

AGENDA

SURFACE TRANSPORTATION TECHNICAL COMMITTEE Friday, January 28, 2022 North Central Texas Council of Governments

1:30 pm Full STTC Business Agenda (Videoconference)

1:30 – 1:35

1. **Approval of December 3, 2021, Minutes**
 Action Possible Action Information Minutes: 5
Presenter: Tanya Brooks, STTC Chair
Item Summary: Approval of the December 3, 2021, meeting minutes contained in [Electronic Item 1](#) will be requested.
Background: N/A

1:35 – 1:40

2. **Consent Agenda**
 Action Possible Action Information Minutes : 5

2.1. **Federal Functional Classification System Amendment**

Presenter: Brian Flood, NCTCOG
Item Summary: Staff will request a recommendation for Regional Transportation Council (RTC) approval of two amendments to the currently approved Federal Functional Classification System (FFCS).
Background: While inclusion in the FFCS is based on a roadway's purpose and functioning capabilities, it is also used to determine eligibility for federal funding. Amendments to the FFCS occur as the function of an existing roadway changes, or as roadways need to be added due to construction, new developments, and shifts in demographic trends. Staff is currently working with the Texas Department of Transportation (TxDOT) on two proposed FFCS amendments within the Dallas and Fort Worth TxDOT districts. Both amendments involve the construction of new roadways which are included in the current Transportation Improvement Program (TIP). The Surface Transportation Technical Committee will be asked to recommend these amendments for RTC consideration at its February 2022 meeting. Additional information can be found in [Electronic Items 2.1.1](#) and [2.1.2](#).

Performance Measure(s) Addressed: Safety, Roadway

2.2. **Traffic Incident Management Regional Transportation Council Local Funds for Farmersville**

Presenter: Camille Fountain, NCTCOG
Item Summary: Staff will request approval of \$8,264.70 in Regional Transportation Council (RTC) local funding to fund the City of Farmersville Incident Management Trailer.

Background: In support of the North Central Texas Council of Governments' Traffic Incident Management Training Program, the 2020 Incident Management Equipment Purchase Call for Projects (CFP) made Congestion Mitigation and Air Quality Improvement Program funds available for the purchase of equipment and technology to be used to mitigate traffic incidents in the North Central Texas Nonattainment Area. In July 2020, the RTC approved the project recommendations submitted as part of the 2020 Incident Management Equipment Purchase CFP. Due to the City of Farmersville not meeting federal procurement requirements, staff is requesting to fund the City of Farmersville Incident Management Trailer with RTC local funds. Additional information on this funding source request is provided in [Electronic Item 2.2](#).

Performance Measure(s) Addressed: Safety

1:40 – 1:50

3. **MPO Milestone Policy Update**

Action Possible Action Information Minutes: 10

Presenter: Brian Dell, NCTCOG

Item Summary: Staff will request a recommendation for Regional Transportation Council (RTC) action on the recommendations for three projects and provide the Committee with an update on the status of the Milestone Policy Round 2 projects that have not let for construction.

Background: The MPO Milestone Policy was adopted by the RTC to ensure that projects that have been funded for more than 10 years and have not gone to construction are being implemented in a timely manner. In February 2021, the RTC took action on the second round of the Milestone Policy, including a project tracking process and revised set of policy procedures. Staff coordinates with implementing agencies to assess project risk on all Milestone Policy projects until they go to construction. The responses are reviewed and a rating is assigned to each project. Action is being requested on several projects, including revising deadlines for two projects and removing federal funding on another at the request of the implementing agency.

Status updates on each project, along with their latest ratings, can be found in [Electronic Item 3.1](#). Details on the MPO Milestone Policy and the proposed action items can be found in [Electronic Item 3.2](#).

Performance Measure(s) Addressed: Roadway, Transit

1:50 – 2:00

4. **Automated Vehicles Program 2.2: Round 2 Projects and Supplemental Round 3 Projects**

Action Possible Action Information Minutes: 10

Presenter: Clint Hail, NCTCOG

Item Summary: Staff seeks approval of a second round of projects recommended for funding under the consolidated Automated Vehicles Program, including supplemental round 3 projects.

Background: In October 2018, the Regional Transportation Council (RTC) approved Automated Vehicle Program 2.0, which included \$10 million for assisting local partners in hosting automated vehicle deployments (AV2.2) and \$20 million for AV deployments to explore use cases that further regional priorities (AV2.3). In November 2020, with the funding now available, the RTC approved the application process and selection criteria for the consolidated program. In December 2020 staff held an information session for Committee members, followed by a request to the Committee for approval of the first round of projects in June 2021. From August until mid-November 2021, staff provided technical assistance to local partners considering applications for the second round of proposals, including a general information session and consultation on project ideas. Projects recommended for advancement include telemedicine solutions using automated vehicle platforms in McKinney and South Dallas; expanding a current on-demand shuttle service in Arlington; an automated parking/curb management test bed at DFW Airport; and adding technology-related elements to the Lancaster Avenue project in Fort Worth and improvements to zip code 76104.

Performance Measure(s) Addressed: Roadway, Safety

2:00 – 2:10

5. **Regional Vanpool Program Vehicle Revised Partnership**

Action Possible Action Information Minutes: 10

Presenter: Gypsy Gavia, NCTCOG

Item Summary: Staff will request Surface Transportation Technical Committee (STTC) recommendation for Regional Transportation Council (RTC) approval for temporary Regional Vanpool Program modifications due to an inadequate supply of vans.

Background: The North Central Texas Regional Vanpool Program is operated by Dallas Area Rapid Transit (DART), Denton County Transportation Authority (DCTA), and Trinity Metro and achieves many regional benefits including lowering emissions by removing single occupant vehicles off the road. On May 13, 2021, the Regional Transportation Council approved various program modifications to the North Central Texas Regional Vanpool Program including defining transit agency boundaries, allowing temporary flexibility to the subsidy funding structure, and pursuing a regional cooperative vanpool procurement to create a more unified program. This program has significant air quality benefits essential to air quality conformity.

DART recently informed NCTCOG that their current vanpool contractor is unable to meet their obligations to DART and is

not able to secure vehicles for the program due to supply chain issues created by the ongoing pandemic and related semiconductor chip shortage on newer vehicles. DART and their vanpool contractor are terminating their contract. To meet current air quality commitments, staff has been working with all three transit agencies to ensure there are no gaps in service or coverage for the North Central Texas Regional Vanpool Program. Staff is requesting recommendation for RTC approval for DCTA and Trinity Metro to replace the current service provided by DART.

Performance Measure(s) Addressed: Administrative, Transit

2:10 – 2:20

6. **2045 Demographic Forecast and Mobility 2045 Update**

Action Possible Action Information Minutes: 10

Presenter: Dan Kessler and Amy Johnson, NCTCOG

Item Summary: Staff will provide a brief summary on the completion of the 2045 Demographic Forecast. In addition, an overview of efforts to update Mobility 2045, including the updated draft financial forecast, will be provided.

Background: Efforts are coming to a close on the development of the 2045 Demographic Forecasts as the local government review and comment period has ended. Based on input received, the demographic forecasts are being finalized and transitioned for use by the Mobility 2045 Plan Update Team. Mobility 2045 was adopted by the Regional Transportation Council on June 14, 2018. Federal guidelines require the Dallas-Fort Worth region to update the long-range transportation plan a minimum of every four years. Development of the Mobility 2045 Update is currently underway which will include a new financial plan and necessary refinements to projects in the current Mobility 2045 plan.

Performance Measure(s) Addressed: Roadway, Transit

2:20 – 2:30

7. **Director of Transportation Report on Selected Items**

Action Possible Action Information Minutes: 10

Presenter: Michael Morris, NCTCOG

Item Summary: Staff will provide an overview of current transportation items.

Background: Efforts continue to advance transportation in the region. Staff will highlight the following:

- Regional Transportation Council's focus for 2022: The Year of Doing
- Director recommends continuing with electronic materials for 2022 STTC meetings
- Future role of certification facilities interested in coming to Dallas-Fort Worth region
- Slotting of DFW transportation projects in anticipation of federal Notice of Funding Opportunities

- US Army Corp of Engineers funding of the Downtown Trinity Bypass Channel
- Action on the Dallas-Fort Worth High-Speed Transportation Connections Study (Action Item 10)

Performance Measure(s) Addressed: Administrative

2:30 – 2:40

8. Changing Mobility: Data, Insights, and Delivering Innovative Projects During COVID Recovery

Action Possible Action Information Minutes: 10

Presenter: Michael Morris, NCTCOG

Item Summary: Staff will provide a summary of current performance metrics related to the impacts of COVID-19 to the transportation system and highlight how those metrics have changed over time.

Background: Throughout the COVID-19 pandemic and recovery process, staff developed and tracked performance metrics related to: 1) travel behavior response to COVID-19, 2) financial implications to traditional revenue sources, 3) benefits of travel behavior responses to areas of Regional Transportation Council responsibility, and 4) prioritization of infrastructure improvements that offset unemployment increases. A summary of these performance metrics will be provided.

Performance Measure(s) Addressed: Roadway, Transit

2:40 – 2:50

9. SH 183 Segment 2E Design Cost Contingency

Action Possible Action Information Minutes: 10

Presenter: Ken Kirkpatrick, NCTCOG

Item Summary: Staff will provide a status update on the Regional Transportation Council financial backstop for SH 183 Segment 2E design costs.

Background: Staff has been working to advance SH 183 Segment 2E as the next phase of the North Tarrant Express (NTE). Cintra has an interest in certain capacity improvements to Segment 2E as a change order under the Comprehensive Development Agreement for the NTE. In June 2020, the Regional Transportation Council (RTC) approved a \$3 million financial backstop to permit Cintra to proceed with the design elements for Segment 2E, pending the Texas Department of Transportation formally issuing a "Request for Change Proposal." The backstop trigger date has been extended to February 28, 2022. Additionally, the RTC requested a letter of support be sent to the Legislative Budget Board to advance Segment 2E. A map and latest financial information for the project is provided in [Electronic Item 9](#).

Performance Measure(s) Addressed: Roadway, Safety

2:50 – 3:00

10. **Dallas-Fort Worth High-Speed Transportation Connections: Environmental Study**

Action Possible Action Information Minutes: 10

Presenter: Brendon Wheeler, NCTCOG

Item Summary: Staff will provide an update on current Phase 2 activities and coordination efforts with the Federal Railroad Administration and the Federal Transit Administration as it pertains to the National Environmental Policy Act process. Staff will introduce content to develop a policy for RTC's consideration regarding advancement of hyperloop and high-speed rail in parallel processes.

Background: In April 2020, North Central Texas Council of Governments staff began work on the Dallas-Fort Worth High-Speed Transportation Connections Study with consultant assistance. The project is divided into two phases, the first being an alternatives analysis of high-speed modes and corridors. The second phase includes conceptual and preliminary engineering and a National Environmental Policy Act effort resulting in a federal government action identifying the project's next steps. Having completed Phase 1, staff and the consultant have initiated the conceptual engineering and carried forward the desires of RTC to advance both high-speed rail and hyperloop along the IH 30 corridor as described in Policy P21-01 (Policy Support to Advance the Dallas-Fort Worth High-Speed Transportation Connections Study into Phase 2). Policy P21-01 is provided as [Electronic Item 10](#) and will be updated based on STTC comments for the Regional Transportation Council meeting.

