

AGENDA

Regional Transportation Council Thursday, November 10, 2022 North Central Texas Council of Governments

**1:00 pm Full RTC Business Agenda
(NCTCOG Guest Secured Wireless Connection Password: rangers!)**

Pledge to the United States and Texas Flags

- 1:00 – 1:10**
1. **Opportunity for Public Comment on Today's Agenda**
☒ Information Minutes: 10
Item Summary: Members of the public may comment on any item(s) on today's agenda at this time. If speaking, please complete a Speaker Request Card, available at the meeting, and provide to the North Central Texas Council of Governments designated staff person. A maximum three (3) minutes is permitted per speaker. At the conclusion of this item, no further opportunities for public comment will be provided for the duration of the meeting.
Background: N/A
- 1:10 – 1:15**
2. **Approval of October 13, 2022, Minutes**
☒ Action ☐ Possible Action ☐ Information Minutes: 5
Presenter: Duncan Webb, RTC Chair
Item Summary: Approval of the October 13, 2022, meeting minutes contained in [Electronic Item 2](#) will be requested.
Background: N/A
- 1:15 – 1:20**
3. **Consent Agenda**
☒ Action ☐ Possible Action ☐ Information Minutes : 5
 - 3.1. **Modifications to the FY2022 and FY2023 Unified Planning Work Program**
Presenter: Vickie Alexander, NCTCOG
Item Summary: Regional Transportation Council (RTC) approval of modifications to the FY2022 and FY2023 Unified Planning Work Program (UPWP) will be requested. Direction for staff to also administratively amend the Transportation Improvement Program and other administrative/planning documents, as appropriate, to reflect the approved modifications will also be sought.
Background: The Unified Planning Work Program is required by federal and State transportation planning regulations and provides a summary of the transportation and related air quality planning tasks to be conducted by Metropolitan Planning Organization staff. The FY2022 and FY2023 UPWP was approved by the Regional Transportation Council and North Central Texas Council of Governments (NCTCOG) Executive Board in July 2021 and identifies the activities to be carried out between October 1, 2021, and September 30, 2023. Amendments to this document

are being proposed to reflect new initiatives, project updates, funding adjustments, and updated Federal Transit Administration and Federal Highway Administration Planning Emphasis Areas. The proposed amendments have been posted on the NCTCOG website for public review and comment as part of the October public outreach opportunity and are also included as [Electronic Item 3.1.1](#). Additional information is provided in [Electronic Item 3.1.2](#). Public comments received as a result of the public outreach process, if any, will be provided prior to requesting RTC approval. The Surface Transportation Technical Committee took action at its October 28, 2022, meeting to recommend Regional Transportation Council approval.

Performance Measure(s) Addressed: Administrative

3.2. **Argonne National Lab Cooperation Approval**

Presenter: Arash Mirzaei, NCTCOG

Item Summary: Staff will request approval by the Regional Transportation Council to sign an agreement with the Department of Energy's Argonne National Laboratory. The goal of the agreement with Argonne is to prepare a simulation-based travel model for planning purposes in the Metropolitan Planning Area. In this three-year cooperative, the North Central Texas Council of Governments (NCTCOG) will provide data and practical planning expertise to Argonne researchers as in-kind match. The Department of Energy will provide \$1.5 million in funding.

Background: The regional travel model is NCTCOG's main tool for transportation planning. The model is continually updated with the latest technology and data. This project is an effort toward improvement of planning analytical tools within the regional travel model using Argonne National Laboratory research products.

Performance Measure(s) Addressed: Administrative

3.3. **Fiscal Year 2023 Education Campaigns for Transportation Initiatives: Phase One**

Presenter: Mindy Mize, NCTCOG

Item Summary: Staff will seek the Council's support of a recommendation to the NCTCOG Executive Board to approve funding up to \$278,700 for education campaigns for transportation initiatives. If approved, Phase 1 will initiate in Fiscal Year (FY) 2021.

Background: Since 2014, the NCTCOG Executive Board has been authorizing annual large-scale advertising purchase and placement initiatives for the Transportation Department. The first phase of education campaigns is for public involvement and support activities such as notifications of opportunities for public input/public meetings, and

commuter education focused on congestion management. Efforts in this first phase will be funded by a combination of Surface Transportation Block Grant Program funds, Transportation Planning Funds, RTC Local funds, and RTC Transportation Development Credits in lieu of cash match. Education campaigns will be in multiple languages and may be presented through out-of-home advertising, print, screen, online, audio, and social media mediums. [Electronic Item 3.3](#) provides more detail.

Performance Measure(s) Addressed: Administrative, Safety

3.4. **Traffic Signal Retiming in Tarrant County**

Presenter: Natalie Bettger, NCTCOG

Item Summary: Staff will request Regional Transportation Council (RTC) approval to receive approximately \$1,066,000 in funding from Tarrant County for traffic signal retiming along corridors in Tarrant County.

Background: Tarrant County has identified funding through its 2006 and 2021 Bond Programs and has approached NCTCOG to utilize this funding for traffic signal retiming along selected corridors in Tarrant County. NCTCOG has existing, active consultant contracts that may be used to develop and implement traffic signal retiming. The consultants will work with local jurisdictions and Texas Department of Transportation to develop, review and implement signal timing. Tarrant County will provide approximately \$1,066,000 to fund the consultant work as well as NCTCOG staff time to administer the project.

Performance Measure(s) Addressed: Roadway, Safety

1:20 – 1:35

4. **Orientation to Agenda/Director of Transportation Report**

☐ Action ☐ Possible Action ☒ Information Minutes: 15
Presenter: Michael Morris, NCTCOG

1. Texas Department of Transportation (TxDOT) Awards
2. Texas Department of Transportation (TxDOT) – End the Streak Video (<https://youtu.be/O4nxToYOiec>)
3. Texas Department of Transportation (TxDOT) - Commissioner Ryan – Thank You Comments
4. Dallas Fort Worth (DFW) Clean Cities Annual Fleet Recognition Awards ([Electronic Item 4.1](#))
5. Changing Mobility: Data, Insights, and Delivering Innovative Projects During COVID Recovery ([Electronic Item 4.2](#))
6. Dallas Area Rapid Transit (DART) Assistance on \$214 Million Distribution
7. National Drive Electric Week Success (www.driveelectricdfw.org)

8. Air Quality Funding Opportunities for Vehicles (www.nctcog.org/aqfunding)
9. Dallas-Fort Worth Clean Cities Events (<https://www.dfwcleancities.org/events>)
10. 2022 Ozone Season Update ([Electronic Item 4.3](#))
11. Status of Conformity Determination – Potential Lapse Grace Period
12. Local Clean Air Project Spotlight ([Electronic Item 4.4](#))
13. Auto Occupancy/High Occupancy Vehicle Quarterly Subsidy Report ([Electronic Item 4.5](#))
14. Mobility Matters ([North Central Texas Council of Governments - Mobility Matters - 2022 Summer \(nctcog.org\)](#))
15. 2022 Texas Department of Transportation Highway System Safety Improvement (HSIP) Call for Projects Deadline to District Offices – November 30, 2022 (<https://www.nctcog.org/trans/quality/safety/transportation-safety/statewide-safety-initiatives>)
16. October Online Input Opportunity Public Meeting Minutes ([Electronic Item 4.6](#))
17. November Public Meeting Notice ([Electronic Item 4.7](#))
18. Public Comments Report ([Electronic Item 4.8](#))
19. Recent Correspondence ([Electronic Item 4.9](#))
20. Recent News Articles ([Electronic Item 4.10](#))
21. Recent Press Releases ([Electronic Item 4.11](#))

1:35 – 1:45

5. **Regional Transportation Council Bylaws Revisions Subcommittee –Second Reading**

- ☒ Action ☐ Possible Action ☐ Information Minutes: 10
- Presenters: Rick Grady, Vice Chair, RTC Bylaws Revision Subcommittee and Councilmember, City of Plano and Ken Kirkpatrick, NCTCOG
- Item Summary: Recommendations for revision of the Regional Transportation Council's Bylaws and Operating Procedures will be presented for a second and final reading and approval.
- Background: The RTC Bylaws Revision Subcommittee met over the last few months to review and discuss possible revisions to the Bylaws and Operating Procedures. Proposed policy changes to the Bylaws include the addition of 13 new cities over 5,000 in population; an additional seat for the City of Fort Worth which leads to a complete roster of 45 members; the addition of language related to county/city group member appointments, including mandatory rotation; clarification of teleconferencing, in person, and videoconferencing as they relate to voting; language that affirms that members of the Nominating Subcommittee are eligible to be nominated as officers; and language noting that the RTC will maintain public involvement procedures, including public comment rules and decorum requirements as part of the Public Participation Plan. The Subcommittee unanimously approved the proposed Bylaws revisions and recommended Regional Transportation Council approval. The Subcommittee's recommendations were presented to the full RTC at its October 13, 2022, meeting for a first reading. There were no proposed changes discussed at the

meeting. A copy of the proposed Bylaws is provided in [Electronic Item 5.1](#) and [Electronic Item 5.2](#) contains a presentation that summarizes the proposed revisions.

Performance Measure(s) Addressed: Administrative

1:45 – 2:00

6. **Resolution Supporting a Regional Model for Complete Streets (Context Sensitive Design)**

☒ Action ☐ Possible Action ☐ Information Minutes: 15

Presenter: Karla Windsor, NCTCOG

Item Summary: Staff will introduce a draft resolution and request action supporting a regional model for complete streets (context sensitive design) which outlines the importance of planning and constructing complete streets and is intended to serve as the framework for encouraging local policies and projects across the region.

Background: The National Complete Streets Coalition defines 'Complete Streets' as an approach to planning, designing, building, operating, and maintaining streets that enable safe access for all people who need to use them including pedestrians, bicyclists, motorists, and transit users of all ages and abilities. The needs of roadway users are different in rural, suburban, and urban communities, and thus streets should be designed to fit the distinct context, circumstances, and local characteristics. The proposed resolution will: 1) direct staff to collaborate with local governments and transportation providers to develop a checklist and/or guide for projects with complete streets/context sensitive design elements to be used for regional transportation planning and project implementation; 2) encourage the adoption and implementation of local government policies/resolutions related to complete streets/context sensitive design; 3) encourage consideration of complete streets (context sensitive design) elements in future updates to local plans, manuals, ordinances, codes, and associated rules and regulations; 4) encourage local collaboration with the Texas Department of Transportation to implement transportation projects that apply context sensitive solutions consistent with local community characteristics; and 5) direct staff to provide technical support for the development of local policies, resolutions, and methodologies/applications for performance management. The draft resolution is provided in [Electronic Item 6.1](#), and additional information is provided in [Electronic Item 6.2](#).

Performance Measure(s) Addressed: Bike/Ped+, Safety

2:00 – 2:10

7. **Regional Transportation Legislative Program**

☒ Action ☐ Possible Action ☐ Information Minutes: 10

Presenter: Rebekah Gongora, NCTCOG

Item Summary: Staff will present the draft Regional Transportation Council (RTC) Legislative Program for the 88th Texas Legislature.

Background: Last month, RTC members were presented with the draft RTC Legislative Program for the 88th Texas Legislature, which can be found in [Electronic Item 7.1](#). Additional information can be found in

the presentation in [Electronic Item 7.2](#). Transportation and air quality issues are a focus for both the United States Congress and the Texas Legislature. The 88th Session of the Texas Legislature will convene on January 10, 2023.

Performance Measure(s) Addressed: Administrative

2:10 – 2:20

8. **Strengthening Mobility and Revolving Transportation Grant Program: Approval of North Central Texas Council of Governments Applications**

☒ Action ☐ Possible Action ☐ Information Minutes: 10

Presenter: Tom Bamonte, NCTCOG

Item Summary: Staff will request approval of North Central Texas Council of Governments' (NCTCOG's) submission of Strengthening Mobility and Revolutionizing Transportation Grant Program applications.

Background: In October, staff briefed the Council on the Notice of Funding Opportunity under the Strengthening Mobility and Revolutionizing Transportation (SMART) Program (<https://www.transportation.gov/grants/SMART>). The grants in this first year of the SMART Program are planning grants of up to \$2 million. SMART grants in later years will fund implementation of projects developed by planning grant awardees. Planning grant applications are due on November 18, 2022. A local match is not required. Staff is preparing three SMART planning grant applications:

- Advanced Aerial Mobility: Optimization of low altitude weather detection and reporting to support safe deployment of advanced aerial vehicles such as last mile drone delivery services and Electric Vertical Takeoff and Landing (eVTOL) vehicles.
- Flooded Roads Information: Use of advanced sensor and big data tools to improve the prediction, identification, and reporting out of flooded roadways.
- Traffic Signal Upgrades: Leverage tools made available by Texas Department of Transportation (TxDOT) and information generated from NCTCOG's recent survey of traffic signal equipment to identify, research, and leverage technologies and data to optimize traffic signals in the region.

The U.S. Department of Transportation's SMART program fact sheet is included as [Electronic Item 8.1](#). More information is available in [Electronic Item 8.2](#).

Performance Measure(s) Addressed: Roadway, Safety

2:20 – 2:30

9. **Advanced Transportation Technology and Innovation Grant Application**

☒ Action ☐ Possible Action ☐ Information Minutes: 10

Presenter: Natalie Bettger, NCTCOG

Item Summary: Staff will request Regional Transportation Council (RTC) approval of the regional application for the 2022 Advanced Transportation Technology and Innovation (ATTAIN) Program.

Background: In September 2022, the United States Department of Transportation (USDOT) issued an announcement for the ATTAIN Program proposals that deploy, install, and operate advanced transportation technologies to improve safety, mobility, efficiency, system performance, intermodal connectivity, and infrastructure return on investment. During this first year of the five-year program, USDOT will provide funding of up to \$12 million per grant. A 20 percent local match is required. [Electronic Item 9.1](#) is a copy of the Notice of Funding Opportunity that details the \$60 million grant program for Fiscal Year 2022, as well as the application requirements. Applications are due to USDOT by November 18, 2022. [Electronic Item 9.2](#) includes staff's summary and an overview of the proposed Transportation System Management and Operations Data Engine: Foundation for Success, the regional implementation project by the North Central Texas Council of Governments to advance mobility, the environment and quality of life through integrated data use for regional operations.

Performance Measure(s) Addressed: Goods Movement

2:30 – 2:40

10. **Draft Updated Rules for Public Comments at Regional Transportation Council Meetings**

☒ Action ☐ Possible Action ☐ Information Minutes: 10

Presenter: Amanda Wilson, NCTCOG

Item Summary: Staff will request Regional Transportation Council approval of Rules for Public Comments at RTC meetings.

Background: Since 2019, public comments have been accepted at Regional Transportation Council (RTC) meetings per HB 2840 (86th Texas Legislature). In March 2020, the RTC approved Rules for Public Comments at RTC meetings. The rules are part of the Public Participation Plan as an appendix. Several updates are being proposed at this time to the original rules, including general audience and speaker decorum standards, overall time limit for a public comment period and a clarification of when public comments would be accepted in-person or virtually at RTC meetings. A draft of the updated rules is provided in [Electronic Item 10.1](#) and will be presented at the meeting. Once approved, the rules will be updated in the Appendix to the Public Participation Plan. [Electronic Item 10.2](#) is a presentation that provides more information.

Performance Measure(s) Addressed: Administrative

2:40 – 2:50

11. **Automated Vehicles 2.1: Regional Planning Exercise for Local Partners**

☐ Action ☐ Possible Action ☒ Information Minutes: 10

Presenter: Clint Hail, NCTCOG

Item Summary: The Automated Vehicles 2.1 planning exercise recently completed, and staff will brief the Regional Transportation Council (RTC) on the key deliverables and findings of the project. Staff will also invite local governments to host in-depth briefings with staff and colleagues from their respective agencies. Materials, reports, and findings can be found online at: www.connectntxfutures.org.

Background: In October 2018, the RTC approved the three-part Automated Vehicles Program 2.0, which includes the AV2.1 project. AV2.1 is a planning exercise designed to help the region prepare for higher levels of automation in the transportation sector (e.g., automated vehicles). In 2021, through a procurement a team was selected to assist staff in the planning process. At that time, Committee members were invited to participate as part of the Project Advisory Committee. In September, the contract completed its 18-month term. [Electronic Item 11.1](#) is a presentation that provides additional information. [Electronic Item 11.2](#) provides an executive summary and key takeaways.

Performance Measure(s) Addressed: Roadway

12. **Progress Reports**

☐ Action ☐ Possible Action ☒ Information

Item Summary: Progress Reports are provided in the items below.

- RTC Attendance ([Electronic Item 12.1](#))
- STTC Attendance and Minutes ([Electronic Item 12.2](#))

13. **Other Business (Old or New):** This item provides an opportunity for members to bring items of interest before the group.

14. **Future Agenda Items:** This item provides an opportunity for members to bring items of future interest before the Council.

15. **Next Meeting:** The next meeting of the Regional Transportation Council is scheduled for ***1:00 pm on December 8, 2022, in the Transportation Council Room.***

MINUTES**REGIONAL TRANSPORTATION COUNCIL
October 13, 2022**

The Regional Transportation Council (RTC) met on October 13, 2022, at 1:30 pm in the Transportation Council Room. The following members or representatives were present: Daniel Aleman, Dennis Bailey, Rick Bailey, Gyna Bivens, Ceason Clemens, Dianne Costa, Michael Crain, Theresa Daniel, Pat Deen (Representing Judge J.D. Clark), Janet DePuy, Andy Eads, Gary Fickes, Raul Gonzalez, Barry Gordon, Rick Grady, Lane Grayson, Mo'jy Haddad, Clay Lewis Jenkins, Ron Jensen, Brandon Jones, John Keating, Mike Leyman, Alison Maguire, B. Adam McGough, Cara Mendelson, Ed Moore, Omar Narvaez, Tito Rodriguez (Representing Chair Jeff Davis), Jim Ross, David Salazar, Chris Schulmeister, Jeremy Tompkins, Oscar Trevino, Jr., William Tsao, Duncan Webb, B. Glen Whitley, and Michele Wong Krause.

Others present at the meeting included: Vickie Alexander, Melissa Baker, Micah Baker, Tom Bamonte, Berrien Barks, Natalie Bettger, Brandi Bird, Alberta Blair, David Boski, Jason Brown, Ken Bunkley, Laura Cadena, Jack Carr, Molly Carroll, Angie Carson, Curt Cassidy, Lori Clark, John Corday, Clarence Daugherty, Caryl DeVries, Jerry Dittman, Chad Edwards, Brittney Farr, Mike Galizio, Maribel Gallardo, Carmen Garcia, Gypsy Gavia, Rebekah Gongora, Christie Gotti, Zoe Halfmann, Paulette Hartman, Tony Hartzel, Robert Hinkle, Kristina Holcomb, Joel James, Major Jones, Travis Kelly, Dan Kessler, Gus Khankarli, Tony Kimmey, Ken Kirkpatrick, Chris Klaus, Audrey Koehler, Dan Lamers, Shailla Law, Eron Linn, Alonda Massey, Mindy Mize, Erin Moore, Elizabeth Mow, Patrick Murray, Jenny Narvaez, Jeff Neal, Michael Peters, John Polster, Greg Porter, Kelly Porter, James Powell, Vercie Pruitt-Jenkins, Guillermo Quintanilla, Carrie Rogers, Shawna Russell, Walter Shumac III, Randy Skinner, Gary Slagel, Lynch Stanford, Toni Stehling, Shannon Stevenson, Justin Stoker, Christopher Tolar, Johnson Vodka, Brendon Wheeler, B.J. William, Brian Wilson, Casey Wright, and Susan Young.

1. **Opportunity for the Public to Comment on Today's Agenda:** This item allows members of the public an opportunity to comment on agenda items. Regional Transportation Council Chair Duncan Webb asked if there were any public comments. No members of the public chose to speak at the meeting or provide written comments.
2. **Approval of the September 8, 2022, Minutes:** The minutes of the September 8, 2022, meeting were approved as submitted in Electronic Item 2. Theresa Daniel (M); Pat Deen (S). The motion passed unanimously.
3. **Consent Agenda:** The following items were included on the Consent Agenda.
 - 3.1. **Transportation Improvement Program Modifications – November 2022:** Staff requested Regional Transportation Council (RTC) approval of revisions to the 2023-2026 Transportation Improvement Program (TIP), along with the ability to amend the Unified Planning Work Program and other planning and administrative documents with TIP-related changes. November 2022 revisions to the 2023-2026 TIP were provided as Electronic Item 3.1 for the Council's consideration. The modifications were reviewed for consistency with the Mobility Plan, the air quality conformity determination, and financial constraint of the TIP. Modifications for projects on US 75 to change existing HOV lanes to Technology lanes were

included in this modification cycle to facilitate Federal Highway Administration approval.

- 3.2. **Texas and Gulf Coast Hydrogen Hub:** Staff will request approval for the North Central Texas Council of Governments (NCTCOG) to participate in the Texas and Gulf Coast Hydrogen Hub and recommend the NCTCOG Executive Board enter into a Memorandum of Understanding with Gas Technology Institute confirming participation. This Consortium will establish a regional clean hydrogen hub centered in the Houston area. The Bipartisan Infrastructure Law (BIL) authorizes the Department of Energy to invest \$8 billion to establish at least four regional clean hydrogen hubs nationwide. Hubs are to reflect diversity in geographic location, the feedstock from which hydrogen is produced, and the end use of the hydrogen produced. At least one hub should demonstrate end-use of hydrogen in the transportation sector. The Center for Houston's Future has coordinated stakeholder engagement on the topic of regional hydrogen hub development since the BIL was passed. Information is available at: <https://www.centerforhoustonfuture.org/energy>. In conjunction with development of the Interstate 45 Corridor Zero-Emission Vehicle Infrastructure Plan, NCTCOG staff has taken part in these regional hydrogen hub conversations and developed a network of connections related to this industry. NCTCOG has been invited to participate in a Texas and Gulf Coast Hydrogen Hub, which would be led by Gas Technology Institute (GTI) Energy. Electronic Item 3.2 provides additional details.

A motion was made to approve the Transportation Improvement Program Modifications, November 2022 Item 3.1 and the Texas and Gulf Coast Hydrogen Hub Item 3.2 on the Consent Agenda. Chris Schulmeister (M); T. Oscar Trevino, Jr. (S). The motion passed unanimously.

4. **Orientation to the Agenda/Director of Transportation Report:** Michael Morris highlighted items on the Director of Transportation Report. He was excited to introduce the new Executive Director for Denton County Transit Authority (DCTA), Paul Cristina, along with the new District Engineers for Texas Department of Transportation (TxDOT), Ceason Clemens, P.E., for the Dallas District and David Salazar, P.E., for the Fort Worth District. He then began by presenting the \$20 million Grant to Fund Projects, such as the Park – Pedestrian project, in the Texas District 111 in collaboration with State Representative, Yvonne Davis. The Council was briefed on the Scenario Planning Outreach event he attended along with Chris Cassidy and Emmitt Smith. Michael congratulated the North Texas Tollway Authority's 25th year anniversary that he was honored to attend. He briefly went over the Preston Rd. and the intersection study, Dallas through to Plano and the City of Dallas as the northern Dallas suburb continues to grow. He mentioned the East/West Equity Update table is provided in Electronic Item 4.3. The cancellation of Weatherford Downtown bypass Loop Project puts \$21 million back into the pot for other Transportation projects. The draft of the Updated Rules for Public Comments at Regional Transportation Council meetings that will be presented at a later date after the 45-day public comment period and was provided in Electronic Item 4.5. The remaining items were not presented.
5. **Fiscal Year 2022 Reconnecting Communities Pilot Program:** Michael Morris provided an overview on the Fiscal Year 2022 (FY22) Reconnecting Communities Pilot Program (RCP) and requested action to submit a candidate project to compete for funding. In June 2022, the United States Department of Transportation (US DOT) announced a Notice of Funding Opportunity (NOFO) to solicit applications for FY22 RCP

funding. The \$195 million program includes certain funding amounts set-a-side for the following purposes: 1) Planning Grants - \$50 million, and 2) Capital Construction Grants - \$145 million nationwide. Applications for each funding category are due to the US DOT by October 13, 2022, and eligible entities are limited to a maximum of three applications per solicitation. Funds will be awarded on a competitive basis for a project that removes, retrofits, or mitigates transportation facilities which create mobility, accessibility, and/or economic development barriers to community connectivity and vitality. The FY22 Reconnecting Communities Pilot (RCP) NOFO describes the application requirements, selection and evaluation criteria, applicable program and federal requirements, and available technical assistance during the grant solicitation period that is available at https://www.transportation.gov/sites/dot.gov/files/2022-06/RCP_NOFO_FY22.pdf. The candidate projects were: 1) Klyde Warren Park, Phase 2, with a RTC submittal, existing funding plus \$23.6 million RCP Grant plus \$9 million private sector. 2) Southern Gateway Deck Park Phase 2, City of Dallas. 3) IH 30 City Park/Farmers Market, engineering for future decks near Dallas Farmers Market with existing Surface Transportation Block Grants (STBG) Funds of \$2 million to expedite design that will facilitate IH 30 "Canyon" integration without let date delay.

A motion was made to submit Klyde Warren Park – Phase 2.0 for funding consideration through the FY22 Reconnecting Communities Pilot (RCP) Program for \$33.8 million and to administratively amend the North Central Texas Council of Governments 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 RCP Grant award. Cara Mendelsohn (M); Daniel Alemán, Jr (S). The motion passed unanimously.

6. **Access North Texas 2022 Update:** Shannon Stevens provided an overview of developed regional goals and requested a recommendation for Regional Transportation Council approval of the 2022 update of Access North Texas, including a brief overview of outreach efforts and a summary of developed regional goals. Access North Texas is the regional public transportation coordination plan that aims to identify the public transportation needs of older adults, individuals with disabilities, low-income individuals and others with transportation challenges. It lists specific strategies to address needs and current challenges, eliminate gaps in service, avoid duplication of transit services, and meet federal and state requirements for transit coordination in the 16 counties. The plan is required to be updated every 4-5 years; since the region is in a nonattainment area, is on a 4-year cycle. For this update, some key differences include conducting virtual outreach due to the COVID-19 pandemic, introducing a coding key to analyze the qualitative responses and comments, and outlining regional goals and then prioritizing strategies per county. Overall, the information identified through this plan can guide planning and funding decisions for transit over the course of the next several years. Access North Texas was last updated in 2018. One large component to help us gauge the public transportation needs of individuals throughout the region is the public outreach. It started in April 2021 and these efforts continued throughout the summer of 2021 and over 2,900 individuals and agencies were contacted for virtual meetings. Staff conducted 28 county-specific virtual meetings, various one-on-one meetings, emails, and conversations. A public transportation survey in English and Spanish was offered and received over 1,500 responses from individuals and agencies. All information was synthesized to develop goals to address needs across the entire region, as well as specific strategies for each county. The five overarching regional goals help guide efforts over the next four years to improve public transportation for seniors, individuals with disabilities, and low-income populations across the 16-county region. Shannon emphasized goal number 4 since it is a

new focus area as a result of the COVID-19 pandemic. As part of the public comment period, the draft was posted online in early August and presented as part of NCTCOG's public involvement process in August and September meeting month and included as part of September's public meeting. In addition to the public meetings, comments were encouraged via email or through conversations with staff. The draft document was also shared with stakeholder groups and promoted through social media. The next steps are outlined as follows: Access North Texas was taken to the Regional Transportation Council and will be taken to the NCTCOG Executive Board for action in October, and then provided to the Texas Department of Transportation. Upon approval, staff and regional partners will begin to implement strategies identified in the plan, and projects that seek funds through the Transit Strategic Partnership Program, should address these updated goals and strategies that is required for those that seek funding under the Federal Transit Administration's Enhanced Mobility of Seniors and Individuals with Disabilities Program. Staff will monitor progress and propose amendments if changes are needed before the next plan update in 2026. The plan is available at www.AccessNorthTexas.org.

A motion was made to approve Access North Texas 2022 Update. Dianne Costa (M); Theresa Daniel (S). The motion passed unanimously.

7. **Management, Operations, Air Quality, and Safety Program:** Christie Gotti requested a recommendation for Regional Transportation Council (RTC) approval of the latest efforts to extend existing and fund new Management, Operations, and Safety programs and projects every few years, many of which are legacy projects that the RTC has funded for several years (Vanpool program, Mobility Assistance Patrol, etc.). The last major review occurred in 2018-2019 and projects were funded through Fiscal Year (FY) 2022. In January 2022, the RTC approved funding for projects/programs that did not have sufficient existing revenues to continue without interruption through FY2023. Now, staff is requesting funding for FY2024-2026 projects and programs. The purpose of the program is to provide funding in addition to Transportation Planning Funds (TPF) to conduct operations, planning, and implementation activities. In general, this program assigns resources for RTC priorities and air quality initiatives, ensures that existing programs and projects can be continued without interruption in FY2024-2026, and ensures that CMAQ and STBG funding is obligated in a timely manner. The Regional Safety Program supports the RTC's policy that not even a single death on the transportation system is acceptable. \$50 million of RTC-selected funds are proposed to be set aside for a regional safety program, and funding will cover FY2024-2026. The following safety categories are proposed: Freeway Operations Engineering and Intercity Connections (\$25 million), Bicycle/Pedestrian Engineering (\$10 million), Bicycle/Pedestrian Education (\$2 million), Speed Enforcement (\$7 million), Speed Education (\$2 million), and Other (\$4 million). The importance of regional air quality and M&O projects was also emphasized, as they contribute to the Weight of Evidence in the State Implementation Plan, and fund new and expanded methods of reducing emissions from the transportation sector. In summary; Planning Activities, Data Collection, and Engineering Activities are proposed with the an RTC share of \$25.24 million, Air Quality Initiatives are included with an RTC share of \$11.65 million, Implementation/Operations Activities (e.g., Auto Occupancy, Special Events, Mobility Assistance Patrol) have an RTC share of \$51.74 million, Travel Demand Management/Transit are proposed with an RTC share of \$6.75 million, and Innovative Technologies include an RTC share of \$10.40 million that brings a total additional funds being requested to \$105.78 million for the M&O Program. Approximately 66% of the requested funding will be passed through to other agencies in the region (for projects like the Vanpool Program, Mobility Assistance Patrol, etc.) Approval timeline; Surface Transportation Technical Committee's (STTC) Director's Report on August 26, 2022, an

information item at the RTC meeting on September 8, 2022, Public meeting September 2022, STTC action on September 23, 2022, and RTC action on October 13, 2022. Several comments regarding safety and reduction of speed limits for tractor trailers, speed racing, and speed enforcements were made by RTC members. Michael Morris strongly encouraged that these topics should be discussed as part of the RTC Legislative Program.

A motion was made to approve the FY2024-2026 Management, Operations, Air Quality, and Safety Program, with direction for staff to administratively amend the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and amend other planning/administrative documents to incorporate these changes. Dianne Costa (M); Theresa Daniel (S). The motion passed unanimously.

8. **Regional Transportation Council Bylaws Subcommittee – 1st Reading:** Judge Andy Eads, Chair of the Bylaws Revision Subcommittee, introduced the Subcommittee members and provided an overview of its recommendations for revised RTC Bylaws and Operating Procedures for a first reading. Ken Kirkpatrick presented the specific proposed revisions as recommended by the Subcommittee. The RTC Bylaws Revision Subcommittee met over the last few months, June 9, 2022, August 18, 2022, and October 5, 2022, to review and discuss possible revisions to the Bylaws and Operating Procedures. Summary of significant proposed policy revisions to the Bylaws include the addition of 13 new cities over 5,000 in population; maintain number of Dallas seats (includes Dallas Love Field), an additional seat for the City of Fort Worth, increase membership from 44 to a roster of 45 members; the addition of language related to county/city group member appointments, including requiring mandatory rotation of primary seat; in county/city groups, permit cities over 30,000 population to hold primary or alternate seat if appointed by county; clarification of teleconferencing, in person, and videoconferencing as they relate to voting; language that affirms that members of the Nominating Subcommittee are eligible to be nominated as officers; and language noting that the RTC will maintain public involvement procedures, including public comment rules and decorum requirements as part of the Public Participation Plan. Electronic Item 8.1 contains these proposed revisions. Electronic Item 8.2 contains the most recent Bylaws Revision Subcommittee meeting agenda. Electronic Item 8.3 contains additional information. It is anticipated that action on the proposed Bylaws revisions will be requested at the November meeting. The Subcommittee unanimously approved the proposed Bylaws revisions and recommends Regional Transportation Council approval in November. The proposed RTC action for the November meeting (2nd reading): 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. 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 with the group.
9. **Status Report on Engine Off North Texas:** Jason Brown briefed the Regional Transportation Council (RTC) on the Engine Off North Texas Program. The program was developed to reduce the impacts of idling in North Central Texas to help mitigate the region's ozone nonattainment status and focus on providing resources to local governments to implement idle reduction policies that concentrate on heavy-duty diesel vehicles and educational and outreach material about the impacts of idling. In March of 2021, North Central Texas Council of Governments staff relaunched Engine Off North

Texas. Since the RTC Resolution R21-06 update was approved in October 2021, staff provided a status update on the Engine Off North Texas Program to encourage local governments to consider adopting an idling reduction ordinance and remind local governments and businesses of the resources available for idle reduction outreach and education. Resources offered to the region provide guidance on idling ordinance implementation and enforcement strategies. Education and materials including the local government guide, brochures, posters, toolkit and webpage offer information focused on heavy-duty vehicle idle reduction. Staff encourages jurisdictions to utilize metal regulatory signs and complaint hotlines available to deter unnecessary idling. Jason provided a brief overview of the Engine Off North Texas Toolkit and the resources listed in Electronic Item 9. Materials can be requested at: www.engineoffnorthtexas.org and forms emailed to engineoffnorthtexas@nctcog.org. NCTCOG staff will coordinate with a contact person to pick up/deliver items that cannot be mailed.

10. **Strengthening Mobility and Revolving Transportation Grant Briefing:** Thomas Bamonte provided a briefing on the Strengthening Mobility and Revolutionizing Transportation (SMART) Grant Program. The program purpose is to demonstrate projects focused on advanced smart city or community technologies and systems in a variety of communities to improve transportation efficiency and safety. The United States Department of Transportation (USDOT) is emphasizing technology interventions to solve real-world challenges and build data and technology capacity and expertise in the public sector with funding of \$500 million over five years (\$100 million per year). The first year will consist of 30 to 50 planning grants with a \$2 million maximum grant and no local match for planning grants. In the later years, there will be implementation grants up to \$15 million, limited to planning grant recipients. The Notice of Funding Opportunity (NOFO) was issued on September 19, 2022, with the application deadline of November 18, 2022. Eligible applicants include State, political subdivision of State, tribe, transit agency, public toll authority, metropolitan planning organizations (MPO), and groups of eligible entities. Funding is split as follows: large communities (>400k) at 40 percent; midsized communities at 30 percent; and rural/regional partnerships are at 30 percent. Planning project recipients should build internal buy-in and partnerships with stakeholders to refine and prototype their concepts and report on results. At the conclusion, recipients should have the information to either create a fully realized implementation plan with robust performance metrics or to make an informed decision not to proceed with the concept. Eligible projects include coordinated automation, connected vehicles, intelligent sensor-based infrastructure, systems integration, commerce delivery and logistics, innovative aviation technology, smart grid for electric vehicles, and smart technology for traffic signals. USDOT seeks project benefits of safety, reliability, resiliency, equity, access, climate, partnerships, and integration. Staff outreach efforts began on June 21, 2022, with a North Central Texas Council of Governments (NCTCOG) staff briefing and was followed up with a briefing for Surface Transportation Technical Committee members and regional partners on June 28, 2022. On August 2, 2022, staff distributed notice of a USDOT webinar on the SMART program. The NOFO and various brainstorming sessions were distributed on September 20, 2022. Local partners filing SMART grant applications should request NCTCOG letters of support requests by November 4, 2022. The Advanced Transportation Technology and Innovation (ATTAIN) program is a continuation of the Advanced Transportation and Congestion Management Technologies Deployment program with \$60 million a year, five to ten awards up to \$12 million apiece, and a requirement of 20 percent local match. ATTAIN projects should reduce fatalities, injuries, traffic congestion and emissions; improve travel time reliability; optimize multimodal system performance; improve access to

transportation alternatives; integrate payment systems; integrate multimodal transportation information; and result in transportation-related cost savings. The USDOT ATTAIN priorities are climate, resiliency, environmental justice, equity, removing barriers to opportunity, and job creation. Electronic Item 10.1 contained the USDOT's SMART fact sheet and Electronic Item 10.2 provided a summary on the regional outreach efforts to date.

11. **Legislative Update and Draft RTC Legislative Program:** Rebekah Gongora updated the Regional Transportation Council (RTC) on federal, and State legislative actions related to transportation and air quality issues affecting the Dallas-Fort Worth area. Transportation and air quality issues were the focus for both the United States Congress and the Texas Legislature. U.S. Congress appropriations expired September 30 but a continuing resolution is in effect through December 16 to keep the Federal government open. Recent House and Senate Committee hearings topics of discussion included the Infrastructure Investment and Jobs Act (IIJA), roadway safety, and state and local perspectives on IIJA. Interim committee hearings were being held throughout the State regarding safety, fatalities on roadways, alternatively fueled vehicles, policies impacting truck transportation, and federal IIJA funds. The 88th Session of the Texas Legislature will convene on January 10, 2023, and RTC members were presented with the draft RTC Legislative Program for the 88th Texas Legislature provided in Electronic Item 11. Topics for the 2023 RTC Legislative Program include: 1) To adequately fund transportation and utilize tools: to identify additional revenue for all modes of transportation; support innovative funding methods to expand rail and transit options with 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; and support full appropriation of current funding initiatives previously approved by the Legislature, including Proposition 1 and Proposition 7; 2) Expand transportation options in Mega-Metropolitan regions: to support use of public-private partnerships that allow for the ability to create data corridors (i.e., digital twins) and tolled managed lanes for roadway and transit projects through an metropolitan planning organization/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; and provide counties with expanded tools for land use control to preserve future transportation corridors; 3) 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; and support broadband expansion as a mode of transportation; 4) 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; and support legislation that improves air quality; and 5) the RTC Legislative Program will: Enhance safety to 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, and improving bicycle and pedestrian safety; reduce distracted driving through measures such as 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; and eliminate deferred adjudication for safety related traffic violations (e.g. traffic violations in construction zones are not eligible for deferred adjudication). The Regional Transportation Council was presented with a list of proposed topics to support in advance of the 88th Legislature.

12. **Environmental Protection Agency Ozone Reclassification Dallas-Fort Worth:** Due to time constraints on a previous agenda item, this item was not presented and is postponed for a later date.
13. **Progress Reports:** Regional Transportation Council attendance was provided in Electronic Item 13.1 and Surface Transportation Technical Committee attendance and minutes in Electronic Item 13.2.
14. **Other Business (Old or New):** Chair Michelle Wong Krause announced former Dallas Area Rapid Transit (DART) President/Executive Director, Gary Thomas, was inducted into the Hall of Fame.
15. **Future Agenda Items:** There was no discussion on this item.
16. **Next Meeting:** The next meeting of the Regional Transportation Council (RTC) is scheduled for 1:00 pm, Thursday, November 10, 2022, in the Transportation Council Room of the North Central Texas Council of Governments.

The meeting adjourned at 2:57 p.m.



The Transportation Policy Body for the North Central Texas Council of Governments
(Metropolitan Planning Organization for the Dallas-Fort Worth Region)

TO: Regional Transportation Council

DATE: November 4, 2022

FROM: Vickie Alexander
Program Manager
Program Administration

SUBJECT: Modifications to the FY2022 and FY2023 Unified Planning Work Program for Regional Transportation Planning

The Unified Planning Work Program for Regional Transportation Planning (UPWP) is required by federal and State transportation planning regulations and provides a summary of the transportation and related air quality planning tasks to be conducted by Metropolitan Planning Organization (MPO) staff. The FY2022 and FY2023 UPWP was approved by the Regional Transportation Council and NCTCOG Executive Board in July 2021 and identifies the activities to be carried out between October 1, 2021, and September 30, 2023.

Listed below, and in the following attachment, is the fourth set of proposed modifications to the FY2022 and FY2023 UPWP. Included in these amendments are new initiatives, project updates, funding adjustments, and updated Federal Transit Administration and Federal Highway Administration Planning Emphasis Areas. The proposed modifications have been posted on the NCTCOG website for public review and comment as part of the October 2022 public outreach opportunity. Comments received as a result of the public outreach process, if any, will be provided to the Regional Transportation Council prior to a request for its approval.

The following modifications reflect new initiatives proposed for inclusion in the Unified Planning Work Program that have not yet been approved by the Regional Transportation Council:

- 2.01 Travel Forecasting Support – Preston Road Corridor Analysis (add initiative and \$50,000 Transportation Planning Funds [TPF] to support the analysis of intersections on Preston Road between IH 635 in Dallas and the north city limit of Plano)
- 2.01 Travel Forecasting Support – Identification of Employment-Housing Imbalances in the Region (add initiative and \$100,000 TPF for data analysis and technical support for the development of tools that can be used to identify employment-housing imbalances as part of the transportation planning process in relevant corridors and planning areas)
- 5.03 Land-use/Transportation Initiatives – Increasing Safe and Accessible Transportation Options (add dedicated initiative to support and track planning activities related to Complete Streets and Context Sensitive Design in response to the Infrastructure Investment and Jobs Act; existing TPF will be utilized)

The following modifications affect existing projects for which text updates or financial adjustments are being proposed:

FY2023 Budget Adjustments:

A reallocation of resources across various UPWP Subtasks, are noted in the tables below, resulting from NCTCOG's FY2023 budget development. The changes are highlighted by funding source – Transportation Planning Funds and non-Transportation Planning Funds (Congestion Mitigation and Air Quality Improvement Program [CMAQ], Department of Energy [DOE], Federal Transit Administration [FTA], Local, Regional Toll Revenue [RTR], and Surface Transportation Block Grant Program [STBG]).

FY2022 and FY2023 Allocation of Transportation Planning Funds

Subtask	Subtask Title	2-Year Totals		
		Current	Proposed	Variance
1.01	Community Outreach	\$4,372,900	\$4,393,900	\$21,000
1.02	Program and Policy Administration	\$819,100	\$770,550	(\$48,550)
1.03	Fiscal Management and Information Systems	\$0	\$0	\$0
1.04	Computer System Applications and Data Management	\$765,200	\$767,200	\$2,000
	Subtask 1 - Administration and Management	\$5,957,200	\$5,931,650	(\$25,550)
2.01	Travel Forecasting Support	\$1,922,800	\$1,907,300	(\$15,500)
2.02	Transportation Data Development	\$463,400	\$464,100	\$700
2.03	Demographic Data and Forecasts	\$1,244,900	\$1,257,700	\$12,800
	Subtask 2 - Transportation Data Development and Maintenance	\$3,631,100	\$3,629,100	(\$2,000)
3.01	Transportation Project Programming	\$2,899,200	\$2,906,700	\$7,500
3.02	Regional Air Quality Planning	\$1,078,700	\$1,297,200	\$218,500
3.03	Air Quality Management and Operations	\$0	\$0	\$0
3.04	Public Transportation Planning	\$1,705,900	\$1,704,900	(\$1,000)
3.05	Transit Management and Operations	\$0	\$0	\$0
	Subtask 3 - Short-Range Planning and Programming, and Air Quality and Transit Operations	\$5,683,800	\$5,908,800	\$225,000

FY2022 and FY2023 Allocation of Transportation Planning Funds (Continued)

Subtask	Subtask Title	2-Year Totals		
		Current	Proposed	Variance
4.01	Metropolitan Transportation Planning	\$2,490,000	\$2,477,900	(\$12,100)
4.02	Coordination of Transportation and Environmental Planning Processes	\$527,200	\$511,600	(\$15,600)
4.03	Ensuring Equity, Nondiscrimination, and Environmental Justice in MPO Planning/Program Activities	\$413,900	\$453,900	\$40,000
4.04	Performance-Based Planning and Coordination	\$336,800	\$339,400	\$2,600
4.05	Understanding Public Return on Investment for Transportation Funding	\$98,200	\$98,200	\$0
4.06	Regional Passenger Rail Planning and Evaluation Process Development	\$100,000	\$105,800	\$5,800
	Subtask 4 – Metropolitan Transportation Plan	\$3,966,100	\$3,986,800	\$20,700
5.01	Regional Transportation Studies	\$1,376,400	\$1,366,400	(\$10,000)
5.02	Subarea Studies and Local Government Assistance	\$1,319,600	\$1,314,600	(\$5,000)
5.03	Land-Use/Transportation Initiatives	\$973,700	\$904,200	(\$69,500)
5.04	Transportation Asset Management	\$194,700	\$203,700	\$9,000
5.05	Congestion Management Planning and Operations	\$1,296,200	\$1,317,800	\$21,600
5.06	Regional Freight Planning	\$0	\$0	\$0
5.07	Transportation System Security and Emergency Preparedness	\$63,500	\$65,000	\$1,500
5.08	Roadway and Railroad Safety	\$633,900	\$642,800	\$8,900
5.09	Regional Aviation Planning and Education	\$125,900	\$260,600	\$134,700
5.10	Regional Military and Community Coordination	\$193,000	\$193,000	\$0
5.11	Transportation Technology and Innovation Program	\$688,400	\$606,400	(\$82,000)
5.12	Red River Navigation System Feasibility Study	\$0	\$0	\$0
5.13	North Texas Center for Mobility Technologies	\$0	\$0	\$0
	Subtask 5 – Special Studies	\$6,865,300	\$6,874,500	\$9,200
	Funding Totals	\$26,103,500	\$26,330,850	\$227,350

Non-TPF FY2023 Budget Adjustments

Funding Source	Amount	UPWP Subtasks
CMAQ	\$66,000	1.01 Community Outreach – Increase \$66,000
DOE	\$104,000	3.03 Air Quality Management and Operations – Increase \$104,000
FTA	\$67,000	5.03 Land-use/Transportation Initiatives – Increase \$67,000
Local	\$208,000	5.03 Land-use/Transportation Initiatives – Increase \$17,000 5.12 Red River Navigation System Feasibility Study – Increase \$191,000
RTR	\$50,000	5.05 Congestion Management Planning and Operations – Increase \$50,000
STBG	\$173,000	3.01 Transportation Project Programming – Increase \$58,000 5.04 Transportation Asset Management – Increase \$71,000 5.05 Congestion Management Planning and Operations – Increase \$44,000

Specific Projects:

- I. Introduction – E. Planning Issues and Emphasis (update text, including Exhibit I-7, Planning Emphasis Areas, to reflect new Federal Highway Administration and Federal Transit Administration Planning Emphasis Areas and how NCTCOG is addressing or plans to address each of these areas)
- 1.04 Computer System Applications and Data Management – Database and Geographic Information System Management (program additional \$404,400 TPF to support ongoing activities related to the management of numerous and various data and Geographic Information System technologies for transportation projects and programs.
- 1.04 Computer System Applications and Data Management – Regional Digital Aerial Imagery (program additional \$606,200 Surface Transportation Block Grant [STBG] Program funds and \$151,600 Texas Department of Transportation [TxDOT] funds to support ongoing activities related to the collection of digital imagery and update text to reflect additional work activities)
- 2.01 Travel Forecasting Support – Transportation Analytical Forecasting Tool (update text to reflect collaboration with the Argonne National Laboratory to improve the usability of NCTCOG's future travel model as part of Argonne's Department of Energy grant award that will extend Metropolitan Planning Organization modeling capabilities)

- 3.03 Air Quality Management and Operations – On-road Vehicle Emissions Project (delete project and remove \$2,475,000 STBG funds, matched with Transportation Development Credits [TDCs], as a result of the determination by the Federal Highway Administration that the project is not eligible for STBG funding)
- 3.03 Air Quality Management and Operations – Air Quality Initiatives: Fleets, Consumers, and Communities (program additional \$1,737,000 STBG funds, matched with TDCs, to support ongoing activities to reduce emissions from the transportation sector and update text to reflect consideration of the Justice40 initiative)
- 3.03 Air Quality Management and Operations – Clean Fleet Technologies Program (update text to reflect administration of a Call for Projects to fund EV charging stations, which will consider the Justice40 initiative in project selection)
- 3.03 Air Quality Management and Operations – Dallas-Fort Worth Clean Cities (update text to reflect consideration of the Justice40 initiative)
- 3.04 Public Transportation Planning – Regional Public Transportation Coordination (update text to reflect consideration of the Justice40 initiative)
- 3.05 Transit Management and Operations – Sustainability and Innovative Solutions for Transit (program additional \$523,000 Regional Toll Revenue [RTR] funds to support ongoing activities related to the coordination and implementation of sustainable transit initiatives and innovative solutions, and update text to reflect consideration of the Justice40 initiative)
- 3.05 Transit Management and Operations – Strategic Partnership Program (update text to reflect consideration of the Justice40 initiative)
- 4.03 Ensuring Equity, Nondiscrimination, and Environmental Justice in MPO Planning/Program Activities (update text to reflect consideration of the Justice40 initiative)
- 4.03 Ensuring Equity, Nondiscrimination, and Environmental Justice in MPO Planning/Program Activities – Planning to Address Transit Needs in Fort Worth's 76104 Zip Code (update text to reflect that the grant award was received in Fiscal Year [FY] 2022 and work will begin in FY2023 rather than FY2022 as initially anticipated)
- 5.01 Regional Transportation Studies – Corridor Studies/Environmental Studies Support (update text to add Spur 394 to the list of anticipated corridors for study using Texas Department of Transportation funds)
- 5.01 Regional Transportation Studies – High-Speed Passenger Technology (update text to reflect analysis of corridor-adjacent land use and infrastructure modifications and needs associated with high-speed rail station locations)

- 5.02 Subarea Studies and Local Government Assistance – Comprehensive Transportation Planning Studies and Technical Support (update text to add Love Field Surface Transportation Planning Study as a Category 1 roadway project)
- 5.03 Land-use/Transportation Initiatives – Regional Pedestrian Safety and Bicycle Safety Plans (update text to reflect the monitoring of safety strategies and countermeasures included in local safety action plans)
- 5.03 Land-use/Transportation Initiatives – Sustainable Development Initiatives (rename element and update text to remove language associated with school sitings and parking, and add language pertaining to housing and transportation analysis, transportation and sustainable stormwater projects and practices, and coordination with NCTCOG's Environment and Development Department)
- 5.05 Congestion Management Planning and Operations – Auto Occupancy Detection Program (program additional \$495,700 STBG funds and \$99,600 TxDOT funds to support ongoing activities to use technology to verify auto occupancy on the transportation system)
- 5.05 Congestion Management Planning and Operations – Regional Vanpool Program (program additional \$512,000 STBG funds, matched with TDCs, to support ongoing activities related to implementation of the regional vanpool program to reduce single-occupancy commuter trips)
- 5.05 Congestion Management Planning and Operations – Regional Trip Reduction Program (program additional \$443,000 STBG funds, matched with TDCs, to support ongoing activities aimed at educating private- and public-sector employers in the region about available Travel Demand Management programs and strategies that reduce single-occupancy vehicle trips for work purposes)
- 5.06 Regional Freight Planning – Regional Goods Movement (update text to change funding source from United States Department of Transportation [USDOT] Better Utilizing Investments to Leverage Development [BUILD] Grant funds to Federal Transit Administration funds for potential pass-through administrative costs for the North Texas Multimodal Operations Velocity Efficiency and Safety Program [NT MOVES])
- 5.06 Regional Freight Planning – Regional Goods Movement (add initiative and \$387,800 TPF, for planning activities in FY2023 related to the movement of freight within and through the Dallas-Fort Worth region such as support for rail and freight committees, public outreach, environmental justice considerations, the Freight Mobility Plan, and freight land-use related planning documents)

- 5.06 Regional Freight Planning – Regional Goods Movement (program additional \$177,000 STBG funds, matched with TDCs, to support ongoing activities related to truck traffic, rail freight, and other freight movement issues within and through the Dallas-Fort Worth region; update text to add a Truck Routing Analysis as an anticipated product; and remove language related to committee support and the Freight Mobility Plan, as these activities will be funded with Transportation Planning Funds in FY2023 rather than STBG funds)
- 5.08 Roadway and Railroad Safety – Transportation Safety Planning (program additional \$580,000 STBG funds, matched with TDCs, to support ongoing activities related to the development and implementation of safety programs and tools to improve safety on the roadway system; and update text to include the inventorying and monitoring of safety strategies and countermeasures included in local safety action plans)
- 5.10 Regional Military and Community Coordination – Naval Air Station Joint Reserve Base Fort Worth Land Use and Community Outreach Implementation (add \$60,000 Regional Transportation Council [RTC] Local funds to support continued activities of the Regional Coordination Committee relative to development around the Base)
- 5.10 Regional Military and Community Coordination – Surface Access to Critical Infrastructure (update text to reflect the inclusion of planning activities related to the Strategic Highway Network [STRAHNET] and connections between the STRAHNET and military installations)
- 5.11 Transportation Technology and Innovation Program – Dallas-Fort Worth Freight Optimization Corridors (program an additional \$4,579,000 STBG funds, matched with TDCs, to support ongoing staff activities aimed at optimizing the flow of trucks between freight hubs and expressways in the region and to support consultant activities in FY2023)
- VIII. Overview of Work Program Funding (update Exhibit VIII-1, FY2022 and FY2023 TPF Programming Summary, to reflect a decrease of \$167,509 in NCTCOG's FY2022 allocation of Federal Transit Administration 5303 Transportation Planning Funds, an increase of \$1,197,480 in NCTCOG's FY2022 allocation of Federal Highway Administration PL 112 Transportation Planning Funds, and a decrease of \$55,267 in carry-over Transportation Planning Funds from FY2021)
- VIII. Overview of Work Program Funding (update Exhibit VIII-3, Anticipated Equipment/Software Purchases/Leases, to reflect an increase of \$2,000 TPF for video equipment in Subtask 1.04 and addition of \$15,000 TPF for traffic simulation modeling software in Subtask 2.01)

The following modification has previously been approved by the Regional Transportation Council and is now being incorporated into the Unified Planning Work Program:

- 5.03 Land-use/Transportation Initiatives – South Dallas Improved Bicycle/Pedestrian Routes to Rail and Transit Technology Upgrades (add initiative and \$78,375 USDOT funds, \$19,708 Congestion Mitigation and Air Quality Improvement Program funds, \$19,708 RTR funds, and \$19,709 local funds for FY2023 to reflect receipt of FY2022 Rebuilding American Infrastructure with Sustainability and Equity [RAISE] grant award)

Please contact Vercie Pruitt-Jenkins at (817) 608-2325 or VPruitt-Jenkins@nctcog.org or me at (817) 695-9242 or valexander@nctcog.org if you have any questions or comments regarding these proposed modifications to the FY2022 and FY2023 UPWP prior to the Regional Transportation Council meeting. Your approval of these modifications will be requested at the meeting, as well as your direction for staff to administratively amend the Transportation Improvement Program and other administrative/planning documents, as appropriate, to reflect the approved modifications.

vpj
Attachment

AMENDMENT #4 TO THE FY2022 AND FY2023 UNIFIED PLANNING WORK PROGRAM

I. Introduction

E. Planning Issues and Emphasis

In 2014, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have jointly issued Planning Emphasis Areas to be addressed in the Unified Planning Work Program (UPWP). These three emphasis areas are identified in Exhibit I-7A and include: 1) Transition to Performance-Based Planning and Programming; 2) Regional Models of Cooperation – Ensure a Regional Approach to Transportation Planning by Promoting Cooperation and Coordination Across Transit Agency, Metropolitan Planning Organization, and State Boundaries; and 3) Ladders of Opportunity – Access to Essential Services. In 2021, FHWA and FTA jointly issued new Planning Emphasis Areas. These eight new areas are identified in Exhibit I-7B and include: 1) Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future, 2) Equity and Justice⁴⁰ in Transportation Planning, 3) Complete Streets, 4) Public Involvement, 5) Strategic Highway Network (STRAHNET)/US Department of Defense Coordination, 6) Federal Land Management Agency (FLMA) Coordination, 7) Planning and Environment Linkages (PEL), and 8) Data in Transportation Planning. Included in this these exhibits are examples of how the North Central Texas Council of Governments (NCTCOG) is addressing or plans to address each of these areas.

EXHIBIT I-7B
2021 Planning Emphasis Areas

Emphasis Area	Work Program Subtasks Addressing Emphasis Area	Funding Source
<p>Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future</p> <p>Federal Highway Administration (FHWA) divisions and Federal Transit Administration (FTA) regional offices should work with State Departments of Transportation (State DOT), Metropolitan Planning Organizations (MPO), and providers of public transportation to ensure that our transportation plans and infrastructure investments help achieve the national greenhouse gas reduction goals of 50 to 52 percent below 2005 levels by 2030, and net-zero emissions by 2050, and increase resilience to extreme weather events and other disasters resulting from the increasing effects of climate change. Field offices should encourage State DOTs and MPOs to use the transportation planning process to accelerate the transition toward electric and other alternative fueled vehicles, plan for a sustainable infrastructure system that works for all users and undertake actions to prepare for and adapt to the impacts of climate change. Appropriate Unified Planning Work Program work tasks could include identifying the barriers to, and opportunities for, deployment of fueling and charging infrastructure; evaluating opportunities to reduce greenhouse gas emissions by reducing single-occupancy vehicle trips and increasing access to public transportation; shifting to lower emission modes of transportation; and identifying transportation system vulnerabilities to climate change impacts and evaluating potential solutions. We encourage you to visit FHWA's Sustainable Transportation or FTA's Transit and Sustainability webpages for more information.</p> <p><i>(See EO 14008 on “Tackling the Climate Crisis at Home and Abroad,” EO 13990 on “Protecting Public Health and the Environment and Restoring Science to Tackle the Climate Crisis.” EO 14030 on “Climate-Related Financial Risk,” See also FHWA Order 5520 “Transportation System Preparedness and Resilience to Extreme Weather Events,” FTA’s “Hazard Mitigation Cost Effectiveness Tool,” FTA’s “Emergency Relief Manual,” and “TCRP Document 70: Improving the Resilience of Transit Systems Threatened by Natural Disasters”)</i></p>	<p>1.04 Computer System Applications and Data Management: Various datasets related to the impact of the transportation system on the climate crisis are compiled, analyzed, and distributed to support performance-based planning and other transportation planning activities.</p> <p>2.01 Travel Forecasting Support: Work on the Transportation Analytical Forecasting Tool includes maintenance and enhancement of the regional travel model that enables the estimation of greenhouse gas and other air quality pollutants for various demographic and transportation infrastructure scenarios. The Regional Dynamic Traffic Assignment Model and the Regional Travel Model Application Support projects also provide capabilities in measuring resilience for natural disasters and simulation tools for development of response plans.</p> <p>3.01 Transportation Project Programming: The transportation programming process considers the reduction of air quality emissions and resiliency within the transportation system in the project selection process.</p> <p>3.02 Regional Air Quality Planning: NCTCOG staff participates in conducting greenhouse gas emissions inventories to evaluate ambient pollutant levels to benchmark and facilitate emission reduction strategy prioritization such as the production of a greenhouse gas emission reduction strategy toolkit for North Texas. The inventories and benchmarks aid in proper impact assessments of reduction strategies and performance measure implementation.</p> <p>3.03 Air Quality Management and Operations: NCTCOG serves as the host agency for Dallas-Fort Worth Clean Cities, which works to advance adoption of alternative fuels and other energy conservation technologies (e.g., idle reduction). Substantial work is underway related to transportation electrification across both public and private fleets, planning for infrastructure to support zero-emission vehicles, and advancing consumer awareness of electric vehicles.</p>	<p>TPF</p> <p>TPF, STBG</p> <p>TPF for staff efforts, generally CMAQ for air quality projects, will use CRP funds in the future</p> <p>TPF</p> <p>CMAQ, STBG, DOE, EPA, FHWA, Local, TCEQ</p>

Emphasis Area	Work Program Subtasks Addressing Emphasis Area	Funding Source
	<p>3.05 Transit Management and Operations: As a designated recipient of FTA grant funds for the urbanized areas, general responsibilities include program administration, implementation, and oversight of subgrantees and increased access to public transportation through the Transit Strategic Partnership Program. Also, the Enhancing Mobility within Southern Dallas Inland Port project will increase access to on-demand services and electric vehicles will be procured to deliver public transportation services.</p> <p>4.01 Metropolitan Transportation Planning: The long-range transportation plan for the region includes extensive plans for a multimodal approach to reduce single-occupancy vehicle trips, as well as increase the reach of public transportation in a fast-growing region.</p> <p>4.02 Coordination of Transportation and Environmental Planning Processes:</p> <p><u>Planning and Environmental Linkages (PEL)</u> – In developing a framework for early planning stage consideration of environmental, community, and economic goals, and then advancing those goals into all subsequent project development stages to affect construction and mitigation, approaches to address climate change adaptation and resiliency are integrated into the transportation decision-making process.</p> <p><u>Environmental Stewardship Program</u> – Mitigation-based planning and engineering studies directed toward constructed wetlands and increasing tree canopy coverage address transportation system vulnerabilities to climate change impacts by alleviating flood risks, minimizing urban heat island effects, and sequestering greenhouse gas emissions.</p> <p><u>Denton Greenbelt Project</u> – Optimizing sustainability considerations for a planned roadway expansion across the Denton Greenbelt ensures long-term viability and adaptability of a critical riverine and greenspace habitat against future climate change impacts.</p>	<p>FTA</p> <p>TPF</p> <p>TPF</p> <p>RTR</p> <p>RTC Local</p>

Emphasis Area	Work Program Subtasks Addressing Emphasis Area	Funding Source
	<p><u>Blue-Green-Grey Silo-Busting Initiatives</u> – Multidisciplinary collaboration and integrated solutions between environmental stewardship and transportation infrastructure projects encourage greater replication of climate change resiliency measures, including use of green infrastructure and biofiltration.</p> <p><u>Integrated Planning for Regional Transportation, Urban Development, and Stormwater Management</u> – With rapid demographic growth and urbanization projected throughout the Upper Trinity River Watershed upstream of the Dallas-Fort Worth core, the combined effects of climate change, loss of natural ground cover, and increased impervious surfaces exacerbate flood risks for people, infrastructure, and community resources both in existing and newly developed areas. This comprehensive planning effort will assess current/future infrastructure and land-use vulnerabilities to flooding, analyze potential lifecycle-based flood prevention and adaptation measures, and determine applicable and replicative public/private-sector delivery and maintenance strategies aimed to equitably reduce flood risk, enhance quality of life, and improve operational capabilities.</p> <p><u>Everman Integrated Stormwater/Flooding Management Study</u> – As a result of increased upstream development, antiquated and/or deficient infrastructure, and effects from climate change, this project will establish a new citywide stormwater baseline to assess flooding risk, integrate new stormwater management practices, and identify transportation needs.</p> <p><u>Forest Hill Drive Planning Study</u> – Upon establishment of a new stormwater baseline out of climate change considerations analyzed from the <i>Everman Integrated Stormwater/Flooding Management Study</i>, a thoroughfare plan review will be conducted to facilitate the future reconstruction/widening of Forest Hill Drive.</p>	<p>RTC Local</p> <p>STBG, RTC Local</p> <p>RTC Local</p> <p>STBG</p>

Emphasis Area	Work Program Subtasks Addressing Emphasis Area	Funding Source
	<p><u>Regional Automated Transportation System (ATS) Initiative</u> – This initiative Identifies “last mile” urban connections that may benefit from a grade-separated automated transportation system with electric vehicles removing single-occupant vehicle trips from the congested roadway system, reducing greenhouse gas emissions.</p> <p><u>Regional Passenger Rail Innovative Finance Initiative</u> – This initiative studies feasibility and identifies funding and governance opportunities for regional passenger rail, removing long-distance single-occupant vehicle trips from the congested roadway network.</p> <p>5.02 Subarea Studies and Local Government Assistance: Work activities provide an evaluation of multimodal transportation needs within a specific geographic area or along an arterial corridor. Subarea studies are designed to study a specific issue and allow for a comprehensive assessment of general transportation needs within an area prior to examining system alternatives, with assistance to local governments in the development of their thoroughfare plans to reduce congestion and support public transportation options.</p> <p>5.03 Land-Use/Transportation Initiatives:</p> <p><u>Community Schools and Transportation</u> – The Sustainable Development Safe Routes to School (SRTS) Program is focused on encouraging and enabling more children to safely walk and bicycle to school, reducing reliance on SOVs to transport students to school, and improving student health, traffic congestion, safety, and air quality around schools. The Program will focus on continuing to develop educational opportunities and outreach, technical assistance to cities to support SRTS projects, promotion of SRTS encouragement such as Walk to School Day, and development and promotion of a Safe Routes to School Regional Action Plan.</p>	<p>STBG</p> <p>RTR</p> <p>TPF</p> <p>STBG</p>

Emphasis Area	Work Program Subtasks Addressing Emphasis Area	Funding Source
	<p><u>Dallas Opportunity Zone 1: North Oak Cliff Planning and Conceptual Engineering Study</u> – The future configuration and functionality of thoroughfare streets and viaducts between Downtown Dallas and North Oak Cliff is impacted by infrastructure age, changes to the Dallas levee flood control system, economic development opportunities, and context-sensitive design. Effectiveness of future planning and concept engineering associated with these issues will account for the assessment and mitigation of vulnerabilities associated with climate change impacts.</p> <p><u>Silver Line Transit-Oriented Development Corridor Planning</u> – Through a grant award in FY2022 under the Federal Transit Administration’s Pilot Program for Transit-Oriented Development (TOD) Planning, the Dallas Area Rapid Transit (DART) Silver Line TOD Plan will coordinate with several cities, Dallas Fort Worth International Airport, University of Texas at Dallas, DART, and private-sector partners along the under-construction Silver Line passenger rail corridor to advance equitable and connected TOD opportunities at nine future regional rail stations. The plan will analyze pedestrian and bicycle access to stations, collect parking data, and evaluate opportunities for land-use policy to support increased access to workforce housing and jobs.</p> <p><u>Smart Transit Corridors and Walkable Places</u> – This Program reviews opportunities for transportation choice through coordinated land use and transportation policy together with effectively developing or redeveloping multimodal corridors and achieving improved transportation outcomes. The program focuses on multimodal strategies to increase non-single-occupancy transportation options in the region through coordinated land use and transportation planning in priority transit corridors and walkable neighborhoods.</p> <p>The priority locations will be identified based on regional data and coordination with partner agency staff. Planning work for applicable corridors and locations may include existing conditions analysis and mapping, visioning, data collection, stakeholder engagement, investigations on best practices, pilot implementation, and development of regional, corridor, or area plans.</p>	<p>STBG</p> <p>FTA, RTC Local</p> <p>STBG</p>

Emphasis Area	Work Program Subtasks Addressing Emphasis Area	Funding Source
	<p>5.04 Transportation Asset Management:</p> <p><u>National Highway System Infrastructure Performance Measures and Transportation Asset Management Plan Coordination and Reporting</u> – State Departments of Transportation (DOTs) are required under Section 11105 of the Bipartisan Infrastructure Law to consider extreme weather and resilience as part of the lifecycle planning and risk management analyses supporting State Transportation Asset Management Plans (TAMPs). Because TAMPs result from investment strategies on National Highway System (NHS) facilities according to pavement and bridge performance targets coordinated between State DOTs and Metropolitan Planning Organizations, NCTCOG coordinates with TxDOT on TAMP implementation and aids with target progress reporting and gap analyses. Identification and integration of resiliency-based asset management principles and best practices, particularly in conjunction with off-system NHS owners, is critical to optimize lifecycle costs and functionality of the overall roadway system.</p> <p><u>Asset Condition-Based Roadway Planning</u> – This project will utilize resilience-based recommendations from University Partnership Program (UPP) studies, the <i>Integrated Planning Study for Regional Transportation, Urban Development, and Stormwater Management</i>, and other initiatives to inform both project- and system-level asset planning studies. Incorporating climate change impact and greenhouse gas emission factors, this work will aid in systemwide multimodal criticality and vulnerability assessments, identifying customized durability enhancements for transportation infrastructure, and improved decision-making and economic justification for increased development and prioritization of projects targeted for resiliency.</p>	<p>STBG</p> <p>TPF</p>

Emphasis Area	Work Program Subtasks Addressing Emphasis Area	Funding Source
	<p>5.05 Congestion Management Planning and Operations: NCTCOG's Congestion Management Process, in place since 1994, relies heavily on various performance measures as the primary mechanisms for assessing levels of congestion and recommended strategies for alleviating congestion. Both observed and planning performance measures are utilized to score and rank corridors for inclusion in the Congestion Management Process. The evaluation is based on four categories, including alternative roadway infrastructure, modal options, system demand, and system reliability.</p> <p>NCTCOG staff prepares an annual report for Travel Demand Management programs based on observed data collected by NCTCOG and partner agencies; this includes the Vanpool Program and the Regional Trip Reduction Program. Observed data is also collected and utilized to report performance measures for the Regional Traffic Signal Program.</p> <p>5.06 Regional Freight Planning: The implementation of <i>Freight North Texas</i> follow-up studies, including the Freight Land Use Analysis and the Freight and Environmental Justice Analysis, as well as the implementation of the new Regional Freight Plan address goods movement strategies related to technology that assist in the transition to clean energy.</p> <p>5.10 Regional Military and Community Coordination: Through a grant from the Department of Defense, recommendations from a recent Joint Land Use Study are being implemented under the Regional Military Compatible Use Implementation project. Resilience is very important to the military and several recommendations from the study around Naval Air Station Joint Reserve Base Fort Worth are related to this topic. Work is being done to encourage travel demand reduction strategies for daily commuters as well as reservists to the base. In addition, flooding has been identified as impacting the base as well as surrounding communities (including the transportation system) and efforts are underway to identify the most vulnerable areas and plan mitigation strategies.</p>	<p>TPF</p> <p>TPF, STBG, CMAQ, TxDOT, RTC Local, Local</p> <p>STBG</p> <p>DOD, RTC Local</p>

