

**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

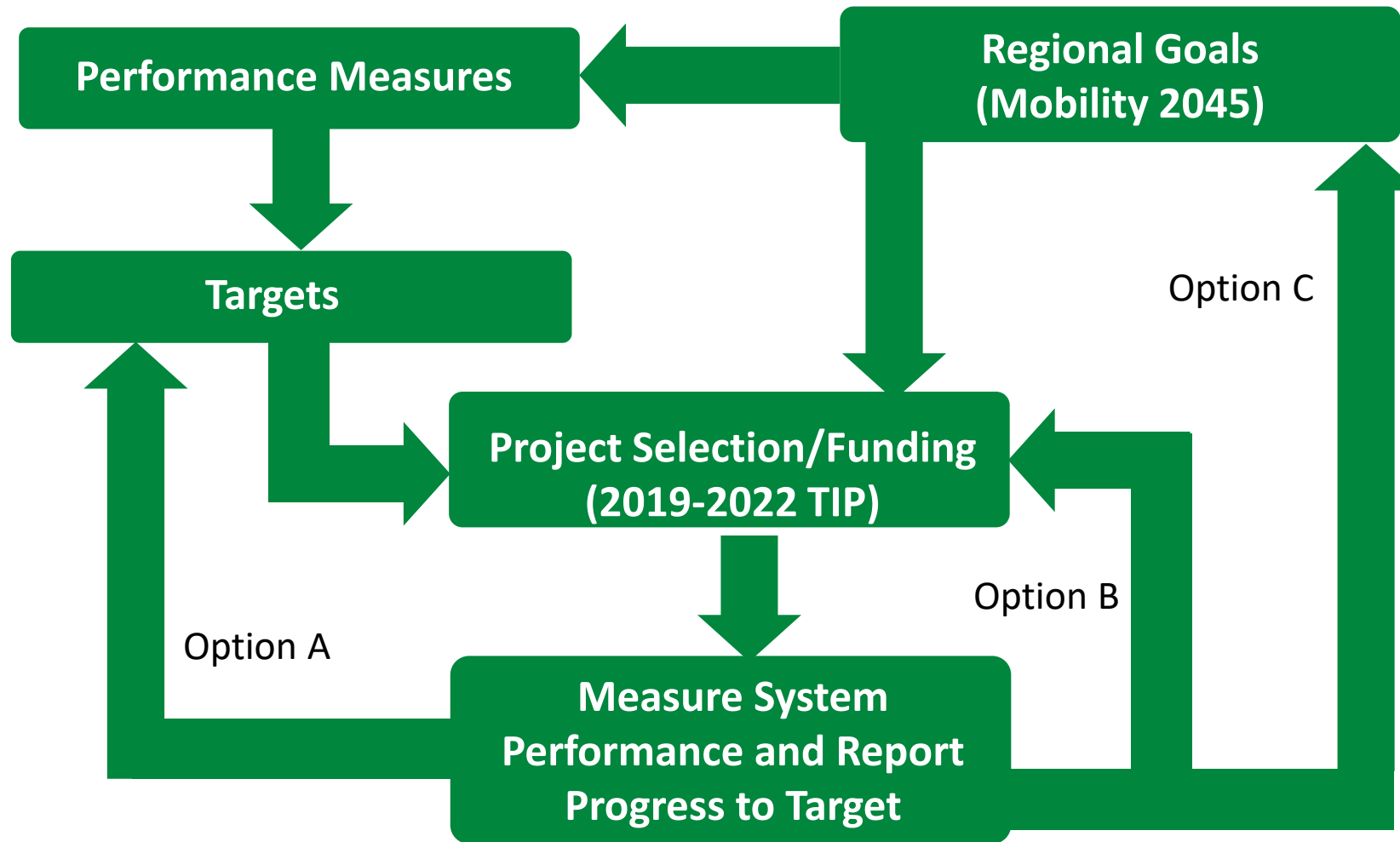
Established Regional Safety Position:

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



# TxDOT Safety Performance Targets and Reduction Schedule

Safety Performance Targets	2018 TxDOT Targets	2018 NCTCOG Targets	2019 TxDOT Targets	2019 NCTCOG Targets	2020 Targets	2021 Targets	2022 Targets
	0.4% Reduction		0.8% Reduction		1.2% Reduction	1.6% Reduction	2.0% Reduction
<b>No. of Fatalities</b>	3,703.08	665.2	3,791.0	599.2	-	-	-
<b>Fatality Rate</b>	1.432	0.960	1.414	0.838	-	-	-
<b>No. of Serious Injuries</b>	17,565.4	3,647.8	17,751.0	3999.6	-	-	-
<b>Serious Injury Rate</b>	6.740	5.180	6.550	5.568	-	-	-
<b>No. of Non-motorized Fatalities and Serious Injuries</b>	2,150.6	560.0	2,237.6	582.4	-	-	-

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 Support for TxDOT Safety Performance Targets for 2018 – 2022.

