MINUTES

REGIONAL TRANSPORTATION COUNCIL
ONLINE INPUT OPPORTUNITY

HOV Pilot Project Along US 75 Corridor

Public/Private Partnership: SH 183 Segment 2 East

National Drive Electric Week (NDEW)

Locally Enforced Motor Vehicle Idling Restrictions

Regional Comprehensive Emissions Reduction Program

Proposed Modifications to the List of Funded Projects

Online Public Input Opportunity Dates

Monday, September 13, 2021 - Tuesday, October 12, 2021 – The North Central Texas Council of Governments (NCTCOG) posted information at www.nctcog.org/input for public review and comment.

Purpose and Topics

The online public input opportunity was provided in accordance with the NCTCOG Transportation Department Public Participation Plan, which became effective June 1, 1994, as approved by the Regional Transportation Council (RTC), the transportation policy board for the Metropolitan Planning Organization (MPO) and amended on November 8, 2018. Staff posted information regarding:

1. HOV Pilot Project Along US 75 Corridor
2. Public/Private Partnership: SH 183 Segment 2 East
3. National Drive Electric Week (NDEW)
4. Locally Enforced Motor Vehicle Idling Restrictions
5. Regional Comprehensive Emissions Reduction Program
6. Proposed Modifications to the List of Funded Projects

The NCTCOG online public input opportunity was provided to inform and seek comments from the public. Comments and questions were submitted by email at transinfo@nctcog.org, online at www.nctcog.org/input, by mail at PO Box 5888, Arlington, TX 76005 and by fax at 817-640-3028. Printed copies of the online materials were also made available by calling 817-608-2365 or emailing cbaylor@nctcog.org.

Summary of Presentations

HOV Pilot Project Along US 75 Corridor presentation:
https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2021/09/HOVPilot.pdf

In partnership with NCTCOG staff and local jurisdictions, the Texas Department of Transportation (TxDOT) has been working to find long-term solutions for reducing congestion along the US 75 corridor. This presentation includes detailed information regarding a short-term initiative that will help solve the issue.

The first component of the initiative, which has been allocated approximately $43.8 million by TxDOT and the Regional Transportation Council for implementation, involves removing the pylons in the corridor that delineate the HOV lanes and turning them into a technology lane. The goals for this component include reducing fatalities, reducing congestion by opening the technology lane to all passenger vehicles, improving response to crashes, improving air quality and enhancing traffic signal green times on frontage roads to progress traffic.

The second component of the initiative involves implementing an HOV pilot project funded by a $10 million federal grant known as the Surface Transportation System Funding Alternatives (STSFA) Award. This pilot will be a voluntary program, NCTCOG staff will recruit volunteers to participate and an HOV incentive will be provided via the existing GoCarma application that is currently utilized on all TEXpress Lanes.

The technology lane along the US 75 corridor is expected to go to construction in the summer of 2022, and the pilot project will begin within next few months.

Public/Private Partnership: SH 183 Segment 2 East presentation:
https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2021/09/SH183.pdf

A public/private partnership was developed to ensure the construction of the North Tarrant Express (NTE) is completed, and NCTCOG has been working with both public and private entities to advance SH 183 Segment 2 East as the next phase of the NTE.

Under the current contract with the Texas Department of Transportation (TxDOT), Cintra, the private sector partner for the project, is required to make improvements to Segments 1 and 2W by widening the freeway. When this widening occurs, there will be a lane imbalance on the Segment 2 East portion of the NTE, which will create an additional safety and congestion issue. Since Segment 2 East is under a deferred segment contract, Cintra will be providing funding to TxDOT to help balance the lanes along the corridor.

A breakdown of the funding allocations for the NTE can be found on the presentation slides posted at www.nctcog.org/input.

National Drive Electric Week (NDEW) presentation:
https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2021/09/NDEW.pdf

There are currently more than 18,000 registered electric vehicles (EVs) in North Texas, and the average annual growth rate in the region from 2015 to 2020 was 32.5 percent. Additionally, North Texas Fleets added approximately 23 new plug-in EVs in 2020.

Each year National Drive Electric Week (NDEW) is held to raise awareness about EVs and provides chances for direct conversation with EV owners as well as test driving opportunities. This year, NDEW activities will take place from Saturday, September 25 through Saturday, October 2, and NCTCOG staff will conclude the week's festivities with an outdoor event on Sunday, October 3 at The REC of Grapevine.

