CHANGING MOBILITY

DATA, INSIGHTS, AND DELIVERING INNOVATIVE PROJECTS DURING COVID RECOVERY

**Regional Transportation Council
November 2022**

**Michael Morris, P.E.
Director of Transportation**

TRAVEL BEHAVIOR BY MODE

+

Toll Road (+6%, Aug)
Airport Passengers (+3%, Sep)
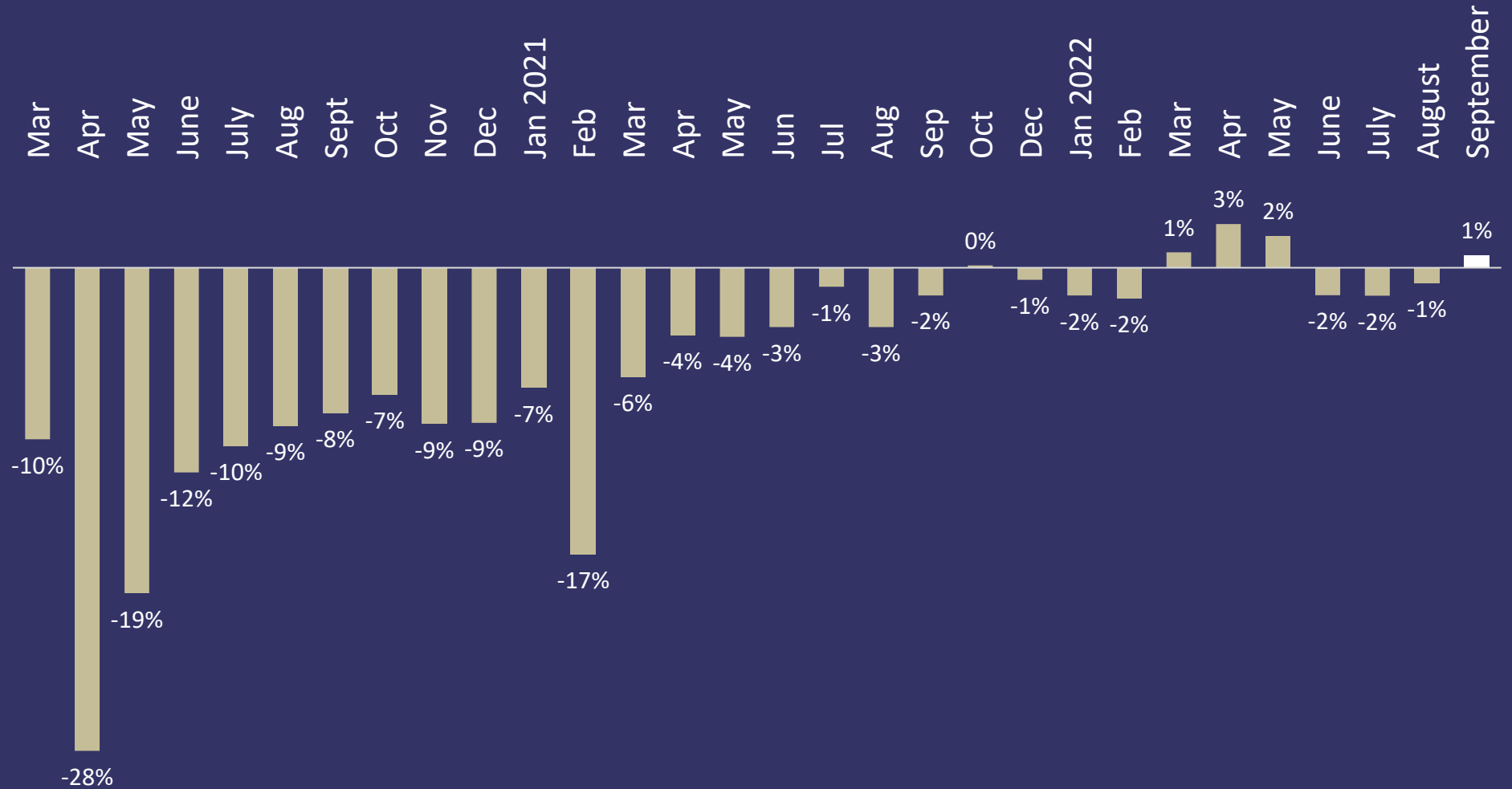Bicycle/Pedestrian (+2%, Sep)
Freeway Volumes (+1%, Sep)

0

Transit Ridership (-39%, Sep)

—

ROADWAY TRENDS

Average Weekday Freeway Volumes

Traffic Decrease vs Baseline

Mar: -10%
Apr: -28%
May: -19%
June: -12%
July: -10%
Aug: -9%
Sept: -8%
Oct: -7%
Nov: -9%
Dec: -9%
Jan 2021: -7%
Feb: -17%
Mar: -6%
Apr: -4%
May: -4%
Jun: -3%
Jul: -1%
Aug: -3%
Sep: -2%
Oct: 0%
Dec: -1%
Jan 2022: -2%
Feb: -2%
Mar: 1%
Apr: 3%
May: 2%
June: -2%
July: -2%
August: -1%
September: 1%

TRANSIT IMPACTS

Weekday Ridership

Passenger Decrease vs Baseline

| Month	Value
Mar 2020	-27%
Apr	-59%
May	-55%
June	-54%
Jul	-55%
Aug	-57%
Sep	-57%
Oct	-56%
Nov	-50%
Dec	-49%
Jan 2021	-51%
Feb	-54%
Mar	-50%
Apr	-53%
May	-51%
Jun	-48%
Jul	-47%
Aug	-48%
Sep	-45%
Oct	-43%
Nov	-41%
Dec	-40%
Jan 2022	-46%
Feb	-43%
Mar	-44%
Apr	-41%
May	-39%
June	-38%
July	-41%
August	-42%
September	-39%
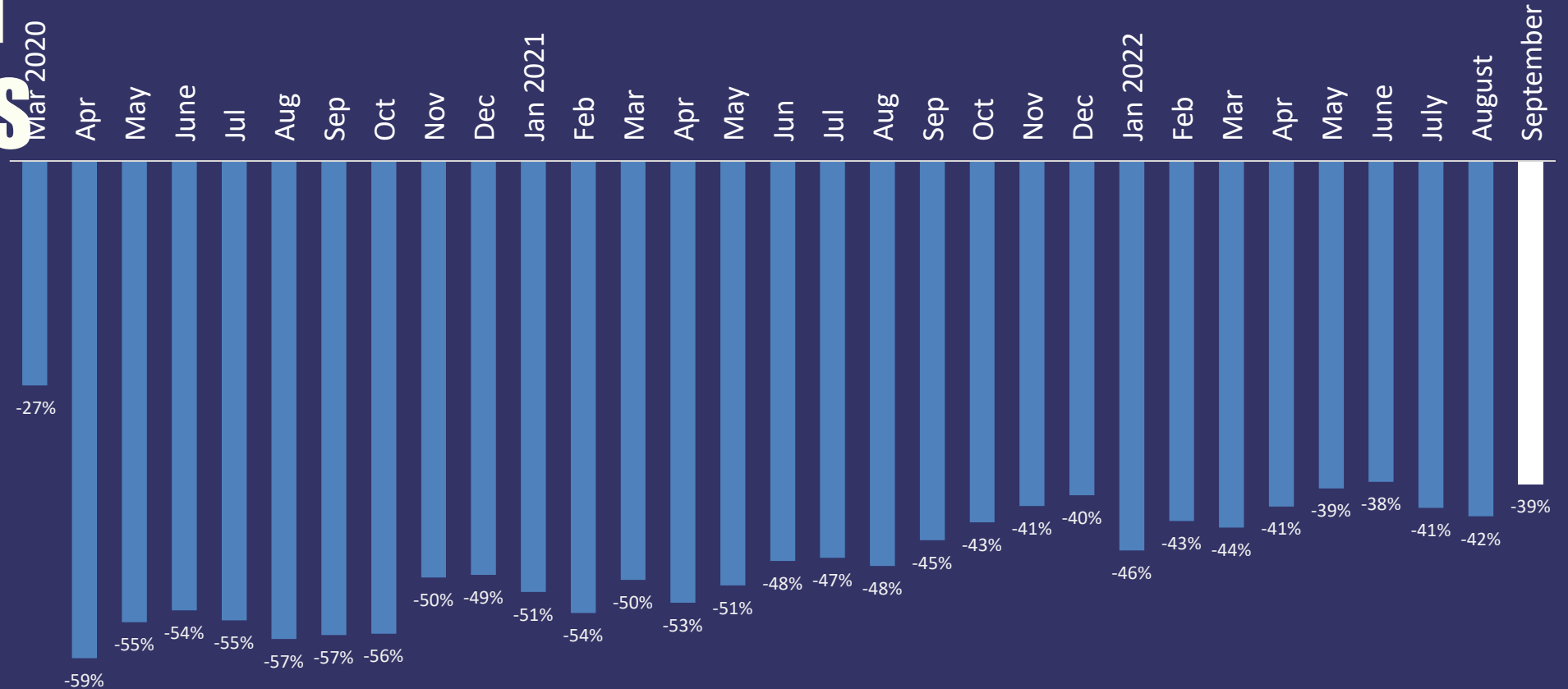
Source: DART, DCTA, and Trinity Metro
Note: Baseline is March 2019-February 2020.
Note: Transit ridership impacted in Feb 2021 by week-long winter storm.