Emphasis Area	Work Program Subtasks Addressing Emphasis Area	Funding Source
<p>communities that have been denied such treatment, such as Black, Latino, and Indigenous and Native American persons, Asian Americans and Pacific Islanders and other persons of color; members of religious minorities; lesbian, gay, bisexual, transgender, and queer (LGBTQ+) persons; persons with disabilities; persons who live in rural areas; and persons otherwise adversely affected by persistent poverty or inequality. The term “underserved communities” refers to populations sharing a particular characteristic, as well as geographic communities, that have been systematically denied a full opportunity to participate in aspects of economic, social, and civic life, as exemplified by the list in the preceding definition of “equity.” In addition, Executive Order 14008 and M-21-28 provides a whole-of-government approach to advancing environmental justice by stating that 40 percent of federal investments flow to disadvantaged communities. FHWA division and FTA regional offices should work with State DOTs, MPOs, and providers of public transportation to review current and new metropolitan transportation plans to advance federal investments to disadvantaged communities.</p> <p>To accomplish both initiatives, our joint planning processes should support State and MPO goals for economic opportunity in disadvantaged communities that have been historically marginalized and overburdened by pollution and underinvestment in housing, transportation, water and wastewater infrastructure, recreation, and health care.</p>	<p>2.01 Travel Forecasting Support: The Transportation Analytical Forecasting Tool project includes maintenance and enhancement of the regional travel model to be inclusive of variables used in the evaluation of environmental justice such as income and worker status. This project also includes the enhancement of the analytical tools to include transit on-demand service modeling. The Transit Travel Survey encompasses social and environmental justice questions for transit riders. The Limited Access Facility User Survey is designed to understand users of the priced facilities in the region. The Development and Non-Motorized Trips Model is directly related to walk and bike trip data and simulation.</p> <p>3.01 Transportation Project Programming: NCTCOG has considered equity and held special consideration of/for environmental justice communities in project selection for many years. For example, project selection criteria often include implementing projects in traditionally underserved communities, increasing public transportation and filling in other service gaps in underserved areas, and improving infrastructure that benefits historically underserved populations.</p> <p>3.02 Regional Air Quality Planning: NCTCOG holds quarterly meetings to analyze and coordinate among regional partners to understand the impacts poor air quality has on public health. Equity is one of the main components of the Air Quality Health Task Force, as air pollution has no boundaries, and the disadvantaged communities suffer the most impacts.</p> <p>3.03 Air Quality Management and Operations: When implementing emissions-reducing activities such as awarding funding for emissions-reducing vehicle projects, staff reviews project locations in relation to environmental justice and Justice40 communities and considers this when scoring and selecting projects. Staff is incorporating Justice40 into efforts to map areas for new charging infrastructure and development of project scopes around zero-emission vehicle projects, especially in the freight sector.</p>	<p>TPF, STBG</p> <p>TPF for staff efforts, variety of federal funds placed on individual projects</p> <p>TPF</p> <p>CMAQ, STBG, DOE, EPA, FHWA, Local, TCEQ</p>

Emphasis Area	Work Program Subtasks Addressing Emphasis Area	Funding Source
	<p>3.04 Public Transportation Planning: Access North Texas, the Regional Public Transportation Plan, includes goals, policies, and strategies to develop transit options for the transportation needs of the disadvantaged, including low-income populations, seniors, and individuals with disabilities, to increase opportunities and access to public transportation.</p> <p>3.05 Transit Management and Operations: The Transit Strategic Partnership Program develops projects in collaboration with local partners to introduce or enhance transit services across the region, specifically aimed towards areas with limited or no access to public transportation. Also, the equitable transit fare program develops projects with transit partners to reduce public transportation fares for low-income populations accessing employment opportunities.</p> <p>4.01 Metropolitan Transportation Plan: The long-range transportation plan for the region includes extensive plans for a multimodal approach to reduce single-occupancy vehicle trips, as well as increase the reach of public transportation in a fast-growing region. A comprehensive nondiscrimination analysis is performed on the recommendations of the Metropolitan Transportation Plan each time the Plan is updated.</p> <p>4.02 Coordination of Transportation and Environmental Planning Processes:</p> <p><u>Planning and Environmental Linkages (PEL)</u> – In developing a framework for early planning stage consideration of environmental, community, and economic goals, and then advancing those goals into all subsequent project development stages to affect construction and mitigation, approaches to address equity and environmental justice issues are integrated into the transportation decision-making process.</p>	<p>TPF</p> <p>FTA, RTR</p> <p>TPF</p> <p>TPF</p>

Emphasis Area	Work Program Subtasks Addressing Emphasis Area	Funding Source
	<p><u>Integrated Planning for Regional Transportation, Urban Development, and Stormwater Management</u> – With rapid demographic growth and urbanization projected throughout the Upper Trinity River Watershed upstream of the Dallas-Fort Worth core, the combined effects of climate change, loss of natural ground cover, and increased impervious surfaces exacerbate flood risks for people, infrastructure, and community resources, particularly in historically disadvantaged communities and areas of persistent poverty.</p> <p>This comprehensive planning effort will assess current/future infrastructure and land-use vulnerabilities to flooding, analyze potential lifecycle-based flood prevention and adaptation measures, and determine applicable and replicative public/private-sector delivery and maintenance strategies aimed to equitably reduce flood risk, enhance quality of life, and improve operational capabilities.</p> <p>4.03 Ensuring Nondiscrimination and Environmental Justice in MPO Planning/Program Activities: Work includes investigating and integrating public engagement efforts to ensure protected populations are involved in the transportation planning process. Staff holds meetings with NCTCOG Transportation Department program area environmental justice liaisons and reviews staff activities to advise appropriate ways to incorporate Title VI and environmental justice into their program areas. Staff also continues to serve as a Title VI/environmental justice resource for transportation committee members, local government members, and subrecipients.</p> <p>This subtask also includes a planning study of transit needs in Fort Worth's 76104 Zip Code, which includes Census tracts identified as Areas of Persistent Poverty, to identify innovative transit solutions.</p> <p>4.04 Performance-Based Planning and Coordination: NCTCOG assesses the performance of the region's current and planned transportation system to ensure that negative impacts are not disproportionately placed on communities of environmental justice concern.</p>	<p>STBG, RTC Local</p> <p>TPF</p> <p>FTA</p> <p>TPF</p>

Emphasis Area	Work Program Subtasks Addressing Emphasis Area	Funding Source
	<p>5.01 Regional Transportation Studies:</p> <p><u>Corridor Studies/Environmental Studies Support:</u> This study process presents the opportunity to promote a balanced and multimodal transportation network to improve system interoperability and efficiency, and support the goals of the Metropolitan Transportation Plan, along with sustainability, livability, and community land-use objectives.</p> <p><u>Strategic Corridor Initiatives</u> – This project focuses on advancing critical regional projects through development, approval, and implementation, utilizing demonstration of compliance with merit criteria associated with equity and provisions from the Justice40 Initiative.</p> <p><u>Regional Passenger Rail Innovative Finance Initiative</u> – This initiative studies feasibility and identifies funding and governance opportunities for regional passenger rail removing long-distance single-occupant vehicle trips from the congested roadway network. These passenger rail corridors connect suburban communities with each other and with the urban core and typically parallel high-volume roadway corridors.</p> <p><u>IH 30/Fair Park Street Grid Planning Study: Foundation for CBD/Fair Park Link</u> – This study will develop plans for multimodal reconnections between underserved neighborhoods north and south of IH 30 and advance the concept for the Central Business District/Fair Park Link.</p> <p>5.02 Subarea Studies and Local Government Assistance: Work activities provide an evaluation of multimodal transportation needs within a specific geographic area or along an arterial corridor. Subarea studies are designed to study a specific issue and allow for a comprehensive assessment of general transportation needs within an area prior to examining system alternatives, with assistance to local governments in the development of their thoroughfare plans to address underserved population needs and access opportunities.</p>	<p>TPF</p> <p>STBG, RTR, RTC Local</p> <p>RTR</p> <p>STBG, RTC Local</p> <p>TPF</p>

Emphasis Area	Work Program Subtasks Addressing Emphasis Area	Funding Source
	<p>5.03 Land-Use/Transportation Initiatives: A comprehensive plan to identify transportation and rehabilitation improvements in the South Boulevard – Park Row Historic District in the city of Dallas will be initiated. This study is intended to help promote revitalization in environmental justice communities and will inventory the quality of the pedestrian, bicycle, street surface, and traffic signal conditions. An inventory of the quality of residential structures will also be assessed. The planning effort will be conducted as an initial assessment on how best to preserve the quality of neighborhood assets and make recommendations to the modernization of the transportation elements.</p> <p><u>Grand Avenue Study (3G: Garland/Gaston/Grand to IH 30)</u> – This planning and engineering study will identify needed improvements to Grand Avenue between Garland Road/Gaston Avenue and IH 30 and will include coordination with adjacent underserved East Dallas neighborhoods. The study will explore context sensitive design options and include a recommendation on a typical cross section including roadway pedestrian and bicycle network connections.</p> <p><u>South Dallas Improved Bicycle/Pedestrian Routes to Rail and Transit Technology Upgrades</u> – This initiative will implement walking and bicycling connections to several rail stations in southern Dallas environmental justice communities, improving connectivity to transit.</p> <p>5.04 Transportation Asset Management: Staff will utilize resilience-based recommendations from University Partnership Program (UPP) studies, the <i>Integrated Planning Study for Regional Transportation, Urban Development, and Stormwater Management</i>, and other initiatives to inform both project- and system-level asset planning studies, particularly in historically disadvantaged communities and areas of persistent poverty with disproportionately high quantities of poor condition pavements and bridges. This work will aid in systemwide multimodal criticality and vulnerability assessments, identifying customized durability enhancements for transportation infrastructure, and improved decision-making and economic justification for increased development and prioritization of projects targeted to address both resiliency and equity.</p>	<p>STBG, TDC</p> <p>STBG</p> <p>USDOT, CMAQ, RTR, Local</p> <p>TPF</p>

Emphasis Area	Work Program Subtasks Addressing Emphasis Area	Funding Source
	<p>5.05 Congestion Management Planning and Operations: NCTCOG's Congestion Management Process, in place since 1994, relies heavily on various performance measures as the primary mechanisms for assessing levels of congestion and recommended strategies for alleviating congestion. Both observed and planning performance measures are utilized to score and rank corridors for inclusion in the Congestion Management Process. The evaluation is based on four categories, including alternative roadway infrastructure, modal options, system demand, and system reliability.</p> <p>NCTCOG staff prepares an annual report for Travel Demand Management programs based on observed data collected by NCTCOG and partner agencies; this includes the Vanpool Program and the Regional Trip Reduction Program. Observed data is also collected and utilized to report performance measures for the Regional Traffic Signal Program.</p>	TPF
	<p>5.06 Regional Freight Planning: The implementation of <i>Freight North Texas</i> follow-up studies, including the Freight Land Use Analysis and the Freight and Environmental Justice Analysis, as well as the new Regional Freight Plan focus on the impact and interactions of freight transportation on underserved communities.</p>	STBG
	<p>5.08 Roadway and Railroad Safety: As a component of Transportation Safety Planning, an annual report of roadway observed safety data, including crash data, Traffic Incident Management Program data, and Mobility Assistance Patrol Program data for the Dallas-Fort Worth region is developed.</p>	TPF
	<p>5.10 Regional Military and Community Coordination: Transportation to, from, and within communities that surround the Naval Air Station Joint Reserve Base Fort Worth is critical to maintaining the base as an economic asset in the region. Many of the surrounding communities are underserved and disadvantaged communities. Work to improve such corridors as State Highway (SH) 183 and SH 199 fall within such communities. Efforts to bring bicycle/pedestrian improvements to provide transportation options are also included. Work is coordinated with activities in Subtask 5.01.</p>	TPF

Emphasis Area	Work Program Subtasks Addressing Emphasis Area	Funding Source
	5.11 Transportation Technology and Innovation Program: Staff is implementing projects through the AV2.0 Program that seek to address transportation challenges in underserved communities through 1) workforce development programs (transportation technology, trucking transportation, and goods delivery); 2) sidewalk delivery robot deployments, 3) automated shuttle systems, and 4) expanding broadband access in communities where access is needed but lacking.	STBG, RTC Local
<p>Complete Streets</p> <p>FHWA division and FTA regional offices should work with State DOTs, MPOs, and providers of public transportation to review current policies, rules, and procedures to determine their impact on safety for all road users. This effort should work to include provisions for safety in future transportation infrastructure, particularly those outside automobiles.</p> <p>A Complete Street is safe, and feels safe, for everyone using the street. FHWA and FTA seek to help federal aid recipients plan, develop, and operate streets and networks that prioritize safety, comfort, and access to destinations for people who use the street network, including pedestrians, bicyclists, transit riders, micro-mobility users, freight delivery services, and motorists. The goal is to provide an equitable and safe transportation network for travelers of all ages and abilities, including those from marginalized communities facing historic disinvestment. This vision is not achieved through a one-size-fits-all solution – each Complete Street is unique and developed to best serve its community context and its primary role in the network.</p> <p>Per the National Highway Traffic Safety Administration’s 2019 data, 62 percent of the motor vehicle crashes that resulted in pedestrian fatalities took place on arterials. Arterials tend to be designed for vehicle movement rather than mobility for nonmotorized users and often lack convenient and safe crossing opportunities. They can function as barriers to a safe travel network for road users outside of vehicles.</p>	<p>1.04 Computer System Applications and Data Management: Understanding the completeness of existing and planned streets involves incorporating data from numerous sources together into an integrated data product that can be used to holistically assess these transportation facilities. Work is underway to build data management systems that make relating these disparate datasets easier.</p> <p>2.01 Travel Forecasting Support: Work on the Transportation Analytical Forecasting Tool, Regional Travel Model Application Support, Regional Dynamic Traffic Assignment Model, Transit Travel Survey, and Non-Motorized Trips Model provide data and analytical tools related to this emphases area.</p> <p>3.01 Transportation Project Programming: A significant focus of project selection efforts in the Dallas-Fort Worth region is on Complete Streets type projects that improve multimodal connections for more than just automobiles.</p> <p>4.01 Metropolitan Transportation Plan: The long-range transportation plan for the region includes extensive plans for a multimodal approach, including specific recommendations for context-sensitive Complete Streets throughout the region.</p> <p>5.01 Regional Transportation Studies: Where transportation-ended investments are contemplated, reasonable alternative strategies for addressing the transportation demands and congestion at a corridor or subarea level of the Metropolitan Planning area are identified and evaluated.</p>	<p>TPF</p> <p>TPF, STBG</p> <p>STBG, CMAQ, TA-set-aside funds</p> <p>TPF</p> <p>TPF</p>

Emphasis Area	Work Program Subtasks Addressing Emphasis Area	Funding Source
<p>To be considered complete, these roads should include safe pedestrian facilities, safe transit stops (if present), and safe crossing opportunities on an interval necessary for accessing destinations. A safe and complete network for bicycles can also be achieved through a safe and comfortable bicycle facility located on the roadway, adjacent to the road, or on a nearby parallel corridor. Jurisdictions will be encouraged to prioritize safety improvements and speed management on arterials that are essential to creating complete travel networks for those without access to single-occupancy vehicles.</p>	<p><u>High-Speed Rail/Cedars Planning Study</u> – This study will include the review of transportation thoroughfare systems over IH 30, including transportation planning in the Cedars neighborhood of Dallas. Multimodal transportation improvement recommendations for the Cedars neighborhood, as well as recommendations for crossing the Trinity River, connecting Oak Farms to the Cedars neighborhood will be identified.</p>	STBG
	<p>5.02 Subarea Studies and Local Government Assistance: These studies provide an evaluation of multimodal transportation needs within a specific geographic area or along an arterial corridor. Subarea studies are designed to study a specific issue and allow for a comprehensive assessment of general transportation needs within an area prior to examining system alternatives, with assistance to local governments in the development of their thoroughfare plans in an effort to provide appropriate balance of modal options in the area.</p>	TPF
	<p>5.03 Land-Use/Transportation Initiatives: A regional Complete Streets (context sensitive) policy for adoption by the Regional Transportation Council is being prepared to support the development and implementation of local government policies. Staff will be developing a checklist and/or guide for projects with complete/context-sensitive design elements, and a process for considering complete/context-sensitive elements with projects across the jurisdiction being funded by RTC requests/federal funds. In addition, staff provides technical support to local governments for development of local Complete Streets policies, resolutions, and methodologies/applications for performance management.</p>	TPF
	<p><u>Grand Avenue Study (3G: Garland/Gaston/Grand to IH 30)</u> – This planning and engineering study will identify needed improvements to Grand Avenue between Garland Road/Gaston Avenue and IH 30 and will include coordination with adjacent underserved East Dallas neighborhoods. The study will explore context sensitive design options and include a recommendation on a typical cross section including roadway pedestrian and bicycle network connections.</p>	STBG

Emphasis Area	Work Program Subtasks Addressing Emphasis Area	Funding Source
	<p>5.08 Roadway and Railroad Safety: As a component of Transportation Safety Planning, an annual report of roadway observed safety data, including crash data, Traffic Incident Management Program data, and Mobility Assistance Patrol Program data for the Dallas-Fort Worth region is developed.</p> <p>5.10 Regional Military and Community Coordination: Several projects near Naval Air Station Joint Reserve Base Fort Worth improve access to the base, but also improve mobility for those traveling in the communities. Many of these projects will be complete streets and will consider bicycle/pedestrian accommodations as well as other corridor uses. These projects are specifically SH 183, Meandering Road, and SH 199. Work is coordinated with activities in Subtask 5.01.</p>	<p>TPF</p> <p>TPF</p>
<p>Public Involvement</p> <p>Early, effective, and continuous public involvement brings diverse viewpoints into the decision-making process. FHWA division and FTA regional offices should encourage MPOs, State DOTs, and providers of public transportation to increase meaningful public involvement in transportation planning by integrating Virtual Public Involvement (VPI) tools into the overall public involvement approach while ensuring continued public participation by individuals without access to computers and mobile devices. The use of VPI broadens the reach of information to the public and makes participation more convenient and affordable to greater numbers of people. Virtual tools provide increased transparency and access to transportation planning activities and decision-making processes. Many virtual tools also provide information in visual and interactive formats that enhance public and stakeholder understanding of proposed plans, programs, and projects. Increasing participation earlier in the process can reduce project delays and lower staff time and costs. More information on VPI is available here.</p>	<p>1.01 Community Outreach: Two Virtual Public Involvement opportunities are utilized. Public meetings are now hybrid – offering in-person, virtual, and telephone participation. Meeting materials are mailed to individuals without internet access who request copies. The telephone option does not require an internet connection or travel to the meeting. The second VPI opportunity is the Map Your Experience tool, which allows users to place a virtual pin at a location and document a transportation need or concern. Individuals can comment or “like” others’ comments in the tool and a dashboard makes the comments received available in a transparent manner.</p> <p>1.02 Program and Policy Administration: Public review and comment opportunities are offered for the development and modification of the Unified Planning Work Program, following the NCTCOG Transportation Department’s Public Participation Plan and procedures.</p>	<p>TPF</p> <p>Allocation</p>

Emphasis Area	Work Program Subtasks Addressing Emphasis Area	Funding Source
	<p>1.04 Computer System Applications and Data Management: Virtual public involvement requires the establishment and maintenance of backend data systems to enable their key functions. Technical development work, ongoing support, and data analysis related to tools like Map Your Experience and others have been essential to bringing these efforts to fruition.</p> <p>3.01 Transportation Project Programming: Public involvement is a part of developing and modifying the Transportation Improvement Program and in the project selection process. Virtual public involvement has been increasingly utilized in the last two years.</p> <p>3.02 Regional Air Quality Planning: The development of Transportation Conformity and emissions inventories are provided to the public, both with public meetings and through the NCTCOG website.</p> <p>3.03 Air Quality Management and Operations: As programs, projects, and policies are developed to impact vehicle emission levels, feedback is solicited through discussions with stakeholders, impacted jurisdictions, elected officials, and most importantly, through engagement with the general public.</p> <p>3.04 Public Transportation Planning: Access North Texas, the Regional Public Transportation Plan, includes efforts to increase meaningful public involvement throughout the region to identify strategies to address service gaps, specifically among disadvantaged populations. Efforts include utilizing various virtual tools to gather and incorporate public feedback. Additionally, ongoing transit studies integrate various opportunities for stakeholder input such as virtual and in-person meetings.</p>	<p>TPF</p> <p>TPF</p> <p>TPF</p> <p>CMAQ, STBG, DOE, EPA, FHWA, Local, TCEQ</p> <p>TPF</p>

Emphasis Area	Work Program Subtasks Addressing Emphasis Area	Funding Source
	4.01 Metropolitan Transportation Planning: The long-range transportation plan integrates the custom Virtual Public Involvement mapping tool called Map Your Experience into the public participation process. The tool is online anytime, broadening the reach and availability of information sharing between NCTCOG and members of the public. Map Your Experience enhances early and continuous public involvement and provides more meaningful input on residents' needs sooner in the process, which may then inform the suite of policies, programs, and projects recommended in the plan.	TPF
	4.03 Ensuring Equity, Nondiscrimination, and Environmental Justice in MPO Planning/Program Activities: Work includes investigating and integrating public engagement efforts to ensure protected populations are involved in the transportation planning process. Staff holds meetings with NCTCOG Transportation Department program area environmental justice liaisons and reviews staff activities to advise appropriate ways to incorporate Title VI and environmental justice into their program areas. Staff will also continue to serve as a Title VI/environmental justice resource for transportation committee members, local government members, and subrecipients.	TPF
	4.04 Performance-Based Planning and Coordination: Federal performance measures and other performance-based planning activities are incorporated into public meetings and other avenues of public involvement as required.	TPF
	5.01 Regional Transportation Studies: The corridor study process provides information to elected officials, technical staff, the business community, nearby property owners, and the general public on the costs, benefits, and impacts of these alternatives so that an informed decision can be made for a corridor improvement strategy.	TPF
	5.02 Subarea Studies and Local Government Assistance: NCTCOG coordinates and communicates with planning partners consistent with NCTCOG's outreach procedures and those of NCTCOG's planning partners. Often these outreach efforts provide opportunities for public input via virtual platforms such as MS Teams and Zoom.	TPF

Emphasis Area	Work Program Subtasks Addressing Emphasis Area	Funding Source
	5.06 Regional Freight Planning: Education on the importance of goods movement is achieved through public outreach Consistent with NCTCOG's outreach procedures. Coordination between private-sector stakeholders and public-sector staff will be initiated through multiple initiatives and meetings. As part of this, Regional Freight Advisory Committee meetings are held, as well as Regional Transportation Council Intermodal/Multimodal/High-Speed Rail/Freight Subcommittee meetings, as needed.	TPF/STBG
<p>Strategic Highway Network (STRAHNET)/US Department of Defense (DOD) Coordination</p> <p>FHWA division and FTA regional offices should encourage MPOs and State DOTs to coordinate with representatives from DOD in the transportation planning and project programming process on infrastructure and connectivity needs for STRAHNET routes and other public roads that connect to DOD facilities. According to the Declaration of Policy in 23 U.S.C. 101(b)(1), it is in the national interest to accelerate construction of the federal-aid highway system, including the Dwight D. Eisenhower National System of Interstate and Defense Highways, because many of the highways (or portions of the highways) are inadequate to meet the needs of national and civil defense. The DOD's facilities include military bases, ports, and depots. The road networks that provide access and connections to these facilities are essential to national security. The 64,200-mile STRAHNET system consists of public highways that provide access, continuity, and emergency transportation of personnel and equipment in times of peace and war. It includes the entire 48,482 miles of the Dwight D. Eisenhower National System of Interstate and Defense Highways and 14,000 miles of other non-Interstate public highways on the National Highway System. The STRAHNET also contains approximately 1,800 miles of connector routes linking more than 200 military installations and ports to the primary highway system. The DOD's facilities are also often major employers in a region, generating substantial volumes of commuter and freight traffic on</p>	<p>1.04 Computer System Applications and Data Management: Ongoing efforts to build and maintain a regional roadway information system will include SHRAHNET connectors as an attribute.</p> <p>2.01 Travel Forecasting Support: The Transportation Analytical Forecasting Tool and Regional Travel Model Application Support include development of capabilities for connectivity of various transportation networks. TxDOT and the roadway system managed by local cities are seamlessly included in Travel Model Network Development and Maintenance and used by the regional travel model. This inclusion enables the analysts to provide reports and planning activities that includes all interested parties.</p> <p>3.01 Transportation Project Programming: Coordination occurs with the military and the Livable Communities Team at NCTCOG to identify and fund projects of strategic importance to military installations in the Dallas-Fort Worth region.</p> <p>4.01 Metropolitan Transportation Planning: The Federal Functional Classification System is the system by which roads are grouped into functional systems according to the type of service and the amount of traffic the facility carries. NCTCOG staff continually monitors this system for the Dallas-Fort Worth region to ensure that roadways serving DOD installations are accurately classified. Federal Function Classification System status is interrelated to both the National Highway System and STRAHNET.</p>	<p>TPF</p> <p>TPF, STBG</p> <p>TPF, RTC Local, Category 2, CMAQ, STBG</p> <p>TPF</p>

Emphasis Area	Work Program Subtasks Addressing Emphasis Area	Funding Source
the transportation network and around entry points to the military facilities. Stakeholders are encouraged to review the STRAHNET maps and recent Power Project Platform (PPP) studies . These can be a useful resource in the State and MPO areas covered by these route analyses.	5.01 Regional Transportation Studies: The corridor study process provides information to elected officials, technical staff, the business community, nearby property owners, and the general public on the costs, benefits, and impacts of these alternatives so that an informed decision can be made for a corridor improvement strategy.	TPF
<p>Federal Land Management Agency (FLMA) Coordination</p> <p>FHWA division and FTA regional offices should encourage MPOs and State DOTs to coordinate with FLMA's in the transportation planning and project programming process on infrastructure and connectivity needs related to access routes and other public roads and transportation services that connect to federal lands. Through joint coordination, the State DOTs, MPOs, Tribal Governments, FLMA's, and local agencies should focus on integration of their transportation planning activities and develop cross-cutting State and MPO long-range transportation plans, programs, and corridor studies, as well as the Office of Federal Lands Highway's developed transportation plans and programs. Agencies should explore opportunities to leverage transportation funding to support access and transportation needs of FLMA's before transportation projects are programmed in the Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP). Each State must consider the concerns of FLMA's that have jurisdiction over land within the boundaries of the State (23 CFR 450.208(a)(3)). MPOs must appropriately involve FLMA's in the development of the metropolitan transportation plan and the TIP (23 CFR 450.316(d)). Additionally, the Tribal Transportation Program, Federal Lands Transportation Program, and the Federal Lands Access Program TIPs must be included in the STIP, directly or by reference, after FHWA approval in accordance with 23 U.S.C. 201(c) (23 CFR 450.218(e)).</p>	4.03 Ensuring Equity, Nondiscrimination, and Environmental Justice in MPO Planning/Program Activities: While there are no Tribal Lands within the Dallas-Fort Worth area, several Tribes have expressed interest in coordinating regional transportation needs from a cultural and historic perspective. The Regional Transportation Council adopted Policy P19-01 directing staff to coordinate with Tribal Governments on transportation issues and projects. NCTCOG staff works with all NCTCOG Transportation Department program areas to ensure that coordination occurs as appropriate with assistance from the Federal Highway Administration and the Texas Department of Transportation.	TPF

Emphasis Area	Work Program Subtasks Addressing Emphasis Area	Funding Source
	<p>5.01 Regional Transportation Studies:</p> <p><u>Corridor Studies/Environmental Studies Support</u> – The study process presents the opportunity to promote a balanced and multimodal transportation network to improve system interoperability and efficiency, and support the goals of the Metropolitan Transportation Plan, along with sustainability, livability, and community land-use objectives by coordinating and supporting federal and State environmental documentation processes with NCTCOG’s transportation partners.</p> <p><u>Strategic Corridor Initiatives</u> – This project focuses on advancing critical regional projects through development, approval, and implementation by incorporating PEL principles to increase chances for timely and successful delivery.</p> <p><u>IH 30/Fair Park Street Grid Planning Study: Foundation for CBD/Fair Park Link</u> – This study will include coordination on a common vision for thoroughfare street designs in the study area, with sensitivity for environmental considerations.</p> <p>5.02 Subarea Studies and Local Government Assistance: Work activities provide an evaluation of multimodal transportation needs within a specific geographic area or along an arterial corridor. Subarea studies are designed to study a specific issue and allow for a comprehensive assessment of general transportation needs within an area prior to examining system alternatives, with assistance to local governments in the development of their thoroughfare plans by coordinating and supporting federal and State environmental documentation processes with NCTCOG’s transportation partners.</p>	<p>TPF</p> <p>STBG, RTR, RTC Local, TDCs</p> <p>STBG, RTC Local</p> <p>TPF</p>

Emphasis Area	Work Program Subtasks Addressing Emphasis Area	Funding Source
	<p>5.10 Regional Military and Community Coordination: Work focuses on last-mile connections from the Naval Air Station Joint Reserve Base Fort Worth to the STRAHNET. This includes participation in projects on the STRAHNET such as IH 30 (including the interchange with SH 183) and IH 820. Simply making improvements to these major freeways is not always enough and work on projects such as SH 199 and SH 183 ensure connection between the major corridors to provide better access from the base. Ensuring that DOD personnel participate in these studies is also included. A Texas Department of Transportation representative sits on the Regional Coordination Committee to understand the importance of the roadway system to sustaining the military mission.</p> <p>5.11 Transportation Technology and Innovation Program: Through the Updated Regional Automated Vehicle Program (AV2.0), specifically AV2.1 Regional Planning Assistance for Local Partners, staff will utilize policy and planning guidelines previously developed with experts to assist local partners in planning for transportation in the future by taking into account the wide range of emerging mobility technologies. This tool will allow cities and agencies in North Texas to plan ahead and integrate their future plans with new transportation methods.</p>	<p>TPF</p> <p>STBG</p>
<p>Data in Transportation Planning</p> <p>To address the emerging topic areas of data sharing, needs, and analytics, FHWA division and FTA regional offices should encourage State DOTs, MPOs, and providers of public transportation to incorporate data sharing and consideration into the transportation planning process, because data assets have value across multiple programs. Data sharing principles and data management can be used for a variety of issues, such as freight, bike and pedestrian planning, equity analyses, managing curb space, performance management, travel time reliability, connected and autonomous vehicles, mobility services, and safety. Developing and advancing data sharing principles allows for efficient use of resources and improved policy and decision making at the State, MPO, regional, and local levels for all parties.</p>	<p>1.04 Computer System Applications and Data Management: This emphasis area is a core goal of this subtask. With increasing amounts of data available to support transportation planning activities, tasks related to evaluating, curating, downloading, processing, manipulating, and disseminating data to internal and external stakeholders are all essential. Finding relationships between new and existing datasets is key as well, as the value of data is enhanced when it can be examined along with other data in a cohesive, holistic way. Within this subtask, work is ongoing to create a comprehensive data management system for the MPO that will make many of these tasks easier.</p>	<p>TPF</p>

Emphasis Area	Work Program Subtasks Addressing Emphasis Area	Funding Source
	2.01 Travel Forecasting Support: Improvement and maintenance of the Transportation Analytical Forecasting Tool provides a common platform to integrate data and the forecast in a consistent manner. These products provide a standardized system of communication on this emphasis area.	TPF
	2.02 Transportation Data Development: This project includes the cleanup and management of traffic count and speed data, as well as maintenance of websites, to disseminate the data.	TPF
	2.03 Demographic Data and Forecasts: The improvement and maintenance of the inventory of Land Use and Demographic Data, in addition to other related data products in this subtask, support this emphasis area.	TPF
	3.01 Transportation Project Programming: Through the region's Management and Operations Program, significant resources are allocated to data collection and studies, projects, and programs that utilize the collected data to improve the transportation system in the region.	STBG
	3.02 Regional Air Quality Planning: All air quality data NCTCOG receives from federal agencies and monitoring systems is provided on NCTCOG's "Current Ozone Activity" web page.	TPF
	3.04 Public Transportation Planning: Oversight of federally required transit performance measures support data sharing efforts and ensures that data is incorporated into the planning process.	TPF
	3.05 Transit Management and Operations: Performance measures are included in project management and program oversight for federal formula and discretionary funds for public transportation. Measures for both operations and capital grants are used in the planning process to maximize program outcomes with available funding.	FTA
	4.04 Performance-Based Planning and Coordination: NCTCOG is sharing performance data and metrics with various stakeholders as required. Highlights include the Changing Mobility COVID-19 Metrics dashboard.	TPF

Emphasis Area	Work Program Subtasks Addressing Emphasis Area	Funding Source
	<p>5.03 Land-Use/Transportation Initiatives: The Sustainable Development Program continues to measure the success of bicycle and pedestrian modes of alternative transportation and to determine any commuting patterns that may exist. Staff monitors the volume of trips, and directional and time-of-day information for various locations in the Dallas-Fort Worth region to better evaluate facility use and other patterns within the region. A network of regionally significant bicycle and pedestrian corridors, and their nearby access to development, are important quality-of-life components to sustainable development and effective mixed-use development. Daily counts of bicycle and pedestrian users are conducted in various locations in the Dallas-Fort Worth area to better evaluate facility use and other regional patterns. This data is published online and made available through TxDOT's Bicycle and Pedestrian Count Exchange. Staff also updates and maintains a regional database of shared-use paths (trails) and on-street bikeway facilities (existing, funded, and planned facilities) which is published online with data available for local and regional planning.</p>	STBG, Local
	<p>5.06 Regional Freight Planning: With the development and implementation of Regional Rail Information System technology, NCTCOG will use real-time rail movement data in the remediation of railroad congestion and delay in the Dallas-Fort Worth region based on current operation and projected rail traffic growth.</p>	STBG, BUILD Grant, RTC Local, Local
	<p>5.11 Transportation Technology and Innovation Program: NCTCOG has launched numerous connected vehicle projects that aim to make use of the ecosystem surrounding connected vehicle technology, open-source travel data, and new technology capable of quickly detecting, processing, and publishing 1) roadway furniture and pavement status, 2) emergency events along travel ways, and 3) work-zone status data.</p>	STBG, RTC Local

1.04 Computer System Applications and Data Management

Regional Digital Aerial Imagery

Other Funding Sources

During FY2022 and FY2023, this project will obtain high-resolution color digital imagery for areas of North Central Texas. The aerial photography and Light Detection and Ranging (LiDAR) imagery obtained will be high resolution and geocoded with high-accuracy Global Positioning System coordinates (latitude, longitude, and elevation). The digital imagery will align with industry accepted procedures and standards, and image accuracy will be ensured through ground control and surface integration. The resulting imagery will be used for a wide variety of planning purposes, including improvements to travel demand modeling, corridor alignment planning and engineering analysis (including for the Regional Outer Loop), watershed hydrology modeling, environmental support, and tracking for changes in population/employment, land uses, and impervious surface cover. **Additional work will include post-processing, analysis, and creation of new data products derived from imagery products.** This work will be supported through Surface Transportation Block Grant Program funds and Texas Department of Transportation funds. Anticipated products include:

- Digital aerial imagery for use in a wide variety of planning purposes

2.01 Travel Forecasting Support

Transportation Analytical Forecasting Tool

Transportation Planning Funds

The Transportation Analytical Forecasting Tool (TAFT) is the latest Regional Travel Model for the Dallas-Fort Worth Metropolitan Area that was released in September 2020. TAFT is a collection of computer program software applications, training materials, and documents used by transportation analysts for planning projects and policies in the region. Development and maintenance of a Regional Travel Model is a multiyear project with several subtasks that will incrementally complement each other to create a mature analytical tool. TAFT will gradually replace DFX as the main Regional Travel Model (RTM). Work activities include software component and application development, visualizations, required documentation, maintenance and updates, and management activities. These activities will continue through FY2022 and FY2023. **NCTCOG will also collaborate with the Argonne National Laboratory to improve the usability of NCTCOG's future travel model as part of Argonne's Department of Energy grant award that will extend Metropolitan Planning Organization modeling capabilities.** Anticipated products include:

- TAFT software application improvements and maintenance; and
- TAFT documentation update.

Preston Road Corridor Analysis

Transportation Planning Funds

In FY2023, staff will initiate an analysis on Preston Road focusing on intersections between Interstate Highway 635 in Dallas and the north city limit of Plano. The goal is to evaluate various intersections based on cost, effectiveness in improving traffic condition, air quality, and safety. Citizen involvement is critical to determine if a common system of improvements is possible. The study will also consider the effect of improvements on accessibility to local businesses and residential developments. Traffic simulation modeling software may be purchased to assist in the analysis of grade separations anticipated in Plano. Anticipated products include:

- A report containing the results of the study.

Identification of Employment-Housing Imbalances in the Region

Transportation Planning Funds

The goal of this project in FY2023 is a review of various transportation systems to understand the connection between housing and employment and address the integration of housing, transportation, and economic development strategies in the transportation planning process. This project intends to develop planning data and tools and to identify housing-employment imbalances in the region. The activities may include development of housing data and connecting socioeconomic data to accessibility and housing affordability. The products of this project will be used in transportation planning activities in relevant corridors and planning areas to address the deficiencies that can be rectified by transportation projects or for consideration in ranking various investments in transportation. Anticipated products include:

- A set of data sources, maps, and documents describing the process; and
- Peer reviews and training to describe the products to planners.

3.03 Air Quality Management and Operations

Air Quality Initiatives: Fleets, Consumers, and Communities

Other Funding Sources

The transportation sector contributes nearly half of all ozone-forming pollution in the Dallas-Fort Worth ozone nonattainment area. Thus, NCTCOG works to reduce emissions from the transportation sector by promoting and facilitating projects that reduce emissions from vehicles, equipment, and related sources. Efforts include promoting retirement of older, higher-polluting vehicles and equipment, adoption of cleanest available technologies that include zero-emission vehicles, and operational/behavioral strategies that ensure vehicles are operated in an efficient manner with minimized emissions (e.g., idle reduction). To reach the full spectrum of the transportation sector, efforts target all end-users – that is, both fleets and consumers. In addition, NCTCOG works toward “community readiness” by collaborating with local governments, workplaces, and others to help ensure regulatory frameworks and other factors create conditions

that are supportive for end-users to adopt cleaner technologies. **Work includes consideration of the Justice40 initiative.** This work element will be supported through Surface Transportation Block Grant Program funds and Transportation Development Credits and will be ongoing throughout FY2022 and FY2023. Anticipated products include:

- Funding support, technical assistance, and outreach and education to facilitate emissions reducing projects among local vehicle fleets, including use of alternative fuel vehicles, idle reduction, and other emissions-reducing measures;
- Technical assistance, outreach and education, and promotion of financial incentives to support emissions-reducing activities among consumers, including adoption of clean vehicle technologies (e.g., electric vehicles [EVs]), proper maintenance, and vehicle operation strategies that reduce emissions (e.g., idle reduction);
- Technical support, funding assistance, and outreach and education to support community readiness efforts by local governments, workplaces, and others who wish to facilitate adoption of emissions-reducing technologies and initiatives;
- Identification and preparation of competitive grant applications to seek additional funds to support regional initiatives;
- Work associated with serving as the Dallas-Fort Worth Clean Cities Coalition; and
- Support for local government peer exchange on comprehensive air quality issues through the Regional Integration of Sustainability Efforts (RISE) Coalition, Air Quality Health Monitoring Task Force, and other avenues.

Clean Fleet Technologies Program

Other Funding Sources

Emissions reductions can be achieved through use of clean vehicle technologies, including alternative fuel vehicles, new low-emitting conventional vehicles that replace older vehicles that are scrapped, and use of technologies that support idle-reduction efforts and other efficiencies. NCTCOG sometimes provides direct funding assistance when eligible technologies are available. NCTCOG also facilitates completion of emissions-reducing projects in the Dallas-Fort Worth area by promoting incentives available from other agencies and providing technical assistance or other application support. This work element will be supported through Congestion Mitigation and Air Quality Improvement Program funds and Transportation Development Credits and will be ongoing throughout FY2022 and FY2023. Anticipated products include:

- Planning efforts to develop funding initiatives for clean vehicle technologies;
- **Administration of a Call for Projects to fund electric vehicle charging stations, which will consider the Justice40 initiative in project selection;**
- Implementation and monitoring of funded technology projects; and
- Promotion of financial incentives for clean vehicle technologies and technical support to prospective applicants.

Dallas-Fort Worth Clean Cities

Other Funding Sources

Since 1995, NCTCOG has been designated by the US Department of Energy (DOE) as the host agency for the Dallas-Fort Worth Clean Cities Coalition (DFWCC). DFWCC is part of a national

network of local coalitions supported by national laboratories and the DOE. Through DFWCC, staff works to improve transportation efficiency and reduce emissions by increasing use of alternative fuels, idle reduction, fuel economy improvements, and other measures that conserve energy or reduce emissions. The coalition includes collaboration with a range of stakeholders, including fleets, consumer groups, industry representatives, local governments, utilities, and others. **Work also includes consideration of the Justice40 initiative.** This work element will be supported through funds provided by the Department of Energy and private funding sources. University assistance may be used. This element is ongoing throughout FY2022 and FY2023. Anticipated products include:

- Participation in calls, conferences, and other coordination with DOE, national laboratory staff, and other coalitions;
- Planning assistance for alternative fuel infrastructure, both within the NCTCOG region and along highway corridors connecting North Texas to other areas;
- Meetings, workshops, events, or tours that feature alternative fuels or other clean vehicle technologies to raise awareness and understanding among consumers and fleets;
- Technical assistance and coaching to fleets with regard to use of alternative fuels and other advanced vehicle technologies;
- Training for first responders, fleet managers, local government staff, and others about alternative fuel vehicle technologies and associated infrastructure; and
- Submittal of reports to DOE and national laboratory staff.

On-Road Vehicle Emissions Project

Other Funding Sources

~~NCTCOG works to reduce emissions from the transportation sector and related emissions sources by facilitating projects that reduce emissions from vehicles. Efforts include developing and implementing a mobile emissions enforcement task force to combat the prevalence of fraudulent Texas temporary paper plates, fraudulent vehicle inspections, and emissions component tampering in vehicles. These efforts will help ensure vehicles are not circumventing the State's vehicle Inspection and Maintenance (I/M) Program. Another strategy will include collecting exhaust emissions data from vehicles to validate regional modeling efforts and identify high-emitting vehicles in order to develop air quality planning strategies in the nonattainment area. This work element will be supported through Surface Transportation Block Grant Program funds and Transportation Development Credits. Consultant and partner assistance may be used. This element is ongoing throughout FY2022 and FY2023. Anticipated products include:~~

- ~~• Establishment of a mobile emissions enforcement task force;~~
- ~~• Collection of tailpipe emissions data from vehicles to develop air quality planning strategies;~~
- ~~• Consultant and partner agreement(s); and~~
- ~~• Data analysis and final report.~~

3.04 Public Transportation Planning

Regional Public Transportation Coordination

Transportation Planning Funds

This planning activity is ongoing throughout both FY2022 and FY2023, supporting activities that further a coordinated and seamless public transportation system. This activity includes the Access North Texas Plan, which outlines coordination goals, policies, and strategies to move the North Central Texas region toward more coordinated, efficient, and seamless transportation services **for disadvantaged communities as expanded by the Justice40 initiative**. Other initiatives include analyzing the availability and viability of accessible transportation options for vulnerable rural populations, providing planning assistance to partner agencies as they implement identified strategies and recommendations and gathering data on the implementation of micro-transit and on-demand services to improve transportation planning in the region. Regional coordination activities will primarily focus on the counties that comprise the Metropolitan Planning Area. Coordination with surrounding areas will be included based on the impact that public transportation connections have within the planning area boundary. University assistance will be utilized. Anticipated products include:

- An adopted update to the Access North Texas Plan;
- Implemented coordination strategies identified in the Access North Texas Plan;
- Developing transit options for the transportation needs of the disadvantaged, including low income, seniors, and individuals with disabilities, to increase opportunities and access to public transportation;
- University Partnership Program report related to the implementation of micro-transit and on demand services;
- University Partnership Program final report assessing the availability and viability of transportation options for vulnerable rural populations especially as it relates to employment, medical care, and recreation access;
- Coordination meetings that engage and ensure disadvantaged populations are included in planning efforts; and
- Support for transit system improvements resulting in seamless regional connectivity.

3.05 Transit Management and Operations

Sustainability and Innovative Solutions for Transit

Other Funding Sources

This implementation activity is ongoing throughout both FY2022 and FY2023, supporting coordination and implementation of sustainable transit initiatives and innovative solutions. The program supports Chapter 461 of the Texas Transportation Code that focuses on maximizing the benefits of the State's investment in public transit through the coordination of services and other innovative transit-related projects. Activities include developing projects to encourage access to public transportation, implementing a regional equitable transit fares program **aligned with Justice40 initiative efforts**, and gathering data to improve transportation planning efforts for older adults, individuals with disabilities, individuals with low incomes, and additional environmental justice populations. University assistance will be utilized. Regional Toll Revenue

funds and Regional Transportation Council Local funds will support these activities. Anticipated products include:

- Implementation of an equitable transit fare program to be coordinated with transit authorities, NCTCOG, and private partners **for disadvantaged communities**;
- Coordination with transit agencies, community colleges, colleges, and universities to provide students with transit passes;
- University Partnership Program final report related to use of an app-based technique for assessing the transportation gaps of environmental justice populations;
- Short- and long-range solutions that move the region toward more comprehensive, coordinated, accessible, efficient, and effective public transit services; and
- Policies, programs, and projects that support and encourage sustainable transportation options around the region while elevating customer service and air quality.

Strategic Partnership Program

Other Funding Sources

This implementation activity is ongoing for FY2022 and FY2023, supporting coordination with strategic partners to develop transit projects that meet the transit needs of seniors, individuals with disabilities, and low-income populations for job access. Transit projects will be developed based on several factors, including, but not limited to, previously identified strategies in Access North Texas, environmental justice impact **with consideration to strategies aligned with the Justice40 initiative**, accessibility, strategic value in the region, innovation, and sustainability. These efforts will generate projects that are responsive to needs of transit-dependent populations, address gaps in service, and contribute to the coordination of services among transit providers. Federal Transit Administration funds and Transportation Development Credits will support these activities. Anticipated products include:

- Implementation of Strategic Partnerships process for review of requests;
- Coordination with local governments, transit providers, community service organizations, and other stakeholders to evaluate requests;
- A mobility toolbox to provide local governments with resources on transit project development;
- Programs and projects through Strategic Partnerships to improve transit access for seniors, individuals with disabilities, and low-income populations;
- Implementation of projects that address gaps in service and integrate recommendations from recent transit studies, including Cedar Hill, other local governments, and partner agencies; and
- Execution of subrecipient agreements and documentation of subrecipient compliance with grant requirements through monitoring and on-site reviews.

4.03 Ensuring Equity, Nondiscrimination, and Environmental Justice in MPO Planning/Program Activities

Transportation Planning Funds

As a recipient of federal funds, NCTCOG is required to ensure nondiscrimination under Title VI of the 1964 Civil Rights Act. Under Title VI and related statutes, each federal agency is required to

ensure that no person is excluded from participation in, denied the benefit of, or subjected to discrimination under any program or activity receiving federal financial assistance on the basis of race, color, national origin, age, sex, disability, or religion. The Civil Rights Restoration Act of 1987 clarified the intent of Title VI to include all programs and activities of federal-aid recipients, subrecipients, and contractors whether those programs and activities are federally funded or not. Subsequent presidential executive orders call for environmental justice for minority populations and low-income populations; affirmative advancement of equity, civil rights, racial justice, and equal opportunity for people of color and others who have been historically underserved, marginalized, and adversely affected by persistent poverty and inequality; and accountability regarding pollution that disproportionately harms communities of color and low-income communities. As an MPO, NCTCOG strives to ensure that nondiscrimination and the principles of equity and environmental justice are incorporated in its transportation plans, programs, policies, and activities.

This element is ongoing throughout FY2022 and FY2023. Staff will ensure compliance with federal- and state-mandated requirements using data-driven and community-driven methods to assess transportation needs, benefits, and burdens. Anticipated products include:

- Annual and triennial reports;
- Data updates to support decision making;
- Analyses of benefits and burdens of plans, programs, policies, and activities, including the Metropolitan Transportation Plan; and
- Technical and outreach support and training for staff and transportation partners, **including support and training related to the federal Justice40 initiative.**

Planning to Address Transit Needs in Fort Worth's 76104 Zip Code

Other Funding Sources

In FY2022, NCTCOG was awarded grant funding from the United States Department of Transportation (USDOT) under the Areas of Persistent Poverty (AoPP) Discretionary Grant Program ~~Anticipated to begin in FY2022, this study, Planning to Address Transit Needs in Fort Worth's 76104 Zip Code, will~~ to engage residents and stakeholders to identify innovative transit solutions that connect residents to healthy food, healthcare, affordable housing, jobs, and other needs. The study, **Planning to Address Transit Needs in Fort Worth's 76104 Zip Code, which will begin in FY2023**, will also identify strategies to reduce greenhouse gas emissions in this community, which is divided by an interstate freeway and experiences the lowest life expectancy in Texas. By identifying solutions that improve transit access and reduce emissions, the project will address racial inequities and environmental injustices in a zip code with six census tracts identified as Areas of Persistent Poverty. This initiative will be supported through Federal Transit Administration grant funds, matched with Transportation Development Credits. Anticipated products include:

- Public Involvement Plan;
- Presentations and meeting and interview notes;
- List of performance criteria and targets;
- Documentation of community's potential transit needs and recommended solutions;
- List of strategies to reduce greenhouse gas emissions; and
- Final report.

5.01 Regional Transportation Studies

Corridor Studies/Environmental Studies Support

Other Funding Sources

Texas Department of Transportation funds will also be utilized to carry out the work activities noted above, as well as corridor-level mobile source air toxics analyses, on projects that TxDOT requests assistance on. The following projects are anticipated to be performed using Texas Department of Transportation funds:

- US 75 – Dallas County/Collin County;
- US 80/IH 30 – Dallas County/Rockwall County/Kaufman County/Hunt County;
- US 380 – Collin County/Denton County;
- IH 635 East;
- City Map (Downtown Dallas Freeway Coordination Study);
- SH 190 East Branch; ~~and~~
- IH 20 – Dallas County; ~~and~~
- **Spur 394.**

High-Speed Passenger Technology

Other Funding Sources

North Central Texas Council of Governments (NCTCOG) staff will provide leadership and/or support for work activities related to high- and higher-speed passenger technology within the Dallas-Fort Worth planning area boundary and those areas outside the planning area boundary that impact travel within the boundary. NCTCOG work activities will be supported with Regional Toll Revenue funds and Regional Transportation Council Local funds. Efforts may include all activities associated with planning and implementation of high- or higher-speed passenger technology (i.e., rail, next generation magnetic levitation) in the Dallas-Fort Worth region, as well as activities related to connecting the Dallas-Fort Worth region to other metropolitan areas. **Analysis of corridor-adjacent land use, as well as infrastructure modifications and needs associated with station locations, such as freeway crossings with caps or tunnel crossings with access portals, may supplement the staff activities associated with passenger rail planning.** Consultant assistance may be used for ~~the~~ these initiatives. Regional Transportation Council Local funds will be used to support travel and associated costs for implementation of high- or higher-speed passenger technology.

The following products will be delivered during FY2022 and FY2023 as the result of work done on this project:

- Various maps identifying alternatives and Regional Transportation Council policies;
- Development of ridership modeling analyses for various high-speed passenger technology alignments and station locations; and
- Recommended station locations, alignments, and technology.

5.02 Subarea Studies and Local Government Assistance

Comprehensive Transportation Planning Studies and Technical Support

Transportation Planning Funds

Provided below is a list of ongoing and candidate projects in the Dallas-Fort Worth area which will be conducted or supported based on regional priorities, schedules of partner transportation agencies, and staff and funding availability. This list is divided into three categories that provide a scaled level of NCTCOG staff involvement: Category 1 – NCTCOG is conducting the study; Category 2 – NCTCOG is providing limited analysis and data to support an external study; and Category 3 – NCTCOG is providing existing data in response to small, ad hoc requests for technical assistance.

Roadway

Category 1

- Hood County Transportation Plan (including Chisholm Trail Parkway Extension)
A countywide plan will be developed that incorporates land-use planning, traffic count and accident data, demographic projections, travel demand modeling, local government committee assistance, and public involvement.
- North Tarrant County Transportation Subarea Study
This study will focus on an assessment of transportation needs in northwest Tarrant County. This effort will include a review of current and future traffic volumes, with attention given primarily to the regional arterial system in regard to connectivity and capacity needs.
- Love Field Surface Transportation Planning Study
NCTCOG, working with the City of Dallas, will evaluate roadway and transit options to maximize accessibility to Love Field now and in the future. This study will analyze roadway improvement scenarios along the southern entrance corridor, which includes Mockingbird Lane, as well as evaluate the impacts of various other improvements, including autonomous transit vehicles, signal improvements, operational turn lanes, and grade separations. The focus of the effort extends from Stemmons Freeway to the Dallas North Tollway, taking advantage of the proposed improvements to Stemmons, Mockingbird Lane, and additional arterial streets in that area.

5.03 Land-Use/Transportation Initiatives

Sustainable Development Initiatives

General Land Use and Transportation Coordination

Transportation Planning Funds

This subtask includes regional, subarea, corridor, and district-level planning, along with technical assistance focused on the interface between transportation and land use, ~~including assistance with school siting~~. Staff will continue work on the development and implementation of tools related to land-use planning principles such as sustainable zoning practices and others and will host training sessions and develop educational information. Staff will continue

to pursue funding opportunities to expand or enhance activities. Anticipated products during FY2022 and FY2023 include:

- Technical assistance to local governments on implementing Sustainable Development programs and projects such as the development of unified corridor plans, land-use analysis, data collection, ~~parking technical assistance~~, education and training regarding transportation and land-use planning best practices, form-based code review, **housing and transportation analysis**, 3D visualization services, financing strategies and tools for economic development, zoning and special district analysis, and planning to promote infill and mixed-use developments;
- Online information, training, and education on topics related to Green Infrastructure, Sustainable Resource Efficiency, ~~sustainable zoning, sustainable school siting, transportation and sustainable stormwater projects and practices~~, and other such topics to assist in growth management and land-use planning;
- Planning support for the development of the Blue-Green-Grey Program;
- ~~Parking analysis of garage and transportation interfaces at various locations;~~
- **Coordination with NCTCOG's Environment and Development (E&D) related programs;**
- Practical tools for curb lane management throughout the region;
- Meetings and materials for the Coordinated Land Use and Transportation Task Force;
- Analysis of the impacts of mixed-use developments to travel patterns and congestion compared to economic return on investments;
- Kennedale Parkway corridor multimodal access, streetscape, and land-use recommendations for the City of Kennedale;
- Technical assistance to the City of Dallas for the Hensley Field Redevelopment Master Plan, including monitoring of progress as it relates to military planning activities in North Texas; and
- Technical assistance to the City of Plano regarding context-sensitive thoroughfare design best practices.

Increasing Safe and Accessible Transportation Options

Transportation Planning Funds

During FY2023, NCTCOG staff will coordinate with various local governments, transportation agencies, and the Texas Department of Transportation (TxDOT) to increase safe and accessible options for multiple travel modes for people of all ages and abilities. Technical assistance and education and training will be provided on the concepts and principles related to Complete Streets and context-sensitive design. Anticipated products include:

- **Adoption of regional and local Complete Streets standards or policies, and the development of Complete Streets prioritization plans that identify a specific list of Complete Streets projects to improve the safety, mobility, or accessibility of a street;**
- **Development of transportation projects and plans that support a network of active transportation facilities (sidewalks, bikeways, or pedestrian and bicycle trails) to connect neighborhoods with destinations such as workplaces, schools, residences, businesses, recreation areas, healthcare and childcare services, or other community activity centers;**

- Planning and technical assistance to create multiuse transportation facilities, including bikeways or pedestrian and bicycle trails that make connections within or between communities, increase public transportation ridership, and improve the safety of bicyclists and pedestrians;
- Multimodal corridor coordination with the regional model on active transportation modes and performance measure reporting; and
- Education and training on Complete Streets and context-sensitive design topics.

Regional Pedestrian Safety and Bicycle Safety Plans

Other Funding Sources

Carrying over from FY2021, efforts will continue in FY2022 and FY2023 on the implementation and refinement of a regional pedestrian and bicycle safety plan to improve safety for the region's pedestrian and bicycle transportation network. The plan **implementation** will also serve as a template for the preparation and implementation of local agency pedestrian and bicycle safety plans. This initiative will be funded with Surface Transportation Block Grant Program funds and Transportation Development Credits. Anticipated products include:

- Roadway safety audits of the identified top crash corridors;
- Additional analysis of land-use impacts and various geographies to the crash data; **and**
- **Monitoring of safety strategies and countermeasures included in Safety Action Plans, Vision Zero Safety Plans, or similar documents developed by local agencies in the region; and**
- Final Plans.

South Dallas Improved Bicycle/Pedestrian Routes to Rail and Transit Technology Upgrades

Other Funding Sources

In FY2022, NCTCOG was awarded grant funding from the United States Department of Transportation (USDOT) under the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) discretionary grant program to implement mobility infrastructure near stations on the Dallas Area Rapid Transit (DART) Blue Line in the East Oak Cliff neighborhood of South Dallas. The project will improve connectivity to transit through building new sidewalks, implementing bus stop and rail station safety enhancements, and extending a multi-use trail. NCTCOG staff will oversee project management of the RAISE South Dallas Improved Bicycle/Pedestrian Routes to Rail and Transit Technology Upgrades project once initiated. Contractor and subrecipient assistance will be utilized. USDOT grant funds, Congestion Mitigation and Air Quality Improvement Program funds, Regional Toll Revenue funds, and local funds will support these activities. Anticipated products include:

- Coordination with DART and the City of Dallas to implement project improvements;
- Oversight on procurement of services as needed;
- Reporting on grant progress and deliverables;

- Budget monitoring and oversight, including coordination with the Transportation Improvement Program; and
- Execution of agreement and documentation of compliance to grant requirements through monitoring and onsite reviews.

5.06 Regional Freight Planning

Regional Goods Movement

Transportation Planning Funds

This subtask is ongoing throughout FY2023 supporting planning activities related to the movement of freight within and through the Dallas-Fort Worth region. Activities include support for meetings of the Regional Freight Advisory Committee, as well as the Regional Transportation Council Intermodal/Multimodal/High-Speed Rail/Freight Subcommittee, as needed. NCTCOG staff will also monitor progress of projects identified in various freight-related planning documents such as the Freight Mobility Plan, and freight land-use planning documents, including development of the Land-Use Policy Tool Kit. Anticipated products include:

- Public involvement activities;
- Coordination meetings that monitor and ensure the continued progress of freight document completion;
- Analysis that quantifies potential environmental justice impacts at the local level;
- Review of feasibility and freight study components; and
- Project-related Fact Sheets.

Other Funding Sources

This subtask is ongoing throughout FY2022 and FY2023, assessing the impact of truck traffic, rail freight, and other freight movement issues within and through the Dallas-Fort Worth region. Activities will be conducted based on truck, rail, and air cargo movements throughout the region in support of city, county, State, and federal agencies. Coordination between private-sector stakeholders and public-sector staff will be initiated through multiple initiatives and meetings. This element also includes the collection and analysis of data pertaining to freight mobility and safety. These activities will include continued coordination with private-sector partners in the trucking, rail, and freight-forwarding businesses. A study of Region-to-State Connectivity and Emergency Logistics Planning includes developing and executing an analysis of several statewide freight issues that affect the Dallas-Fort Worth region, including freight flows in and out of the region and the State. In FY2020, NCTCOG was chosen for an award by the United States Department of Transportation (USDOT) under the Better Utilizing Investments to Leverage Development (BUILD) Discretionary Grant Program for the North Texas Multimodal Operations Velocity Efficiency and Safety (NT MOVES) Program. The NT MOVES Program seeks to improve freight and passenger mobility in the Dallas-Fort Worth region through strategic investment in rail capacity to improve multimodal transportation. It is anticipated that a portion of these funds will be used in FY2023 to support rail project improvements. NCTCOG staff will oversee project management of the NT MOVES/BUILD grant rail project improvements once initiated and will also oversee other freight rail initiatives. Consultant assistance may be utilized. Surface Transportation Block Grant Program funds and Transportation Development Credits will be utilized for planning and management work activities. ~~USDOT BUILD Grant~~ **Federal Transit Administration** funds

may be utilized for **potential pass-through administrative costs for the NT MOVES Program project oversight and management** once project implementation begins. Anticipated products include:

- Monitoring of truck-lane restriction corridor conditions;
- Various reports and studies regarding freight conditions in the Dallas-Fort Worth region, including a Truck Bottleneck Analysis, Region-to-State Connectivity and Emergency Logistics Planning Study, and a Regional Rail Pathing Study;
- Recommended follow-up studies identified in Freight North Texas: The North Central Texas Regional Freight System Inventory, including a Land-Use Compatibility Analysis, **Truck Routing Analysis**, and a Data Collection Program which could include traffic counts, classification counts, and surveys for the Regional Freight Model;
- ~~Regional Freight Advisory Committee meetings;~~
- ~~Regional Transportation Council Intermodal/Multimodal/High-Speed Rail/Freight Subcommittee meetings, as needed;~~
- Support to the US Department of Transportation, Federal Highway Administration, and Texas Department of Transportation for various projects as needed;
- Region-to-state connectivity and emergency logistics planning;
- ~~Freight Mobility Plan;~~
- Corridor studies;
- Roadway/rail crossing assessments;
- Program management of the NT MOVES/BUILD grant projects;
- Public outreach and educational programs; and
- Technical assistance to the City of Dallas for its Freight Master Plan.

5.08 Roadway and Railroad Safety

Transportation Safety Planning

Other Funding Sources

Surface Transportation Block Grant Program funds, local funds, Transportation Development Credits, and grants will also be utilized to support this program. Anticipated products include:

- Regional Safety Information System application tool;
- Development and implementation of driver safety public education, outreach, and information programs, including a contributing factor public education campaign and development of a Drive Aware North Texas website;
- Regional ~~roadway safety strategic plan~~ **Roadway Safety Plan** development activities; ~~and~~
- **Development and maintenance of an inventory of safety strategies and countermeasures included in Roadway Safety Plans, Local Safety Plans, Vision Zero Safety Plans, or similar documents developed by regional partner agencies; and**
- Systemic safety improvement funding program activities.

5.10 Regional Military and Community Coordination

Surface Access to Critical Infrastructure

Transportation Planning Funds

This element supports planning activities to help ensure the accessibility of critical infrastructure in North Texas, including military installations and energy, water, and communications facilities. NCTCOG will provide support for community thoroughfare planning, support for feasibility studies by the Texas Department of Transportation and other implementing agencies, and technical assistance to military installations and other critical infrastructure facilities seeking transportation system performance data. **Planning for the Strategic Highway Network (STRAHNET) and connections between the STRAHNET and military installations is included.** This element is ongoing throughout FY2022 and FY2023. This work includes reporting to the Regional Transportation Council and NAS JRB Fort Worth Regional Coordination Committee, as well as input into the Metropolitan Transportation Plan (MTP) and other transportation planning activities. Anticipated products include:

- Inventory and data collection of surface transportation access to military installations and other critical infrastructure;
- Analysis and recommendations for infrastructure improvements affecting military installations and other critical infrastructure; and
- Planning efforts to improve access to military installations and other critical infrastructure.

VIII. Overview of Work Program Funding

Proposed Budget

The US Department of Transportation provides funds through programs of the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). Both FHWA PL 112 and FTA 5303 funds are provided annually to MPOs to support metropolitan regional transportation planning activities based on an 80 percent federal/20 percent local match requirement. The Texas Department of Transportation will provide the 20 percent match for the FHWA 112 and FTA 5303 funds for FY2022 and FY2023 to the MPO to carry out the UPWP in the form of Transportation Development Credits. These Transportation Development Credits are provided by metropolitan areas building toll roads and are used on a Statewide basis to provide the match funds needed for all Metropolitan Planning Organizations. The FY2022 and FY2023 FHWA and FTA funding levels reflected in this program are summarized in Exhibit VIII-1. The formula-based FHWA PL 112 allocation to the UPWP for the Dallas-Fort Worth Metropolitan Area is **\$8,620,715**

~~\$9,818,195~~ in FY2022 and \$8,463,215 in FY2023 for a two-year total of ~~\$17,083,930~~ **\$18,281,410**. The FTA 5303 funding is ~~\$3,110,814~~ **\$2,943,305** in FY2022 and \$3,110,814 in FY2023 for a two-year total of ~~\$6,221,628~~ **\$6,054,119**. An estimated balance of ~~\$4,774,364~~ **\$4,719,097** in unexpended/unobligated FHWA PL 112 funding will be available from the FY2021 authorization. Each of these funding amounts is incorporated by source agency into the Work Program by task and subtask. Total FHWA PL 112 and FTA 5303 funding for the FY2022 and FY2023 UPWP is estimated at ~~\$28,079,922~~ **\$29,054,626**. Transportation Planning Funds in the amount of ~~\$26,103,500~~ **\$27,273,050** have been programmed and allocated to each of the UPWP subtasks as shown in Exhibit VIII-2. These programmed funds include the FTA 5303 allocation of ~~\$6,221,628~~ **\$6,054,119**, the estimated FY2021 FHWA PL 112 fund balance of ~~\$4,774,364~~ **\$4,719,097**, and ~~\$15,107,508~~ **\$16,499,834** of Fiscal Years 2022 and 2023 FHWA PL 112 funding. The remaining balance of Fiscal Years 2022 and 2023 FHWA PL 112 funds of ~~\$1,976,422~~ **\$1,781,576** is anticipated to be carried over to Fiscal Year 2024.

