DFW Region

Identify and Recommend Solutions

Mitigate Reckless UAS Operations
Task Force Members

- Airports
- Military
- Public Safety
- UAS Industry Representatives (Training, Manufacturers, etc.)
- NCTCOG Staff (911, Emergency Preparedness, and Transportation)
- Cities, Counties, TxDOT, and FAA
- Universities
Programming

UAS Safety and Integration Task Force

Safety

Integration

Education
- Know Before You Fly Workshops
- Airport/Military Facility Risks

Legislation
- Regional Ordinance
- Statewide Legislation
- Permitting

Training
- Training Standards
- PSURT/Enforcement
- Promote UAS Training
- Industry Growth

Flight Testing
- Various UAS Applications
- Airspace Integration

Public Awareness
- UAS Applications
- UAS Careers
Working Groups

Four Working Groups

• Education and Public Awareness
• Legislation
• Training
• Integration

Working Group Tasks

• Identify issues
• Make recommendations
• Identify task force members that can act on solutions
• Determine if a solution is scalable
• Identify funding for possible solutions
• Establish working group leaders
• Report all findings to task force
What’s Next

Task Force Meeting – February 18
Presentations
- Bell/NASA, NASA SIO Program and Air Taxi Integration
- Navy, UAS and the Navy
- Lone Star UAS Center of Excellence & Innovation, Urban Air Mobility Testing Ground

Working Group Meetings – February 25

Know Before You Fly Workshop RFQ
Federal-State Partnership for State of Good Repair Program Grant

Program Overview and Notice of Funding Opportunity

REGIONAL TRANSPORTATION COUNCIL
FEBRUARY 14, 2019

Shannon Stevenson
Program Manager, Transit Planning & Operations
North Central Texas Council of Governments
State of Good Repair Program Grant

Overview

Agency
Federal Railroad Administration

Purpose
Reduce State of Good Repair backlog; improve intercity passenger rail (Amtrak) performance

Eligible Projects
Replace existing assets
Replace existing assets with assets that increase capacity or provide a higher level of service
Bring existing assets to a State of Good Repair

1Projects must ensure that service can be maintained while existing assets are brought to a State of Good Repair.
2Double-tracking alone is not eligible.
State of Good Repair Program Grant

Eligibility Information

Funding Highlights
$272 million available (no project minimum or maximum)
Due: Monday, March 18, 2019
Minimum 20% local match required

Preference
Joint applications
≥ 50% local match

Key Objectives
Support Economic Vitality
Leverage Federal Funding
Prepare for Future Operations/Maintenance Costs
Innovative Approaches to Safety and Project Delivery
Accountability
State of Good Repair Program Grant
Potential Project

Trinity Railway Express Corridor Improvements
Potential project components related to improvement on railroad assets’ state of good repair, corridor capacity, system performance, safety, etc.

Shared corridor of Intercity Passenger Rail and Commuter Rail

Strong regional interests and well-established partnerships via recent or concurrent discretionary grant projects submittal (BUILD, INFRA, etc.)
- Dallas Area Rapid Transit
- Trinity Metro
- BNSF Railway
- Amtrak

BNSF: Burlington Northern and Santa Fe
Potential Project Component 1
Bridge Replacement and Double Tracking from Handley Ederville Road to Precinct Line Road.
• Rock Creek Bridge
• Walkers Creek Bridge
• Mesquite Creek Bridge

Potential Project Component 2 *
Bridge Replacement and Double Tracking from Medical Market Center to Stemmons Freeway Bridge.
• Obsession Bridge
• Inwood Bridge
• Knights Branch Bridge

* Also included in INFRA 2019 application NCTCOG is developing.
# State of Good Repair Program Grant

## Timeline

<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
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<tbody>
<tr>
<td>November 16, 2018</td>
<td>Notice of Funding Opportunity Announced</td>
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<tr>
<td>January 25, 2019</td>
<td>STTC Information</td>
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<tr>
<td>February 14, 2019</td>
<td>RTC Information</td>
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<tr>
<td>February 22, 2019</td>
<td>STTC Action</td>
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<tr>
<td>March 8, 2019</td>
<td>Request Deadline for Letters of Support</td>
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<tr>
<td>March 14, 2019</td>
<td>RTC Action</td>
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<tr>
<td>March 18, 2019</td>
<td>Grant Application Deadline</td>
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<tr>
<td>March 28, 2019</td>
<td>Executive Board Action (Endorsement)</td>
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</tbody>
</table>
Contact Information

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Policy Position on Communication with Tribal Nations

Regional Transportation Council Information Item
February 14, 2019
Jeff Neal
Facilitate tribal nations’ meaningful participation in the transportation planning process by recognizing tribal nations’ interests and rights and by ensuring communication and coordination are tailored to meet their needs and interests.