BICYCLE AND PEDESTRIAN IMPACTS

Trail Counts

Increase in Full Week Trail Usage vs Baseline
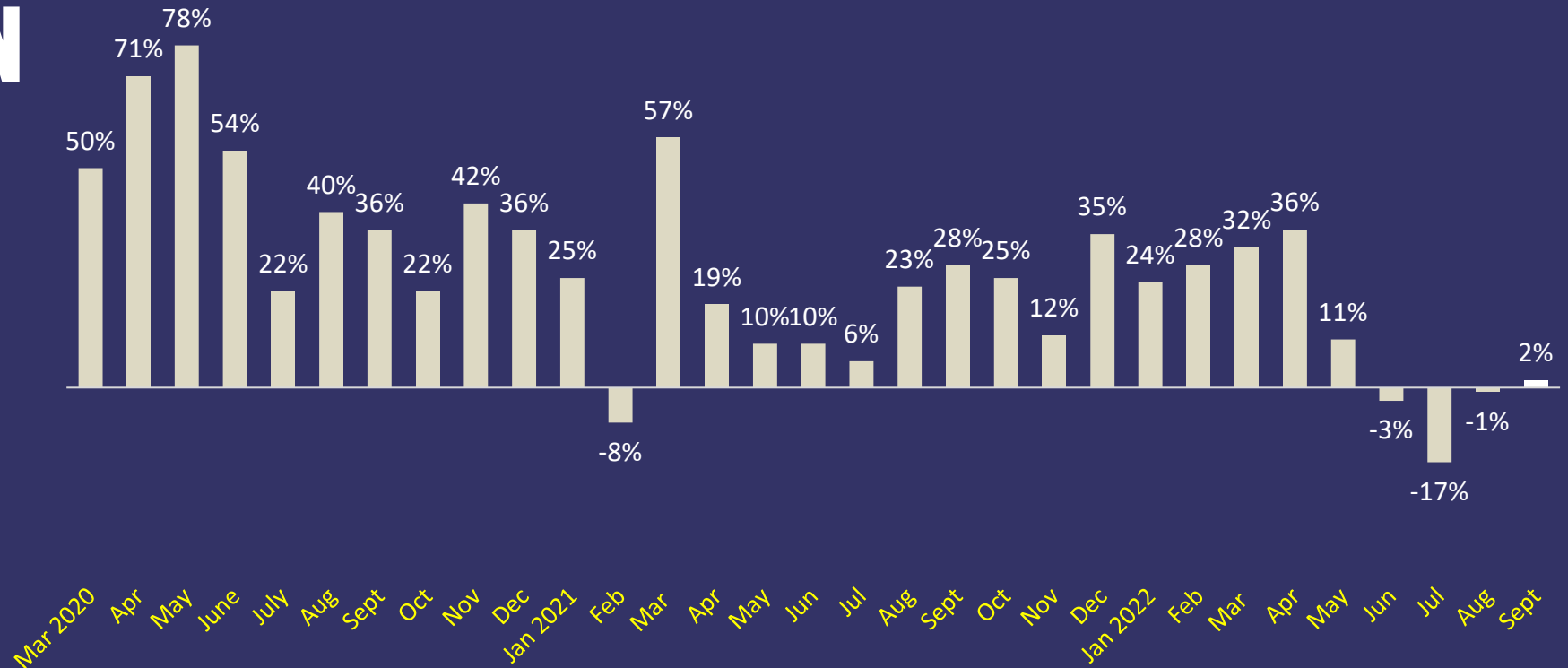
Source: NCTCOG - collected at sites located in Plano, North Richland Hills, Denton, Dallas, Fort Worth, and Allen
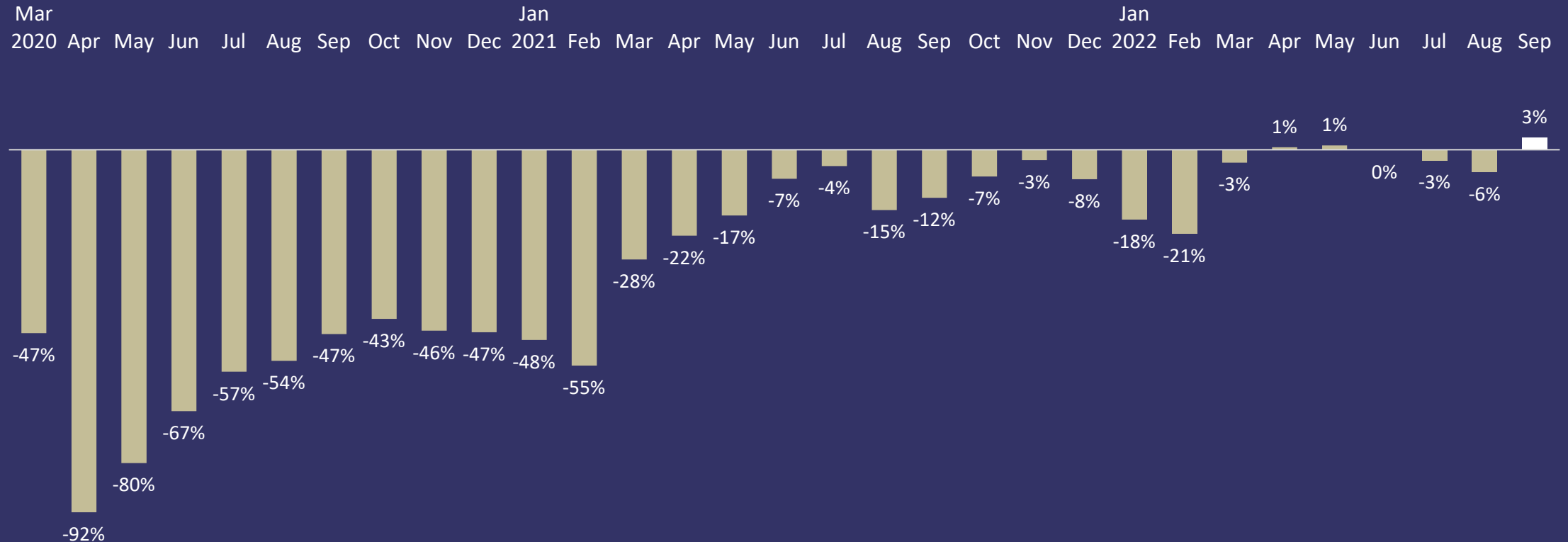Note: Baseline is March 2019-February 2020; No adjustments for weather were applied.
Note: Trail usage impacted in Feb 2021 by week-long winter storm.
Note: Trail usage impacted in July 2022 by extreme hot weather.

