

**PERFORMANCE MEASURES TARGET SETTING:
ROADWAY SAFETY AND
TRANSIT ASSET MANAGEMENT**

Surface Transportation Technical Committee

**Kevin Kroll and Jing Xu
North Central Texas Council of Governments
Action Item
January 25, 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	2,150.6	559.8	2,237.6	582.4

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

Targets are revisited annually.

Proposed reduction from original trend line projections.

Proposed 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.

Affirm NCTCOG Support for TxDOT's Safety Performance Targets for 2018 – 2022

Transmittal of Approved Safety Targets to TxDOT

Resolution Effective Immediately

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, FUTA, and NCTCOG

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
 Emphasis Area #2	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.

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).

Proposed Transit Asset Management Targets Resolution Components

Affirm Transit Asset Management Targets for 2018 – 2022

Continue to Coordinate with Transit Providers

Consistent Transit Asset Management Definitions

Potential Enhanced Performance Measures for the Region's Transit System

Transmittal of Approved Transit Asset Management Targets to TxDOT

Resolution Effective Immediately

Action Requested

Recommend RTC Approval to Adopt and Reaffirm Positions:

Safety Performance Targets and Projections:

Reaffirm NCTCOG support for TxDOT's Safety Performance Targets for 2018 and approve support for targets for 2019 – 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.

Adopt resolution that documents compliance with federal requirements.

Reaffirm Transit Asset Management Regional Targets for 2018, approve targets for 2019 – 2022, and adopt resolution that documents compliance with federal requirements.

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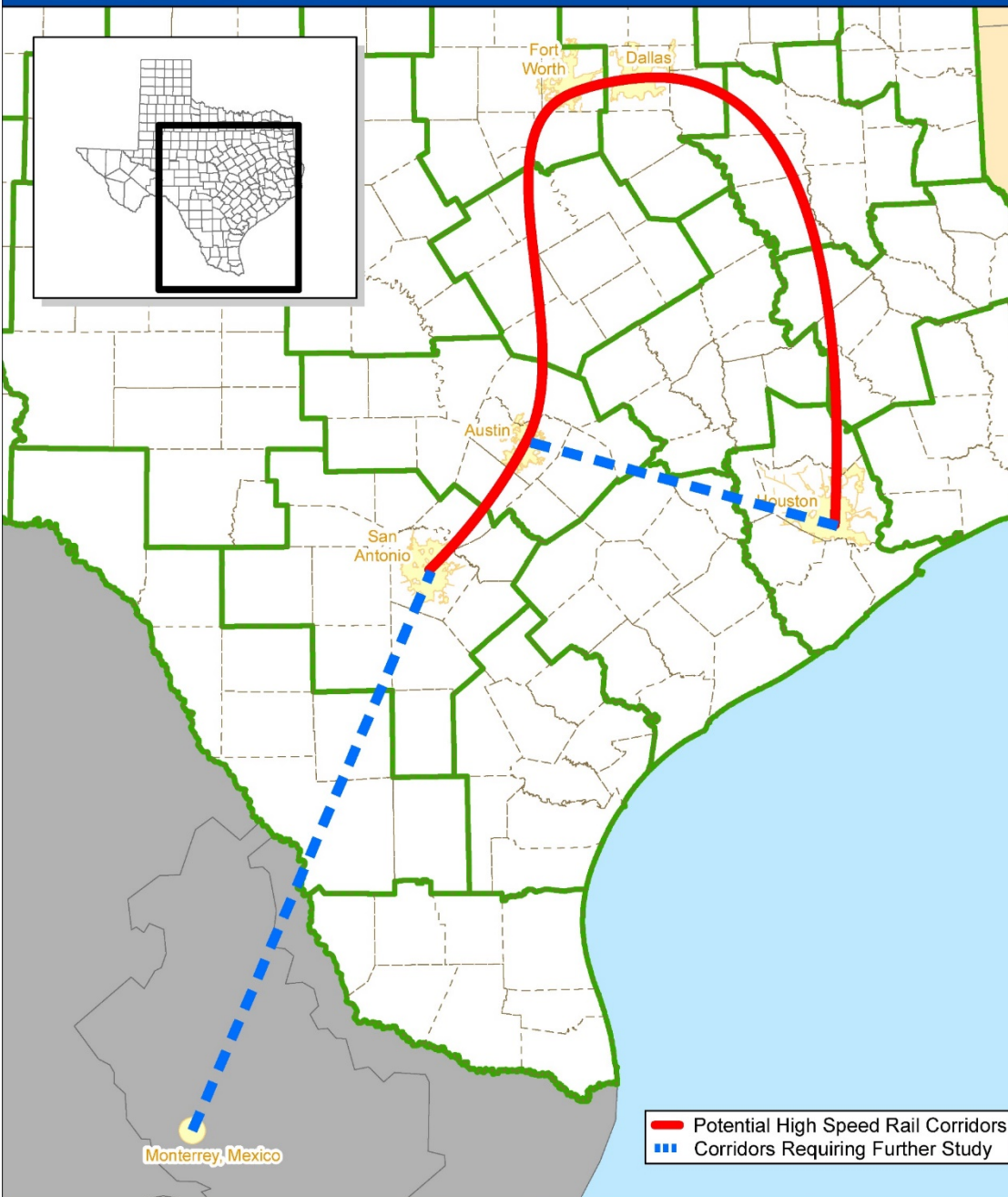
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TOP FIVE RTC POLICY INITIATIVES FOR 2019