This can be accomplished through collaboration with tribal nation governments; with tribal nation citizens who are residents of North Central Texas; and with tribal nations’ permission, between tribal nations and transportation partners.

Utilize appropriate federal and state protocols, maximizing effective and efficient communications with tribal nations.
GOALS FOR COMMUNICATION

Developing mutual respect
Building communication channels
Ensuring two-way dialogue
Identifying and engaging early transportation planning opportunities prior to decision making
AUTHORITY FOR FEDERAL AGENCIES

US Constitution, Article I Section 8 "Commerce Clause"
Legal obligation for federal agencies to engage in government-to-government consultation with tribes
Tribal nations are sovereign nations

National Historic Preservation Act
Consultation related to areas of religious and cultural significance, historic properties

National Environmental Policy Act
Consultation related to social or cultural relationship to physical environment

For additional authorities
Tribal Consultation Best Practices In Historic Preservation
Providing technical assistance that helps tribal nation governments participate more actively in transportation planning.

Engaging tribal nations through in-person dialogue and written correspondence.

Developing a strategic direction document or plan outlining communication and coordination protocols with the input and collaboration of tribal nations.

Establishing formal agreements for coordination with interested tribal nations.

Developing and delivering internal staff training on how to communicate respectfully and effectively with tribal nation governments.
Nationally and locally, transportation projects have sought and incorporated tribal nations’ input. Texas Department of Transportation is working with tribes to develop an interpretive panel about tribal history and current tribal presence as part of mitigation for a new bridge over Waxahachie Creek in Ellis County.
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AIRCHECKTEXAS VEHICLE REPAIR AND REPLACEMENT PROGRAM UPDATE

Regional Transportation Council

February 14, 2019

Chris Klaus
Senior Program Manager
North Central Texas Council of Governments
BACKGROUND

AirCheckTexas Established in 2002 (77th Legislature)

Helps Low-Middle Income Residents Repair or Replace Vehicles That Fail an Inspection or Are 10 Years Old and Older

Available to Residents in 9 Participating Counties

Funded by $6 Fee Collected on All 1996 & Newer Vehicle Registrations*

Assistance Provided Through Vouchers Up to $600 for Repairs, Up to $3,500 for Replacements

*All participating counties in North Texas stopped collecting fee in 2017 after funding was vetoed.
ACCOMPLISHMENTS

AirCheckTexas Began in November 2002

Through January 2019

Applications Processed: 137,633
Vehicles Repaired: 35,084
Vehicles Retired and Replaced: 36,908
Total Financial Assistance: $121 Million

Significant Emission Reduction Benefits: 140 tons/year NOx
CURRENT SITUATION

FY2018-2019 Funding Vetoed by Governor Abbott in June 2017 (85th Legislative Session)

Maintained Operations From Carryover of Previous Appropriations (84th Legislative Session)

Carryover Funding Expires End of FY2019

Therefore:

April 8, 2019 = Last Day Applications Will Be Accepted

June 28, 2019 = Last Day to Incur Expenses

Unspent Carryover Returned to State = $18.3 Million (approximate)
RTC 86TH LEGISLATIVE AGENDA

Reinstate the Appropriation of Dedicated Revenues to the LIRAP and LIP Through a Restructured and Modernized Program Focused on Transportation and Air Quality Improvements.

Support Current Allocation in HB1:

Fiscal Year 2020 = $35,458,404
Fiscal Year 2021 = $53,798,957

Appropriate LIRAP/LIP’s Residual Balance of Previously Collected Funds; Modernize And Increase Flexibility In LIP.
BILL TO MODERNIZE STATUTE

Redirect Clean Air Account Funds to LIP Efforts

Expand, Support/Continue Current LIP Efforts

Maintain an Air Quality Focus

  Emissions Enforcement, Including Fraudulent Temporary Tags

Clean Vehicle Incentives

Transportation System Improvements

Other Air Quality Programs
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