Performance Measure(s) Addressed: Transit, Safety

3:00 – 3:10

11. **Safety Performance Targets Update**

Action Possible Action Information Minutes: 10

Presenter: Kevin Kroll, NCTCOG

Item Summary: Staff will provide an update on the federally required regional Roadway Safety Performance regional targets for 2022 and compare 2020 actual observed performance to 2020 targets. Roadway Safety targets are focused on reducing serious injuries and fatalities for motorized and non-motorized travelers.

Background: In December 2015, the Fixing America's Surface Transportation (FAST) Act was signed into law. The FAST Act requires certain performance measures be included in the long-range metropolitan transportation planning process. These measures were established by a series of four rulemakings: Safety, Infrastructure Condition, System Performance/ Freight/Congestion Mitigation and Air Quality, and Transit Asset Management. In December 2017, the Regional Transportation Council adopted 2018 targets for Roadway Safety performance and in February 2019 affirmed that support through target year 2022. As the Metropolitan

Planning Organization for the North Central Texas region, the North Central Texas Council of Governments is required to set regional targets for Roadway Safety. These targets will be used to track and report on the region's performance through existing documents such as the Metropolitan Transportation Plan, the Transportation Improvement Program, and the State of the Region report. The proposed 2022 targets for Roadway Safety will be discussed along with the preliminary biennial report for 2020 targets vs. 2020 actual performance. Additional information will be provided at the meeting.

Performance Measure(s) Addressed: Safety

3:10 – 3:15

12. **Dallas-Fort Worth Clean Cities Annual Survey**

Action Possible Action Information Minutes: 5

Presenter: Amy Hodges, NCTCOG

Item Summary: Staff will present an update on the Dallas-Fort Worth Clean Cities (DFWCC) Coalition Annual Survey. Local fleets are asked to submit information on various alternative fuel and other fuel-saving practices by February 18, 2022.

Background: The North Central Texas Council of Governments has been the host organization for DFWCC, a US Department of Energy (DOE) initiative to reduce energy impacts in the transportation sector, since 1994. Clean Cities coalitions are required to complete annual reporting to DOE every March. The Coalition has a goal of increasing energy use impacts by 16 percent and greenhouse gas reductions by 20 percent year-over-year. In order to complete this report and meet these goals, DFWCC seeks information from local fleets about alternative fuel use and other fuel-saving activities. DFWCC also uses this data to highlight fleets that demonstrate excellence in their fleet reporting through a Fleet Recognition Program. The annual survey is now open and DFWCC is requesting participation from all local fleets.

[Electronic Item 12](#) provides additional details. The survey is accessible at <https://www.dfwcleancities.org/annualreport>.

Performance Measure(s) Addressed: Air Quality

3:15 – 3:15

13. **Fast Facts**

Action Possible Action Information Minutes: 0

Item Summary: Staff presentations will not be made. Please reference the material provided for each of the following topics.

1. Title VI Program Update (www.nctcog.org/input)
2. Air Quality Funding Opportunities for Vehicles (www.nctcog.org/aqfunding)
3. Dallas-Fort Worth Clean Cities Events (www.dfwcleancities.org)
4. Auto Occupancy/High-Occupancy Vehicle Quarterly Subsidy Report ([Electronic Item 13.1](#))

5. Status Report on Texas Volkswagen Environmental Mitigation Program Funding ([Electronic Item 13.2](#))
 6. Local Government Energy Reporting ([Electronic Item 13.3](#))
 7. December Online Input Opportunity Minutes ([Electronic Item 13.4](#))
 8. February Public Meeting Notice ([Electronic Item 13.5](#))
 9. Public Comments Report ([Electronic Item 13.6](#))
14. **Other Business (Old or New):** This item provides an opportunity for members to bring items of interest before the group.
 15. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for ***1:30 pm on February 25, 2022.***

MINUTES

SURFACE TRANSPORTATION TECHNICAL COMMITTEE December 3, 2021

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, December 3, 2021, at 1:30 pm by videoconference. The Regional Transportation Council Bylaws establish that the Technical Committee approved membership in attendance at a meeting shall constitute a quorum for action to be taken, therefore individual attendance was not taken for committee members or other attendees.

1. **Approval of October 22, 2021, Minutes:** The minutes of the October 22, 2021, meeting were approved as submitted in Electronic Item 1. Kelly Porter (M); Walter Shumac III (S). The motion passed unanimously.
2. **Consent Agenda:** The following items were included on the Consent Agenda.
 - 2.1. **FY2022 and FY2023 Unified Planning Work Program Modifications:** A recommendation for Regional Transportation Council (RTC) approval of modifications to the FY2022 and FY2023 Unified Planning Work Program was requested. Action included a recommendation directing staff to also administratively amend the Transportation Improvement Program and other administrative/planning documents, as appropriate, to reflect the approved modifications. The proposed amendments were included as Electronic Item 2.1.1 and additional information was provided in Electronic Item 2.1.2.
 - 2.2. **Transportation Improvement Program Modifications:** A recommendation for Regional Transportation Council (RTC) approval of revisions to the 2021-2024 Transportation Improvement Program (TIP) was requested, along with the ability to amend the Unified Planning Work Program and other planning documents with TIP-related changes. February 2022 revisions to the 2021-2024 TIP were provided as Electronic Item 2.2 for the Committee's consideration.
 - 2.3. **Air Quality Funding Recommendations Related to the Environmental Protection Agency National Clean Diesel Funding Assistance Program:** Committee approval of funding recommendations for the Clean Fleets North Texas 2020 Call for Projects (CFP) was requested. An overview of the call for projects and staff recommendations was provided in Electronic Item 2.3.1. Detailed project listings were provided in Electronic Item 2.3.2.

A motion was made to approve the items on the Consent Agenda. Kelly Porter (M); Jim O'Connor (S). The motion passed unanimously.

3. **2023-2026 Management and Operations, Regional/Air Quality, and Safety Funding Program-Fiscal Year 2023 Request:** Brian Dell presented information on the Fiscal Year (FY) 2023-2026 Management and Operations program and staff recommendations for FY2023 funding. The Committee and the Regional Transportation Council (RTC) typically consider extending existing and funding new air quality, and management and operations projects/programs every few years and last approved funding for this program in 2019 for projects in FY2020-2022. Staff has determined that some projects and programs do not have sufficient existing revenues to continue without interruption through FY2023, so

funding approval is needed for a subset of projects sooner than when the entire Management and Operation, Regional/Air Quality, and Safety project listings are finalized. Staff proposed to split approval of the 2023-2026 Management and Operations program into two phases. Phase 1 will cover funding needed for FY2023 only, and Phase 2 will request funding for FY2024-2026. Mr. Dell noted that prior to the meeting, members were emailed a revised Electronic Item 3.1 that included an additional project than the version provided in the original meeting material. Proposed projects for FY2023 funding included the Regionwide Employer Trip Reduction Program, Regional Aviation Program, Air Quality Public Education and Outreach Program, Land Use/Transportation and Bike/Pedestrian Initiatives, and Auto Occupancy Detection and Verification Implementation Program totaling approximately \$4.4 million. The revised Electronic Item 3.1 contained the proposed RTC funding share for each project, details of the project scopes, match sources, and whether the funding is for staff time, pass-through, or both. Staff will present the interim FY2023 Management and Operations program proposal to the public and the Regional Transportation Council for its consideration, and work to finalize the funding amounts and specific projects/programs to be recommended for FY2024-2026 for approval in spring 2022. Additional information on the funding program was provided in Electronic Item 3.2. A motion was made to recommend Regional Transportation Council approval of the FY2023 funding for the 2023-2026 Management and Operations, Regional/Air Quality, and Safety funding program as provided in revised Electronic Item 3.1 provided to members by email. Action also included a recommendation directing staff to administratively amend the Transportation Improvement Program/Statewide Transportation Improvement Program and other planning documents such as the Unified Planning Work Program as necessary to incorporate the project changes. Eric Fladager (M); Mike Galizio (S). The motion passed unanimously.

4. **2021 Incident Management Freeway Blocking Equipment Call for Projects-**

Recommendations: Camille Fountain presented project recommendations for the 2021 Incident Management Freeway Blocking Equipment Call for Projects (CFP). In August 2021, the Regional Transportation Council (RTC) approved \$1 million in Regional Toll Revenue (RTR) funding to implement the Freeway Blocking Equipment Call for Projects based on interest resulting from the 2020 Incident Management Freeway Blocking Equipment Pilot Project initiative. The purpose of the CFP was to assist partner agencies in purchasing blocking equipment to protect incident responders responding to traffic crashes. The effort supports the current Incident Management Training Recommendations for best practices equipment and technology and improves roadway safety for responders. Funding was available to public sector partner agencies in the 12-county metropolitan planning area actively involved in incident management for the purchase of blocking equipment that protects first responders while minimizing additional strobe lighting on scene. Examples of eligible activities included crash attenuators (trucks, trailers, and those that attached to another vehicle, barriers, and cushions). It was recommended that blocking equipment should minimize the need for fire apparatus solely for the purpose of blocking at a scene. Project applications for blocking equipment placed on non-fire truck vehicles were scored higher than equipment placed on fire trucks when ranking projects. A total of \$1 million was available with a 20 percent local match required, and 16 project applications for 17 different projects were received totaling \$2,596,025. Project applications received for the eastern and western subregions were detailed in Electronic Item 4.1, along with the scoring criteria. Projects receiving a score over 70 were recommended for funding, totaling \$1,411,979. Staff recommended increasing available funding from the \$1 million originally approved to \$1,411,979 in Regional Toll Revenue funds to award funding to the ten recommended projects: \$1,224,341 in the eastern subregion and \$187,638 in the western subregion.

Based on funding inquiries received after the CFP closed, Ms. Fountain noted that staff may consider issuing a new call for projects in the future. The schedule for this effort was reviewed, which included a public comment period which began December 13, 2021, followed by a request for Regional Transportation Council approval in January 2022. Additional information was provided in Electronic Item 4.2. A motion was made to approve the allocation of an additional \$411,979 in Regional Toll Revenue funding for a total of \$1,411,979 to fund the 2021 Incident Management Freeway Blocking Equipment Call for Projects, and the project recommendations provided in Electronic Item 4.1. Bryan Beck (M); Alonzo Liñán (S). The motion passed unanimously.