For more information and to register for NDEW 2021 activities, visit www.driveelectricdfw.org.

Locally Enforced Motor Vehicle Idling Restrictions presentation:
https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2021/09/Idling.pdf

The Regional Transportation Council (RTC) Resolution Supporting Locally Enforced Motor Vehicle Idling Limitations in North Central Texas (R08-03) originally took effect in 2008 and impacts medium to heavy-duty vehicles that weigh more than 14,000 pounds. The resolution states vehicles cannot idle for more than five minutes, although there are 13 exemptions based on specific circumstances. Controlling motor vehicle idling helps the Dallas-Fort Worth (DFW) region to reduce tail pipe emissions, and this is important because DFW does not meet federal ozone standards.

Over the years cities and counties in DFW have signed agreements with the Texas Commission on Environmental Quality (TCEQ) as well as passed city ordinances and county resolutions to help enforce idling restrictions. Many of the TCEQ agreements have expired, and NCTCOG is proposing to revise the resolution to encourage local governments to implement idling restrictions that fit their needs.

The RTC will take action on the resolution revision on Thursday, October 14, 2021.

Regional Comprehensive Emissions Reduction Program presentation:
https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2021/09/CER.pdf

Because the Dallas-Fort Worth region is in nonattainment for both the 2008 and 2015 ozone standards, NCTCOG staff continue to work on various emissions inventories to help reach attainment. Various local governments have also requested NCTCOG assist in coming up with strategies to specifically reduce greenhouse gas emissions.

Staff is working on a regional emissions inventory and building an emissions reduction toolkit for local cities and private sector companies. Through this toolkit, NCTCOG is expanding emissions reduction strategies and incorporating economic growth, environmental justice, equity, applicability, feasibility, cost per ton and emissions impact.

Additional information regarding the toolkit can be found in the full presentation at www.nctcog.org/input.

***Proposed Modifications to the List of Funded Projects handout*:**
https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2021/09/TIP-Mods.pdf

A comprehensive list of funded transportation projects through 2024 is maintained in the Transportation Improvement Program (TIP). Projects with committed funds from federal, State and local sources are included in the TIP. To maintain an accurate project listing, this document is updated on a regular basis.

The current modification cycle includes project updates and funding adjustments for transportation initiatives in Collin, Dallas, Denton, Kaufman, Parker, Tarrant and Wise Counties.

Additionally, financial adjustments related to public transportation services managed by Trinity Metro and Dallas Area Rapid Transit (DART) are also included.

COMMENTS SUBMITTED BY WEBSITE, EMAIL, SOCIAL MEIDA, PHONE AND MAIL

Email

HOV Pilot Project Along US 75 Corridor

Kyle Grout

I have a comment/slash idea. Can you remove the barriers as proposed so single occupancy vehicles can use the lane, but limit the single occupancy vehicles to the non-peak hours? During peak hours like rush hour the lane can operate as HOV only. The hours can be displayed by signs. In this option no one gets paid to use the lanes and no one has to pay to use the lanes.

I've lived in an area where this was implemented, and it worked great.

Crysti Bethel

Thank you for considering various options for 75 HOV. I propose that only those with two or more in a vehicle or in an electric vehicle can use the HOV lane. That will help with congestion and support environmental improvement efforts.

Nathan Jackson

I'm a McKinney resident in Craig Ranch who regularly uses 75 for my trek to and from work. More importantly, I use the HOV lane every morning to transport my family of four to work and school at the Forest and Inwood area. I think the plan to allow solo drivers to use the HOV lane is an absolutely horrendous idea. That action alone will nullify the usefulness of the HOV lane altogether and will exponentially over crowd that lane, thus de-incentivizing me to use it ever again. Furthermore, the proposed monetary reward for having multiple people in my car while in the HOV lane pales in comparison to the reward of having no cars in that lane each morning allowing me to bypass the rest of traffic.

Please consider NOT allowing solo drivers in that lane moving forward!

Diane Glidewell

I live in Richardson… already enough empty HOV lanes on the interstates …… so as a tax payer and voter, "NO". It is a waste of money and time.

Michael Winnick

I rarely use an HOV lane.