EXHIBIT VIII-3
Anticipated Equipment/Software Purchases/Leases

Quantity	Description	Estimated Price	Funding Source	Subtask
70	Microcomputer systems (desktops, portable, tablet)	\$175,000	RTC Local	1.04
4	Laser printers and image scanners for network group usage	\$25,000	RTC Local	1.04
40	Voice-over-Internet-Protocol (VoIP) phone devices, including accessories such as microphones for conference phones or hands-free devices.	\$15,800	RTC Local	1.04
---	Other computer hardware items, replacements, accessories, and upgrades (for example, docking stations, headsets, hard drives, additional RAM, projectors, video cards, network cabling, warranty extensions)	\$10,000	TPF	1.04
---	Other computer hardware items, replacements, accessories, and upgrades (for example, docking stations, headsets, hard drives, additional RAM, projectors, monitors/televisions, video cards, network cabling, warranty extensions)	\$30,000	RTC Local	1.04
---	Licenses to traffic simulation and assignment software packages (two "TransModeler" and one "DTA" dynamic)	\$6,000	TPF	1.04
----	Traffic simulation modeling software	\$15,000	TPF	2.01
---	Two years of software support by Caliper and specific renewal for 50 TransCAD licenses	\$150,000	TPF	1.04
---	Software purchases/upgrades (for example, the current or higher versions of SmartSheet and Adobe licenses), software/services, cable service, application subscriptions, advanced mapping/presentation software, and software support renewals	\$88,000	TPF	1.04
---	Web-based traffic count reporting software, including annual maintenance and support	\$16,000	TPF	1.04
---	Video equipment and supplies, and air cards	\$9,000 \$11,000	TPF	1.04
---	Audio/video equipment, and technology updates and maintenance for the Transportation Department meeting rooms	\$50,000	RTC Local	1.04
---	Audio/video equipment, and technology updates and maintenance for the Transportation Council Room	\$124,000	RTC Local	1.02

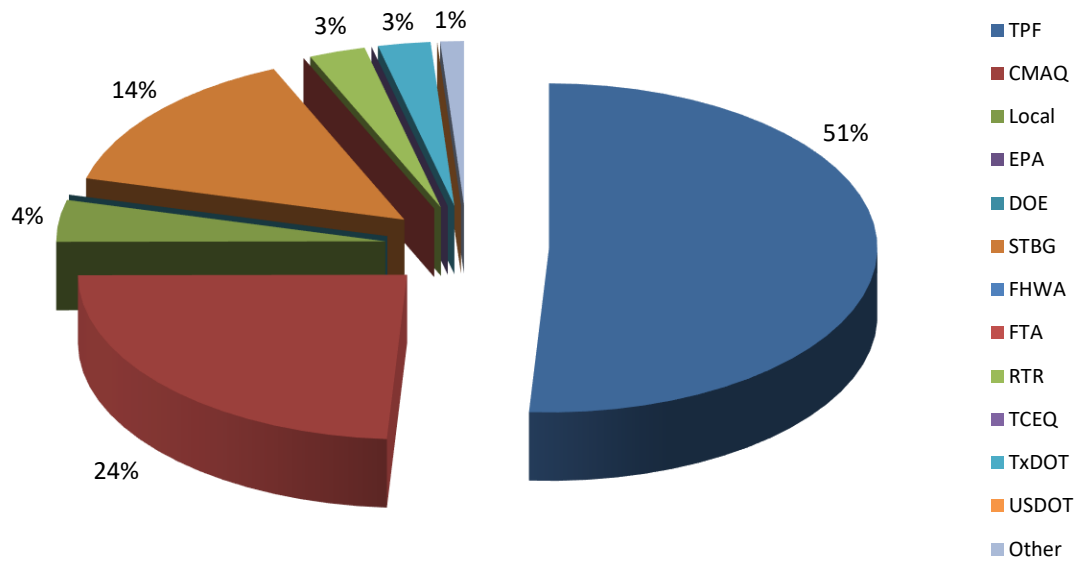
Quantity	Description	Estimated Price	Funding Source	Subtask
---	Video/web hosting services	\$22,000	TPF	1.02
---	Bicycle-pedestrian count equipment (equipment, technology upgrades, maintenance, and replacement batteries)	\$10,000 \$53,000	STBG Local	5.03
---	Public involvement subscriptions	\$160,000	TPF	1.01
---	Outreach and educational subscriptions	\$25,000	CMAQ	1.01
---	Communications outreach tools (i.e., photo storage, Getty images, Survey Monkey, campaign analysis software, Constant Contact)	\$130,000	Allocation	1.01
---	Legislation monitoring software (i.e., Telicon)	\$5,000	TPF	1.01
---	Visualization software	\$20,000	CMAQ	1.01
---	Data loggers	\$10,000	STBG	3.03
---	MAPP vehicle tracking technology	\$88,000	STBG	5.05
---	Predictive crash analysis software	\$100,000	STBG	5.08
---	Traffic and travel data purchase	\$100,000	STBG/TxDOT	2.02

E. Funding Summary

Subtask	TPF ¹	Additional Funding		Total
		Amount	Source	
1.01	\$4,393,900	\$2,979,900	CMAQ	
		\$4,000	NCTCOG Local	
		\$245,000	STBG	
Subtotal				\$7,622,800
1.02	\$770,550	\$208,400	Local	
		\$119,800	NCTCOG Local	
		\$267,500	STBG	
Subtotal				\$1,366,250
1.03		\$6,000	Local	
		\$20,000	NCTCOG Local	
		\$345,300	RTR	
Subtotal				\$371,300
1.04	\$1,171,600	\$1,281,200	STBG	
		\$295,800	Local	
		\$320,350	TXDOT	
Subtotal				\$3,068,950
Total	\$6,336,050	\$6,093,250		\$12,429,300

¹ Transportation Planning Funds (TPF) includes both FHWA PL-112 and FTA 5303 funds. TxDOT will apply Transportation Development Credits sufficient to provide the match for FHWA PL-112 and FTA 5303 programs. As the credits reflect neither cash nor person-hours, they are not reflected in the funding tables.

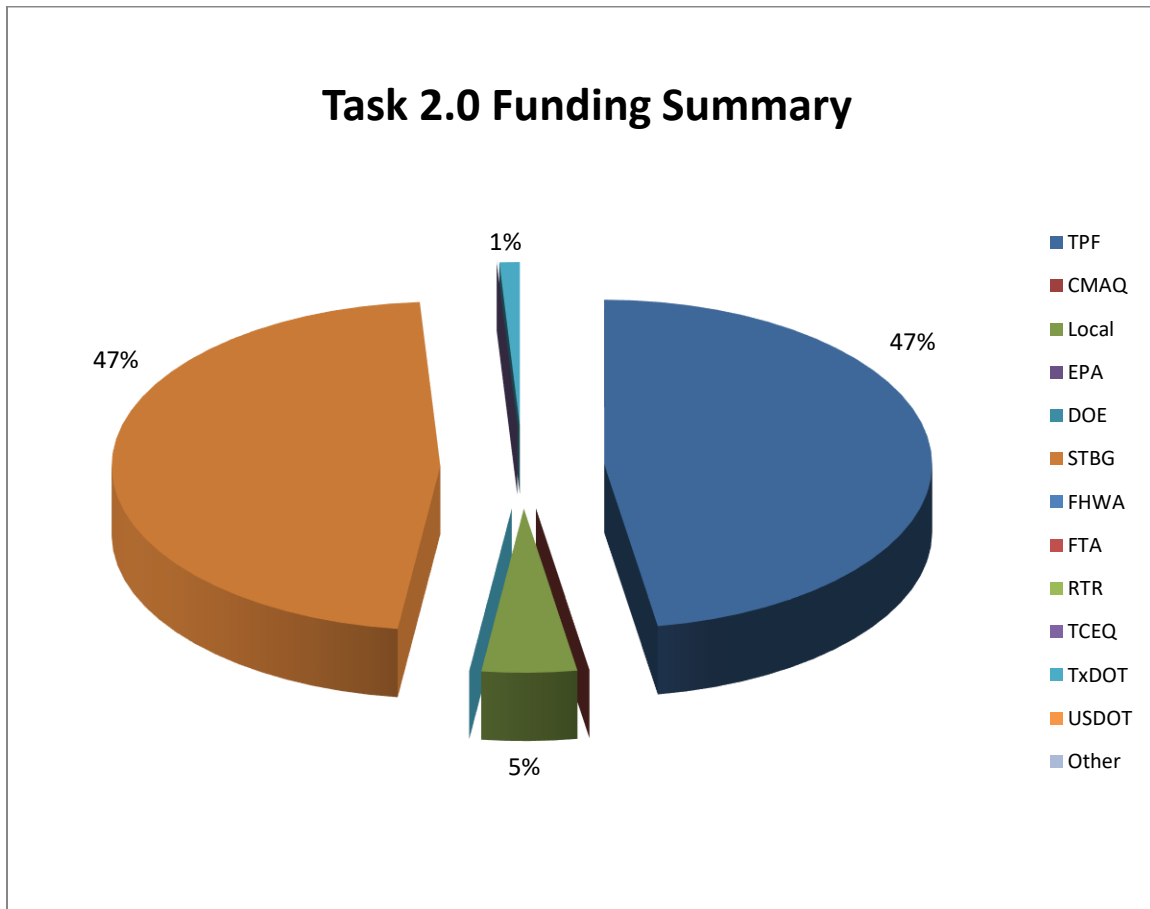
Task 1.0 Funding Summary



E. Funding Summary

Subtask	TPF ¹	Additional Funding		Total
		Amount	Source	
2.01	\$2,057,300			
		\$3,423,500	STBG	
		\$373,000	Local	
Subtotal				\$5,853,800
2.02	\$464,100			
		\$319,000	STBG	
		\$79,800	TxDOT	
Subtotal				\$862,900
2.03	\$1,257,700			
Subtotal				\$1,257,700
Total	\$3,779,100	\$4,195,300		\$7,974,400

¹ Transportation Planning Funds (TPF) includes both FHWA PL-112 and FTA 5303 funds. TxDOT will apply Transportation Development Credits sufficient to provide the match for FHWA PL-112 and FTA 5303 programs. As the credits reflect neither cash nor person-hours, they are not reflected in the funding tables.

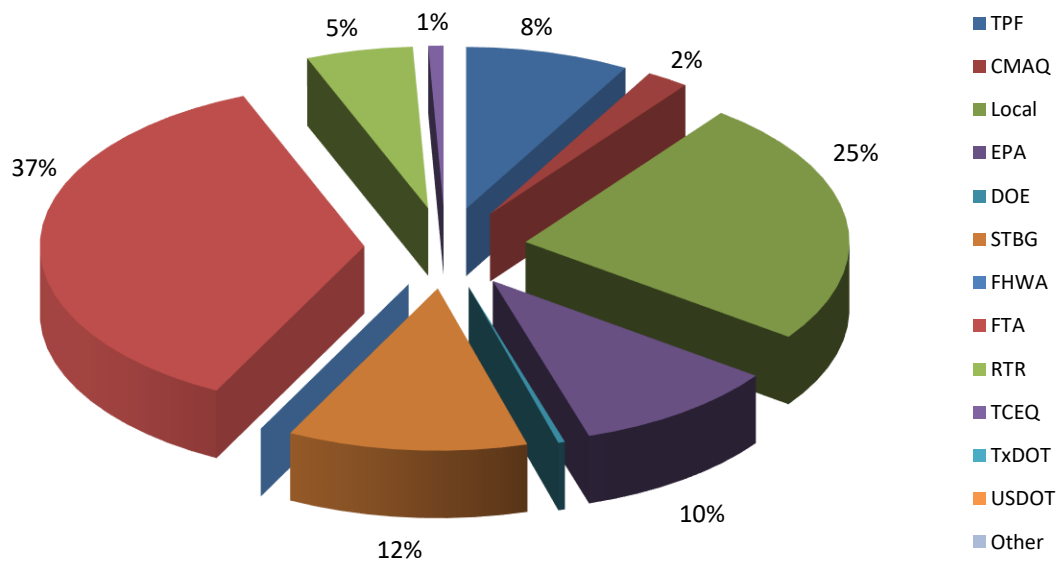


E. Funding Summary

Subtask	TPF ¹	Additional Funding		Total
		Amount	Source	
3.01	\$2,906,700			
		\$1,183,300	RTR	
		\$976,200	STBG	
Subtotal				\$5,066,200
3.02	\$1,297,200			
		\$270,000	TCEQ	
Subtotal				\$1,567,200
3.03				
		\$1,530,600	CMAQ	
		\$241,500	DOE	
		\$7,402,250	EPA	
		\$12,300	FHWA	
		\$16,280,279	Local	
		\$5,824,000	STBG	
		\$275,000	TCEQ	
Subtotal				\$31,565,929
3.04	\$1,704,900			
		\$976,600	FTA	
		\$816,800	STBG	
Subtotal				\$3,498,300
3.05				
		\$25,256,050	FTA	
		\$1,459,400	Local	
		\$2,659,000	RTR	
		\$1,000,000	STBG	
Subtotal				\$30,374,450
Total	\$5,908,800	\$66,163,279		\$72,072,079

¹ Transportation Planning Funds (TPF) includes both FHWA PL-112 and FTA 5303 funds. TxDOT will apply Transportation Development Credits sufficient to provide the match for FHWA PL-112 and FTA 5303 programs. As the credits reflect neither cash nor person-hours, they are not reflected in the funding tables.

Task 3.0 Funding Summary

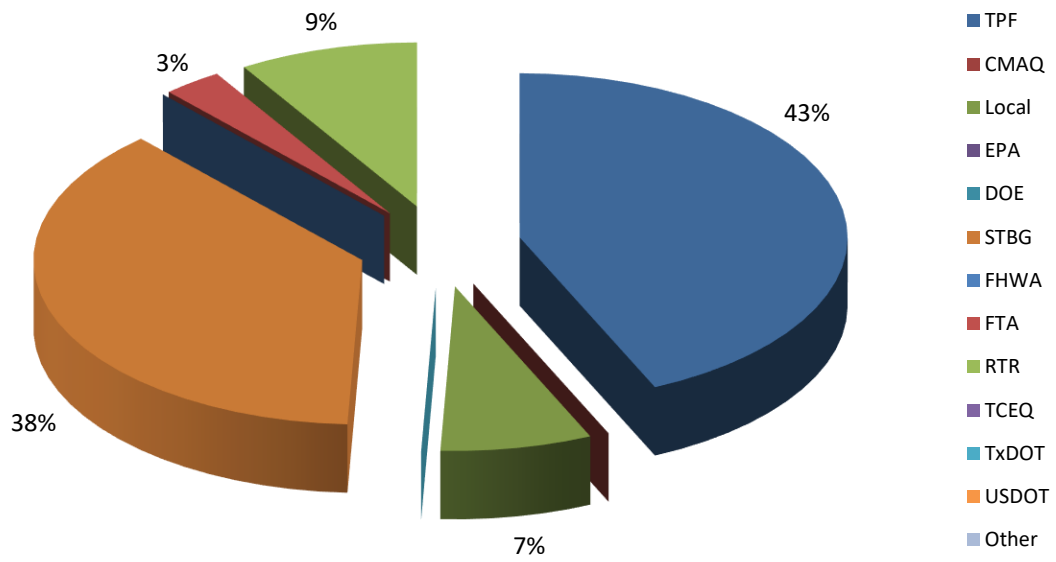


E. Funding Summary

Subtask	TPF ¹	Additional Funding		Total
		Amount	Source	
4.01	\$2,477,900			
Subtotal				\$2,477,900
4.02	\$511,600			
		\$688,810	Local	
		\$814,600	RTR	
		\$3,460,000	STBG	
Subtotal				\$5,475,010
4.03	\$453,900			
		\$270,000	FTA	
Subtotal				\$723,900
4.04	\$339,400			
Subtotal				\$339,400
4.05	\$98,200			
Subtotal				\$98,200
4.06	\$105,800			
Subtotal				\$105,800
Total	\$3,986,800	\$5,233,410		\$9,220,210

¹ Transportation Planning Funds (TPF) includes both FHWA PL-112 and FTA 5303 funds. TxDOT will apply Transportation Development Credits sufficient to provide the match for FHWA PL-112 and FTA 5303 programs. As the credits reflect neither cash nor person-hours, they are not reflected in the funding tables.

Task 4.0 Funding Summary



E. Funding Summary

Subtask	TPF ¹	Additional Funding		Total
		Amount	Source	
5.01	\$1,366,400			
		\$178,400	Local	
		\$50,000	NTTA	
		\$3,455,000	RTR	
		\$15,575,400	STBG	
		\$73,600	TxDOT	
Subtotal				\$20,698,800
5.02	\$1,314,600			
		\$149,000	RTR	
Subtotal				\$1,463,600
5.03	\$904,200			
		\$19,708	CMAQ	
		\$467,000	FTA	
		\$730,009	Local	
		\$19,708	RTR	
		\$7,626,200	STBG	
		\$78,375	USDOT	
Subtotal				\$9,845,200
5.04	\$203,700			
		\$222,200	STBG	
Subtotal				\$425,900
5.05	\$1,317,800			
		\$7,093,400	CMAQ	
		\$2,000,000	FHWA	
		\$5,404,180	Local	
		\$653,000	RTR	
		\$10,044,100	STBG	
		\$1,776,300	TXDOT	
Subtotal				\$28,288,780
5.06	\$387,800			
		\$2,008,000	Local	
		\$8,226,900	STBG	
		\$1,297,000	FTA	
Subtotal				\$11,919,700
5.07	\$65,000			
Subtotal				\$65,000
5.08	\$642,800			
		\$15,800	Local	
		\$1,532,300	STBG	
Subtotal				\$2,190,900

Subtask	TPF ¹	Additional Funding		Total
		Amount	Source	
5.09	\$260,600			
		\$819,400	Local	
Subtotal				\$1,080,000
5.10	\$193,000			
		\$1,171,100	DOD	
		\$556,500	Local	
Subtotal				\$1,920,600
5.11	\$606,400			
		\$386,600	Local	
		\$20,378,800	STBG	
		\$1,036,600	TXDOT	
Subtotal				\$22,408,400
5.12				
		\$472,800	Local	
Subtotal				\$472,800
5.13				
		\$2,496,000	Local	
Subtotal				\$2,496,000
Total	\$7,262,300	\$96,013,380		\$103,275,680

¹ Transportation Planning Funds (TPF) includes both FHWA PL-112 and FTA 5303 funds. TxDOT will apply Transportation Development Credits sufficient to provide the match for FHWA PL-112 and FTA 5303 programs. As the credits reflect neither cash nor person-hours, they are not reflected in the funding tables.

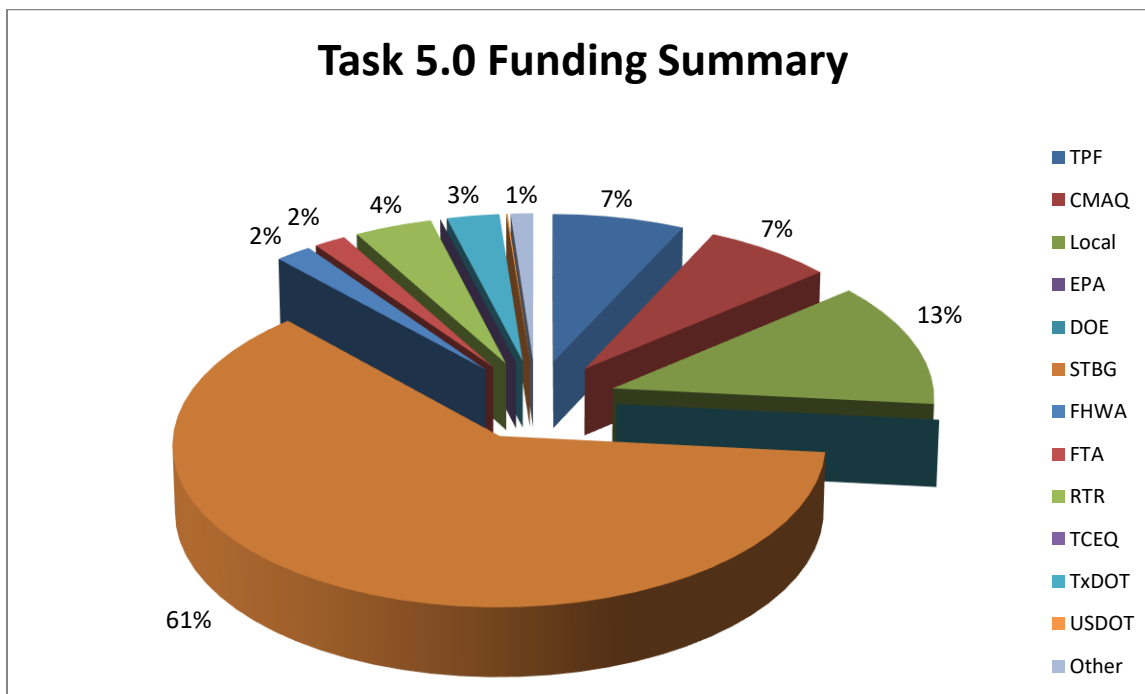
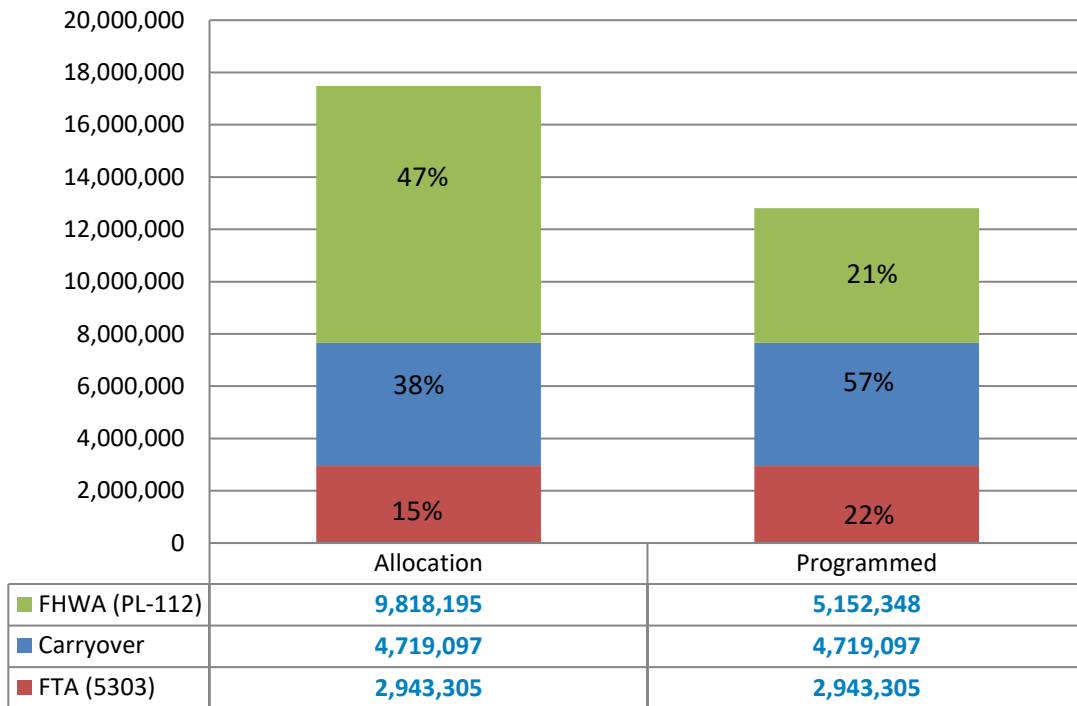


EXHIBIT VIII-1
FY2022 AND FY2023 TPF PROGRAMMING SUMMARY

FY2022			FY2023	
	Allocation	Programmed	Allocation	Programmed
FTA Section 5303	2,943,305	2,943,305	3,110,814	3,110,814
FHWA (PL-112)				
Carryover	4,719,097	4,719,097	4,665,847	4,665,847
New Allocation	9,818,195	5,152,348	8,463,215	6,681,639
Total TPF	17,480,597	12,814,750	16,239,876	14,458,300
Carryover		4,665,847		1,781,576
Two-Year Totals				
FTA Section 5303	6,054,119			
FHWA PL-112	23,000,507			
Total	29,054,626			
Programmed	27,273,050			
Carryover	1,781,576			

Summary of TPF 2022 Funding Levels



Summary of TPF 2023 Funding Levels

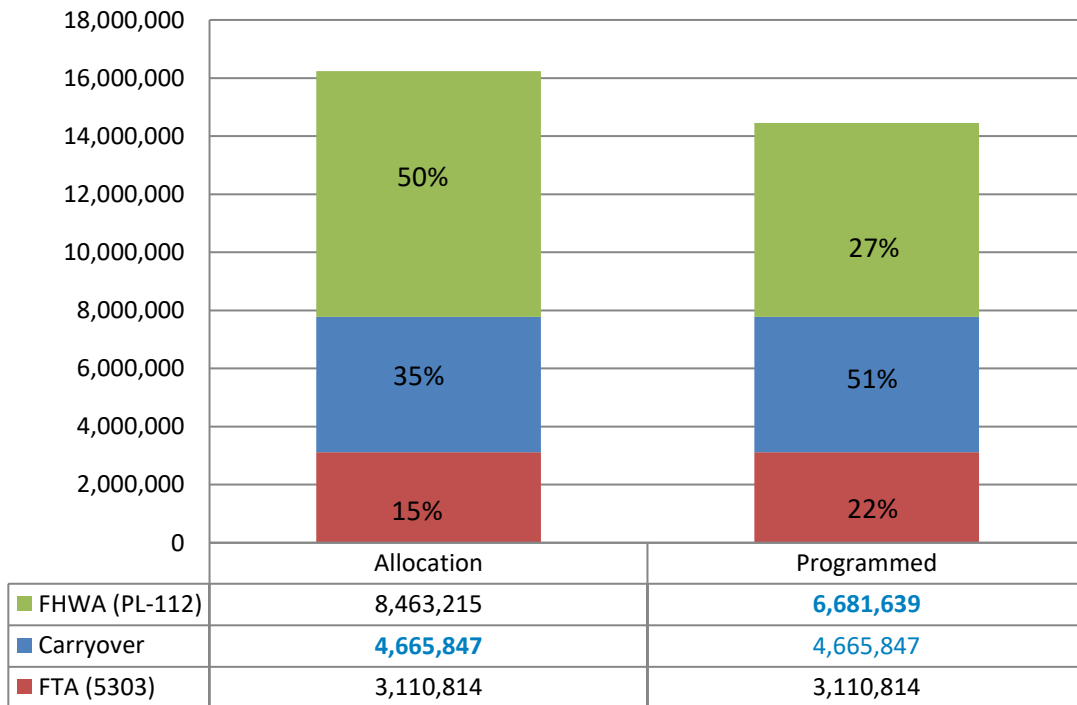


EXHIBIT VIII-2
FY2022 AND FY2023 ALLOCATION OF TRANSPORTATION PLANNING FUNDS

Subtask	Subtask Title	TPF		
		FY2022	FY2023	Total
1.01	Community Outreach	\$2,086,000	\$2,307,900	\$4,393,900
1.02	Program and Policy Administration	\$507,250	\$263,300	\$770,550
1.03	Fiscal Management and Information Systems	\$0	\$0	\$0
1.04	Computer System Applications and Data Management	\$455,100	\$716,500	\$1,171,600
	Task 1.0	\$3,048,350	\$3,287,700	\$6,336,050
2.01	Travel Forecasting Support	\$929,900	\$1,127,400	\$2,057,300
2.02	Transportation Data Development	\$251,200	\$212,900	\$464,100
2.03	Demographic Data and Forecasts	\$690,600	\$567,100	\$1,257,700
	Task 2.0	\$1,871,700	\$1,907,400	\$3,779,100
3.01	Transportation Project Programming	\$1,399,900	\$1,506,800	\$2,906,700
3.02	Regional Air Quality Planning	\$592,700	\$704,500	\$1,297,200
3.03	Air Quality Management and Operations	\$0	\$0	\$0
3.04	Public Transportation Planning	\$808,600	\$896,300	\$1,704,900
3.05	Transit Management and Operations	\$0	\$0	\$0
	Task 3.0	\$2,801,200	\$3,107,600	\$5,908,800
4.01	Metropolitan Transportation Planning	\$1,118,700	\$1,359,200	\$2,477,900
4.02	Coordination of Transportation and Environmental Planning Processes	\$256,300	\$255,300	\$511,600
4.03	Ensuring Equity, Nondiscrimination and Environmental Justice in MPO Planning/Program Activities	\$213,900	\$240,000	\$453,900
4.04	Performance Based Planning and Coordination	\$167,900	\$171,500	\$339,400
4.05	Understanding Public Return on Investment for Transportation Funding	\$52,600	\$45,600	\$98,200
4.06	Regional Passenger Rail Planning and Evaluation Process Development	\$54,400	\$51,400	\$105,800
	Task 4.0	\$1,863,800	\$2,123,000	\$3,986,800
5.01	Regional Transportation Studies	\$616,700	\$749,700	\$1,366,400
5.02	Subarea Studies and Local Government Assistance	\$583,400	\$731,200	\$1,314,600
5.03	Land-Use/Transportation Initiatives	\$444,400	\$459,800	\$904,200
5.04	Transportation Asset Management	\$93,000	\$110,700	\$203,700
5.05	Congestion Management Planning and Operations	\$666,200	\$651,600	\$1,317,800
5.06	Regional Freight Planning	\$0	\$387,800	\$387,800
5.07	Transportation System Security and Emergency Preparedness	\$31,600	\$33,400	\$65,000
5.08	Roadway and Railroad Safety	\$316,400	\$326,400	\$642,800
5.09	Regional Aviation Planning and Education	\$62,600	\$198,000	\$260,600
5.10	Regional Military and Community Coordination	\$88,000	\$105,000	\$193,000
5.11	Transportation Technology and Innovation Program	\$327,400	\$279,000	\$606,400
5.12	Red River Navigation System Feasibility Study	\$0	\$0	\$0
5.13	North Texas Center for Mobility Technologies	\$0	\$0	\$0
	Task 5.0	\$3,229,700	\$4,032,600	\$7,262,300
	FUNDING TOTALS	\$12,814,750	\$14,458,300	\$27,273,050

Transportation Planning Funds (TPF) Summary by Task

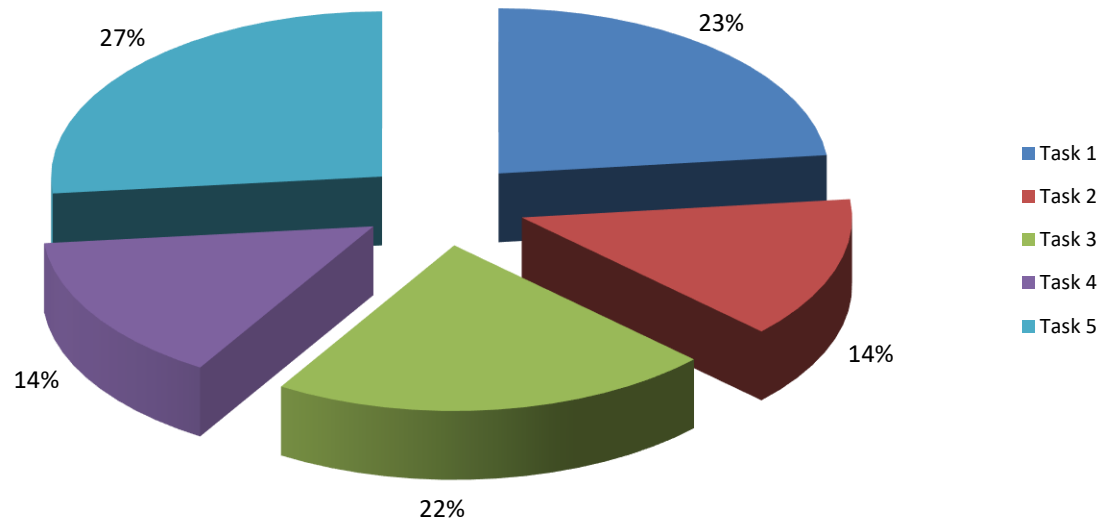


EXHIBIT VIII-4
FY2022 AND FY2023 UPWP FUNDING SUMMARY

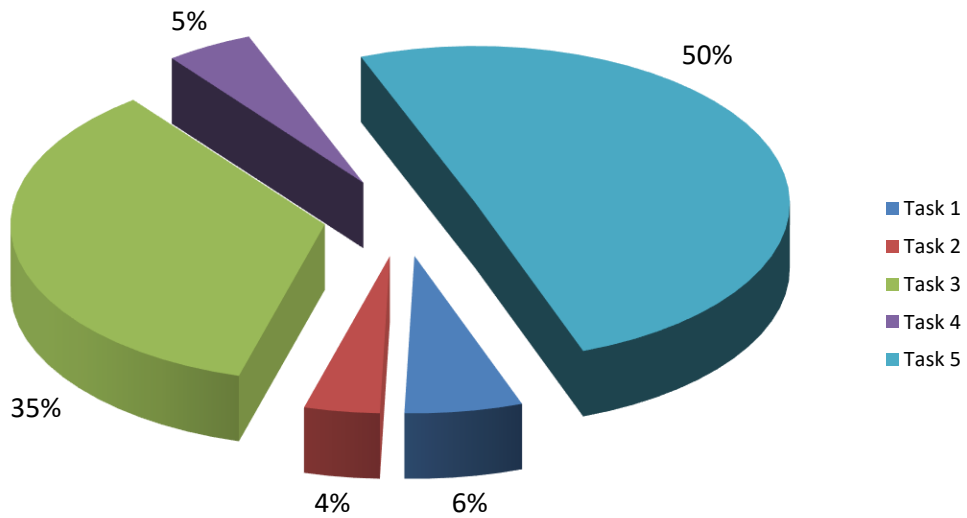
Funding Source	Task 1.0 Administration	Task 2.0 Data Development	Task 3.0 Short Range Planning	Task 4.0 Metropolitan Transportation Planning	Task 5.0 Special Studies	Total
FTA Activities	44.21.00	44.22.00	44.24.00 44.25.00	44.23.01	44.23.02 44.24.00 44.22.00 44.27.00	
TPF ¹	\$6,336,050	\$3,779,100	\$5,908,800	\$3,986,800	\$7,262,300	\$27,273,050
CMAQ	\$2,979,900	\$0	\$1,530,600	\$0	\$7,113,108	\$11,623,608
DOD	\$0	\$0	\$0	\$0	\$1,171,100	\$1,171,100
DOE	\$0	\$0	\$241,500	\$0	\$0	\$241,500
EPA	\$0	\$0	\$7,402,250	\$0	\$0	\$7,402,250
FHWA	\$0	\$0	\$12,300	\$0	\$2,000,000	\$2,012,300
FTA	\$0	\$0	\$26,232,650	\$270,000	\$1,764,000	\$28,266,650
Local	\$510,200	\$373,000	\$17,739,679	\$688,810	\$13,067,689	\$32,379,378
NCTCOG						
Local	\$143,800	\$0	\$0	\$0	\$0	\$143,800
NTTA	\$0	\$0	\$0	\$0	\$50,000	\$50,000
RTR	\$345,300	\$0	\$3,842,300	\$814,600	\$4,276,708	\$9,278,908
STBG	\$1,793,700	\$3,742,500	\$8,617,000	\$3,460,000	\$63,605,900	\$81,219,100
TCEQ	\$0	\$0	\$545,000	\$0	\$0	\$545,000
TxDOT	\$320,350	\$79,800	\$0	\$0	\$2,886,500	\$3,286,650
USDOT	\$0	\$0	\$0	\$0	\$78,375	\$78,375
Subtotal	\$12,429,300	\$7,974,400	\$72,072,079	\$9,220,210	\$103,275,680	\$204,971,669

¹ Transportation Planning Funds (TPF) includes both FHWA PL-112 and FTA 5303 funds. TxDOT will apply Transportation Development Credits sufficient to provide the match for FHWA PL-112 and FTA 5303 programs. As the credits reflect neither cash nor person-hours, they are not reflected in the funding tables.

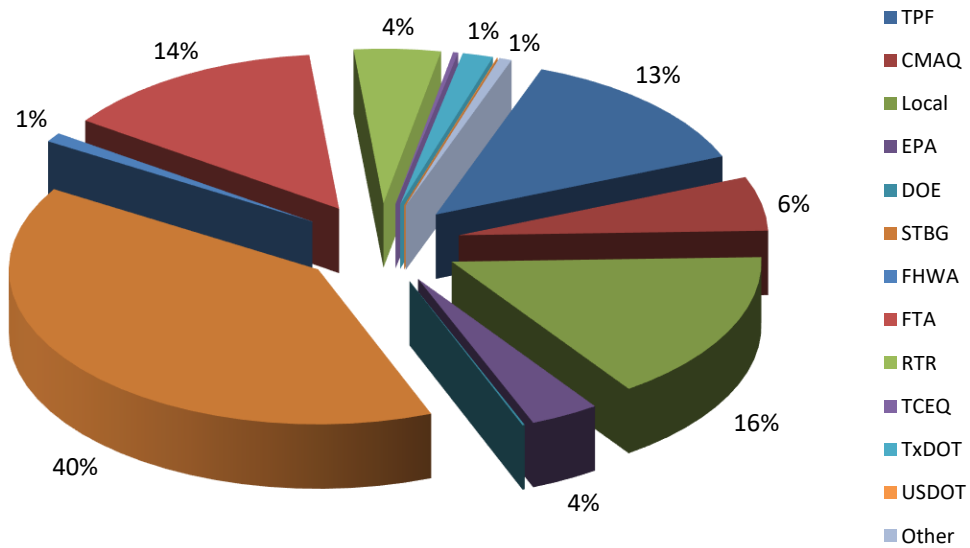
Combined Transportation Planning Funds ²	\$24,335,529.00
Estimated Unexpended Carryover	\$4,719,097.00
TOTAL TPF:	\$29,054,626.00

² Estimate based on prior years' authorizations.

Summary of Funding by Task



Summary of Total Funding



Modifications to the FY2022 and FY2023 Unified Planning Work Program

**Regional Transportation Council
November 10, 2022**

**Transportation Department
North Central Texas Council of Governments**

2021 FHWA/FTA Planning Emphasis Areas

1. Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future
2. Equity and Justice⁴⁰ in Transportation Planning
3. Complete Streets
4. Public Involvement
5. Strategic Highway Network/US Department of Defense Coordination
6. Federal Land Management Agency Coordination
7. Planning and Environment Linkages
8. Data in Transportation Planning

Total Programming Increase in Transportation Planning Funds - New Projects or Significant Changes to Existing Projects

UPWP Project	Additional UPWP Funding
Database and Geographic Information System Management	\$404,400
Preston Road Corridor Analysis	\$50,000
Identification of Employment-Housing Imbalances in the Region	\$100,000
Regional Goods Movement	\$387,800
Total Increase	\$942,200

Transportation Planning Funds Two-year Summary

FY2022 and FY2023 US FTA (5303)	\$ 6,054,119
FY2022 and FY2023 US FHWA (Estimated PL)	\$18,281,410
FY2021 US FHWA (Estimated PL-Carryover)	<u>\$ 4,719,097</u>
Total Transportation Planning Funds	\$29,054,626
Prior Anticipated Expenditures	\$26,103,500
Additional Funds Programmed for FY2023	<u>\$ 1,169,550</u>
Anticipated Expenditures	\$27,273,050
PL Balance to Carry Over to FY2024	\$ 1,781,576

Total Programming Increase in Other Funding Sources - New Projects or Significant Changes to Existing Projects

UPWP Project	Funding Source	Additional UPWP Funding
Regional Digital Aerial Imagery	STBG - \$606,200 TxDOT - \$151,600	\$757,800
Air Quality Initiatives: Fleets, Consumers, and Communities	STBG - \$1,737,000	\$1,737,000
On-Road Vehicle Emissions	STBG – (\$2,475,000)	(\$2,475,000)
Sustainability and Innovative Solutions for Transit	RTR - \$523,000	\$523,000
South Dallas Improved Bicycle/Pedestrian Routes to Rail and Transit Technology Upgrades	USDOT - \$78,375 CMAQ - \$19,708 RTR - \$19,708 Local - \$19,709	\$137,500
Auto Occupancy Detection Program	STBG - \$495,700 TxDOT - \$99,600	\$595,300

Total Programming Increase in Other Funding Sources – New Projects or Significant Changes to Existing Projects (continued)

UPWP Project	Funding Source	Additional UPWP Funding
Regional Vanpool Program	STBG - \$512,000	\$512,000
Regional Trip Reduction Program	STBG - \$443,000	\$443,000
Regional Goods Movement	STBG - \$177,000	\$177,000
Transportation Safety Planning	STBG - \$580,000	\$580,000
Naval Air Station Joint Reserve Base Fort Worth Land Use and Community Outreach Implementation	RTC Local - \$60,000	\$60,000
Dallas-Fort Worth Freight Optimization Corridors	STBG - \$4,579,000	\$4,579,000
Total Increase		\$7,626,600

Modification Schedule

October 10	Initiation of Public Outreach
October 28	Action by Surface Transportation Technical Committee
November 10	Action by Regional Transportation Council
December 1	Action by NCTCOG Executive Board
December 2	Submittal of Modifications to Texas Department of Transportation

Requested RTC Action

Approve:

- **Proposed UPWP modifications outlined in Electronic Item 3.1.1**
- **Direction for staff to administratively amend the Transportation Improvement Program and other administrative/planning documents, as appropriate, to reflect the approved modifications**

Unified Planning Work Program ***Contact Information***

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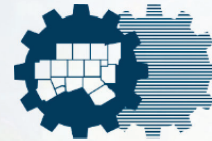
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North Central Texas
Council of Governments
Transportation Department

[**https://www.nctcog.org/trans/study/unified-planning-work-program**](https://www.nctcog.org/trans/study/unified-planning-work-program)



NCTCOG PRESENTATION

FISCAL YEAR 2023 EDUCATION CAMPAIGNS FOR TRANSPORTATION INITIATIVES: PHASE 1

MINDY MIZE | REGIONAL TRANSPORTATION COUNCIL | 11.17.20

PURCHASE AND PLACEMENT OF EDUCATION CAMPAIGNS FOR TRANSPORTATION INITIATIVES FY2023: PHASE 1

Program Name	Funding Source	Funding Amount	Match Source	Match Total	Total
Public Involvement	TPF/STBG/RTC Local	\$ 78,700	TDCs	15,740	\$ 78,700
Congestion Management Program (Try Parking It)	STBG	\$ 200,000	TDCs	40,000	\$ 200,000
OVERALL TOTAL		\$ 278,700		55,740	\$ 278,700



PROPOSED ACTION

Support an RTC Recommendation to NCTCOG Executive Board to Approve Funding up to \$278,700 for Education Campaigns for Transportation Initiatives that will initiate in FY23 for Phase 1, such as:

- Public Input/Public Meetings
- Congestion Management Program (Try Parking It)



CONTACT US



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Communications Coordinator

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North Central Texas
Council of Governments



Dallas-Fort Worth
CLEAN CITIES

2022 DFW Clean Cities Fleet Recognition Awards

November 10, 2022



DFW Clean Cities Impacts – Results from 2021 Survey

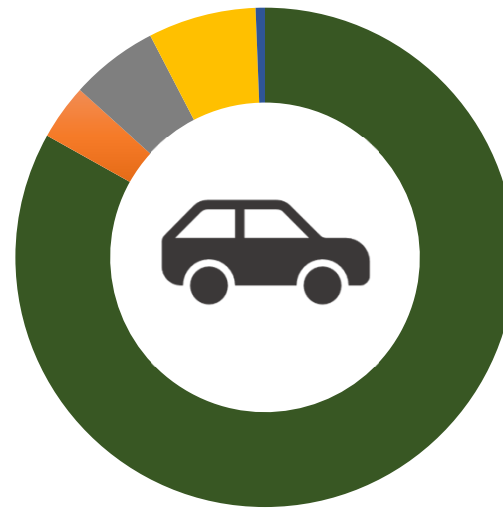
60 Fleets Reporting

12,286 Alternative Fuel Vehicles and Equipment

*Impacts Over Calendar Year 2021

dfwcleancities.org/annualreport

~24.19 Million Gasoline Gallon Equivalent (GGE) Reduced*



- Alternative Fuel Vehicles
- Vehicle Miles Traveled Reductions
- Fuel Economy Improvements
- Idle Reduction
- Off-Road Vehicles/Equipment



~27 Tons Ozone-Forming Nitrogen Oxides (NO_x) Reduced



118,555 Tons Greenhouse Gas (GHG) Emissions Reduced*
(Equivalent to Eliminating Railcars Worth of Coal Burned)

Fleet Challenge

Organization	2021 Fleet Challenge Goal	2021 Fleet Challenge Achievements
City of Bedford	Replace 27 vehicles with newer, more efficient models	Replaced 39 vehicles with newer, more efficient models
City of Carrollton	Reduce overall fuel usage by 10% from pre-pandemic usage	Fuel usage reduced by 30%
City of Frisco	Increase overall fleet fuel economy by 1%	Fuel usage reduced by 7%
City of North Richland Hills	5% Increase in alternative fuel vehicles	Doubled hybrid vehicles and increased mileage by 15%
City of Watauga	Increase overall fleet fuel economy by 5%	Fuel usage reduced by 7%
DFW Airport	Increase RNG volume to >60% of natural gas usage	RNG reached 80% of natural gas usage



Shining Stars



Greatest Progress in NO_x Reduction

City of Coppell

City of Grapevine

City of Lewisville



Alternative Fuel Champions

City of Arlington

Dallas ISD

DFW International
Airport

Trinity Metro



Greatest Showcase of Efficiency Strategies

City of Carrollton

Denton County

Denton County
Transportation Authority

Town of Flower Mound

Bronze Fleet Winners

City of Coppel

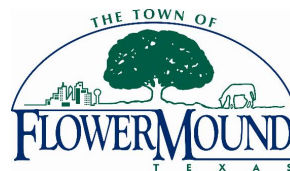
City of Lancaster

City of North Richland Hills

Denton County

GreenPath Logistics

Town of Flower Mound



2022 DFWCC Fleet Recognition Awards

Silver Fleet Winners

City of Arlington

City of Frisco

City of Irving

City of Mesquite

Denton ISD

Town of Addison

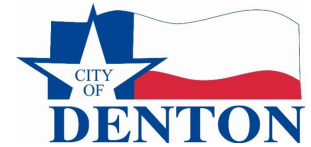
Trinity Metro



2022 DFWCC Fleet Recognition Awards

Gold Fleet Winners

City of Carrollton
City of Dallas
City of Denton
City of Grapevine
City of Lewisville
City of Southlake
Dallas Area Rapid Transit (DART)
DFW Airport



2022 DFWCC Fleet Recognition Awards

Contact Us



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**Dallas-Fort Worth
CLEAN CITIES**



dfwcleancities.org



cleancities@nctcog.org



2022 DFWCC Fleet Recognition Awards

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

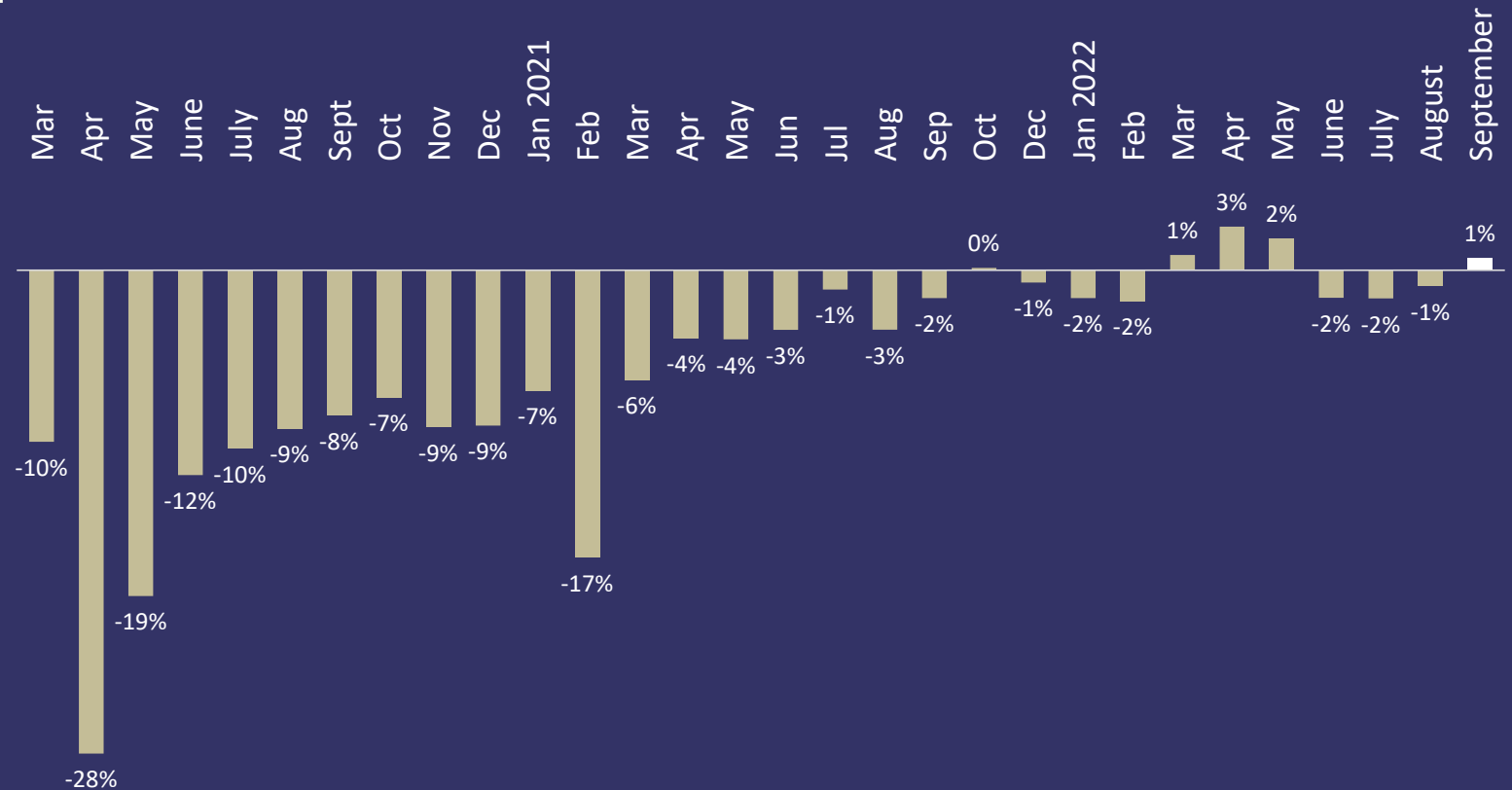
Transit Ridership (-39%, Sep)



ROADWAY TRENDS

Average
Weekday
Freeway
Volumes

Traffic Decrease vs Baseline



Source: TxDOT Dallas/TxDOT Fort Worth Radar Traffic Counters. As of October 2020, growth was calculated based on Fort Worth.

Note: Baseline is March 2019-February 2020.

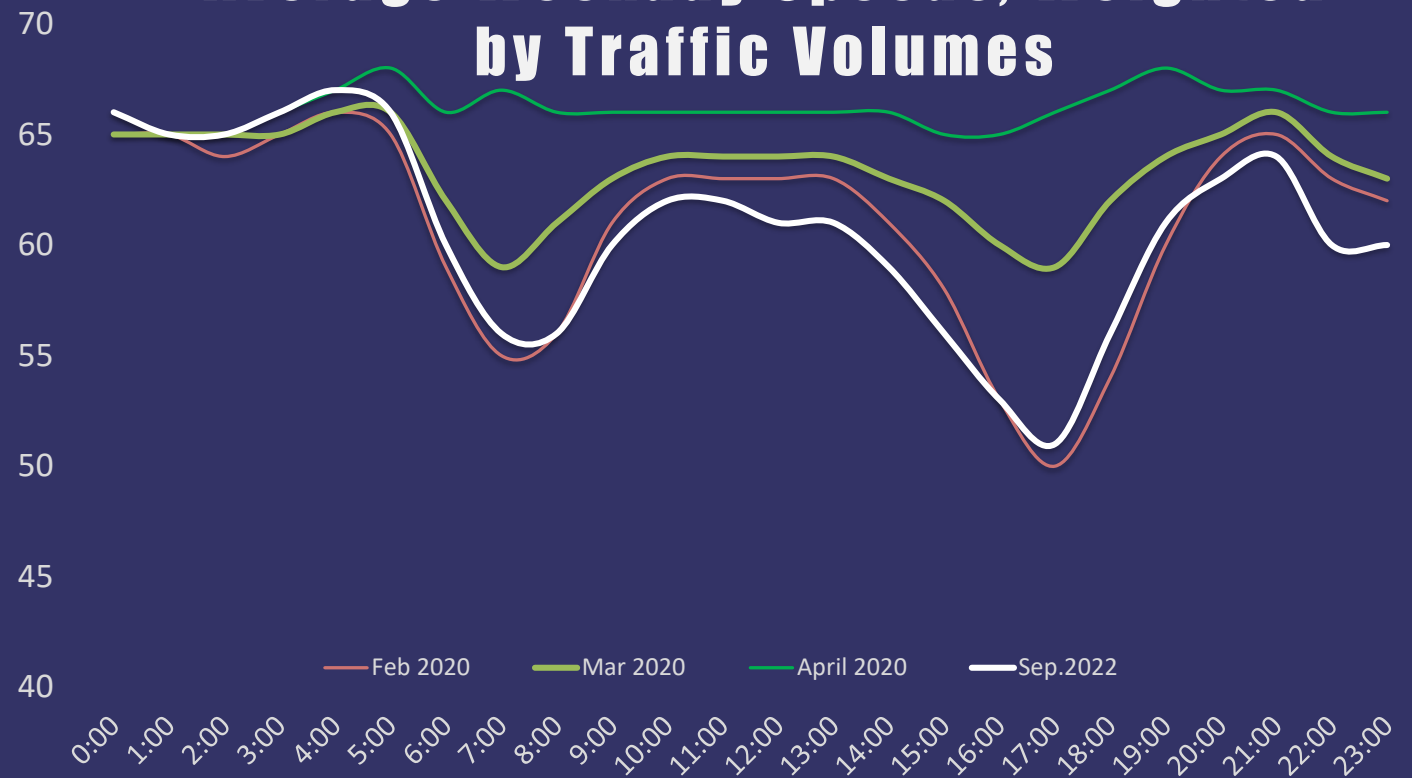
Note: Drop in freeway volumes in Feb 2021 due in large part to week-long winter storm.

Note: Data for November 2021 was not collected for the majority of the locations.

ROADWAY TRENDS

Regional Average
Freeway Speeds

Average Weekday Speeds, Weighted by Traffic Volumes

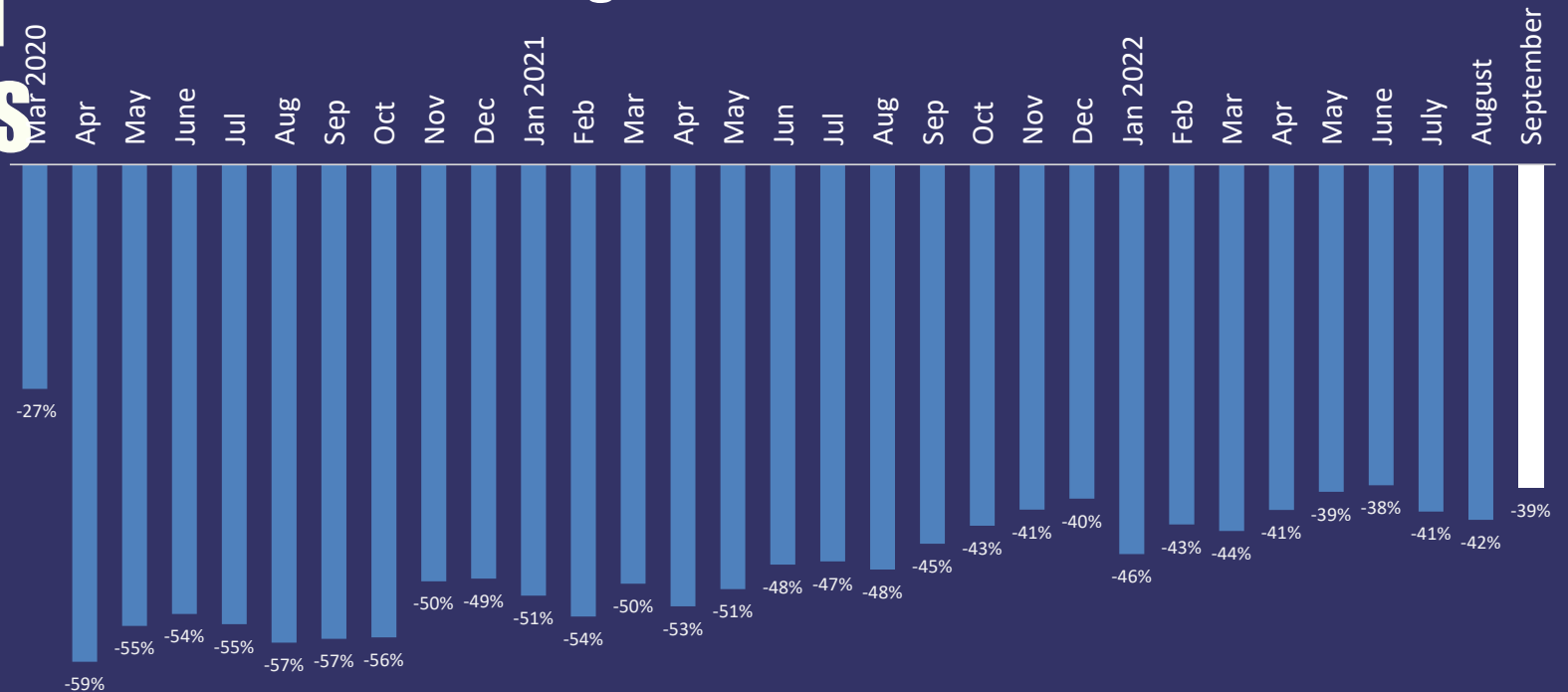


Source: TxDOT Sidefire Devices

TRANSIT IMPACTS

Weekday
Ridership

Passenger Decrease vs Baseline



Source: DART, DCTA, and Trinity Metro

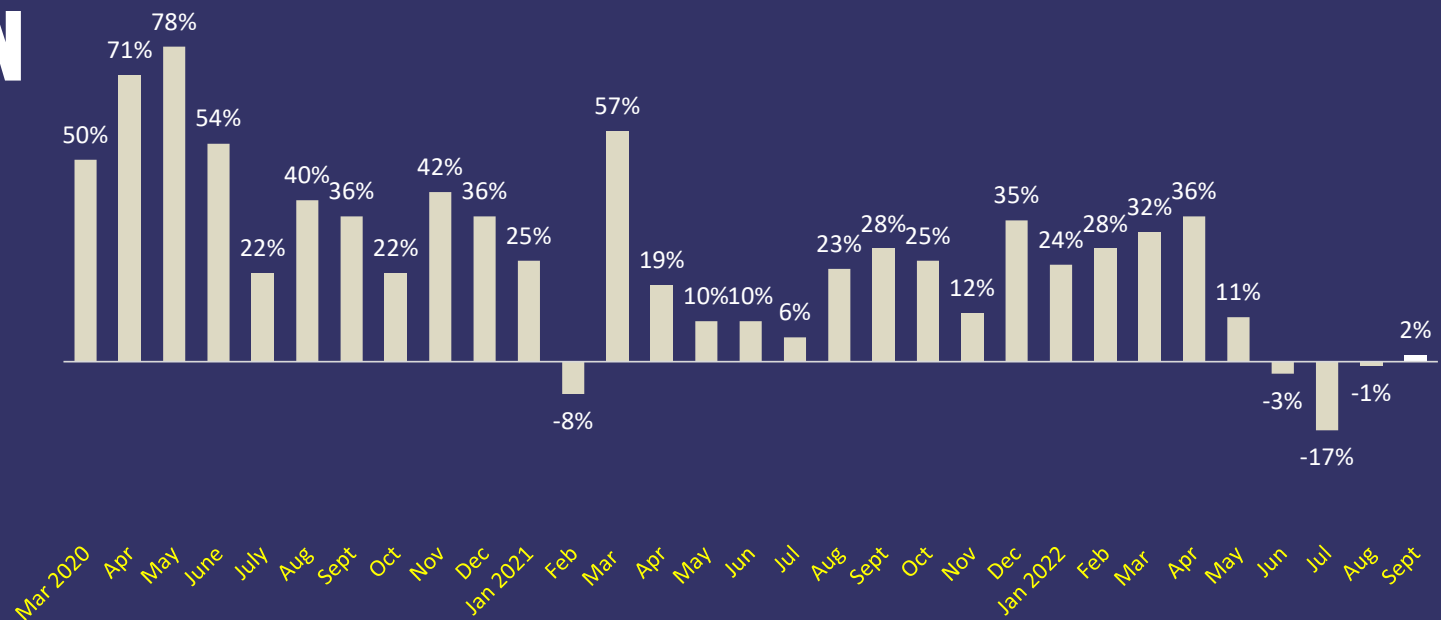
Note: Baseline is March 2019-February 2020.

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.

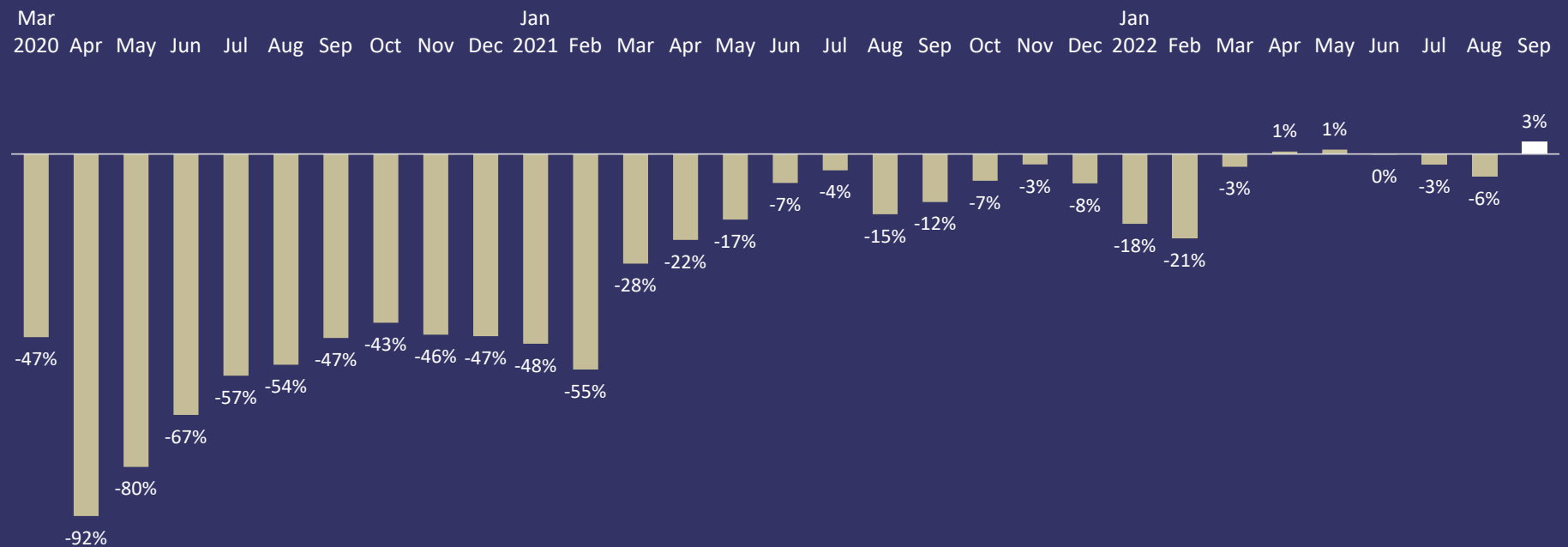
Note: Trail usage impacted in Feb 2021 by week-long winter storm.

Note: Trail usage impacted in July 2022 by extreme hot weather.

AIRPORT TRENDS

Passengers

Change in Airport Passengers vs Baseline



Source: Dallas Love Field and DFWIA Websites

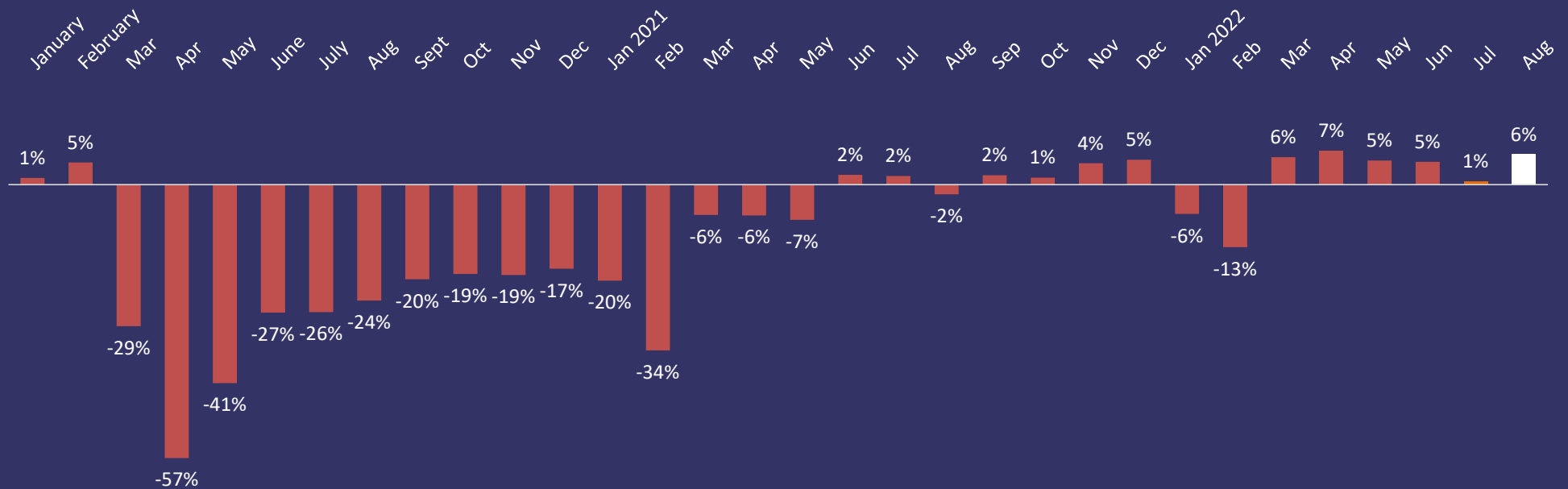
Note: Baseline is March 2019-February 2020.

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



Source: NTTA

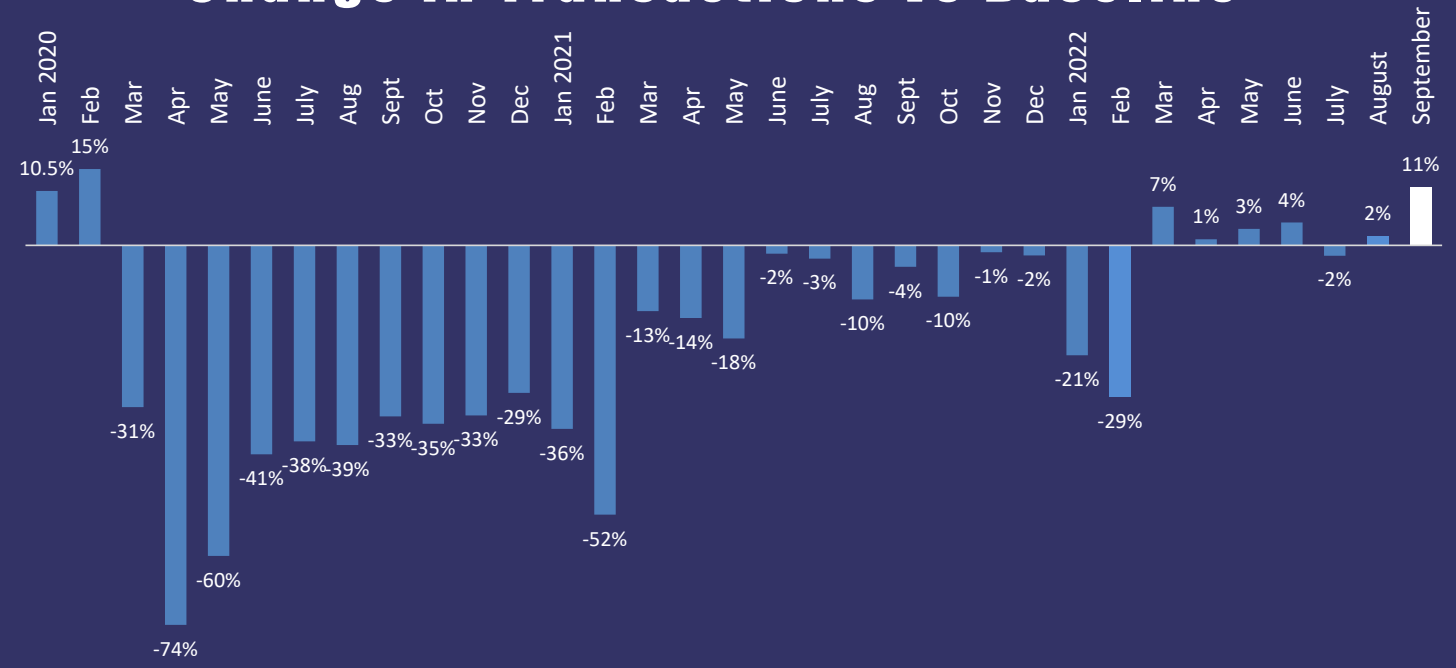
Note: Baseline is March 2019-February 2020.