5. **Director of Transportation Report on Selected Items:** Michael Morris provided an overview of current transportation items. He noted the Fédération Internationale de Football Association (FIFA) recently held a meeting regarding World Cup 2026, that will be held in the North America. US cities are competing to host the World Cup and the region is working to host six events, the finals, and the International Broadcast Center. If successful, North Central Texas Council of Governments (NCTCOG) staff will establish a Special Events Committee for the event. Funding may be necessary, and one of the commitments proposed was electric transit vehicles to help courier VIPs and others during the events. Other transportation elements could include the use of the Trinity Railway Express, reversed managed lanes, an additional bus bridge, and others. He also highlighted a recent meeting of the Greater Dallas Planning Council attended by transportation officials in the regions, as well as a second meeting of the Statewide Safety Task Force. Regarding the safety task force, he noted the Texas Transportation Commission (TTC) would like to focus on improving fatalities and fatality rates statewide and have reached out to metropolitan planning organizations and local governments. NCTCOG staff will be creating a safety team with current safety staff that will inventory safety projects and catalog the projects as the region's commitments similar to how air quality projects implemented in the region are inventoried. Safety project examples that could be helpful include the use of blocking equipment during incidents as presented earlier in the meeting, negotiations with policy officials regarding speed enforcement, expansion of the 511 DFW initiative, and others. In addition, he noted the TTC has approved additional funding to expand mobility assistance patrol efforts both in time and routes which will be brought back to the Committee. He also noted that information regarding a recent Freight Safety Campaign would be presented later in the meeting. Assistance from the technical committee to inventory safety projects being implemented by local governments was requested. More importantly, he noted funding programs will be developed, not just as a result of the new infrastructure bill but because of the importance of safety and that these programs will be both regional and statewide. Members interested in being involved with the new safety initiatives were asked to contact Natalie Bettger as staff determines the best way to move forward to design additional projects and programs to bring before the Surface Transportation Technical Committee and Regional Transportation Council (RTC). In addition, he noted that three Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant applications for the region were recently awarded for bicycle/pedestrian activities in southeast Dallas County, as well as transit in southern Dallas and the pedestrian cap project near the Dallas Zoo. He also discussed a request from the House Transportation Committee for submittal of interim charges. The RTC submitted focus areas for high-speed rail, safety, and tolled managed lanes. As a member of the House Transportation Committee, staff submitted comments to Representative Yvonne Davis and he thanked her for reiteration of the comments to the Committee Chair. Mr. Morris also noted that letters of support were recently developed to advance SH 183 Segment 2E. The project is now potentially being debated by the Legislative Budget Board for approval, and the RTC took action to approval transmittal of a

letter regarding the project. He also discussed high-speed rail in Dallas and the loan to Texas Central Partners approved by the RTC in November 2021 to advance engineering of the City of Dallas Floodway Extension. He noted that collateral for the loan was not able to be secured by the deadline, so Texas Central Partners paid the \$800,000. Staff will review backstop elements if a loan is determined to be necessary in the future. Also discussed was the recently passed Infrastructure and Investment Jobs Act, as well as projects submitted for the Economic Development Administration Grant Opportunities.

6. **Freight Safety Campaign:** Morgan Tavallae provided an overview of results from the recent Freight Safety Campaign that concluded in September 2021. The goal of the 2021 Freight Safety Awareness initiative was to create a safer environment for freight and passenger movements through physical improvements and safety awareness initiatives. The Safe Driving and Operation Lifesaver campaigns was merged into one larger Freight North Texas marketing campaign targeted at all road users to increase awareness about truck limitations with regard to stopping distance and sight line availability, strategies and simple adjustments for driving near large trucks, and the importance of freight and its role in our daily lives. A section of the campaign focused on educating truck drivers about truck lane restriction locations and safety benefits, as well as air quality and mobility benefits. Examples of outreach efforts conducted throughout the campaign included Fact Sheets, social media ads, search engine optimization, billboards, radio ads, podcast ads, and website updates. Details of the impact of each outreach effort were highlighted. A total of nine billboards were placed in freight-oriented corridors within the region with a total estimated impressions of over 34 million throughout the campaign. Facebook ads resulted in over 863,000 total impressions, Google ads in over 26,000 total impressions, approximately 3,000 radio commercials, and over 218,000 Spotify (podcast) ads. As part of the initiative, a refresh was completed to the Freight North Texas webpage, which includes additional information and educational materials and is available at www.freightntx.org. Freight staff will be working with Communications staff to improve the next safety initiative planned for 2023, as well as continue to make improvements to the website.
7. **Mobility 2045 Update and Demographic Assumptions:** Dan Kessler provided an update on ongoing efforts to develop revised 2045 Population and Employment forecasts for the Metropolitan Area. Draft forecasts have been provided to local governments for their review and comment, and regional control totals for population continue to be reviewed by North Central Texas Council of Governments (NCTCOG) staff. Control totals for population estimate 11.5 million people in the region by 2045, with growth rates of approximately 150,000 people per year. Compound annual growth rate by county was highlighted, and it was noted that staff continue to focus on density and how density patterns are expected to change through 2045. Next, he highlighted the 40 cities in the region with the largest absolute change in population growth based on the draft 2045 forecast. He stated that many of the expected cities continue to experience significant growth but also noted that several historically slower growing cities have begun to experience growth as well. Regional control totals for employment were also reviewed, with approximately 8.1 million employees allocated across the region which is more than 1 million additional employees than the previous 2045 estimate. He noted that staff are focusing review on current travel/social patterns, social adjustments, and adjustments related to COVID as more people work remotely and have multiple jobs to correctly account for these occurrences in the demographic forecasting process. Dallas County remains the economic employment center, but Tarrant County and Collin County begin to rival in job growth. Employment density in the region by 2045 was also highlighted, as well as the top 40 cities experiencing employment growth. In addition, predicted built area through 2045 was highlighted. Mr. Kessler noted

that NCTCOG staff continue to run multiple scenarios to ensure travel models are interpreting new demographic data correctly and to help staff understand travel patterns and the location of potential stress on the network. The schedule for the demographic forecasting effort was reviewed. Mr. Kessler noted that approximately half of the area represented in the region has responded to demographic data provided for city/county review. Although the formal review process has closed, he noted that the commenting portal could be reopened for those entities that may have comments they have not yet submitted.

Brendon Wheeler provided an update on ongoing efforts to update Mobility 2045. He noted that staff were nearing the end of plan development and were preparing maps and tables for the update, which will be presented to the Committee in February 2022 and to the Regional Transportation Council (RTC) in March 2022, followed by public comment. Final action on the Mobility 2045 Update will be requested in the May/June 2022 timeframe. Major roadway recommendations in the Mobility 2045 Update were highlighted, including new and additional freeway capacity projects, new and additional managed lane capacity projects, new and additional toll road capacity projects, and staged facilities. He noted that since efforts are to complete a Mobility 2045 Update with the horizon year remaining 2045, significant changes are not expected. A map identifying proposed changes to major corridor recommendations was highlighted. Changes included completed projects, new capacity, scope/capacity changes, and projects moved to the illustrative map for further study. Current Mobility 2045 arterial capacity improvements were also highlighted for both regionally and non-regionally significant arterials, as well as those recommended for the Mobility 2045 Update. Next, Mr. Wheeler highlighted Mobility 2045 transit corridor projects as well as those proposed to change with the update including the expected implementation of the IH 35W high-intensity bus route from downtown Fort Worth to Alliance and the nearing completion of the Silver Line currently under construction between the north side of the Dallas Fort Worth International Airport and the City of Plano. In addition, the scope and limits of the D2 rail line in downtown Dallas will be updated. Recommended new transit capacity projects were also highlighted including extending rail north in Collin County to Prosper and Celina, adding a high intensity bus route along IH 635 north of the airport, and a high-capacity transit technology corridor along East Lancaster in Fort Worth. Also highlighted were major rail and non-rail recommended transit projects for the Mobility 2045 Update, which includes current and updated recommendations. Mr. Wheeler noted that projects and maps presented were drafts and subject to change as staff continues finalizing recommendations and financial forecasts. Brian Shewski noted that the baseline demographic data in the presentation showed to be from 2010 and asked if 2020 population and employment was available. Mr. Kessler noted that at the time the presentation was created, 2020 data was not yet available and that the base year was used to show the level of growth. Clarence Daugherty asked if staff was still accepting comments/questions on the recommendations for the Mobility 2045 Update. Mr. Wheeler noted that there is still time for input and that members were welcomed to provide comments. Michael Morris discussed ongoing efforts to have projects in the region that are ready for implementation should funding become available and noted it was critical that local governments with projects that are anticipated to be completed in the near term ensure project discussion with staff has occurred for inclusion in the long-range transportation plan.

8. Southern Dallas County and Tarrant County Transit Studies Recommendations:

David Garcia provided an overview of study recommendations resulting from the Southern Dallas County and Tarrant County transit studies. In 2018, the North Central Texas Council of Governments received requests from the Tarrant County Mayors' Council and the cities in the Best Southwest Partnership focusing on the southern area of Dallas County to develop a

comprehensive approach to planning and implementing transit services in the requested areas. Both requests stressed the importance of balancing transportation needs by supporting the development of a multimodal transportation system that expands mobility choices and transit access to communities, prioritizing transportation investments in areas with identified transit needs, and providing non-member cities with alternate options to work with transit authorities to implement transit services in their communities. Key elements common to both studies included internal and regional service needs, identifying transit and funding options, and implementation within ten years. The Dallas County study also focused on goods movement because of the proximity of cities to the southern Dallas inland port area. Mr. Garcia noted the studies also build on the regional planning efforts reflected in documents such as Mobility 2045 and Access North Texas. The stakeholder and public engagement process completed for each study was highlighted and included establishing project advisory committees to help develop project goals and objectives. Mr. Garcia noted the Tarrant County study focused on cities outside of the Trinity Metro service area and identified needs based on population/employment densities, transit-dependent populations, activity centers, trip patterns, and existing conditions. After identifying the transit needs and incorporating stakeholder/public input, three service scenarios were developed that provided a range of services for local and region service needs. Details of the needs were provided in Electronic Item 8. Service cost estimates for Tarrant County ranged from \$18-18.4 million countywide based on each of the three scenarios. Results of the Southern Dallas County Transit Study were also highlighted, which focused on the cities of Cedar Hill, Duncanville, DeSoto, Lancaster and the Inland Port. Needs in this study were also identified based on population/employment densities, transit-dependent populations, activity centers, trip patterns, and existing conditions. In addition, the study included goods movement in the inland port area which has added approximately 14,000 jobs to the area in the last ten years and has seen a little more than 22 million square foot in industrial distribution space development. This growth causes a corresponding increase in truck traffic and impacts the local transportation system. Based on both the transit and the goods movement assessments and stakeholder input, service scenarios were developed. Five micro transit zones were recommended to address the local service needs of the individual areas, and three fixed-route services were also recommended to provide intercity connections. He noted it will become increasingly important to coordinate transit and roadway planning in these areas to facilitate safe transit travel and to prepare for continued truck volume growth in the inland port. Service cost estimates for the Phase 1 (foundational core service) range from \$1.2 to \$1.6 million (combined) and Phase 2 is estimated at approximately \$2.12 million with reinvestments in the core service of Phase 1 and expansion of coverage. He noted that the estimated cost breakdown by municipality was available upon request. After completing the needs assessment, developing scenarios and identifying funding options, implementation plans were developed to provide a framework for municipalities to establish or expand transit based on recommended services. Three service model options were evaluated: 1) enter into an agreement with an existing service provider, 2) contract with a private transportation provider, or 3) own, operate, and maintain transit service directly. After analyzing options, staff recommended pursuing agreements with current transit providers or contracting services. Leveraging the expertise and experience of existing transit providers aligns with Regional Transportation Council direction and encourages cities to coordinate planning and implementation efforts with existing providers. Mr. Garcia noted that staff will continue coordination with partners and local governments to advance the service recommendations and continue building on the momentum of transit planning and implementation. A project website is available at www.nctcog.org/transitstudies that contains available resources and service recommendations in more detail. Additional information was provided in Electronic Item 8. Michael Morris discussed the service model options and noted

the complexities that are associated with federal funding requirements for transit services. Mike Galizio asked if results of the Tarrant County study had been presented to the Tarrant County Mayors' Council. Mr. Garcia noted that the results had not been presented to the Tarrant County Mayors' Council directly, but that elected officials and city staff were included in the stakeholder engagement process.