AIRPORT TRENDS
Passengers

Change in Airport Passengers vs Baseline

Mar 2020	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan 2021	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan 2022	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep
-47%	-92%	-80%	-67%	-57%	-54%	-47%	-43%	-46%	-47%	-48%	-55%	-28%	-22%	-17%	-7%	-4%	-15%	-12%	-7%	-3%	-8%	-18%	-21%	-3%	1%	1%	0%	-3%	-6%	3%

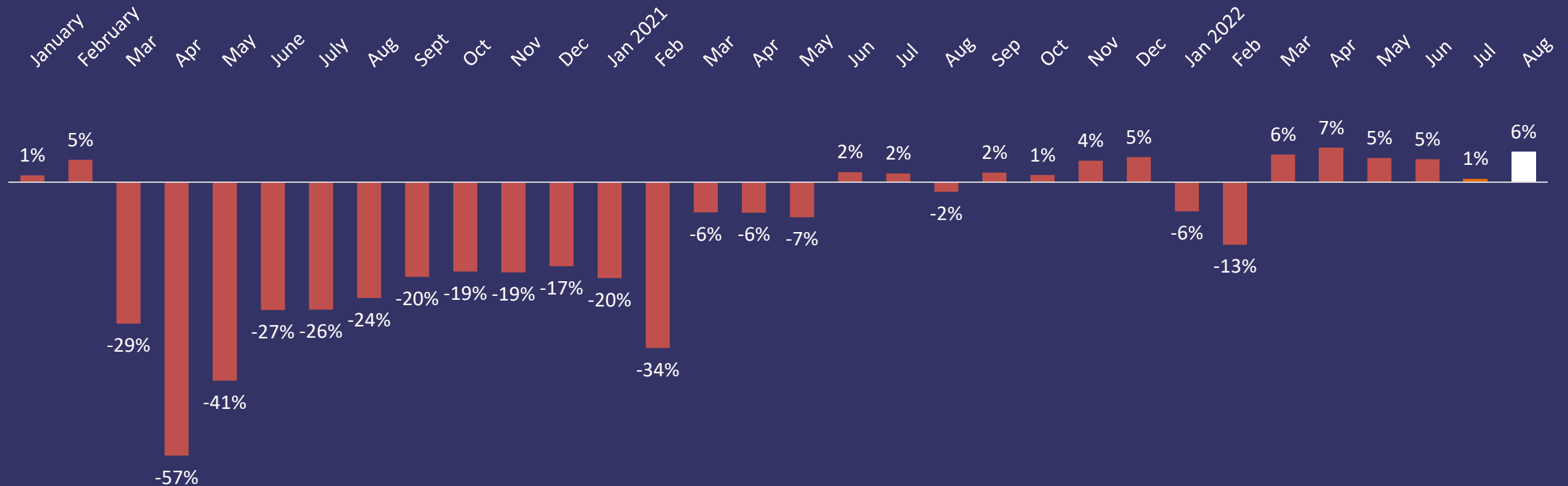Source: Dallas Love Field and DFWIA Websites
Note: Baseline is March 2019-February 2020.
Note: Airlines experienced many flight cancellations in Dec. 2021 due to omicron variant affecting staff.

FUNDING IMPACT

NTTA Transactions

Change in Tollway Transactions vs Baseline

January 1%
February 5%
Mar -29%
Apr -57%
May -41%
June -27%
July -26%
Aug -24%
Sept -20%
Oct -19%
Nov -19%
Dec -17%
Jan 2021 -20%
Feb -34%
Mar -6%
Apr -6%
May -7%
Jun 2%
Jul 2%
Aug -2%
Sep 2%
Oct 1%
Nov 4%
Dec 5%
Jan 2022 -6%
Feb -13%
Mar 6%
Apr 7%
May 5%
Jun 5%
Jul 1%
Aug 6%
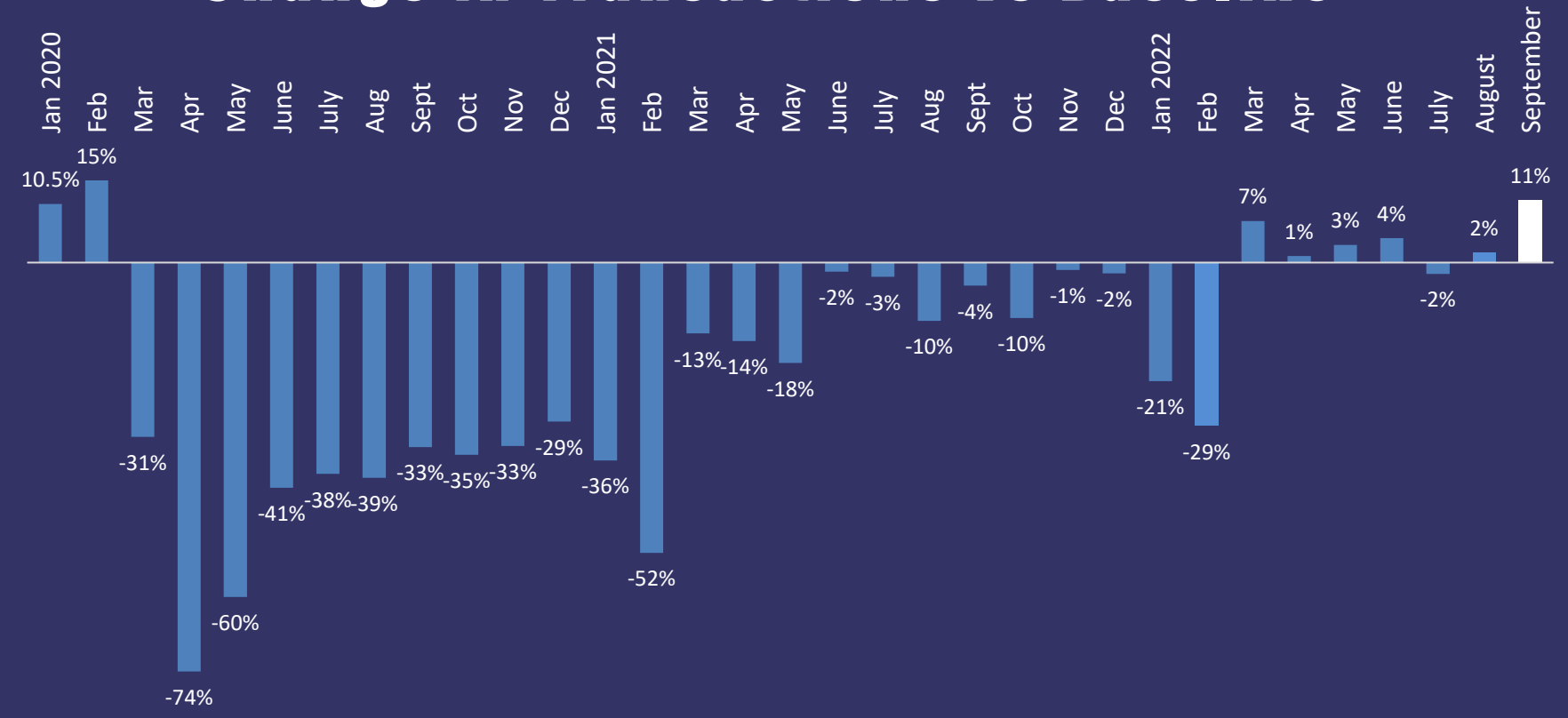
Source: NTTA
Note: Baseline is March 2019-February 2020.
Note: Drop in transactions in Feb 2021 due in large part to week-long winter storm.