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

January 25, 2019





Public Transit Engineering and Planning

Collin County Transit

Southern Dallas County Transit

Tarrant County Transit

Social Service Transit Pass Program

First Mile / Last Mile Nodes

Passenger Rail / Freeway Interface

TOLL ROADS VS. TOLLED MANAGED LANES

Technology Advances

People Mover Systems

Technology-Based Transit

Technology-Based Carpooling

Autonomous Vehicles

next AMAZON

Legislative Update

SURFACE TRANSPORTATION TECHNICAL COMMITTEE | JANUARY 25, 2019

REBEKAH HERNANDEZ

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 updates have begun and are sent every Friday

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

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](#)

86th Texas Legislature

FY 2020-21 Statewide Appropriations

SENATE BILL 1

Fiscal Year 2020-2021 Total: \$243B

TxDOT: \$31.6B

Prop 1: Estimated \$4.3B

Prop 7: Estimated \$5.1B

TERP: \$154.7M

LIRAP/LIP: \$0M

HOUSE BILL 1

Fiscal Year 2020-2021 Total: \$247B

TxDOT: \$31.3B

Prop 1: Estimated \$4.3B

Prop 7: Estimated \$5.1B

TERP: \$154.7M

LIRAP/LIP: \$96.6M

86th Texas Legislature

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

Air Quality

Tolls

Transportation Revenue

Economic Stabilization Fund

Safety

Technology

Transit

Questions and Comments

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Federal-State Partnership for State of Good Repair Program Grant

Program Overview and Notice of Funding Opportunity

SURFACE TRANSPORTATION TECHNICAL COMMITTEE (STTC)

INFORMATION ITEM

JANUARY 25, 2019

Jing Xu

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State of Good Repair Program Grant

Overview

Agency: Federal Railroad Administration

Purpose: To fund capital projects to repair, replace, or rehabilitate qualified railroad assets to reduce the state of good repair backlog and improve intercity passenger rail performance.

Funding Opportunity:

- \$272 M available (no project maximum)
- Due: Monday, March 18, 2019
- Minimum 20% local match required

State of Good Repair Program Grant

Eligibility Information

Eligible Projects:

- Replace existing assets in-kind;
- Replace existing assets with assets that increase capacity or provide a higher level of service;
- Bring existing assets into a State of Good Repair;
- Ensure that service can be maintained while existing assets are brought to a State of Good Repair.

Preference given to joint applications; 50 percent or greater non-Federal match from multiple sources (including private sector).

Key Objectives: Supporting Economic Vitality; Leveraging Federal Funding; Preparing for Future Operations/Maintenance Costs; Innovative Approaches to Safety and Project Delivery; Accountability.