9. **End of Ozone Season:** Jenny Narvaez presented a summary of the 2021 ozone season, which ended November 30, 2021. She noted that the region remains in nonattainment for both the 2008 and 2015 National Ambient Air Quality Standards (NAAQS) for ozone. In 2021, the monitor driving the ozone design value in the region was the Pilot Point monitor design value of 76 parts per billion (ppb). The five highest monitors were highlighted, and it was noted that the design value is calculated as the three-year average of the fourth highest ozone monitor value, and as such the 2021 value will remain in the average for the next two years. For 2021, a total of 31 ozone exceedance days were experienced in the region, including one purple day which the region has not experienced in nearly ten years. The 2021 design value of 76 ppb exceeded both the 2008 and 2015 NAAQS. As a result, the region will be reclassified from serious to severe for the 75 ppb standard and will have until July 20, 2027, to come into attainment. For the 2015 standard, the region will be reclassified from marginal to moderate and will have until August 3, 2024, to reach attainment for the 70 ppb standard. Reclassification of the region from serious to severe for the 2008 standard results in stricter standards for the region. The major source threshold will decrease from 50 tons per year to 25 tons per year and impact business that require CAA permitting for new/continued operations. North Central Texas Council of Governments (NCTCOG) staff have been in contact with some business, and others have also requested assistance with offsetting the thresholds. In addition, there will be a penalty fee program for major sources in an area does not meet required reductions. Additionally, stricter standards include low volatile organic compounds (VOC) reformulated gas for which the region has already opted in, and vehicle miles traveled (VMT) growth offset analysis which the region has already completed and determined no transportation control strategies are needed. Ms. Narvaez noted that as the region moves under these stricter standards, staff will continue assessments of regional implications. She reviewed various projects, programs, and strategies implemented within the region over the years to help improve air quality throughout the region and noted the members could find additional information at www.nctcog.org/trans/quality/air/ozone. Michael Morris asked if the State or NCTCOG has an inventory of all the businesses with major sources impacted by the change of major sources from 50 to 25 tons per year and if they have been contacted. Ms. Narvaez noted businesses should be aware and that NCTCOG would contact the State to determine if those entities have been notified.
10. **Fast Facts:** Staff presentations were not given. Information was provided to members electronically for the following items.
 1. 2022 Surface Transportation Technical Committee and Regional Transportation Council Meeting Schedules (Electronic Item 10.1)
 2. Air Quality Funding Opportunities for Vehicles (<https://www.nctcog.org/trans/quality/air/funding-and-resources>)
 3. Dallas-Fort Worth Clean Cities Events (<https://www.dfwcleancities.org/events>)
 4. Status Report on Texas Volkswagen Environmental Mitigation Program Funding (Electronic Item 10.2)
 5. Status Report on Vehicle Temporary Paper Tags (Electronic Item 10.3)

6. Know Before You Fly Your Drone Workshops (www.northtexasuas.com/UAS-Taskforce#Workshops)
7. October Public Meeting Minutes (Electronic Item 10.4)
8. December Online Input Opportunity Notice (Electronic Item 10.5)
9. Mobility Matters-Fall 2021
(<https://www.nctcog.org/trans/about/publications/mm/mobility-matters-fall-2021>)
10. Public Comments Report (Electronic Item 10.6)
11. Written Progress Reports:
 - Local Motion (Electronic Item 10.7)

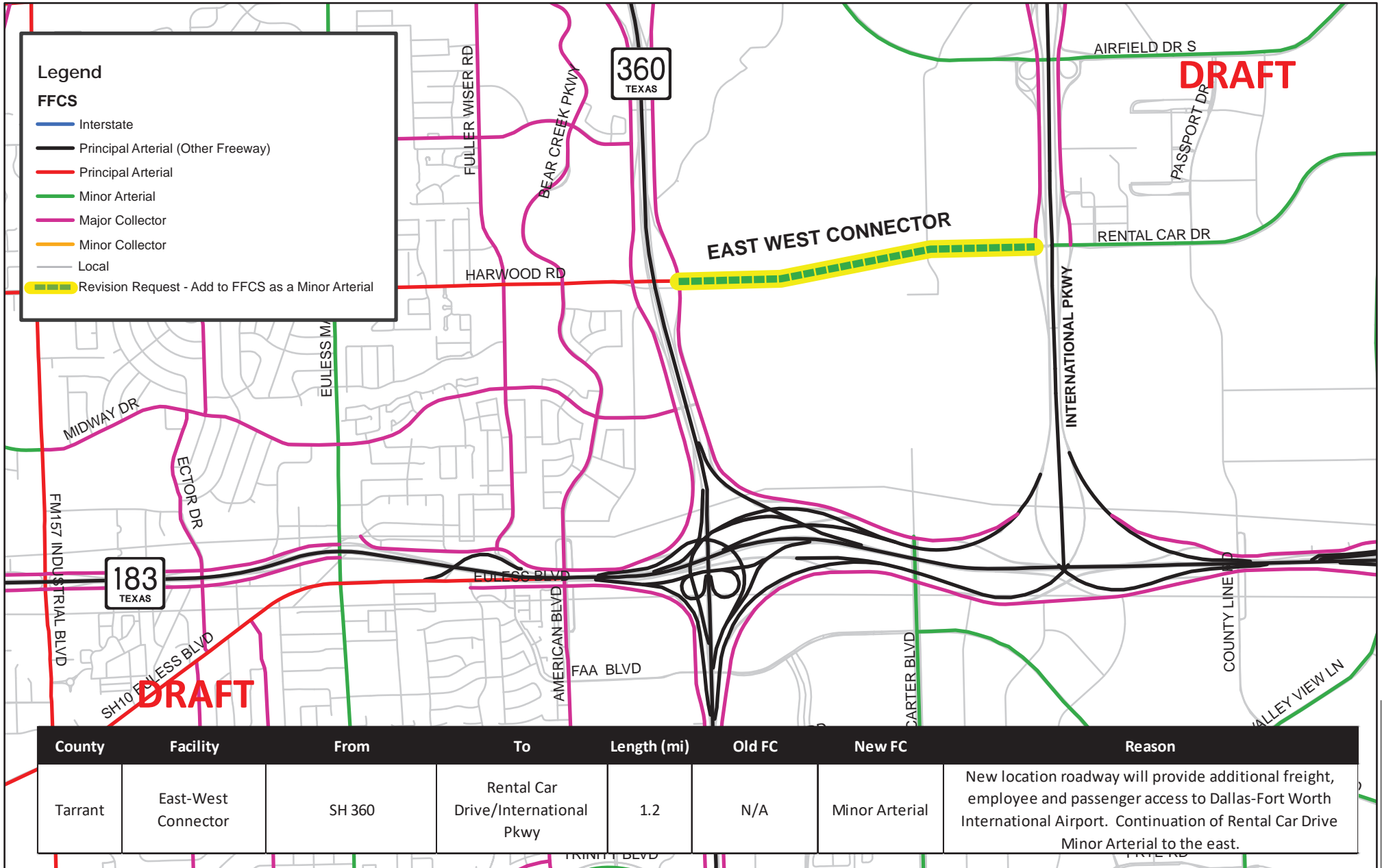
11. **Other Business (Old and New):** There was no discussion on this item.

12. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on January 28, 2022.

The meeting adjourned at 3:05 pm.

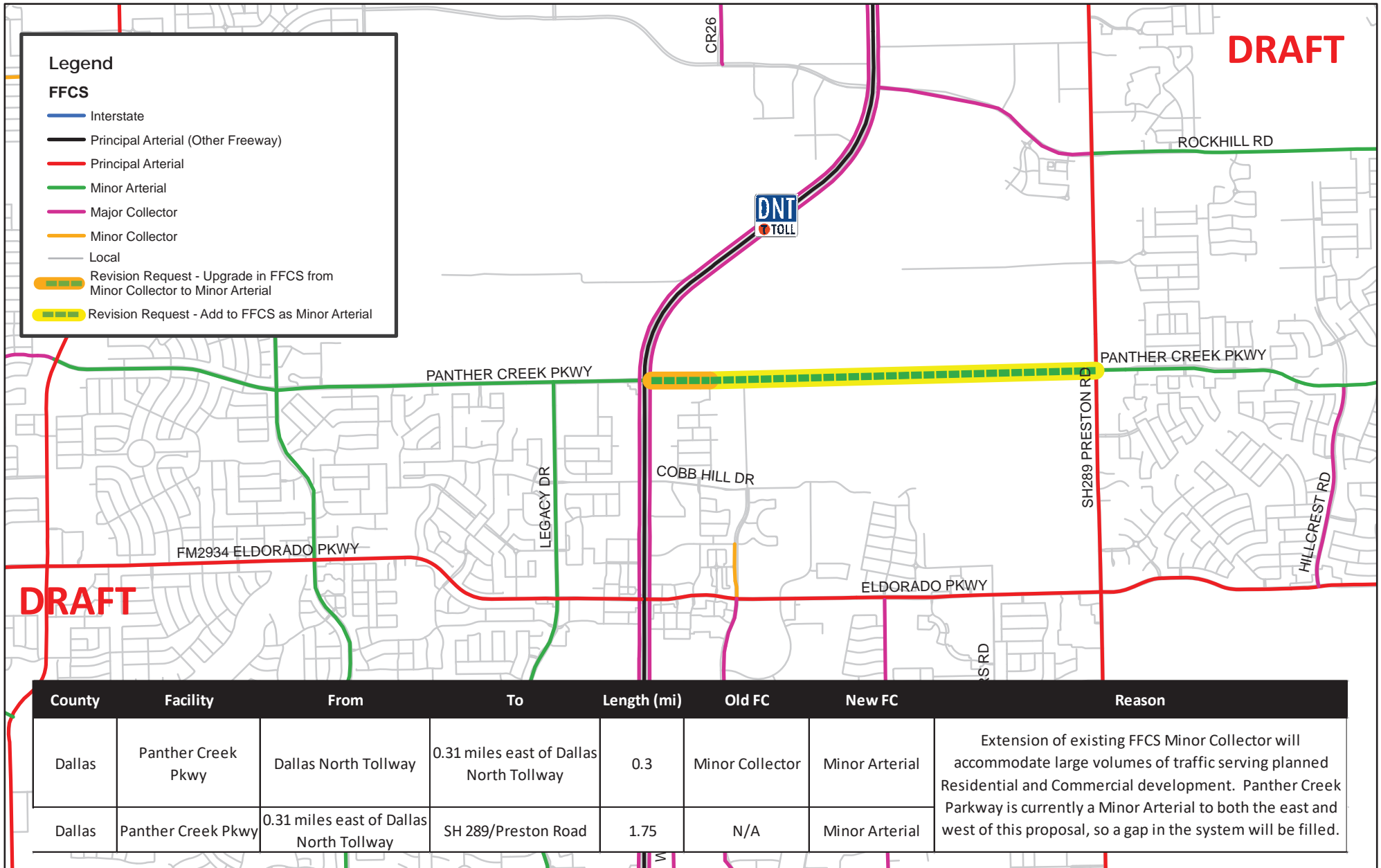
Federal Functional Classification System (FFCS) Amendment

As requested by NCTCOG and TxDOT Fort Worth and approved as part of the Transportation Improvement Program (TIP)



Federal Functional Classification System (FFCS) Amendment

As requested by NCTCOG and TxDOT Dallas and approved as part of the Transportation Improvement Program (TIP)