FUNDING IMPACT

I-35E TEXpress Lane Transactions

Change in Transactions vs Baseline

Jan 2020: 10.5%
Feb: 15%
Mar: -31%
Apr: -74%
May: -60%
June: -41%
July: -38%
Aug: -39%
Sept: -33%
Oct: -35%
Nov: -33%
Dec: -29%
Jan 2021: -36%
Feb: -52%
Mar: -13%
Apr: -14%
May: -18%
June: -2%
July: -3%
Aug: -10%
Sept: -4%
Oct: -10%
Nov: -1%
Dec: -2%
Jan 2022: -21%
Feb: -29%
Mar: 7%
Apr: 1%
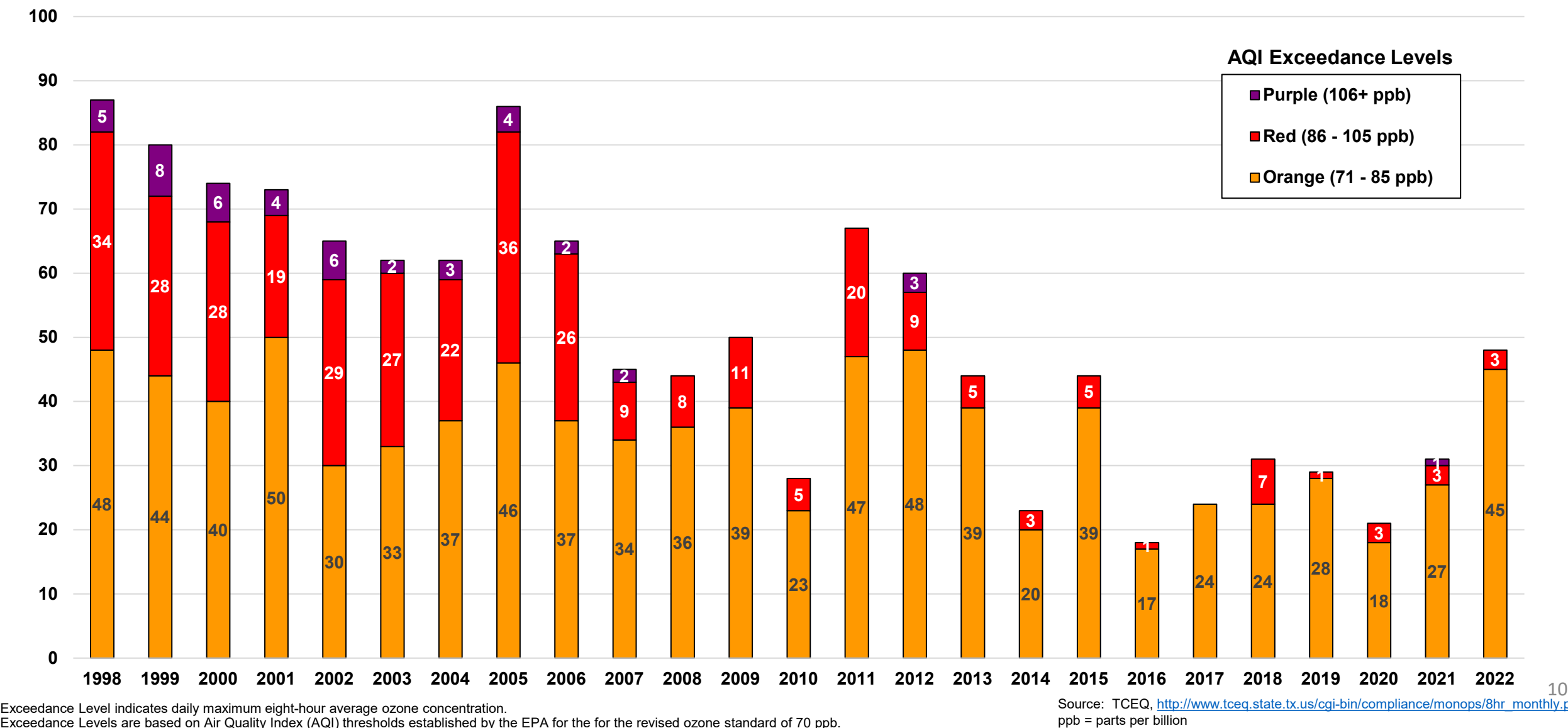May: 3%
June: 4%
July: -2%
August: 2%
September: 11%

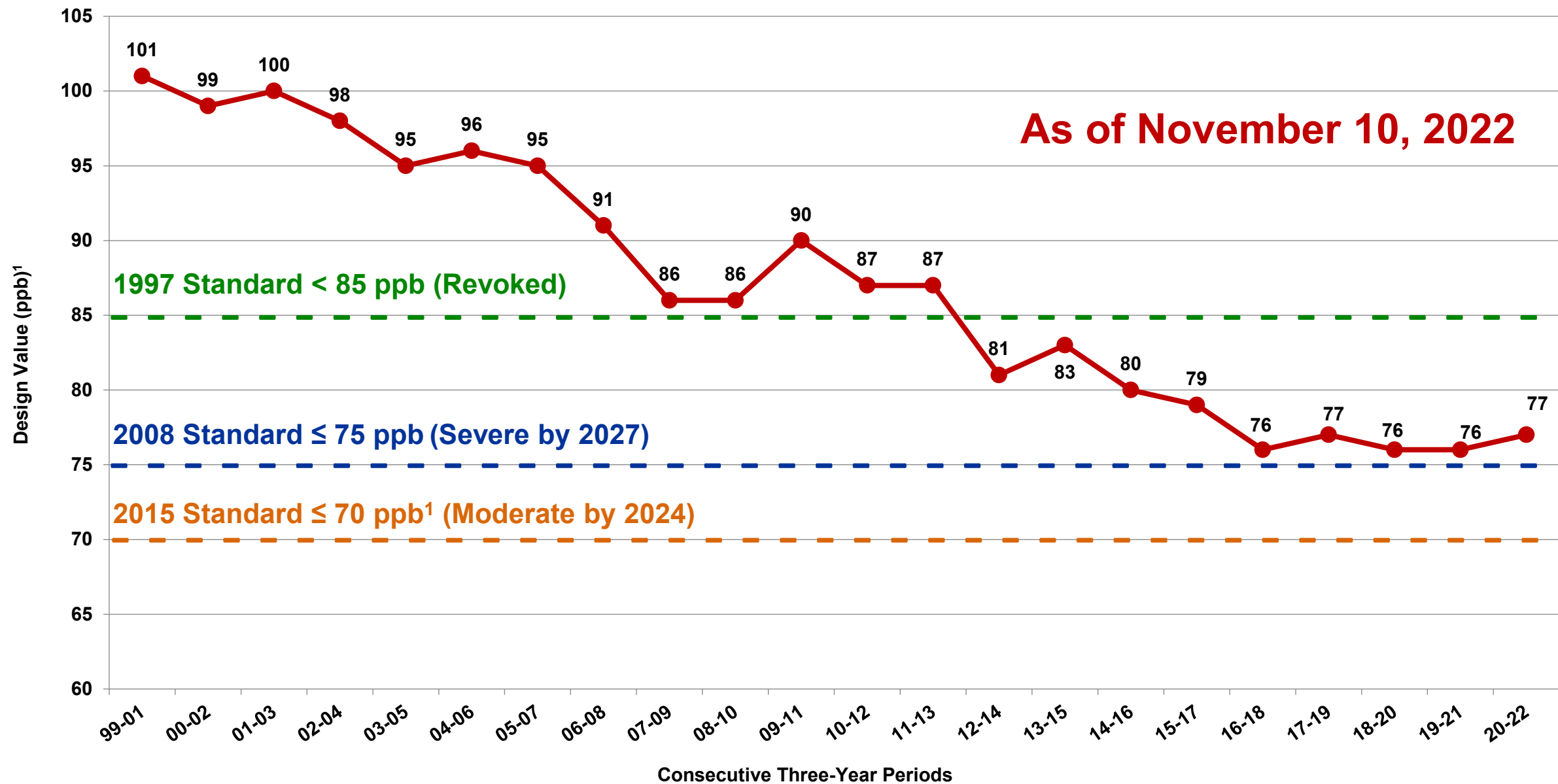Source: TxDOT
Note: Baseline is March 2019-February 2020.
Note: Drop in transactions in Feb 2021 due in large part to week-long winter storm.