State of Good Repair Program Grant

Potential Regional Candidate Project

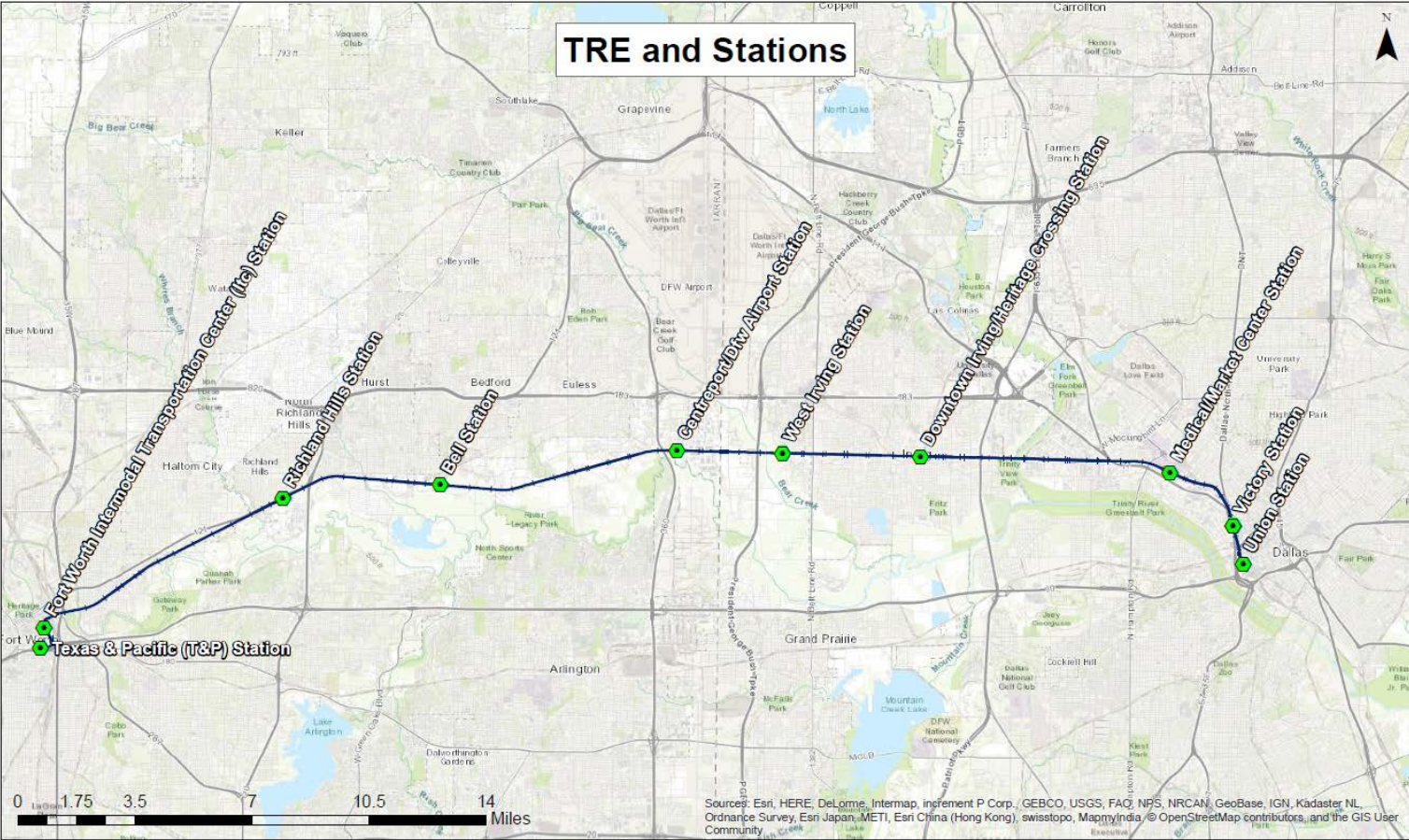
Trinity Railway Express Express Corridor State of Good Repair Improvements

- Strong regional interests and well established partnerships via recent or concurrent discretionary grant projects submittal (BUILD, INFRA, etc.).
- Shared corridor of Intercity Passenger Rail and Commuter Rail.
- Potential project components related to improvement on railroad assets' state of good repair, corridor capacity, system performance, safety, and so on.




State of Good Repair Program Grant

Potential Regional Candidate Project Location



State of Good Repair Program Grant

Timeline

November 16, 2018	Notice of Funding Opportunity Announced
 January 25, 2019	STTC Information
February 14, 2019	RTC Information
February 22, 2019	STTC Action
March 8, 2019	Request Deadline for Letters of Support
March 14, 2019	RTC Action
March 18, 2018	Grant Application Deadline (www.grants.gov)
March 28, 2019	Executive Board Action (Endorsement)

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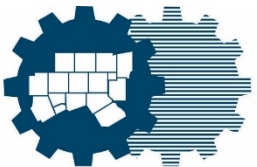
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Policy Position on Communication with Tribal Nations

Surface Transportation Technical Committee
Information Item
January 25, 2019

Kate Zielke



North Central Texas
Council of Governments

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](#)

MPO ROLE

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

PROJECT EXAMPLES

Hunter's Station Bridge in Forest County, Pennsylvania



Federal Highway Administration

Federal Highway Administration

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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INFRA INFRASTRUCTURE FOR
REBUILDING AMERICA

An illustration showing a perspective view of a road leading towards a bridge and a city skyline under a sky with a plane and mountains.