County	Facility	From	To	Length (mi)	Old FC	New FC	Reason
Dallas	Panther Creek Pkwy	Dallas North Tollway	0.31 miles east of Dallas North Tollway	0.3	Minor Collector	Minor Arterial	Extension of existing FFCS Minor Collector will accommodate large volumes of traffic serving planned Residential and Commercial development. Panther Creek Parkway is currently a Minor Arterial to both the east and west of this proposal, so a gap in the system will be filled.
Dallas	Panther Creek Pkwy	0.31 miles east of Dallas North Tollway	SH 289/Preston Road	1.75	N/A	Minor Arterial	

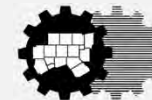




Traffic Incident Management Regional Transportation Local Funds for Farmersville Trailer Purchase

Surface Transportation Technical Committee
January 28, 2022

Camille Fountain
Senior Transportation Planner



North Central Texas
Council of Governments



Background

2020 Incident Management Equipment Purchase Call for Projects Recommendations Approved by Regional Transportation Council (RTC) on July 9, 2020

Congestion Mitigation and Air Quality Improvement (CMAQ) Funding in the Amount of \$1,242,942 Allocated to Implement the Call for Projects

Cities of Balch Springs, Cedar Hill, Colleyville, Dallas, Farmersville, Fort Worth, Frisco, Grand Prairie, Irving, Kaufman, Keller, Lucas, Mesquite, North Richland Hills, Richardson, Terrell, Town of Flower Mound, Town of Prosper, and Dallas County Awarded CMAQ Funds to Implement the Call for Projects

Approved Incident Management Equipment Purchase Projects – Eastern Sub-Region



	City/Agency Name	Cost	Project Name
1	City of Balch Springs	\$31,190	Portable Solar Message Boards
2	City of Balch Springs	\$7,760	Traffic Control & Scene Management Equipment
3	City of Frisco	\$245,000	Closest To Dispatching Enhancement
4	Dallas County Sheriff's Office	\$66,540	Highway Incident Reporting Software & Equipment
5	City of Balch Springs	\$8,160	Radio & Communication Equipment
6	Town of Prosper	\$68,505	Thermal Imaging Cameras
7	Town of Prosper	\$3,200	Traffic Safety Vests
8	City of Dallas	\$38,500	LED Active Lighting Reflective Safety Vests
9	City of Dallas	\$70,000	Portable Hand-held Radios
10	City of Terrell	\$70,522	FARO Laser Scanner System
11	Kaufman Police & Fire Department	\$16,595	Portable Message Board
12	Kaufman Police & Fire Department	\$9,300	Arrowboard Trailers
13	Kaufman Police & Fire Department	\$2,400	Reflective Class 2 Vests
14	Kaufman Police & Fire Department	\$950	Traffic Cones
15	City of Terrell	\$9,307	Traffic Control & Scene Management Equipment
16	Town of Flower Mound	\$54,250	Response Trailer & Equipment
17	Irving Police Department	\$5,585	Crash Data Recovery Kit
18	Farmersville Police Department	\$9,042	Speed Trailer & Equipment
19	City of Richardson	\$57,590	FARO 3D Scanner
20	City of Richardson	\$39,790	Video Management System
21	Cedar Hill Police Department	\$26,570	Dynamic Message Signs
22	Irving Police Department	\$98,384	Traffic Control, Safety & Personal Protective Equipment
	Total	\$939,140	



Approved Incident Management Equipment Purchase Projects – Western Sub-Region

	City/Agency Name	Cost	Project Name
1	North Richland Hills Police Department	\$27,338	Crash Data Retrieval Premium Kit
2	North Richland Hills Fire Department	\$27,285	HAAS Alert Safety Cloud Service
3	City of Keller	\$32,000	Crash Data Retrieval Kit (CDR)
4	City of Colleyville	\$40,000	Portable Radios and Batteries
5	City of Keller	\$24,700	Traffic Control & Scene Management Equipment
6	Fort Worth Police Department	\$6,150	Traffic Cones
7	Fort Worth Police Department	\$3,480	Roadside Assistance Equipment
8	Fort Worth Police Department	\$2,669	Tow/Recovery Equipment
9	Fort Worth Police Department	\$32,680	PPE Equipment
10	City of Fort Worth	\$107,500	Pan-Till-Zoom Camera
	Total	<u>\$303,802</u>	



Funding Reallocation Request

Due to the City of Farmersville not meeting federal procurement requirements, staff is requesting to reallocate \$8,264.70 from CMAQ funding to RTC Local funding for the City of Farmersville.



Requested Action

Recommend the Regional Transportation Council approve the withdrawal of \$8,264.70 in Congestion Mitigation and Air Quality Improvement Program Funds for the City of Farmersville Incident Management Trailer Project and allocate \$8,264.70 in Regional Transportation Council Local Funding.

Recommend the Regional Transportation Council direct staff to administratively amend the TIP, the Statewide TIP and other administrative/planning documents as needed.



Contact Information

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REGIONAL TRANSPORTATION COUNCIL MILESTONE POLICY ROUND 2
QUARTERLY STATUS UPDATE

TIP CODE	CSJ	PROJECT SPONSOR	CITY	LIMITS	PROJECT DESCRIPTION	TOTAL FUNDING	FUNDING CATEGORY	PRIOR EST. START DATE	NEW EST./ ACTUAL START DATE	FEBRUARY 2021 RECOMMENDATION	OCTOBER 2021 COMMENTS	OCTOBER 2021 RISK RATING	JANUARY 2022 COMMENTS	JANUARY 2022 RISK RATING
PROJECTS LOCAL AGENCIES COMMITTED TO IMPLEMENT IN FY 2021														
20240	0918-47-027	DALLAS	DALLAS	COLLECTIVE MIXED USE DEVELOPMENT	BICYCLE LANES, SIDEWALKS, PEDESTRIAN AND INTERSECTION IMPROVEMENTS BOUNDED BY FORT WORTH AVE, BAHAMA DR, IH 30, AND PLYMOUTH ROAD; AND CONNECTION TO COOMBS CREEK TRAIL ALONG PLYMOUTH RD	\$2,482,813	RTR	06/2021	<u>01/2022 (ACTUAL)</u> 12/2021-09/2021	CONFIRM FUNDING IN FY 2021	PHASE 2 OF THE PROJECT DID NOT LET PRIOR TO THE ESTABLISHED DEADLINE FOR THE PROJECT; STAFF IS COORDINATING WITH THE CITY OF DALLAS REGARDING THE LATEST PROJECT STATUS AND DETERMINE NEXT STEPS	HIGH RISK	PHASE 2 OF THE PROJECT DID NOT LET PRIOR TO THE ESTABLISHED DEADLINE; AFTER COORDINATION BETWEEN NCTCOG AND CITY STAFF, A NEW LETTING DEADLINE OF MAY 1, 2022 WAS PROPOSED; PROJECT LET ON JANUARY 12, 2022; STAFF RECOMMENDS THAT THE RTC EXTEND THE PROJECT'S DEADLINE AND LEAVE THE FUNDING ON THE PROJECT (ACTION ITEM)	HIGH RISK
PROJECTS LOCAL AGENCIES COMMITTED TO IMPLEMENT IN FY 2022														
11237.2	0918-45-812	IRVING	IRVING	CONFLANS RD FROM SH 161 TO VALLEY VIEW LANE	CONSTRUCT 0 TO 4 LANE DIVIDED FACILITY WITH NEW SIDEWALKS AND SHARED USE PATH	\$24,529,721	STBG, LOCAL CONTRIBUTION	03/2022	06/2022 03/2022	CONFIRM EXISTING FUNDING IN FY 2022; CITY IS REQUESTING THAT THE RTC COVER THE FUNDING GAP; A FUNDING INCREASE WILL BE BROUGHT BACK TO THE RTC FOR CONSIDERATION IN THE NEXT TIP MODIFICATION CYCLE	CONDEMNATION PROCEEDINGS CONTINUE; PROJECT IS NOW FULLY FUNDED; TRANSPORTATION DIRECTOR TO CONTINUE TO ENGAGE ON THIS PROJECT TO ENSURE TIMELY IMPLEMENTATION	MEDIUM RISK	CONDEMNATION PROCEEDINGS HAVE CONCLUDED; TRANSPORTATION DIRECTOR TO CONTINUE TO ENGAGE ON THIS PROJECT TO ENSURE TIMELY IMPLEMENTATION	MEDIUM RISK
11726.4	0918-47-168	DALLAS COUNTY	DALLAS	RIVERFRONT BLVD FROM CADIZ STREET TO UNION PACIFIC RAILROAD	RECONSTRUCT 6/8 LANE TO 6 LANE WITH BIKE/PEDESTRIAN IMPROVEMENTS AND INTERSECTION IMPROVEMENTS	\$49,400,000	RTR, LOCAL CONTRIBUTION	06/2022	08/2022	CONFIRM FUNDING IN FY 2022	AGREEMENT WITH AND ACQUIRING EASEMENT FROM UNION PACIFIC RAILROAD POSE POTENTIAL ISSUES; TRANSPORTATION DIRECTOR TO ENGAGE ON THIS PROJECT TO ENSURE TIMELY IMPLEMENTATION	MEDIUM RISK	AGREEMENT WITH AND ACQUIRING EASEMENT FROM UNION PACIFIC RAILROAD POSES POTENTIAL ISSUES; TRANSPORTATION DIRECTOR TO ENGAGE ON THIS PROJECT TO ENSURE TIMELY IMPLEMENTATION	HIGH RISK
83129.1	0000-18-030	FLOWER MOUND	FLOWER MOUND	DENTON CREEK BLVD AT GRAHAM BRANCH	BUILD NEW LOCATION 0 TO 4 LANE BRIDGE	\$7,000,000	LOCAL CONTRIBUTION	07/2022	03/2023 06/2022	CONFIRM FUNDING IN FY 2022	NEW ESTIMATED LET DATE IS PAST THE ESTABLISHED DEADLINE FOR THE PROJECT; DEVELOPER TIMELINE HAS BEEN PUSHED BACK DUE TO IMPACTS OF COVID-19 PANDEMIC	MEDIUM RISK	CURRENT ESTIMATED LET DATE IS PAST THE ESTABLISHED DEADLINE FOR THE PROJECT	HIGH RISK
20111	0918-46-239	LEWISVILLE	LEWISVILLE	CORPORATE DR FROM HOLFORD'S PRAIRIE RD TO FM 2281	CONSTRUCT FOUR LANE DIVIDED ROADWAY; SEGMENT 5	\$6,843,921	RTR, LOCAL CONTRIBUTION	05/2022	12/2022 05/2022	CONFIRM FUNDING IN FY 2022	NEW ESTIMATED LET DATE IS PAST THE ESTABLISHED DEADLINE FOR THE PROJECT; CITY IS NOW ANTICIPATING CONDEMNATION PROCEEDINGS FOR ONE PARCEL	HIGH RISK	CURRENT ESTIMATED LET DATE IS PAST THE ESTABLISHED DEADLINE FOR THE PROJECT; CITY IS NO LONGER ANTICIPATING CONDEMNATION PROCEEDINGS; TXDOT REQUIRES CITY TO GET NEW RTR AGREEMENT THAT WILL COMBINE THIS PROJECT WITH OTHER CORPORATE DRIVE PROJECTS ON THIS LIST; STAFF RECOMMENDS THAT THE RTC MOVE THIS PROJECT TO FY 2023 (ACTION ITEM)	HIGH RISK
20213	0918-47-051	DALLAS COUNTY	GRAND PRAIRIE	WILDLIFE PARKWAY FROM SH 161 TO BELT LINE RD	CONSTRUCT 0/2 LANE RURAL TO 2/4 LANE DIVIDED INCLUDING BRIDGE OVER TRINITY RIVER	\$44,510,339	RTR, LOCAL CONTRIBUTION	06/2022	<u>01/2022</u> 11/2021-08/2022	CONFIRM FUNDING IN FY 2022		LOW RISK		LOW RISK
PROJECTS LOCAL AGENCIES COMMITTED TO IMPLEMENT IN FY 2023														
11572	0902-48-579	TXDOT FORT WORTH	VARIOUS	US 81/US 287 AT FM 3479/HARMON ROAD/NORTH TARRANT PARKWAY	CONSTRUCT NORTH TARRANT PARKWAY OVER US 81 WITH TURNAROUND ON EASTSIDE; CONSTRUCT HARMON RD OVER US 287	\$15,101,054	STBG, LOCAL CONTRIBUTION	01/2023	01/2023	RTC APPROVAL TO COVER COST OVERRUN AMOUNT VIA TIP MODIFICATION HAS BEEN RECEIVED; CONFIRM FUNDING IN FY 2023		LOW RISK		LOW RISK
53029	0014-15-033	TXDOT FORT WORTH	FORT WORTH	US 81 FROM NORTH OF HARMON ROAD TO NORTH OF IH 35W	RECONSTRUCT 2 TO 2 LANE NORTHBOUND FRONTAGE ROAD	\$8,228,000	SW PE, SW ROW, CAT 2M, STBG	01/2023	01/2023	RTC APPROVAL TO COVER COST OVERRUN AMOUNT VIA TIP MODIFICATION HAS BEEN RECEIVED; CONFIRM FUNDING IN FY 2023		LOW RISK		LOW RISK
53030	0014-15-034	TXDOT FORT WORTH	FORT WORTH	US 81 FROM NORTH OF HARMON ROAD TO NORTH OF IH 35W	RECONSTRUCT 2 TO 2 LANE EXISTING SOUTHBOUND FRONTAGE ROAD	\$10,008,000	SW PE, SW ROW, CAT 2M, STBG	01/2023	01/2023	RTC APPROVAL TO COVER COST OVERRUN AMOUNT VIA TIP MODIFICATION HAS BEEN RECEIVED; CONFIRM FUNDING IN FY 2023		LOW RISK		LOW RISK
53031	0014-15-035	TXDOT FORT WORTH	FORT WORTH	US 81 FROM NORTH OF HARMON ROAD TO NORTH OF IH 35W	RECONSTRUCT NB AND SB EXIT RAMP TO HARMON ROAD/NORTH TARRANT PARKWAY AND SB ENTRANCE RAMP FROM HARMON ROAD	\$2,038,179	SW PE, CAT 2M	01/2023	01/2023	CONFIRM FUNDING IN FY 2023		LOW RISK		LOW RISK