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, FFTA, and NCTCOG

# Transit Asset Management Regional Targets Adopted: Propose to Maintain

	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).



# 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.

Reaffirm Transit Asset Management Regional Targets for 2018 and approve targets for 2019 – 2022.

\* STTC Recommended RTC Adoption of Proposed Targets

# Contacts

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**INFRA** INFRASTRUCTURE FOR  
REBUILDING AMERICA

**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](http://www.transportation.gov/buildamerica/infragrants)

February 14, 2019

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

# 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, 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

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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

## 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/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

# INFRA Discretionary Grant Program

## Proposed NCTCOG Projects

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- Staff proposes the Regional Transportation Council (RTC)/North Central Texas Council of Governments (NCTCOG) submit the following projects:

Project	Matching Funds		Proposed INFRA Request	Total Project Cost
	RTC	Other Agency		
North Texas Multimodal Operations, Velocity, Efficiency & Safety (MOVES) Program	\$5 Million (Engineering)	\$42 Million	\$58 Million	\$105 Million
IH 30 Rockwall County – Lake Ray Hubbard Bridge	N/A	\$114 Million <sup>1</sup>	\$100 Million	\$214 Million
North Texas Partnership Toward National Highway System (NHS) Bridge Performance Goals	\$10 Million	\$67 Million <sup>1</sup>	\$113.1 Million	\$190.1 Million

1. Combination of Local, Regional, State, or other Federal funds.



# Proposed NCTCOG Projects – INFRA

## North Texas MOVES Program

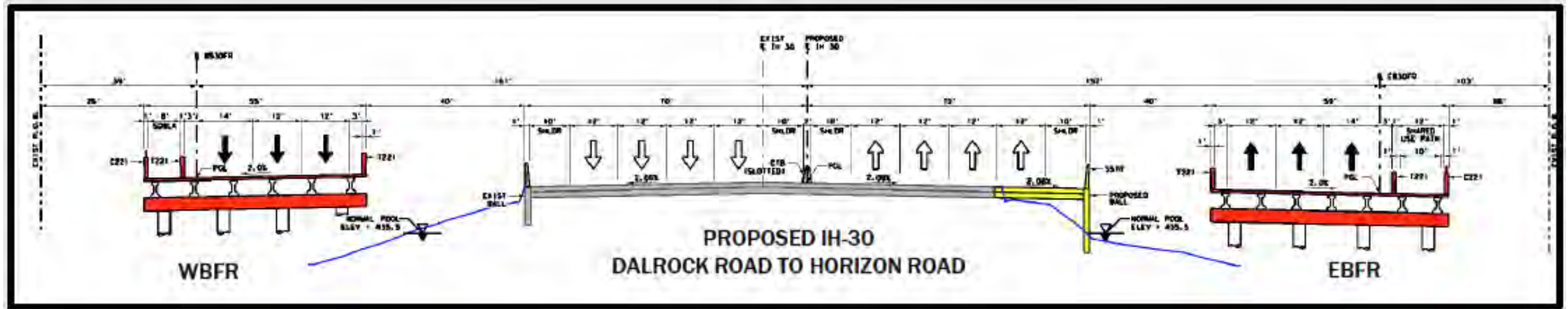
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# Proposed NCTCOG Projects – INFRA

## IH 30 Rockwall County – Lake Ray Hubbard Bridge

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- 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

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- 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”

State of Texas		
Bridges*	2018 Baseline	2022 Target
Good Bridge Condition		
All National Highway System Facilities	50.63%	50.42%
Poor Bridge Condition		
All National Highway System Facilities	0.88%	0.80%

\* Based on total deck area.