8-HOUR OZONE NAAQS HISTORICAL TRENDS

Based on ≤70 ppb (As of November 10, 2022)

AQI Exceedance Levels
- Purple (106+ ppb)
- Red (86 - 105 ppb)
- Orange (71 - 85 ppb)

Exceedance Level indicates daily maximum eight-hour average ozone concentration.
Exceedance Levels are based on Air Quality Index (AQI) thresholds established by the EPA for the for the revised ozone standard of 70 ppb.

Source: TCEQ, http://www.tceq.state.tx.us/cgi-bin/compliance/monops/8hr_monthly.pl
ppb = parts per billion

8-HOUR OZONE NAAQS HISTORICAL TRENDS

As of November 10, 2022

1997 Standard < 85 ppb (Revoked)

2008 Standard ≤ 75 ppb (Severe by 2027)

2015 Standard ≤ 70 ppb[1] (Moderate by 2024)

Design Value (ppb)[1]

Consecutive Three-Year Periods

Data points:
99-01: 101, 00-02: 99, 01-03: 100, 02-04: 98, 03-05: 95, 04-06: 96, 05-07: 95, 06-08: 91, 07-09: 86, 08-10: 86, 09-11: 90, 10-12: 87, 11-13: 87, 12-14: 81, 13-15: 83, 14-16: 80, 15-17: 79, 16-18: 76, 17-19: 77, 18-20: 76, 19-21: 76, 20-22: 77

[1] Attainment Goal - According to the US EPA National Ambient Air Quality Standards, attainment is reached when, at each monitor, the *Design Value* (three-year average of the annual fourth-highest daily maximum eight-hour average ozone concentration) is equal to or less than 70 parts per billion (ppb).

Source: NCTCOG TR Dept

FOR MORE INFORMATION

CHRIS KLAUS
Senior Program Manager
cklaus@nctcog.org
817-695-9286

JENNY NARVAEZ
Program Manager
jnarvaez@nctcog.org
817-608-2342

VIVEK THIMMAVAJJHALA
Transportation System Modeler II
vthimmavajjhala@nctcog.org
817-704-2504

NICK VAN HAASEN
Air Quality Planner III
nvanhaasen@nctcog.org
817-608-2335

https://www.nctcog.org/trans/quality/air/ozone

STATUS OF CONFORMITY DETERMINATION – POTENTIAL LAPSE GRACE PERIOD

November 21, 2022 – Transportation Conformity Determination Due

- Concludes four-year cycle of latest conforming Metropolitan Transportation Plan (MTP)

November 22, 2022 – If No determination = Start of one-year conformity lapse grace period

- Only transportation projects in the most recent conforming MTP and Transportation Improvement Program (TIP) can be funded or approved

November 22, 2023 – If No determination = MTP/TIP conformity lapse

- Only three types of projects can proceed
  - Exempt Projects: safety, mass transit, air quality (ride-sharing and van-pooling, bicycle and pedestrian facilities) and other specific activities that do not involve or lead directly to construction, etc.
  - Transportation Control Measures (TCMs) in the approved Air Quality Plan (SIP)
  - Any project or project phase that was approved prior to the conformity lapse (but not any subsequent phases)
    - FHWA/FTA project phases approved before lapse
    - Regionally significant non-Federal project with all approvals prior to lapse
    - Non-regionally significant non-Federal projects

SECOND READING - DRAFT RTC BYLAWS AND OPERATING PROCEDURES

Andy Eads, Chair, RTC Bylaws Revision Subcommittee
Ken Kirkpatrick, NCTCOG

Regional Transportation Council
November 10, 2022

RTC Bylaws Revision Subcommittee Members

Andy Eads, Chair
County Judge, Denton County

Rick Grady, Vice Chair
Councilmember, City of Plano

Gyna Bivens
Mayor Pro Tem, City of Fort Worth

Dianne Costa
Board Member, Denton County
    Transportation Authority

George Fuller
Mayor, City of McKinney

Mike Leyman
Councilmember, City of Mansfield

Adam McGough
Councilmember, City of Dallas

Phillip Ritter
Citizen Representative, City of Dallas

Oscar Trevino
Mayor, City of North Richland Hills

Glen Whitley
County Judge, Tarrant County

Schedule

June 9   Subcommittee Meeting

August 18   Subcommittee Meeting

October 5   Subcommittee Meeting

October 13   Regional Transportation Council Meeting (First Reading/Information)

November 10   Regional Transportation Council Meeting (Second Reading/Consider Approval)

Summary of Significant Proposed Revisions

Membership

- Add 13 new cities over 5,000 in population (Appendix A) (pgs. 7-8)

- Maintain number of Dallas seats (includes Dallas Love Field) (pg. 7)

- Add a seat for City of Fort Worth (pg. 8)

- Increase membership from 44 to 45 members (pgs. 7, 9)

Appointees

- In county/city groups, require mandatory rotation of primary seat (pg. 10)

- In county/city groups, permit cities over 30,000 population to hold primary or alternate seat if appointed by county (pg.10)

Bylaws Subcommittee Recommendations for Perimeter County/City Cluster Seats

- Mandatory rotation of the seat between the Counties

  - Roughly proportional to population

  - Measured over a 10-year Period

  - Two Categories:

    - Rotate on a 70/30 Basis

      - Johnson/Hood (Eligible Cities: Burleson, Cleburne)

      - Parker/Wise (Eligible Cities: Weatherford)

    - Rotate on a 50/50 Basis

      - Ellis/Kaufman (Eligible Cities: Midlothian, Waxahachie)

      - Rockwall/Hunt (Eligible Cities: Greenville, Rockwall)

  - If City is appointed, location of City is used to determine whether rotation requirement is met

Summary of Significant Proposed Revisions (continued)

Voting Structure

- Clarify teleconferencing, in person and videoconferencing (pgs. 11-12)

Officers

- Clarify that members of the Nominating Subcommittee are eligible to be nominated as an RTC officer (pg. 14)

Council Functions

- RTC maintain a set of public involvement procedures, including public comment rules and decorum requirements, as part of the Public Participation Plan (pg. 18)

Proposed RTC Action

Approval of Bylaws and Operating Procedures and direction for staff to work with the Cities of Dallas and Fort Worth over the next two years to determine if Regional Transportation Council membership could be reduced to 40 members. Action also includes direction for staff to develop a summary of best practices regarding the selection of group members and communication between RTC members representing groups of entities and all the entities within the group.

Rotation of County/City Cluster Seats
2022 Population

County/City Cluster	Population	Percent	
Rockwall	119,900	53%	
Hunt	104,900	47%	
	224,800		50/50 Rotation
Ellis	207,620	58%	
Kaufman	153,130	42%	
	360,750		
Johnson	193,500	75%	
Hood	62,120	25%	
	255,620		70/30 Rotation
Parker	152,930	68%	
Wise	69,740	32%	
	222,670		

Regional Model Supporting Complete Streets (Context Sensitive Design)

Karla Windsor | Regional Transportation Council
11.10.2022

Multimodal Complete Street

Complete Streets

Standards or policies that ensure the **safe and adequate accommodation** of all users of the transportation system, including **pedestrians, bicyclists, personal conveyance and micromobility users, public transportation users, children, older individuals, individuals with disabilities, motorists, and freight vehicles.**

Regional Model Supporting
Complete Streets/Context Sensitive Design

The purpose of a Complete Streets (Context Sensitive Design) policies and resolutions

- ❑ Provides strategic direction for transportation planning
- ❑ Encourages collaboration regarding transportation functions
- ❑ Incorporates local and regional priorities for mobility (not a one-size-fits-all solution)

A Policy/Resolution does <u>NOT</u>:

- ❑ Prescribe solutions for specific streets
- ❑ Mandate immediate retrofits
- ❑ Treat rural areas the same as urban areas