**GREATER LEVERAGE =
GREATER IMPACT**

**STREAMLINED PERMITTING =
FASTER PROJECT DELIVERY**

**HIGHER ACCOUNTABILITY =
BETTER PERFORMANCE**

**BROADER REACH =
STRONGER RURAL CONSIDERATIONS**



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

January 25, 2019

Surface Transportation Technical Committee – Information Item
INFRA Discretionary Grant Program Overview & FY 2019 Notice of Funding Opportunity

INFRA Discretionary Grant Program

Program Overview

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- **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, encouraging innovative project delivery approaches, and incentivizing use of innovative financing
 - ▣ 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

Applicant/Project Eligibility

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- Eligible applicants:
 - ▣ State, U.S. territory, local, or tribal governments
 - ▣ Government subdivisions including transit agencies, port authorities, and metropolitan planning organizations
- No more than 3 applications may be submitted by each applicant
- Eligible projects:
 - ▣ Highway freight project on the National Highway Freight Network (23 U.S.C. 167)
 - ▣ Highway or bridge project on the National Highway System including projects that add capacity on the Interstate System to improve mobility
 - ▣ Railway-highway grade crossing or grade separation project
 - ▣ Freight project within boundaries of a public or private freight rail, water (including ports), or intermodal facility

INFRA Discretionary Grant Program

Award Details, Cost Sharing, and Utilization

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- 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

Merit Criteria Evaluation

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- Support for National or Regional Economic Vitality
 - ▣ Benefit-Cost Analysis
 - ▣ Economic Competitiveness
- Leveraging of Federal Funds
- Potential for Innovation
 - ▣ Technology Deployment
 - ▣ Streamlined Project Delivery
 - ▣ Financing
- Performance and Accountability
- Project Readiness
- Large/Small Project Requirements



INFRA Discretionary Grant Program

Regional Project Selection Methodology

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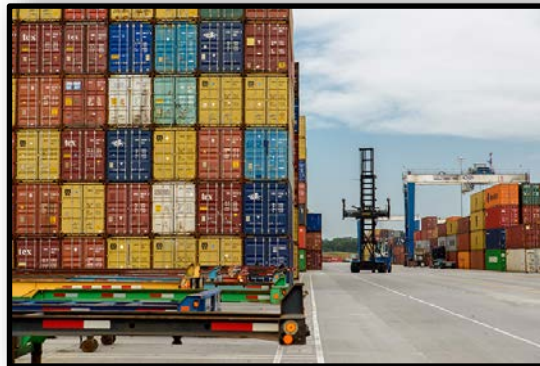
- Select projects in both the east and west sub-regions of North Central Texas
- Evaluate project readiness and prioritization (TIP, 10-Year Plan/UTP, etc.)
- Identify partnership opportunities with TxDOT, other transportation providers (public and/or private), and/or local governments
- Review recent 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 address system deficiencies
- Determine significant economic development opportunities with needed transportation catalysts

INFRA Discretionary Grant Program

Possible Project Candidates – Freight/Passenger Rail Integration

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- Regional transit agencies desire to expand passenger service to accommodate growing population
- Freight capacity through Dallas-Fort Worth is limited by Trinity Railway Express passenger operations
- System plan under development to match capacity investments between private rail and public rail entities enabling an improved network for all users



INFRA Discretionary Grant Program

Possible Project Candidates – Freight/Passenger Rail Integration (cont.)

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INFRA Discretionary Grant Program

Possible Project Candidates – Roadway

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- DFW Connector North Airport Interchange (including SH 114 TEXpress direct connections to DFW Airport and SH 121)
- IH 30 Dallas/Tarrant County – Cooper Street to SH 161/PGBT (including ultimate main lanes, TEXpress, and frontage roads)
- IH 30 Rockwall County – Dalrock Road to SH 205 (Lake Ray Hubbard bridge)*
- IH 35E/IH 35W Merge Interchange (Denton)
- IH 820 East – Ultimate Phase
- SH 114 Main Lanes – FM 156 to US 377 (Fort Worth/Northlake/Roanoke)
- SH 360 – Six Flags Drive to Abram Street (profile “flip” of Randol Mill Road interchange)

** Possible submittal by TxDOT*

INFRA Discretionary Grant Program

Timeline

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December 21, 2018	INFRA Notice of Funding Opportunity Announced
January 25, 2019	STTC Information
February 14, 2019	RTC Action
February 15, 2019	Request Deadline for Letters of Support (send to Rebekah Hernandez – rhernandez@nctcog.org)
February 22, 2019	STTC Endorsement of RTC Action
February 28, 2019	Executive Board Approval
March 4, 2019	INFRA Application Deadline (www.grants.gov)

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INFRA Discretionary Grant Program Overview & FY 2019 Notice of Funding Opportunity