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



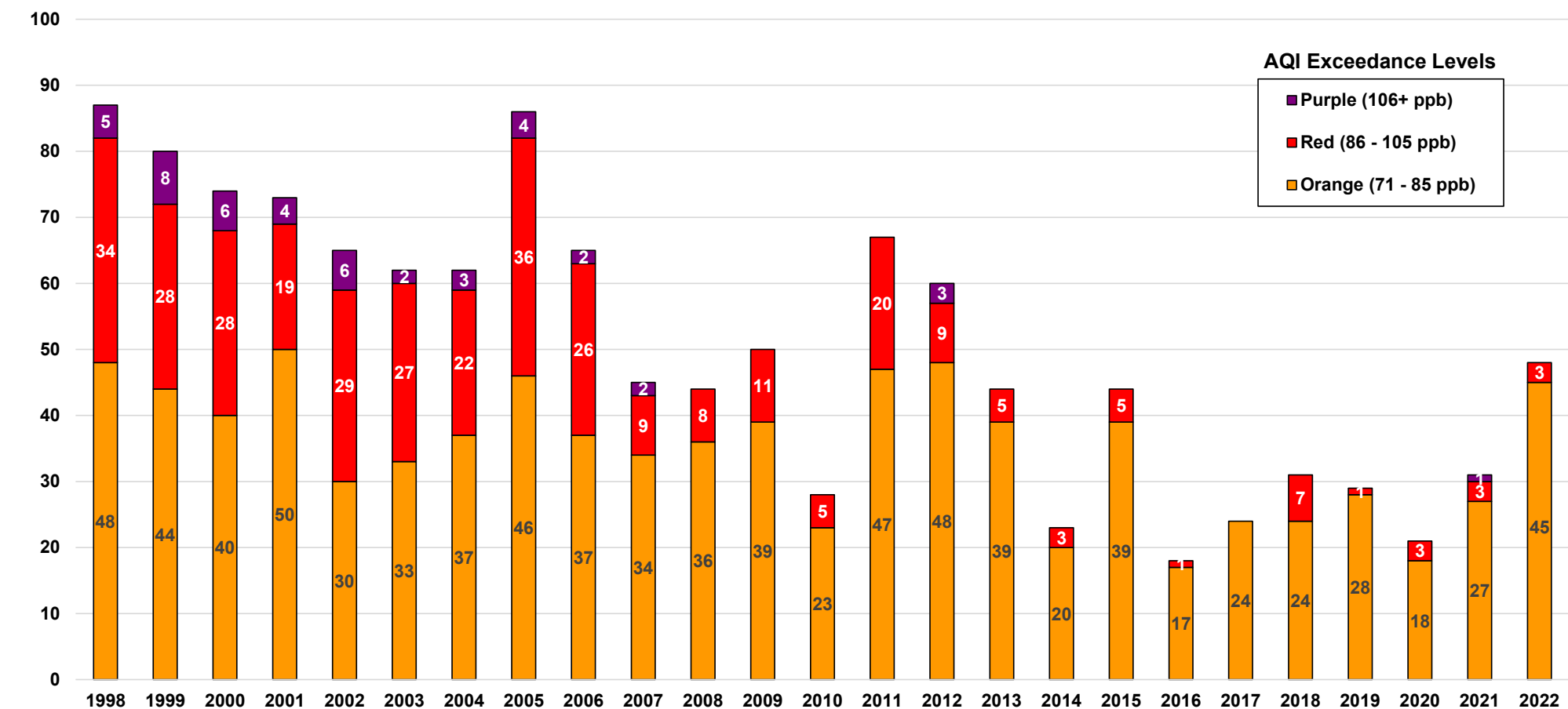
Source: TxDOT

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

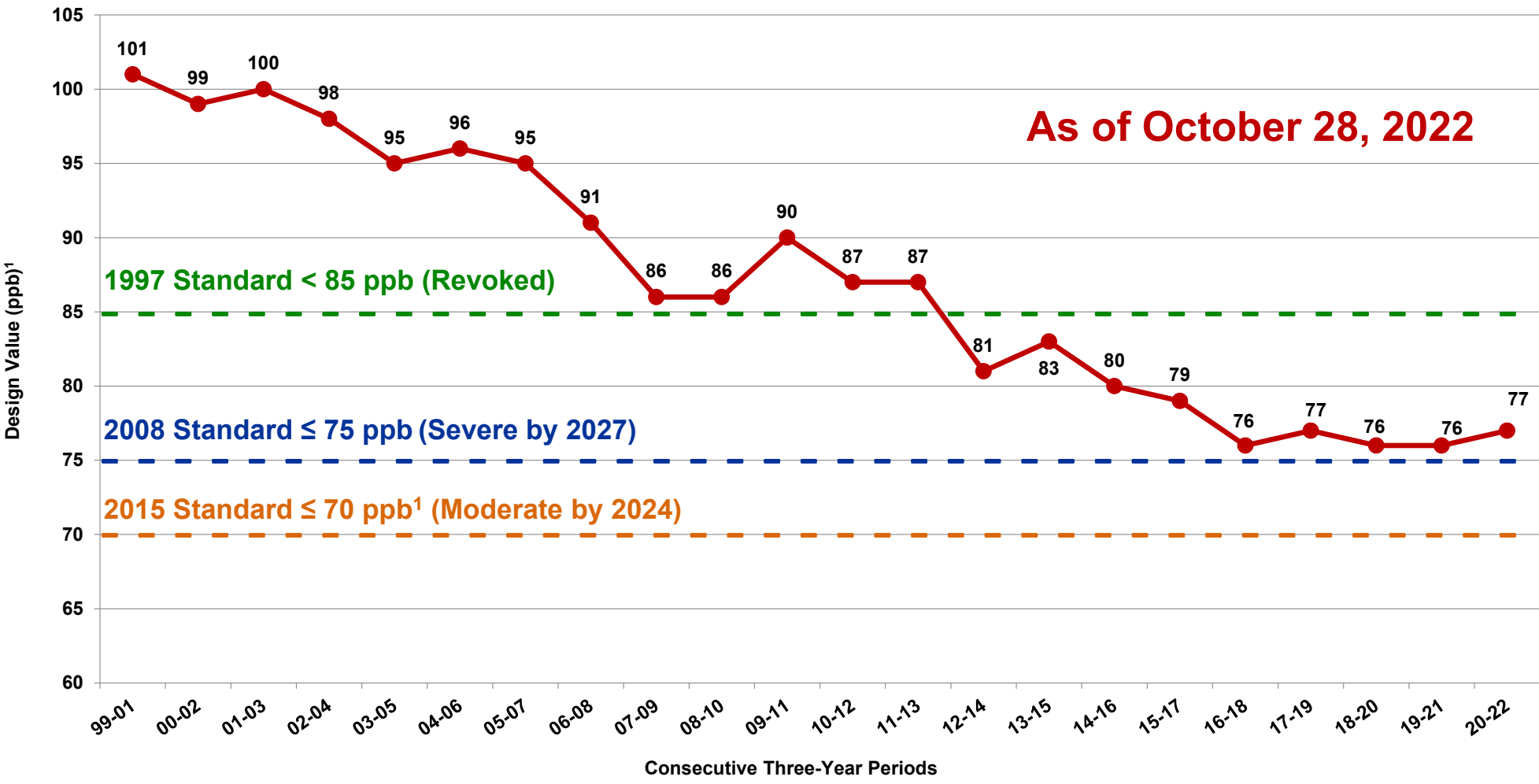
Based on ≤70 ppb (As of October 28, 2022)



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 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



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).

FOR MORE INFORMATION

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



NCTCOG PRESENTATION

Local Clean Air Project Spotlight

Regional Transportation Council

November 10, 2022

North Central Texas Council of Governments

Project Spotlight – Denton ISD

Awarded Project	Two Propane School Buses; 95% NOx Emissions Reduction at Location
Technology Replaced	Two Diesel School Buses
Project Geographic Area	Denton ISD, Denton County
Implementation Date	July 2019
Awarded Amount Total Project Cost	\$ 53,346 \$213,382
Call for Projects	Clean Fleets North Texas 2018
Funding Source	Texas Commission on Environmental Quality (TCEQ) Supplemental Environmental Project (SEP)



Project Spotlight – Denton ISD



Propane School Bus #1



Propane School Bus #2



Contact Us



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High-Occupancy Vehicle Quarterly Report

Surface Transportation Technical
Committee Meeting
November 10, 2022



Managed Lane System



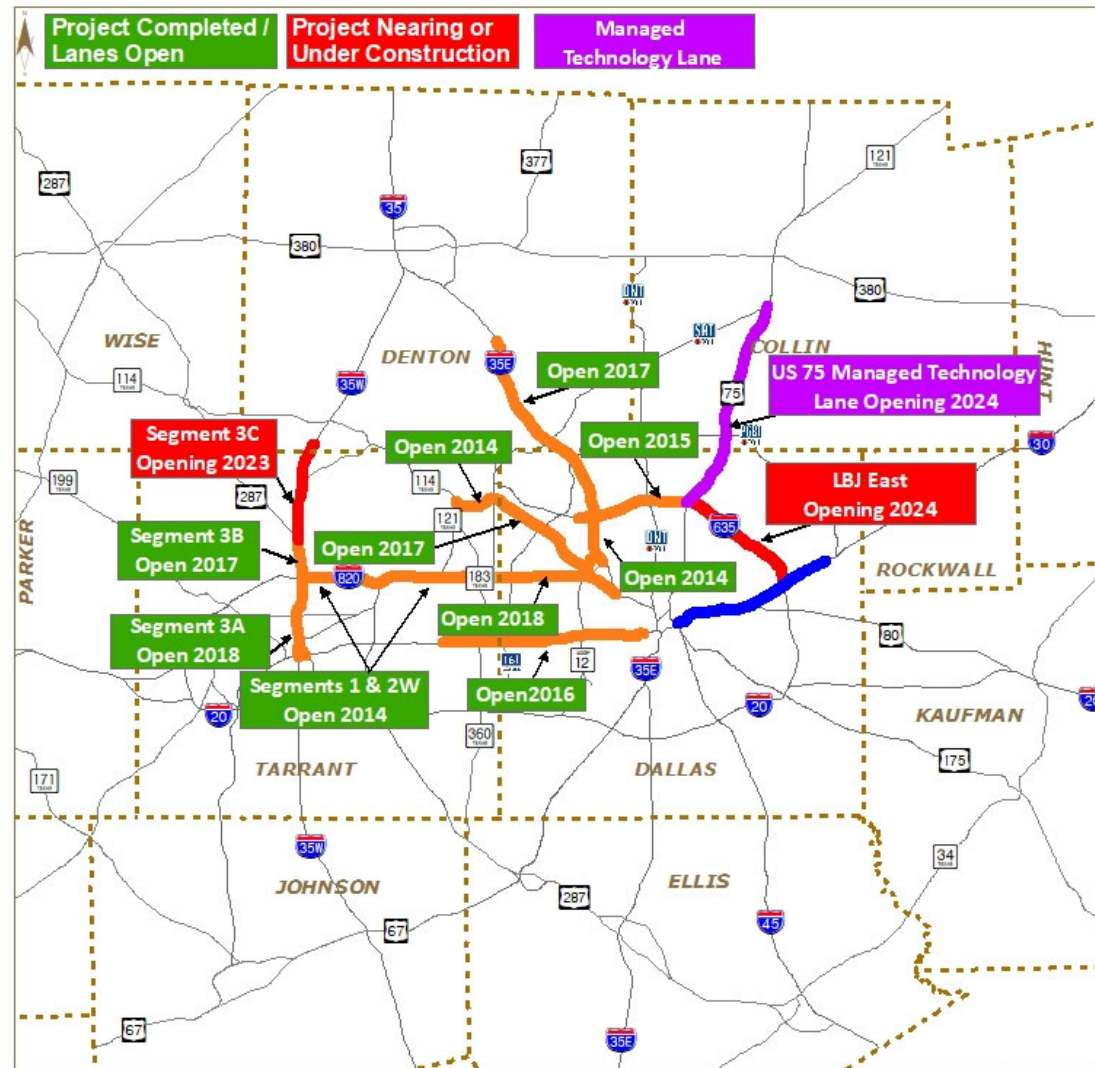
Fort Worth CBD



Dallas CBD



**North Central Texas
Council of Governments**



October 5, 2021

Toll Managed Lane Data Monitoring

Cumulative December 2013 – August 2022

How much HOV 2+ Subsidy has the RTC been responsible for?

\$ 7,468,907 as of August 2022

How much of the Vanpool Toll reimbursement has the RTC been responsible for?

\$ 12,407 from October 2014 – August 2022

How long can the RTC keep the HOV policy at 2+?

For now, it remains 2+ and it will continue to be monitored quarterly

Have there been any additional NTTA customer service needs?

No, minimal impact

Have the speeds on the Toll Managed Lane facilities dropped below 35 mph?

No

Toll Managed Lane Data Monitoring

Cumulative December 2013 – August 2022

Facility	HOV 2+ Subsidy Costs	NTTA Customer Service (Additional Needs)	Project Performance Events (Speeds < 35 mph)
North Tarrant Express <ul style="list-style-type: none"> • SH 183/121 from IH 35W to SH 121 • IH 35W from IH 30 to US 287 	\$3,914,107	Negligible	0
LBJ Express <ul style="list-style-type: none"> • IH 635 from Preston Road to Greenville Avenue • IH 35E from Loop 12 to IH 635 	\$3,554,800	Negligible	0
DFW Connector SH 114 from Kimball Avenue to Freeport Parkway	N/A	Negligible	0
IH 30 Managed Lanes IH 30 from SH 161 to Westmoreland Road	N/A	Negligible	0
IH 35E Managed Lanes IH 35E from FM 2181 (Teasley) to LBJ	N/A	Negligible	0



Update

Automated Vehicle Occupancy Verification

Through September 30, 2022



HOV Users

January 24, 2020 – September 30, 2022

Users: 55,298

Vehicles: 54,129

Occupant Passes: 9,795



Total and HOV Transactions

January 24, 2020 – September 30, 2022

Total Transactions – 2,974,858

LBJ/NTE Partners – 1,995,209

TxDOT – 979,649

Total HOV Transactions – 1,306,936 (~43%)

LBJ/NTE Partners – 894,718

TxDOT – 412,218

Unique Vehicles – 55,942



Questions/Contacts

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MINUTES

REGIONAL TRANSPORTATION COUNCIL ONLINE INPUT OPPORTUNITY

Car Care Awareness: Community Partnerships & Service Providers

Modifications to the Fiscal Year 2022 & 2023 Unified Planning Work Program

Online Public Input Opportunity Dates

Monday, Oct. 17 - Tuesday, Nov. 8, 2022 – The North Central Texas Council of Governments (NCTCOG) posted information at www.publicinput.com/nctcogOct22 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. Car Care Awareness: Community Partnerships & Service Providers
2. Modifications to the Fiscal Year 2022 & 2023 Unified Planning Work Program

The NCTCOG online public input opportunity was provided to inform and seek comments from the public. Comments and questions were submitted by email at nctcogOct22@publicinput.com, online at www.publicinput.com/nctcogOct22, 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 817-695-9255 or emailing jcastillo@nctcog.org.

Summary of Presentations

Car Care Awareness: Community Partnerships & Service Providers presentation:
<https://www.nctcog.org/getmedia/a990e60a-3190-4e0a-a1e8-18f2d2b78986/Car-Care-Awareness-Presentation.pdf>

The Car Care Awareness campaign aligns with National Car Care Awareness Month in both April and October. The campaign seeks to advance air quality benefits for the region, informs owners about vehicle maintenance and helps build stronger community relations. NCTCOG began hosting car care clinics in April 2013. The clinics, which have a hands-on, educational approach, provide vehicle owners the chance to speak with qualified technicians about their check engine light and any other issue they might be experiencing with their vehicle. The Car Care Clinic website, which launched in 2016, houses free educational materials, vehicle maintenance tips, and program status updates.

Current Efforts for this campaign include:

- Partnering with nonprofit organizations and vehicle repair shops throughout the region

- Providing Car Care Awareness digital toolkits and educational material to local governments and organizations upon request
- Updating the North Texas Car Care Awareness website with vehicle maintenance tips and online educational materials
- Requesting auto repair shops and auto parts retailers to provide discounts for the public

For more information about Car Care Awareness, visit www.ntxcare.org. Email comments and questions to ntxcare@nctcog.org.

Modifications to the Fiscal Year 2022 & 2023 Unified Planning Work Program **handout:**
<https://www.nctcog.org/getmedia/bcc4224c-2892-4a82-b98d-017ef3299d60/UPWP-Modifications-Document.pdf>

The Unified Planning Work Program (UPWP) summarizes transportation activities for NCTCOG's metropolitan planning area, which covers a 12-county region. The UPWP is divided into five major task areas:

- Administration and Management
- Transportation Data Development and Maintenance
- Short-Range Planning and Programming and Air Quality and Transit Operations
- Metropolitan Transportation Plan
- Special Studies and System Operations

The modifications in this round of proposed modifications to the FY2022 and FY2023 UPWP address new project updates and funding adjustments. The RTC will take action on the FY2022 and FY2023 UPWP modifications on Nov. 10, 2022.

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

Social Media

No comments submitted.

Website

No comments submitted.

Mail

Please see Attachment 1 for comment submitted via mail.

October 2022 Public Input Opportunity

Attachment 1

Amendment #4 to the FY2022 + FY2023 Unified Planning Work
Program for Regional Transportation Planning

Question

2.01 Travel Forecast Support - Preston Road Intersection Analysis
What part of Preston Road is involved in the analysis of
grade separations? - which intersections? - which cities?

Phyllis Silver

10/19/2022



TO: Jackie Castillo
Communications Specialist

TRANSPORTATION PUBLIC MEETING

NOV. 7 • NOON • 616 SIX FLAGS DR. ARLINGTON, TX

PRESENTATIONS

Transportation Alternatives Program: Call for Projects Recommended Funding Awards

NCTCOG opened the 2022 Transportation Alternatives Set-Aside Call for Projects on July 18, 2022, and applications were due on Sept. 9, 2022. Projects eligible under this program include the construction of on- and off-road pedestrian and bicycle facilities, rail station connections, activities related to the Safe Routes to School initiative, and safety improvements. Staff will provide an overview of the recommended funding awards for this Call for Projects.

Walk to School Day Recap

NCTCOG helped schools in the region celebrate Walk to School Day on October 12. Staff will provide a summary of Walk to School Day promotional efforts as well as the results of the events held at participating schools.

Regional Policy Supporting Complete Streets & Context Sensitive Design

NCTCOG is proposing a draft policy resolution supporting a regional model for complete streets and context sensitive design. This resolution outlines the importance of planning and constructing complete streets and serves as the framework for encouraging complete street policies across the region.

End of 2022 Ozone Season

November marks the end of the 2022 ozone season for North Central Texas. Staff will present an update on current air quality standings, compare current standings against previous ozone seasons, and highlight potential implications facing the region for not meeting Federal attainment requirements.

For special accommodations due to a disability or for language interpretation, contact Jackie Castillo at 817-695-9255 or jcastillo@nctcog.org at least 72 hours prior to the meeting. Reasonable accommodations will be made.

To request a free roundtrip ride between NCTCOG and the Trinity Railway Express CentrePort/DFW Airport Station, contact Jackie Castillo at least 72 hours prior to the meeting: 817-695-9255 or jcastillo@nctcog.org.

Attend in person, watch the presentations live at publicinput.com/nctcogNov22, or participate via phone by dialing 855-925-2801 then code 2233.



RESOURCES & INFORMATION

Interactive Public Input: Map Your Experience:
nctcog.org/mapyourexperience

Regional Smoking Vehicle Program (RSVP):
smokingvehicle.net

Vehicle Incentive & Funding Opportunity:
nctcog.org/aqfunding

Saving Money & Reducing Truck Emissions
nctcog.org/SMARTe

Engine Off North Texas
EngineOffNorthTexas.org

PUBLIC COMMENTS REPORT

WRITTEN COMMENTS SUBMITTED BY WEBSITE, EMAIL & SOCIAL MEDIA

Purpose

The public comments report is in accordance with the NCTCOG Transportation Department Public Participation Process, 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 May 12, 2022.

This report is a compilation of general public comments submitted by members of the public from Tuesday, Sept. 20, through Wednesday, Oct. 19. Comments and questions are submitted for the record and can be submitted via Facebook, Twitter, fax, email, online and in person at the monthly RTC meeting.

This month, public comments were received on a number of topics across social media platforms and via email. Comments related to safety were in the majority.

In addition, comments can be submitted through Map Your Experience, the Transportation Department's online mapping tool. The tool allows users to drop a pin on a location in the region and leave a detailed comment. This month, there were 15 comments related to roadway conditions, 2 comments related to bicycle and pedestrian conditions and 4 comments related to transit needs. To read them, visit:

<http://nctcoggis.maps.arcgis.com/apps/CrowdsourceReporter/index.html?appid=b014e6d39b604b3ca329d9094ed1e9e2>.

Air Quality

Twitter –

1. DFW provides few safe or convenient alternatives to driving, leading to poor air quality that contributes to lung and heart disease. #WorldCarFreeDay — Bike Denton (@bikedenton)



2. Something about continuing to build and expand highways which has a direct impact on air quality... — Philip (@gosspl)



Alternative Fuels/Electric Vehicles

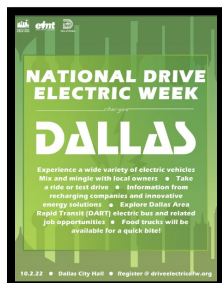
Twitter –

1. If Fort Worth can do it, so should Dallas: prot. lanes, complete streets, bikeshare docks at train stations & destinations, etc As of last night, I'm lone e- bike registered for @NCTCOGtrans EV event in 2 wks. Too much emphasis on e- car infra; need more attention on bike infra — Hexel (@hexel_co)

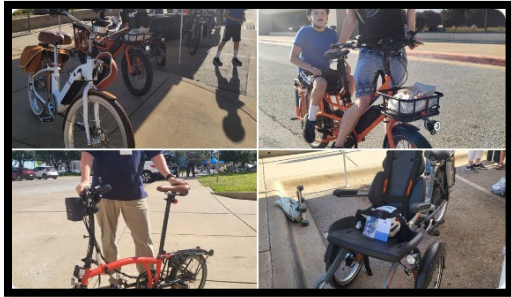


the COG's rhetoric would lead one to believe that it wasn't spending 90%+ of the budget on suburban arterials — median stander (@PhilipTKingston)

2. Come see me tomorrow, Dallas! I'll be there with my e- bike 🚲 and an adapted e- bike 🚲 — Jessica 🚲 (@jhart_OU)



3. 2wks b4 @NCTCOGtrans's Nat. Drive Electric Week event, was proud to be first to register e- bike. More registered following week. Not earth- shattering, but 500% more bikes than b4 One year b4 next @StateFairOfTX. Think we can get a Bike Show to balance scales against Auto Show? — Hexel (@hexel_co)

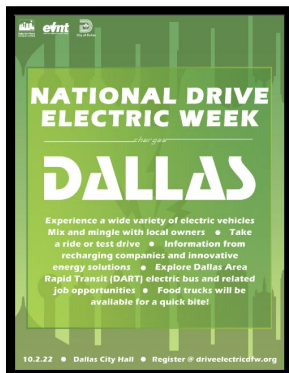


It's the worst car show in North America, and it's the biggest reason the State Fair won't consider shrinking its footprint
Ask these grifters:



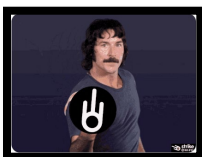
Facebook –

1. National Drive Electric Week event in Dallas, Texas! — NCTCOG Transportation Department



Nope!!! — Dale Beardmore

Nope! 🙄 — Russ Towers



— Lance Ehler

95% of Dallas, will never be able to buy or own a Battery car lol — Drayton Rowe

How stupid — Gary Low

Try somewhere else like california or seattle — Tony Casarez

Ok, it's like another version of the gay pride parade. — Pat Riot

Guess we will be asked to reduce our electric uses so this can happen

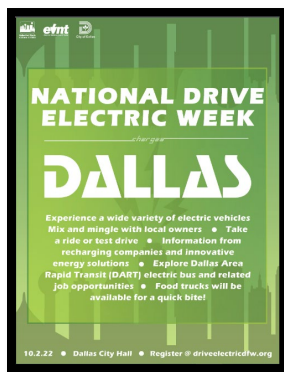
😂😂😂😂. Not gonna happen 😂 — Jackie Jackman Martin

Virtue signaling is stupid and so 2020. 🐱🤔 — Brandon Melton

Tell the people in Florida!! — Michael Lenhart

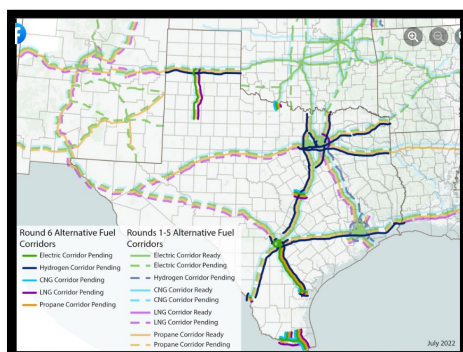
NEVER!!!!!! — Ed DeYoung

2. Our Annual National Drive Electric Week event will be on Sunday, October 2nd from 3pm - 6pm at Dallas City Hall with food trucks, an array of vehicles and with companies discussing solar information! Register here: <https://driveelectricweek.org/event?eventid=3449> — NCTCOG Transportation Department



😂 — Jere Tucker

3. Congratulations Texas Department of Transportation on the approval of the Texas Electric Vehicle Plan. TxDOT's hard work in the development of the plan establishes the first steps to making electric vehicles and charging stations accessible to all Texans! To view more info about TxDOT's plan and next steps, go to: <https://www.txdot.gov/.../texas-electric-vehicle-planning...> — NCTCOG Transportation Department



who is going to pay for the EV hookups? taxpayers or electric customers? — George Knudson

are EVs required to get the Hwy fund sticker like the propane cars? — George Knudson

Response by NCTCOG Transportation staff:

Hi, Mr. Knudson. Thank you for commenting. Under the Texas EV Charging Plan, federal transportation funds will pay for 80% of the cost of a new charging station, and 20% of the cost will be paid for by contractors selected by the Texas Department of Transportation. The cost of electricity used at an EV charging station is typically paid for by the property owner of the charging station location or by the owner/operator of the charging station if there is a submeter. In Texas, many stations charge a fee based on the time spent charging, and there may be additional charges for the driver to recover the cost of the electricity. In addition, some stations are offered to the public at no additional cost. At this time, EVs are not required to have a sticker.

If you have any additional questions, please email us at transinfo@nctcog.org. Thanks!

So to charge my so called electric car I plug it in and now I have 26 air conditioners running now that I'm paying for omg do you know how much that is thats 8000 dollars a month to charge my car yall are crazy — Randy Marable

Bicycle and Pedestrian

Twitter –

1. One thing Paislee has always asked to do is walk to school. When you don't attend your neighborhood school it makes it kind of hard. Thank you @BburgCougars for hosting @NCTCOGtrans Walk to School Day and making her dreams come true! — FaLessha Esslinger (@esslinger5)

2. Incredible opportunity to do some good work. Yo, @NCTCOG_Official, @NCTCOGtrans, @trtcmobility, @HUDSouthwest, @ELGL50! 🚲 — Maggie Jones (@RealMaggieJones)



Facebook –

1. Today is Walk to School Day! This annual celebration highlights the benefits of walking and bicycling, as well as the importance of traffic safety. More Information:

<https://www.nctcog.org/.../saferoutestosc.../walktoschoolday> — NCTCOG Transportation Department



If only we didn't have to cross 121! 😊 — Pamela Klekar Burns

Project Planning

Email –

1. Oscar Pearson

Denton to McKinney thoroughfare, should have already been built. When 380 is done it will be just as bad as before they started. We need a major road west to east north of 380. They are already building it coming west, so, what is the hold up?

Response by NCTCOG Transportation staff:

Thank you for commenting on the October 2022 public input opportunity. TxDOT has completed the US 380 Collin County Feasibility Study. The Collin County study area has been separated into five independent project segments. In each of these segments, TxDOT has started the process to complete a more in— depth environmental study, public involvement, and schematic design.

You can find more information regarding the US380 projects in Collin County on the website below.

<https://www.keepitmovingdallas.com/projects/us- highways/us- 380- collin- and- denton- county>

Additionally, the region's Metropolitan Transportation 2045 update plan calls for an Outer Loop roadway facility north of US 380 in Denton and Collin Counties. Portions of the Outer Loop in Collin County have already been constructed by Collin County, and project development for the Outer Loop in Denton County has been initiated. The Metropolitan plan calls for major portions of the Outer Loop to open after the year 2036.

Oscar Pearson

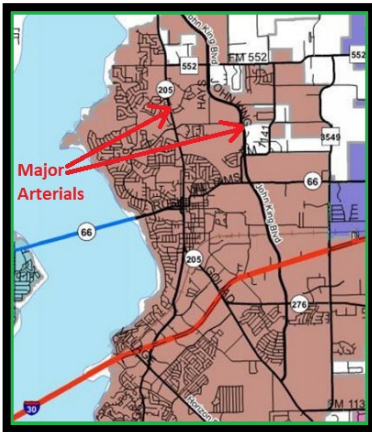
2036? Seriously?

2. Bob Wacker

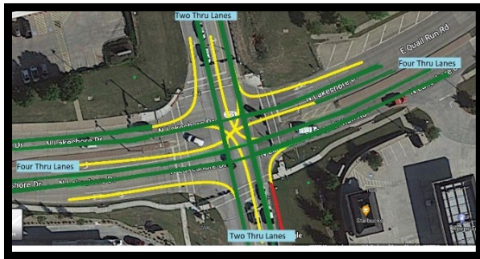
TXDOT recently decided to completely reconstruct John King Blvd in the City of Rockwall. And the County of Rockwall just passed a bond project for the improvement of North Goliad (current HY 205). My Question:

What is the current status or plan for swapping JK and Goliad? I ask this because North Goliad is an old, overly congested 2- lane roadway that has seen major retail development along its route north of downtown Rockwall ... as further described below:

1. The HY 205 corridor from downtown Rockwall, then north to John King Blvd (i.e., North Goliad) has become very congested (Map 1)



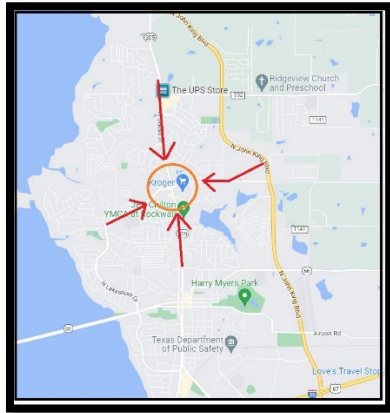
2. More importantly the intersection of North Goliad and Lakeshore / East Quail Run is a central bottleneck since North Goliad is only a 2- lane thru roadway (Map 2)



3. The addition of 3 drive- in restaurants with a shared access with CVS to North Goliad will only make it worse (Map 3)



4. Compounding this is the approved widening of East Quail Run to John King. Increasing access for the many developments east of John King to these prime businesses (Kroger, Chick-fil-A, CVS, Walgreens, Starbucks, Mod Pizza and others) will overwhelm traffic flow at this intersection (Map 4).



In 2016 TxDOT worked with Rockwall residents and city officials to agree to a swap of North Goliad and John King North. I cannot find the status for that anywhere In 2021 the Rockwall County Commissioners got a road bond approved, which included a project to improve North Goliad, but it has not begun. I know these two items (roadway swap and bond project) are very complicated. But could you please update me on the status/plans for this.

Twitter –

1. Has anyone asked @TxDOTDallas or @NCTCOGtrans for the actual "2045 NCTCOG regional traffic model" analysis cited in this infographic?
<https://keepitmovingdallas.com/sites/default/files/docs/Station%205%20Material>. Has anyone FOIA'd public comments that are basis for the "based on public feedback, this option was eliminated"? — Jay Blazek Crossley (@JayCrossley)

Ooooh, and FOIA on those comments is a great idea. — Krista Nightengale (@Knightengale)

2. Asked today about the traffic model and specifically how they modeled traffic. They say "all of downtown". In the meeting today TxDOT said the study included every major road inside the 635/20 loop. I've NEVER heard that definition of downtown. — Adam Lamont (@adamhlamont)

For the removal alternative, travel times were averaged using all the downtown streets since travelers can take any combination of streets downtown.

Okay. But part of my point is that some number of independent people should be allowed to see the notes. Most likely the "2045 travel demand model" assumes the induced sprawl that highway widening will cause while not entertaining the idea of growth where I- 345 used to be, etc — Jay Blazek Crossley (@JayCrossley)

There's just so many claims in that infographic and the explanations for those claims should be made available to the public (if they aren't already). — Jay Blazek Crossley (@JayCrossley)

Over at @TxDOTHouston they've been working on scenario planning (but insist the model isn't tailored to analyze something like I— 45). <https://h-gac.com/getmedia/623d15c2-e63f-4a7e-bb70-c64b6cfc30ec/ITEM-10-SWIFT-Presentation.pdf> @NCTCOGtrans leaders said they could shift to scenario planning - when they presented their most recent static forecast. — Jay Blazek Crossley (@JayCrossley)

It's critical to look at different land use policies when planning transportation. Plan land use that meets community goals and plan transportation that supports that land use. But if we keep doing what we've done, we'll keep getting what we've got, not what we want! — LucyG. (@LuGalbcy)

Public Meetings/Forums

Twitter –

1. [@NCTCOGtrans](#) Regional Transportation Council meeting today — we unanimously approved submission for USDOT FY22 Reconnecting Communities Pilot program:

- ✓ Klyde Warren Park Phase 2
- ✓ Southern Gateway Deck Park Phase 2
- ✓ IH 30/Farmers Market

@KlydeWarrenPark @DallasFarmer — caraathome (🏡) (@caraathome)

These projects will all make some developers very, very rich. I hope they're paying for them. — Dr. Bobby J. (@RealestBobbyJ)

Safety

Email –

1. Zach Middleton

I'm a resident of Dallas. I'm trying to find out if NCTCOG has any oversight of DART or any relationship with them in any capacity. My concerns are about DART's service failures and dereliction of duty with regard to passenger safety. This may be an issue for the Dept of Public Safety. I'm just trying to find and help I can to hold DART accountable because they won't do it themselves.

Response by NCTCOG Transportation staff:

Thank you for contacting the North Central Texas Council of Governments Department. NCTCOG serves several roles within the Dallas— Fort Worth region, including housing the Metropolitan Planning Organization (MPO) and its independent transportation policy body, the Regional Transportation Council (RTC). One role of the RTC is determining the allocation of federal, state, and regional transportation funds. NCTCOG is also the designated recipient of Federal Transit Administration (FTA) funding, and the RTC sub—

allocates transit funding in our region. NCTCOG has limited oversight of DART as they are a direct recipient of FTA funding, which means FTA comprehensively reviews DART for compliance. DART's appointed Board of Directors is responsible to ensure they are meeting federal requirements and agency service standards.

Transit safety and system reliability have been a major focus in the last two years as transit agencies and MPOs implement federal requirements surrounding new Public Transportation Agency Safety Plans (PTASP) and transit safety performance measures as required by federal regulations. DART has implemented a PTASP. This plan requires the appointment of accountable staff, such as a Chief Safety Officer. It also implements a framework for the transit agency to identify hazards, mitigate them, monitor and measure safety performance, and train employees. There are several other elements as well, such as continuous improvement. Along those lines, DART has developed transit safety targets to monitor and reduce injuries, major mechanical breakdowns, and other elements that contribute to the safety of the transit system. The PTASP rule also required MPOs to develop regional transit safety targets as of last year, and we are working to implement those into our planning processes.

You are a valuable stakeholder in the community, and as such, we welcome your comments and will work to integrate them into our planning as we work towards a better mobility future for our region. NCTCOG has launched the Map Your Experience tool, which is an online mapping tool to gather public comments and input from members of the public about their travel experiences in our region. NCTCOG assess the comments to glean insights from the experts on their traveling experience, determine transportation needs, and identify solutions with transit partners. To share information about your public transportation experience, visit www.nctcog.org/mapyourexperience.

If you have any additional questions, please let us know.

2. Tim Bolinger

1. Please paint traffic route information on the roadway. For example, when exiting the DFW airport north exit, drivers should immediately be met with info for which lane to be in for their chosen route. I've probably done this 100 times and I'm still not confident about which lane is for LBJ/635 east. This info was at one time painted on the roadway (at the very last few feet where you need it) but it's worn off. The same goes for east bound LBJ/635 when you approaching Central Expwy./US75. Why not give drivers info beginning at least 1.5 miles back about which lane to be in for each roadway instead of having everyone jockey for position in the last quarter mile and cause a pile up.

2. Similar to #1, paint speed limits on the roadway. If you want drivers to follow the speed limits they need as many reminders as possible. There aren't currently enough speed limit signs on any roadways in north Texas. Please get the City of Plano to do this!! (I live in Plano and seldom do I know what the speed limit is.)



3. Please install proper signage on State Highway 366 / Woodall Rogers Freeway. Rarely do I see it presented with both names. A driver might have directions by one name and drive right past it. This is probably true for other area thoroughfares but this is one I'm familiar with.

Response by NCTCOG Transportation staff:

Thank you for providing this input to the North Central Texas Council of Governments (NCTCOG). NCTCOG staff agree that painted traffic route information on the roadway is a very effective way to communicate with drivers. NCTCOG will communicate this request to the Texas Department of Transportation, as well as the operators of the Lyndon B. Johnson Express.

Regarding painting speed limits on roadways, NCTCOG staff are uncertain about the ability to paint speed limits on roadways. However, we will discuss this idea with our partners. In addition, we will communicate your request to install another type of signage along State Highway 366/Woodall Rogers Freeway to the Texas Department of Transportation.

Tim Bolinger

I'm not sure if you were able to view the speed limit photo I included in my original email but here is an example of a speed limit painted on the road. This one happens to be in Brazil.

Twitter –

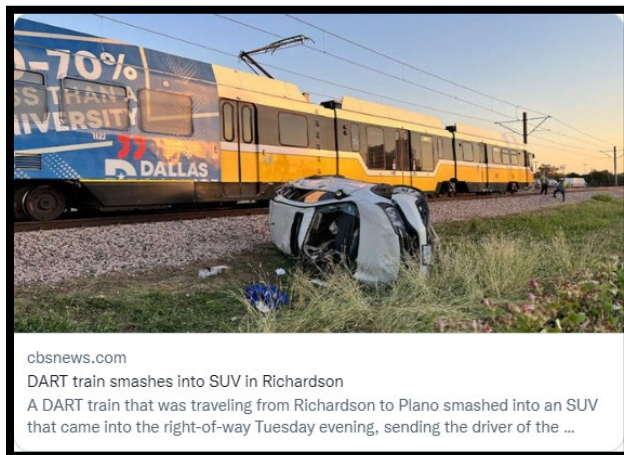
1. #SafetyTip: Slow down and be prepared to stop when entering a crosswalk. @TxDOT @NCTCOGtrans @WalkBikeSafeTX #WalkSmart #WalkSafe — Texas A&M Transportation Institute (@TTITAMU)



2. #FridayTip: If no sidewalk is present, walk along the roadside against traffic so oncoming drivers see you (and you see them). @TxDOT @NCTCOGtrans @WalkBikeSafeTX #WalkSmart #WalkSafe — Texas A&M Transportation Institute (@TTITAMU)



3. [@dartmedia](#) train smashes into SUV. Too bad Dart hasn't invested in the safety technology to stop the train when there is something or somebody on the tracks. #cottonbelt #silverline @goodmoine @NCTCOGtrans — caraathome (🏠) (@caraathome)



Who do you think is at fault here? The train? Or the SUV driver who pulled through the barrier arms and parked on the tracks? — Tyler (@tkurtz95)

Councilwoman, I'm sorry, but this sure reads like the driver was at fault. — Matt Goodman (@goodmoine)

Same as when a pedestrian is hit when they aren't crossing in a crosswalk? — caraathome (🏠) (@caraathome)

You're proving his point? Both of those situations involve the driver of the vehicle not paying attention. — Tyler (@tkurtz95)

Not at all. Drivers should be able to adjust their speed in an appropriate amount of time to avoid striking a pedestrian or zooming through a rail crossing as a train approaches. They aren't the same thing. Also, our street design often encourages higher speeds than necessary. — Matt Goodman (@goodmoine)

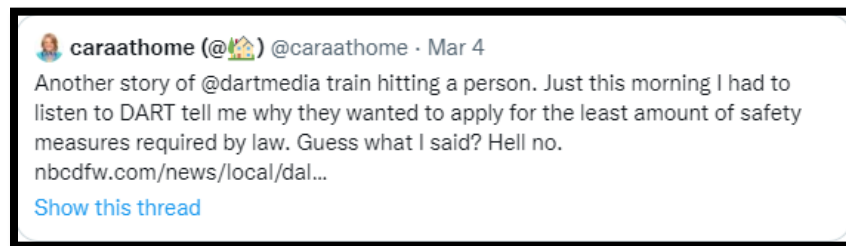
.@dartmedia has assured my community at grade crossings are SAFE. They aren't. We have 6 at grade crossings within 2.2 miles. One is on a curve with 26,000 vehicles per day (btw, no dart bus line in the area). 60— 90 diesel trains/day. How many accidents & deaths? — caraathome (🏠) (@caraathome)

In Dallas? Probably 227. Oh wait never mind, that's the number of people killed by cars in Dallas last year. How many were killed by trains? — Tyler (@tkurtz95)

Just heard TRE train killed someone tonight in Dallas. @dartmedia investigating, which means no info to public. This is in addition to the light rail train hitting the vehicle earlier. @LoriBrownFox4 @KenKalthoffNBC5 @CBS11Andrea @NCTCOG_Official — caraathome (🏠) (@caraathome)

What a disappointment. I'd considered myself your fan until I read this. All a train can do is lock its wheels. The rest is physics. — Ken Double (@kduble)

Like, it's worse than when you tried to blame DART for a cop parking on the tracks... — Mario Roa (@mariohroa)



Man, I wish she was just honest instead of trying to twist facts to fit her narrative. It's gross. — gavin (@theGAVER)

And they want to put a rail line through a residential area... — Dorian Isenberg (@DorianIsenberg)

The track was there nearly a hundred years before the residential area. — Ken Double (@kduble)

They are SAFE... If the driver is following the rules. The path and speed of the trains aren't exactly unknowns here. This is a bad take from a representative of the City. Do better. — Patrick Doll (@PatrickDoll)

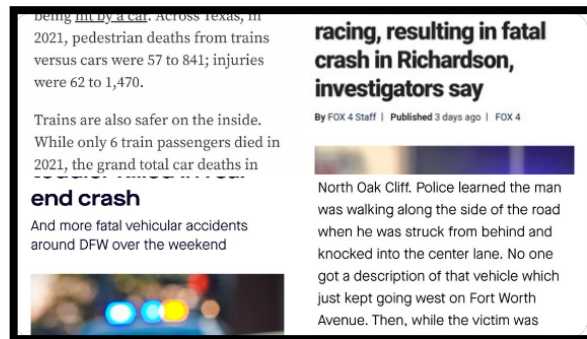
Yes. Crosswalks exist for a reason. — Laramie! (@LaramieRat)

This does not seem like a fair take, even for someone who's passionately anti-DART. — bradnitschke (@brad_nitschke)

Soviet style whataboutism. — Jeff Olson (@JeffOlson73)

Across state of Texas in 2021:
63 killed in or by trains. That's 1 every 6 days.
4,573 killed in or by cars. That's 12 people every single day.

Just last few days in DFW, cars killed mother, toddler, people in other cars & on sidewalk. — Hexel (@hexel_co)



In countries that invest heavily in rail and actively discourage driving, train accidents go down every year Despite advances in car safety tech, USA car deaths increasing. Texas deaths up 25% from 2019 More people ride rail = more rail awareness = less rail death — Hexel (@hexel_co)



I really truly would love, in an ideal world, for DART to be fully grade separated. It would help everyone, including passengers, improve reliability, lesson delays and car accidents.
That being said... I cant exactly blame them when the car goes around the guard rails — ConnorAlt (@AlternateConnor)

or the guard arms..those barriers, not guard rails — ConnorAlt (@AlternateConnor)

The first principle in rail safety is engineering. Why was the at— grade crossing designed so a vehicle could easily get by it? In #D12, @dartmedia not wanting to install safety measures called for by community at crossing as determined by field inspection.
— caraathome (🏠) (@caraathome)

I can see why you think it's the same. In both cases you want to make sure the car driver is not blamed.

Car brain is a hell of a drug.

Just say no, Cara! — Dazzling Urbanite (@apressler3)



The guards are designed that way so that a car IN the crossing can get OUT when the arms start going down by simply driving forward If we made it impossible to go around guards then a car caught in middle would have no way to escape — Hexel (@hexel_co)

Drivers are more dangerous than trains and yet, you don't mention that more should be done. It's an obvious hit tweet against DART. You did the same thing when DART blocked the sidewalk while city hired contractors do it ALL the time throughout the entire city. — Jesus Val (@Jevus2006)

I wonder why? — Tim Feemster (@tsfeemster)

We need to invest in more non- automobile infrastructure Fewer automobiles make for safer communities — Incoherent Word Hose (@BombyFuntington)

4. Kick your distractions to the side and keep both hands on the wheel. That's a goooooaaaaalllll we all need! Thanks @FCDallas & @PaxiPomy for teaming up with us on this #EndTheStreakTX message! #Dallas #soccer #teamwork #safety #MLSPlayoffs #mls2022 #MLS @NCTCOGtrans — TxDOT Dallas (@TxDOTDallas)



Toll Roads/Toll Lanes

Email –

1. Richard Alexander

I am looking for information regarding the HOV lanes on Hwy 75/Central Expressway in Dallas and Richardson. Which regulatory agency regulates these lanes? Several news sources, and the North Central Texas Council of Government's own publication, announced in March/April 2019 that the HOV lanes would be open to single occupant vehicles most of the time, with a toll

set for a brief restricted period each day, beginning in 2020. I would like to know: Why citations are being issued for single— occupant vehicles using the southbound 75 HOV lane? Why is the Dallas County Sheriff's department in particular setting up a traffic stop at the foot of the South 75 ramp to issue these citations? Why aren't tolls collected for the South 75 ramp? Are citations issued to drivers who elect to take the West 635 ramp that feeds off the same lane as the South 75 ramp? What hours are citations issued on the HOV lane?

Response by NCTCOG Transportation staff:

Thank you for your questions. The Texas Department of Transportation (TxDOT) owns and operates the US 75 Expressway. Federal regulation requires enforcement of the High Occupancy Vehicle (HOV) Lane, and TxDOT has contracted with the Dallas County Sheriff's Office to provide this enforcement. Currently, the HOV Lane still operates with only HOVs allowed to use the lane at all hours of the day. The planned changes, announced in 2019, have not yet been implemented due to subsequent discussions with the Federal Highway Administration. These discussions have resulted in the following planned operational changes, which we expect to be implemented in 2024: No toll will be charged, and the two concurrent HOV lanes (one southbound and one northbound) will continue to operate as HOV lanes only for two hours a day in the peak travel direction (two hours southbound in the morning and two hours northbound in the evening).

In addition, eligibility for the HOV lanes will expand to include certain low— emitting vehicles, such as electric and plug— in hybrid vehicles, even when carrying a single occupant. For the remaining 22 hours of the day in both directions, all vehicles will be allowed with no toll. At present, single— occupant vehicles are not allowed to utilize the HOV Lane and can receive citations for using the lane, and the Dallas County Sheriff's Office provides enforcement at varying times of day. Once the operational changes are implemented in 2024, citations will be issued only during the HOV— only period, which will be the two hours during each peak period in the peak travel direction. Please note that ramps are not part of the toll/managed lane system, and there are no plans to toll the ramps in the proposed future operations. In this specific example, tolls are charged on the Interstate Highway 635 managed lanes (also known as the LBJ Express), but not on the ramps to and from US 75.

Richard Alexander

Thank you for your answers to my questions. All of it is clear and understandable to me, except for the last paragraph. Most of the HOV lanes are separated from the conventional lanes by a series of plastic stick barricades. At the south end of the southbound HOV lane, the plastic stick barricades end and a concrete barricade begins. About 500 feet prior to reaching the concrete barricade, a sign over the HOV lane indicates "Express Lanes," "635 West" "Exit 1/2 mile" and "Left Lane." About 75 feet beyond the beginning of the concrete barricade is an electronic sign indicating toll rates for 2+ and single occupant vehicles. After passing underneath this sign, the lane goes up a hill. At the top of the hill, the lanes split into two ramps, and traffic passes underneath one of two signs; the left lane indicates Managed Lanes 635 West, while the right indicates Managed

HOV Lane 75 South. Both appear to have toll readers attached to them. I don't know even now how to interpret what these signs are telling me, but I think the idea is that taking the left ramp leads to tolled roads, but taking the right ramp leads to untolled HOV lane. Do vehicles that take the left lane to the 635 West Express Lanes have to meet the 2+ occupant requirement? So, if a single occupant vehicle goes left at that split, the driver would not be liable for a single— occupant citation, but a driver who takes the right lane would? I would think that is the correct interpretation, except how would a single occupant vehicle get to the Express Lanes without illegally passing through the 2+ Managed HOV lane? You tell me that the ramps are not part of the toll/managed lane system, but that's where the signs and what I think are toll readers are located and the citations are issued. The Dallas Sheriff's Department sets up their traffic stop at the foot of the exit ramp, which is not in the line of sight of the HOV lanes.

Response by NCTCOG Transportation staff:

Thank you for following up. After consulting with project staff, we think this question would be better addressed by the Texas Department of Transportation, who operates the facility, or the Dallas County Sheriff's Department, who has been contracted to enforce the HOV lane. Tony Hartzel is the TxDOT Public Information Officer, and his email address is Tony.Hartzel@txdot.gov.

Facebook –

1. Hello, Does NCTCOG Transportation Department regulate the Hwy 75/Central Expressway HOV lanes? — Richard Alexander

Good afternoon, Mr. Alexander, and thank you for this question. The Texas Department of Transportation (TxDOT) owns and operates the US 75 Expressway, which is subject to federal regulation. We also received an email from you about this same subject and have provided additional information by email. Please let us know if you have any other questions! — NCTCOG Transportation Department

Transit

Twitter –

1. @NCTCOGtrans needs feedback for their Denton County transit study! The study is focused on areas not served by @RideDCTA, but anyone can provide input to help improve transit in Denton County <https://publicinput.com/S4680> — Alison Maguire - Denton City Council District 4 (@AlisonforDenton)

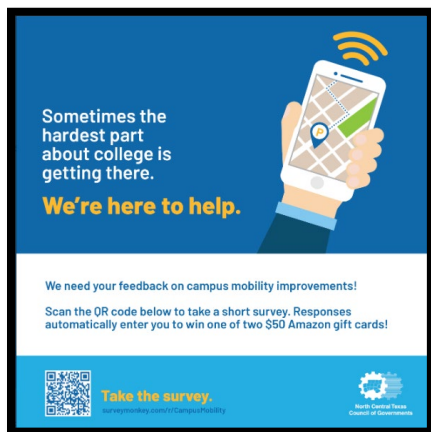
2. Heads up @UNTtransit @UNTnews @twuevents @twucare @UNTSGA @UNTUrbanPlanner @nctclions — Bike Denton (@bikedenton)



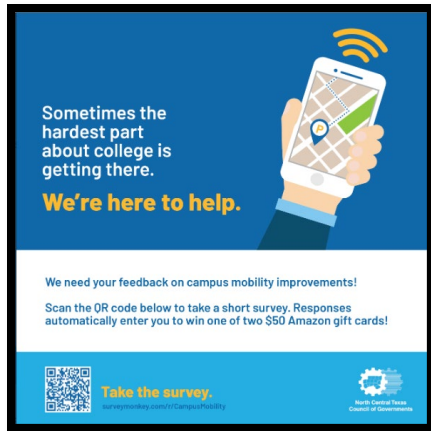
3. FYI @WalkableA — Arlington YIMBY (@ArlingtonYimby)



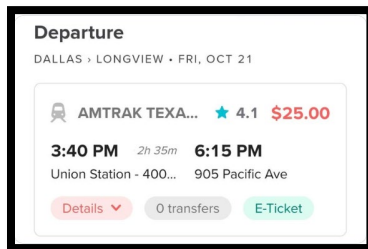
4. Hey UNT! Please take this 3 - 5 minute survey to give feedback on the transit support needed for UNT faculty, staff, and students. <https://surveymonkey.com/r/CampusMobility> — UNT Transportation (@UNTtransit)



5. Heads up, students at UNT, @txwomans and @nctclions. Painless survey with possible \$50 Amazon gift card! @twucare @WellbeingTWU @twuevents — Bike Denton (@bikedenton)



6. Tomorrow's my first @Amtrak. Friday I'll mosey Longview. Saturday I'll hail cab to Gilmer for Yamboree Festival 🍌👉 With this small town excursion I'll have officially ridden every passenger rail service in Dallas Do I get a badge? @dartmedia @NCTCOGtrans @TrinityMetro — Hexel (@hexel_co)



Other

Twitter –

1. Parker notes Everman originally opposed this case. @CDNETTLES15 says he brought all sides together and says @NCTCOGtrans is going to do a flood study and partner with city of Everman to fix the flooding issues. — Harrison Mantas 🌟 (@HarrisonMantas)

2. Thank you @Johnson4Dallas for celebrating this exciting milestone! The deck for @SouthernGWPark is complete thanks to @TxDOTDallas, @NCTCOGtrans and @CityOfDallas. 🙏 @CKArnold2015, @ChadWestDallas, @paulabblackmon, @VoteOmarNarvaez, @JudgeClayJ, @RepToniRoseTX for your support! — April Allen (@MrsAprilAllen)



Facebook –

1. So you are associated with all these building Association's Institute's. — Joe Ann Everett

Thank you for your question. The North Central Texas Council of Governments (NCTCOG) Transportation Department is the Metropolitan Planning Organization (MPO) for the 12- county Dallas-Fort Worth region. NCTCOG works on a variety of projects and initiatives, including roadways, bicycle/pedestrian infrastructure, aviation, public transportation, safety, congestion management, and air quality. — NCTCOG Transportation Department



Dallas Area Rapid Transit
P.O. Box 660163
Dallas, TX 75266-0163
214-749-3278

October 11, 2022

Mr. Michael Morris
Director of Transportation
North Central Texas Council of Governments (NCTCOG)
616 Six Flags Drive
Arlington, TX 76011

Via Email: mmorris@nctcog.org

Subject: Funding for Cotton Belt Regional Trail ("Trail") Phase 1 and 2 Projects

Dear Mr. Morris:

Through the diligent efforts of NCTCOG staff, construction of the Trail is steadily advancing. DART is privileged to be able to contribute to this important project, and appreciative of the collaboration that is making the Trail possible for the benefit of the North Texas region.

DART has worked with NCTCOG and stakeholder cities to define the scope, alignment, and design elements related to the phased construction of the Trail within the Silver Line Regional Rail ("Silver Line") right-of-way. The construction costs for Phase 1 and Phase 2 Trail Projects are detailed in Attachment 1 to this letter, and additional context regarding the relevant challenges and considerations related to these Projects is set out below.

- **Phase 1** - Projects will be constructed by DART's Design-Build Contractor at the same time as the Silver Line due to the following issues:
 - right-of-way access limitations;
 - impacts to adjacent residential communities;
 - coordination of member city infrastructures; and
 - the need to eliminate potential future rework to complete the Trail at critical locations.
- **Phase 2** - Projects will be competitively solicited as a separate, follow-on contract. DART will endeavor to advance the development schedule for the construction of the Phase 2 Trail Projects to align with the Revenue Service Date of the Silver Line. If construction delays occur, DART will complete construction of Phase 2 Projects within 24 months of the Revenue Service Date, or another reasonable, mutually agreed upon date.

The Phase 1 and Phase 2 Projects include the following elements:

- **At-Grade Crossings** – Construction of all public road grade crossing elements of the Trail will be integrated into the configuration and construction of the Silver Line at-grade crossings to avoid potential rework after completion of the Trail. Construction of these grade crossing elements in advance of the completion of the Trail will save time and regional funding by eliminating rework, reducing future utility relocations, and avoiding railroad flagging requirements during future Silver Line revenue service operations.
- **Trail Bridges** – Certain Trail bridges will be constructed during the construction of the Silver Line due to right-of-way constraints. These bridges could have potentially significant access and rail operation issues if constructed after completion of the Silver Line. Simultaneous construction of these critical bridges will minimize impacts to adjacent residential communities.

- **Silver Line Station Connections** – Certain Trail connections at Silver Line stations will be constructed during construction of the Silver Line to avoid additional cost and rework in the future.
- **Trail Segments** – Certain Trail segments will be constructed during the construction of the Silver Line to avoid additional costs and rework in the future.

DART respectfully asks that NCTCOG fully fund construction of all the Phase 1 and Phase 2 Trail projects as described in this letter and summarized in Attachment 1. Additionally, DART requests that NCTCOG provide a funding plan or schedule for reimbursement of costs incurred by DART in connection with construction of the Trail Projects.

If you have any questions, please contact me at (214) 749-2836 or by email at dleggett@DART.org.

Sincerely,

/s/ *Dee Leggett*

Dee Leggett
Executive Vice President/Chief Development Officer
Development Department

Attachment: NCTCOG Regional Cotton Belt Trail Phase 1 & 2 Projects

- c: Christie Gotti, NCTCOG, Senior Program Manager, Transportation Project Programming Area
Karla Windsor, NCTCOG, Senior Program Manager, Sustainable Development
Kevin Kokes, NCTCOG, Program Manager, Sustainable Development Program
Sandy Wesch, NCTCOG, Project Engineer, Transportation Department
Nadine S. Lee, DART, President and Chief Executive Officer
Elizabeth Reich, DART, Chief Financial Officer
Tom LeBeau, DART, Silver Line Program Director
Caitlin Holland, DART, Senior Assistant General Counsel
David Ehrlicher, DART, Assistant Vice President, Capital Program Delivery
Darwin Desen, DART, Silver Line Program Manager
Keith Von Kohn, DART, Silver Line Trail Project Manager
Michael Cooper, DART, Silver Line Resident Construction Manager
Tomas Carbonell, DART, Silver Line Project Controls Manager
Amanda Romero, DART, Silver Line Document Control Manager

Attachment 1 - NCTCOG Cotton Belt Regional Trail - Phase 1 and Phase 2 Projects

October 7, 2022

Phase 1 Projects (Included under the AWH Design-Build Contract)	Construction Cost	Estimated DART Capital Project Support Cost (B =0.143 x A)	Total Cost (C= A+B)	NCTCOG Pre-final Funding Proposal	Variance	Notes
	A	B	C	D	E=D-C	
Phase 1 Bridges						
DNT Ped bridge (Notes 1 and 2)	\$1,695,802	\$242,500	\$1,938,302	\$2,414,941	\$476,639	Negotiations occurred, final amount not accepted until Phase 2 pricing is finalized
DNT underlighting (Notes 1 and 2)	\$49,625		\$49,625	\$49,625	\$0	Lighting approved in DNT negotiations up to \$70,000.
Hillcrest Ped bridge and 700ft trail to Preston Green Park (Notes 1 and 2)	\$2,210,631	\$316,120	\$2,526,751	\$2,188,524	(\$338,227)	Negotiations occurred, final amount not accepted until Phase 2 pricing is finalized
Preston Green Park Ped Bridge (Notes 1 and 2)	\$2,009,082	\$287,299	\$2,296,381	\$1,988,992	(\$307,389)	Negotiations occurred, final amount not accepted until Phase 2 pricing is finalized
White Rock Creek Ped Bridge (Notes 1 and 2)	\$5,900,561	\$843,780	\$6,744,341	\$6,069,255	(\$675,086)	Negotiations occurred, final amount not accepted until Phase 2 pricing is finalized
Subtotal Phase 1 Bridges			\$13,555,400	\$12,711,337	(\$844,063)	
Phase 1 Intersections						
Plano intersections and trail section in front of stations (Notes 1 and 2)	\$730,251	\$104,426	\$834,677	Note 5		Negotiations completed with AWH. NCTCOG involved in all negotiations.
Dallas intersections(9)	\$1,350,000	\$193,050	\$1,543,050	Note 5		ROM waiting on a EA
Addison intersections(3)(EA)	\$349,000	\$49,907	\$398,907	Note 5		EA cost received from AWH
Carrollton Intersections(5)	\$424,000	\$60,632	\$484,632	Note 5		EA cost received from AWH 8/9/22
Richardson intersections(6)	\$161,000	\$23,023	\$184,023	Note 5		EA cost received from AWH 7/26/22
City line intersection (EA)	\$282,000	\$40,326	\$322,326	Note 5		EA cost received from AWH
Coppell intersections(13)	\$651,000	\$93,093	\$744,093	Note 5		EA cost received from AWH 8/11/22
Subtotal Phase 1 Intersections			\$4,511,708			
Phase 1 Station Connections						
Cypress Waters Station- trail in front of station(EA)	\$1,058,000	\$151,294	\$1,209,294	Note 5		EA cost received from AWH
Knoll Trail Station- trail in front of station	\$503,000	\$71,929	\$574,929	Note 5		EA cost received from AWH 7/20/22
UTD Station - Rutherford to KSC trestle	\$538,000	\$76,934	\$614,934	Note 5		EA cost received from AWH 8/1/22
Carrollton Station - Broadway to existing COC trail	\$750,026	\$107,254	\$857,280	Note 5		ROM waiting on a EA
Shiloh Station - Trail section in front of station	\$1,500,000	\$214,500	\$1,714,500	Note 5		
Subtotal Phase 1 Station Connections			\$4,970,937			
Phase 1 Trail Segments						
Trail section under Coit bridge (Notes 1 and 2)	\$111,022	\$15,876	\$126,898	Note 5		Negotiations completed with AWH. NCTCOG involved in all negotiations.
TOTAL Phase 1	\$20,273,000	\$2,891,943	\$23,164,943			Estimated total funding required from NCTCOG

Phase 2 Projects (Bid seperately and delivered outside of the Design-Build Contract)	Estimated ROM Construction Cost	Estimated DART Capital Project Support Cost (B =0.143 x A)	Total Cost (C= A+B)			Notes
	A	B	C			
Critical Constructability Issue- Ph 2A						
Midway bridge is a separate grant by TOA but still part of phase 2 (Note 2)	\$0	\$0	\$0			Midway grant request = \$11,200,000 (including 10% management cost)
Jupiter bridge is a separate grant funding but part of phase 2 (Note 1)	\$0	\$0	\$0			Jupiter grant request = \$14,051,000 (including 10% management cost)
BR27P - McKamy Branch	\$7,000,000	\$1,001,000	\$8,001,000			ROM
BR32P - Synergy/Renner	\$17,000,000	\$2,431,000	\$19,431,000			ROM but might not be needed if alternative route is approved
Eng Srvcs during Construction (.5% of construction cost)	\$500,000		\$500,000			ROM
Oncor relocation at Renner/Synergy	\$500,000	\$71,500	\$571,500			ROM but might not be needed if alternative route is approved
Subtotal (Ph2A)	\$25,000,000	\$3,503,500	\$28,503,500			
Other - Ph 2B						
Custer Ped Bridge(EA)	\$10,425,000	\$1,490,775	\$11,915,775			EA cost received from AWH
Trail & drainage from Shiloh station to Jupiter Bridge(EA)	\$6,526,000	\$933,218	\$7,459,218			EA cost received from AWH. Trail through station in Phase 1.
Knoll Trail to WRC (2,200ft)	\$3,000,000	\$429,000	\$3,429,000			ROM
Subtotal (Ph2B)	\$19,951,000	\$2,852,993	\$22,803,993			
TOTAL (Ph 2A + Ph 2B)	\$44,951,000	\$6,356,493	\$51,307,493			Estimated total funding required from NCTCOG excluding Jupiter and Midway grant requests

Total DART Request

\$74,472,436

Notes:

- 1) NCTCOG "Committed" costs based on joint negotiations. NCTCOG did not accept all costs associated with risk and escalation contingencies included in the AWH D-B contract.
- 2) Negotiations with AWH completed with NCTCOG involvement. Project and cost added to AWH contract.
- 3) EA = Equitable Adjustment - cost proposal from AWH - (Has not been negotiated with AWH yet)
- 4) ROM = Rough Order of Magnitude cost estimate (Has not been negotiated with AWH yet)
- 5) Pending negotiations with AWH and NCTCOG Acceptance



Notice of Public Meeting
FARM-TO-MARKET (FM) 6
From State Highway (SH) 78 to Hunt County Line
CSJ: 0619-01-027
COLLIN County, Texas

The Texas Department of Transportation (TxDOT) is proposing to improve Farm-to-Market (FM) 6 from State Highway (SH) 78 to the Hunt County line, a total of approximately 7.88 miles, in Collin County, Texas. This notice advises the public that TxDOT will be conducting an in-person and online virtual public meeting on the proposed project. The virtual meeting will consist of a pre-recorded video presentation and will include both audio and visual components. The materials can be viewed at your convenience. To log onto the virtual public meeting, go to the project website any time during the dates and times indicated below. If you do not have internet access, you may call (214) 320-6244 between the hours of 8 a.m. and 5 p.m., Monday through Friday, to ask questions and access project materials during the project development process. Additionally, TxDOT is providing an in-person option for individuals who would like to participate in person. In-person attendees will be able to view the same presentation delivered in the online public meeting which will be playing on a screen, review project materials, ask questions of TxDOT staff and/or consultants, and leave written comments.

In-Person Meeting

Thursday, October 20, 2022
5:30 p.m. to 7:30 p.m.
Community High School Cafeteria
440 N FM 1138, Nevada, TX 75173

Virtual Meeting*

Thursday, October 20, 2022, at 5:30 p.m.
through Friday, November 4, 2022, at 11:59
www.keepitmovingdallas.com/FM6
*Not a live event

The proposed project involves the reconstruction of the existing two-lane rural roadway to a four (ultimate six) lane divided highway. A continuous 10-foot shared use path would be constructed on the east and west sides of the proposed roadway alignment. The proposed project consists generally of four (ultimate six) lanes with curb and gutter, plus a raised median. The roadway passes through the cities of Nevada and Josephine. The existing FM 6 right-of-way (ROW) width ranges from 60-feet to 100-feet wide throughout the length of the project. The proposed ROW width is 140 feet.

The proposed project would, subject to final design consideration, require approximately 45 acres of additional ROW and potentially displace structures on commercial and/or residential properties. Relocation assistance is available for displaced persons and businesses. Information about the TxDOT Relocation Assistance Program and services and benefits for those displaced and other affected property owners, as well as information about the tentative schedule for ROW acquisition and construction, can be obtained from the TxDOT Dallas District office by calling (214) 320-6675 or online at the project website.

Any environmental documentation or studies, any maps and drawings showing the project location and design, tentative construction schedules, and other information regarding the proposed project are on file and available for inspection Monday through Friday between the hours of 8 a.m. and 5 p.m. at the TxDOT Dallas District office at 4777 East Highway 80 Mesquite, Texas 75150. Project materials will also be available online at www.keepitmovingdallas.com/FM6 or in hard copy form for review at the in-person meeting.

The public meeting will be conducted in English. If you need an interpreter or document translator because English is not your primary language or you have difficulty communicating effectively in English, one will be provided to you. If you have a disability and need assistance, special arrangements can be made to

accommodate most needs. If you need interpretation or translation services or you are a person with a disability who requires an accommodation to attend and participate in the public meeting, please contact the Dallas District Public Information Office at (214) 320-4480 no later than 4 p.m., Wednesday, October 12, 2022. Please be aware that advance notice is required as some services and accommodations may require time for TxDOT to arrange.

Comments from the public regarding the proposed project are requested and may be submitted by mail to the TxDOT Dallas District Office, Attn: Kibru Andargie, P.E., 4777 East Highway 80 Mesquite, Texas 75150 or by email to Kibru.Andargie@txdot.gov. Verbal comments may be submitted by leaving a voicemail by calling (833) 933-0437. **All comments must be received on or before Friday, November 4, 2022.** Responses to comments received will be available online at the website shown above once they have been prepared.

If you have any general questions or concerns regarding the proposed project or the meeting, please contact the TxDOT project manager, Kibru Andargie, P.E., by phone at (214) 320-6244, or by email at Kibru.Andargie@TxDOT.gov.

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

YOU'RE INVITED!

Farm-to-Market (FM) 6 **From State Highway (SH 78) to Hunt County Line** **CSJ: 0619-01-027**

In-Person Public Meeting (Open House)
Thursday, October 20, 2022
5:30 PM to 7:30 PM

Community High School Cafeteria: 440 N FM 1138, Nevada, TX 75173

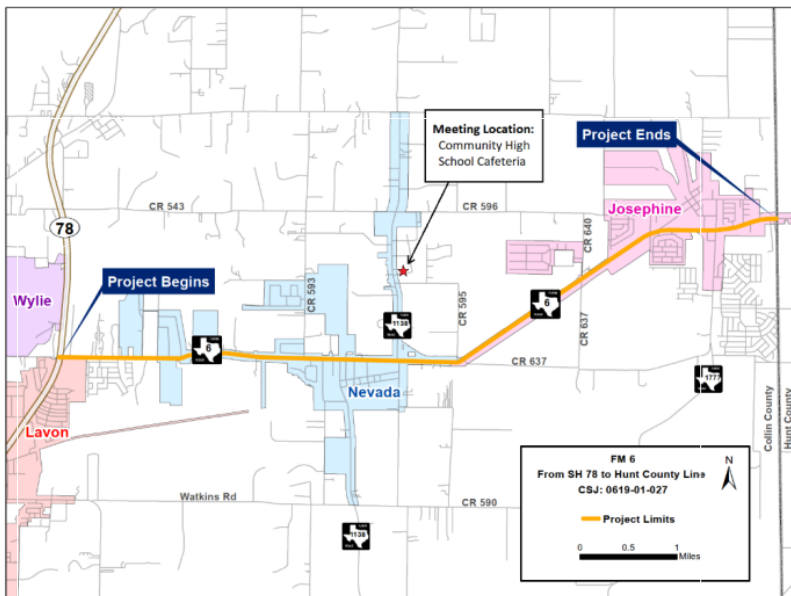
VIRTUAL PUBLIC MEETING

The Virtual Public Meeting can be viewed at any time beginning on Thursday, October 20 at 5:30 p.m. through Friday, November 4, 2022 at 11:59 p.m. You can access the Virtual Public Meeting by scanning the QR code on this page using a phone or a tablet or visiting: www.keepitmovingdallas.com/FM6

DIRECTIONS TO THE IN-PERSON PUBLIC MEETING


Directions from South: Head North on FM 1138 from FM 6 and Community H.S. will be on your right.


Directions from North: Head South on FM 1138 from CR 596 and Community H.S. will be on your left.



TxDOT.gov | Keyword(s): "FM 6"

Questions or Comments

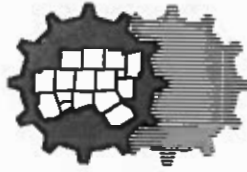
 Kibru Andargie, P.E.

 214.320.6244

 Kibru.Andargie@TxDOT.gov



SCAN ME



North Central Texas Council Of Governments

October 13, 2022

Ms. Stephanie Pollack
Acting Administrator
Federal Highway Administration
U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

Dear Administrator Pollack:

RE: Docket No. FHWA-2021-0004
RIN 2125-AF99

**Agency: Federal Highway Administration
National Performance Management Measures; Assessing Performance of the
National Highway System, Greenhouse Gas Emissions Measure**

The Regional Transportation Council (RTC) and the North Central Texas Council of Governments (NCTCOG) are pleased to provide our comments on the July 15, 2022 Federal Highway Administration (FHWA) Notice of Proposed Rulemaking (NPRM) on a proposed Greenhouse Gas (GHG) Emissions Reduction Performance Measure (Docket No. FHWA-2021-0004).