Regional Model Supporting
Complete Streets/Context Sensitive Design

Urbanized Context *(Urban Core / Urban / Suburban / Small Town)* — Rural Context
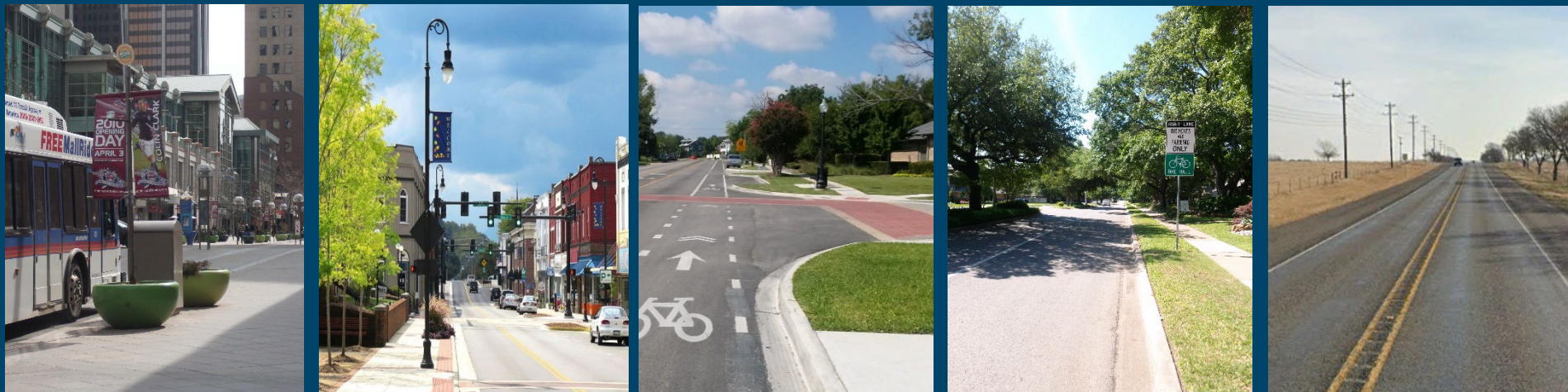
Regional Model Supporting
Complete Streets/Context Sensitive Design

Federal and State Guidance

FHWA and FTA Guidance

Planning Emphasis Areas (PEAs) for MPO and State Planning and Research

Develop tasks in Unified Planning Work Programs: *Complete Streets*

Infrastructure Investment and Jobs Act (IIJA)

Section 11206 Safe and Accessible Transportation Options:
MPOs must spend at least 2.5 percent of funds made available to them under Federal Highway Aid to activities that **increase safe and accessible options for multiple travel modes for people of all ages and abilities**, which may include:
- o Adoption of **Complete Streets** standards or policies
- o Development of **Complete Streets** prioritization plan
- o Other

Source: USDOT, December 30, 2021

Regional Model Supporting
Complete Streets/Context Sensitive Design

TxDOT Guidance

Roadway Design Manual (RDM) Update, May 2022

- The updated Ch 6., Sect. 4 Bikeway Facilities emphasizes "*context*" considerations and Bikeway Planning Principles: *safety, comfort, connectivity, and cohesiveness*

- TxDOT Districts now using the updated bicycle facility guidance for new projects

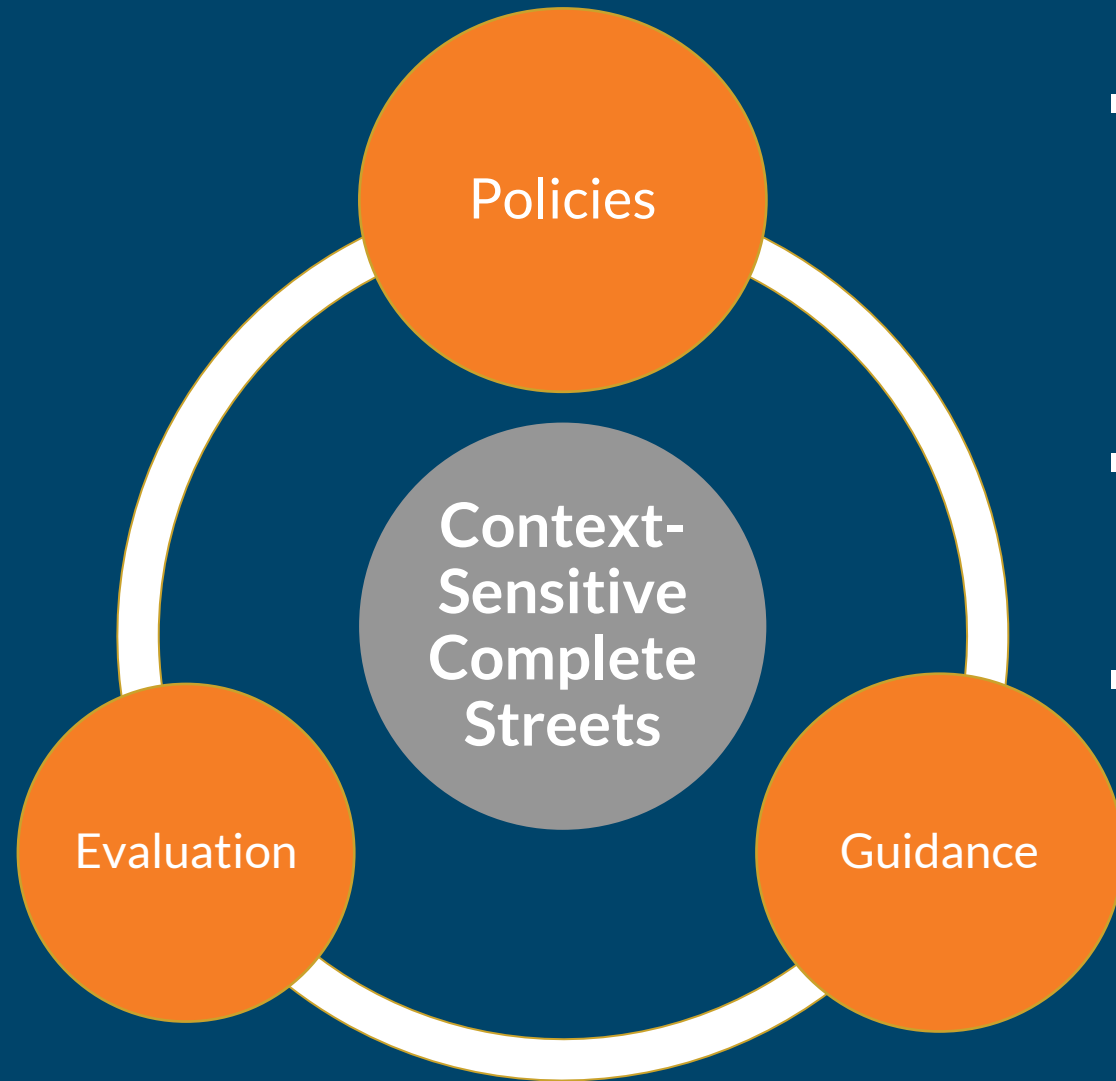- The Federal Highway Administration approved the RDM updates last summer

Regional Model Supporting
Complete Streets/Context Sensitive Design

Regional Model

Approach

Policies

Context-Sensitive Complete Streets

Evaluation

Guidance

Resolution objectives:

- **Policy**: Support the adoption and implementation of local government policies/resolutions related to "Complete Street/Context Sensitive Design" with local transportation projects

- **Guide**: Checklist and/or Guide for projects with complete street/context sensitive design elements

- **Evaluate**: Review complete street/context sensitive elements in project development and performance measures

Potential Elements of the Regional Model

Safety   Equity   Multimodal   Context-Sensitive   Technology   Sustainable Design

Regional Model Resolution

1. The RTC directs staff to collaborate with local governments and transportation providers to develop a Complete Streets (Context Sensitive Design) checklist and/or guide to be used for regional transportation planning and project implementation.