Cyndi O'Bannon

I do not like having just a single lane because if I am behind a slow driver, I am stuck at his speed. In the case of a breakdown, I am risking being stuck until someone is able to rescue the vehicle. There are too few exits available many times and I cannot get out of the lane in time to

make my needed exit. And last, the extra cost imposed doesn't make economic sense for the 5 minutes I might save.

The simplest plan is to let everyone use the HOV lanes without charge. Traffic is fluid, but HOV lanes are rigid. I believe they slow down traffic for everyone! Having 5 lanes will speed up traffic because it is less likely that you will get stuck behind a slow-moving vehicle without ability to change lanes.

It has always irritated me that it is almost impossible for drivers from Plano and Richardson to maneuver into those left lanes, so the HOV lanes benefit drivers from Allen and McKinney who do not pay the DART sales tax. It also irritates me that in creating the HOV lanes no new concrete was poured. They just re-striped the existing four lane highway into five lanes. I believe it made traffic more dangerous because we have to navigate narrower lanes while losing the left shoulder for emergencies.

The final suggestion to spend lots of money to find a way to monitor traffic so you can give bonuses to high occupancy vehicles really disturbs me. I think all that vehicle monitoring (as opposed to traffic flow monitoring) is a definite infringement upon our freedom and our privacy. It's also a way to squander money on something that presents only a hypothetical not a tangible gain.

Jackson Hurst

I approve and support NCTOG's HOV Pilot Project on US 75. This pilot project will help reduce congestion.

Jimmy Estes

Remove barriers and open to public. Keeping any barriers leads to blockage of many lanes for maintenance.

Gina Ward

If solo drivers are allowed to use the HOV lane for free or for a fee, it will end up just as congested as the rest of the highway. It should be for more than 1 person in a car. The rules are not being followed now - there are no officers giving tickets. I'm from Miami and the HOV lanes were well controlled because of patrol and easy to get in and out of instead of having those rubber things.

Please do not allow solo drivers to use this lane, even if they pay.

Marie Talamini

I would be interested in supporting this pilot project. Our household uses the HOV lane multiple times daily with 2+ and we also use the US75 corridor for single user as well.

Jamie Thompson

I just read the article on getting more use out of the HOV lane on 75 and have some thoughts.

Yes. Single person cars using it would help ease some congestion on the main lanes. However,

many people in general would like to use the HOV lane to bypass all of the ramps as they may be heading on a long haul to/from McKinney. I travel from Spring Creek Rd to McKinney and would definitely like to bypass all of the merging traffic.

Would it be feasible to have people register with NTTA on how many people they normally have in their car and then charge them to use the HOV lane based on that? I know that could open a whole can of worms and people could lie but cameras could show occupants if installed in the areas of tracking.

Are there thoughts on how to reduce large maintenance/shipping trucks/big rigs from using the HOV lanes?

Are there plans to clean up debris and maintain this long stretch of highway?

Thank you for continuing to look for ways to help improve traffic flows!

Andy Smith

Thank you so much for starting the process on removing these separation poles from the roadway! I think the idea of keeping the lane free for solo drivers is beneficial. With Collin County continuing to grow the way it is, it essentially adds another general-purpose lane without having to redo the whole highway like 635 East currently. This could buy TxDOT a little more time for the inevitable redo of US 75 from downtown Dallas to McKinney (which it's already in desperate need of).

Even if the decision is to toll the lanes or use that new technology to see the occupancy of the vehicles, that's fine. As long as those awful barrier poles are taken down ASAP. Those are so dangerous when people run them over and break them. I have seen so many wrecks happen because of those and the debris just stays on the highway for days. Maybe a double solid line would work if the plan is to continue to keep them separate from the general traffic.

Thank you for giving the public an opportunity for input.

Roger Nordmeyer

We would like to see the HOV lanes dismantled as they are a traffic hazard. Signage has never been clear, particularly about where one can exit the lanes and this has resulted in many near collisions as people dart across traffic or drive over the barriers. Please just open up the roads.

Bob Tragesser

This is the most stupid idea one could ever imagine! $10M to implement a system to reward drivers for using the HOV lanes? Take down the barriers and just open the lanes for regular, non-HOV use!

Warren Caldwell

Greetings and thank you for the opportunity to contribute to the discussion on managing the (currently) HOV lanes on 75. I am the current President of the Canyon Creek Homeowner's Association.