NCTCOG is the Metropolitan Planning Organization (MPO) that serves the 16-county region for North Central Texas, including the Dallas-Fort Worth metroplex, with the RTC serving as the MPO's policy body. As the MPO, local and regional elected officials serve on the board to collaborate and plan for current and future transportation investments to better serve the region and their communities.

NCTCOG and the RTC support the reduction of direct and indirect on-road mobile source emissions, including greenhouse gases; the proposed performance measure has elicited the following comments and concerns:

1. As proposed, the NPRM would implement this performance measure to exist on a separate timeline than other federal performance measures already being reported by MPOs. NCTCOG proposes system performance reporting for the GHG NPRM should match already existing performance measures schedules to better facilitate and streamline the process, while not adding additional burden to the MPOs or state Departments of Transportation (DOTs). An inconsistent schedule will only compound general public confusion to performance measures.

2. Long-term, 8- and 20-year targets should not be required, or be binding if set, but should be considered aspirational and supported as such. Doing the latter enables the possibility of more aggressive long-range targets that allows for stakeholders to see forecasts and raise their targets independently, instead of being obligated to set and meet targets, as the entity may otherwise set lower targets to guarantee success.
3. The initially proposed October 1, 2022 reporting deadline provides inadequate time for proper assessment and target setting to occur. Setting the deadline to occur at a point later in the establishment of this performance measure would allow for a more structured basis for the initial targets and give time for DOTs and MPOs to prepare. Establishing a reporting deadline prior to the end of the comment period heavily undermines the requests for comments or the partnerships that FHWA has with MPOs and state DOTs, as there would be no time to take these comments into consideration.
4. The requirement for declining targets would make this the only federal performance measure applicable to MPOs with a specific requirement on the target-setting process related to the trend or direction of targets. In other cases, MPOs have much more flexibility to adopt targets best suited for their regions and the goals of their policy committees. NCTCOG recommends the target-setting process be consistent to already established performance measures.
5. The proposed usage of a 2021 calendar year baseline would not be representative of the typical operations that take place due to the interruptions caused by the COVID-19 pandemic. The subsequent impacts on transportation systems were heavily impacted, and many still are recovering to pre-pandemic levels. NCTCOG recommends omitting the calendar years of 2020 and 2021 and, therefore, recommends 2019 as the current most reasonable choice for the baseline year.
6. NCTCOG proposes that the multitude of calculation methodologies would make data inconsistent and unactionable for any appreciable usage in policy, planning, or funding purposes. Using consistent methodologies is a typical basis of analysis, and this much flexibility/variation would be detrimental. NCTCOG proposes that areas in nonattainment, and those that later become nonattainment, rely on tools and methodologies already established for State Implementation Plan and transportation conformity emission inventories which utilizes travel demand model vehicle miles of travel and emission factors from the Environmental Protection Agency's Motor Vehicle Emission Simulator.
7. Lastly, NCTCOG requests FHWA to at least resume the Buy America waiver process to expedite vehicle and equipment turnover that allows eliminating exhaust emissions. Current implementation of Buy America provisions are limiting regions' ability to reach goals set by the Biden Administration and GHG performance measures. While the premise of the Buy America Act is well-intentioned, the overall implications remain that it is burdensome. The Buy America provision is blocking numerous innovative projects by limiting the technologies available and is causing a burden on overall grant, research, and planning processes.

October 13, 2022

NCTCOG appreciates the opportunity to engage in this comment process and hopes that our recommendations are taken into consideration to improve the current NPRM. We look forward to further working with FHWA. Please feel free to contact me at cklaus@nctcog.org or (817) 695-9286, if you have any questions.

Sincerely,

A handwritten signature in blue ink, appearing to read "Chris Klaus".

Chris Klaus
Senior Program Manager
NCTCOG

NV:cmg

Fort Worth News Chronicle

TX: Better public transportation may be on the way to some of Fort Worth's poorest communities.

The North Central Texas Council of Governments has been given a \$270,000 grant to explore creative, affordable transit alternatives to increase access to essential requirements such as grocery shops and physicians' offices.

By Holly Royer

Better transit for Fort Worth residents in the 76104 ZIP code may be on the horizon.

The North Central Texas Council of Governments has been given a \$270,000 grant to explore creative, affordable transit alternatives to increase access to essential requirements such as grocery shops and physicians' offices.

Following the release of the Fort Worth Star-Telegram investigative series "Life & Death in 76104," which recorded life in three areas south of downtown Fort Worth — Historic Southside, Morningside, and Hillside — this endeavor was launched.

A 2019 UT Southwestern research indicated that inhabitants of the 76104 ZIP code have the lowest life expectancy rate in the state, prompting the newspaper's series.

The narrative of 76104 is ironic because the ZIP code encompasses the city's medical sector, which contains five hospitals and hundreds of medical offices. Residents, however, expressed a lack of access to health care as a result of a lack of transportation, insurance, and understanding of relevant services.

According to a press release, the Federal Transit Administration's 2021 Areas of Persistent Poverty Program funding will support research that might lead to the creation of transit solutions to connect the neighborhood to nutritious food, health care, affordable housing, and jobs.

The project will also seek to explore solutions to minimize greenhouse gas emissions and enhance neighborhood air quality.

Fourteen percent of people in the ZIP code are classified as "persistently poor" and do not own a car, compared to 4.3 percent of Tarrant County families.

"NCTCOG and the Regional Transportation Council are committed to working with our valued public-sector and community partners to find solutions to improve access to life-sustaining services for residents of this area," said Shannon Stevenson, NCTCOG senior program manager, transit management and planning. "We are excited to collaborate with the community to develop initiatives that will result in meaningful solutions for individuals who live and work in the study area."

The award will enable the group to meet with people, nonprofit groups, and community leaders to establish a strategy to increase neighborhood access to basic necessities.

Trinity Metro's bus service and on-demand Zip Zone micro transportation serve the neighborhood. The research will look at present transit choices in the 76104 ZIP code and if they might be improved or changed to better meet demand. The study will also look at transport fares and how they affect fair access to these services.

“We are dedicated to working cooperatively to seek evidence-based solutions to current gaps in transportation services in our community, notably in 76104,” said Christina Brooks, chief equity officer, and director of the City of Fort Worth’s Department of Diversity & Inclusion. “In addition, we may utilize the data from this study to prevent the creation of such gaps in the future.” Finally, regardless of ZIP code, every citizen should have access to decent, affordable transportation that promotes a vibrant quality of life in our town.”

Work on the research is planned to begin in the fiscal year 2023, with considerable stakeholder and public participation to shape the final strategy. The FTA gave \$16.2 million to 40 initiatives around the country to combat persistent poverty.

D Magazine

The Master Plan for Hensley Field's Redevelopment Is Here

The City Plan Commission will be briefed on future development plans for Hensley Field, 738 acres that have been the subject of a court-mandated, ongoing cleanup by the Navy since 2002.

By Bethany Erickson

Hensley Field, 738 acres near the city's western border with Grand Prairie, has for more than two decades been where the city puts the things it does not know what to do with. It's housed over a thousand old police cars, a dog whose owner was infected with Ebola, and the old statue of Robert E. Lee that was removed from Oak Lawn Park.

On Thursday, the City Plan Commission will be briefed on a master plan for Hensley Field that was developed by city staff and Austin-based McCann Adams Studio. The latter was hired by the city to plot the area's mixed use future; it previously transformed Austin's former Robert Mueller Municipal Airport into a 700-acre community development.

The city of Dallas has wanted to develop the land since the Base Closure and Realignment Act of 1990 formally ended all U.S. Navy operations there. Today, Hensley Field falls in a designated Opportunity Zone, part of a federal program that offers tax incentives to developers in working in specific neighborhoods identified by the state.

The draft master plan is 59 pages of ambitious goal setting for a lot of land that may still have a lot of secrets. The Navy's operation left toxic waste in the soil that must be remediated. It was once home to indigenous tribes like the Caddo, Comanche, Cherokee and Wichita, and the city's re-use and redevelopment plan discusses the potential for discovering artifacts related to those Native Americans. There are also historic structures and a historic cemetery on the site.

It's an ambitious draft plan that envisions a whole new neighborhood sprouting from nothing.

It calls for a walkable, mixed use community with 6,800 residential units, interconnected networks of open spaces, and a strong orientation to Mountain Creek Lake that would include a marina and waterfront trails. It would also link to transit options that do not currently exist and would offer a "40-acre Innovation Village on the Runway Peninsula" that would embrace the use of renewable energy sources and sustainability best practices.

In a September 19 memo from McCann Adams to city staff, a list of edits and additions to the final Hensley Field Master Plan give a further glimpse into what that presentation to the CPC will look like, including references to the city's recently-adopted Racial Equity Plan.

At least 20 percent of all units will be priced for purchase for households earning 80 percent of the adjusted median income or below or for rent for households earning 60 percent of the adjusted median income. An additional 10 percent of all homes will be targeted for those earning between 81 and 120 percent of AMI.

The memo also discusses the process the city will follow to select a master developer, but that will likely not come up in the CPC briefing, since that body is only responsible for land use and zoning.

The city's hopes for development have always run up against one big thing: The land was contaminated by toxic waste, including lead, chlorinated volatile organic compounds, pesticides,

petroleum hydrocarbons, and per- and polyfluoroalkyl substances, or PFAS, which is left behind by firefighting foam and was found in the soil and groundwater at Hensley Field.

In 2017, former Assistant City Manager Jill Jordan warned the City Council that the Navy was woefully behind and would likely need an extension of its 15-year deadline, which was up in 2017.

According to the city's more recent re-use and redevelopment plan for Hensley Field, some of those contaminants have been remediated to the satisfaction of the Texas Commission on Environmental Quality. Others, like those PFAs, are still a work-in-progress.

"The Texas Commission on Environmental Quality has cleared the site for all of the other contaminants," Jim Adams of McCann Adams told D last year. "It has not cleared it for PFAS because the science is still not settled on how this chemical is to be mitigated, and we have not yet seen exactly where it is relative to the soil and groundwater."

The city sued the Navy in 2002 to get the federal government to clean up its mess. A report earlier this year from the U.S. House of Representatives Committee on Appropriations also took the Navy to task.

"The committee is concerned that 23 years after the closure of Naval Air Station Dallas (Hensley Field) in BRAC in 1998, the Department of the Navy has not yet completed environmental remediation of the former Naval Air Station Dallas," the report said.

Two years ago when the city hired McCann Adams, Councilman Casey Thomas called the development a "historical opportunity." His southern Dallas colleague on the horseshoe, Tennell Atkins, also saw the promise, even before a master plan was produced.

"This is going to spur our tax value, with employees, with jobs. But we've got to make sure we stay focused," he said.

If the Navy and the city can ensure that the site is cleaned up and is safe, it will be something Dallas doesn't have a lot of: brand new housing in a new community.

Walk to School Day highlights safety for students across North Texas

By staff

Students of all ages across North Texas are encouraged to participate in this year's observance of Walk to School Day, scheduled for Oct. 12. More than 125 events are planned at campuses throughout Texas, with over 50 schools in the Dallas-Fort Worth area taking part.

The event brings together students, their parents, schools and public officials to celebrate walking, promote healthy behaviors and mobilize support for pedestrian safety improvements.

Participation in this annual event can encourage students to become more active in a fun way, as it allows them to gather with their friends in the neighborhood for a different way to get to school. Instead of riding the bus or in the car, they can walk, bicycle or even ride a scooter.

Active commutes to school are more than just fun for students. Walking and rolling to school can include the following benefits:

- Encourage students to establish healthy habits
- Improve academic performance
- Reduce traffic congestion near schools
- Improve air quality
- Teach students about the importance of traffic safety
- Build stronger school-community relationships

For schools interested in holding an event, it does not take long to organize one. The Walk to School Day website offers tips on how to plan an event in seven days.

As part of a NCTCOG promotion of Walk to School Day this year, 20 schools registered events with NCTCOG and will receive free promotional materials to support their Walk to School Day events. Each promotional kit includes a Walk to School Day banner and/or other safety and encouragement items for students. The schools will also be able to enter their students' names into a raffle to win a new bicycle.

While walking to school is highlighted one day a year, NCTCOG encourages students to continue opting for active ways to get to school after Oct. 12. The right infrastructure will help create more opportunities for students across the region, regardless of where they live. NCTCOG invests in Safe Routes to School projects such as improved sidewalks and crosswalks.

In 2020, NCTCOG awarded nearly \$7 million for six Safe Routes to School projects across North Texas through the 2020 Transportation Alternatives Call for Projects. Later this year, the Regional Transportation Council will consider another series of funding requests as part of the 2022 call for projects.

Dallas Morning News

Work begins on Frisco's Dominion Trail hike and bike project

Upgrades will add aesthetic and safety features while maintaining the natural view of the creek.

By Susan McFarland

Construction began in Frisco this week on the Dominion Trail. The project will replace the existing trail on the north side of the creek with a 12-foot hike and bike trail, stone walls, handrails and bridge crossings, according to a city news release.

During the project, sidewalks will be closed along Panther Creek between Hillcrest Road and Preston Road/State Highway 289. Temporary traffic control will be set up along Guerin, Villanova and McCommas drives where ramps will be placed on sidewalks.

City officials are asking drivers to be mindful of signage and cones as temporary lane adjustments may be needed throughout construction.

Frisco has more than 47 miles of hike and bike trails.

The 1.2-mile Dominion Trail project will create a connection along the Panther Creek tributary between Hillcrest Road and Preston Road/Highway 289, the news release said. The project, part of the city's Hike and Bike Master Plan, is expected to be completed in late 2023.

DART's Silver Line Is Coming, and Far North Dallas Is in the Way

By Matt Goodman

This year, Buzz Deitchman was forced to sell his dream home to an unusual buyer, and he's still not happy about it. The house sits on a cul-de-sac on Wester Way Court in Far North Dallas, about as far north as you can go without hitting Plano. Deitchman says it was "the last piece of dirt available" in 1984, when he bought the land.

Deitchman is a stout man with a smile that beams through a white beard that frames his circle of a face. When he's not litigating in court, he's acting in community theater productions. So many that he has forgotten which roles he has played. He does remember playing Ernst Ludwig, a secret Nazi who befriends the protagonist under false pretenses in *Cabaret*. He was so convincing that two elderly women approached him afterward and got in his face because their husbands had fought the Nazis in World War II.

Over the years, his two-story brick house on Wester Way saw two marriages, four kids, graduations, and grandchildren. In 2012, Deitchman undertook a major remodel. He and his wife figured they'd downsize at some point and pass down the house to one of their children. The original foundation had been set in soil that had shifted significantly. This time, they sunk 42 steel piers into the bedrock, 32 under the home and 10 under the swimming pool. The work wasn't cheap, but Deitchman and his wife wanted it to last.

"It's exactly like what we designed," he says, describing their home's new Italianate design, modeled after vacation villas they'd rented in Tuscany. "It may not be to your taste or that person's taste, but it was exactly what we wanted. We loved it. And DART took the house under duress."

His problems with Dallas Area Rapid Transit started when Deitchman learned that the agency planned to drill into the bedrock next to his house in order to update old drainage pipes leading to a new pump station it was building. Deitchman hired a structural engineer who told him to get out. DART's work would cause his piers to vibrate, which would likely create fissures in his foundation. "And then you'll find your ceiling caving in or your walls breaking," Deitchman says.

If it sounds odd that a transportation agency has gotten into the plumbing business, then you haven't heard about what DART is doing to Hillcrest Road. The agency is laying 26 miles of commuter rail called the Silver Line, at a cost of \$1.9 billion, that will run from Plano to DFW Airport. There will be two stops in a part of Dallas that sticks up into the northern burbs like an isthmus, meaning those stops won't serve Dallas; they'll serve Addison and Coppell. Dozens of trains per day will rumble through 3 miles of densely populated Dallas, much of it at-grade. It won't be light rail. The trains more closely resemble the taller, wider commuter trains that Trinity Metro's TEXRail runs between Fort Worth and the airport. By 2040, DART expects, the Silver Line will carry 11,200 daily riders who will roll over the Preston Ridge Trail and cut across busy streets.

One of those streets is Hillcrest, and that intersection of the road with DART's tracks is what put Deitchman in duress. Dallas' city manager told DART it would need to rebuild the six-lane road, lowering it about 18 feet, so that the trains won't interfere with vehicular traffic. That's where rainwater would create a lake if DART didn't redo the drainage pipes and build a new pump

station right behind Deitchman's house. His engineer argued that DART should buy three houses on the cul-de-sac, and the agency's board approved the acquisition this spring. (The purchase prices of Deitchman's house and the others are confidential, but he says it was market rate.)

To be fair, this train situation shouldn't have come as a total surprise to Deitchman. When he bought his land, he noticed a patch of weeds in an easement behind the alley next to his backyard. The overgrowth hid the old Cotton Belt Railroad, which once was an important piece of the St. Louis Southwestern Railway. In the early 1900s, it shuttled cotton over 1,500 miles from Missouri to Texas. DART acquired the easement under the old tracks many years ago, and the Silver Line has been in the works for a long time.

Now the two parallel tracks will carry trains behind single-family homes on residential streets, past condos off Campbell, and alongside apartments on Keller Springs. Deitchman, who happens to be a tort lawyer, represents close to 100 of these residents. He has forced DART to buy 88 square feet of one person's lawn; the agency had tried to put in a 30-foot-tall light pole in his front yard without permission.

There have been other strange issues in the neighborhood, though, that haven't led to compensation. In order to relocate an existing jet fuel pipe, excavation was required near Guillermo Leija's property. For 12 hours a day for more than a month, he says, his house shook so much that picture frames vibrated on his walls. DART says Leija never said anything about this, which he denies.

There was a bizarre wire that originated in an alley easement and stretched for blocks along curbs, alarming folks who lived adjacent to it. The wire carried no electricity and was used for surveying, but the residents say they weren't notified.

Slushy foam oozed from an alley near where crews were working to move a pipeline. The city had to dispatch its hazardous materials team to clean it up and ensure the fluid was not harmful. It wasn't.

DART's subcontractors have cut down mature trees near Preston Green Park. Homeowners say they've left stumps close to their property lines.

But no incident better illustrates the frustration felt by residents of the Far North Dallas neighborhood than the penis on the port-a-potty. Last May, an aspiring R. Crumb spray-painted a large schwantz on a yellow portable toilet that had been placed near Davenport Road for the agency's contractors to use, near houses owned by outspoken critics of the rail line. They say the graffiti stayed put for days, despite complaints. Cara Mendelsohn, the councilwoman for Far North Dallas' District 12, tweeted an image of the port-a-potty and accused DART of putting it there to harass the neighbors. DART and its subcontractors, she tweeted, "think it is funny." DART covered the offending phallus with a tarp the next day. (The agency denies Mendelsohn's allegation, for the record.)

Mendelsohn and her constituents can only work the margins. The federal government has given its OK, design is 95 percent complete, work has begun. DART expects trains to run in 2024.

But Mendelsohn isn't giving up the fight. "DART had the wrong alignment from the beginning," she says. Since being elected in 2019, she has spent hundreds of hours grilling DART officials, listening to residents, and giving tours to reporters, public officials, and city transportation

staffers. She doesn't think trains should run through her community to serve other cities. Her predecessors representing District 12 have passed down this project like a family curse since the mid-2000s. They've all tried to answer the same question: what can they do to limit the impact of a regional rail project on a neighborhood? "I'm not trying to stop the Cotton Belt. I have not tried to stop the Cotton Belt," Mendelsohn says, using the old name for the project. "What I've tried to do is make sure it's as safe as possible and that it inflicts as little quality-of-life damage to the community as possible."

Ron Natinsky, who represented the district from 2005 to 2011, got the City Council to back a plan in 2006 that asked DART to place the train in a trench, about 12 to 16 feet below ground, to dampen the noise and eliminate at-grade train crossings. DART said thanks but no thanks. The agency says it researched the possibility of a shallow trench. It was expensive and would require streets to be raised; otherwise, they'd have to dig deep into the flood plain. DART says raising the streets would mean driveways and other access points would have to come up, too. Natinsky did eke out a few wins: no freight on the line, more sound walls, and a hike-and-bike trail that will run adjacent to the right of way through the entire 26 miles.

The residents are demanding that DART adhere to what is now called the Natinsky Plan. They say they're concerned about the safety of at-grade crossings and the construction disruption, which will likely last over a year in some form. But it's a futile fight; DART is in control.

For now, Far North Dallas residents are focused on that Hillcrest pump station, asking why it wasn't included in the original environmental impact statement. They're calling for a new environmental study that would analyze the size of the pump, potential for flooding, and interference in emergency routes. But Deanna Leggett, DART's executive vice president of growth and regional development, makes a point that's implied by her job title: "The Silver Line has always been a regional priority project." In other words, while the work on Hillcrest might inconvenience a few people, this thing is bigger than Deitchman's 100 or so clients and their neighbors.

Even though Dallas accounts for more than half of DART's revenue from sales tax, the agency serves 13 cities. The agreement that created DART in 1983 promised its suburban member cities an east-west commuter rail line. Seven years later, it bought 54 miles of the old Cotton Belt, including the portion that ran behind Deitchman's house. It's living up to its word to build. Far North Dallas just happens to be in the way.

"I never intended to stop their building a railroad," Deitchman says. "I just wanted them to avoid destroying the neighborhood. That was my intention. Not quite sure I got there, but we're still trying."

Dallas Morning News

Internet access is key for the success of southern Dallas communities

We should secure long-term, private sector investment in our communications infrastructure

By Froswa' Booker-Drew

Technology was already a challenge in many southern Dallas communities prior to COVID-19. The impact was exacerbated during the pandemic when many students did not have broadband internet access at home.

So many adults could not work from home, participate in telehealth visits, attend court hearings, sign up for resources or even apply for employment opportunities. Because of my involvement in many community efforts focused on southern Dallas, I have witnessed firsthand many inequities that must be addressed including the digital divide.

I am co-founder of the South Dallas Employment Project. We are a true collaboration of more than 100 nonprofit and for-profit entities, committed to providing underserved populations with job and life skills, education programming, mental health support, transportation, housing and technology resources.

We are determined to make sure that the communities we serve have access to technology because we know their success is contingent upon it. We have been fortunate to work with the CardBoard Project and Dallas Innovation Alliance, which are on the front lines making sure that our communities are connected despite the difficulties so many residents face in paying for the needed hardware, software and internet services.

In Dallas, more than 40% of residents did not have a fixed internet connection at home, according to 2016 census numbers. Dallas has one of the worst household connection rates among the country's 10 largest cities. Before the pandemic, city of Dallas equity indicators reported that 32% of Black and 27% of Hispanic households lacked internet access, compared with just 6% of white households. This has implications for both youth and adults.

It's important that city leaders take advantage of funding from the American Rescue Plan to invest in our communities and connect our families to robust, reliable and secure internet service.

The city of Dallas has received \$355 million from the American Rescue Plan program. We should follow the lead of other cities and leverage those dollars to secure long-term, private sector investment in our communications infrastructure. Partnering with the private sector to bridge the digital divide in our communities will ensure we have the experience necessary to build, maintain, upgrade and secure these networks while leaving our future tax dollars available for other priorities.

I support the option of private-sector partnerships, especially given the failures of government-owned networks across the country. As an individual who strongly believes in the power of collaboration, this is an issue that requires multi-faceted involvement to address.

A program in Tucson is a recent example where the city spent nearly \$7 million during the pandemic to create its own internet network that was used by fewer than 1,000 households. Officials dubbed the program an "embarrassment" that might continue to be a drain on taxpayer

dollars given the \$300,000 per year maintenance costs for infrastructure — network towers, routers and interior cabling — that took 12 months to secure and build.

We cannot make the same mistake as Tucson and other communities with “middle mile” solutions that won’t reach our students and families. Instead, we should use this one-time infusion of federal funds to attract investments that will benefit areas like southern Dallas communities now and for future generations.

Fort Worth Report

More road trips? Texas will expand network of electric vehicle charging stations, including DFW

By Haley Samsel

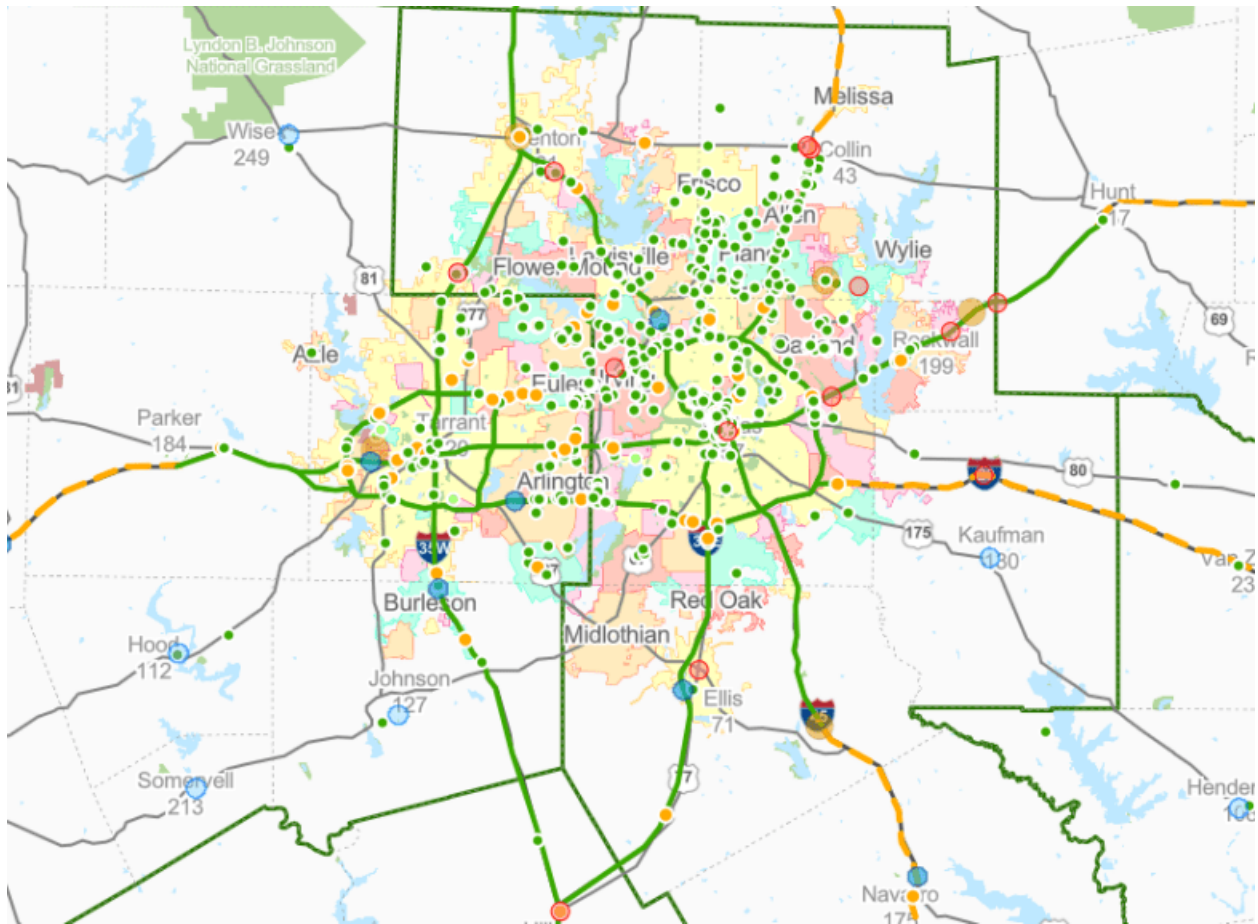
When Tom “Smitty” Smith talks with Texans about potentially purchasing an electric vehicle, their No. 1 reason for skepticism is the high cost. Recent estimates put the average new electric car price at \$66,000.

Their second top concern? A problem known as “range anxiety,” or the fear they will be stranded somewhere because there are not adequate charging locations in rural areas or along major highways.

Smith, who leads the statewide advocacy group [Texas Electric Transportation Resources Alliance](#), is confident that up to \$408 million from the federal infrastructure law will expand access to charging stations statewide.

The Federal Highway Administration [recently approved](#) the Texas Department of Transportation’s plan to place an electric vehicle charging station roughly every 50 miles across the state.

“The state’s goal is to get charging stations from Brownsville to the northwest corner of the state, or from Orange to El Paso so that you can drive your electric vehicle to Grandma’s house in way out west Texas,” Smith said. “Within three to five years, that range anxiety will evaporate for most Texans.”



This TxDOT map depicts the locations of charging stations along major highways in North Texas. Red circles denote where planned DC fast charger stations will be located. Blue circles denote study areas for future charging stations. Green dots show current Level 1 and Level 2 chargers; orange dots show DC fast charging stations.

Within the first year of TxDOT's plan, the state will install 55 fast-charging stations near the interstates connecting Dallas-Fort Worth, Austin, El Paso, San Antonio and Houston. In the next four years, the state will focus on constructing charging locations in rural areas and in every county across Texas.

Urban areas of the state, particularly in North Texas, are already home to hundreds of public charging stations, said Lori Clark, an air quality manager for the North Central Texas Council of Governments. That doesn't include private charging stations owned by Tesla or plugs available at people's homes and apartment complexes.

"We know the (state plan) is not going to be enough to solve all the issues, but there's also private investment happening parallel to that constantly," Clark said. "I don't want to say there's not work to do, but I don't think the challenge is quite as insurmountable as some people may think."

How many registered electric vehicles are in North Texas?

As of Oct. 4, Dallas and Collin counties lead the North Texas area in registered electric vehicles. Tarrant ranks third in the region and sixth statewide with 10,719 registered vehicles. More than half of electric vehicles in the region are Tesla models.

https://public.flourish.studio/visualisation/11406943/?utm_source=showcase&utm_campaign=visualisation/11406943

Source: North Central Texas Council of Governments • Created by Haley Samsel

The North Texas region is home to 53,283 registered electric vehicles as of Oct. 4, accounting for 35.6% of the state's 151,000 vehicles, according to [data collected](#) by the North Central Texas Council of Governments. Dallas-Fort Worth leads every other region in pure numbers of electric vehicles, ahead of Houston and Austin.

With 10,719 registered electric vehicles, Tarrant County ranks sixth statewide behind Travis, Harris, Dallas, Collin and Bexar counties. Excluding stations that only serve Tesla vehicles, Tarrant has 313 publicly available level two plugs and 28 DC fast charge plugs – the highest number of fast charge plugs in the North Texas region.

After a slow climb over the past five years as technology improved and more models came on the market, there's a sharp upward curve in electric vehicle purchases, Smith said. Since September 2021, the number of registered vehicles in Texas has risen by 58,000, according to the most recent count by the council of governments.

Trucking and delivery fleets stand to see the most long-term cost savings by switching from diesel to electric, which also reduces the amount of emissions from vehicles and the refineries that produce diesel, Smith said.

"Electric vehicle sales in Texas more than doubled in the last year, as have the raw number of electric vehicles (on the road)," Smith said. "The costs are coming down dramatically and the range is increasing. As a result now, many people can see an electric vehicle in their future."

Now comes the task of ensuring that the state's infrastructure is prepared for the challenge.

Clark leads [DFW Clean Cities](#), the local chapter of a [national Department of Energy initiative](#).

How many EV charging stations are there across North Texas?

Dallas County leads the way with the most EV chargers in North Texas, with the highest number of Level 2 Plugs. Tarrant County has the second highest number of Level 2 Plugs but has the most DC Fast Charge Plugs.

https://public.flourish.studio/visualisation/11406716/?utm_source=showcase&utm_campaign=visualisation/11406716

Source: North Central Texas Council of Governments | Created by Izzy Acheson • *Excludes Tesla Stations

She and other council leaders were in close contact with TxDOT as they developed the charging plan and identified two-mile zones that are ideal for installing stations. A TxDOT spokesperson did not respond to a request for comment in time for publication.

Clark expects to be involved in the next steps of the process, which will include identifying sites and hosts who will oversee maintenance of the stations. The federal infrastructure law requires states to contract with private property owners rather than purchase the land necessary for charging stations.

Most of the planned DC fast-charging stations set for North Texas are located outside of Tarrant County, according to early TxDOT maps. Denton, Dallas and Denton counties will receive

stations, while Tarrant, Hood, Johnson, and Wise counties include “study areas” for future charging locations.

On the rare occasion that Angela Hall drives her electric hybrid Chevy Volt outside of the Fort Worth area, she hasn’t had to worry about finding an accessible charger because of the ability to use the gas tank. Her electric engine has a range of just under 45 miles, which works for her work-from-home lifestyle, but she has to pump gas for a hassle-free trip to West Texas.

“Most of the time when we’re traveling, we don’t have to worry or make our plans around charging because we have the Volt,” Hall said. “I do presume that our next vehicle will be a fully electric vehicle. I’m hoping that, by that time, it won’t be as big of an issue because there’ll be so many more options along the way.”

After more charging locations are available for drivers like Hall, the next frontier will be installing more signage on highways to advertise them – just as the state does for gas stations and restaurants on exit signs, Clark said.

That shift would significantly increase the visibility of electric vehicles, she added.

“If there are federal funds invested in these charging stations, should those signs not also encompass any fuel?” she said. “We’ll see what kind of changes they make to (signage) because of this type of infrastructure program.”

Fort Worth Report

More road trips? Texas will expand network of electric vehicle charging stations, including DFW

By Haley Samsel

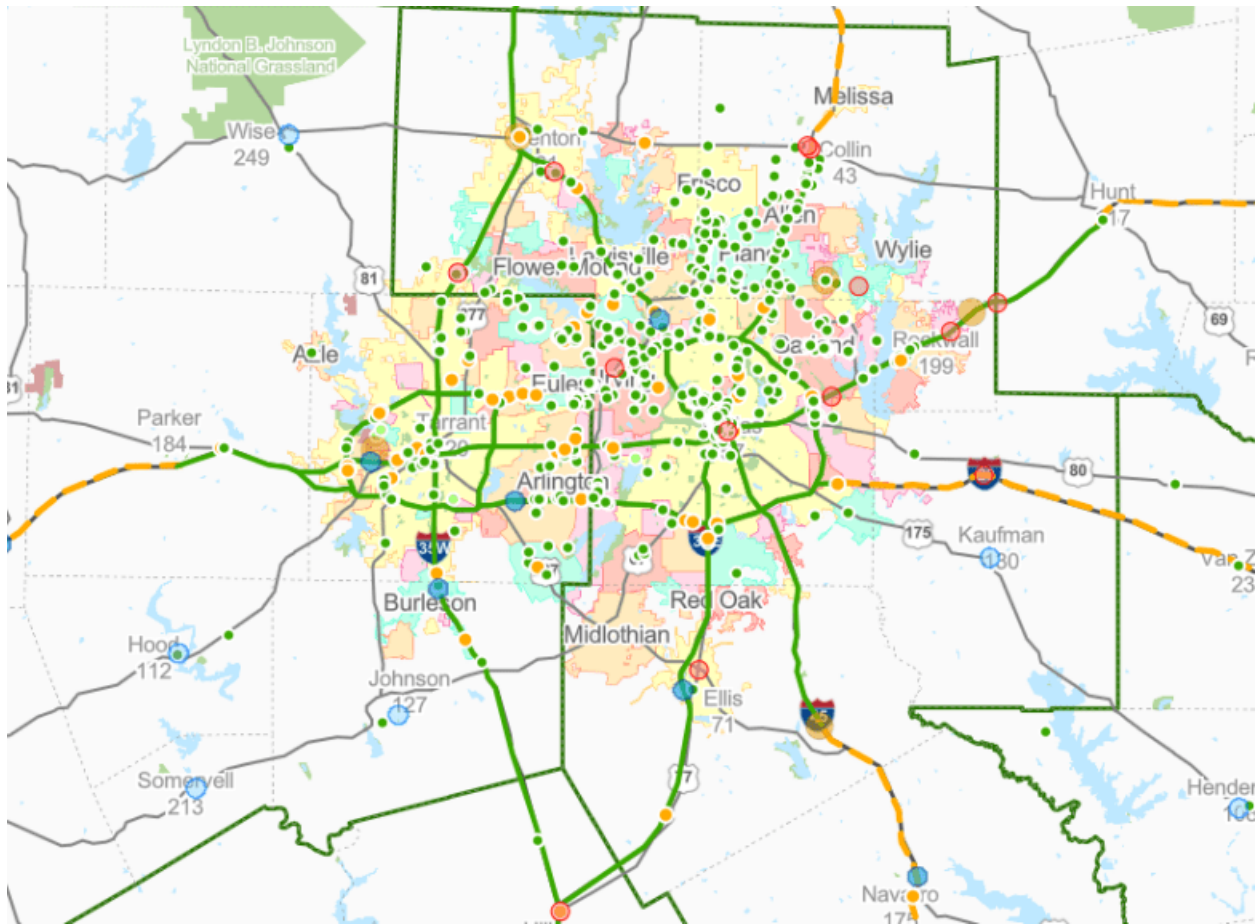
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Dallas County leads the way with the most EV chargers in North Texas, with the highest number of Level 2 Plugs. Tarrant County has the second highest number of Level 2 Plugs but has the most DC Fast Charge Plugs.

https://public.flourish.studio/visualisation/11406716/?utm_source=showcase&utm_campaign=visualisation/11406716

Source: North Central Texas Council of Governments | Created by Izzy Acheson • *Excludes Tesla Stations

She and other council leaders were in close contact with TxDOT as they developed the charging plan and identified two-mile zones that are ideal for installing stations. A TxDOT spokesperson did not respond to a request for comment in time for publication.

Clark expects to be involved in the next steps of the process, which will include identifying sites and hosts who will oversee maintenance of the stations. The federal infrastructure law requires states to contract with private property owners rather than purchase the land necessary for charging stations.

Most of the planned DC fast-charging stations set for North Texas are located outside of Tarrant County, according to early TxDOT maps. Denton, Dallas and Denton counties will receive

stations, while Tarrant, Hood, Johnson, and Wise counties include “study areas” for future charging locations.

On the rare occasion that Angela Hall drives her electric hybrid Chevy Volt outside of the Fort Worth area, she hasn’t had to worry about finding an accessible charger because of the ability to use the gas tank. Her electric engine has a range of just under 45 miles, which works for her work-from-home lifestyle, but she has to pump gas for a hassle-free trip to West Texas.

“Most of the time when we’re traveling, we don’t have to worry or make our plans around charging because we have the Volt,” Hall said. “I do presume that our next vehicle will be a fully electric vehicle. I’m hoping that, by that time, it won’t be as big of an issue because there’ll be so many more options along the way.”

After more charging locations are available for drivers like Hall, the next frontier will be installing more signage on highways to advertise them – just as the state does for gas stations and restaurants on exit signs, Clark said.

That shift would significantly increase the visibility of electric vehicles, she added.

“If there are federal funds invested in these charging stations, should those signs not also encompass any fuel?” she said. “We’ll see what kind of changes they make to (signage) because of this type of infrastructure program.”

Community Impact

Trinity Metro's budgeted capital improvement projects scheduled to provide 2-mile line extensions, new station

By Hannah Johnson

Trinity Metro has \$106.6 million included in the fiscal year 2022-23 capital expenditures budget, according to Chad Edwards, Trinity Metro's vice president of planning and development. These improvements include a 2-mile extension to Fort Worth's Medical District and a new station in Hurst.

The rail extension will bring new connections along the TEXRail Route, which stops at Grapevine/Main Street Station and goes to downtown Fort Worth.

1. Line extension

The extension will expand the TEXRail Route, a 27-mile commuter rail line, to Fort Worth's Medical District. The new station will be located near

1A. Baylor Scott & White All Saints Medical Center

The line currently goes from downtown Fort Worth's Texas & Pacific Station to Dallas/Fort Worth International Airport.

Cost: \$167 million

Timeline: completion expected late 2026

Funding sources: Federal Highway Administration's Transportation Development Credits, city of Fort Worth, Trinity Metro

2. Trinity Lakes station

The new Trinity Railway Express, or TRE, station will be located north of Loop 820 and north of Trinity Boulevard in Hurst. The station will have double-sided platforms, canopy structures, windscreens, drainage and communications systems, according to company documents.

Cost: \$26.7 million

Timeline: October 2023

Funding source: Federal Highway Administration's Transportation Development Credits

City of Fort Worth

There's a new vision for Heritage and Paddock parks

The City Council last week heard updated plans to connect downtown with the Trinity River by redeveloping Heritage Park and adjacent Paddock Park.

Heritage Park is at 300 N. Main Street. Paddock Park is just north of the Tarrant County Courthouse at the base of the Main Street Bridge, which is commonly known as the Paddock Viaduct.

Heritage Park was designed and built to celebrate the founding of Fort Worth. Its location, on the high bluff of the Trinity River, celebrates the outpost built by the U.S. Army in 1849. The plaza was built to commemorate the U.S. Bicentennial, but in 2007 it was closed for safety reasons.

Since then, community leaders have been working on its refurbishment and reopening. That will require addressing several major challenges that kept the park from being successful.

Project costs are estimated at \$34.2 million, which would include a \$5 million endowment for ongoing maintenance. Project costs are expected to change as amenities and designs are fine-tuned.

Andy Taft, president of Downtown Fort Worth Inc., updated councilmembers on plans for the Heritage and Paddock park improvements:

Pedestrian improvements. Funding from the North Central Texas Council of Governments and Tarrant County will improve the configuration of Weatherford and Belknap streets.

Paddock Park. Serving today as a nearly two-acre traffic median, the park will be reconfigured into an elegant park space at the foot of the Tarrant County Courthouse. The renovation envisions capturing one lane of roadway to the north of the park and the concrete triangle into the park itself. Plans may also include a water feature that celebrates the courthouse and takes advantage of the Trinity River valley view.

Canopy Walk. Zigzagging down the bluff at a modest slope, the Canopy Walk will descend through the tree canopy and provide a new visual at every turn. The Canopy Walk will allow visitors to enjoy the bluff itself while telling the Fort Worth heritage story.

River Stairs. At the bottom of the Canopy Walk will be the River Stairs, another new, grand public space where people can relax and celebrate special moments.

Organizers are looking at an opening date for the renovated Heritage and Paddock parks in November 2026.

Cleburne Times Review

Cleburne council to address water, street projects

By Matt Smith

Projects involving several city streets will be discussed during tonight's Cleburne City Council meeting.

The council meeting is 5 p.m. at Cleburne City Hall, 10 N. Robinson St.

Council members will vote on approval of a contract with R&D Burns Brothers for water, sewer and street renovations totalling \$5,427,130.

The project is a continuation of the city's ongoing replacement of aging infrastructure throughout the city.

The project involves reconstruction of about 9,000 linear feet of water and sewer lines in multiple locations followed by street restoration and pavement repair, Cleburne Director of Public Work Jeremy Hutt said.

Affected will be portions of Anglin, Euclid, Turner, George, Kouns, Wilhite, Wilson and Whitenack streets.

R&D Burns Brothers, as a subcontractor to TexBIT, performed similar services for the city last year.

The project, if approved, should last about 370 days. Funding for the projects flows from several sources all of which were budgeted in the current fiscal year and will, pending approval, carry forward into the upcoming year.

Council members will also vote on a 4-year subscription contract with the North Central Texas Council of Governments for mapping services for an amount not to exceed \$63,800.

Historically, the city purchased similar services from NCTCOG every two years to ensure current aerial images are capturing up-to-date city developments.

City IT Director David Raybuck called a new NCTCOG product, Nearmap, a better option. Nearmap offers orthophotography (aerial imagery) and oblique imagery.

Nearmap imagery is more current, being updated two to three times a year instead of every two years, and of higher resolution, Raybuck said.

Another benefit, Raybuck added, is that the images are stored on a cloud service avoiding the need to process and store the large files involved on the city's server and network.

Pending council approval, the city's facade grant program will soon benefit another downtown property.

Robert Ward submitted an application for his North Main Street law office, which council members will vote on tonight.

Ward hopes to replace his building's windows.

The facade grant offers matching funds, up to \$5,000, for renovations and repairs to buildings in the downtown district. Ward's renovations are estimated at \$14,621 making him eligible for the whole \$5,000 match.

Should council approve Ward's request, \$40,000 will be left in the fund for additional facade grant awards.

Council members will also consider a specific use permit request for a tattoo studio at 103 E. Henderson St.

The business, in addition to tattoo services, will offer permanent cosmetics as well.

Dallas Morning News

Here's why a Texas psychology professor says we're more susceptible to road rage

By Kelli Smith

Road rage and aggressive driving has appeared to climb in recent years, amplifying the need for more enforcement on freeways and roadways, experts and Dallas police say.

Statistics about road rage are difficult to record because many police agencies don't track them or only recently started, according to The New York Times. Dallas police began to track them in 2021, and have responded to more than 600 road rage incidents by this point in 2021 and 2022.

Here's what Art Markman, a psychology professor at the University of Texas at Austin, said is important to understand about the apparent uptick in aggressive driving and road rage:

There's a wide range of road rage reactions

Along with the lack of police data, road rage can be hard to record because it can include a disturbance that's difficult for police to catch, such as someone yelling and speeding up their car momentarily, said Art Markman, a psychology professor at the University of Texas at Austin.

The majority of road-rage incidents in Dallas have been shootings, although people have also brandished firearms or rammed their cars into other vehicles, according to police.

America has low resilience because of more stress

America is in an era where people have many sources of stress from the COVID-19 pandemic, Markman said, adding that "our watchword right now really needs to be grace."

Markman said resilience is low nationally, so part of the reason for the uptick is "we're not rested, we're stressed out, and so it takes a little bit less prodding for people to lose that ability to calm themselves down."

When someone experiences rage, it can be hard for them to control because the brain mechanism that tells someone not to do something they know they shouldn't can be overpowered by the surge of energy in their system, he said.

There may be deadly weapons at a driver's disposal

A driver's road rage action depends on the tools at their disposal, Markman said. If there's a gun in a car, it increases the accessibility of that as an action, he added.

That doesn't mean most responsible gun owners will react badly, Markman said, but having a gun nearby makes a shooting possible.

"If all you've got is your voice and your hands, you're much more likely to yell or make a gesture at a driver than anything else, 'cause what are you gonna do?" Markman said. "Certainly having other tools at your disposal changes the range of reactions."

Good data is hard to gather, which hurts efforts to confront road rage

With good data, officials can figure out the underlying causes of road rage and create good messaging about how drivers can calm down, Markman said. But city officials can't fix what they can't measure, he said.

"We can give people strategies for dealing with their anger in a more productive way, but whether it's worth the time and effort that goes into trying to do that teaching depends on our having some better statistics about the incidents of road rage," Markman said.

Transportation impact fees could rise in Fort Worth. Here's how that could impact commercial, residential development

By Spencer Brewer

Transportation impact fees are the topic du jour in Fort Worth, with a potential increase on the horizon that could have broad impacts on the city's real estate community.

The City of Fort Worth is considering raising transportation impact fees on residential and commercial development. While the potential increase would help bolster vital services in the city, critics have argued the sharp rise in fees could stifle development and make end-result products like housing more expensive for residents.

Transportation impact fees are, as defined by the city, charges assessed by local governments on new development projects that help fund transportation improvements which become necessary as new development occurs. Simply put, they're a vehicle the city uses to pay for infrastructure that's worn down by new development.

Because new development wears down existing infrastructure, the fees are leveled at developers to help pay for some of that cost.

The fees are assessed every five years. This year, the city conducted a study to determine what the new fees will look like. City staff is recommending new rates that are well above what developers are currently paying.

Fort Worth held a public hearing about the potential increase in transportation impact fees late last month. During that hearing, several representatives of major homebuilders voiced concerns that the increase would add to growing affordability issues.

Here's a simplified look at how transportation impact fees break down and what the potential increases are across the real estate sector.

What is the history of transportation impact fees in Fort Worth?

The state law that allows for cities to create transportation impact fee programs was created in 1989. The City of Fort Worth created a transportation impact fee program in 2008. At the time, the city was growing rapidly and trying to find a way to pay for new infrastructure, said [D.J. Harrell](#), director of Development Services.

As a part of that program, the city has to conduct studies to determine what the "fair share" for developers actually is. The previous study, which was used to accept the current rate, occurred in 2017.

How do transportation impact fees work?

How much a developer can expect to pay in impact fees is broken down by service area. The city uses the study to determine the maximum rate for a service area, also known as the schedule 1. This maximum is the "fair share" for developer contribution to infrastructure. A city can charge up to that maximum, but state law says it can't exceed it, said [Mirian Spencer](#), transportation impact fee coordinator.

However, Fort Worth can and does provide discounts. The current average discount is fairly significant, relative to the average maximum rate per service area. What's currently being debated is what the new discount should be.

The maximum rates, broadly speaking, are going up. This is for a number of factors, including that the cost for creating infrastructure like roadways is going up.

How much are developers paying now?

The answer to this question varies by service area. Some areas, such as those in the city's center, don't have any transportation impact fees. However, broad conclusions can be reached using aggregates of all the service areas where fees are charged.

The current average rate that developers pay is 30% of the maximum rate for residential development and 12% for non-residential, which includes all other development.

How much would developers pay if the staff recommendation is adopted?

Staff is recommending that developers pay 80% of the maximum rate for residential development and 55% for non-residential development. This is a simplification, as each service area will have a different maximum rate. Either way you dice it, developers will be paying significantly more in transportation impact fees if the staff recommendation is adopted.

What is the community saying about the potential rise in transportation impact fees?

During the course of the study, stakeholders from the community gave input into what they believed the new rate should be.

Unsurprisingly, groups involved in residential development would like to see a steeper discount for their projects. According to a staff report, the following groups gave recommendations about what the new fees should be:

- The Real Estate Council of Greater Fort Worth - 80% of the maximum rate for residential and 40% for non-residential, with a new small business discount.
- Greater Fort Worth Builders Association - 40% for residential and no recommendation for non-residential. Additional recommendations include an incremental increase of 5% per year, up to 50% of the maximum rate.
- Development Advisory Committee - 40% for non-residential and 40% for residential, with industrial reduced. Additional recommendations include an incremental increase of 10% per year up to 80%.
- North Fort Worth Alliance - support the staff recommendation of 80% for residential and 55% for non-residential.
- Residents individually - support the staff recommendation.
- Various homebuilders - 40% for residential and no recommendation for commercial. Additional recommendations include an incremental increase of 5% depending on the market.

What would the increase go toward paying?

The ultimate goal of the transportation impact fee program is to build-out as much of the Transportation Improvement Plan as possible in the next five years, Spencer said. In the last five years, the city has completed 15% of the TIP.

Aside from roadway creation or repair, the increase in rates would support other infrastructure such as drainage and railroad crossing projects.

According to a staff report, part of the reason Fort Worth has transportation impact fees is because traditional funding for expanding infrastructure has not kept pace with the city's growth.

What are the next steps before a new rate is adopted?

On October 25, the city council will determine, among other items, whether they approve of the study, which will set the new maximum rates for service areas. They will also discuss the collection rate options and may decide to set one then.

In the past, council has asked for more time to consider some of the items that go along with the study and that may happen again.

It's the staff's job to share its recommendation, Harrell said, but council will have to consider variables that staff don't take into account. These include considering how much of an increase the market can sustain and whether an increase could disincentivize development.

"That's not a decision for us as staff. That's a policy decision for the city council," he said. "Our job is to provide adequate information, provide all (the numbers) behind our recommendation, and let them set policy."

Community Impact

Dallas planning Lakewood area pedestrian, bicycle safety improvements

By Erick Pirayesh

The project in the Lakewood area will have the intent to improve safety for pedestrians and cyclists.



Pedestrian and bicycle safety improvements are coming to North Central Expressway, Mockingbird Lane, Lovers Lane and Greenville Avenue near Lakewood. New traffic signals, extended sidewalks, crosswalk improvements and lighting enhancements will make streets safer for pedestrians and bicyclists, according to city planning documents.

Timeline: October 2023-December 2024

Cost: \$5.5 million

Funding source: 2017 Dallas bond/North Central Texas Council of Governments

WFAA NEWS

Speeding is 'top safety issue,' North Texas Regional Transportation Council chairman says

By Jobin Panicker

The McKinney Police Department has stepped up patrols as public concerns over speeding and racing increase.

The traffic unit has focused its attention in the last couple days on Highway 121 (Sam Rayburn Tollway) between Central Expressway and Custer Road.

"That doesn't surprise me. Speeding is the top rated safety issue in the Metroplex," said Duncan Webb, chairman of the [Regional Transportation Council](#).

[More: https://www.wfaa.com/article/news/local/speeding-top-safety-issue-north-texas-regional-transportation-council-chairman-says/287-3d6cd5a1-d6a7-41af-af03-747a9b26867a](https://www.wfaa.com/article/news/local/speeding-top-safety-issue-north-texas-regional-transportation-council-chairman-says/287-3d6cd5a1-d6a7-41af-af03-747a9b26867a)

Dallas Morning News

Wrong-way crash fatalities are a problem in Texas. Here's why

By Isabella Volmert

While on his way to his nightly shift Tuesday night, Dallas police officer Jacob Arellano was stuck by a wrong-way driver. Arellano, 25, [died](#) the next day to the grief of his [colleagues and many in Dallas](#).

Wrong way-crashes are rare, making up less than 1% of crashes throughout the state a year, Scott A. Cooner, Program Manager with the Texas A&M Transportation Institute, said.

"But when they do happen they almost always have a fatal or an incapacitating injury associated with them," he said.

Experts provided the profile of how typical wrong-way driving accidents happen.

They occur commonly on freeway intersections and exit ramps between midnight and 5 a.m., with a spike at 2 a.m. when bars begin to close.

Drivers, intoxicated about two thirds of the time, will commonly turn left onto an exit ramp in attempt to enter onto a freeway, instead of crossing under the freeway and then turning left.

Not only are wrong-way drivers commonly drunk, they are typically heavily inebriated. The average driver has over twice the legal limit of alcohol in their system.

Arellano, a three-year veteran of the force, was driving northbound on Spur 408 near Kiest Boulevard on his way to start his shift. The wrong way driver in a sedan hit his vehicle head-on in the middle of three lanes.

The initial crash caused Arellano's vehicle to be pushed into the right lane where it was hit again by a tractor-trailer. His car then rolled multiple times, police said.

Authorities said Wednesday the driver of the sedan may have been intoxicated.

Data provided by the Texas Department of Transportation (TxDOT) shows in 2021, just five of the city of Dallas' 227 crash fatalities involved wrong-way driving on one-way roads.

So far in 2022, wrong-way driving has been a contributing factor in four of the year's 152 crash fatalities in Dallas.

According to AAA Texas, the state leads the country in wrong-way driving crashes. From 2015-2018, 309 fatalities came from wrong-way crashes, according to research.

Cooner said wrong-way crashes commonly occur at intersections and on frontage roads in metropolitan areas, as well as on one-way streets in downtown areas. Because Texas has so many major cities, the state is a "leader" in these types of crashes in the United States, but also a leader in prevention research.

Prevention and detection

Problem areas like these intersections have been the focus of research, Cooner said, since the early 2000s when a number of high profile fatalities came from wrong-way driving.

Basic prevention of wrong-way fatalities goes back to driving 101. The yellow stripe should be on the drivers left and the white stripes on their right.

Another common prevention method is raised pavement markers that reflect red in the lights of a vehicle driving the wrong way down a road. These are the plastic markers typically placed on the stripes in the center of roads.

“Basically if you’re seeing red on those pavement markers, you know you’re going the wrong way,” TxDOT Northeast Texas communications director Tony Hartzel said.

Cooner said other basic measures have included lowering wrong-way and “Do Not Enter” signs to stand a few feet off the ground. Research has shown intoxicated drivers tend to focus on the road directly in front of them and right over their hood, instead of properly checking their surroundings.

“They’re trying to quote unquote, be safe,” he said.

Lowering signage to eye level catches the attention of a drunk driver.

The second arm of countermeasures, Cooner said, has been detection and alert technology.

Sensors in the pavement and on signs and radar equipment can detect the movements of a vehicle going the wrong way. Alert systems such as flashing lights and even audible warnings can urge the driver to turn around.

These detection and alert systems are highly effective Cooner said, and most wrong-way drivers self-correct before entering a highway or freeway.

Michael Rey, a spokesperson with the North Texas Tollway Authority (NTTA) said loops, or sensors in the road used to detect cars entering or existing the tollway can also be used to sense and track wrong-way drivers.

The NTTA installed a thermal camera detection test on the southern end of the North Tollway two years ago. The camera can sense heat coming towards it and then turns on a series of lights to try and alert the driver to their error.

“The overarching message I have is we’re trying to communicate almost always with impaired drivers and that is a very difficult challenge,” he said.

The group has also lowered signage in an initiative to deter wrong way driving, and has a message board alert system to warn other drivers on the tollway.

“But this happens very quickly,” Rey said.

In the future, Cooner said research could lead to other drivers being alerted to the presence of nearby wrong-way drivers through communicating directly to their vehicle.

TxDOT is still “in the review stage” on the timeline of deploying detection technology in the Dallas district, Hartzel said.

A spokesperson for the City of Dallas said in a written statement, “In limited scenarios, the City is testing other tools such as reflective tape on sign poles and flashing lights on signs,” to prevent wrong-way accidents.

In 2021, a total of 4,489 people died in motor vehicle traffic accidents throughout Texas, a 15.2% increase from 2020, according to TxDOT.

Twenty-four percent of those fatalities occurred in crashes where a driver was under the influence of alcohol.

“We can’t countermeasure our way out of that,” Cooner said. “No matter how well we’ve designed, the markings, the signs, all of that it’s largely a driver behavior issue.”

\$1.1B Panther Island project could reshape Fort Worth, city official says

By Spencer Brewer

Panther Island has taken another important step in its journey from a pie-in-the-sky dream to a concrete reality.

Several entities involved in the project, including the city of Fort Worth and Tarrant County, issued a Request for Proposal seeking national real estate development experts to consult how Panther Island can reach its full economic potential. The project has economic development capabilities that promise to reshape the city.

Earlier this year, the U.S. Army Corps of Engineers announced an allocation of \$403 million from the federal government to support flood control efforts along the Trinity River as part of the Central City Flood Control Project. The total cost for Panther Island is expected to run at over \$1.1 billion, according to the Panther Island/Central City Flood Project.

The flood control funding was an important milestone for Panther Island. Now, the various groups involved are turning their attention to the economic development phase of the project.

The entities involved in the RFP are the city of Fort Worth, Tarrant County, the Tarrant Regional Water District, Tarrant County College, the Real Estate Council of Greater Fort Worth, Downtown Fort Worth, Inc. and Streams & Valleys, according to a news release.

The Panther Island project is rooted back to a flood control effort that would re-route the Trinity River. The city's levee system, created in the 1960s after serious flooding in 1949, was not built to protect what Fort Worth has become in the ensuing decades. In designing a flood control response, city leaders also sought to create a waterfront for Fort Worth that could spur development.

Earlier this year, Fort Worth passed an [update to its economic development strategic plan](#), which included language about the Panther Island project. According to documents detailing the plan, the updated plan calls for the city to work with the local, regional and national real estate community to position Panther Island as a premier investment opportunity for Class A office development and mixed-use development projects.

Ultimately, the project's timetable will be dictated by the U.S. Army Corps of Engineers. However, some portions of Panther Island could be ready for development sooner than others, said [Robert Sturns](#), economic development director for the City of Fort Worth.

Part of the purpose of bringing on consultants is to look at some of those areas to get a better vision of what development might look like.

Sturns spoke with the Dallas Business Journal about what's next for Panther Island.

What does the recently issued RFP signify?

The RFP process is our opportunity to really kickstart looking at the development and bring in some developers with potential riverfront experience. This was something we talked about many years ago, pre-pandemic...

The original plan is 15 to 20 years old. So part of what we really wanted to get into is whether that plan is still relevant today based on the growth of the city, what we're focused on from an economic development standpoint and what the market looks like.

You mentioned that this project is several years old. How has it changed over the years?

Originally, it was envisioned as more of a lower-density, more mixed-use type of project adjacent to downtown. Over the years, we've had some corporate headquarters opportunities that have looked at the site and been interested. We've put the site out there as a potential location for some of those.

So I think over time, we've really been considering what the highest and best use for that piece of property is. The general elements of being able to have this island with river amenities and walkability and aquatic activities, all of that is still in place, that's still consistent. But it really is (asking ourselves) what are the uses that make the most sense, given our continued growth and some of the things already going on in our downtown currently, and how we can begin to leverage some additional opportunities adjacent to downtown.

Would it be fair to say that includes new Class A office space?

I think that's one thing that we would consider. I think you have to be careful, you don't want to damage your existing Central Business District. We have to be cognizant of, whatever we do out there, and the overall impact on the CBD. But yes, I would say the potential for additional Class A office space is definitely on the table.

Overall, how should people be thinking about the project as far as economic development potential?

I think this is a real opportunity to reshape the urban core of Fort Worth, by having this amenity. Obviously, the flood control aspects are the big piece of this and making sure that we're ensuring safety and don't have any major challenges there. But when you talk about the overall economic impact, I think it really has the potential to reshape and reconfigure a lot of the activities we have within the urban core.

Community Impact

Denton County bond to advance regional connector

By Miranda Jaimes

Frisco residents in Denton County will see a \$650 million bond election on the Nov. 8 ballot, with a portion of that funding allocated to advance the Outer Loop regional freeway.

County commissioners voted Aug. 16 to call for an election to fund transportation projects—its first since 2008. The Outer Loop will stretch east to west for about 20 miles from the Collin County/Denton County line to I-35, though the precise location of the Outer Loop has not been defined, officials said.

Denton County Transportation Consultant John Polster said \$30 million of the bond will be specifically allocated toward the Outer Loop project.

“It’s about a billion-dollar project overall, from Collin County to I-35, including all the major interchanges,” Polster said.

Denton County’s portion will feed into the larger proposed Outer Loop—a project that in its entirety will not be finished for several more decades, but would span seven counties, including both Collin and Denton counties, and 240 miles around the northern portion of Dallas-Fort Worth, officials said.

While all construction on the Outer Loop will take place outside of Frisco’s borders, officials said the project will provide “regional connectivity” and “mobility options” for Frisco residents.

“The project can bring people to the [Dallas North Tollway], who can then easily travel to Frisco for work, shopping and entertainment,” said Brian Moen, Frisco’s assistant director of engineering services and transportation.

A pathway to progress

The \$30 million allocated to the Outer Loop would help fund environmental studies to move the project forward, Polster said. Denton County is using federal funds to build the road, making the study mandatory, he said.

“The environmental clearance ... is just getting the alignment established and getting it environmentally cleared so that we can protect the corridor from future development,” Polster said.

The process is expected to take about three years, but it could go as long as five years, he said. Following this phase, Denton County crews would move to right-of-way acquisition and utility relocations.

“Basically, you’d be making the corridor empty of all utilities and whatever structures that were in the way that we had to purchase,” he said.

Denton County's population is almost 1 million people, and it is projected to grow to 2.3 million by 2050, state projections show.

"We're seeing development blow up in our county, and it's causing these corridors to close in, and so we're moving out on [the Outer Loop] now, because we have to because of the development that's going on," he said.

Stormwater issues through the Denton County Outer Loop corridor present a challenge, Polster said. The county has aspirations to make its portion of the Outer Loop project tie into best management practices from an environmental standpoint. That means the water in the surrounding area will be filtered through natural processes, such as gravel and grasses, to clean the water and then send it on to the county's aquifer.

"We want to build a road that fits into the community as best as possible and does more than just convey traffic—it also should do something to help the environment," Polster said.

Because the entire Outer Loop project is an integral regional connection, if the bond election fails and the county does not pursue the project, then the state will, Polster said. However, the county would lose control.

"They'll decide what the displacements are, and the public involvement will just be what is mandatory and not what the county would do, because we live here," Polster said.

The benefits of recharging the aquifer and making the freeway more rural will also go away if the bond election fails, Polster said.

Jeff Neal, a senior program manager at the North Central Texas Council of Governments, said the Outer Loop project is "absolutely critical."

"We need to be sure that, over time, there is another viable, high-capacity corridor that people can travel east-west other than [US] 380," Neal said.

Neal said the region relies on US 380 and FM 455 as primary east-west roadways, but finding a viable path to build another is difficult due to environmental considerations. Both the Denton County greenbelt and the Lake Ray Roberts dam place limitations on where road building and road improvements can occur, Neal said.

"We don't want to open up any new crossings at the [Denton County] greenbelt in order ... to try to make the greenbelt as viable and as healthy, environmentally, as it can be," Neal said.

Collin County connection

In addition to providing a path through Denton County, the Outer Loop will also connect to Collin

County, with Collin County's portion of the Outer Loop extending from the county line to US 75 north of Frisco, then south to Rockwall County once complete.

Collin County's plan for the freeway is to build it in phases, with the service roads constructed ahead of the main lanes and the center of the roadway reserved for a potential rail corridor.

After completing a project earlier this year on a two-lane service road between the Dallas North Tollway and Preston Road in Celina, work is now underway to extend that service road across Prosper, north of Frisco. The two-lane service road will stretch to Custer Road.

The project is necessary to support growth in the county, said Duncan Webb, the regional Transportation Council Chair and Collin County Precinct 4 commissioner.

Collin County is growing even faster than Denton County, data shows, with a population of about 1.1 million people and projections of growing to between 2.5 million-3.5 million by 2050.

This is evident by the demand for the newly constructed service road between the tollway and Preston Road, Webb said. When it opened this spring, it immediately became congested, Webb said.

With that road already at capacity, the county is now working to build an additional lane in each direction for that service road, so it will have two lanes moving in each direction. Construction is expected to begin in 2024, but the duration of the construction has not been determined, Webb said.

In 2018, Collin County taxpayers approved a \$750 million bond issue, with \$600 million reserved strictly for the design, planning and construction of a freeway system in the county. That included building the Outer Loop out from the Collin County and Denton County line to US 75, crossing north of Frisco through the cities of Celina, Prosper, Weston and north McKinney.

A major hurdle to cross has been funding the Outer Loop project, which the Collin County bond helped with, Webb said. But major freeway projects like this take time.

Between the initial planning phase, environmental clearance processes, right-of-way acquisition, moving utilities and constructing the road, freeway projects can take about a decade from start to finish, and that is if things go perfectly, he said.

Regional connections

Additional major roadways are in the works to help address the growth in Collin County. TxDOT is working on a potential bypass freeway for US 380, which will arc north of US 380 and south of the Outer Loop, although an exact route is still being determined. TxDOT is scheduled to identify a preferred US 380 bypass alternative and further develop its schematic design by the end of the year. This will be presented at a public hearing in early 2023.

The Outer Loop and the US 380 bypass are two projects that will complement each other, Webb said.

“The Outer Loop is going to be the midpoint between [US] 380 and the county line,” he said. “What we were trying to do—but development has been occurring so rapidly—was put in a grid system for freeways.”

To that extent, Collin County commissioners are in the process of a corridor study examining where to place another north-south freeway east of US 75 that connects to the Outer Loop, which would put it through the Frisco and McKinney border. The goal is to provide some additional regional connectivity, Webb said.

“Although that area is building out so rapidly, it’s going to be a challenge to find another corridor to put a freeway,” he said.

Dallas Morning News

Irving wrong-way driver detection program covers 10 key intersections

By Eric Zarate

Determined to reduce the possibility of collisions caused by wrong-way drivers, Irving transportation officials in July installed wrong-way detection systems at 10 intersections along state highways 183 and 161.

In the first two months, four wrong-way drivers were detected in Irving, according to the Irving City [*Spectrum* newsletter](#).

The 20 new cameras are positioned along SH 183 at Valley View Lane, North Beltline Road, Story Road, MacArthur Boulevard and Carl Road. Along SH 161, the cameras are at West Northgate Drive, North Beltline Road, SH 114, MacArthur Boulevard and Las Colinas Boulevard.

Construction road closures or major accidents lead to traffic being detoured from state highways onto frontage roads, sometimes reducing available lanes. Irving is the first municipality to engage these safety features, according to the newsletter.

When a vehicle is detected going in the opposite direction of traffic, automated emails with a photo and the intersection are sent to the Irving traffic operations, police and fire dispatch, the tollway agency and Texas Department of Transportation. A second email has a video clip of the incident.

Irving communications director April Reiling said in an email that the “program is in its infancy, so we cannot provide any further details.”

Dallas Morning News

Dallas, beware TxDOT's alternative for I-345

By Dallas Morning News Editorial

Dallas has been mulling for years what to do about Interstate 345, the 1.4-mile elevated highway that cuts through downtown to connect U.S. Highway 75 to the north and Interstate 45 to the south. Tens of millions of dollars in maintenance bills are mounting for state officials as I-345 nears the end of its life.

We can't leave the highway as is. But Dallas City Council members should be more skeptical of the "hybrid" option that the Texas Department of Transportation has presented as its preferred alternative. TxDOT will brief the council about this alternative on Wednesday.

The hybrid option would trench I-345, similar to U.S. 75 but without the frontage roads. Supporters of this option argue that having cross streets fly over the highway would do a better job of restitching downtown to Deep Ellum than rebuilding a smaller, elevated highway.

As for removing the highway altogether? Forget it. Replacing I-345 with a boulevard would expand commute times by 40% to 50%, according to TxDOT. Even council members who once embraced the idea have cooled to it now that they know how it would affect their constituents.

About two-thirds of 1,251 people surveyed by TxDOT last year indicated that I-345 should remain a highway. And according to the agency's analysis, 84% of the traffic on I-345 is headed to a destination north or south of downtown.