2. The RTC encourages local governments to adopt Complete Streets (Context Sensitive Design) Policies.

3. The RTC encourages local governments to consider Complete Streets (Context Sensitive Design) elements when developing, modifying, or updating local comprehensive plans, thoroughfare plans, local roadway design manuals, zoning and subdivision ordinances, development codes, and other associated rules and/or regulations.

4. The RTC encourages local governments and TxDOT and other transportation agencies to continue collaborating closely amongst themselves and with the public to implement transportation projects in their jurisdictions. Projects should apply context sensitive solutions in a manner consistent with local community characteristics.

5. The RTC directs staff to provide technical support to local governments for development of local Complete Streets policies, resolutions, and methodologies/applications for performance management.

Regional Model Supporting
Complete Streets/Context Sensitive Design

Next Steps

RTC Resolution Supporting a Regional Model for Complete Streets (Context Sensitive Design)

Collaboratively develop a *draft* Checklist/Guide, and Performance Measures

Updates to STTC and RTC

Finalize Checklist/Guide and Performance Measures

Schedule

Date	Milestone
August 17, 2022	BPAC Briefing
October 28, 2022	STTC Action
November 7, 2022	Public Input Meeting
November 10, 2022	**RTC Action**
2023	Develop Guide/Checklist and Performance Measures

Regional Model Supporting
Complete Streets/Context Sensitive Design

Requested Action

Recommend approval of the Resolution (R22-04) supporting a regional model for complete streets (context sensitive design) and direct staff to develop a complete streets checklist/guide and performance measures, to be returned at a future date for review.

Staff Contacts:

Karla Windsor, AICP

Senior Program Manager
kwindsor@nctcog.org

Kevin Kokes, AICP

Program Manager
kkokes@nctcog.org

Regional Model Supporting
Complete Streets/Context Sensitive Design

TOPICS FOR THE 2023 RTC LEGISLATIVE PROGRAM

Adequately Fund Transportation and Utilize Tools

Expand Transportation Options in Mega-Metropolitan Regions

Pursue Innovation and Technology

Improve Air Quality

Enhance Safety

RTC LEGISLATIVE PROGRAM

ADEQUATELY FUND TRANSPORTATION AND UTILIZE TOOLS

- Identify additional revenue for all modes of transportation, including fees on alternative fuel vehicles

- Support innovative funding methods to expand rail and transit options within the region

- Allocate funds to the existing Texas Rail Relocation and Improvement Fund

- Return approximately $80 million in air quality user fees to counties for Local Initiatives Projects

- Ensure fair-share allocation of funds for roadway capacity improvements to metropolitan regions

- Support full appropriation of current funding initiatives previously approved by the Legislature, including Proposition 1 and Proposition 7

RTC LEGISLATIVE PROGRAM

EXPAND TRANSPORTATION OPTIONS IN MEGA-METROPOLITAN REGIONS

- Support use of Public-Private Partnerships; allow for the ability to create data corridors (i.e., digital twins) and tolled managed lanes for roadway and transit projects through an MPO/local decision-making process

- Authorize the use of a Comprehensive Development Agreement for specific needed projects

- Retain eminent domain authority to allow planning and development of new and/or expanded transportation corridors, including high-speed rail, commuter rail, freight rail, roadways, and trails

- Support the use of a balanced liability insurance program that would allow North Texas transit agencies to operate on additional rail corridors as part of the regional transportation system

- Provide counties and cities with expanded tools for land use control to preserve future transportation corridors

RTC LEGISLATIVE PROGRAM

PURSUE INNOVATION AND TECHNOLOGY

- Utilize innovation in high-speed transportation, transit, autonomous vehicles, and freight
- Support the collaboration between local governments, the military, the State, and FAA to advance regulations for compatible land use and the safe operations of unmanned aircraft
- Plan for shared mobility solutions and technology-based transportation solutions; enable transportation data sharing and accessibility with appropriate privacy protection
- Establish and support programs to improve cybersecurity
- Support broadband expansion as a mode of transportation

RTC LEGISLATIVE PROGRAM

IMPROVE AIR QUALITY

- Modernize and increase flexibility in the Local Initiative Projects (LIP) through a limited program focused on transportation and air quality improvements

- [Strengthen emissions enforcement through fraudulent vehicle temporary paper tag enforcement](#)

- Protect the TERP Trust fund and revenue balance to ensure funds are used for TERP purposes; modernize the program and ensure flexibility to accommodate innovative approaches to improving air quality and reducing emissions, including the purchase of heavy-duty zero emission vehicles such as hydrogen fuel cell and battery electric vehicles and associated infrastructure

- Support system reliability, congestion relief, and encourage trip reduction strategies

- Support legislation that improves air quality

RTC LEGISLATIVE PROGRAM

ENHANCE SAFETY

- Improve the safety of the statewide transportation system for all users, including controlling texting while driving, eliminating driving under the influence, lowering excessive speed limits, reducing aggressive driving, reducing the number of fraudulent paper tags, and improving bicycle and pedestrian safety

- Reduce distracted driving through measures such as the use of hands-free cell phone technology to disable the use of a driver's cell phone for purposes other than emergency or navigation uses

- Oppose legislation to increase freight truck weight limits above 80,000 pounds

- Support legislation allowing sponsorships to support roadside assistance programs

- Eliminate deferred adjudication for safety related traffic violations (e.g., traffic violations in construction zones are not eligible for deferred adjudication)

- Allow non-sworn police officers to complete crash reports and clear minor, non-injury traffic crashes

TIMELINE

October 13, 2022

✓ RTC Legislative Program presented as an Information Item; Comments requested

November 10, 2022

RTC Legislative Program Presented as an Action Item

November 8, 2022

✓ General Election for Federal, State, and County Offices

November 14, 2022

Bill Filing Begins for the 88th Texas Legislature

January 10, 2023

88th Legislature Convenes

RTC Legislative Program

CONTACT US

Rebekah Gongora

Communications Manager

rgongora@nctcog.org | 682-433-0477

Nick Allen

Communications Coordinator

nallen@nctcog.org | 817-704-5699

SMART Program & Purpose

Program: Strengthening Mobility and Revolutionizing Transportation (SMART) Grant Program

Purpose: Demonstration projects using technology interventions to solve real-world challenges and build data and technology capacity and expertise in the public sector

Funding: $100M/yr.

First year: 30-50 planning grants/$2M maximum grant

Local match: None for planning grants

Later years: Implementation grants up to $15M

Application Deadline: 11/18/22

Eligible Projects

Coordinated Automation

Connected Vehicles

Intelligent Sensor-Based Infrastructure

Smart Technology Traffic Signals

Systems Integration

Commerce Delivery and Logistics

Innovative Aviation Technology

Smart Grid for EVs

SMART: Staff Outreach Efforts

6/21/22: NCTCOG staff briefing

6/28/22: Briefing for STTC members and other regional partners

8/2/22: Distributed notice of USDOT webinar on SMART program

9/20/22: Distributed Notice of Funding Opportunity and schedule

9/23/22: STTC briefing

10/13/22 RTC briefing

10/28/22: STTC action

11/4/22: NCTCOG letters of support deadline

11/10/22: RTC action request

Various: Multiple brainstorming sessions

Project 1: North Texas Micro-Weather Infrastructure for Advanced Air Mobility

Description: Feasibility study to determine viability of regional solution for low altitude weather detection and reporting to support safe deployment of advanced aerial vehicles such as last mile drone delivery services and Electric Vertical Take-off and Landing (eVTOL) vehicles

Location: Regionwide

Amount: $2 million

Local match: None

Key Partners: NASA North Texas Cohort, Hillwood, CASA WX Executive Council, Google Wing, DroneUp, Wisk Aero, Supernal, Overair, City of Arlington, DFWIA

Benefits: Will allow regional stakeholders on equitable basis to scale up Advanced Aerial Mobility operations safely