Option 1 is far preferable as a means of accelerating the broader use of the lanes. I have long questioned the thought process that a driver would make the decision to carry additional passengers based upon the existence of an HOV lane. Most either have passengers or do not and an underused lane is not an appropriate use of our resources whether they be capital related or a loss of human productivity by those artificially impeded from efficient traffic flow.

The removal of the bollards will be greeted with an audible cheer by our neighborhood which comprises 2850 homes and approximately 10 % of Richardson's population. The happiness of our neighborhood will be eclipsed by that of our First Responders who have long had to cope with the added frequency of accidents and damage to their equipment caused by the bollards.

For many years, Richardson has been denied a reasonable access to the lanes and a solution going forward should account for and add convenient and friendly access for our growing city of 125,000.

We are appreciative for your work and expertise in crafting sorely needed improvements to the current approach. I have copied our HOA Community Outreach Director and our Past President. Please reach out anytime.

Justin Pike

The idea to charge single riders is a terrible idea. However, something needs to be done. I drive that stretch daily north and south. When the main lanes back up I see single riders OFTEN jump into that lane some over the barriers even. It’s a plague. These people think they are above the law and there are ZERO repercussions for them. We really should enforce current laws before trying to change them but maybe a charge would make them think twice or it would just be another source of issue by trying to collect from them and then dodging paying for it. Single riders are already very regularly using the HOV lanes and it disgusts me!

Finn-Erik Juliussen

I am writing in regards to the survey on the HOV lanes on US-75. I would like to see them totally removed and open to everyone. I have no problem with the ramps just North of US-75 remaining in place. Since these HOV lanes were originally opened I have watched dozens and dozens of accidents due to these lanes and have had numerous close calls when people cut into the HOV lane from the stopped traffic in the main lanes. F-350's do NOT stop well from 60mph when idiots cross illegally into the lanes. I have seen plenty of rear end collisions from this.

I have seen people drive over the barriers whether the plastic delineators are up or sheared off at the base. The bases rarely get torn off but when you drive over them at higher speeds, say 30mph+ the large bumps unsettles the suspension and can cause vehicles to lose control and crash. I've seen several of those crashes.

We have a HUGE safety problem when a car becomes disabled in the HOV lane. In the majority of the places there is no room to get around them. The people in the stalled vehicle have to decide do I want to sit in the car with my seat belt on and get rear ended at 70mph, or do I get out and stand next to my car and hope the collision does not kill me, or jump over the wall on the other side and have 70mph cars passing within inches of me. I guess there is a 4th option. They could play a real live version of the 1980s Frogger arcade game. Most motorists do not have 3 lives to start with and pedestrian splats make for even more enormous delays.

We also create the same problem in the inner left lane (not the HOV lane) as there is no shoulder for cars that break down or crash. This is a problem in numerous places around the Metrolplex and SHOULD NEVER be designed like this!

Breakdown lanes used to always be built. This is an incredible safety feature. If you run out of gas or need to change a tire you have a place where you can do it in a less risky environment. If you have a minor crash the cars can be moved to the breakdown lane as well. I drive 50-80,000 miles per year and have for decades. Where there is a breakdown lane with a disabled vehicle it is not uncommon to see traffic keep moving at normal speed. If it slows it is not by much in most cases. When a car stops in the lane of traffic the delays immediately build and traffic slows MUCH more. In my anecdotal evidence from spending time on the highways you see vastly more accidents when cars break down in the road with nowhere to go.

Another benefit of breakdown lanes is if a car needs to be towed or filled with gas the tow truck can also be in the breakdown lane working on it and not be blocking traffic in many cases.

Yet another benefit is when you have a breakdown lane it gives more room for error as there is extra pavement to drive on should they hydroplane, get distracted and wander out of the lane, steer around the sofa that fell in the left lane, etc.

What I would like to see is 5 lanes open to EVERYONE (ok, not pedestrians and bicycles but you get the point) and with a breakdown lane where possible. Some areas you can fit one and others you can't. Still an extra 3' from the wall will reduce accidents.

I have to wonder about the studies that show that HOV lanes help traffic. In my observations around the country they do not speed traffic in the regular lanes. They actually slow it down because you lose the breakdown lane. I do not think this is good design for safety or efficiency. The government should be designing highways that speed up all the lanes as that is the best for society as a whole. How much more pollution is produced from the types of blockages backing up all lanes for miles due to idiotic design? How much time could people have for other uses? How much money is wasted with emergency services and on medical care that could have been saved with all the lanes available with breakdown lanes?