The federal government was wrong to divide cities by carving highways through minority neighborhoods. But the reality on the ground today, many decades later, is that I-345 is a critical commuter route, especially for residents in southern Dallas County.

What TxDOT is selling to Dallas City Hall is a sunken 10-lane highway with bridges that feature 10-foot sidewalks and pedestrian amenities. The main attraction is that this design would offer Dallas multiple opportunities for decking the highway with a park like Klyde Warren or with buildings.

TxDOT can engineer the highway to support decking, but it won't fund the actual facilities on top. That would fall on Dallas City Hall and the private sector, perhaps with some assistance from the federal government. We question the wisdom of hanging the fate of I-345 on the prospect of a future deck park when Dallas is already on the hook for two of these parks and considering a third over the Interstate 30 "canyon" near the convention center.

We get the allure. Klyde Warren Park's success in reconnecting downtown to Uptown earned Dallas widespread acclaim. A \$100 million expansion is in the works to build a visitor center and other amenities. But the foundation that supports the park recently sought an extension on project deadlines from the City Center TIF District that gave it \$3 million because construction bids came in higher than expected. Park officials are reengineering the project.

Earlier this year, we also drew attention to the fact that public and private commitments to build Southern Gateway Park in Oak Cliff to its full potential have not yet materialized. The first phase is about \$82 million, and the second is estimated at \$90 million.

There are other expenses to consider. What will it cost to widen sidewalks beyond baseline sizes? Will the city or others pay for landscaping, and, if so, what's the budget for that? Can Dallas support this maintenance to beautify multiple crossings, or to dress up the TxDOT-owned land that will be freed up along the edges of the highway?

Trenching the highway will also affect existing amenities. Plans that TxDOT showed earlier this year would require a portion of the recently opened \$20 million Carpenter Park that is in the right of way to be demolished and rebuilt. TxDOT has made it clear that it won't pay for reconstruction, which means the city will be responsible.

The park was paid for with \$20 million in public and private funds, including a contribution from Parks for Downtown Dallas, a nonprofit founded by Robert Decherd, chairman of DallasNews Corporation. Amy Meadows, president and CEO of Parks for Downtown Dallas, said all extra funds the nonprofit has are being used on Harwood Park, another downtown project facing escalating costs.

The City Council should seriously consider the alternative that would rebuild the elevated highway with a smaller footprint. A TxDOT spokeswoman said this alternative would keep the same number of lanes as today (three in each direction), but without as many entrance and exit ramps. The agency would get to a narrower highway by changing the shape of ramps that currently swing out wide to tie to city streets.

This elevated version would also free up surplus right of way and have little impact on traffic. According to TxDOT estimates, it would cost about \$650 million to build, compared to \$1 billion just to sink the highway. The main strike against the smaller, elevated I-345 was TxDOT's concern about community cohesion.

Other cities such as Houston, Boston, San Francisco, Toronto and Mexico City have found creative ways to activate their underpasses with hike-and-bike trails, public art, sports facilities and storefronts. These amenities would also require investments, but nothing like the cost of decking a sunken highway.

Future construction of I-345 is not funded yet. TxDOT will look to the council for direction on the city's preference, and under a best-case scenario, we're still about a decade away from a new highway, at least. The agency has years of design work ahead.

There is vision, and there's reality, and the question is whether Dallas can bridge the two in trenching I-345. Dallas must tackle that question honestly or risk creating a chasm between downtown and Deep Ellum that will bedevil future generations.

Kodiak Robotics and IKEA partner for autonomous truck routes between Baytown and Frisco

By DBJ staff

Mountain View, California-based self-driving trucking company Kodiak Robotics has been partnering with IKEA Supply Chains Operations since August to use its autonomous trucks to deliver supplies to its store in Frisco, according to the company.

The partnership provides IKEA with autonomous heavy-duty trucks to transport the company's products seven days a week between the IKEA distribution center in Baytown and the IKEA store in Frisco. The cooperation began on August 8.

"We are proud to be working with Kodiak to achieve our ambitious goals of being at the forefront of innovation and building capabilities for future transportation," [Darius Mroczek](#), manager of category area transport at IKEA Supply Chain Operations, said in the release. "Kodiak's technology will contribute towards our objective to put the driver in focus in the transition towards automated transportation and towards our road safety agenda."

The self-driving trucks by Kodiak include drivers behind the wheel who load the trailers in the mornings and oversee the delivery to the store by the afternoon.

"Together we can enhance safety, improve working conditions for drivers and create a more sustainable freight transportation system," [Don Burnette](#), founder and CEO of Kodiak, said in the release. "Adopting autonomous trucking technology can improve drivers' quality of life by focusing on the local driving jobs most prefer to do."

In April, Kodiak Robotics [teamed up with Tennessee-based U.S. Xpress](#) to launch Level 4 autonomous freight service between Dallas-Fort Worth and Atlanta using the company's self-driving trucks.

WFAA

'Speeding and cellphones among biggest issues': Transportation officials highlight dangers teen drivers face

By Tashara Parker

Moms and dads all across North Texas will watch their teenagers drive off to work or school.

Most of them will get there safely, but hundreds of families send their kids out the door every year and don't get to welcome them back.

Car crashes are one of the leading causes of death for teenagers in their first few years behind the wheel.

In 2020, more than [2,000 people died in crashes](#) involving teen drivers.

Over the next couple of days, transportation officials, as well as WFAA's Tashara Parker, will use "National Teen Driver Safety Week" to bring some attention to a problem we can all help solve.

Our team went down to Ellis County to see how one driving school is getting new drivers prepared for these crazy North Texas roads.

Randy Broyles is one of the instructors there and he's been at it for more than 30 years.

He says the biggest issues he sees with teen drivers are speeding, cell phones and stopping all the way for stop signs, but he has a way to make sure that lesson sticks.

"If you go past the stop sign, you have to put the car in park and get out and hug it because you neglected the stop sign," Broyles said with a smile. "So I've had many a kid out there hugging the stop sign, they don't run the second one usually."

Randy says a lot of problems start before kids even get in the car with him... thanks to all you parents out there!

Your kids have spent years watching you drive and those bad habits are contagious.

Randy says parents can do three things to prepare their teenagers:

- Actively help them practice
- Go out of your way to show them the right way to do things while you're driving
- And the more time you guys spend on the road together, the better they're going to be

That time and advice really make an impact.

Council Questions the Future of I-345, But Its Destiny May Already Be Decided

The Dallas City Council got its first opportunity to ask questions about the state's preference to trench the elevated freeway. But the state's transportation agency hasn't been willing to pay for anything that reduces traffic capacity.

By Matt Goodman

The Texas Department of Transportation on Wednesday presented its plan for dealing with Interstate 345 to the full Dallas City Council. The briefing was an important step for the transportation agency, which will soon ask for a resolution in support of its preferred option from Council to better position the project when it comes time to compete against other Texas regions for state highway dollars.

But there were questions from the Council about the future of the 1.4-mile elevated highway that separates downtown from Deep Ellum and connects Interstates 45 and 30 to Central Expressway and Woodall Rodgers. Yesterday was the first time the full Council has publicly asked TxDOT's engineers why the agency prefers its "hybrid alternative" (which means lowering the highway into a trench) over the four other options it was considering, which included replacing the freeway with a boulevard and reconfiguring the surrounding street grid. The city's Transportation and Infrastructure Committee was briefed in June, but discussion was nearly absent. Wednesday's briefing ran almost two hours.

Season Clemens, the North Texas region's top TxDOT engineer, said it's simple: increased congestion in the future predicted by computer models ruled out the boulevard as an option. More than 180,000 vehicles use the highway each day, she said, many of which come from southern Dallas to jobs in the north. Michael Morris, the transportation director for the North Central Texas Council of Governments, presented another argument against the boulevard: removing the highway, he said, likely violates federal law.

"I'm not convinced the boulevard option can be built in the real world," he said. He cited Title VI of the Civil Rights Act of 1964, which "prohibits discrimination on the basis of race, color, or national origin in any program or activity that receives federal funds or other federal financial assistance."

It's quite the argument. City, state, and federal government ignored southern Dallas for decades or actively harmed portions of it through redlining. Public policies and investments allowed jobs and resources to concentrate in the north, forcing those residents to travel longer distances for work. Federal money paid for highways that fueled sprawl and regional growth. I-345 itself decimated what was once a thriving majority Black center of commerce. Many neighborhoods south of Interstate 30 still do not have adequate public transit, and, according to recent research from SMU, those same neighborhoods have the largest concentration of infrastructure deserts in the city. Morris, who offered nothing concrete from legal experts to support his argument, is now using the Civil Rights Act to avoid even paying for a study of the highway's removal when public resources fueled the divide in the first place.

“As you explore which options can proceed, I would make sure you explore your legal ability to build every option,” Morris told the Council. “We contend severing of the freeway facility cannot be constructed under federal rule.”

Again, he didn’t cite any work of civil rights lawyers working for the NCTCOG; he simply used the royal “we” when presenting his contention.

Council directed the city attorney to research Morris’ claim and then proceeded down other paths with their own questions, many of which were first posed by TxDOT itself. In 2016, TxDOT analyzed how it should consider the highways that crisscross Dallas as they age and need repairs. That report, called CityMAP, identified goals for future freeway rehabs. The new designs should improve mobility, connectivity, sustainability, and economic development, which Clemens, the TxDOT engineer, said guided the process of choosing the plan to trench the thoroughfare as its preferred design for I-345.

But after yesterday’s meeting, it’s now clear that traffic models remain the most important metric guiding the state’s direction. The predicted congestion outweighed the other priorities outlined by CityMAP. So TxDOT will spend its dollars only on executing its preferred plan, lowering the highway into a trench and connecting the existing street grid over it.

“We are not recommending the boulevard, so we would not be funding that,” Clemens said.

The hybrid trench plan sends existing roads flying over 345, similar to the way that many east-west roads cross over Central Expressway. It envisions development opportunities on 8.7 acres of surplus land created when I-345 ramps are removed and another 9 acres of potential development on decks built above the freeway. (The state will not pay for those decks and their cost is another question left up in the air. The roads over the highway will be designed to the city’s Complete Streets standards, including wide sidewalks and bike lanes, Clemens said.)

Councilwoman Gay Donnell Willis, who represents Preston Hollow, presided over the most interesting volley during the discussion. TxDOT used cellphone and Bluetooth data from 2018 to determine where drivers who used I-345 were coming from and going to. About a quarter of all the drivers started their trips below Interstate 30, destined for points north, which Morris cited.

Willis asked what happens if the city’s economic development priorities in southern Dallas attract jobs and housing that eliminate the need to travel so far north. All the parties agreed that this is a “100-year project.”

“Is this modeled after our land use of today or our land use tomorrow?” Willis asked. “What if that changes tremendously ... where you have great opportunities for jobs, shopping, et cetera in the southern sector? How do we model that?”

Imagining a disappeared highway is a difficult ask when it's something you use every day to get to work. TxDOT cited support from the neighborhood group Southeast Dallas NOW, and southern Dallas politicians like state Sen. Royce West have vehemently opposed removal. On the opposite side of the city, Councilwoman Cara Mendelsohn of Far North Dallas won't support removal because, she said, her constituents use the highway to get downtown.

But Council was poking around the edges of a far bigger question: how should we plan for the future?

TxDOT's 2018 research found that a boulevard would increase trip time by between 30 percent and 50 percent, depending on trip origination and destination. The amount of time will vary based on where you're coming from and going. (CityMAP, which TxDOT said analyzed regional transportation times, found a negligible difference. Morris shrugged it off as "200,000 feet off the ground" whereas the more recent traffic figures were "2 inches off the ground.")

But traffic models don't account for changes in behavior or technology. Years ago, we couldn't predict the prevalence of ride share or other new multimodal options. We couldn't anticipate every car having onboard access to computers that spit out the most efficient way to reach your destination.

Willis asked about how TxDOT's preference fit with the city's climate, mobility, and housing plans. "All those aspects are going to have a big impact on the choice we make and what we decide to do," Willis said. "We need to think about what our plan is for that, and I'm not sure exactly what that is."

TxDOT's boulevard plan frees up 25 acres of developable land, Clemens said. (Supporters of that option have suggested that tearing out the highway would free up hundreds of acres, which Clemens said "is not the case.") Multiple council members noted that the hybrid trench plan only guarantees 8.7 acres—the decks and their infrastructure would have to be paid for from other sources.

Morris noted that there was already private sector interest in putting a building on a forthcoming deck over Interstate 30. "We hope to do more of that as we go over 345," he said. Clemens said she was confident the engineers could figure out how to build the decks to support such vertical growth.

Councilman Paul Ridley, who represents downtown and East Dallas, seemed uneasy betting on that development potential.

"We need additional input from other city departments and other constituencies in terms of planning, economic development, walkability, pedestrian environments, and neighborhood connection and revitalization before we make an important 100 year-long decision based primarily on transportation statistics," Ridley said. "This is much more than a transportation solution, this is a major investment in the future of our city."

What came out of Wednesday's meeting were a bunch of unanswered questions around the project and its potential for affordable housing and other developments. Assistant City Manager Majed Al Ghafry told Council that it would take six to nine months to conduct an economic development study, which would explore how TxDOT's preferred option works with the city's existing goals. City attorneys were asked to dig into Morris' Title VI claim.

And hanging over the briefing is the reality that the city doesn't have much power about what actually replaces the highway. The Texas Transportation Commission dictates which transportation projects get funded in this state and which don't. That commission is appointed by the governor. And they've made clear that highway capacity is paramount. San Antonio attempted to turn a state highway into a boulevard. The transportation commission reneged on its agreement to cede control of that highway even after voters approved the city's plans, arguing that it would reduce traffic capacity.

But Council can refuse to issue a resolution of support, and the commission doesn't like to fund projects that don't have the backing of local governments. ("The best way to seek funding is if we've got a project that we've got city support from," Clemens said.) Willis and councilmen Ridley and Chad West all voiced concern that other options had not been adequately studied. Other council members, like Deep Ellum's Jesse Moreno, wanted to know more about how the hybrid trench plan fit into the goals the City Council has already voted for.

Councilman Omar Narvaez, who chairs the city's Transportation and Infrastructure Committee, said he felt anything but the trenching plan was "unfeasible at this point" and Councilwoman Paula Blackmon also conceded that the trench was the most likely possibility. After all, Dallas Area Rapid Transit's downtown "D2" subway is designed to be next to a depressed highway, not a boulevard.

Clemens says TxDOT recently spent \$30 million rehabilitating the freeway, which extends its life by 25 years. If Council can't agree on what it wants, it will likely remain as it is—and TxDOT will continue its routine maintenance and nothing more.

While a bloc on council certainly has questions about how the plan fits into what the city hopes to accomplish in the future, others view the trench as a compromise: a way to provide more connection between the neighborhoods and some new development that will likely gain approval from the state entity that will eventually pay for it.

Staff will now take the feedback and report back; there is no set date for when the Council will consider the resolution.

Dallas Morning News

Grand Prairie grabs garbage can glory

By Eric Zarate

Grand Prairie has garnered trash can gold.

For winning the second annual [North Texas Community Cleanup Challenge](#), the city recently received a four-inch metal trophy shaped like a trash can and mounted on a seven-inch base.

“That’s the kind of trash can I like,” mayor Ron Jensen said during the Oct. 11 presentation before the regular City Council meeting. “You don’t find these any more, they’re all plastic.”

The [Cleanup Challenge](#) is run by the North Central Texas Council of Governments. Fort Worth won the trophy in 2021. It’s a traveling trophy, like hockey’s Stanley Cup, so the winner’s name is added to the base.

This year’s event was from March through May. Grand Prairie achieved [the highest score](#), which was calculated by weight of collected litter and trash, number of volunteers, volunteer hours and adjusted for each city’s population.

“The Challenge is a regional initiative that helps cities and counties achieve their goals in area of water quality protection, storm water management, and trash and litter abatement,” Council of Governments senior planner Carolyn Horner said. “Grand Prairie has demonstrated your commitment to the protection and beautification of natural resources, and the environment, by engaging your residents and encouraging a culture of cleanup.”

Grand Prairie’s 1,113 volunteers collected 3,300 bags of trash at 82 events.

Many of the events were coordinated through the city’s [Keep Grand Prairie Beautiful](#) program.

“Grand Prairie volunteers showed that a litter-free community is important to them,” said Amanda Maron, Keep Grand Prairie Beautiful coordinator.

FOX 4 NEWS

Scooters returning to Dallas? City accepting permits for companies to bring them back with new rules

By FOX 4 Staff

Rentable scooters and bikes will return to the streets of Dallas soon.

On Wednesday, the city opened up the application process for companies that offer shared dockless vehicles.

The companies will be able to apply for a permit from Oct. 19 until Nov. 4.

The city says it will then issue permits to three companies for 2022-2023.

Each company will be allowed to put out 500 bikes and e-scooters. That number will be allowed to increase every three months based on ridership and the number of complaints.

In order to avoid issues that got the city to ban the bikes and scooters in 2020 companies must follow certain rules.

The city has established new parking rules, as well as "No Ride Zones" and "Slow Ride Zones". There will also be limits on the number of units companies can park on each block.

The city ordered rental companies like Uber, Lyft and Bird to cease operations in 2020 due to safety concerns and public complaints.

"We have heard from a number of residents and stakeholders who are excited for the program to return, and with the new rules in place we anticipate addressing previous concerns about the program while promoting multi-modal transportation," said Dallas Department of Transportation Director Ghassan Khankarli.

No exact date has been given for the return of the bikes and scooters.

Dallas Morning News

West Dallas shingle plant says it reduced emissions; residents say it's not enough

By Isabella Volmert and Sriya Reddy

The owner of a West Dallas shingle plant at the center of years of scrutiny over air pollution said Thursday it has lowered its emissions of sulfur dioxide by 60%.

Roofing manufacturer GAF said in a written statement that a third-party “stack test” from Sept. 20 to 22 showed the reduction in emissions, saying the facility can now be classified as a “minor emissions source” instead of a “major source.” A major emissions source requires oversight from the Environmental Protection Agency.

But the West Dallas community and environmental justice nonprofit group Downwinders at Risk say they are insulted at GAF’s claim and want to see all the data.

“We don’t trust that word they say, and so anything that is self-reported around emissions decreasing — it’s just smoke and mirrors,” said Evelyn Mayo, board director of Downwinders at Risk.

Janie Cisernos, leader of Singleton United/Unidos, said sulfur dioxide is just one of many pollutants emitted by the plant and that she needs to see the whole report to trust GAF.

The plant, near a residential neighborhood, has been the center of a [pollution controversy](#), with the predominantly Hispanic community raising health concerns stemming from the plant’s emissions for decades. Sulfur dioxide gas — which the EPA says can make breathing difficult and harm children who have asthma — is among the substances emitted by the facility.

“We’ve heard the community’s concerns about the West Dallas facility, and although we have operated at federally acceptable levels for decades, we remain focused on continuous improvement to further reduce emissions,” said Randy Bargfrede, GAF’s chief operations officer, in the company’s statement.

The New Jersey-based company, one of the largest roofing manufacturers in North America, announced in early September its plans to reduce pollution by the end of the year and [move the plant’s operations to a new site](#) beginning in 2027, [but many community members and activists want it gone much sooner](#).

The group also asked the city to rezone the land to never allow industrial use on the grounds after 2029.

“As part of the zoning permit process, GAF plans to work closely with the community to engage in conversations about the future use of the property through a series of six meetings to establish the 2600 Singleton Vision Plan,” the company said.

Cisernos said the neighborhood proposed a two-year plan for GAF to shut down its facilities after its shutdown was announced. However, she said that after seeing the plan, GAF canceled their meeting and went ahead with its previous plans.

She also said that when it comes to the future plans of the site, the community has already discussed what they want to see.

“That shows how much they know about our community and our neighborhood — that they’re thinking they can just start from scratch with community input,” Cisernos said. “The community has given input.”

“The most important thing is stopping the pollution as soon as possible,” Mayo said. “It’s not about fantasizing about a future land use that no one can enforce will happen.”

The EPA objected to [the Texas Commission on Environmental Quality’s proposed renewal](#) of the plant’s air permit in August, saying the permit didn’t comply with the federal Clean Air Act.

More than a dozen Texas environmental advocacy groups [called for a review of the TCEQ](#) in July, alleging the agency has violated civil rights and environmental laws.

Dallas Morning News

A walk through Elmwood shows why west Oak Cliff blueprint deserves Dallas City Council OK

By Sharon Grigsby

Walk the century-old business district of Oak Cliff's Elmwood community and — assuming a little imagination — you'll find the intersection of Dallas' often-incomprehensible policymaking and the constructive street-level change it can bring.

This stretch of South Edgefield Avenue — its sweet potential a welcome contrast to the mad tourist stop that nearby Bishop Arts has become — radiates a diverse and locally owned community vibe.

Car mechanics work to the beat of loud dance music as stylists next door create hair magic inside small shops. Parents race with their kids and pets at Elmwood dog park then grab pizza at [Roselli's](#).

Intoxicating bakery flavors waft from Panaderia Celaya; I put on a couple of pounds merely by inhaling. Interior renovations hint at the coming of the [craft Peaberry Coffee shop](#). A few doors down, a freshly painted storefront prepares to welcome a market and deli.

From one end to the other, a stubbornly optimistic spirit perseveres — despite glaring deficiencies that limit the corridor from fully functioning as a vibrant neighborhood center.

For starters, downtown Elmwood is a nightmare for its pedestrians.

Sidewalks are nonexistent and streets intersect at odd angles. Superwide, two-lane South Edgefield runs for a mile without even a stop sign. Speeding cars pay no heed to the flashing school zone lights alongside Margaret B. Henderson Elementary.

But wait, there's more: Antiquated zoning provisions, which likely explain why so many business owners have resorted to using their space for nothing more than storage.

With this street view in mind — a scene similar to other neighborhoods included in [the West Oak Cliff Area Plan](#) — let's head back to 1500 Marilla St. where Wednesday the City Council will consider the proposal.

A yes vote would be a first step to try — albeit late in the game — [to protect and improve this 5-square-mile area](#), home to more than 11,500 households and 44,000 people, 86% of them Hispanic.

"This is the start of communities having control over how things change," says Amanda Popken, City Council member Chad West's plan commissioner. "Residents need to know a huge amount of work must still be done to get this right."

Passage also would mean parks, sidewalks, streets and other infrastructure needs identified in the plan get priority at City Hall.

And it would break the logjam of stalled authorized zoning hearings, starting with the long-delayed one for Elmwood, to give individual neighborhoods their say in specific land use recommendations.

Approval of the West Oak Cliff Area Plan won't mean any of the five hearings will begin immediately, but getting the master plan in place pushes them toward the front of the line.

I often [questioned whether we'd ever get to a City Council vote](#) on this plan, the process for which was designed to be community-driven but which launched in the midst of the pandemic and sometimes failed to provide adequate outreach and resources for Spanish speakers.

But even in the most frustrating moments of the proposal-pushback-compromise dance I've watched for two and a half years, my sense has been that all the players wanted the same thing — to preserve this part of Oak Cliff for the full diversity of people who currently live here.

That includes the city's Planning and Urban Design Department, the community-led task force responsible for the first draft, Popken and West, who initiated the process at the request of those communities whose authorized hearings were going nowhere.

But in the face of galloping growth and housing shortages, I also understand the fears of the many residents who have seen their longtime neighbors in north Oak Cliff and West Dallas kicked to the curb by encroaching development and gentrification.

No doubt this plan is a better document because of the participation of those most vulnerable to market forces. So kudos to community advocates who knocked on doors and brought more folks to the table.

For example, West pointed to recommendations in the plan's original draft that threatened to endanger the future of auto-repair shops, the mom-and-pop lifeblood of many Dallas neighborhoods.

"Thanks to the diligent work of [Somos Tejas](#) and others, this blind spot was brought to the city's attention and removed," he said.

The west Oak Cliff process has made clear the city can't go it alone on these kind of outreach efforts. "We need to supplement it with groups in the community with this focus," West told me.

Tony Shidid, chair of the City Plan Commission, which spent more days than I care to remember listening to resident feedback and refining the plan with staff, said the final result is evidence the city can get guiding principles in place to manage large, complex areas.

"Although the process was not perfect, the fact that the disagreements in the end were about less than 5% of the plan should not go unnoticed," he said.

Approval of the master plan can't come soon enough for local business owners like Elmwood Neighborhood Association president Whitney Marsh, who with her husband owns three units within the business corridor.

She will continue to advocate for zoning and infrastructure changes that enhance Elmwood's long-held commitment to inclusive community in this overwhelmingly Hispanic neighborhood.

"We want more spaces that create those connections for all of us," she told me. "We want to see small businesses owned by Oak Cliff residents."

The business corridor's preliminary requests include more lighting, sidewalks, public art, green spaces and traffic-calming measures.

Additionally, proposed zoning changes could allow for residential uses within the corridor, alternative parking strategies and special use permits to allow alcohol sales for restaurants.

Marsh is among those who dream of South Edgefield as a spot within walking distance to get an ice cream with the kids on a Friday night or to gather at a place like Peaberry Coffee.

Peaberry founder and owner Elijah Salazar, born and raised in Oak Cliff, told me Elmwood's strong community spirit is a big part of what led him to expand his hyper-local coffee enterprise here. His hope is to open the South Edgefield cafe in January.

Salazar's original Peaberry Coffee is two miles south in Kiestwood Village (if you haven't tried this place, you are missing out!) and his canning operation for Kiestwood Iced Coffee already is located in another building on South Edgefield.

"This is about high-quality coffee in a casual welcoming space that's comfortable for everyone, regardless of politics and backgrounds," he told me.

Places like Elmwood know what's next for them — an authorized zoning hearing. But for other neighborhoods that have yet to organize and make their specific wishes known to City Hall, the West Oak Cliff Area Plan is no more than a broad set of guiding principles.

As I've written previously, the ugly truth exposed in this process is [the lack of tools City Hall has found to protect against displacement](#) in the face of growth and market forces that in the last decade have remade once affordable communities.

Take the South Edgefield neighbors north of Elmwood who live around the Tyler-Vernon DART Station and remain fearful of gentrification and displacement headed their way.

Preserving the character of this single-family neighborhood and keeping the number of teardowns-expensive rebuilds from skyrocketing — if it's even possible — will require a big commitment from the people who live there.

"The potential for these neighborhoods to change drastically remains," Popken said. "This plan cracked open the door to help us see the real work that has to happen outside of authorized hearings and zoning."

Fort Worth Report

During record hot summer, Fort Worth-Dallas has worst air quality year since 2012

by Izzy Acheson

With 47 100-degree days, it's no surprise to North Texans that this year's summer was the [fourth-hottest on record](#).

But the region also experienced the worst air quality season since 2012, with the Texas Commission on Environmental Quality issuing 61 warnings in 2022 about potentially unsafe ozone conditions. The TCEQ counted 48 days where ozone concentrations exceeded safe ozone levels, the highest number in a decade.

"Increased heat can cause high ozone levels, considered a sign of poor air quality," said Estella Wieser, a media relations specialist for the TCEQ.

Ozone is more readily formed during higher temperatures – on sunny, warm days when air is stagnant, according to the [EPA](#). In the DFW area, the ozone-forecast season lasts from [March 1 to Oct. 31](#), when the region is likely to experience higher levels of ozone, according to the TCEQ.

The TCEQ declares "ozone action days," or a public notification to residents, when meteorologists forecast conditions that are conducive to producing higher levels of ozone that could reach the orange category, or higher, on the EPA's air quality index scale, Wieser said.

The [EPA's air quality index scale](#) is divided into color-coded categories. Each category is identified by a simple descriptor. The orange category is described as "unhealthy for sensitive groups."

In 2015, the EPA strengthened the National Ambient Air Quality Standards for ground-level ozone to [70 parts per billion \(ppb\)](#), revising the 2008 standard of 75 ppb.

Earlier this year, the EPA announced its [intention to downgrade](#) Dallas-Fort Worth's air quality status and list the region as a "severe violator" of those 2008 ozone standards, which declared that cities must reduce their ozone levels to beneath 75 ppb. As of Oct. 20, ozone concentrations in North Texas averaged over 70 ppb over a period of 48 days.

With the exception of 2019, 2020 and the current data from 2022, the number of days that ozone levels exceeded healthy air quality standards outnumbered the number of ozone warnings issued by the TCEQ.

That discrepancy could be caused by real world conditions, such as wind speed and direction, rain, temperature, clouds, and emissions that measure differently than the forecast, which could cause an ozone exceedance day to occur when it was not previously expected, Wieser said.

Ground-level ozone forms when emissions from transportation, industrial and commercial operations, and natural sources such as vegetation emit nitrogen oxides and/or volatile organic compounds. These pollutants react in the presence of sunlight and heat to create ozone, according to [The North Central Texas Council of Governments](#).

About 67% of nitrogen oxide emissions in North Texas come from transportation with 38% of that stemming from on-road mobile vehicles such as cars and trucks, according to [2020 data](#) collected by the council of governments.

“Our main focus is continuing to reduce the emissions from transportation, which is all the trucks in the cars that are driving around in the region on a regular basis,” said Chris Klaus, senior program manager at the council of governments. “Internal combustion engines predominantly generate a lot of the nitrogen oxides – if you can reduce all the man-made nitrogen oxide emissions, then that should lower the ability to form ozone.”

Industrial emissions are also a large source of emissions, said Jim Schermbeck, director of [Downwinders At Risk](#), an environmental activism group based in Dallas. All of the blame for higher ozone levels is being placed on cars when the state should take action on other emission sources as well, he said.

This year’s hot summer weather and increasing levels of ground level-ozone are cause for concern, Schermbeck added.

“It’s a nightmare scenario statistically,” he said. “When you have higher ozone levels, you increase hospital admissions, you increase doctor visits, you increase asthma attacks, you increase heart attacks and strokes. There’s all kinds of damage done.”

Dallas Morning News

New I-35 deck park in Oak Cliff completed its foundation. Here's what you need to know

By Aria Jones

Water features, a stage pavilion with a large lawn, and a children's playground are all expected to sit atop a highway in Oak Cliff.

About half of Southern Gateway Park, a new deck park in Oak Cliff, recently had its concrete deck over Interstate 35 completed by the Texas Department of Transportation.

On Thursday, Dallas Mayor Eric Johnson and other local leaders toured the site. It will be Dallas' second deck park and the first for southern Dallas.

The project has been described as ["a park with a purpose"](#) that would spark more growth and economic opportunity for southern Dallas, serving as a bridge to reconnect parts of Oak Cliff.

The concept of the greenspace is modeled after Klyde Warren Park in Uptown, which sits atop Woodall Rodgers Freeway. And the park has [attracted the attention of real estate](#) investors and developers tying up nearby properties in Oak Cliff.

With the park's foundation complete, and construction of the park's amenities expected to begin next, here's what you need to know about Southern Gateway Park.

Where is the park?

The park will be next to the Dallas Zoo, atop Interstate 35, and span between Ewing and Marsalis Avenues.

It will reconnect Oak Cliff, which was [split apart when the I-35 was built](#) in the 1950s.

When the highway was built, it cut through the Tenth Street Historic District and led to the demolition of dozens of homes and businesses. Tenth Street is one of the city's oldest neighborhoods. It was founded by former slaves after the Civil War, and it is one of the few intact freedmen's towns in the country.

When will the park be finished?

The park has a goal of being open to the public in early 2024.

About half the park — about 2.8 acres — will be built from Ewing Avenue to Lancaster Avenue during the first phase. It's unclear when the second phase — which will stretch to Marsalis Avenue — will begin.

Once complete, the park will be five acres.

How much will the park cost?

The park's first phase is expected to cost \$82 million, with \$47 million dedicated to building infrastructure to support the park and \$35 million to design and construct the park area.

The Southern Gateway Public Green Foundation is raising money for park amenities from private or philanthropic funds.

The second phase is expected to cost \$90 million.

Is it a public or private park?

Southern Gateway is a public park but is managed by the Southern Gateway Public Green Foundation, which is a private partner. Other parks such as Klyde Warren or Pacific Plaza have similar arrangements.

The City of Dallas has said it is partnering with the foundation and receiving support from the North Central Texas Council of Governments and TxDOT.

Dallas Morning News

Pioneer Parkway pedestrian safety project in Arlington is now complete

By Eric Zarate

A \$3.2 million pedestrian safety project along Spur 303/Pioneer Parkway at Ben Thanh Plaza which began in November 2020 is now complete.

State Rep. Chris Turner, D-Grand Prairie, had planned to host a ribbon cutting at the plaza today, but those plans had to be postponed due to weather. Details on a new date for the ribbon-cutting will be released later, his office said.

The project involved a four-mile corridor from Collins Street to State Highway 360. From 2017 through last year, 30 pedestrian and eight bicycle crashes occurred along the route — with three fatalities.

The project improves pedestrian safety with ADA-compliant sidewalks and a new mid-block pedestrian crosswalk with a signal. Also added are sign and lighting improvements.

In a prepared statement, Turner credited work with transportation director Michael Morris from the North Central Texas Council of Government, on funding and completing the undertaking.

“Pioneer Parkway used to be a dangerous — and even deadly — place to be a pedestrian,” Turner said. “That’s why I made it a priority to find the funding to build new sidewalks and safer crosswalks.

“Completion of this project will save lives, and I am grateful to the partnership of the neighborhoods, the city of Arlington, [the Texas Department of Transportation] and the North Central Texas Council of Governments in making this project a reality.”

Fort Worth Report

Should developers pay more fees to build roads? Fort Worth to decide on increase by January

by Rachel Behrnt

For the average single-family home built in up-and-coming areas of Fort Worth, taxpayers pay almost 70% of the bill for road infrastructure needed to support the new growth — often for years after the home is built.

Those numbers are based on impact fees, or the fees that developers must pay to offset the cost of road construction. Those rates have hovered about 30% of the maximum allowable fee since 2008. Now, the Fort Worth City Council is considering adopting a dramatic increase to that rate.

City staff are recommending that Fort Worth increase impact fee rates so that developers pay 80% of the maximum allowable fee for residential development and 55% of the maximum for commercial development. Several council members [appeared](#) ready to break with the precedents of previous councils and approve an increase to the impact fee rate.

“The gap between what we need and what we can build, it’s just gotten wider and wider over time,” said Jennifer Roberts, assistant director of the city’s development services department. “So the intent is to try to narrow that gap.”

However, concerns from developers and a lack of consensus from council has prompted members to delay deciding on impact fee rates until November. State law requires the council to finalize the rates by January.

“We just can’t keep up the way we’re doing it now. We all know that,” Mayor Mattie Parker said at a work session discussing the proposed rates.

The sticking points are the timeline for implementing the rate increase and the proposed rates for industrial and commercial development. Council members still plan to adopt a study on the impact fee and approve the maximum fee the city is allowed to collect on Oct. 25.

The study found that the city will need \$3.15 billion in new thoroughfares, based on the city’s [master thoroughfare plan](#). About \$2.85 billion of that construction is recoverable through the impact fee program. Building roads through impact fees is faster and cheaper than the alternative — building the roads through bond programs when taxpayers foot the bill.

“We have to build the infrastructure as we build the developments,” said Michael Crain, who represents several high growth areas in west Fort Worth.

Fort Worth is split into two categories: no fee service areas and fee service areas. No fee service areas are where roads are already built out. In areas where fees are levied, the city calculates a maximum allowable fee based on the projected costs of developments in the area divided by the cost of construction in the area.

State law requires the city to re-evaluate those service areas and the maximum allowable fees every five years.

Council members agree on the proposed service areas, Crain said.

“We’ll do some work over the next month to come to a consensus of what makes the most sense for the city, and really the balance that needs to happen between what builders (and) developers should pay ... versus what should be continued to be (paid for) by the citizens or the city,” Crain said.

Several interest groups have weighed in on the staff recommendation. [The Greater Fort Worth Builders Association](#) is in favor of just a 40% Impact fee rate for residential with an incremental increase. [The Real Estate Council of Greater Fort Worth](#) is in favor of the 80% residential impact fee but advocates for a 40% commercial impact fee, among other caveats.

“We really believe that a higher rate on residential (housing) is important,” said Karen Vermaire Fox, executive director of the Real Estate Council. “Because we believe that the people using those roads need to help pay for those roads.”

The Real Estate Council sent a letter to staff in September laying out other concerns, including a potential small business exemption for developers with 25 or fewer full-time employees and a lower rate for commercial and industrial development.

“Industrial is a significant market where we live, we make a lot of revenue off of that, and so how do we account for that,” Fox asked. “How do we not stop those deals from happening? Because we don’t want them to just go to [Burleson](#).”

When council members initially set the impact fee rates in 2008, their judgment was colored by the 2008 recession. City council members at the time were reluctant to do anything that would discourage development. Another possible economic downturn, which is already [affecting cost of living](#), is causing council members to reconsider raising fees dramatically, citing concerns the costs will be [passed on to homebuyers](#).

“Any time we were raising rates, ultimately that cost is going to be passed back to the consumer,” Crain said.

Builders are concerned that the imposition of higher impact fees will price their customers out of the market, said Travis Clegg, chairman of public policy at the Real Estate Council and Builders Association. Clegg also leads the city’s Development Advisory Committee, a city-manager appointed group that meets monthly to discuss making development more efficient in Fort Worth.

“Construction prices are still extraordinarily high,” Clegg said. “Land values are still really, really high. It’s just going to further exacerbate, and unaffordability issues when it comes to the homebuilding side of things.”

Home prices have increased precipitously despite impact fees remaining static, staff members point out. Low impact fees also impact residents’ wallets in other ways, Roberts said, through higher taxes and longer commutes because of traffic jams.

Development organizations are advocating to push the implementation of any rate increases to June 2023, reducing the impact on builders and developers with projects in progress.

Crain said he will meet with the Fort Worth Builders Association to discuss its concerns. He has not heard from neighborhood associations or individual residents about their concerns with the pace of development, Crain said.

Fort Worth staff has worked to reach out to industry groups and neighborhoods alike, Roberts said. The North Fort Worth Alliance, which represents the area set to receive the most new thoroughfares through the city's recently passed bond, supports the staff's recommended rates, according to a letter sent to staff and council members. Residents broadly support staff's recommendation, surveys found.

"We have made a concerted effort and put a lot of focus on the communication of this topic," Roberts said.

Whether through residents' tax bills or the cost of homes, roads need to be built in Fort Worth, Clegg said. The key is striking the balance between the cost of development and the final tax rate.

"I don't envy our council and our mayor for having to make that call," Clegg said. "We have parts of our city that desperately need roads."

Fort Worth Star-Telegram

Lack of transportation hinders community college students

By Elaine S. Povich

Monica Momoh, a freshman at the Community College of Baltimore County in Maryland, doesn't cry easily. But one day a few weeks ago, she found herself sobbing outside a classroom.

Momoh, 25, describes herself as "happy-go-lucky," but when she temporarily lost the use of her car and had no way to easily get back and forth to school, she was beside herself. She'd scraped money together for a ride-share before class but now had to get home, eight miles away.

Luckily, a woman she didn't know saw her weeping in the hall and handed her a card for the student outreach services.

"When I didn't have a car, it really broke me," Momoh said in an interview. "The car was my lifeline."

The first day she sought help, she got a bus pass from the school. But taking the bus forced her to walk 40 minutes from the bus stop to her home — in a downpour, on a leg she injured in a car crash last winter that still gives her problems.

On the second day, the school gave her a few vouchers for a ride-sharing service. It was a temporary solution, but enough to tide her over to get to classes until she regained the use of the car a few weeks later.

"The area I live in is kind of remote," said Momoh, a psychology major. The lack of a car, she added, "did discourage me from going to school."

A dearth of transportation options is a major barrier for students with low incomes who are pursuing higher education, especially those attending community colleges in rural areas. In many cases, logistical challenges, rather than academic ones, prevent students from earning a degree.

Only 57% of community college main campuses in the United States have transit stops within walking distance, defined as a quarter mile or less, and many rural campuses have no public transportation access at all, according to a 2021 research brief by the Seldin/Haring-Smith Foundation, a Washington, D.C.-based nonprofit that focuses on equitable access to public services.

Another 25% of the campuses could be made transit accessible with relatively low-cost improvements such as extending bus lines.

But a shortage of public bus drivers in the wake of the pandemic has made even small route extensions problematic in many areas of the country, as Stateline has reported.

Even for community colleges that are accessible by public transit, such as the Community College of Baltimore County campus in Essex, syncing up bus routes with where students live or with class schedules can be a challenge, said Abigail Seldin, co-founder of the Seldin/Haring-Smith Foundation.

The lack of attention to bus routes and schedules often leaves students with long distances to navigate on foot.

“In a lot of places, we are talking about the last-mile coverage,” Seldin said. “They [students] are one flat tire away from dropping out. They may be one well-placed bus stop from graduation.”

The cost of transportation also can be a challenge for community college students from families with low incomes. The College Board estimates that during the 2021-22 school year, students attending public two-year schools spent an average of \$1,840 on transportation, nearly half of the \$3,800 they spent on tuition and fees.

A recent report by the University of North Carolina School of Law and UnidosUS, a civil rights and advocacy group, pegged transportation difficulties, along with an aversion to taking on debt, as the main reason Hispanic students lag behind White and Asian people in completing college.

“Transportation is often the single thread holding together a precarious balancing act that allows the student to attend school while juggling multiple other responsibilities,” the report said.

“Because transportation cuts across responsibilities related to work, school, and home, when that thread is broken, everything can unravel.”

Students interviewed by the researchers talked about the stress of having to cobble together carpools, rides, public transportation and walks to make it to class and work — sometimes multiple jobs — on time.

Prince Bahadur, 19, whose family immigrated to the United States from India in 2016 when he was a freshman in high school, is the student government association president at Harper College, a community college in Chicago’s northwest suburbs. But that lofty position doesn’t make him immune from transportation troubles.

Without a driver’s license, Bahadur relies on public transportation or friends to get to campus, he said in an interview. He uses a ride-sharing discount the college provides when he can’t catch a ride with friends.

His home — where he lives with his truck driver dad, his retail worker mom and a younger brother — is only about 7 miles from the campus, but the bus route would take him an hour and a half, he said. The ride-share passes he gets from the school cut the cost of a ride by \$10, from about \$16 to \$6, but he only gets to use the discount for four rides a month.

Another option is a bike-share program, also discounted by the college. But that won’t work in Illinois winters. “There would be a lot of skidding going on,” he said, chuckling.

Christopher Maxwell, associate dean of students at Harper College, said the ride-share subsidy program launched just last month at the beginning of the semester. Invitations to participate were sent to the approximately 10,000 undergraduates and about 400 have enrolled so far. Since then, he said, 60% of those enrolled have used the rides at least once.

Maxwell said a survey of students showed transportation was a top barrier to attendance.

“Students don’t have enough access in their life to get transportation to Harper College,” he said, adding that once word gets around about the program, he expects participation to increase. The program is funded through a foundation that raises money for the college, he said.

Subsidizing ride-share or public transit programs are only two ways that community colleges have tried to ease the transportation problem.

The Los Angeles Community College District got a \$1 million federal grant to extend free rides on the LA Metro for students for the 2022-23 academic year. The one-time grant also applies to some ancillary transportation networks around the county.

Chattanooga State Community College in Tennessee used pandemic emergency relief funds last year to pay for free bus transportation for students. When those funds ran out, the school decided to try to continue the program with different dollars, said Amanda Bennett, vice president for student affairs.

"We are using philanthropic funds to continue this service," she said in a phone interview. "It is a free program and universal and destigmatizes the use of this service. Before, students could go and get a bus pass, but it would self-stigmatize them.

"For students who rely on it, it absolutely makes the difference between whether they can continue their education," Bennett said of the program, which she said costs only \$15,000 at the small school.

Other schools have tried subsidies, dedicated buses that link with existing public transit, or bike and scooter terminals.

California state lawmakers approved a bill this year that would have provided free transportation for all public and community college students. But last month, Democratic Gov. Gavin Newsom vetoed the legislation, saying the projected \$115 million annual cost was too high.

"Many of California's transit agencies provide reduced or free transit for certain populations, including students," Newsom said in his veto message. "While I agree with the intent of this bill to supplement and expand those existing programs, the bill requires the creation of a new grant program that was not funded in the budget."

California Assemblymember Chris Holden, a Democrat who introduced the bill this year, said he would try again.

The situation also has come to the attention of federal lawmakers. Pennsylvania U.S. Sen. Bob Casey and U.S. Rep. Conor Lamb, both Democrats, have proposed issuing federal grants to mass transit agencies to add transit stops closer to campuses. Their bills are still awaiting consideration.

Community Impact

New way to travel could be coming to DFW—Plano takes next step to consider possibilities

By Valerie Wigglesworth

Imagine this: a self-driving vehicle that runs on a track suspended overhead. Riders choose when to board and where they want to go, and their personal vehicle, or pod, will transport them directly, with no stops along the way.

These JPods, as they are called, have been likened to a modern gondola system or a tram, but passengers won't be sharing their ride with strangers (unless they want to). The pods hold four to six people.

The vehicles run on electricity and are powered by solar. The tracks would be built within a roadway's existing right of way, so there's no extra land needed.

"I'm intrigued by the technology," said Gyna Bivens, Fort Worth City Council mayor pro tem, at a September meeting of the Regional Transportation Council, on which she serves as vice chair. "I grew up watching 'The Jetsons.'"

It's a technology that has intrigued others as well.

Earlier this year, the Regional Transportation Council approved a new policy called the Transportation Infrastructure Certification Program. The idea is to have experts with the North Central Texas Council of Governments do an initial review of any emerging technologies that might ease traffic congestion. Programs that get certified would then be eligible to solicit interest from local governments that could someday make those technologies a reality.

"These are major transportation technologies that can't use our roadway system or our rail system," said Brendon Wheeler, program manager over NCTCOG's Metropolitan Transportation Plan Team. "They have to build their own system."

The policy is meant to level the playing field for tech companies that need a testing ground as well as for local governments looking for transit solutions, Wheeler said.

He noted that while tech companies have the private funds needed to finance their projects, they have difficulty navigating the federal environmental review process.

"That's kind of what we do day in and day out," Wheeler said of NCTCOG. "We felt we could aid on that side of things."

In September, the Regional Transportation Council voted to certify two technology providers, [JPods](#) and [TransPod](#). Both technologies use pods to transport people. While the TransPod is seeking applications for a multicounty or even statewide project, JPods are looking to solve congestion on a more local level.

NCTCOG is accepting applications for possible projects using either technology. The deadline to apply is Nov. 18.

On Oct. 24, Plano City Council directed its staff to submit an application for JPods.

Brian Shewski, Plano's Transportation engineering manager, said the city is in the early stages, and a lot would have to happen before construction could begin.

"We're looking at seven to 10 years, of course, in my opinion, before we could actually get this thing operational," he told council.

City Engineering Manager Caleb Thornhill told council that there is no commitment attached to the city's application. This step simply allows the city to signal its interest and get more information, Thornhill said.

"It is a new technology," Thornhill said. "They have not deployed anywhere in the country."

JPods founder and CEO Bill James said his system is cleaner, faster, safer and more affordable than other public transit systems. And it operates somewhat the same way as an [existing personal rapid transit system in Morgantown, West Virginia](#), which celebrated its 50th anniversary Oct. 24.

James said JPods use much more advanced technology when compared with the Morgantown system.

"It's the same concept of self-driving cars on a grade-separated guideway, but it's like your 1972 cell phone too," James said of the Morgantown system.

One of the other differences is that JPods are flipped upside down and suspended from a guideway vs. operating on a track on the ground.

"Next time you get in an elevator and push the button, you're riding in a vertical JPod," James said. "These are just a network of horizontal elevators. It's just that simple."

James, who is based in Tulsa, Oklahoma, estimated that it would cost between \$10 million and \$15 million per mile to build a JPods network. [Dallas Area Rapid Transit's 26-mile Silver Line project](#) between Plano and Dallas Fort Worth International Airport carries a \$1.89 billion price tag. That works out to about \$72.7 million per mile.

James said he has commitments for private funding, so no taxpayer dollars would be used to build the system. He estimates it would take 18-24 months to build and certify a JPods network. The big obstacle, he said, is the regulatory process.

Stations for JPods could be constructed inside buildings or adjacent to buildings, with the smallest being about the size of two parking spaces, according to the presentation to Plano City Council.

As part of its JPods application, the city of Plano must propose a location. Its application will pitch building a network that could transport people in the area south of SH 121 on either side of the Dallas North Tollway among the company headquarters buildings, restaurants and retail areas.

“We’ve also been looking for a way of connecting Legacy West and The Shops of Legacy, all that together,” Plano City Council Member Rick Grady said at the council meeting. “We’ve talked about this for years, and this makes a lot of sense.”

James said any area that is split by a major roadway—like the one in Plano—is a good candidate for his JPods technology. Areas like DFW Airport that shuttle passengers from parking areas to terminals would also be good candidates, he said.

Wheeler said he was not aware of any other agency in the country doing this sort of matchmaking that NCTCOG is doing between tech companies and local governments.

“We’re not able to build enough roads or transit as fast as we’d like to to support the tremendous growth we’re having in the metroplex,” Wheeler said. “So innovative technologies like these can help support mobility, reduce congestion, promote reliability and travel throughout the region. So we’re trying to find every tool in the toolbox we can to support our local governments in meeting those needs.”

Below is a preliminary map showing routes for a possible JPods network in west Plano.

Dallas Morning News

Dallas City Council approves plan to preserve West Oak Cliff area

By Everton Bailey Jr.

The Dallas City Council on Wednesday approved guidelines for development and growth in [a 5-square-mile area of central and western Oak Cliff](#).

The adoption of the [West Oak Cliff Area Plan](#) is meant to address concerns of longtime mostly Hispanic residents who sought protections for their neighborhoods as they face growing pressure from rising property taxes, gentrification and redevelopment in the nearby Bishop Arts District.

Advocates for the area see a need for more multifamily homes even as gentrification threatens to displace legacy home and business owners.

The plan lists a series of recommendations meant to guide future development, including in areas like transportation and infrastructure, parks and quality of life.

It calls for strategies to preserve historic buildings and existing single-family neighborhoods, to build more sidewalks, bike lanes, and other infrastructure that promotes transportation other than by car, and for using public school sites as green space opportunities. It also seeks to create more dedicated affordable housing units and to reduce barriers for homeownership and renting.

“The goal is for us to find a way to build community without having to tear down and displace,” said council member Chad West, who represents the area.

Nearly 44,000 people live in the area covered by the plan, the northern border of the area is roughly bounded by Davis Street, Illinois Avenue in the south, Cockrell Hill Road roughly along the west and a line extending south from Tyler Street in the east. About 86% of the residents there identify as Hispanic. About 53% of residents make less than \$50,000, according to 2018 census estimates.

In the works since 2020, the plan paves the way for city hearings to review and modify zoning in five areas that have been pending for at least three years, including parts of the Elmwood and Jimtown neighborhoods. The longest wait for a zoning hearing in the area has been for Elmwood, where paperwork was filed in 2017.

Several residents expressed support for the plan at Wednesday’s City Council meeting, saying they feel it is a step in the right direction toward addressing long-running as well as recent concerns. For example, backlash from the community over a provision in the original draft meant to facilitate more walkable areas [would have threatened auto shops](#), but that provision was removed from the final plan.

But many criticized the city’s communication and notification process as not being broad enough to reach most residents and business owners until this year. They said not enough city-led outreach and information took place in Spanish, forcing the brunt of the work of keeping people informed on community groups and neighbors as the plan was developed.

Several residents told council members Wednesday that they felt the plan's coverage area was too large and that some residents and neighborhoods got lost in the shuffle.

"People will say, 'If you don't have a plan, someone else will do it for us,'" said Gerardo Figueroa, who helped raise concerns to the city about possible negative impacts of the area plan on his and other auto businesses. "But a plan that doesn't engage the community has a potential to harm the community more than no plan at all."

West said the plan approved Wednesday provides hope for an area that has suffered in recent years.

West cited the tearing down of [beloved Tex-Mex restaurant El Corazón de Tejas](#) in 2017, which is now a CVS, as an example of a historic area landmark lost due to aggressive development and zoning. The building where El Corazón resided was built in 1955.

He went on to talk about concerns residents from around Oak Cliff shared with him when he was first elected in 2019 about an influx of multifamily housing endangering existing single-family homes, as well as zoning that allows fast-food restaurants with drive-throughs to be built right next to homes, and old parking laws that have made it difficult for new retail shops and restaurants to get city permits and certifications to open.

"This 1950s and '60s era zoning, put in place when the city ripped out our streetcar tracks, when the state divided brown and Black neighborhoods with highways, and when redlining was used to disenfranchise minority communities, continues to threaten West Oak Cliff," West said.

He said the plan recommends creating neighborhood empowerment zones to keep single-family homeowners in place and suggests exploring new housing options like accessory dwelling units, duplexes and fourplexes to accommodate more residents looking to call Oak Cliff home. An accessory dwelling unit is a separate smaller unit on the same property as a single-family home that is regulated by the city.

CBSDFW

Tarrant County approves purchase of electric vehicles as part of pilot program

By Jason Allen

Tarrant County leaders approved bids to purchase up to a half dozen electric vehicles as part of a pilot program to explore changing its vehicle fleet.

The Ford F-150 Lightning pickup truck, Ford Mustang Mach-E, Chevy Bolt EV and EUV are all on the potential purchase list.

It's not clear yet exactly how the vehicles would be used, or where they would charge. Those details are expected to be hammered out during a wait of six months to a year before the vehicles are purchased and delivered.

The approval comes eight weeks after county commissioners agreed to explore "electrification benefits" for its fleet. The focus is on having a role in reducing emissions, improving health outcomes and potentially realizing long term savings on vehicle maintenance.

Commissioners Devan Allen and Roy Charles Brooks have been serving on the North Texas Electric Transportation Compact this year. The group has a goal of bringing governments and large corporations together to work on ways to convert vehicle fleets.

"And then also work to educate the broader community about the benefits of electricification," Allen said. "You've got to start somewhere. We've got to see what works, what's going to work."

A task force working on the plans for Tarrant County's pilot program immediately identified pickup trucks as a likely entry point, but low availability required them to expand out to other models of vehicles to consider. Out of 13 vehicles the county considered and requested bids for, it only received bids for four of them.

General funds will be used to buy the vehicles with the bid for the Lightning coming in at just under \$60,000. The Chevy Bolt EV was the lowest cost model with a bid received of \$32,550.

Fort Worth Report

Fort Worth, western DFW cities are running out of time to address looming landfill dilemma

By Haley Samsel

The first fact Brandon Bennett learned after inheriting Fort Worth's solid waste department in 2010 was straightforward enough: If the Southeast Landfill accepted similar amounts of waste as it did in 2009, the facility could stay open for somewhere between 50 and 60 more years.

In the dozen years since, that calculation has shifted beyond recognition.

The amount of commercial waste headed to Fort Worth's dump, located [in Kennedale](#), rose by 694% between 2009 and 2021, according to an [August informal city manager's report](#) to City Council. Last year, 925,587 tons of trash entered the facility – a whopping 274% increase since 2009. Population growth also drove a 77% increase in residential waste over that period.

The result? Fort Worth now expects the Southeast Landfill, built in the 1970s, to close in less than 15 years. Without the construction of new landfills, the eight counties encompassing the western half of the Dallas-Fort Worth metroplex are set to run out of space by 2036, according to estimates from the [North Central Texas Council of Governments](#).

"We don't see this as a Fort Worth problem," Bennett, the city's code compliance director, said. "We see this as a Metroplex problem that all of us are facing, even those that still have a lot of landfill space left. That's going to go away fairly quickly without these other landfills."

The North Central Texas Council of Governments estimates the process to purchase land, permit, construct and operate a new landfill takes [at least 15 years](#) and an upfront investment of between \$1.1 to \$1.7 million, according to [2014 EPA estimates](#).

That means local officials would need to start identifying potential sites now – and the clock is ticking.

Government leaders across Tarrant, Erath, Hood, Johnson, Palo Pinto, Parker, Somervell and Wise counties must choose a path for addressing the looming waste crisis, whether by developing a regional waste management agency, building their own landfills, or letting the private sector take the lead, said Edith Marvin, the director of environment and development at the council of governments.

"In the end, if none of this gets resolved and they come to no conclusions and no actions are taken, what happens is that the cost of shipping that solid waste goes up," Marvin said.

"Ultimately, if the public sector doesn't come together and formulate some solutions, the result of that is increased costs for solid waste management. And that turns probably to the private sector to manage that if nothing is done."

As of Sept. 9, the Western Region Solid Waste Capacity Policy Advisory Group had 18 voting members: 16 cities and two counties, Wise and Hood. (North Central Texas Council of Governments)

Since the [closure of Weatherford's landfill](#) last year, only three landfills accepting municipal solid waste remain open across the eight counties. All three are located in the eastern part of the

region: Turkey Creek Landfill in Johnson County, along with the Arlington and Fort Worth landfills in Tarrant County.

Arlington has the [longest remaining capacity](#) left, with an estimated 37 years, according to a [June council of governments presentation](#). The council of governments puts Fort Worth's capacity at a maximum of 22 years, and Turkey Creek is expected to close in five years.

The closure of Fort Worth's landfill will not cause a "crisis," Bennett said, because there are other landfills in Denton and Arlington where the city could send residential and commercial waste.

"It will just be farther away. It costs more money," he said. "Our goal is to work with the North Central Texas Council of Governments, with our current contractor and others, to try to extend our landfill life a little bit longer and to make sure that we have workable solutions."

Weatherford's pending closure prompted the council of governments to convene western leaders in mid-2020 and consider commissioning a study to identify potential solutions.

That [study was published](#) in July 2021, and the [Western Region Solid Waste Capacity Policy Advisory Group](#) was formalized in March to consider implementing the study's recommendations. Regional leaders, including representatives from the Tarrant County cities of Fort Worth, Mansfield, Arlington, Haltom City and Keller, last [met in September](#).

"All of those perspectives and differences ultimately lead to an ideal solution," Marvin said. "The fact that we have all those different perspectives together and talking helps us explore all of the alternatives that were presented in the study and leads to a more diverse discussion about what the options are."

Fort Worth has no plans to expand or build new landfill

The eight-county region that includes Tarrant County is expected to generate 69.6 million tons of waste between 2022 and 2042 if population growth continues as anticipated, according to the [July 2021 report](#), authored by Michael Carleton with the engineering firm Arredondo, Zepeda & Brunz LLC.

The western region's population is expected to balloon by 46% between 2020 and 2050, according to Elena Berg, an environment and development planner for the council of governments. To address the growth, Carleton and his firm identified nine "alternatives" for government representatives to consider.

Carleton's recommendation with the most impact – and likely most controversy – addresses the need to increase landfill capacity, whether by expanding existing landfills in Tarrant County or building new ones in the region.

Fort Worth must determine if the city will expand the Southeast Landfill, identify a new site for long-term needs, help establish a regional agency to handle solid waste disposal, or "take no action and rely on the private sector to address its disposal needs," Carleton wrote.

If Fort Worth decides on the last option, "the loss of capacity in the western region will certainly increase the cost of disposal throughout the region, as well as place a strain on existing facilities in the NCTCOG region," Carleton wrote. "It is strongly recommended that the city find ways to develop new capacity either as a city endeavor or as part of a newly formed (agency)."

Fort Worth doesn't envision building a new landfill for residential customers, Bennett said. The city also considered expanding the Southeast Landfill's footprint, but decided against it because the time, effort and money would not be worth the extra few years of capacity, Bennett said.

"When our landfill fills up, [Waste Management is our contract provider](#) and they will have to find a place to dispose of the waste, and we'll incorporate that into the rates," he said. "That's how many cities actually do it – they're not in the landfilling business. They simply have a contract, they pay the contractor to pick it up and it's just their responsibility on where to dispose."

City officials didn't think they would have to consider such a large investment so soon. But, in 2010, Fort Worth [settled a lawsuit](#) with Republic Services, a solid waste services company that operates Fort Worth and Arlington's landfills.

Republic argued that the city's rules for accepting commercial waste were so restrictive the company was not earning a return on its investment, Bennett said.

The resulting settlement allowed Republic Services to accept hundreds of thousands more tons of commercial waste at the Southeast Landfill. In 2009, residential waste made up 68% of waste headed to the landfill. Twelve years later, 68% of waste came from commercial sources, according to the August informal report.

"The good news for the commercial enterprises in Fort Worth is that they have had a closer place to take their garbage," Bennett said. "It was anticipated that the additional commercial waste would eat away at the landfill life. What wasn't anticipated was to the degree that it would eat away at the landfill life."

Carleton's report acknowledges the difficulties of meeting environmental requirements and overcoming public opposition to a new landfill site.

"The selection of a location for a future disposal site is becoming increasingly more difficult due to continued population growth and the role social media has in organizing opposition," Carleton wrote. "While an unpopular decision, the city or (regional agency) will need to push forward with permitting in order to provide an essential environmental facility that meets the western region's future solid waste management needs."

Fort Worth will work to find ways to encourage the private sector to build landfills and transfer stations to move waste to long-haul trucks in a way that is still affordable to haulers in the city, Bennett said.

If all cities agreed on the approach to let the private sector handle the public hearing and permitting process for landfills, the 2021 study would not have been necessary, Marvin said.

"I think if they were all in sync, and saying we just don't want to deal with this, we need to push it away and let somebody else handle this, then they wouldn't have asked us to do this study, because they would have already had their preferred collective solution," she said. "I don't think that was the case."

Western region considers creating new agency, looking for more engagement

Among recommendations such as increasing the number of dropoff waste collection stations and improving composting capabilities – which Fort Worth is [already pursuing](#) – Carleton's

report also recommends that western regional leaders consider creating a Western Region Solid Waste Management Agency.

That agency would be similar in structure to the North Texas Municipal Water District, which provides solid waste disposal services to Collin County cities, and Brazos Valley Solid Waste Management Agency, which operates a public landfill for seven counties near Bryan and College Station.

Forming a regional agency would “reduce municipal and county debt” for constructing projects and aggregate city services to provide more efficient services throughout the western part of DFW, according to Carleton’s report. However, cities would lose some control over design and operations of landfills or other sites, he wrote.

So far, the policy advisory group has [adopted bylaws](#) and elected officers, but members have not evaluated implementing Carleton’s recommendations.

One of the key challenges the policy group has run into is attracting the attention of county commissioners and City Council members on this crucial issue, Marvin said. Most meetings included staff-level employees who are local experts on the subject – not the elected officials who would need to carry landfill and other project proposals to the finish line.

“Getting the attention of the right people to come to the table and have those discussions has been and will continue to be a struggle,” Marvin said. “You can’t do it all at a staff level. You have to have buy-in, and landfills are not simple. They’re controversial.”

Members of the policy advisory group have proposed in-person visits and lunch-and-learns with elected leaders to educate them about the problem and the 2021 report, Marvin said. The group will gather next Dec. 14.

Bennett suspects that because the landfill closure date is more than a decade away, city leaders feel as if the issue is not yet critical.

“The closer you get to these landfills filling up, the easier it will be for cities to talk about landfilling options because then it’s more of a crisis,” Bennett said. “We’re still 15 to 20 years out. It’s not a short enough period of time for people to say that we’ve got to have a more intimate, difficult conversation.”

Fort Worth Star-Telegram

Who sets tollway prices in North Texas? The answer depends on which road you take

By Megan Cardona

Whether you avoid them or use them, toll roads offer an alternative and often faster route on Texas highways.

North Texas has its share of tollways from the President George Bush Turnpike and Chisholm Trail Parkway to toll lanes along Interstate-35 and State Highway 183, but not all tolls are owned by the same entity.

WHO OWNS TOLL ROADS?

In Texas, it depends on which toll road you take.

Tolls in the Dallas-Fort Worth area are operated by either the North Texas Tollway Authority or the Texas Department of Transportation.

The NTTA operates and maintains the following toll roads:

- President George Bush Turnpike
- Sam Rayburn Tollway
- Chisholm Trail Parkway
- State Highway 360 Tollway
- Dallas North Tollway
- Lewisville Lake Toll Bridge
- Mountain Creek Lake Bridge
- SH-360 and SH-161 toll connector
- Addison Airport Tunnel

TxDOT operates and maintains all TEXpress lanes including:

- North Tarrant Express lanes on Interstate 820, State Highway 121, State Highway 183
- NTE lanes on Interstate 35W
- LBJ lanes on Interstate 635 and I-35E

WHO SETS TOLL ROAD PRICES?

For NTTA operated roads, the authority's board of directors follows a schedule of toll rate increases that take effect on July 1 in odd-numbered years, an NTTA spokesperson said in a statement.

The NTTA board of directors reviews the toll rate schedule and determines if biennial increases should continue during the annual budget process.

Unlike TEXpress toll roads, NTTA operated toll rates are fixed and do not change or fluctuate with traffic conditions.

In the first six months following the opening of TEXpress road, toll rates are on a fixed variable schedule with higher pricing during rush hour traffic.

Once a TEXpress road has been open for six months, variable congestion-management pricing is put in place which sets prices based on real-time traffic conditions. Prices go up on TEXpress lanes during periods of high traffic and go down during low demand.

Toll rates for TEXpress can range from less than a dollar to well over a gallon of gas depending on the toll segment, the date and time of day.

The SH-26 and SH-183 to Mark IV Parkway segment, operated by TEXpress, averages \$2 as its weekly highest price during the evening rush hour traffic. By comparison, the SH-121 and SH-183 to I-820 and Bedford Eules Road segment's highest average price each week is over \$16.

WHERE DOES TOLL ROAD MONEY GO?

Roads operated by NTTA collect tolls to cover the cost of building the roadway system and help maintain road conditions. NTTA is in the process of repaying around \$9.5 billion it borrowed to build a system of toll roads in North Texas and the debt will not be paid off until 2049, an NTTA spokesperson said.

If NTTA is asked to build more toll roads for the region, it could add to their debt and extend the time it would take to pay it off, the spokesperson said.

TEXpress lanes were created by the North Central Texas Council of Governments' Regional Transportation Council to fund state transportation projects like roadways improvements.

HOW ARE TOLL RATES CHARGED?

Drivers using both NTTA and TEXpress roads pay at specific segments on the toll roads and are charged per segment they enter.

ARE THERE WAYS TO SAVE ON TOLL ROADS?

For drivers who want to skip the rush hour traffic, a NTTA TollTag is one way to save.

Drivers can open an account and get a TollTag through the NTTA website. TollTag accounts can be opened with \$20 in prepaid tolls for one vehicle, \$40 for two to three vehicles and \$80 for four to six vehicles.

With a TollTag, the cost of the toll road automatically gets taken from the account and can be replenished online.

TxTags, a statewide toll road tag, work similarly to TollTags and a TxTag account can be opened with \$20 in prepaid tolls.

Carpoolers and motorcyclists qualify for 50% off select TEXpress tolls if they activate their HOV toll discount through GoCarma ahead of their trip.

In order to qualify for an HOV discount, there must be two or more people in the vehicle and have a TollTag or TxTag account in good standing. The HOV discount period is during peak travel periods Monday-Friday, 6:30 a.m. to 9 a.m. and 3 p.m. to 6:30 p.m.

HOV discounts apply to the following toll roads:

- LBJ TEXpress Lanes

- NTE TEXpress Lanes
- NTE 35W TEXpress Lanes
- I-30 TEXpress Lanes
- I-35E TEXpress Lanes
- SH-114 TEXpress Lanes
- Loop 12 TEXpress Lanes
- SH 183 TEXpress Lanes

Dallas Morning News

Why Dallas LOOP trail's Victory-Design District link stalled out despite City Council OK

By Sharon Grigsby

Remember [the Hi Line Connector](#) — the critical link needed to hook together the Katy Trail and the Trinity and close a hole in the grand 50-mile bike-and-hike loop through Dallas?

Given that the City Council approved the bid for this mile-long connection six months ago and groundbreaking was set for May, you probably figure construction dirt is flying.

Nope. Not a single shovelful has been turned on this stretch between the Victory neighborhood and the Design District.

The only work being done is in the courthouse as Dallas fights a lawsuit brought by a contractor who believes he — not the company council ultimately selected — deserved to get the deal.

Gadberry Construction had the lowest bid for the Hi Line, coming in at \$770,000 less than the \$11.5 million the Fain Group proposed. The Dallas Park and Recreation Department chose Fain because Gadberry was deemed to not have enough of the specific experience required for this project.

Minutes before City Council members made the final call April 27, company owner Dustin Gadberry told them he'd sue if they approved the Fain recommendation.

That's exactly what he did, [securing a temporary restraining order](#) and then an injunction that prevents any construction while the lawsuit proceeds.

The Hi Line was planned as a 14-month project to open in July 2023. It's now held hostage by a case that won't go to trial until March at the earliest.

I can't say with certainty which side is right; that likely will be settled in the courtroom where all the facts can be examined side by side.

But this development is a momentum buster for everyone keen on The LOOP project, which seeks to connect neighborhoods throughout Dallas and bring pedestrian assets to long-overlooked areas.

Led by the Circuit Trail Conservancy, the goal is to link 39 miles of existing trails by adding 11 miles of new ones to create a giant seamless route.

The Hi Line piece required three years of planning by the conservancy and its design consultant, SWA Group.

While the other connectors are mostly built in green spaces and floodplain corridors, Hi Line demands a special blend of engineering and traffic solutions to navigate one of the city's densest urban neighborhoods and traverse under Interstate 35E.