Green rows represent Low Risk, Yellow rows represent Medium Risk, Red rows represent High Risk ratings. Changes since the last update are in red text.

**REGIONAL TRANSPORTATION COUNCIL MILESTONE POLICY ROUND 2
QUARTERLY STATUS UPDATE**

TIP CODE	CSJ	PROJECT SPONSOR	CITY	LIMITS	PROJECT DESCRIPTION	TOTAL FUNDING	FUNDING CATEGORY	PRIOR EST. START DATE	NEW EST./ ACTUAL START DATE	FEBRUARY 2021 RECOMMENDATION	OCTOBER 2021 COMMENTS	OCTOBER 2021 RISK RATING	JANUARY 2022 COMMENTS	JANUARY 2022 RISK RATING
53032	0014-15-036	TXDOT FORT WORTH	FORT WORTH	US 81 FROM NORTH OF FM 3479 TO NORTH OF IH 35W INTERCHANGE	CONSTRUCT AUXILIARY LANE FROM NORTHBOUND EXIT TO NORTH TARRANT PARKWAY; AUXILIARY LANE FOR SOUTHBOUND ENTRANCE FROM NORTH TARRANT PKWY	\$2,056,479	SW PE, CAT 2M	01/2023	01/2023	CONFIRM FUNDING IN FY 2023		<u>LOW RISK</u>		<u>LOW RISK</u>
82384	0000-18-019	FLOWER MOUND	FLOWER MOUND	KIRKPATRICK LN (PHASE III) FROM FM 1171 TO BELLAIRE BLVD	CONSTRUCT 0 TO 4 LANE ROADWAY	\$9,500,000	LOCAL CONTRIBUTION	10/2022	08/2023	CONFIRM FUNDING IN FY 2023	PROJECT IS CURRENTLY NOT FUNDED BY CITY	<u>MEDIUM RISK</u>	PROJECT IS CURRENTLY NOT FUNDED BY CITY	<u>MEDIUM RISK</u>
20108	0918-46-238	LEWISVILLE	LEWISVILLE	CORPORATE DR FROM HOLFORD'S PRAIRIE RD TO ELM FORK TRINITY RIVER BRIDGE	CONSTRUCT FOUR LANE DIVIDED ROADWAY; SEGMENT 4	\$15,502,609	RTR, LOCAL CONTRIBUTION	12/2022	12/2022	CONFIRM FUNDING IN FY 2023		<u>LOW RISK</u>		<u>LOW RISK</u>
20131	0918-46-236	LEWISVILLE	LEWISVILLE	CORPORATE DRIVE FROM ELM FORK TRINITY RIVER BRIDGE TO DGNO RR	CONSTRUCT FOUR LANE DIVIDED ROADWAY; SEGMENT 2	\$11,812,679	RTR, LOCAL CONTRIBUTION	12/2022	05/2022 12/2022	CONFIRM FUNDING IN FY 2023		<u>LOW RISK</u>		<u>LOW RISK</u>
20152	0918-46-237	LEWISVILLE	LEWISVILLE	CORPORATE DRIVE AT ELM FORK TRINITY RIVER BRIDGE	CONSTRUCT FOUR LANE DIVIDED ROADWAY; SEGMENT 3	\$21,844,715	RTR; LOCAL CONTRIBUTION	12/2022	05/2022 12/2022	CONFIRM FUNDING IN FY 2023		<u>LOW RISK</u>		<u>LOW RISK</u>
PROJECTS LOCAL AGENCIES COMMITTED TO IMPLEMENT IN FY 2024 OR BEYOND														
11734	0902-90-034	DFW AIRPORT	VARIOUS	EAST-WEST CONNECTOR FROM SH 360 TO RENTAL CAR DRIVE	CONSTRUCTION OF EAST-WEST CONNECTOR 0 TO 2 LANES DIVIDED URBAN WITH INTERSECTIONS AT SH 360, 20TH AVE, AND RENTAL CAR DRIVE	\$37,597,032	STBG, LOCAL CONTRIBUTION	12/2023	06/2022 12/2022 06/2022	CONFIRM FUNDING IN FY 2024		<u>LOW RISK</u>	ROADWAY MAY HAVE TO BE RE-ADDED TO THE FEDERAL FUNCTIONAL CLASSIFICATION SYSTEM (FFCS) IN ORDER FOR THE PROJECT TO PROCEED; COORDINATION BETWEEN NCTCOG, TXDOT, AND FEDERAL HIGHWAY ADMINISTRATION ONGOING	<u>LOW RISK</u>
20084	0047-14-053	TXDOT DALLAS	VARIOUS	US 75 FROM NORTH OF CR 370 TO CR 375 (GRAYSON COUNTY LINE)	RECONSTRUCT AND WIDEN FROM 4 LANE TO 6 LANE FREEWAY AND RECONSTRUCT EXISTING 4 LANE TO 4/6 LANE FRONTAGE ROADS	\$27,000,000	SW PE, S102, RTR	09/2023	09/2023	CONTINUE MONITORING PROJECT PROGRESS AND CONTINUE TO REQUEST TTC APPROVAL OF CATEGORY 12 FUNDS FOR THIS PROJECT	PROJECT IS NOT FULLY FUNDED; CATEGORY 12 FUNDING NOT AWARDED BY THE TEXAS TRANSPORTATION COMMISSION IN THE 2022 UTP; TXDOT TO CONTINUE REQUESTING CATEGORY 12 FUNDING FOR THE PROJECT	<u>MEDIUM RISK</u>	PROJECT IS NOT FULLY FUNDED; TXDOT TO CONTINUE REQUESTING CATEGORY 12 FUNDING FOR THE PROJECT FROM THE TEXAS TRANSPORTATION COMMISSION	<u>MEDIUM RISK</u>
20115	0081-03-047	TXDOT DALLAS	ARGYLE	US 377 FROM SOUTH OF FM 1171 TO CRAWFORD ROAD	RECONSTRUCT AND WIDEN ROADWAY FROM 2 LANE RURAL TO 4 LANE DIVIDED URBAN	\$52,007,246	RTR, SW PE, SW ROW, LOCAL CONTRIBUTION	09/2024	09/2024	KEEP PROJECT IN APPENDIX D (ENVIRONMENTAL CLEARANCE SECTION OF TIP) UNTIL FUNDING IS SECURED	PROJECT IS NOT FULLY FUNDED; RIGHT-OF-WAY PURCHASES ARE CONTINUING WITH A READY TO LET DATE OF 09/2022 ONCE FUNDING IS SECURED; CONTINUE PURSUING FUNDING FOR THE PROJECT	<u>MEDIUM RISK</u>	PROJECT IS NOT FULLY FUNDED; RIGHT-OF-WAY PURCHASES ARE CONTINUING WITH A READY TO LET DATE OF 09/2022 ONCE FUNDING IS SECURED; CONTINUE PURSUING FUNDING FOR THE PROJECT	<u>MEDIUM RISK</u>
53079	0902-50-104	BURLESON	BURLESON	ALSBURY FROM HULEN ST TO CR 1020 (APPROXIMATELY 0.2 MILES)	CONSTRUCTION OF A 4 LANE EXTENSION OF ALSBURY BOULEVARD	\$1,287,880	CAT 10 (CONGRESSIONAL EARMARK), LOCAL CONTRIBUTION	09/2023	03/2023 07/2023	CONFIRM FUNDING IN FY 2024	CITY HAS OPTED TO REPAY THE EARMARK FUNDS AND FUND THE PROJECT WITH LOCAL FUNDS IN ORDER TO ACCELERATE ITS IMPLEMENTATION	<u>LOW RISK</u>	CITY HAS OPTED TO REPAY THE EARMARK FUNDS AND FUND THE PROJECT WITH LOCAL FUNDS IN ORDER TO ACCELERATE ITS IMPLEMENTATION; STAFF RECOMMENDS THAT THE EARMARK FUNDS BE REMOVED FROM THE PROJECT (ACTION ITEM)	<u>LOW RISK</u>
TOTAL FUNDING						\$348,750,667								

Green rows represent Low Risk, Yellow rows represent Medium Risk, Red rows represent High Risk ratings. Changes since the last update are in red text.