Through the whole Metroplex I see the same problems created in the HOT lanes or TX Express if you prefer. In many places the shoulders were eliminated to build the new lanes. The claim was no lanes would be taken away but that was a lie. Many breakdown lanes WERE taken away and have made traffic WORSE than if the breakdown lanes were left.

Resiliency is a popular word these days. In regards to roads, I call it competent design without barriers to slow traffic down and cause accidents. Breakdown lanes free the flow of traffic and without made up barriers you create resiliency.

I would also like to point out a very dangerous spot on US-75. In the left center lane the pavement is failing at the North seam on the overpass over Arapaho. There is already subsidence with the bridge already creating a bump. When you add the crumbling concrete it's a crash waiting to happen. At some point I expect to see a car airborne just like Roscoe from the Dukes of Hazzard.

Stephen Sokolyk

Just eliminate them. No complexity, no “incentives”.

Chip Pratt

I am opposed to charging for use of the lane. We are being tolled to death. Incentivizing the use of HOVs in the lane would be the preferred option at least in the interim. Removal of the bollards is a very good move and way overdue. A key for Richardson is access to the lane. There should be southbound access at least 2 places in Richardson, and northbound access just north of 75, and again south of 190 in time for drivers to exit to 190.

Michael Seufert

Recently I read in the Richardson Community Impact Newspaper that, in addition to removing the barriers separating the HOV lanes from main lanes of traffic and allowing solo drivers to use the HOV lanes, the NCTCOG is planning on paying motorists who drive with more than one occupant.

While I applaud the first part of this plan (the plastic stick dividers are pointless and useless), I cannot and will not ever approve of the paying of motorists just so they will drive in a certain manner which the government approves. HOV lanes are pointless. There simply are not enough motorists in the U.S. in general and Texas in particular who carpool or even want to do so. Stop trying to force this behavior. American motorists value freedom and the reason we invest so heavily in our own vehicles is because we want to go where we want when we want.

If you want to improve traffic on 75 then eliminate HOV all together. There is nothing more frustrating than sitting in traffic while looking at a virtually empty HOV lane that is being used half the time by solo drivers who don't care about the HOV laws. Because of my opposition to HOV lanes in the first place, I cannot say that I approve of imposing a toll on solo drivers either.

If we must have managed lanes of some sort, I would much rather have toll lanes open to all motorists coupled with an adequate amount of free lanes. However, single managed lanes in each direction are also a waste of time. This does not allow for passing when a slow driver is present or a stalled/damaged vehicle blocks the way. While I don't typically use the toll lanes, I find the configuration of I-635 between US75 and I-35E to be most ideal. If the right of way is limited then the configuration of I-35E north of I-635 is the next best option as the managed lanes are reversible (although I feel that another free lane should have been added).

But again, above all else, I absolutely oppose NCTCOG wasting public funds on this HOV social engineering project of paying carpooling commuters. Texas motorists by and large don't want HOV lanes and they never will. More importantly, HOV lanes are not the way to solve traffic issues in the Dallas area. Thank you for your time and attention.

National Drive Electric Week (NDEW)

Katherine Homan

Will ERCOT be up to supplying electricity for all the electric cars that we are seeking to replace those running on gasoline?

Considering the new housing being constructed also needing power in these times of temperature extremes and now this new scope of demand for powering automotive vehicles, might our already inadequate Texas grid be headed for a Catch-22? Just wondering.

Response by NCTCOG Transportation Department:

Hi Katherine,

Apologies for a slow response, but you pose an excellent question. In short, the grid can indeed accommodate the additional load associated with electric vehicles (EVs). However, the key to success will be carefully managing ***when*** EVs charge to make sure we aren't adding the EV load during existing peak hours. This may be challenging, especially when fleets of large vehicles such as buses or delivery trucks electrify. However, if managed correctly, EVs can help create a more efficient, optimized grid, and be a power source during outages to help increase resiliency. The good news is that many organizations are highly aware of the challenge posed by integrating EVs with the grid, and much planning is being done now, before large-scale EV adoption. We've provided additional explanation below.