ADVERTISING

Gadberry's lawsuit names as defendants the mayor and 10 council members who voted to move forward with the Fain Group contract.

The Circuit Trail Conservancy and SWA Group were also named, but Gadberry attorney and former City Council member Philip Kingston notified the court Oct. 21 they are not pursuing the conservancy and its consultant at present.

“We want to concentrate on the thing we’ve been asking for from the beginning, which is the city reissue the bid and allow Dustin a fair chance to bid for it,” Kingston told me Wednesday.

Top: High Line Drive on Thursday between Oak Lawn Avenue and Slocum Street, where the Man with a Glass Heart statue stands. Bottom: Rendering of the same area with the Hi Line Connector running through the median. (Smiley N. Pool/Staff Photographer and SWA Group)

Park department director John Jenkins reiterated to me the city stands by its decision on a process that was fair and in accordance with the law.

Gadberry had repeatedly stated his concerns prior to the April City Council meeting and much of that day’s discussion was devoted to details of what led to Jenkins’ recommendation of Fain.

The contractor opened his appeal by alleging what “can be at best defined as a complete violation of procurement standards here or, at worst, a backroom deal that needs further investigation.”

Council member Paul Ridley, whose district includes the Hi Line Connector, moved for a 30-day delay and a directive for staff to take another look.

But under repeated questioning from other council members, Jenkins and his staff, with affirmations from members of the city attorney’s office, recounted the work that had gone into their decision.

The Hi Line Connector is a public-private partnership involving City Hall, the Circuit Trail Conservancy and the Texas Department of Transportation.

The \$11.5 million needed for the project is made up of \$8 million from the state transportation department and \$3.5 million from a construction loan the conservancy secured on the basis of tax increment financing from the Sports Arena TIF District. The TIF dollars won’t be released until the project is done.

When the construction bids arrived in December, the park department asked the conservancy’s design consultant, SWA, to help evaluate them. The city says that’s standard practice in public-private partnerships and followed the process of a previous connector project, the Trinity Forest Spine Trail.

After its research, SWA recommended Fain over Gadberry to park staff; their evaluation was the same and that decision went to Jenkins.

The park director said he subsequently did his own reviews. He asked to see more information from Gadberry and interrogated staff on whether they treated all bidders the same and followed every rule.

In response, the majority of City Council agreed the park department and city attorney’s office had already gone far beyond the extra mile. They voted no to Ridley’s request for a delay and then approved giving the project to the Fain Group.

Watch the 90-minute discussion for yourself in the City Council video archive ([item 36 in the April 27 meeting](#)). A reasonable assessment is the disagreement boiled down to a key word within the decision-making parameters, “lowest *responsible* bidder,” which is found in the city’s directives.

Gadberry told the council that day that the rules shifted on him and weren’t properly explained.

Most recently, during the public speakers’ time at the Oct. 12 council meeting, the contractor implored members to rebid the contract.

The process “stinks to high heaven and I’m asking you — you can end it,” he said. “I’ve spent over \$100,000. Please resolicit it and do it right.”

But as surely as Gadberry believes the city is in violation of the Texas Government Code, City Attorney Chris Caso and Jenkins have no reason to create a rebid precedent if their departments did their due diligence and followed the law.

“The city exercised its lawful authority under state law to reject Gadberry’s bid for lack of qualifications and awarded the contract to Fain,” Jenkins said in response to my questions.

He specified Gadberry lacked “sufficient requisite experience in roadway construction, traffic signalization, and traffic flow management.” That caused concern the contractor would be unable to complete the project, as designed, on time and on budget.

Kingston strongly disagrees: “They have consistently told the court state law allows them to pick and choose among bidders even in a low-bid procurement. Nothing could be more opposite from the truth.”

During our interview, Gadberry said he’s in this legal battle not just for the chance to bid again on the Hi Line project but because he believes the outcome will show a broader look is needed into how the city conducts business.

Gadberry Construction does projects in other major Texas cities, “and I’ve never seen something like this happen,” he said.

Whatever the result of this lawsuit, the Circuit Trail Conservancy will have its hands, especially with the cost of labor and materials skyrocketing. Will the amenity-filled project they originally designed still be feasible? What kind of refinancing will be required?

Conservancy executive director Philip Hiatt Haigh maintains the legal challenge is not unlike other conflicts slowly resolved with utilities and property owners during the Hi Line’s complicated planning these last three years.

“In the end, we will deliver a project that sets a new standard for Dallas, the kind of urban trail that our city deserves,” he told me.

No doubt this critical hole in The LOOP will eventually be plugged. But when will we actually be able to run, walk or bike from the Katy to the Trinity? Today that feels like light years away.

CBS News

City of Plano looks at a different solution for alleviating traffic

By Erin Jones

If you've spent any significant time in North Texas, you know just how bad the traffic can be. It has some cities showing interest in a new, aerial form of transportation.

Earlier this year, the North Central Texas Council of Governments launched a certification program for new transportation technologies and now, a handful of cities have expressed interest.

At last week's Plano City Council meeting, the city's director of engineering introduced council members to JPods.

"It is a fee-based point to multi-point aerial personal transit and you probably look at it and say it looks like a gondola.. exactly right," he said.

Each car or "pod" would carry four to six people. You enter in the location or station that you're going to and it would take you there directly. A proposed map shows it connecting popular areas like Legacy West and The Shops at Legacy.

The city council has given the go-ahead to submit an application to the council of governments, which is due Nov. 18. There's no commitment, but if the city does go forward with the project, it's estimated it would take about seven to 10 years to complete.

"I think any way to relieve some of the congestion in the area and then just keep people a lot safer, it's a great idea," Frisco resident Heather Warren said.

Plano's director of engineering said JPods has offered to privately fund this entire operation. It's estimated to cost \$15 million dollars a mile.

[City of Plano looks at a different solution for alleviating traffic - CBS DFW \(cbsnews.com\)](https://www.cbsnews.com/news/city-of-plano-looks-at-a-different-solution-for-alleviating-traffic/)

Urban Land

No End in Sight for Growth in the Texas Triangle

By Ralph Bivins

The Dallas/Fort Worth metro area is rising on a powerful growth explosion that will lift it past Chicago to become the third-largest metropolitan statistical area in the nation, experts said during a session at the ULI Fall Meeting in Dallas.

“We’ve definitely been experiencing a boom,” said Cullum Clark, director of the George W. Bush Institute—SMU Economic Growth Initiative and an adjunct professor of economics at Southern Methodist University.

The extended growth spurt is not limited to Dallas/Fort Worth, a North Texas spread of communities with a combined population of more than 7.7 million. The Texas Triangle, made up of Texas’s largest cities—Houston, Austin, San Antonio, and Dallas/Fort Worth—is poised for significant growth. Already 54 Fortune 500 companies have their headquarters in the Texas Triangle, Clark said at the session, titled “The Texas Miracle: How’d We Get Here and What’s Next for DFW?”

The Major Growth Driver of Dallas

Ron Kirk, Dallas mayor from 1995 to 2001, attributes the city’s outstanding growth to one major transportation project.

“There is one magic bullet: the one big centrifugal force is DFW,” Kirk said, referring to Dallas/Fort Worth International Airport, which opened in 1973. It is largest hub for American Airlines and the third-busiest airport in the world, according to Airports Council International.

Kirk, senior of counsel in Gibson, Dunn & Crutcher’s Dallas and Washington, D.C., offices, said the far-reaching scope of the airport and its location in the middle of the nation make corporate travel efficient and convenient.

Dallas’s track record of corporate relocations has been impressive: the metro area landed the headquarters of JCPenney, Exxon Mobil, Toyota Motors U.S., McKesson, and CBRE, along with the influx of thousands of employees from other companies. The lower home prices and lighter taxes lure companies to Dallas and its fast-growing suburbs.

Dallas lacks the features of natural beauty, such as sandy beaches or mountains frosted with snow, Kirk admitted, but it is perceived as a good place to live. “We are a great place to live and raise your families.”

Plus, there was land available for suburban expansion that spread to the north in many cases. “We are the largest real estate play in the country,” he said.

“More people are moving here, and that’s been great for our business,” said Michael Levy, chief executive officer of Dallas-based Crow Holdings, which was founded by legendary developer Trammell Crow about 75 years ago.

Levy said the Dallas/Fort Worth area has evolved into a number of growth nodes—cities or self-sustained submarkets with housing, offices, retailers, civic management, and schools. These large-scale communities allow families to live, work, and play, and move through the “daily grind” of life without the excessively long commutes required in some metro areas, he said.

Shifting Population

The suburban growth detracts from some of the central city tax base, Kirk said, but younger people return to the city’s core seeking the density and urban excitement.

“We may lose out on those families, but the younger people don’t want to live 45 minutes out of the city,” Kirk said.

The past growth and latent potential of the Dallas market has gained attention throughout the real estate community. In ULI and PwC’s *Emerging Trends in Real Estate*® 2023 forecast report, released at the meeting, Dallas/Fort Worth ranked behind only Nashville in terms of its overall real estate prospects. The report also ranks the Dallas/Fort Worth market sixth in homebuilding prospects.

With its strong population and economic growth, Texas has been a star in homebuilding, with Dallas/Fort Worth and Houston leading the nation in single-family housing starts for many years. According to the RCLCO Real Estate Consulting firm, the Houston metro area led the nation in 2021 with 52,195 housing starts, following by the Dallas/Fort Worth market with 51,681 starts. The Phoenix metro area ranked a distant third with 36,729 starts last year, RCLCO reported.

Houston is also expected to surpass Chicago among metropolitan statistical areas in the next decade or so, Clark said.

Reopenings and redesigns: How Trinity Metro hopes to boost ridership in 2023

By Sandra Sadek

Now that [Trinity Metro](#)'s ridership numbers have nearly recovered from the COVID-19 pandemic, the agency is forging a path to increase the number of people using public transportation in 2023.

A task force comprised of Trinity Metro staff recently presented nine recommendations to the Board of Directors to implement over the next year. Those recommendations focus on improving safety and customer experience as well as educating the public about available services.

"Now that COVID-19 is mostly in the rearview mirror, we've been able to focus on bringing back that ridership. And people in some cases have forgotten about us. In some cases, people have moved here and don't know about us," said Richard Andreski, president and CEO of Trinity Metro. "We want to do as much as possible with our system, we have capacity... So, our goal here is to do more with the resources we've been allocated and to be more useful to our community."

Trinity Metro's ridership recovery is at 81% of what it was pre-pandemic, leading many Texas agencies when it comes to bringing back riders, said Melissa Chrisman, the executive sponsor of the Ridership Task Force and vice president of marketing and communications.

https://public.flourish.studio/visualisation/11620719/?utm_source=showcase&utm_campaign=visualisation/11620719

"We kind of thought, 'What are the reasons why people may not be coming back to transit? Or what are the reasons that they might not have tried it?' And how can we turn that into an opportunity," Chrisman said.

The first tactic is hosting a grand re-opening of TEXRail to celebrate the four-year anniversary of the rail line, which opened in January 2019. The agency will host events at four different stations on the TEXRail line, reintroducing people to the rail line who may have forgotten or not known about it.

Tactics to increase ridership:

1. Host a TEXRail "Re Grand-Opening" event
2. Upgrade technology on buses and trains, including WiFi.
3. GoPass/See Say Integration: improve app experience, with real-time tracking
4. Upgrade the website.
5. Schedule Day Spring Service Change: with changes to the schedule, staff will go out and inform the public of the changes.
6. Have officers and neighborhood police officers onboard to interact with riders.
7. Include veterans in the reduced fare program
8. Improve bus stops and rail stations
9. Introduce a rewards/loyalty program

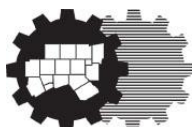
“We’ve had so much economic development around some of our TEXRail stations. We have so many people moving into Fort Worth every day,” Chrisman said. “We started the service on Jan. 10, 2019, had a year of great service, and then got the pandemic.”

Other recommendations include a \$7 million, three-year gradual [redesign of the bus stops](#) across Fort Worth as well as educational outreach in the community near train and bus stations.

On the technology side, the website will be revamped to make it more user-friendly. Trinity Metro also expects to improve GoPass, the agency’s pass where passengers can purchase tickets, to include real-time tracking, and eventually add WiFi to the trains and buses.

The agency is also looking to create a loyalty program for users and offer reduced fares for veterans.

“Every one of these tactics is about really putting ourselves in the shoes of the rider,” Andreski said. I think this gets us there. And then this really sets the stage for the future ... When we hear from customers, they want more.”



North Central Texas
Council of Governments



**Dallas-Fort Worth
CLEAN CITIES**

PRESS RELEASE

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DFW Clean Cities Recognizes Fleets for Contributions to Air Quality

8 entities earn the top award for efforts to improve air quality

Nov. 1, 2022 (Arlington, Texas) – The Dallas-Fort Worth Clean Cities Coalition recognized local fleets on Nov. 1 for their efforts to reduce petroleum use and improve air quality, as part of its annual Fleet Recognition Awards. The winners include eight Gold, seven Silver and six Bronze recipients.

The city of Southlake and Dallas Area Rapid Transit were awarded Gold status for the fourth consecutive year, while cities of Carrollton, Dallas, Denton and Lewisville, and Dallas Fort Worth International Airport were awarded Gold for the third straight year. The City of Grapevine brought home Gold for a second consecutive year.

The winners of the Silver recognition were the cities of Arlington, Frisco, Irving and Mesquite along with the Town of Addison, Denton ISD and Trinity Metro. The City of Irving earned Silver status for the fifth year.

The cities of Coppell, Lancaster and North Richland Hills earned Bronze Level recognition, along with the Town of Flower Mound, Denton County, and GreenPath Logistics.

Awards were presented to entities based on a scoring system with 100 possible points based on their contributions recorded in the DFW Clean Cities Annual Survey. The points include 55 from emissions reduction, 25 from fuel consumption reduction, and 20 from partnering with DFWCC. Gold Level status required 45-100 points; Silver Level status required 34-44; and Bronze Level status required 28-34.

The 2022 winners were significant in helping the region reduce 24.2 million gallons of gasoline equivalent and 118,555 tons of greenhouse emissions.

Additionally, DFW Clean Cities recognized 11 Shining Stars for their work to improve air quality by reducing nitrogen oxides, improving efficiency and converting to alternative fuels. The cities of Lewisville, Grapevine and Coppell were recognized for greatest progress in reducing nitrogen oxides. Denton County, Denton County Transportation Authority, Flower Mound, and the City of Carrollton were recognized as showcasing the greatest efficiency strategies. Shining Stars

highlighted as alternative fuel champions are DFW Airport, Dallas ISD, Trinity Metro and the City of Arlington.

Finally, DFW Clean Cities recognized entities in the Fleet Challenge that gave quantifiable goals and have exceeded those numbers in comparison to the 2020 results. Winners were Dallas Fort Worth International Airport and the cities of Bedford, Carrollton, Frisco, North Richland Hills and Watauga.

Fleet Challenge Awards

City of Bedford	Two-time winner (2021, 2022)
City of Carrollton	Two-time winner (2021, 2022)
City of Frisco	Two-time winner (2021, 2022)
City of North Richland Hills	First-time winner (2022)
City of Watauga	First-time winner (2022)
DFW Airport	Two-time winner (2021, 2022)

The Clean Cities initiative is a locally based, public-private partnership that promotes practices and decisions to reduce energy use and improve air quality in the transportation sector. The annual survey helps track that progress. For more information, visit www.dfwcleancities.org.

About the North Central Texas Council of Governments:

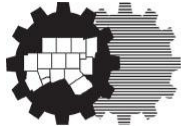
NCTCOG is a voluntary association of local governments established in 1966 to assist local governments in planning for common needs, cooperating for mutual benefit, and coordinating for sound regional development. NCTCOG's purpose is to strengthen both the individual and collective power of local governments and to help them recognize regional opportunities, eliminate unnecessary duplication, and make joint decisions.

NCTCOG serves a 16-county region of North Central Texas, which is centered on the two urban centers of Dallas and Fort Worth. Currently, NCTCOG has 238 member governments including 16 counties, 169 cities, 22 school districts, and 31 special districts. For more information on the NCTCOG Transportation Department, visit www.nctcog.org/trans.

About the Dallas-Fort Worth Clean Cities Coalition:

In 1995, the Dallas-Fort Worth (DFW) Clean Cities became one of the first Clean Cities coalitions under the Energy Policy Act's provision for an organization that promotes the use of alternative fuels to lessen America's dependence on foreign sources of petroleum. Dallas-Fort Worth Clean Cities is a locally based, public/private partnership that seeks to advance energy security, protect environmental and public health, and stimulate economic development by promoting practices and decisions to reduce transportation energy impacts and improve air quality, primarily in the transportation sector.

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North Central Texas
Council of Governments

PRESS RELEASE
Contact: Brian Wilson
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NCTCOG to Offer Public Input Opportunity Oct. 10

Comments on planning initiatives, car care awareness accepted through Nov. 8

Oct. 10, 2022 – (ARLINGTON, Texas) – Residents will have a chance to comment on regional transportation and air quality planning activities beginning Monday, Oct. 10, as the North Central Texas Council of Governments opens an online public input opportunity.

Information on car care awareness and modifications to the Unified Planning Work Program will be posted at www.publicinput.com/nctcogOct22, where North Texans can provide comments until Tuesday, Nov. 8.

October is Fall Car Care Month, and NCTCOG invites residents to ensure vehicles are properly taken care of and are contributing to the regional air quality solution. The public will be able to access information online to see where they can get discounts on auto repair or replacement parts to keep their vehicle from excessive tailpipe pollution, and to see where vehicle maintenance clinics are being held throughout the region. More information about car care awareness can be found at www.ntxcarcare.org.

The UPWP provides a summary of transportation and air quality planning activities that will be conducted in the 12-county Dallas-Fort Worth area. Proposed modifications for the UPWP will be posted online for review and comment.

NCTCOG will also highlight several resources available as part of the October public input opportunity. Resources for the Regional Smoking Vehicle Program (RSVP) can be found at www.smokingvehicle.net, and vehicle incentive and funding opportunities are available at www.nctcog.org/aqfunding.

NCTCOG is also accepting public input through Map Your Experience, an online mapping tool used to guide transportation planning efforts. To explore Map Your Experience, visit www.nctcog.org/mapyouexperience.

For special accommodations due to a disability or for language interpretation, contact Jackie Castillo at 817-695-9255 or jcastillo@nctcog.org at least 72 hours prior to the meeting.

To submit comments and questions to NCTCOG, email nctcogoct22@publicinput.com or visit publicinput.com/nctcogOct22.

About the North Central Texas Council of Governments:

NCTCOG is a voluntary association of local governments established in 1966 to assist local governments in planning for common needs, cooperating for mutual benefit and coordinating for sound regional development. NCTCOG's purpose is to strengthen both the individual and collective power of local governments and to help them recognize regional opportunities, eliminate unnecessary duplication and make joint decisions.

NCTCOG serves a 16-county region of North Central Texas, which is centered on the two urban centers of Dallas and Fort Worth. Currently, NCTCOG has 238 member governments including 16 counties, 169 cities, 19 school districts and 27 special districts. For more information on the NCTCOG Transportation Department, visit www.nctcog.org/trans.

About the Regional Transportation Council:

The Regional Transportation Council (RTC) of the North Central Texas Council of Governments has served as the Metropolitan Planning Organization (MPO) for regional transportation planning in the Dallas-Fort Worth area since 1974. The MPO works in cooperation with the region's transportation providers to address the complex transportation needs of the rapidly growing metropolitan area. The Dallas-Fort Worth metropolitan area includes Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant and Wise counties. The RTC's 44 members include local elected or appointed officials from the metropolitan area and representatives from each of the area's transportation providers. More information can be found at www.nctcog.org.

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BYLAWS AND OPERATING PROCEDURES REGIONAL TRANSPORTATION COUNCIL

~~August 2018~~ November 2022

STATEMENT OF PRINCIPLES

1. The physical, economic, and social well-being of the region, its citizens, and business enterprises, now and in the future, is determined to a great extent by its transportation system. Therefore, decisions involving transportation systems and subsystems must consider the environmental, economic, and social impacts of the alternatives in the future development of the transportation system and must attain the principal objective of having an efficient, safe, and practical system for moving people, goods, and services in the region according to their needs.
2. A transportation system can best be planned on a large-area basis involving city, county, regional, and state jurisdictional responsibilities and a proper mix of various modes of travel.
3. Counties and cities have the local responsibility for anticipating and meeting the transportation needs for adequately moving people and goods within their jurisdictions. However, the Texas Department of Transportation is charged, by law, with the responsibility for planning, designing, constructing, and maintaining the State Highway System. In addition, duly authorized transportation authorities are responsible for planning, developing, and operating public transportation services in their respective service areas. Under federal legislation, the Metropolitan Planning Organization (MPO), through the NCTCOG Regional Transportation Council, has an expanded role in project selection, transportation project programming, and project funding.
4. Evaluation of transportation alternatives and the determination of the most desirable transportation system can best be accomplished through a Regional Transportation Council

(RTC) of primarily elected officials from the counties and cities in the North Central Texas Region. The Regional Transportation Council will be the forum for cooperative decision making by primarily elected officials of general purpose local governments (i.e., cities and counties) and including representatives of entities responsible for highway, toll road, mass transit improvements, and ground access to air carrier aviation. It is in the explicit interest of the Regional Transportation Council, that all elected officials be of general purpose local governments.

5. The Regional Transportation Council will make recommendations involving the regional transportation system, including the regional highway system, the regional public transportation system, and the regional aviation system, to the counties and cities, the State, and the authorities for all modes of transportation. Final decisions for implementing the Metropolitan Transportation Plan will be a cooperative effort between the governing bodies of the counties and cities, the Texas Transportation Commission, the Regional Transportation Council, and the authorities.
6. The Regional Transportation Council will monitor the metropolitan transportation planning process to assure that it is conducted in a manner consistent with requirements of federal law and regulations.
7. In an attempt to fulfill the above concepts and to meet the requirements of the Federal Aid Highway Act of 1973, the Governor, on April 12, 1974, designated the North Central Texas Council of Governments as the Metropolitan Planning Organization for transportation planning with the proviso that the Regional Transportation Council be the decision-making group for regional transportation policy for the Dallas-Fort Worth urbanized area. Since that time, this designation has been modified to reflect the inclusion of both the Denton-Lewisville urbanized

area and the McKinney urbanized area. The NCTCOG Executive Board serves as the fiscal agent for the MPO. As the designated Metropolitan Planning Organization, the North Central Texas Council of Governments must assure that transportation planning in the urbanized area is satisfactorily coordinated and integrated with other comprehensive planning in the State Planning Region. These Bylaws and Operating Procedures spell out the manner in which the Regional Transportation Council shall fulfill its responsibilities as the cooperative transportation decision-making group of the Metropolitan Planning Organization for the Dallas-Fort Worth metropolitan area.

DEFINITIONS

Section 1. The following definitions shall apply to terms used in these Bylaws and Operating Procedures:

- A. Transportation Planning Process. The transportation planning process is the process of estimating future travel demand, identifying transportation improvement alternatives, and evaluating those alternatives and financial resources to determine the best combination of facilities and services for all modes of travel.

- B. Metropolitan Transportation Plan. The Metropolitan Transportation Plan (MTP) is the delineation of projects, programs, and policies associated with highway, transit, aviation, and other multimodal facilities that would serve the projected travel demand for a forecast year. The Metropolitan Transportation Plan will include a listing of projects anticipated to be funded over the next approximately 20+ years, policies, and programs, and be developed consistent with federal guidelines.

- C. Transportation Improvement Program. The Transportation Improvement Program (TIP) is a multimodal listing of all transportation projects and programs expected to be implemented over an approximately four-year period, as well as projects that are funded but not yet ready for implementation. This includes all projects or programs which are expected to utilize federal funds and those projects or programs which will utilize other funds (state or local), including toll road projects. The TIP will be developed consistent with federal guidelines and Regional Transportation Council selection criteria.
- D. Unified Planning Work Program. The Unified Planning Work Program (UPWP) is a listing of planning projects to be performed by the MPO in support of a continuous, comprehensive, and coordinated transportation planning process. The UPWP also contains a listing of planning projects performed by other agencies which will have regional significance.
- E. Regional Transportation System. The Regional Transportation System is the continuous network of roadways, transit services, aviation, and other multimodal facilities that provides for movement and interchange of people and goods, primarily between local jurisdictions within the region. Included in the Regional Transportation System, but are not limited to, are the Regional Highway System, Regional Public Transportation System, Regional Aviation System, and air carrier airports.
- F. Regional Highway System. The regional highway system includes, but is not limited to, those freeways, principal and minor arterials, tollways, managed lanes, intermodal terminals, parking facilities, and autonomous passenger vehicle services which make up the system for travel by automobile or truck.

- G. Regional Public Transportation System. The regional public transportation system includes, but is not limited to, light rail; commuter rail, high-speed rail, and other emerging transit technologies; local and express bus routes; personal rapid transit; paratransit and ridesharing services operated by public or private entities, and taxi or other for-hire transportation services.
- H. Regional Aviation System. The regional aviation system includes, but is not limited to, the collective airports and vertical flight facilities in the Metropolitan Area Boundary which provide terminals for commercial air travel, general aviation, and air cargo activities.
- I. Metropolitan Area. The Metropolitan Area is comprised of Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant, and Wise Counties. This area is expected to be principally urbanized by the appropriate planning horizon (approximately 20 years).
- J. Texas Metropolitan Mobility Plan. The region, as determined by the Regional Transportation Council or required by the Texas Department of Transportation, will develop, and update regularly, a needs-based plan in order to quantify funding needs and develop candidate policy areas.
- K. Primary Member. A primary member is the principal individual appointed to represent an entity or group of entities on the Regional Transportation Council.
- L. Alternate Member. An alternate member is the individual appointed to represent an entity or group of entities on the Regional Transportation Council in the absence of the primary member. An alternate member will receive all meeting materials provided to the primary member and is encouraged to attend Regional Transportation Council meetings on a regular basis in order to be knowledgeable on issues and prepared to vote should the primary member be unable to

attend a particular meeting. In order to ensure coordination between primary and alternate members, all information requests by the alternate member should be coordinated through the primary member.

ORGANIZATION

Section 2. The organization for regional transportation planning shall consist of the Regional Transportation Council, RTC subcommittees determined by the RTC officers, the Surface Transportation Technical Committee, and other technical committees determined by the NCTCOG Transportation Director, as described in subsequent paragraphs and sections of these Bylaws and Operating Procedures.

- A. Regional Transportation Council. The Regional Transportation Council shall be the forum for cooperative decision making by primarily elected officials of general purpose local governments in the Metropolitan Area.
- B. Standing and Ad Hoc Subcommittees. The Regional Transportation Council officers will determine necessary subcommittees for the conduct of RTC business. Subcommittee membership should reflect the diversity of the RTC.
- C. Technical Committees. The Surface Transportation Technical Committee shall provide technical review and advice to the Regional Transportation Council with regard to the surface transportation system. Other technical committees, determined by the NCTCOG Transportation Director, as needed, shall provide technical review and advice for the regional transportation planning process.

REGIONAL TRANSPORTATION COUNCIL

Section 3. The following rules shall govern the procedure, membership, and records of the Regional Transportation Council and its Subcommittees.

- A. Membership. Membership on the Regional Transportation Council shall be provided for local governments in the Metropolitan Area, either by direct membership or by representation. The maximum number of seats for individual and cluster cities shall be ~~27~~ 28; the maximum for all other seats shall be 17, resulting in membership that shall not exceed ~~44~~ 45 seats. The membership structure shall be based on the most recent NCTCOG demographic data, and the allocation readjusted to maintain the membership limit of ~~44~~ 45. A copy of the current membership structure is attached to these Bylaws as Appendix A. Cities with a population or employment total of 5,000 or greater shall be represented on the RTC through a membership cluster unless they are provided direct membership. Federally designated urbanized areas of 50,000 or greater, in which the Regional Transportation Council is serving as the Metropolitan Planning Organization, shall be provided direct membership. The cities of Denton, Lewisville, and McKinney have been designated as urbanized areas. The Regional Transportation Council will honor these designations and maintain a cluster seat for each of these three urbanized areas. Representation for the three urbanized area seats can come from any of the cities within the respective cluster. Transportation authority membership is provided only to those entities authorized and operating under Chapters 451, 452 or 460 of the Texas Transportation Code. The following local governments and public agencies shall be represented as indicated:

Cities

City of Arlington	2
Cities of Carrollton and Farmers Branch	1
Cities of Dallas, Highland Park, and University Park	6 (<u>includes seat for Love Field</u>)
Cities of Denton, Sanger, Corinth, and Lake Dallas, <u>Aubrey, Krum, Hickory Creek, and Oak Point</u>	1 (urbanized area)

Cities of Duncanville, DeSoto, Lancaster, Cedar Hill, Glenn Heights, and Hutchins , <u>and Wilmer</u>	1
City of Fort Worth	3 <u>4</u>
City of Garland	1
City of Grand Prairie	1
Cities of North Richland Hills, Richland Hills, Haltom City, Watauga, White Settlement, River Oaks, Lake Worth, Westworth Village , Saginaw, Azle, Keller, and Sansom Park	1
Cities of Irving and Coppell	1
Cities of Lewisville, Flower Mound, and Highland Village, <u>Northlake, and Justin</u>	1 (urbanized area)
Cities of Mansfield, Benbrook, Forest Hill, Crowley, Everman, and Kennedale	1
Cities of Mesquite, Balch Springs, Seagoville, and Sunnyvale	1
Cities of Grapevine, Southlake, Colleyville, Westlake, Trophy Club, Roanoke, Bedford, Euless, and Hurst	1
Cities of McKinney, Fairview, Anna, Princeton, and Melissa	1 (urbanized area)
City of Plano	1
Cities of Richardson and Addison	1
Cities of Frisco, Prosper, Little Elm, The Colony, Celina, and Providence Village	1
Cities of Allen, Lucas, Wylie, Rowlett, Sachse, and Murphy, <u>Parker, and Lavan</u>	<u>1</u>
Subtotal	27 <u>28</u>

Other

Collin County	1
Dallas County	2
Denton County	1
Ellis County and the Cities of Waxahachie, Midlothian, Ennis, and Red Oak and Kaufman County and the Cities of Forney, Terrell, and Kaufman	1
Johnson County and the Cities of Burleson, Cleburne, Keene, and Joshua , <u>Venus, and Alvarado</u> <u>-and Hood County and the City of Granbury</u>	1
Rockwall County and the Cities of Rockwall, Heath, Royse City, and Fate and Hunt County and the Cities of Greenville and Commerce	1
Parker County and the Cities of Weatherford, and Mineral Wells , <u>Willow Park, and Aledo</u> and Wise County and the Cities of Decatur and Bridgeport	1
Tarrant County	2
District Engineer, Dallas District, TxDOT (also represents the TxDOT Paris District's interests)	1
District Engineer, Fort Worth District, TxDOT	1

Board Member, Dallas Area Rapid Transit	1
Board Member, Fort Worth Transportation Authority	1
Board Member, Denton County Transportation Authority	1
Board Member, North Texas Tollway Authority	1
Board Member, Dallas Fort Worth International Airport	<u>1</u>
Subtotal	<u>17</u>
TOTAL	44 45

The representatives of the Dallas Fort Worth International Airport, North Texas Tollway Authority (NTTA) and the three transportation authorities shall be selected by the chairs of their respective entities. The Dallas Fort Worth International Airport, NTTA and transportation authority representatives shall be Board members of their respective entities.

B. Appointees. All members of the RTC shall be local elected officials except:

- the three transportation authority representatives,
- the two TxDOT District Engineers,
- the representative of the North Texas Tollway Authority,
- the representative of the Dallas Fort Worth International Airport (unless an elected official Board member is selected), and
- optional representatives of local governments where one-third of a public agency's representation may be by non-elected private sector officials who are residents of the appointing cluster.

Representatives of individual cities and counties shall be appointed by and serve at the pleasure of the city councils and commissioners' courts respectively, and shall be serving on the governing body they represent (except as noted above). The person representing a group of several cities shall be selected by the mayors using a weighted vote of the maximum population or employment of the cities represented, and the person selected shall serve a two-year term

beginning in July of even-numbered years and shall be serving on one of the governing bodies they represent (except as noted above or below). The person representing a group of several cities and counties shall be selected by the county judges using a weighted vote of the maximum population or employment of the counties represented, and the person selected shall serve a two-year term beginning in July of even-numbered years and shall be serving on one of the governing bodies they represent. In the spirit of integrated transportation planning, all cities within a city-only cluster are eligible to hold the RTC membership seat for the cluster, and the cities should strongly consider rotation of the seat among the entities within the respective cluster. ~~Items to consider when contemplating seat rotation may include: 1) a natural break in a member's government service, such as the conclusion of an elected term, 2) a member's potential to gain an officer position or advance through the officer ranks, 3) a member's strong performance and commitment to transportation planning, or 4) the critical nature of a particular issue or project and its impact on an entity within the cluster.~~ For clusters consisting of both counties and cities, the counties and cities over 30,000 in population ("eligible cities") are eligible to hold the RTC membership seat for the cluster, and the counties ~~should strongly consider rotation of~~ the seat among the counties over a 10-year period in rough proportion to the population of the seat as follows: 1) the Ellis/Kaufman County seat and Rockwall/Hunt County seat shall rotate on a 50/50 basis; and 2) the Johnson/Hood County seat and Parker/Wise County seat shall rotate on a 70/30 basis. The county in which an eligible city appointed to hold the seat is located shall be used to determine whether the rotation requirement is met. Staff shall report rotation of the county cluster seats over the preceding 10-year period as part of the quarterly attendance report under Paragraph E below. Items to consider when contemplating seat rotation may include: 1) a natural break in a member's government service, such as the conclusion of an elected term, 2) a member's potential to gain an officer position or advance through the officer ranks, 3) a member's strong performance and commitment to transportation planning, or 4) the critical nature of a particular issue or project and its impact on an entity within

the cluster. The entity from which the representative is serving must be located within the Metropolitan Planning Area Boundary. When the Regional Transportation Council modifies the current boundary, membership eligibility will be reevaluated based on the new boundary area.

Each seat on the Regional Transportation Council will be provided a primary member and permitted an alternate member. Alternate members must be predetermined in advance of a meeting and will have voting rights at the full RTC meeting, as well as subcommittee meetings, in the absence of the primary member. An entity or group of entities may elect to appoint its alternate member(s) from a pool of eligible nominees. The same requirements apply to alternate members as to primary members. If a primary member is an elected official, then the alternate member must also be an elected official; if a primary member is a non-elected individual, then the alternate member can be either a non-elected individual or an elected official. Cities and/or counties within a cluster are strongly encouraged to reflect diversity in their selections of primary and alternate members as well as membership rotation amongst the group depending on the qualifications of the appointees. For clusters containing both counties and cities, the county that does not hold the primary seat shall appoint the alternate member, unless otherwise mutually agreed. A best practice for city-only clusters may be to appoint the alternate member from an eligible entity within the cluster that is not providing the primary member.

The appointing bodies are encouraged to select members in common for the RTC and the NCTCOG Executive Board.

- C. Voting Structure. Each seat on the Regional Transportation Council will be provided one vote, with the exception of the Chair who will only vote on a tie. As noted above, either the primary or alternate member in attendance will have the right to vote. An alternate member may represent only one primary member at any given meeting. ~~Teleconferencing for member~~

~~participation will not be permitted; n~~Members must be in attendance to vote. No proxy or absentee voting will be allowed.

D. Standards of Conduct (Ethics Policy). The Regional Transportation Council (RTC) establishes the following Ethics Policy in accordance with Section 472.034 of the Texas Transportation Code. This policy applies to both primary and alternate RTC members, whether elected or non-elected. An RTC member may not:

- accept or solicit any gift, favor, or service that might reasonably tend to influence the member in the discharge of official duties or that the member knows or should know is being offered with the intent to influence the member's official conduct;
- accept other employment or engage in a business or professional activity that the member might reasonably expect would require or induce the member to disclose confidential information acquired by reason of the official position;
- accept other employment or compensation that could reasonably be expected to impair the member's independence of judgment in the performance of the member's official duties;
- make personal investments that could reasonably be expected to create a substantial conflict between the member's private interest and the public interest; or
- intentionally or knowingly solicit, accept, or agree to accept any benefit for having exercised the member's official powers or performed the member's official duties in favor of another.

A copy of the Ethics Policy will be provided to new RTC members, both primary and alternate, no later than the third business day after the date the person qualifies for membership and the North Central Texas Council of Governments receives notification.

All RTC members must also adhere to Chapter 171 of the Local Government Code and to the Code of Ethics from their respective local governments and public agencies.

The NCTCOG Executive Board has established an Ethics Policy and Standards of Conduct applicable to NCTCOG employees consistent with Section 472.034 of the Texas Transportation Code.

- E. Attendance. Records of attendance of RTC meetings shall be kept and presented monthly as part of the minutes. These records shall be sent to the represented local governments quarterly and shall indicate that such notice is standard practice and not indicative of any particular problem. Entities with RTC members that have missed at least three consecutive meetings or at least four meetings in the preceding 12 months will be notified and the appointing bodies shall be asked to review the continued service of their representatives. RTC members may record excused absences if it is made known to NCTCOG and it is related to the following: personal illness, family emergency, jury duty, business necessity, or fulfillment of obligation arising out of elected service. An excused absence will not be recorded as an absence. It is the responsibility of the primary members to notify NCTCOG staff and respective alternate members in advance when unable to attend a meeting. The names of the alternate members should also be provided to NCTCOG. If the primary member does not notify NCTCOG staff in writing (i.e., letter, email) of an alternate member's attendance at least two hours in advance of the commencement of the meeting, the alternate member will not be able to participate in the meeting as a voting member.
- F. Quorum. At least 50 percent of the appointed members identified in Section 3.A herein must be present at meetings for the RTC to take action.

G. Officers. The Regional Transportation Council shall elect a Chair, Vice Chair, and Secretary for a term of one year. Elections shall be held in June of each year, with the new officers beginning their terms at the conclusion of the June meeting. The Chair shall appoint a nominating committee no later than the May meeting of each year for the purpose of bringing before the Council a slate of officers for consideration. The nominating committee is tasked with confirming that the current Vice Chair and Secretary should move up to the office of Chair and Vice Chair, respectively, and nominate a new Secretary. [Members of the nominating committee are eligible to be nominated for an officer position.](#) The nominating committee, in its deliberations, shall address issues of diversity, including sensitivity to gender, ethnicity, and geography in making its recommendations. Officers shall be elected public officials appointed by and from the governing body of the member government. The slate of officers shall reflect leadership in rough proportion to the revenue distribution between the Eastern and Western Subregions. This will not be measured on a year-to-year basis, but will be aggregated over longer periods of time. This does not eliminate the possibility for the Western Subregion to have multiple officers for a reasonable amount of time. In the event that the Chair of the Regional Transportation Council cannot continue to serve at any time during the term of election, the Vice Chair shall automatically become the Chair. If the fulfillment of this term is eight months or less, the Chair is eligible to be reelected. A vacancy in either the office of the Vice Chair or Secretary shall be filled by the Regional Transportation Council in the first meeting of the Council after the vacancy becomes known. In the event that the offices of Chair, Vice Chair, and Secretary all become vacant, new officers shall be elected at the next regularly scheduled meeting of the Regional Transportation Council, with nominations from the floor.

By resolution on August 23, 2007, the North Central Texas Council of Governments Executive Board created an Investment Advisory Committee to guide the development of an investment plan for Regional Toll Revenue funds, also referred to as Revenue Center 5 funds. If the State

delegates responsibility for Regional Toll Revenue funds to the North Central Texas Council of Governments, the Executive Board shall identify, at a minimum, one officer of the Regional Transportation Council to serve on the Investment Advisory Committee.

- H. Meetings. At least one meeting shall be held annually by the Regional Transportation Council, but the Council shall meet as often as necessary for the purpose of transacting the business at hand. The Chair shall call the meeting and/or workshop and shall designate in the written notice of the meeting and/or workshop the business to be transacted or considered. The Staff Director to the Regional Transportation Council develops the meeting agenda. All members have the right to place items on an agenda by contacting the RTC Staff Director at least ten days in advance of the meeting date or by requesting the topic during an RTC meeting for a subsequent agenda. The Chair cannot restrict items to be placed on the agenda.

Written notice of the meeting, accompanied by an Agenda, shall be transmitted to the members and major news media at least 72 hours prior to the meeting. In special situations or under certain circumstances (i.e., inclement weather), confirmation of the meeting and/or member attendance will be made with members by telephone or email. The time and place of meetings shall be designated by the Chair. All meetings shall be held and meeting notice provided in accordance with Chapter 551 of the Texas Government Code.

- I. Minutes. Minutes of the meetings shall be kept and shall be submitted to the members of the Council for approval. Meeting minutes from the Surface Transportation Technical Committee will be made available to the RTC for information.
- J. Staff Support. Staff support for the Regional Transportation Council shall be furnished by the staff of the North Central Texas Council of Governments.

K. Council Functions. Functions of the Regional Transportation Council shall be as follows:

1. Provide direction to the regional transportation planning process.
2. Certify the coordination, comprehensiveness, and continuity of the regional transportation planning process.
3. Develop the Unified Planning Work Program, Metropolitan Transportation Plan and related items, and the Transportation Improvement Program in accordance with requirements of federal statutes and regulations.
4. Review the Transportation Improvement Program and Metropolitan Transportation Plan to assure that transportation projects do not unreasonably exceed the funding that currently seems likely to be available for each metropolitan subarea.
5. Select, nominate, and support projects for those funding programs authorized by federal law or requested by the State.
 - a. Eastern/Western Subregion Funding Split

The Dallas-Fort Worth Area is divided into two subregions for the distribution of funds to the region. The Eastern Subregion is comprised of the counties of Collin, Dallas, Denton, Ellis, Hunt, Kaufman, and Rockwall. The Western Subregion is comprised of the counties of Hood, Johnson, Parker, Tarrant and Wise. To ensure an equitable distribution of funding between the Eastern and Western portions of the Area, the RTC applies a funding distribution that fairly credits each subregion within all applicable federal and State laws. In extraordinary circumstances, it may be necessary to modify the Eastern/Western funding split of one category in order to accommodate federal/State laws of another. When this situation arises, the variation from established policy will be clearly documented and tracked. This policy applies to all funding programs selected and funded by the RTC. The Eastern/Western funding split is calculated and implemented in multiple ways depending upon the funding source, as indicated below:

- (1) Traditional Gas Tax Supported Funding: Mobility Programs are distributed based upon population, employment, activity (population and employment equalized), and vehicle miles of travel. Air Quality Programs are distributed based on Nitrogen Oxide and Volatile Organic Compound emissions. This funding split is determined at the beginning of each transportation funding bill cycle or every two years, whichever is less. This methodology applies to the following funding sources:
 - Surface Transportation Block Grant Program (STBG)—
 - Congestion Mitigation and Air Quality Improvement Program (CMAQ)
 - Metro Corridor (jointly selected by TxDOT and the RTC)
 - Transportation Alternatives Set-Aside (TA Set-Aside)
 - Texas Mobility Fund (jointly selected by TxDOT and the RTC)
 - Proposition 12 (jointly selected by TxDOT and the RTC)

- (2) Transit Section 5307 Urbanized Area Formula Program Funding: Distributed based on the same formula used by the Federal Transit Administration (FTA) to apportion the funds to the larger urbanized area. This funding split is determined on an annual basis when FTA apportionments are made available.
 - (3) Toll Revenue Funding: Distributed based upon the factors enumerated in Texas State law and in accordance with the RTC Near Neighbor and Excess Revenue Policies. The funding split is determined at the time the revenues are received by the RTC directly or by the State on behalf of the RTC using tolling data from January of the affected year.
- b. RTC Procedures for Calls for Projects/Funding Initiatives
- (1) NCTCOG wishes to assist its member governments to the best extent possible assuring fair and equitable treatment for all. NCTCOG has historically provided technical assistance and will continue to do so under this policy. No supplemental information which is material to the application can be submitted or will be accepted after the application deadline. Applicants will be encouraged to submit their applications far enough in advance of the submission deadline to allow NCTCOG to review the material for completeness only. Applications submitted just prior to the deadline may not receive any advance review. NCTCOG staff will be able to provide more assistance to the applicant when the Regional Transportation Council's role is to simply nominate a project. NCTCOG staff must remain neutral when the Regional Transportation Council selects transportation projects.
 - (2) When the Regional Transportation Council sends out a Call for Projects, the applicant will have an option to return an "Intent to Submit" response to NCTCOG. This response will entitle each applicant that returns this to receive a reminder notice approximately two weeks in advance of the deadline. This reminder will include a summary of this policy statement reminding applicants that late or incomplete applications will not be accepted.
 - (3) The Regional Transportation Council will communicate these policies when a Call for Projects is initiated.
 - (4) The Regional Transportation Council will not accept any late applications.
 - (5) The Regional Transportation Council will not accept any incomplete applications.
 - (6) Consistent deadlines will be established with the standard deadline being on Friday at 5 p.m. NCTCOG must have the submitted application "in hand" at the NCTCOG offices. Postmarked by the published deadline does not constitute an on-time application. Deadlines other than the standard will be communicated in advance to the Regional Transportation Council. The RTC will establish a policy on the method by which proposals must be received to accommodate changes in technology over time.

- (7) Questions on project scores are required previous to Regional Transportation Council selection. No appeals on late or incomplete applications will be accepted.
 - (8) While all of the above rules apply to all RTC-sponsored Calls for Projects/Funding Initiatives, additional rules may apply when projects are selected using toll revenues.
6. Prioritize corridors identified for improvements in the Metropolitan Transportation Plan for which Corridor Studies shall be performed in accordance with federal regulations.
7. Review the limits of the Metropolitan Area and make revisions considered appropriate.
8. Authorize transit planning technical assistance to transit operating agencies at their request.
9. Encourage federal and state agencies to follow the plans and programs developed by the Regional Transportation Council.
10. Identify the kinds of consultant projects eligible for federal transportation funding.
11. County representatives are appointed to represent the transportation needs of the entire county, especially those areas of the county within unincorporated areas, and local governments within each county which are not directly represented on the RTC. It is the responsibility of the county representatives to inform and discuss policies and actions of the RTC with those impacted areas they represent and to communicate the transportation needs of these areas to the RTC. A best practice may be for the county representatives to hold regular meetings with the cities in their respective counties to discuss transportation-related items.
12. RTC members representing groups of entities are appointed to represent the transportation needs of all entities within the group. It is the responsibility of the RTC members representing groups to inform and discuss policies and actions of the RTC with elected officials in their impacted areas and to communicate the transportation needs of these areas to the RTC. A best practice may be for the primary member to hold regular meetings with the entities in the group to discuss transportation-related items.
13. Maintain a set of public involvement procedures [including public comment rules and decorum requirements](#), to optimize public participation and periodically review these procedures for possible enhancements.

TECHNICAL COMMITTEES

Section 4. The following rules shall govern the procedures, membership, and records of the Technical Committees.

A. Technical Committees. The following technical committees shall be the minimum number of committees formed to provide technical advice and review for the transportation planning process.

1. Surface Transportation Technical Committee (STTC)
2. Other technical committees determined by NCTCOG Transportation Director/Staff Director to the Regional Transportation Council. Operating guidelines and principles will be established by each committee as necessary.

B. Membership. Members of the Surface Transportation Technical Committee shall be staff personnel nominated by their respective governments or agencies and shall include at least one member from each jurisdiction and agency directly represented on the Regional Transportation Council. Local governments or agencies wishing to send a “consultant or designee” serving as staff is acceptable. Membership selected by formula will be based on the most recently approved population and employment data from NCTCOG with adjustments performed in June of even-numbered years. Membership and voting on the Surface Transportation Technical Committee shall be provided to local governments and public agencies and shall be represented by the following formulas:

- Dallas and Tarrant Counties shall each have two representatives.
- Each perimeter county in the Metropolitan Area shall have one representative.
- Each city within the Metropolitan Area with a combined population and employment greater than 1,500,000 shall have five representatives.
- Each city within the Metropolitan Area with a combined population and employment greater than 1,000,000 and less than or equal to 1,500,000 shall have four representatives.

- Each city within the Metropolitan Area with a combined population and employment greater than 500,000 and less than or equal to 1,000,000 shall have three representatives.
- Each city within the Metropolitan Area with a combined population and employment greater than 200,000 and less than or equal to 500,000 shall have two representatives.
- Each city within the Metropolitan Area with a combined population and employment greater than 40,000 and less than or equal to 200,000 shall have one representative.
- The following planning agencies will be represented as listed:

TxDOT Fort Worth District	2	
TxDOT Dallas District	2	
TxDOT Paris District	1	
TxDOT TP&P (Austin)	1	
Dallas Area Rapid Transit	2	
Fort Worth Transportation Authority	2	
Denton County Transportation Authority	1	
North Texas Tollway Authority	2	
Texas Commission on Environmental Quality	1	(non-voting)
Dallas Fort Worth International Airport	1	

Each city with an RTC primary member representing multiple local governments and not having a Surface Transportation Technical Committee member by the above representation will also be provided one member.

Representatives from other local governments, the Federal Highway Administration, Federal Transit Administration, and U.S. Environmental Protection Agency are welcome to attend the meetings.

Members of other Technical Committees are selected on an as-needed basis and shall be approved by the Executive Board of the North Central Texas Council of Governments.

C. Standards of Conduct (Ethics Policy).

The Regional Transportation Council (RTC) establishes the following Ethics Policy in accordance with Section 472.034 of the Texas Transportation Code. This policy applies to all Technical Committee members, whether local government representatives, consultants or designees. A Technical Committee member may not:

- accept or solicit a gift, favor, or service that might reasonably tend to influence the member in the discharge of official duties or that the member knows or should know is being offered with the intent to influence the member's official conduct;
- accept other employment or engage in a business or professional activity that the member might reasonably expect would require or induce the member to disclose confidential information acquired by reason of the official position;
- accept other employment or compensation that could reasonably be expected to impair the member's independence of judgment in the performance of the member's official duties;
- make personal investments that could reasonably be expected to create a substantial conflict between the member's private interest and the public interest; or
- intentionally or knowingly solicit, accept, or agree to accept any benefit for having exercised the member's official powers or performed the member's official duties in favor of another.

A copy of the Ethics Policy will be provided to new Technical Committee members no later than the third business day after the date the person qualifies for membership and the North Central Texas Council of Governments receives notification.

Technical Committee members must also adhere to Chapter 171 of the Local Government Code and to the Code of Ethics from their respective local governments and public agencies.

- D. Attendance. Records of attendance at Surface Transportation Technical Committee meetings shall be kept and presented monthly as part of the minutes. These records shall be sent to the represented local governments quarterly. Entities with STTC members that have missed at least three consecutive meetings or at least four meetings in the preceding 12 months will be notified and the appointing bodies shall be asked to review the continued service of their representatives. STTC members may record an excused absence if it is made known to NCTCOG and it is related to the following: personal illness, family emergency, jury duty, or business necessity. An excused absence will not be recorded as an absence. The quarterly attendance notice shall indicate that such notice is standard practice and not indicative of any particular problem.
- E. Quorum. The Technical Committee approved membership in attendance at a meeting shall constitute a quorum for action to be taken.
- F. Officers. A Chair, Vice Chair, and a Secretary for the Surface Transportation Technical Committee shall be designated by the Executive Board of the North Central Texas Council of Governments for a term of one year, beginning in June of each year. Issues of diversity, including sensitivity to gender, ethnicity, and geography, shall be considered in the officer recommendations. The slate of officers shall also reflect leadership in rough proportion to the revenue distribution between the Eastern and Western Subregions. This will not be measured

on a year-to-year basis, but will be aggregated over longer periods of time. This does not eliminate the possibility for the Western Subregion to have multiple officers for a reasonable amount of time. Officers for other technical committees will be approved by the Executive Board as well.

G. Meetings. Meetings of the Technical Committees shall be held as necessary to review and advise on matters referred to them. The Chair shall call such meetings as necessary and shall notify all Committee members.

H. Minutes. Minutes of all meetings shall be kept and submitted to the membership of the Committee for approval. Minutes will also be made available to the RTC. The Regional Transportation Council will be kept apprised of Surface Transportation Technical Committee attendance by agency.

I. Staff Support. Staff support for the Surface Transportation Technical Committee shall be furnished by the North Central Texas Council of Governments.

J. Committee Functions. The functions of the Technical Committees shall be to review and comment on all matters referred to them by either the Regional Transportation Council, their respective Technical Committee Chairs, or the NCTCOG Transportation Director.

INTENT

Section 5. These Bylaws and Operating Procedures are intended to provide rules and procedures to assure the orderly function of the regional transportation planning process in North Central Texas. The Bylaws and Operating Procedures should be reviewed for possible revisions every four years.

ADOPTION

Section 6. These Bylaws and Operating Procedures shall be in full force and effect at such time as they have been approved by two-thirds vote of the Regional Transportation Council at a meeting at which a quorum, as defined herein, is present.

REVISION

Section 7. These Bylaws and Operating Procedures may be revised by approval of two-thirds of the members of the Regional Transportation Council at a meeting at which a quorum, as defined herein, is present. Changes in the Bylaws must be presented at one regularly scheduled meeting and voted on at a following regularly scheduled meeting. No Bylaw change shall be made that has not been presented at a previous meeting.

APPENDIX A

APPENDIX A
2022 RTC Membership Structure (DRAFT)

City								
	2022	2020	Maximum of	Percent of Total	Share of 27 RTC	% of RTC Seat	Number of	
	Population	Employment	Population and Employment	Based on Maximum	City Seats	By Grouping	RTC Seats by Formula	Proposed RTC Seats
City Membership								
Plano	290,850	309,830	309,830	4.47%	1.208	1.208	1	1
McKinney	206,460	75,142	206,460	2.98%	0.805			
Anna	20,980	2,041	20,980	0.30%	0.082			
Princeton	21,760	1,184	21,760	0.31%	0.085			
Fairview	10,830	2,102	10,830	0.16%	0.042			
Melissa	18,030	1,264	18,030	0.26%	0.070	1.084	1	1
Allen	104,870	48,745	104,870	1.51%	0.409			
Lucas	8,000	1,285	8,000	0.12%	0.031			
Wylie	60,460	12,579	60,460	0.87%	0.236			
Rowlett	65,030	11,730	65,030	0.94%	0.254			
Sachse	28,450	2,641	28,450	0.41%	0.111			
Murphy	21,200	3,269	21,200	0.31%	0.083			
Parker	5,730	414	5,730	0.08%	0.022			
Lavon	5,710	42	5,710	0.08%	0.022	1.168	1	1
Frisco	217,470	103,440	217,470	3.14%	0.848			
Prosper	35,410	5,128	35,410	0.51%	0.138			
Little Elm	51,640	10,705	51,640	0.75%	0.201			
The Colony	45,900	14,923	45,900	0.66%	0.179			
Celina	25,240	2,623	25,240	0.36%	0.098			
Providence Village	8,260	639	8,260	0.12%	0.032	1.497	1	1
Dallas	1,321,740	1,210,400	1,321,740	19.09%	5.154			
University Park	25,360	10,724	25,360	0.37%	0.099			
Highland Park	8,800	4,257	8,800	0.13%	0.034	5.287	5	6
								Includes seat for Love Field
Garland	247,590	108,320	247,590	3.58%	0.965	0.965	1	1
Addison	17,720	80,505	80,505	1.16%	0.314			
Richardson	122,570	170,520	170,520	2.46%	0.665	0.979	1	1
Irving	261,350	309,100	309,100	4.46%	1.205			
Coppell	43,140	46,666	46,666	0.67%	0.182	1.387	1	1
Mesquite	152,020	70,576	152,020	2.20%	0.593			
Balch Springs	27,740	6,919	27,740	0.40%	0.108			
Seagoville	19,580	3,793	19,580	0.28%	0.076			
Sunnyvale	8,540	4,768	8,540	0.12%	0.033	0.811	1	1
Grand Prairie	199,780	88,592	199,780	2.89%	0.779	0.779	1	1
Duncanville	40,700	16,236	40,700	0.59%	0.159			
DeSoto	57,380	20,743	57,380	0.83%	0.224			
Cedar Hill	50,280	15,260	50,280	0.73%	0.196			
Lancaster	41,560	15,443	41,560	0.60%	0.162			
Glenn Heights	18,090	550	18,090	0.26%	0.071			
Hutchins	5,700	4,742	5,700	0.08%	0.022			
Wilmer	6,690	462	6,690	0.10%	0.026	0.859	1	1
Carrollton	135,110	114,810	135,110	1.95%	0.527			
Farmers Branch	38,140	87,335	87,335	1.26%	0.341	0.867	1	1
Denton	146,750	106,740	146,750	2.12%	0.572			
Sanger	9,470	5,134	9,470	0.14%	0.037			
Corinth	22,800	7,052	22,800	0.33%	0.089			
Lake Dallas	7,790	2,811	7,790	0.11%	0.030			
Aubrey	7,580	913	7,580	0.11%	0.030			
Krum	5,790	827	5,790	0.08%	0.023			
Hickory Creek	5,440	1,301	5,440	0.08%	0.021			
Oak Point	5,000	558	5,000	0.07%	0.019	0.821	1	1
Lewisville	132,620	94,311	132,620	1.92%	0.517			
Flower Mound	78,570	40,851	78,570	1.13%	0.306			
Highland Village	16,020	6,665	16,020	0.23%	0.062			
Northlake	8,790	3,120	8,790	0.13%	0.034			
Justin	5,820	3,657	5,820	0.08%	0.023	0.943	1	1
Fort Worth	955,900	575,550	955,900	13.80%	3.727	3.727	4	4
Arlington	399,560	225,160	399,560	5.77%	1.558	1.558	2	2
N. Richland Hills	71,600	31,646	71,600	1.03%	0.279			
Richland Hills	8,630	5,848	8,630	0.12%	0.034			
Haltom City	46,260	21,351	46,260	0.67%	0.180			
Watauga	23,660	5,555	23,660	0.34%	0.092			
White Settlement	18,430	9,257	18,430	0.27%	0.072			
River Oaks	7,640	1,645	7,640	0.11%	0.030			
Lake Worth	4,710	6,125	6,125	0.09%	0.024			
Saginaw	24,450	7,556	24,450	0.35%	0.095			
Azle	13,610	4,825	13,610	0.20%	0.053			
Sansom Park	5,480	1,089	5,480	0.08%	0.021			
Keller	46,060	18,460	46,060	0.67%	0.180	1.060	1	1
Grapevine	52,000	114,620	114,620	1.66%	0.447			
Southlake	31,770	36,439	36,439	0.53%	0.142			
Colleyville	26,370	10,289	26,370	0.38%	0.103			
Westlake	1,840	9,604	9,604	0.14%	0.037			
Trophy Club	14,400	2,526	14,400	0.21%	0.056			
Roanoke	9,830	5,774	9,830	0.14%	0.038			
Hurst	40,430	22,852	40,430	0.58%	0.158			
Euless	61,480	31,276	61,480	0.89%	0.240			
Bedford	49,930	34,770	49,930	0.72%	0.195	1.416	1	1
Mansfield	77,040	30,508	77,040	1.11%	0.300			
Benbrook	25,240	6,243	25,240	0.36%	0.098			
Forest Hill	14,190	3,669	14,190	0.20%	0.055			
Crowley	18,600	4,821	18,600	0.27%	0.073			
Everman	6,170	1,703	6,170	0.09%	0.024			
Kennedale	8,530	2,374	8,530	0.12%	0.033	0.584	1	1
Total	6,618,110	4,505,922	6,924,764		27	27.000	27	28
Allocation for City Seats					27			
Population Per RTC Seat					256,473			

*Proposed New Cities over 5,000 in Population

APPENDIX A
2022 RTC Membership Structure (DRAFT)

City Membership		<u>Number of RTC Seats</u>	<u>Proposed RTC Seats</u>
		27	28
2022 Population by County Grouped By RTC Seats			
County Membership		<u>Number of RTC Seats</u>	<u>Current RTC Seats</u>
	<u>2022 Population</u>		
<u>Collin County</u>	1,135,060	1	1
<u>Dallas County</u>	2,654,510	2	2
<u>Denton County</u>	950,660	1	1
<u>Tarrant County</u>	2,157,740	2	2
<u>Ellis County</u>	207,620		
Ennis	21,860		
Waxahachie	44,280		
Midlothian	37,580		
Red Oak	15,640		
<u>Kaufman County</u>	153,130		
Forney	27,040		
Kaufman	6,990		
Terrell	<u>17,590</u>		
Combined Ellis and Kaufman Population	360,750	1	1
<u>Johnson County</u>	193,500		
Burleson	50,210		
Cleburne	32,640		
Keene	6,500		
Joshua	8,370		
Venus	5,760		
Alvarado	5,330		
<u>Hood County</u>	62,120		
Granbury	<u>11,440</u>		
Combined Johnson and Hood Population	255,620	1	1
<u>Hunt County</u>	104,900		
Commerce	9,180		
Greenville	30,450		
<u>Rockwall County</u>	119,900		
Rockwall	49,300		
Heath	9,890		
Royse City	18,810		
Fate	<u>22,890</u>		
Combined Hunt and Rockwall Population	224,800	1	1
<u>Parker County</u>	152,930		
Weatherford	31,690		
Mineral Wells	15,090		
Willow Park	5,210		
Aledo	5,010		
<u>Wise County</u>	69,740		
Decatur	6,910		
Bridgeport	<u>5,930</u>		
Combined Parker and Wise Population	222,670	1	1
Total County Membership		10	10
DART		1	1
DCTA		1	1
FWTA		1	1
DFW Airport		1	1
TxDOT Dallas		1	1
TxDOT Fort Worth		1	1
NTTA		1	1
Total Transportation Providers		7	7
Total RTC Members		44	45
Total MPA Population	7,961,810		
Data Based on NCTCOG Annual Population Estimates and Estimated 2020 Employment			

SECOND READING - DRAFT RTC BYLAWS AND OPERATING PROCEDURES

Rick Grady, Vice 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.

DRAFT 10/14/22

**RESOLUTION SUPPORTING A REGIONAL MODEL FOR COMPLETE STREETS
(CONTEXT SENSITIVE DESIGN)****(R22-04)**

WHEREAS, the North Central Texas Council of Governments (NCTCOG) has been designated as the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth Metropolitan Area by the Governor of Texas in accordance with federal law; and,

WHEREAS, the Regional Transportation Council (RTC), comprised primarily of local elected officials, is the regional transportation policy body associated with the NCTCOG and has been and continues to be the regional forum for cooperative decisions on transportation; and,

WHEREAS, Complete Streets (Context Sensitive Design) policies support the goals and policies of the Metropolitan Transportation Plan, Mobility 2045; and,

WHEREAS, safe, convenient, and connected roadways that accommodate the mobility needs of all users and modes of transportation are critical to livability; and

WHEREAS, a Complete Streets (Context Sensitive Design) vision states a commitment to integrate a Complete Streets approach into transportation practices, policies, and decision-making processes; and

WHEREAS, Complete Streets (Context Sensitive Design) principles encourage a Safe System approach to planning, design, construction, operation, and maintenance of transportation systems to provide safe and convenient travel through a variety of transportation modes for all users; and

WHEREAS, streets should be designed to complement and support the adjoining land uses and community character emphasizing each project is unique and should be designed to fit its own distinct context, circumstances, and local characteristics; and

WHEREAS, streets that integrate and provide multiple mobility choices contribute to the public life of a community, support healthy economic development, facilitate the efficient movement of people and goods, improve public health, advance environmental stewardship, reduce fuel consumption and maximize the use of roadway infrastructure; and

WHEREAS, Complete Streets (Context Sensitive Design) principles support investment in a transportation system that provides reliable access to jobs, resources, and markets thus advancing the region's competitive economic advantage and economic growth; and

WHEREAS, implementing a regional Complete Streets (Context Sensitive Design) model requires leadership, identification and elimination of barriers, and development of new policies, rules, and procedures to prioritize safety.

NOW, THEREFORE, BE IT HEREBY RESOLVED, THAT:

Section 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.

- Section 2.** The RTC encourages local governments to adopt Complete Streets (Context Sensitive Design) Policies.
- Section 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.
- Section 4.** The RTC encourages local governments and the Texas Department of Transportation 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.
- Section 5.** The RTC directs staff to provide technical support to local governments for development of local Complete Streets (Context Sensitive Design) policies, resolutions, and methodologies/applications for performance management.

Duncan Webb, Chair
Regional Transportation Council
Commissioner, Collin County

I hereby certify that this resolution was adopted by the Regional Transportation Council of the North Central Texas Council of Governments for the Dallas-Fort Worth Metropolitan Area on November 10, 2022.

Clay Lewis Jenkins, Secretary
Regional Transportation Council
County Judge, Dallas County



Regional Model Supporting Complete Streets (Context Sensitive Design)

Karla Weaver | Regional Transportation Council
11.10.2022



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.**

*Source: FHWA's "Moving to a Complete Streets Design Model:
A Report to Congress on Opportunities and Challenges",
March 2022*



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 NOT:

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



Urbanized Context (Urban Core / Urban / Suburban / Small Town)

Rural Context



Regional Model Supporting
Complete Streets/Context Sensitive Design

A blue-tinted photograph of a street scene. In the foreground, a bicycle lane is marked with a white bicycle symbol and dashed lines. A white arrow points forward in the center of the road. To the left, there is a bus stop shelter. Trees line both sides of the street, and a yellow street sign is visible on the right. The overall scene is dimly lit, suggesting dusk or dawn.

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:

- Adoption of **Complete Streets** standards or policies
- Development of **Complete Streets** prioritization plan
- 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



A blue-tinted photograph of a suburban street. In the foreground, a bicycle lane is marked with a white bicycle symbol and dashed lines. A white arrow points forward in the center of the road. To the left, there is a bus stop shelter. The street is lined with trees and houses in the background. The overall scene is a typical residential neighborhood.

Regional Model

Approach

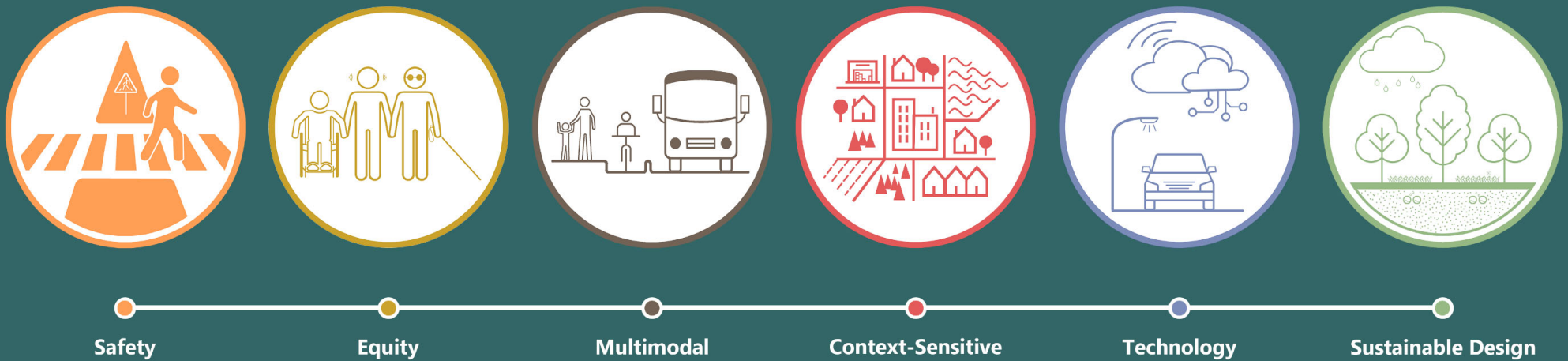


Resolution objectives:

- **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



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.



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



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:



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Program Manager

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Regional Model Supporting
Complete Streets/Context Sensitive Design

**DRAFT REGIONAL TRANSPORTATION COUNCIL LEGISLATIVE PROGRAM
88TH TEXAS LEGISLATURE**

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

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

Pursue Innovation and Technology

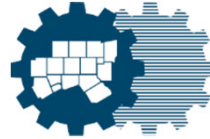
- Utilize innovation in high-speed transportation, transit, autonomous vehicles, and freight
- Support the collaboration between local governments, the military, the State, and FAA to advance regulations for compatible land use and the safe operations of unmanned aircraft
- Plan for shared mobility solutions 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

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 temporary 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

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 temporary tags, and improving bicycle and pedestrian safety
- Reduce distracted driving through measures such as the use of hands-free cell phones technology to disable the use of a driver's cell phones 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



REGIONAL TRANSPORTATION COUNCIL LEGISLATIVE PROGRAM

REBEKAH GONGORA

NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

Regional Transportation Council Meeting

November 10, 2022

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



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

TIMELINE



RTC Legislative Program

CONTACT US



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Fact Sheet: The Strengthening Mobility and Revolutionizing Transportation (SMART) Grants Program

Overview

Sec. 25005 of the Bipartisan Infrastructure Law (BIL) establishes the Strengthening Mobility and Revolutionizing Transportation (SMART) Grants Program to “conduct demonstration projects focused on advanced smart city or community technologies and systems in a variety of communities to improve transportation efficiency and safety.” The program is appropriated at \$100M annually for fiscal years 2022–2026.

To accomplish the objectives identified in BIL, the SMART Grants Program will fund projects that focus on using technology interventions to solve real-world challenges facing communities today. This will require creativity and local experimentation. The SMART Program will support a range of approaches: new transportation applications of existing and emerging technologies; expanded and systematized use of proven technologies; and deep integration of solutions with existing transportation systems.