# Proposed NCTCOG Projects – INFRA

## North Texas Partnership Toward NHS Bridge Performance Goals

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

# INFRA Discretionary Grant Program

## RTC Action Requested

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- 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

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

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February 14, 2019

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

# Legislative Update

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REGIONAL TRANSPORTATION COUNCIL | FEBRUARY 14, 2019

REBEKAH HERNANDEZ

NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS



# Federal Update

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## **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

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## **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

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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

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## **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

# House Committees of Interest

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## 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

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## 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

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## **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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# North Texas UAS Safety and Integration Task Force

## 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



# 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**

# Questions?

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# **Federal-State Partnership for State of Good Repair Program Grant**

## **Program Overview and Notice of Funding Opportunity**

**REGIONAL TRANSPORTATION COUNCIL**

**FEBRUARY 14, 2019**

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Shannon Stevenson  
Program Manager, Transit Planning & Operations  
North Central Texas Council of Governments



# State of Good Repair Program Grant

## Overview

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### Agency

Federal Railroad Administration

### Purpose

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

### Eligible Projects<sup>1</sup>

Replace existing assets

Replace existing assets with assets that increase capacity<sup>2</sup> or provide a higher level of service

Bring existing assets to a State of Good Repair

<sup>1</sup>Projects must ensure that service can be maintained while existing assets are brought to a State of Good Repair.

<sup>2</sup>Double-tracking alone is not eligible.

# State of Good Repair Program Grant

## Eligibility Information

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<b>Funding Highlights</b>	\$272 million available (no project minimum or maximum) Due: Monday, March 18, 2019 Minimum 20% local match required
<b>Preference</b>	Joint applications ≥ 50% local match
<b>Key Objectives</b>	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

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### **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



# State of Good Repair Program Grant

## Freight/Passenger Rail Integration



### 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

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**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, 2019**

Grant Application Deadline

**March 28, 2019**

Executive Board Action (Endorsement)

# Contact Information

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# Policy Position on Communication with Tribal Nations

Regional Transportation Council  
Information Item  
February 14, 2019

Jeff Neal



North Central Texas  
Council of Governments

# DRAFT POLICY POSITION P19-01

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](#)

# 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.

# CONTACT INFORMATION

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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

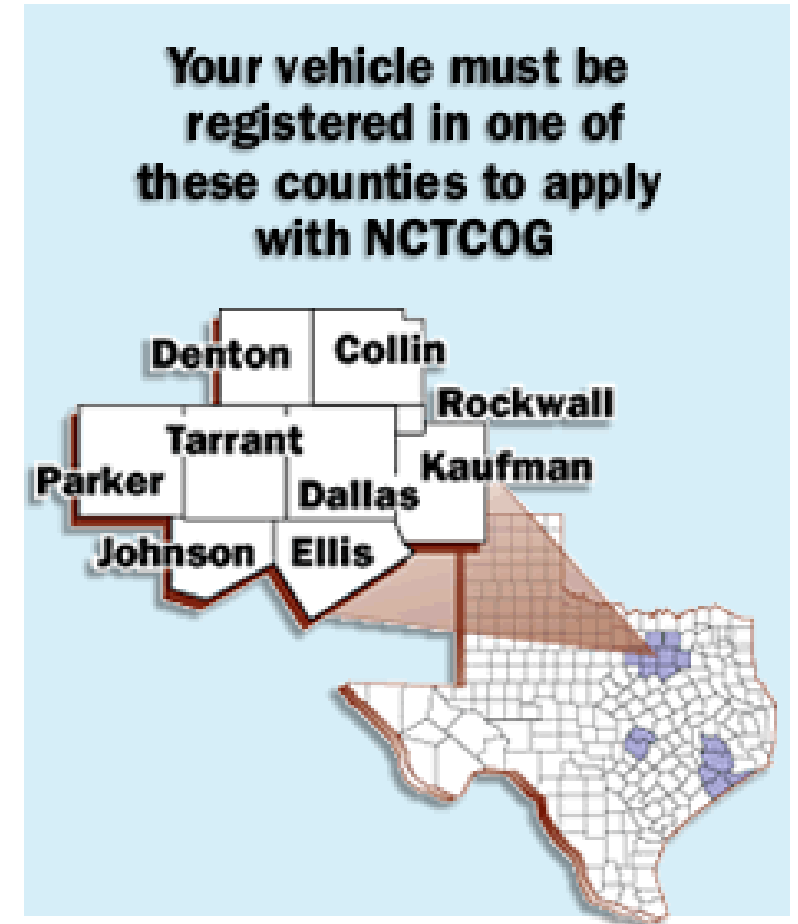
**AirCheckTexas Established in 2002 (77<sup>th</sup> Legislature)**

**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  
(85<sup>th</sup> Legislative Session)**

**Maintained Operations From Carryover of Previous Appropriations  
(84<sup>th</sup> 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 86<sup>TH</sup> 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**

# CONTACT INFORMATION

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