Examples of what is being done to plan: The Electric Reliability Council of Texas (ERCOT) Long-Term System Assessment Update and Input Assumptions for 2022 includes a transportation electrification scenario, where ERCOT has made some assumptions about future EV adoption to determine potential associated load. This information can be used by electricity generators to decide if and when to build new generating capacity. The Public Utility Commission has also collected information related to EV adoption over the past year to inform potential policy or regulatory actions. The Texas A&M Transportation Institute has simulated various electrification scenarios to evaluate grid impacts, and presented some of this work earlier this year (see the May video starting at the 54 minute, 45 second mark, if interested). In addition, our staff recently held a meeting on EVs with several utilities to get an understanding of what utility concerns and plans are and identify ways that we can facilitate shared learning and best practices. We hope to hold additional meetings in the near future and welcome you to attend if interested. (If interested, sign up for our Electric Vehicles North Texas email blasts.)

The grid can accommodate additional load, if added at the 'right' time: The grid has absorbed additional load associated with new technologies several times before – the widespread adoption of central air conditioning, the evolution of the internet, and now the transition to cloud computing have all been instances where additional electrical load was needed to support technology adoption. With EVs, the major factor is ***when*** electric vehicles are being charged and not just the power levels required to charge. Just as we try to avoid using large appliances during "peak" hours during the summer, the same behavior will need to be followed as EVs gain wide adoption. During the majority of the year, the grid continues to have excess generation capacity overnight that is underutilized – much of it renewable but intermittent wind energy (in fact, wind is still curtailed in Texas – meaning the amount of power generation is reduced to below what it could be – usually because there isn't enough market demand). This power could be used by EVs charging during those off-peak hours. Thus, charging EVs off-peak can actually benefit the grid by creating a market for the existing capacity that is currently held back, and also by smoothing out the peaks and valleys between high and low demand, providing a more stable load overall. Some retail electric providers offer

incentives to their customers if the customer uses “smart charging” technologies that prevent the car from charging during peak hours.

EVs can serve as a power source during a power outage: During extreme events such as Winter Storm Uri, EVs have the potential to become a grid asset. Certain EVs have “bidirectional” capability, meaning they can send electricity from the car battery back to the grid if needed. There were instances in Houston of people powering cell phones off a hybrid pickup truck. Our staff has also met people who used their Mitsubishi plug-in hybrid SUV to keep their refrigerator running after a hail storm power outage. While this capability is still somewhat uncommon, it will offer substantial promise as more vehicles offer this feature.

NCTCOG does promote energy efficiency and energy management to reduce grid demand, and also promotes solar technology as a source of locally-generated, clean energy that can help provide additional grid resiliency. One of our major initiatives is also promotion adoption of the most recent building codes to ensure new construction is as efficient as possible. Oncor also offers incentives for efficiency-related projects through their www.takealoadofftexas.com program. Our staff is also preparing a workshop on the topic of energy resiliency to talk about a variety of items that can either reduce grid strain or provide options in the event of an outage. If you’d like more information, you may be interested in the websites below, and/or want to sign up for our energy/solar newsletter at Newsletters | Conserve North Texas.

- https://www.nctcog.org/envir/natural-resources/energy-efficiency
- www.gosolartexas.org
- Workshops and Training Opportunities | Conserve North Texas

Phone

HOV Pilot Project Along US 75 Corridor

Sue

I am very concerned about the changes from HOV to SOV on 75 between 635 & 121. There are trucks with trailers using HOV lanes and driving too slow and big trucks with materials for all the developments being built north of 380. I would like to understand the reasoning as to why the HOV lanes may become SOV in that area.

Comments and Questions - Due Oct. 12, 2021
Regional Transportation Public Input Opportunity

1) Regional Comprehensive Emissions Reduction Program

Comments - Pg. 7

That's a great idea to Partner with EDF - they specialize in environmental improvements.

Pg. 8

I am pleased that we are addressing global climate change here on the local level. Hopefully, we can set an example with our actions for the rest of the world. I expect that our accomplishments will be well publicized and be a model for other regions of our Nation and the world.

Pg. 16

I am relieved to see that NCTCOG is playing a role in increasing our electric grid flexibility and resilience. I would not want to go through the nightmare experience of the February 2021 winter storm again.

2) HOV Pilot Project Along US 75 Corridor

Question - page 3 and other Pages -

What is a technology lane?

Comments and Questins - Due Oct. 12, 2021

Continued

3) Draft - November 2021 TIP Modifications for Public Review

Question - Pg. 7 of 44

What is "DALI Autonomous Traffic Signal System?

Thank you.

Phyllis Silver