SMART funds purpose-driven innovation and discourages investment in technologies that do not provide a clear improvement over the status quo. The program puts [DOT’s Innovation Principles](#) into practice. The Department has outlined these six key, purpose-driven principles established to guide DOT in fostering innovation that serves the Biden-Harris Administration’s policy priorities. Successful projects will seek to build sustainable partnerships across sectors and levels of government and collaborate with industry, academia, and nonprofits.

SMART is a demonstration program. It is not designed to support fundamental research. In general, the systems and technologies demonstrated should be sufficiently developed such that there is good reason to anticipate public benefits from their deployment, but their application in public sector settings is not yet widespread. Proposals seeking funding for systems and technologies which are already well-established and broadly adopted will be less competitive.

SMART focuses on building data and technology capacity and experience for State, local, and Tribal governments. Technology investment is most beneficial when tailored to the needs of the community. SMART recognizes that many public sector agencies are challenged to find the resources and personnel to engage with new technologies. The program bridges this gap by providing a required planning phase, to help communities gain experience with innovative technologies. SMART supports a strong, diverse, and local workforce.



SMART is divided into two stages. The program structure is based on a belief that planning, prototyping, and teambuilding are critical to advancing the state of the practice for data and technology projects in the public sector. DOT anticipates that only recipients of Stage 1 Planning and Prototyping Grants will be eligible for Stage 2 Implementation Grants.

During Stage 1, public sector project leaders should build internal buy-in and partnerships with public, private, academic, nonprofit, and community organizations and community networks to refine and prototype their concepts, and report on results. At the conclusion of Stage 1, awardees should have the information to either create a fully realized implementation plan with robust performance metrics or to make an informed decision not to proceed with the concept. Stage 1 results may uncover previously unknown institutional barriers, technical limitations, or poor performance relative to conventional solutions. The SMART Program hopes to document lessons learned from Stage 1 projects, knowing that these findings will be broadly beneficial to the transportation sector.

Stage 2 implementation projects should result in a scaled-up demonstration of the concept, integrating it with the existing transportation system, and refining the concept such that it could be replicated by others. If demonstration at-scale identifies critical challenges, gaps, or negative impacts, they should be clearly stated and documented so that other communities that take on similar projects can learn from them and adapt.



Program Information

Important Dates (Subject to Change)

- **The SMART Notice of Funding Opportunity** will be issued in September 2022.
- **Applications will be due** in November 2022.

Summary Statutory Parameters

Program Objective: To conduct demonstration projects focused on advanced smart city or community technologies and systems in a variety of communities to improve transportation efficiency and safety.

Type of Program: Discretionary grant program.

Eligible Entities:

- State
- Political subdivision of a State
- Tribal government
- Public Transit Agency or Authority
- Public Toll Authority
- Metropolitan Planning Organization
- A group comprised of the above 2 or more eligible entities

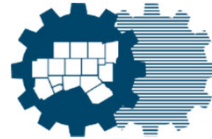
Geographic Funding Allocation:

Grantee type	Maximum funding (by Fiscal Year)
Large communities	Not more than 40%
Midsized communities	Not more than 30%
Rural communities or regional partnerships	Not more than 30%

Eligible Projects:

The statute outlines eight technology domains for SMART Grants. Each is complex and includes a wide range of technology inputs, data systems, and integrations with the transportation system. Recipients of SMART Grants are not expected to seek solutions in all eight technology domains through a single project. Teams will be required to identify at least one technology domain for their project, though some projects may naturally address two, three, or even four of the technology domains.

- **Coordinated Automation**—Use of automated transportation and autonomous vehicles while working to minimize the impact on the accessibility of any other user group or mode of travel.
- **Connected Vehicles**—Vehicles that send and receive information regarding vehicle movements in the network and use vehicle-to-vehicle and vehicle-to-everything communications to provide advanced and reliable connectivity.
- **Intelligent, Sensor-based Infrastructure**—Deployment and use of a collective intelligent infrastructure that allows sensors to collect and report real-time data to inform everyday transportation-related operations and performance.
- **Systems Integration**—Integration of intelligent transportation systems with other existing systems and other advanced transportation technologies.
- **Commerce Delivery and Logistics**—Innovative data and technological solutions supporting efficient goods movement, such as connected vehicle probe data, road weather data, or global positioning data to improve on-time pickup and delivery, improved travel time reliability, reduced fuel consumption and emissions, and reduced labor and vehicle maintenance costs.
- **Leveraging Use of Innovative Aviation Technology**—Leveraging the use of innovative aviation technologies, such as unmanned aircraft systems, to support transportation safety and efficiencies, including traffic monitoring and infrastructure inspection.
- **Smart Grid**—Developing a programmable and efficient energy transmission and distribution system to support the adoption or expansion of energy capture, electric vehicle deployment, or freight or commercial fleet fuel efficiency.
- **Smart Technology Traffic Signals**—Improving the active management and functioning of traffic signals, including through:
 - Use of automated traffic signal performance measures;
 - Implementing strategies, activities, and projects that support active management of traffic signal operations, including through optimization of corridor timing; improved vehicle, pedestrian, and bicycle detection at traffic signals; or the use of connected vehicle technologies;
 - Replacement of outdated traffic signals; or
 - For an eligible entity serving a population of less than 500,000, paying the costs of temporary staffing hours dedicated to updating traffic signal technology.



NCTCOG PRESENTATION

TRANSPORTATION

SMART Grant Program: Applications

Regional Transportation Council
Thomas J. Bamonte
11.10.2022

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

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.

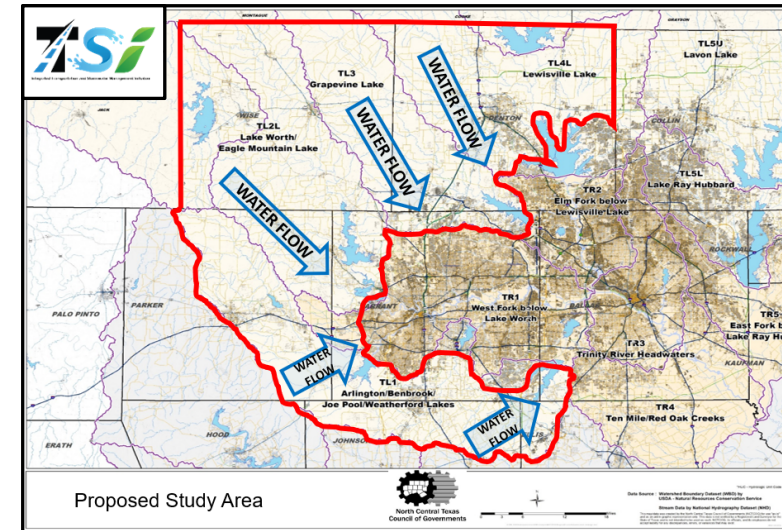
Location: TSI Study Area (portions of Dallas, Denton, Ellis, Hood, Johnson, Parker, and Tarrant Counties, and all of Wise County)

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



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

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Twitter: [@TomBamonte](https://twitter.com/TomBamonte)





U.S. Department of Transportation

Notice of Funding Opportunity Number 693JJ322NF00010

*“Advanced Transportation Technologies and
Innovative Mobility Deployment (ATTIMD) Program”*

also known as

“Advanced Transportation Technology and Innovation (ATTAIN) Program”

Amendment #1

Dated 9/20/2022

This amendment to NOFO 693JJ322NF00010 incorporates the following changes to the version originally posted to Grants.gov on September 19, 2022:

1. On page 4 of 40, under **Funding Opportunity Informational Webinar**, after the Information and registration, add the following (**see red underlined text for revisions**):

INFORMATIONAL SESSION: ATTAIN PROGRAM

SESSION: Virtual Webcast: Background and Application Information
for the ATTAIN Program

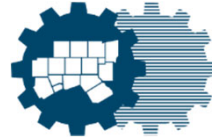
DATE: 10/12/2022

TIME: 1:00 pm Eastern Time

INFORMATION AND REGISTRATION:

https://usdot.zoomgov.com/webinar/register/WN_zDSjFkAbSmaEQUExbV6aMA

All other terms, conditions and requirements of this Notice of Funding Opportunity remain unchanged.



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



The background features a dark, reflective surface with several vertical, glowing neon lines in blue, purple, and yellow. The lines are slightly curved and their light reflects on the surface below, creating a futuristic, digital atmosphere.

A Digital Region for North Central Texas

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



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Arash Mirzaei

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Model and Data Development Program

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REGIONAL TRANSPORTATION COUNCIL

Rules for Public Comment

The Regional Transportation Council (RTC) hereby establishes reasonable rules regarding the public's right to address the Council at open meetings consistent with the Texas Open Meetings Act. The intent of these rules is to hear the views of the public prior to the RTC considering items. These rules also promote an orderly and fair process through which public comments may be received by the RTC.

Public Attendance and Conduct at RTC Meetings

The public is encouraged to attend meetings of the RTC in person or to view meetings via a livestream. Members of the public shall observe the same rules of civility, decorum and respectful conduct applicable to members of the RTC. Any person addressing the RTC or attending the RTC meeting should refrain from making personal, impertinent, profane, hostile, vulgar, obscene or slanderous remarks or becoming boisterous. Audience members should refrain from unauthorized remarks, stamping of feet, applauding, whistles, yells, and other similar demonstrations.

Public Comment

At every open meeting of the RTC, opportunity will be provided at the beginning of the meeting for members of the public to address the RTC regarding any item(s) on the agenda for consideration. This comment period will last a maximum of thirty (30) minutes. The RTC has the discretion to extend this time period upon motion and majority vote. Persons are permitted up to three (3) minutes to speak. A person addressing the RTC through a translator will be provided up to six (6) minutes. A timer will be visible to the speaker and indicate the amount of time remaining. Speakers shall conclude their comments prior to or upon expiration of the time. In the event a large number of speakers are present, the RTC may encourage large delegations to have one person speak for the group or impose reasonable time limits per individual that are more restrictive; if a delegation chooses to select a spokesperson to represent the entire delegation, the spokesperson will be provided up to five (5) minutes to speak or ten (10) minutes if the spokesperson is addressing the RTC through a translator. Subject to the comment period maximum, the RTC Chair will provide a notice to a speaker whose time has expired. The RTC has the discretion to modify or extend the public comment period upon a motion and majority vote.

Persons requesting translation services, to be provided by the RTC, must do so at least seventy-two (72) hours in advance of the posted meeting time.

When an RTC meeting is held in person, members of the public must attend in person to provide verbal comments at the meeting. For RTC meetings held virtually, a virtual option will be provided for members of the public to provide comments.

Speakers will be called in the order they were registered. Speakers should address their comments to the RTC Chair rather than individual RTC members or the audience. Remarks must be limited to the specific subject matter of the agenda item on which the person is speaking. These rules do not prohibit public criticism of the RTC.

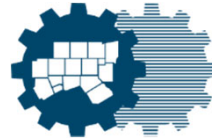
Speaker Registration

Persons who wish to speak must complete and return to staff a registration card prior to the start of the RTC meeting. Registration cards are printed on yellow paper, available in the RTC meeting room and must, at a minimum, include the following information:

1. Speaker's name;
2. City of residence;
3. Zip code;
4. Agenda item(s) on which the speaker plans to speak;
5. Indication of whether speaking on/for/against agenda item(s); and
6. Any other information requested by RTC staff.

Enforcement

The RTC reserves the right to have speakers or audience members removed from the meeting room in the event they become disruptive or make threatening, profane or otherwise inappropriate remarks in violation of the rules of conduct. The RTC Chair may direct a uniformed police officer to remove any disruptive audience member. Any RTC member may move to require the disruptive audience member to be removed following an affirmative vote of a majority of the RTC. Following a successful vote, the RTC Chair will direct a uniformed police officer to remove any disruptive audience member.



NCTCOG PRESENTATION

UPDATED RULES FOR PUBLIC COMMENT AT REGIONAL TRANSPORTATION COUNCIL MEETINGS

AMANDA WILSON
REGIONAL TRANSPORTATION COUNCIL
11.10.2022

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)



September

Public Meeting

November

RTC Action

August

RTC Information

October

RTC Information
STTC Action

TIMELINE

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



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Communications Supervisor

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**CONNECTING NORTH TEXAS COMMUNITIES
with EMERGING TRANSPORTATION TECHNOLOGIES**

PROJECT SUMMARY

**Clint Hail, Transportation Planner
Transportation Technology & Innovation Program
Regional Transportation Council
November 2022**

AGENDA

1 Project Overview

2 Report Summaries

The slide features a light gray background with a subtle radial gradient. In the four corners, there are decorative black line-art elements resembling circuit traces or a stylized city skyline, each with small circles at the end of the lines.

1

PROJECT OVERVIEW

WHAT IS THIS PROJECT?

What is the need?

Transportation technology is evolving

Our planning process must evolve to keep up

What is the purpose?

Understand the region's mobility challenges

Identify ways transportation automation and related technologies can address those challenges

Recommend policies and best practices to achieve positive results for the region



WHAT IS NCTCOG's VISION FOR AUTOMATION IN THE REGION?

- Lead automated vehicle (AV) deployment
- Use automation to achieve region's mobility goals
- Provide communities with AV planning and deployment resources
- Build effective partnerships with AV developers
- Strategically invest in use cases and communities overlooked by AV developers

Goals



Improve Safety
& Efficiency



Share Real-Time
Travel
Information



Improve
economy



Prioritize quality
of life

WHAT IS THE AV2.0 PROGRAM?

Objectives



Make future mobility planning resources available to stakeholders in the region



Provide resources for stakeholders to prepare for and support future mobility



Look beyond tech available today to plan for future scenarios, impacts

Planning Horizon

2045

AV2.1

Support for planning

2023-
2025

AV2.2 / 2.3

Support for deployment costs

Implement regional-strategic investments

WHAT QUESTIONS DID AV2.1 ANSWER?

How will transformational technologies affect regional decision making?

How can agencies predict and monitor the impacts of transformational technologies?

What are the potential future scenarios for automation in the region?

What are best-practices and funding opportunities for AV deployments?

AV2.1 STUDY TEAM



Abby Morgan, PhD, PE,
Project Manager
AV Policy & Impacts



STAKEHOLDER & PUBLIC ENGAGEMENT



Leigh Hornsby, PhD
Stakeholder
messaging



Royalyn Reid
Focus groups



Denise Smith, PhD
Virtual community
engagement



LOCAL & NATIONAL RESEARCH EXPERTS



Janille Smith-Colin, PhD
Future Mobility Needs
& Impacts



SMU



John Hicks, AICP
AV Policy & Impacts



Darcy Bullock, PhD
AV Hosting Best
Practices



LOCAL PLANNING EXPERTS



Khaled Abdelghany, PhD
AV Scenario
Development and
Evaluation



SMU



Mike Chaney
NCTCOG Travel
Demand Modeling



Behruz Paschai, PhD, PE
NCTCOG Travel
Demand Modeling





2

PROJECT REPORTS

Available on Project Website:

www.ConnectNTxFutures.org/Learn



PUBLIC MEETINGS & STUDENT LESSON PLAN

www.ConnectNTxFutures.org/Get-Involved

CONNECTING NORTH TEXAS COMMUNITIES with EMERGING TRANSPORTATION TECHNOLOGIES
PUBLIC MEETING #1 RECAP

Attendance:
57 TOTAL

The Region
Map of North Central Texas Region showing counties: Tarrant, Dallas, Collin, Rockwall, Denton, Johnson, Cooke, Garza, and others.

The Technologies
Images of autonomous vehicles, drones, and smart infrastructure.

Take a Survey
YOUR VOICE MATTERS! Survey link: <https://www.connectntxfutures.org/survey>

Poll Questions
What is the first thing that comes to mind when you hear the word "transportation"?
Which of these technologies could you see yourself using in the future?

The Schedule
Public Survey: Aug.
Meetings in the Region: Sep.
PAC Workshop ongoing
Focus Groups: Sep.
Public Meetings: Jan.

Public Meeting #1

Preparing for Emerging Transportation Technologies

A Panel Discussion on Education and Workforce Development

Connecting North Texas Communities with Emerging Transportation Technologies

Meet the Panel

Ernest Huffman
Aviation Planning and Education Program Manager
North Central Texas Council of Governments

LaKesha Raynor
Director, Workforce Development and Apprenticeships Relationship Management
Dallas College, Cedar Valley Campus

Kentrel Phillips, Ed.D.
Chief Academic Officer
Everman ISD

Janille Smith-Colin, Ph.D.
Assistant Professor
Southern Methodist University

Co-hosts

Abby Morgan, Ph.D., P.E.
Associate Transportation/Planning Engineer
Kittelson & Associates, Inc.

Denise Smith, Ph.D.
Director of Community Engagement
Hummingbird Firm

Public Meeting #2

Hummingbird

AV2.1 EMERGING TRANSPORTATION TECHNOLOGIES

K-12 Lesson Plans*

- 01 Preparing for Emerging Transportation Technologies
- 02 English - Same Message, Different Audience
- 03 Social Studies - A Review of Transportation Policy
- 04 Math - Avoid the Crash!
- 05 Science - Pavement Markings and the Science of Retroreflectivity
- 06 First Lego League (WeDo 2.0 Software) - Blind Spot Monitoring
- 07 Other Transportation-Related Lesson Plans

www.connectntxfutures.org

*These lesson plans are primarily designed for high school students but can be easily adapted for younger age groups.

Lesson Plans

ONLINE PUBLIC SURVEY

Purpose

- ◆ Learn public needs and interests around automated transportation

Key takeaways:

- 483 responses (most from Tarrant and Dallas counties)
- Mixed willingness to use automation technologies for travel around DFW area
- Differences in willingness by race and age
- Older generations less willing to use the technologies



FOCUS GROUPS

Purpose

- ◆ Gain deeper awareness of public's perspectives on current and emerging transportation technologies

Key takeaways:

- 83 participants from 12 focus groups
- Focus group findings align with survey
- Map apps are most used tech (smartphone cost is concern for one minority group)
- Rural residents want more transportation options (transit, ridehail), faster internet, fewer freight train backups
- Minorities most excited about new tech, but doubt fair/equitable access



STAKEHOLDER & PUBLIC ENGAGEMENT SUMMARY

PAC Meeting Slides & Notes:
www.connectntxfutures.org/Get-Involved

Project Advisory Committee Meetings & Workshops

The Project Advisory Committee (PAC) is a diverse group of stakeholders and subject matter experts, from NCTCOG, local cities and counties, transportation agencies, educational institutions, and transportation-related businesses.

Members of the PAC:

- **Serve** as liaison between COG, project team, and broader communities
- **Represent** subset of region's decision makers and technology users
- **Mentor** next generation of participating agencies
- **Envision** multi-generational planning horizon

While PAC meetings are not open to the public, representatives of local governments are welcome to attend PAC workshops! We also encourage those interested to view the meeting minutes and presentations.

PAC Meeting 1 - March 12, 2021

[Meeting Minutes](#)

PAC Meeting 2 (Workshop 1) - May 26, 2021

[Meeting Minutes](#) ([morning](#) | [afternoon](#))

[Presentation Slides](#)

PAC Meeting 3 (Workshop 2) - July 13, 2021

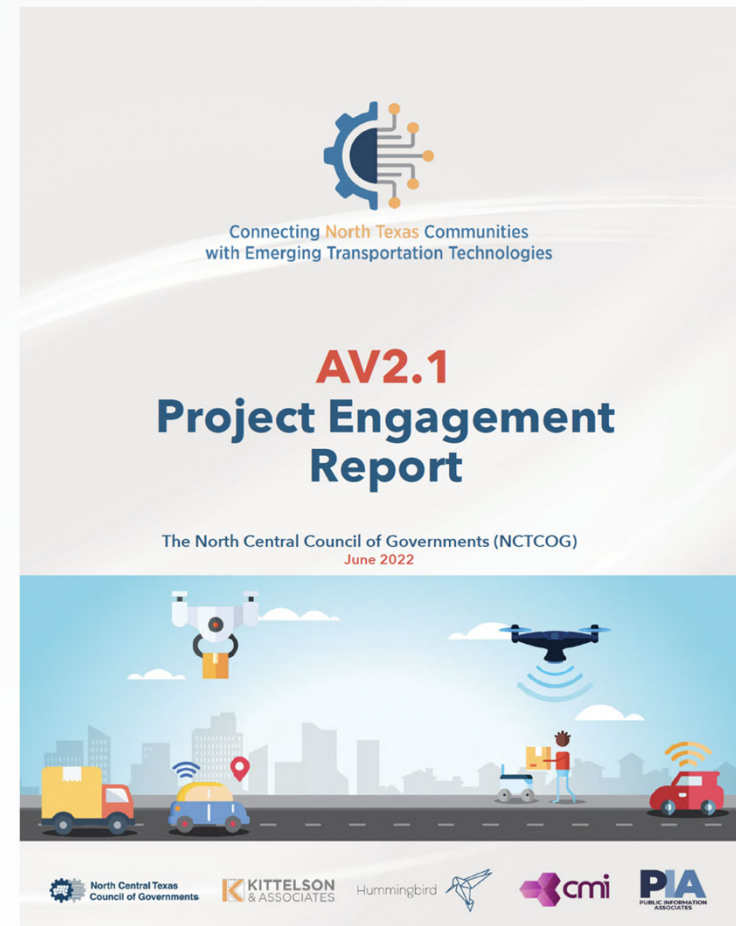
[Meeting Minutes](#)

PAC Meeting 4 (Workshop 3) - Sept 8, 2021

[Meeting Minutes](#)

PAC Meeting 5 - October 27, 2021

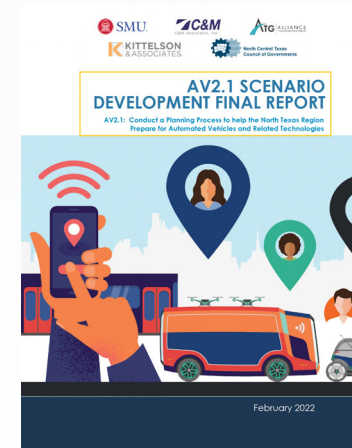
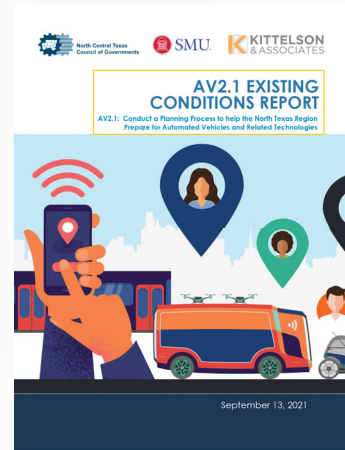
[Meeting Minutes](#)



ADDITIONAL REPORTS

Reports Supporting Analysis & Recommendations

- ◆ Existing Conditions Report
- ◆ Market Analysis Report
- ◆ Financial Report
- ◆ Scenario Development Report
- ◆ Scenario Evaluation Report



Purpose of Reports:

- These reports, plus the public engagement reports, act as the “methodology for the final set of documents which make policy recommendations.

AV HOSTING HANDBOOK & FINAL REPORT



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www.ConnectNTxFutures.org

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AV2.1 FINAL REPORT EXECUTIVE SUMMARY

AV2.1: CONDUCT A PLANNING PROCESS
TO HELP THE NORTH TEXAS REGION
PREPARE FOR AUTOMATED VEHICLES
AND RELATED TECHNOLOGIES



June 9, 2022



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in association with:



SMU

Hummingbird



Contract Number TRN6551
Project Number 25425

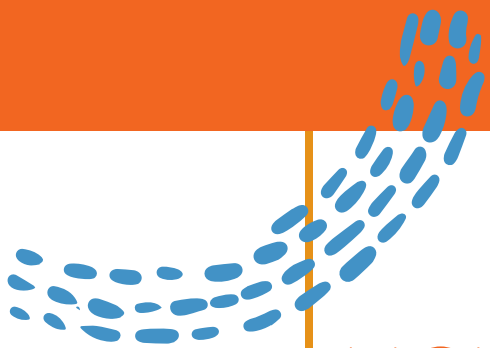
The contents of this report reflect the views of the authors who are responsible for the opinions, findings, and conclusions presented herein. The contents do not necessarily reflect the views or policies of the Regional Transportation Council, NCTCOG, or the Texas Department of Transportation.

INTRODUCTION

Technology impacts all aspects of transportation, and these technologies are ever evolving.

Local agencies need guidance on how to plan for uncertainties in the future of transportation. Proactive planning can help North Central Texas communities create unified plans to use technology to solve local and regional transportation needs.

Decision makers want to understand **HOW** technologies could change travel behaviors and land use patterns, **WHEN** these impacts are likely to occur, and **WHAT** additional infrastructure or policy changes, if any, agencies may need to support the future travel demands.



HOW ARE TECHNOLOGIES CHANGING TRANSPORTATION?

New technologies are changing how we travel, when we travel, the cost of travel (time or money), or replacing the need to travel at all (like teleworking or telemedicine). These changes to travel patterns and behaviors can lead to changes in land use patterns (such as where people live or work, or the locations of freight distribution centers).

Some transformational technologies are in use today and are already impacting travel behavior and land use patterns. For example, many North Texas residents, students, and employers quickly adopted telework or virtual learning due to the COVID-19 pandemic. Increasing e-commerce demands have moved goods warehouses and distribution centers closer to urban areas.

Some technologies are in pilot phases, such as TxDOT's Connected Freight Corridor, Arlington's Rapid AV ride-hail program, Wing's drone delivery pilot, and sidewalk delivery robot pilots on several college campuses in the region.

Some technologies will require local government support, such as expanding electric vehicle charging infrastructure.

Some impacts are still unknown, like the sustainable cost of emerging technologies or the travel behavior impacts of new modes of transportation like automated vehicles.

HOW IS NCTCOG PREPARING FOR THIS CHANGE?

Automated transportation solutions are part of the long-term transportation strategy for North Central Texas Council of Governments (NCTCOG). NCTCOG is preparing for emerging transportation technologies through a three-phase Automated Vehicle 2.0 (AV2.0) program.

Planning (AV2.1)

Connecting North Texas Communities with Emerging Transportation Technologies – Helping North Texas communities plan for the arrival of emerging transportation technologies, such as automated vehicles (AVs)

AV
2.1

Partnerships (AV2.2)

Funding to help North Texas communities build effective partnerships with the AV developers when they deploy AVs in the community

AV
2.2

Investment (AV2.3)

Making strategic investments as a region in AV service to explore use cases that are important to the region but not being adequately addressed by the private sector

AV
2.3

When envisioning the AV2.1 program, NCTCOG used the following terminology:

“Automated Vehicle” or “AV” refers to both connected and autonomous vehicles. The term is inclusive of technologies that are precursors to the introduction of AVs, such as emerging modes of micromobility and rideshare, and related to AVs, such as vehicle-to-infrastructure technology.

In addition to the AV2.0 program, NCTCOG is preparing for emerging technologies by:

- / Collaborating on TxDOT’s **Connected Freight Corridors Project**.
- / Leading a **Freight Optimization Project** to improve flow of freight.
- / Standardizing work zone reporting using the **Work Zone Data Exchange** Specification.
- / Utilizing **connected vehicle data**—especially video—to improve maintenance, operations, and safety through a Situational Awareness App.
- / **Advancing electrification** to support automated vehicles.
- / Calming traffic, **creating safer streets for all people**, including for bicyclists and pedestrians will improve operational environment for automated vehicles.
- / Leading **Uncrewed Aircraft System** (UAS) education, planning, and pilots.



WHERE ARE WE TODAY?

Studying existing conditions and assessing the technology market help agencies understand the impacts of automation on North Central Texas. The **Existing Conditions Report** details the current state of transportation and emerging technologies in North Central Texas. By knowing the existing conditions (or baseline), agencies can monitor trends and understand impacts.

KEY FINDINGS FROM THE EXISTING CONDITIONS REPORT

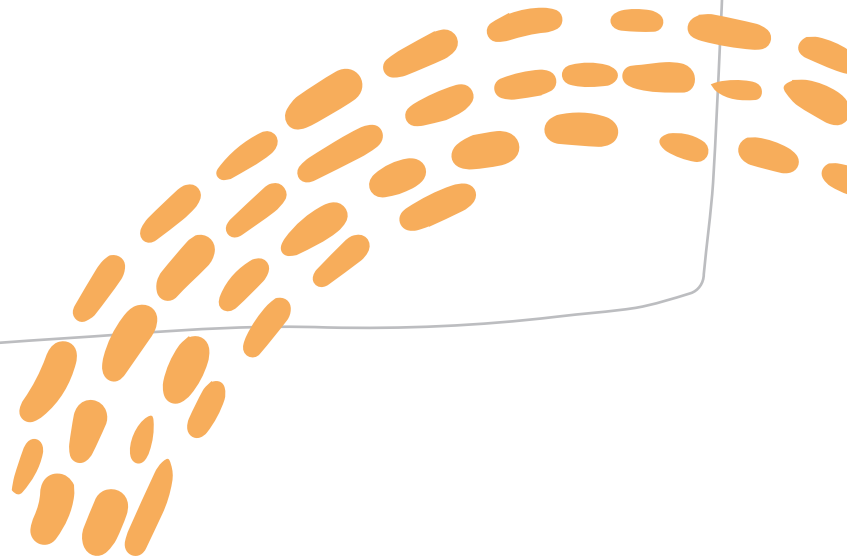
Personal mobility. Many roadways in the region have high congestion levels and unreliable travel times. Local emerging technology mobility efforts include high-speed rail, demand-responsive passenger services, first-mile/last-mile connections via micromobility, mobile ticketing and scheduling applications, and people movers.

Freight Movement. Increasing traffic congestion in the region will have a negative impact on freight movement. Automated trucking, unmanned aerial system (or drone) delivery, and enhanced traffic and congestion management strategies could improve freight movement reliability.

Equity. The North Central Texas region is committed to providing the same level of access to essential destinations to all residents, irrespective of their residence location, race, age, gender, income, and/or abilities. Agencies need guidance on how to develop equity-focused policies and programs related to emerging technologies.

Safety. There were 820 crash-related fatalities in North Central Texas in 2019. Emerging Technologies could provide new opportunities to improve transportation safety in the region.

Infrastructure readiness and resiliency. Public infrastructure that supports emerging technologies includes roadways, traffic management systems, sensors, and the electric grid. Infrastructure readiness and resilience can be measured through assets, data, and integration. Agencies want guidance on when and what to invest in.



WHICH TECHNOLOGIES SHOULD COMMUNITIES PLAN FOR?

We created a **Market Analysis Report** to help municipalities understand which technologies are coming to North Central Texas, including:

- / Micromobility
- / Aerial Mobility
- / Emerging Vehicle Technologies (Connected, Automated, Electric, Shared)
- / Highway Systems Technologies
- / Parking System Technologies
- / Integrated Technologies
- / Data Guidance

The market analysis report outlines:

- / Status and trends in emerging transportation technologies,
- / Likely applications and adoption timelines,
- / Potential challenges to greater deployment,
- / Potential challenges to ensuring equitable deployment, and
- / Opportunities for public sector involvement.

KEY FINDINGS FROM THE MARKET ANALYSIS REPORT

Technology is changing rapidly. The planning process should be flexible to adjust to changing technologies, business models, regulatory frameworks, and market conditions. Agencies should plan for applications of technology, rather than specific technologies, which may change over time.


Lay the groundwork early. Engage with stakeholders to understand common challenges, build partnerships, and establish strong relationships to deliver transportation access needed today while preparing for future technological changes.

Manage the increase in the quantity of data. Public agencies will need to develop new data management approaches to collect, analyze, manage, share, and utilize data to understand and improve the transportation system.


Plan for multiple possible future scenarios. Many technologies are still in the research and development stage. Until the technologies are in the hands of the general public in real-world use, and until the sustainable price point of the new technologies or services is known, the long-term, real-world impacts of emerging technologies remain unknown. Agencies need to consider multiple potential future scenarios and monitor system performance and trends to learn how these new technologies are impacting the region.

WHAT MATTERS TO RESIDENTS?


The project team engaged with residents, businesses, and regional stakeholders through a project website, public meetings, an online survey, focus groups, and Project Advisory Committee meetings.


 **Public Meetings.** We held two virtual public meetings. Meeting recordings and questions and answers are available on the [Get Involved](#) page of the project website.

- / **Public Meeting #1** (August 2021) introduced attendees to emerging transportation technologies through a video and interactive presentation. Participants shared feedback through live polling and learned how to provide more input through the project's online survey.
- / **Public Meeting #2** (February 2022) discussed education and workforce development needs to prepare for emerging technologies. We also shared the [K-12 lesson plan](#) on automated vehicles that the project team created to help excite the next generation of leaders and problem solvers in the region.

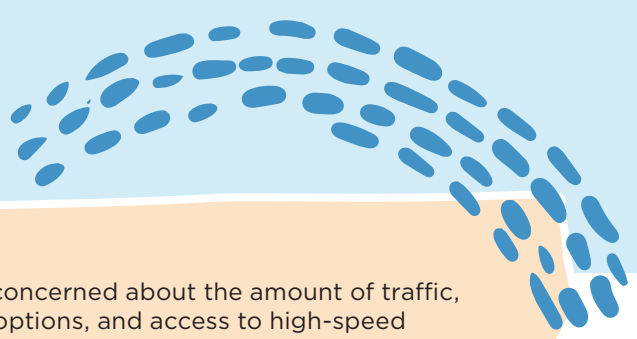
 **Online Public Survey.** We used an online survey to ask North Texas residents and employees about their current transportation modes, use of current transportation-related technologies, and perspectives on emerging transportation technologies. We received 483 survey responses. The [Engagement Phase 1 Report](#) summarizes the survey responses.

 **Focus Groups.** We engaged 83 residents through focus groups to gain a deeper awareness of the public's needs and perspectives on current, new, and emerging transportation technologies. The [Focus Groups Report](#) summarizes what we learned.

 **Project Advisory Committee (PAC).** We held eight bi-monthly PAC meetings to present, review, and collect feedback on analyses, key findings, and deliverables throughout the project. The PAC was made up of a diverse group of about 20 stakeholder representatives from local and state transportation providers, local governments, technology developers, workforce and education institutions, and other community organizations.

 **Project Website.** The project website (www.connectntxfutures.org) is the public's central information hub for the project. It provides materials for the public to learn more about emerging transportation technologies, including:

- / Informational videos
- / Project reports
- / Meetings notes
- / Automated vehicle lesson plan
- / Resources on AV deployment efforts locally and nationally



We learned from the survey and focus groups that residents are concerned about the amount of traffic, delays from construction and train crossings, few transportation options, and access to high-speed internet. Younger respondents are more willing to consider using the emerging technologies. As household income increased so did the willingness to use emerging technology.

For more information on public and stakeholder engagement conducted as part of this project, including public surveys and focus groups, please refer to the [AV2.1 Engagement Phase 1 Summary Report](#), [Focus Group Report](#), or [What We Heard From Residents](#) on the project website.

HOW WILL AVS AFFECT TRANSPORTATION AND LAND USE?

The greatest uncertainty in planning is private sector market forces and what will emerge as the sustainable price point of automation and other emerging transportation technologies.

Currently, planners do not have enough data to assign probabilities to potential future scenarios, so proactively identifying a diverse suite of potential future scenarios to assess potential needs provides a framework that agencies can use to start the planning process and adapt agilely as more information emerges from external market forces.

The **Scenario Development Report** explains how we developed seven potential future transportation automation scenarios for the region, and how we selected three of these scenarios for further modeling evaluation under the AV2.1 project:

1

AV Impact on Roadway Network Performance.

This scenario assumes that vehicles that are both connected and automated will enhance network capacity and reduce the value of time for drivers.

3

AV Impact on Population and Employment Distributions.

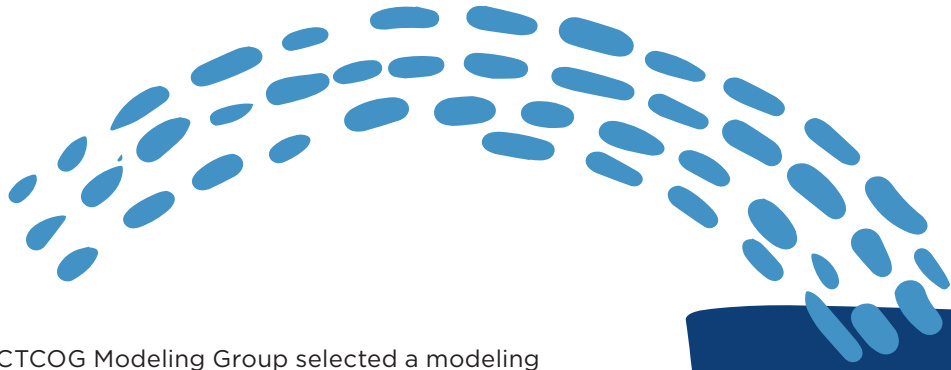
This scenario assumes that automated vehicles will cause travelers to make longer trips due to the decreases in their travel delay and the value of time for drivers. It will capture possible growth opportunity scenarios due to AVs. Each city or county can use these scenarios to define what it considers desired or undesired growth patterns for their area and to develop policies to incentivize their desired growth pattern.

2

AV Impact on Intersection Performance.

This scenario assumes that connected vehicle-to-infrastructure technology will improve intersection capacity and reduce intersection delays.





The NCTCOG Modeling Group selected a modeling platform developed by the University of Texas Austin in conjunction with NCTCOG staff (the UTAV-TAFT model) for the AV2.1 project team to use to evaluate future technology scenarios.

The Scenario Evaluation Report summarizes the modeling methodology, assumptions, and results. For each scenario, we tested a range of AV fleet penetration rates (0%, 25%, 50%, and 100%). Model input assumptions include AV fleet penetration rate, link capacity improvement, AV value of time reduction, increased speed, increased non-freeway saturation flow rate, lower signal control delay, and demographic data for population and employment redistributions.

This is the first study to apply the new capacity adjustment factors for connected and automated vehicles from the *Highway Capacity Manual* to a regional travel demand model.



KEY FINDINGS FROM THE SCENARIO EVALUATION REPORT

AVs alone will not solve the region's future congestion problems. Additional travel demand management and capacity increasing strategies are needed to meet current and future transportation needs.

The model results followed predicted patterns. Under any capacity improvement scenario:

- / Vehicle Miles Traveled (VMT) generally increases
- / Vehicle Hours Traveled (VHT) generally decreases
- / Average Daily Speed generally increases
- / Daily Delay generally decreases

Change in VMT, VHT, Average Daily Speed, and Daily Delay varies between different roadway functional classes and by time period (morning peak, evening peak, off peak).

Agencies should collect and monitor model performance measures from real-world deployments to determine if our assumptions should be revised in future modeling efforts.

Local AV deployments could model sub-regional geographics like city or county level.

HOW WILL AVS AFFECT TRANSPORTATION FINANCES?

Transportation funding comes from a variety of sources at the local, state, and federal level. Existing revenue sources include state and federal fuel taxes, vehicle registration, titling, and licensing fees, oil and gas production taxes, sales taxes, oil lubrication sales taxes, toll revenue, vehicle inspection fees, and traffic violation citations. Local revenues come from parking, local vehicle registration fees, and property and sales taxes.

Rapid population growth in the region, coupled with rising construction costs, aging infrastructure, and increased congestion are already straining transportation funding.

The **Financial Report** provides a high-level assessment of how automated transportation may affect local entity finances. The report also explores potential strategies for engaging the private sector to generate new revenue streams to supplement or replace funding streams affected by automated transportation and related technologies.

KEY FINDINGS FROM THE FINANCIAL REPORT

Emerging technologies (including more fuel-efficient electric vehicles, shared mobility, and automated vehicles) threaten traditional funding streams. Traditional transportation-centric revenues from motor fuel taxes, parking revenues, vehicle registrations, and traffic citations are most at risk in a shift to shared, electric, and automated mobility.

Alternative funding streams have potential to fill gaps in transportation revenues. Local entities should identify their current revenues; collect data to understand trends and potential vulnerabilities in a shared, electric, and automated future; and assess feasibility of implementing alternative revenue strategies.

Agencies need a toolkit for identifying existing funding mechanism and assessing their vulnerabilities in the context of emerging technologies. Funding mechanisms vary widely among local entities. A toolkit may help define a process to evaluating current revenues and identifying strategies to fill potential gaps.

Agencies should gather political and public support for alternative funding strategies. New fees and taxes are challenging to implement. Public engagement needs to clearly demonstrate the added value from new revenue opportunities.



HOW DO YOU HOST AN AV DEPLOYMENT?

The **AV Hosting Deployment Guide** provides guidance to cities to be an active player in advancing technology to solve local transportation problems. It also provides a realistic take on where technology is today and how cities can leverage technology and supporting policies to achieve their goals.

KEY FINDINGS FROM THE AV HOSTING GUIDEBOOK

Assess Potential Use Cases and Business Models.

The applications and business models of automated transportation vary widely. Understanding the various use cases can help agencies assess the transportation challenges each use case might be best positioned to address.

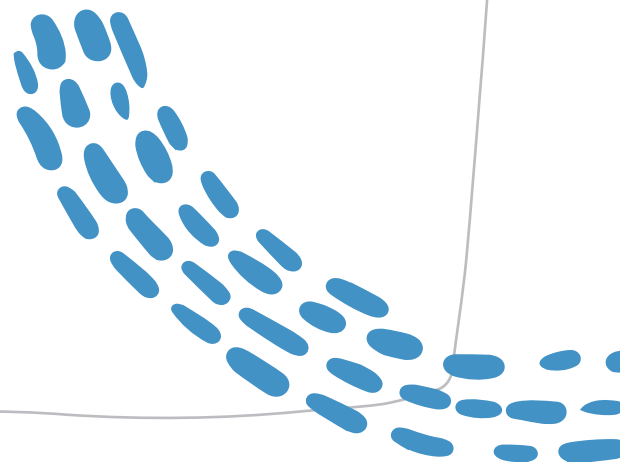
Develop and Update Policies. Agencies should be proactive in assessing policies to support emerging technology. Policies connected to public goals can help emerging technologies address challenges facing the region and set expectations for the industry.

Build Partnerships and Share Data. Emerging technology is new and rapidly evolving, meaning everyone has a lot to learn from each other. Private industry understands the technical aspects of their technology. Agencies understand local policies and processes. Developing strong relationships and sharing data can form mutually beneficial partnerships for public agencies and technology companies.

Prepare Infrastructure. Agencies can be proactive in identifying infrastructure improvements to support existing and future deployments, including roadway, communications, and data management infrastructure; routing constraint considerations; and traffic signal systems.

Train the Workforce. Agencies should begin building internal agency capabilities and training workers needed by industry. Agencies and educators may partner with industry to understand their needs and tailor training and education to fit them. Training and education should be technology-agnostic, not focusing on a specific technology that may change, but rather focus on transferrable skills that can apply to a variety of future conditions.

Monitor Progress. Technology is not a “silver bullet” to the transportation problems facing North Central Texas. Agencies should develop performance metrics to continually monitor and evaluate the impacts of technologies in the community and making adjustments as needed to achieve the desired benefits.



WHAT SHOULD AGENCIES DO NEXT?

This project equips local agencies with tools to proactively shape the development and adoption of emerging technologies to solve transportation challenges in the North Central Texas region.

Municipalities. To support the transition to AVs and other emerging transportation technologies, municipalities should follow the four-step process outlined in [NCHRP Report 924: Foreseeing the Impact of Transformational Technologies on Land Use and Transportation](#):

1

Prepare. Become familiar with AV technologies and agency regulatory powers, develop the agency's vision for technology, and set technology-related goals. Some policies may be pre-empted by Texas state law, but local agencies do have control over land use and development policy to support emerging technology. The [**Market Assessment Report**](#), [**Engagement Report**](#), and [**AV Hosting Guidebook**](#) provide this background information.

3

Take action. Address the policy gaps identified in the self-assessment. Identify and/or develop funding sources to address resource gaps. Train or hire new staff, or partner with others with the necessary expertise, to address capability gaps. Get your feet wet by testing technology and agency readiness through pilot deployments. The [**final report**](#) and the [**AV Hosting Guidebook**](#) provide guidance on agency and workforce development, partnerships, and local policy development.

2

Self-assess. Review the agency's staffing, resources, capabilities, organization, policies, and plans. Identify needs and courses of action. The [**Existing Conditions Report**](#) and [**Financial Report**](#) are starting points for the self-assessment.

4

Monitor and adjust. Monitor progress toward achieving the agency's technology-related goals and adjust programs, plans, and actions as necessary to meet the goals. The [**Scenario Evaluation Report**](#) predicts potential AV impacts. Agencies can monitor the model input assumption performance metrics to track trends and adjust policies as needed. NCTCOG can model additional future technology scenarios and can update model input assumptions as agencies collect more data on real-world deployments.



NCTCOG. To continue leading the region in the adoption of automated technology, NCTCOG can:



Pursue funding opportunities. This readiness sets the stage for the region to continue to be an active player in the deployment of emerging technologies. The region may also apply for federal, state, or local deployment funding to deploy or support new technologies.



Continue to monitor trends. Technology continues to change rapidly, and the long-term impacts remain unknown. NCTCOG should continually monitor industry trends and the impacts on the North Central Texas region to adapt as the AV market evolves.



Disseminate key findings. NCTCOG and other stakeholders can keep up the momentum created from this project with continued outreach to the public, policymakers, and local agencies. NCTCOG can lead a coordinated effort to share and disseminate key findings from this project to accelerate adoption of best practices among local agencies.



Develop tools to prioritize and evaluate pilot projects. Plan for and conduct evaluations of pilot deployment programs. Evaluations are a useful tool for understanding the impacts of a project, disseminating key findings and lessons learned, and identifying project success stories and limitations. Evaluations are critical for future deployers to build upon the work. They can also inform public agencies on how to structure pilot programs and select projects to pursue moving forward.

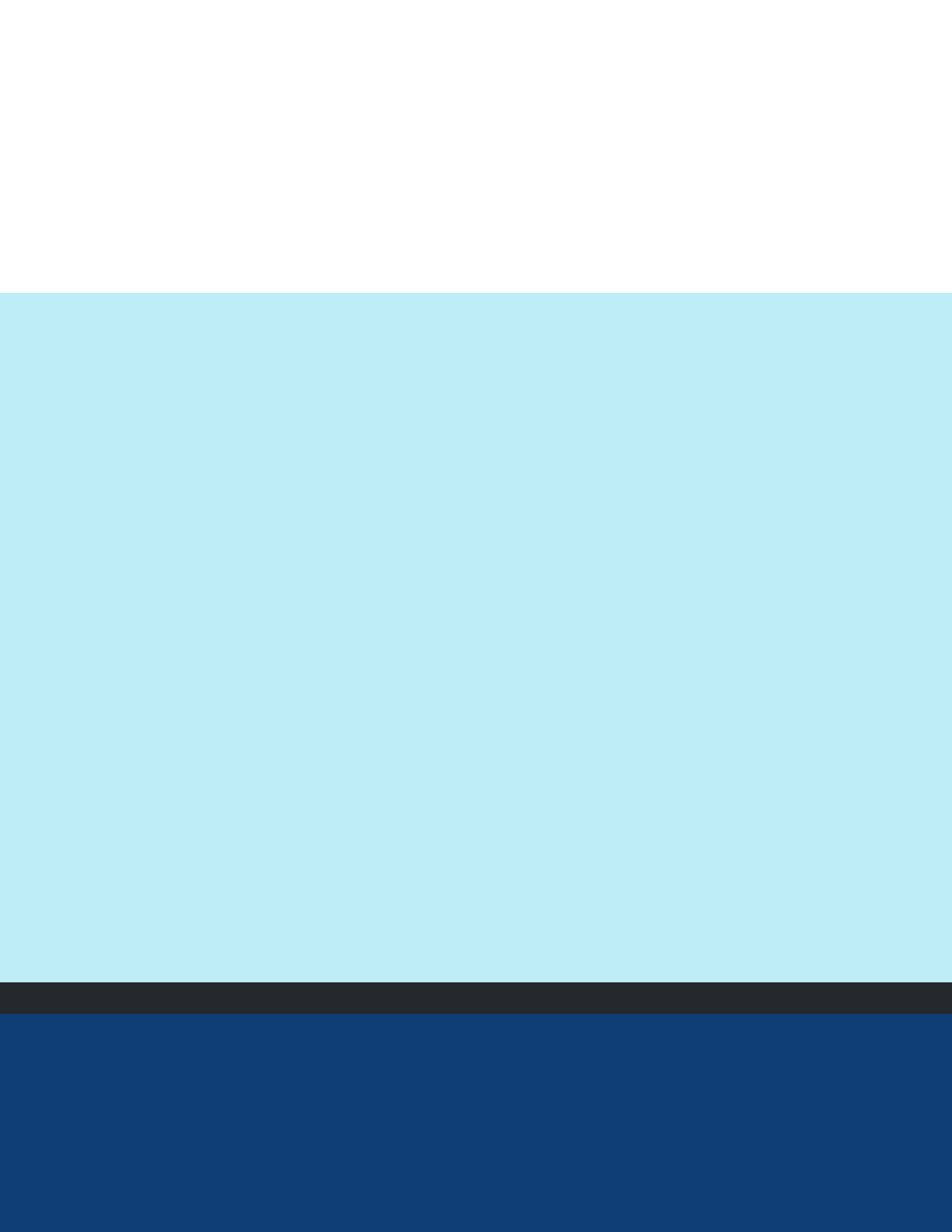


Develop a financial revenue assessment toolkit. Define a process for local agencies to evaluate current revenues and identify strategies to fill potential gaps as transportation shifts to shared, automated, and electric.



You can continue to stay connected, get involved, and learn more by visiting the project website here:

www.connectntxfutures.org

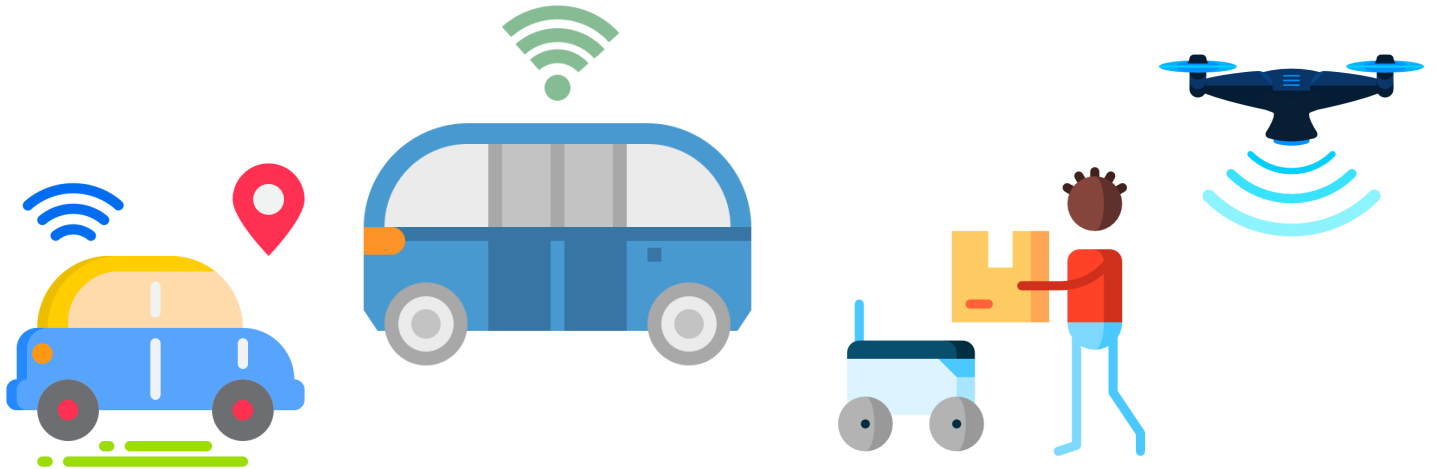




KEY TAKEAWAYS

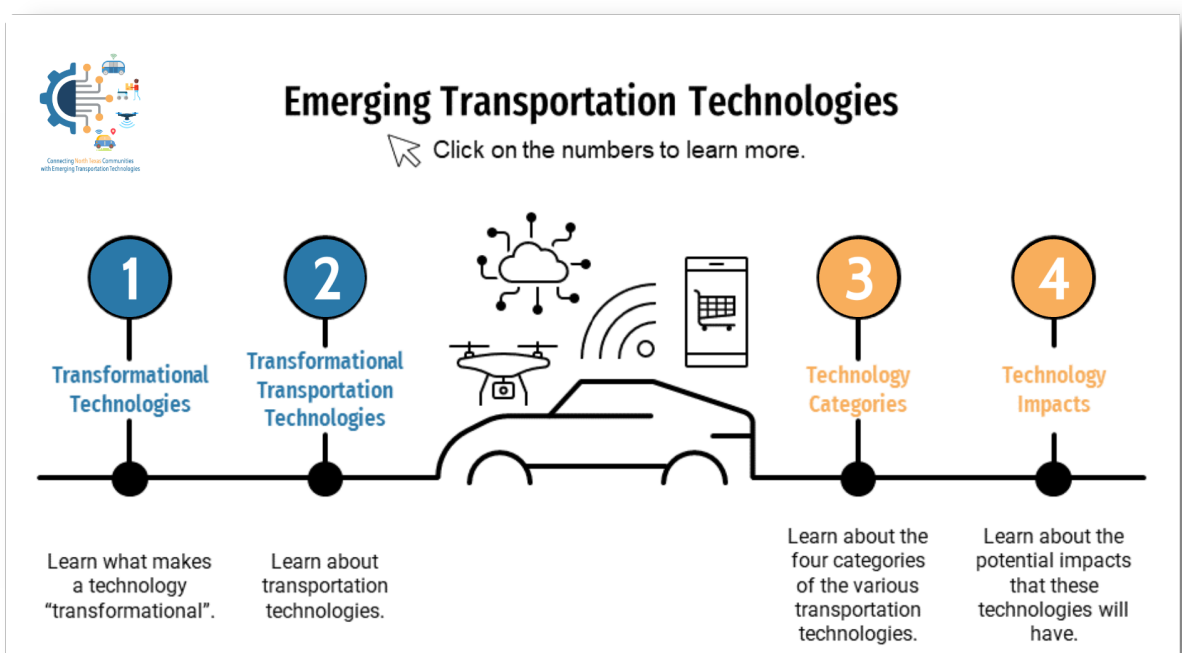
Your Technology, Now and in the Future

TECHNOLOGY IS CHANGING HOW WE TRAVEL



WHAT ARE THESE NEW TECHNOLOGIES?

CHECK OUT



Examples of Emerging Transportation Technologies in North Texas



FOR MORE RESOURCES VISIT OUR WEBSITE

WWW.CONNECTNTXFUTURES.ORG



LOOKING FOR RESOURCES TO GET STUDENTS INVOLVED?



NCTCOG's AV2.1 Mission for Students



CHECK OUT

Our K-12 Lesson Plan

ARE YOU AN AGENCY WHO NEEDS TO PLAN FOR NEW TECHNOLOGY?

North Central Texas
Council of Governments

KITTELSON
& ASSOCIATES

AUTOMATED VEHICLE HOSTING HANDBOOK

FOR NORTH CENTRAL TEXAS COMMUNITIES



September 2022

TO LEARN MORE

WWW.CONNECTNTXFUTURES.ORG

Regional Transportation Council Attendance Roster
October 2021 - September 2022

RTC MEMBER	Entity	11/11/21	12/9/21	1/13/22	2/10/22	3/10/22	4/14/22	5/12/22	6/9/22	7/14/2022	8/18/2022	9/8/2022	10/13/2022
Daniel Alemán Jr (01/22)	Mesquite	--	--	P	P	P	P	P	P	P	P	P	P
Steve Babick (06/22)	Carrollton	--	--	--	--	--	--	--	P	E	E	A	A
Dennis Bailey (02/21)	Rockwall County	A	P	P	E(R)	P	P	P	E(R)	E(R)	P	P	P
Rick Bailey (07/22)	Johnson County	-	-	-	-	-	-	-	-	P	P	P	P
Adam Bazaldua (09/21)	Dallas	E(R)	P	P	P	P	P	E	P	P	P	E(R)	A
Elizabeth M. Beck (08/21)	Fort Worth	P	P	P	A	P	P	E	P	A	E(R)	P	A
Gyna Bivens (08/21)	Fort Worth	P	P	P	P	E	P	E	P	P	P	P	P
J. D. Clark (07/22)	Wise County	P	E(R)	P	P	P	E(R)	P	E(R)	P	P	P	P
Ceason Clemens (10/22)	TxDOT, Dallas	-	-	-	-	-	-	-	-	-	-	-	P
Dianne Costa (10/19)	DCTA	P	P	P	P	P	P	P	P	P	P	P	P
Michael Crain (06/22)	Fort Worth	--	--	--	--	--	--	--	E(R)	A	P	P	P
Theresa Daniel (11/18)	Dallas County	P	P	P	P	P	P	P	P	P	P	P	P
Jeff Davis (11/19)	Trinity Metro	P	P	P	P	P	P	P	P	P	E(R)	P	A(R)
Janet DePuy (09/21)	Richardson	P	P	P	P	P	P	P	P	P	P	P	P
Andy Eads (1/09)	Denton County	P	P	P	P	P	P	E	P	P	P	P	P
Gary Fickes (12/10)	Tarrant County	P	P	P	A	P	P	P	P	P	P	E	P
George Fuller (07/17)	McKinney	P	A	P	P	P	E(R)	E	P	P	P	E	A
Raul H. Gonzalez (09/21)	Arlington	P	P	P	P	P	P	P	P	A	A	P	P
Barry L. Gordon (12/20)	Duncanville	E	P	E(R)	P	E(R)	P	E	A	P	P	E	P
Rick Grady (09/18)	Plano	P	P	P	P	P	P	P	P	P	P	P	P
Lane Grayson (01/19)	Ellis County	P	P	P	P	E	P	P	A	P	P	P	P
Mojoy Haddad (10/14)	NTTA	A	P	P	E	E	A	P	P	P	P	E(R)	P
Clay Lewis Jenkins (04/11)	Dallas County	P	E(R)	P	P	P	P	P	P	P	P	P	P
Ron Jensen (06/13)	Grand Prairie	P	P	P	P	E(R)	P	P	P	P	E	P	P
Carl L. Johnson (09/20)		P	P	E(R)	P	P	E(R)	P	P	P	P	P	P
Brandon Jones (05/21)	Lewisville	P	P	P	P	P	P	A	P	P	P	E	P
John Keating (12/19)	Frisco	E	E(R)	A	A	A	P	A	A	A(R)	A	P	P
Brad LaMorgese (07/22)	Irving	--	--	--	--	--	--	--	--	P	P	P	E
Mike Leyman (09/19)	Mansfield	P	P	P	E(R)	P	P	P	P	P	P	P	P
Alison Maguire (07/21)	Denton	P	P	P	P	P	P	P	P	A	P	P	P
B. Adam McGough (07/20)	Dallas	P	P	P	P	P	P	P	P	P	P	P	P
William Meadows (02/17)	DFW Airport	A	P	A	P	A	P	E	E	E	E	E(R)	E
Cara Mendelsohn (07/20)	Dallas	P	P	P	P	P	P	P	P	P	P	P	P
Ed Moore (07/22)	Garland	--	--	--	--	--	--	--	--	P	P	A	P
Omar Narvaez (09/21)	Dallas	P	P	P	P	P	E(R)	P	P	P	P	P	P
Philip J. Ritter (07/20)	Dallas	P	P	P	P	P	P	P	P	A	P	A	E

P= Present

A= Absent

R=Represented by Alternate

--= Not yet appointed

E= Excused Absence (personal illness, family emergency,
jury duty, business necessity, or fulfillment
of obligation arising out of elected service)

Regional Transportation Council Attendance Roster
October 2021 - September 2022

RTC MEMBER	Entity	11/11/21	12/9/21	1/13/22	2/10/22	3/10/22	4/14/22	5/12/22	6/9/22	7/14/2022	8/18/2022	9/8/2022	10/13/2022
Jim R. Ross (07/21)	Arlington	P	P	P	P	P	P	P	E(R)	E(R)	P	P	P
David Salazar (10/22)	TxDOT, FW	-	-	-	-	-	-	-	-	-	-	-	P
Chris Schulmeister (07/20)	Allen	P	P	P	P	P	P	E(R)	P	P	P	A(R)	P
Jeremy Tompkins (10/19)	Euless	P	E	P	P	P	P	P	P	P	P	P	P
T. Oscar Trevino Jr. (6/02)	Nrth Rch Hills	P	E	P	P	P	P	E(R)	P	A(R)	P	P	P
William Tsao (3/17)	Dallas	P	P	P	P	P	P	P	P	P	P	P	P
Duncan Webb (6/11)	Collin County	P	P	P	P	P	E	P	P	P	P	P	P
B. Glen Whitley (2/97)	Tarrant County	P	E	P	P	E	P	E(R)	E(R)	P	P	P	P
Michele Wong Krause	DART	E(R)	P	P	P	P	P	P	E(R)	E(R)	P	P	P

Note: Date in parenthesis indicates when member was
1st eligible to attend RTC meetings

P= Present
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jury duty, business necessity, or fulfillment
of obligation arising out of elected service)

Surface Transportation Technical Committee Attendance Roster
October 2021 - October 2022

STTC MEMBERS	Entity	10/22/21	12/3/21	1/28/22	2/25/22	3/25/22	4/22/22	05/27/22	06/24/22	07/22/22	8/26/2022	9/23/2022	10/28/2022
Joe Atwood	Hood County	*	*	*	*	*	*	*	*	A	A	A	A
Melissa Baker	Irving	*	*	*	*	*	*	*	*	A	P	P	A
Micah Baker	Dallas County	*	*	*	*	*	*	*	*	A	A	A	A
Bryan Beck	Grapevine	*	*	*	*	*	*	*	*	A	P	E	A
Marc Bentley	Farmers Branch	*	*	*	*	*	*	*	*	A	A	A	A
David Boski	Mansfield	*	*	*	*	*	*	*	*	P	P	P	P
Keith Brooks	Arlington	*	*	*	*	*	*	*	*	A	A	A	A
Shon Brooks	Waxahachie	*	*	*	*	*	*	*	*	P	P	P	P
Tanya Brooks	DART	*	*	*	*	*	*	*	*	A	P	P	P
Ceason Clemens	TxDOT Dallas	*	*	*	*	*	*	*	*	A	P	P	P
Robert Cohen	Southlake	*	*	*	*	*	*	*	*	A	A	A	A
Kent Collins	Coppell	*	*	*	*	*	*	*	*	A	A	A	A
John Cordary, Jr.	TxDOT FW	*	*	*	*	*	*	*	*	P	P	P	P
Jackie Culton	Duncanville	--	--	--	--	--	--	--	--	P	A	A	P
Clarence Daugherty	Collin County	*	*	*	*	*	*	*	*	P	P	P	P
Chad Davis	Wise County	*	*	*	*	*	*	*	*	P	A	A	P
Arturo Del Castillo	Dallas	*	*	*	*	*	*	*	*	A	P	P	P
Caryl DeVries	Grand Prairie	*	*	*	*	*	*	*	*	P	P	P	A
Greg Dickens	Hurst	*	*	*	*	*	*	*	*	P	A	A	A
David Disheroon	Johnson County	*	*	*	*	*	*	*	*	A	A	A	A
Rebecca Diviney	Denton	*	*	*	*	*	*	*	*	P	P	P	P
Phil Dupler	FWTA	*	*	*	*	*	*	*	*	P	P	P	P
Chad Edwards	Trinity Metro	--	*	*	*	*	*	*	*	P	P	P	P
Claud Elsom	Rockwall County	*	*	*	*	*	*	*	*	A	A	P	P
Eric Fladager	Fort Worth	*	*	*	*	*	*	*	*	P	A	P	P
Chris Flanigan	Allen	*	*	*	*	*	*	*	*	P	P	P	P
Ann Foss	Arlington	*	*	*	*	*	*	*	*	P	P	P	P
Mike Galizio	Tarrant County	*	*	*	*	*	*	*	*	A	A	P	A
Eric Gallt	Mesquite	--	--	--	--	--	--	--	*	P	P	P	P
Ricardo Gonzalez	TxDOT FW	*	*	*	*	*	*	*	*	E	P	P	P
Gary Graham	McKinney	*	*	*	*	*	*	*	*	P	P	P	P
Tom Hammons	Carrollton	*	*	*	*	*	*	*	*	A	A	P	P
Ron Hartline	The Colony	*	*	*	*	*	*	*	*	A	A	P	A
Shannon Hicks	Addison	*	*	*	*	*	*	*	*	A	A	A	A
Matthew Hotelling	Flower Mound	*	*	*	*	*	*	*	*	P	A	P	P
John Hudspeth	TxDOT Dallas	*	*	*	*	*	*	*	*	P	P	P	P
Jeremy Hutt	Cleburne	*	*	*	*	*	*	*	*	P	P	P	P
Thuan Huynh	McKinney	*	*	*	*	*	*	*	*	P	P	A	P
Joel James	NTTA	--	--	--	--	*	*	*	*	A	P	P	A

P=Present A=Absent R=Represented E=Excused (personal illness, family emergency, jury duty, business necessity)
 -- =Not yet eligible to attend *Meeting held by video/audio conference. Individual attendance not taken.

Surface Transportation Technical Committee Attendance Roster

October 2021 - October 2022

STTC MEMBERS	Entity	10/22/21	12/3/21	1/28/22	2/25/22	3/25/22	4/22/22	05/27/22	06/24/22	07/22/22	8/26/2022	9/23/2022	10/28/2022
Kelly Johnson	NTTA	*	*	*	*	*	*	*	*	P	A	P	A
William Johnson	Fort Worth	*	*	*	*	*	*	*	*	A	A	A	A
Major L. Jones	Euless	--	--	--	--	--	--	--	--	--	--	--	A
Gus Khankarli	Dallas	*	*	*	*	*	*	*	*	P	P	P	P
Alonzo Liñán	Keller	*	*	*	*	*	*	*	*	A	A	A	A
Eron Linn	DART	*	*	*	*	*	*	*	*	A	P	E	P
Clay Lipscomb	Plano	*	*	*	*	*	*	*	*	P	P	A	P
Paul Luedtke	Garland	*	*	*	*	*	*	*	*	A	A	A	P
Stanford Lynch	Hunt County	*	*	*	*	*	*	*	*	P	P	A	P
Chad Marbut	Weatherford	--	--	--	--	--	--	*	*	A(R)	P	P	P
Alberto Mares	Ellis County	*	*	*	*	*	*	*	*	P	P	P	P
Wes McClure	Mesquite	*	*	*	*	*	*	*	*	P	P	P	P
Brian Moen	Frisco	*	*	*	*	*	*	*	*	P	P	P	P
Mark Nelson	Richardson	*	*	*	*	*	*	*	*	P	A	P	E
Jim O'Connor	Irving	*	*	*	*	*	*	*	*	P	P	P	P
Eric Oscarson	Burleson	--	--	--	--	--	--	--	--	P	A	A	A
Kenneth Overstreet	Bedford	*	*	*	*	*	*	*	*	A	A	A	A
Kevin Overton	Dallas	*	*	*	*	*	*	*	*	A	P	P	P
Tim Palermo	DCTA	*	*	*	*	*	*	*	*	P	P	A	P
Dipak Patel	Lancaster	*	*	*	*	*	*	*	*	P	P	P	A
Martin Phillips	Frisco	--	--	--	--	--	--	--	--	--	--	--	P
John Polster	Denton County	*	*	*	*	*	*	*	*	P	P	P	P
Kelly Porter	Fort Worth	*	*	*	*	*	*	*	*	P	P	P	E
Tim Porter	Wylie	*	*	*	*	*	*	*	*	P	P	P	A
Lauren Prieur	Fort Worth	--	--	--	--	--	--	--	--	--	--	--	P
Greg Royster	DFW Int. Airport	*	*	*	*	*	*	*	*	P	P	P	A
Kathryn Rush	Dallas	*	*	*	*	*	*	*	*	A	A	A	P
Moosa Saghian	Kaufman County	*	*	*	*	*	*	*	*	A	A	A	A
David Salmon	Lewisville	*	*	*	*	*	*	*	*	A	P	A	P
Kay Shelton	DART	--	--	--	--	--	--	--	--	A	P	A	P
Brian Shewski	Plano	*	*	*	*	*	*	*	*	P	P	P	P
Walter Shumac, III	Grand Prairie	*	*	*	*	*	*	*	*	P	P	E	P
Randy Skinner	Tarrant County	*	*	*	*	*	*	*	*	A	P	P	P
Caleb Thornhill	Plano	*	*	*	*	*	*	*	*	A	P	P	A
Press Tompkins	Greenville	*	*	*	*	*	*	*	*	A	A	A	A
Logan Tucker	Duncanville	--	--	--	--	--	--	--	*	A	A	A	A
Gregory Van	Haltom City	*	*	*	*	*	*	*	*	P	P	P	A
Daniel Vedral	Irving	*	*	*	*	*	*	*	*	A	P	P	P
Caroline Waggoner	North Richland	*	*	*	*	*	*	*	*	A	P	A	P
Robert Woodbury	Cedar Hill	*	*	*	*	*	*	*	*	P	A	P	P
Larry Wright	Colleyville												A
Jamie Zech	TCEQ	*	*	*	*	*	*	*	*	A	A	A	A

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