**REGIONAL TRANSPORTATION COUNCIL MILESTONE POLICY (ROUND 2)
QUARTERLY STATUS UPDATE**

TIP CODE	CSJ	PROJECT SPONSOR	CITY	LIMITS	PROJECT DESCRIPTION	TOTAL FUNDING	FUNDING CATEGORY	PRIOR EST. START DATE	NEW EST. / ACTUAL START DATE	FEBRUARY 2021 RECOMMENDATION	OCTOBER 2021 RISK RATING	JANUARY 2022 COMMENTS	JANUARY 2022 RISK RATING
PROJECTS THAT ARE UNDER CONSTRUCTION													
20066	2374-03-074	TXDOT DALLAS	DALLAS	IH 20 AT BONNIE VIEW RD	IMPROVE APPROACH, WIDEN BRIDGE TO ADD TURN LANES, AND REPLACE TRAFFIC SIGNAL SYSTEM	\$2,988,645	STBG, LOCAL CONTRIBUTION	05/2021	05/2021 (ACTUAL)	CONFIRM FUNDING IN FY 2021	<u>N/A (PROJECT HAS LET)</u>		<u>N/A (PROJECT HAS LET)</u>
20060	0918-24-154	PLANO	PLANO	LEGACY DRIVE FROM INDEPENDENCE PARKWAY TO K AVENUE	ADD RIGHT TURN LANES AND DUAL LEFT TURN LANES	\$2,015,500	RTR, LOCAL CONTRIBUTION	05/2021	07/2021 (ACTUAL)	CONFIRM FUNDING IN FY 2021	<u>N/A (PROJECT HAS LET)</u>		<u>N/A (PROJECT HAS LET)</u>
20261.2	0918-47-297	MESQUITE	MESQUITE	MGR TRAIL AT MESQUITE CITY LIMITS NEAR DUCK CREEK TO MESQUITE HERITAGE TRAIL NEAR NORTHWEST DR	CONSTRUCT NEW HIKE/BIKE TRAIL FROM MESQUITE HERITAGE TRAIL TO CONNECTING MGR TRAIL IN GARLAND; CONNECTS ACROSS IH 30 AND DUCK CREEK	\$827,115	RTR, LOCAL CONTRIBUTION	09/2021	07/2021 (ACTUAL)	CONFIRM FUNDING IN FY 2022	<u>N/A (PROJECT HAS LET)</u>		<u>N/A (PROJECT HAS LET)</u>
20113	0918-46-240	LEWISVILLE	LEWISVILLE	CORPORATE DRIVE FROM FM 544 TO JOSEY LANE	CONSTRUCT FOUR LANE DIVIDED ROADWAY; SEGMENT 6	\$19,164,449	RTR	12/2022	10/2021 <u>12/2021 (ACTUAL)</u> 07/2021	CONFIRM FUNDING IN FY 2023	LOW RISK		<u>N/A (PROJECT HAS LET)</u>
TOTAL FUNDING						\$24,995,709							

METROPOLITAN PLANNING ORGANIZATION (MPO) MILESTONE POLICY ROUND 2 QUARTERLY STATUS UPDATE

Surface Transportation Technical Committee

January 28, 2022

BACKGROUND

- ❖ The objective of the MPO Milestone Policy is to ensure that projects that have been funded for at least 10 years and have not gone to construction are being implemented in a timely manner.
- ❖ In February 2021, the RTC approved the second round Milestone Policy, including:
 - ❖ Establishing deadlines by which projects must go to construction
 - ❖ A revamped project tracking process

RTC APPROVED MILESTONE POLICY TRACKING PROCESS

- ❖ Quarterly status reports are required on all projects on the Milestone Policy list until they go to letting.
- ❖ Reports must detail steps that the project sponsor is taking to advance the project (e.g., executing funding or railroad agreements, engaging property owners or utility companies, etc.)
- ❖ NCTCOG staff evaluates the reports and “rates” the projects based on how well the project sponsor is implementing the project(s) and a review of risk factors. The rating system is as follows:
 - ❖ Green – Low risk of project delays
 - ❖ Yellow – Medium risk of project delays
 - ❖ Red – High risk of project delays
- ❖ If the committed schedule is not met and the project has consistently been graded as red/high risk, the project will likely be recommended for cancellation.

SUMMARY OF PROJECTS THAT HAVE NOT GONE TO CONSTRUCTION (JANUARY 2022)¹

PROJECT CATEGORIES	NUMBER OF PROJECTS	TOTAL FUNDING OF PROJECTS
Scheduled Letting FY 2021 ²	1	\$2,482,813
Scheduled Letting FY 2022	5	\$132,283,981
Scheduled Letting FY 2023	9	\$96,091,715
Scheduled Letting FY 2024 or Beyond	4	\$117,892,158
Total	19	\$348,750,667

1: To date, 4 projects have let by their established deadlines.

2: Project deadline is proposed to be extended to May 1, 2022, pending STTC and RTC approval.

SUMMARY OF PROJECT RISK

PROJECT RATING	NUMBER OF PROJECTS	TOTAL FUNDING OF PROJECTS
Green (Low Risk of Delay)	11	\$169,986,966
Yellow (Medium Risk of Delay)	4	\$113,036,967
Red (High Risk of Delay)	4	\$65,726,734
Total	19	\$348,750,667

PROJECT RISK BY FISCAL YEAR

PROJECT CATEGORY	PROJECT RATING		
	Green (Low Risk of Delay)	Yellow (Medium Risk of Delay)	Red (High Risk of Delay)
Scheduled Letting FY 2021	0	0	1
Scheduled Letting FY 2022	1	1	3
Scheduled Letting FY 2023	8	1	0
Scheduled Letting FY 2024 or Beyond	2	2	0
TOTAL	11	4	4

PROPOSED ACTION

❖ Recommend RTC approval of:

❖ Collective Mixed Use Development (TIP Code 20240)

- Project missed the original letting deadline at the end of FY 2021.
- NCTCOG and City staff have coordinated since the last update and a new letting deadline of May 1, 2022 was proposed.
- Since that time, the project bid on January 12, 2022.
- Staff recommends that the RTC extend the project's deadline and leave the funding on the project. The project will be monitored to ensure that it proceeds to construction.

❖ Corporate Drive from Holford's Prairie Road to FM 2281 (TIP Code 20111)

- Project currently has a deadline of FY 2022, while the other Corporate Drive segments have FY 2023 deadlines.
- TxDOT is requiring the City to execute a new Regional Toll Revenue (RTR) agreement that will combine all remaining segments of the project together.
- Staff recommends that the RTC move this project's deadline to FY 2023 to align with the related projects.

PROPOSED ACTIONS (CONT'D)

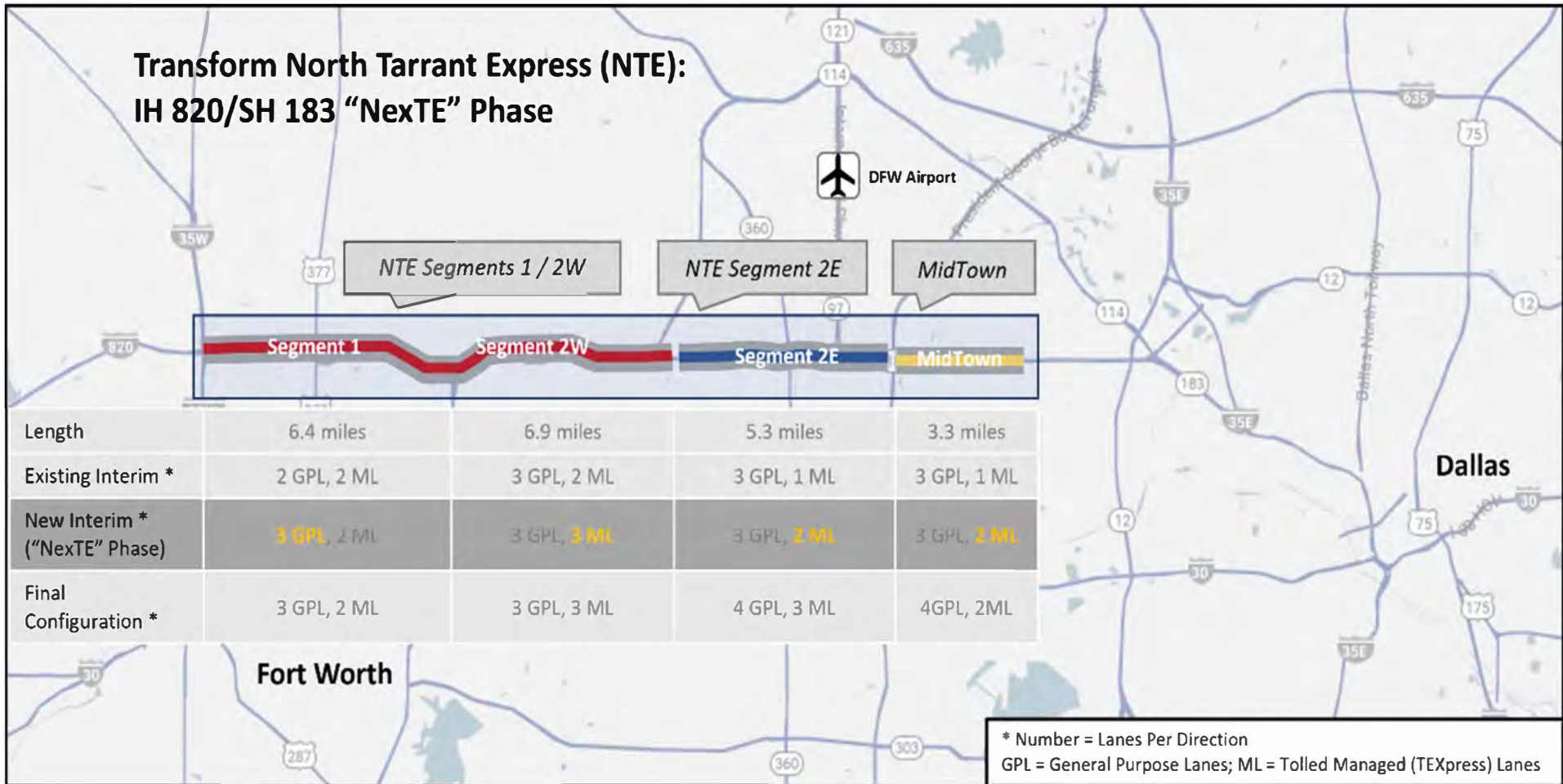
- ❖ Recommend RTC approval of (continued):
 - ❖ Alsbury Boulevard (TIP Code 53079)
 - Project was originally funded with a Congressional Earmark.
 - The City of Burleson has opted to return the Earmark and fund the project with local dollars to accelerate its implementation.
 - Staff recommends that the Earmark funds be removed from the project.
 - ❖ Administratively amending the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) to incorporate those actions as needed

QUESTIONS?

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Transform North Tarrant Express (NTE): IH 820/SH 183 "NexTE" Phase



* Number = Lanes Per Direction
 GPL = General Purpose Lanes; ML = Tolled Managed (TEExpress) Lanes

RAISE Grant – NCTCOG Project #1

Transform North Tarrant Express (NTE): IH 820/SH 183 “NexTE” Phase

1

Starting in 2022, revenue triggers can enable delivery of next IH 820/SH 183 construction phases (“NexTE”):

- **IH 35W – SH 121: \$162 million (developer obligation)**
 - IH 820 – Add 1 general purpose (GP) lane in each direction
 - SH 183 – Add 1 TEXpress lane in each direction
- **SH 121 – DFW Airport: \$1 billion (developer obligation)**
 - Build 2+2 TEXpress lanes with direct SH 360, Amon Carter Blvd, & DFW Airport access
- **DFW Airport – MacArthur Blvd: \$360 million (concession) + \$25 million RAISE Grant**
 - Build 2+2 TEXpress lanes with direct SH 161/PGBT access and seamless MidTown Express transition
 - Improved GP lane interchanges, ramp spacing, & lane balancing
 - On-/off-street bicycle/pedestrian facility accommodations
 - Convert surplus right-of-way (ROW) to support commercial redevelopment, creation of usable open space, & provisions for added zero-emission vehicle infrastructure at Belt Line Road
 - Corridor-targeted expansion of “GoCarma” and “TryParkingIt” incentives to stimulate business activity and reduce user costs



TEXpress Lanes: <https://www.texpresslanes.com/maps/tepress-lanes-map>

Policy Support to Advance the Dallas-Fort Worth High-Speed Transportation Connections Study
into Phase 2

(P21-01)

Since the Regional Transportation Council (RTC) desires the North Central Texas region to be a national leader in transportation technology, the RTC wishes to advance high-speed transportation technologies between Fort Worth, Arlington, and Dallas.