Project 2: Flooded Roads Information System

Description: Use advanced sensors and big data tools to improve prediction, identification, and reporting of flooded roadways.
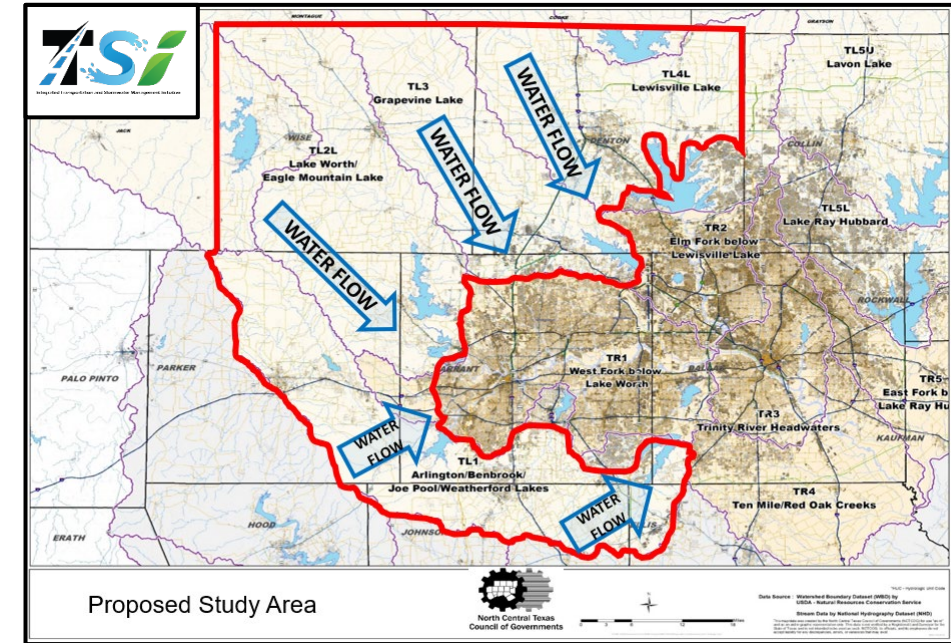
Location: TSI Study Area *(portions of Dallas, Denton, Ellis, Hood, Johnson, Parker, and Tarrant Counties, and all of Wise County)*

Amount: $2 million

Local match: None

Key Partners: See list at right

Benefits: Optimizing emergency response routes/procedures, use of critical facilities, and improving safety at vulnerable areas

Proposed Study Area

Project 3: Traffic Signal Technology and Deploying AI based ATMS Platforms

Description: Leverage NCTCOG's recent survey of traffic signal equipment to identify, test, and evaluate detection and other technologies. Pilot and evaluate multiple platforms to optimize traffic signals.

Location: Regionwide, US 77, US 67, and FM 1382

Amount: $2 million

Local match: None

Key Partners: TxDOT, City of Cedar Hill, City of Waxahachie, NCTCOG

Benefits: Safety, air quality, congestion, and reliability

Action Requested

Approval (i) of the submission of the three SMART grant applications described above and (ii) for staff to take all necessary steps to submit the applications and administer any grant that is awarded based on the applications.
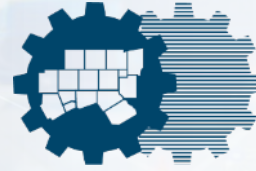
Contact

Thomas Bamonte
Senior Program Manager
Transportation Technology & Innovation Program
Email: tbamonte@nctcog.org
Twitter: @TomBamonte

NCTCOG PRESENTATION

Advancing Transportation Technologies and Innovative Program

Regional Transportation Council
11.10.2022

Natalie Bettger
Senior Program Manager

Advanced Transportation Technology and Innovation (ATTAIN) Program

Continuation of Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) program

$60M/yr.

5-10 awards up to $12M apiece

20 percent local match required

NOFO issued 9/19/22

Applications due: 11/18/22

ATTAIN Model Deployments

Reduced fatalities and injuries

Reduced traffic congestion/improved travel time reliability

Reduced emissions

Optimized multimodal system performance

Improved access to transportation alternatives

Integration of payment systems

Integrated multimodal transportation information

Transportation-related cost savings

USDOT ATTAIN Priorities

Climate

Resiliency

Environmental justice

Equity

Removing barriers to opportunity

Job creation

Achieving Mobility and Safety Through A Regional Data Management Framework

ATTAIN Grant Proposal

Regional TSMO Data Initiative

- Leverage FDOT V2X DEP to create a Digital Region
  - Develop Data Interfaces with Regional Partner systems
  - Re-use Interfaces developed by FDOT
    - HERE/ INRIX
    - Waze
    - Lonestar ATMS
    - OEM Data (Ford, Amazon)
    - Connected Vehicle Data
  - Work Zone Data Exchange (WZDx)

- Additional Data from Partners to Accelerate the DEP
  - Traffic Signal Data / ATSPM
  - Integration between agencies
  - Regional Bicycle and Pedestrian Trails

- Performance Dashboards for key corridors
- Development of a National Consortium for TSMO Data Exchange
- Pilot for new ITE Standard (Next Generation TMDD)

Regional Mobility Initiative

➢ Once data is available – several TSMO related Use Cases can be piloted in the region

➢ Safety
  ➢ Roadway
  ➢ Railroad Grade Crossings
➢ Decision Support for:
  ➢ Arterial and Frontage Road Load Balancing
  ➢ Proactive Crash and Congestion Management
  ➢ Special Event

Schedule

9/23/22: STTC Briefing / Information

10/13/22: RTC Briefing / Information

10/28/22: STTC Action

11/10/22: RTC Action

12/01/22: NCTCOG Executive Board Endorsement Action

REQUESTED RTC ACTION

- Request RTC approval of:

  Submittal of **TSMO Data Engine** for funding consideration through the FY22 Advanced Transportation Technology and Innovation (ATTAIN) Program ($8M) and Regional Toll Revenue (RTR) ($2M) for a total of ($10M)

  Administratively amend NCTCOG and State Transportation Improvement Programs (TIP / STIP), as well as other planning and administrative documents, to include the proposed project if selected for an FY22 ATTAIN Grant total award ($10M)

Contacts

<u>Natalie Bettger</u> **[Lead]**
Senior Program Manager
Congestion Management, Innovative Project
Delivery and Outreach Program
Email: nbettger@nctcog.org

<u>Thomas Bamonte</u>
Senior Program Manager
Transportation Technology & Innovation
Email: TBamonte@nctcog.org

<u>Arash Mirzaei</u>
Senior Program Manager
Model and Data Development Program
Email: AMirzaei@nctcog.org

OVERVIEW OF HB 2840*

Members of the public must be allowed to make comments to a governmental body before or during the body's consideration of an item

A governmental body may adopt reasonable rules regarding public comments, including rules that limit the amount of time for each public comment

If no simultaneous translation equipment is used, a member of the public using a translator must be given double the amount of time to comment

A governmental body may not prohibit public criticism of the body

Bill took effect on September 1, 2019

*Texas Government Code Section 551.007

RULES FOR PUBLIC COMMENTS AT RTC MEETINGS

Current Rules

- Comments at RTC meetings began in September 2019

- Initial rules adopted March 2020

- Rules are included in the Public Participation Plan as an appendix

- Four public comments have been received to date

- Comments documented in RTC minutes and Public Comments Report

Updated Rules

- Add decorum standard for audience members and public commenters with clear enforcement rules

- Overall time period limit for public comments, which may be extended

- Clarify when public comments will be in-person or virtual

- Public comment and decorum requirements referenced in RTC Bylaws (proposed)

TIMELINE

August

RTC Information

September

Public Meeting

October

RTC Information

STTC Action

November

RTC Action

Comments from the public on the updated rules were welcomed for a 45-day period per the Public Participation Plan.

ACTION REQUESTED

Approve the Updated Rules for Public Comments at RTC Meetings (Electronic Item 10.1).

Amend the Public Participation Plan to include the updated rules as an appendix.

CONTACT US

Amanda Wilson

Public Involvement Manager

awilson@nctcog.org | 817-695-9284

Carli Baylor

Communications Supervisor

cbaylor@nctcog.org | 817-608-2365