High-speed rail planning has advanced further in the Dallas to Houston corridor. The Dallas, Arlington, Fort Worth connection directly interfaces with the downtown Dallas high-speed rail station. The RTC has approved a presentation to the Texas Transportation Commission to advance high-speed transportation from Fort Worth to Waco, Temple/Killeen, Austin, San Antonio, Laredo, and Monterrey, Mexico. This policy position supports the connection of a statewide network from Houston to the Dallas-Fort Worth region and south along the IH 35 corridor.

The RTC continues to support Mobility 2045 plan policies TR3-011, TR3-012, and TR3-013, as noted in section 6.4, relating to a “one-seat ride” system operation; station locations in downtown Fort Worth, Arlington, and downtown Dallas; and planning and development of sustainable land uses to support economic development in those three station areas.

Following guidance received from Governor Abbott, the RTC wishes to utilize public right-of-way for this high-speed transportation (HST) facility as much as possible. As such, the RTC directs staff to proceed with the alignment recommendations of the Phase 1 Alternative Analysis for the DFWHST Connections Study, which generally follow the IH 30 corridor, into Phase 2 activities.

The RTC directs staff to advance both high-speed rail and hyperloop into Phase 2 activities pursuant to Phase 1 recommendations, including coordination with the United States Department of Transportation in determining appropriate approval process for environmental clearance. Efforts will continue with the Phase 1 partnership between NCTCOG, the Federal Railroad Administration, and the Federal Transit Administration.

The RTC directs staff to continue coordination with local governments and the Texas Department of Transportation in Phase 2 efforts, including preliminary engineering and environmental documentation required by the National Environmental Policy Act.

RTC directs staff to integrate these alignment and mode recommendations into future mobility, air quality, safety, and other regional planning activities as appropriate.

Phase 1 work is on schedule and on budget. The RTC has already funded all planned Phase 2 activities. The RTC will continue to be regularly briefed on Phase 2 activities.



Dallas-Fort Worth Clean Cities Annual Survey

**Amy Hodges,
Principal Transportation Planner**

**Surface Transportation
Technical Committee**

January 28, 2022

2021 Annual Fleet Survey

Regional Fleet Data Collected by Dallas-Fort Worth Clean Cities (DFWCC) Annually
Communicates Coalition Impact to Department of Energy (DOE)
DOE Produces Dallas-Fort Worth Report Based on Survey
Annual Reports Posted at <https://www.dfwcleancities.org/annualreport>

Survey Data Reflects Methods, Strategies, and Goals to:

- Increase Fleet Efficiency

- Reduce Fleet Energy Impact

- Reduce Fleet Emissions

- Adopt Advanced Clean Vehicle Technologies and Alternative Fuels

DFWCC Leverages Survey Data to:

- Provide Assistance, Support, and Training to Fleets

- Encourage Peer-to-Peer Sharing and Support



2021 Annual Fleet Survey



2021 Survey is Now Open

Easy Online Survey
Deadline: February 18, 2022



Goals (Set by DOE)

27,787,339 Gasoline Gallon
Equivalent Reduced
(16% Increase Relative to 2020)
150,070 Greenhouse Gas Reduced
(20% Increase Relative to 2020)
Document Impact to Justice 40
Communities



Fleet Recognition

Gold, Silver, Bronze Awards
Shining Stars
Fleet Challenge



Fleet Recognition Overview

Get Recognized by:



Adopting the Clean Fleet Policy (Required)



Reporting Accurate Fleet Data



Filling Out As Many Sections of the Survey as Possible

Three Types of Awards:



Bronze, Silver, or Gold Level Fleet Recognition



Shining Stars



Fleet Challenge



2020 Survey Respondents

Alliance Aviation Services
Arlington ISD
Birdville ISD
Campbell Kings, Inc.
Catholic Charities Fort Worth
City of Allen
City of Arlington
City of Bedford
City of Benbrook
City of Carrollton
City of Cedar Hill
City of Coppell
City of Dallas
City of Denton
City of Farmers Branch
City of Frisco
City of Garland
City of Granbury

City of Grapevine
City of Irving
City of Lancaster
City of Lewisville
City of McKinney
City of Mesquite
City of North Richland Hills
City of Plano
City of Richardson
City of Rockwall
City of Southlake
City of Terrell
City of Watauga
Dallas Area Rapid Transit (DART)
Dallas Fort Worth International Airport
Denton County
Denton County Transportation Authority
Denton ISD Transportation

Garner ISD
Greenpath Logistics
Kaufman County
Mabank ISD
Oncor Electric Delivery
Prosper ISD
Rockwall ISD
Span Transit
STAR Transit
Tarrant County Government
The Town of Flower Mound
Town of Addison
Trinity Metro
UT Dallas



Next Steps

1. Review the Instructions Document and Begin the Annual Survey: dfwcleancities.org/annualreport
2. Help us Reach Our Goals of 27,787,339 Gasoline Gallon Equivalent Reductions (16% Increase Relative to 2020) and 150,070 Greenhouse Gas Reduced (20% Increase Relative to 2020) by Completing All Sections of the Survey
3. Submit Annual Survey by **February 18, 2022**
4. To be Eligible for Fleet Recognition, Adopt the Clean Fleet Policy: nctcog.org/fleetpolicy



Contact Us



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High-Occupancy Vehicle Quarterly Report

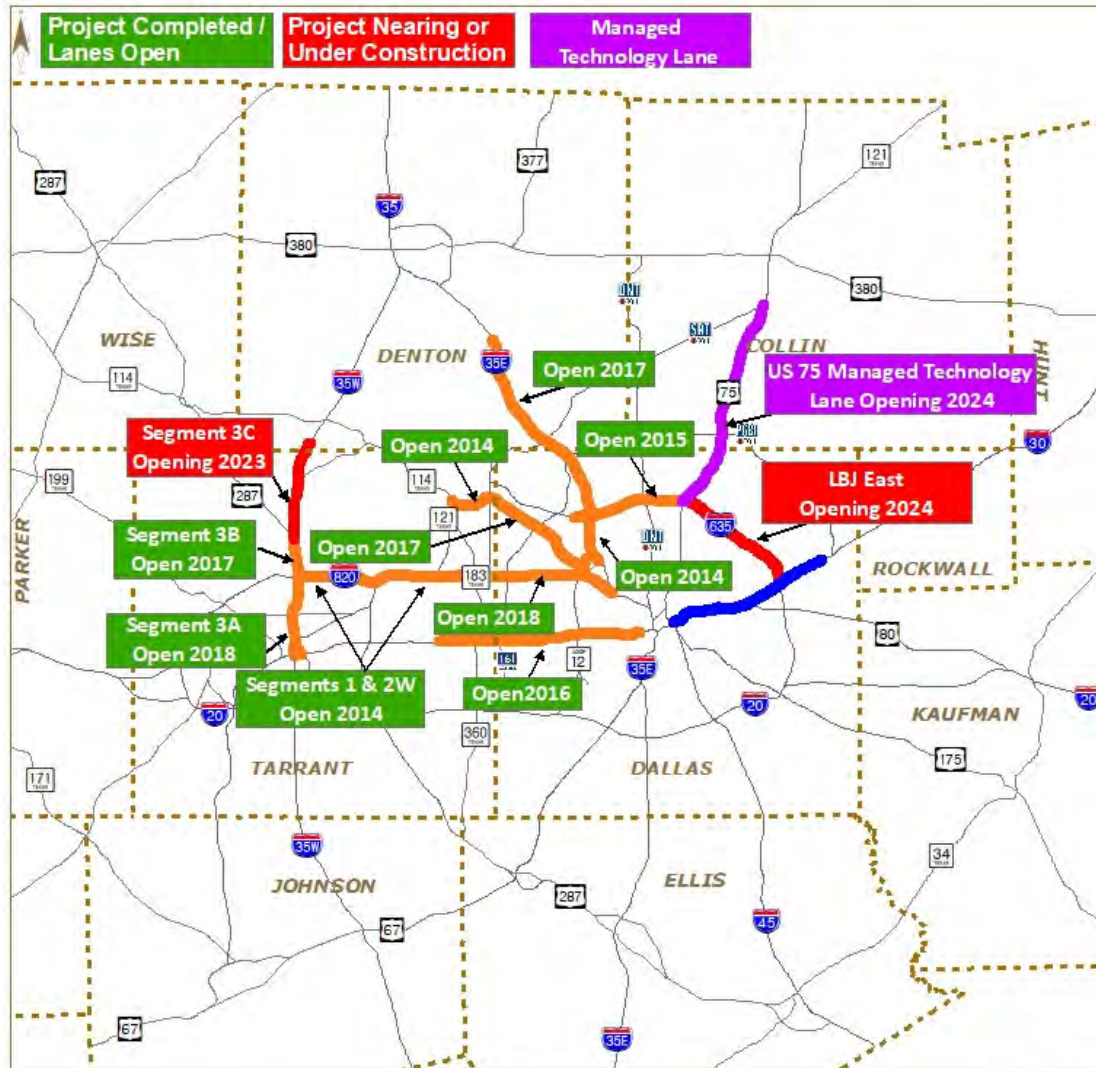
Surface Transportation Technical
Committee Meeting
January 28, 2022



Managed Lane System

Current Express/HOV + New Managed Lanes

-  Current Express/HOV Lanes
-  Current TEXpress Managed Lanes
-  TEXpress Managed Lanes Under Construction
-  Managed Technology Lane
-  Major Roadways



Toll Managed Lane Data Monitoring

Cumulative December 2013 – November 2021

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

\$ 6,714,469 as of November 2021

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

\$ 12,407 from October 2014 – November 2021

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 – November 2021

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 	\$3,345,317	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 	\$3,369,152	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 December 31, 2021



HOV Users

January 24, 2020 – December 31, 2021

Users: 48,415

Vehicles: 48,791

Occupant Passes: 8,481



Total and HOV Transactions

January 24, 2020 – December 31, 2021

Total Transactions – 2,040,783

LBJ/NTE Partners – 1,359,124

TxDOT – 681,659

Total HOV Transactions – 827,933 (~40%)

LBJ/NTE Partners – 551,717

TxDOT – 276,216

Unique Vehicles – 39,125



Questions/Contacts

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Berrien Barks

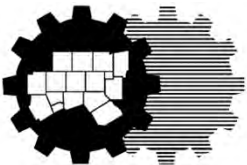
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STATUS REPORT ON TEXAS VOLKSWAGEN ENVIRONMENTAL MITIGATION PROGRAM FUNDING

**Surface Transportation Technical Committee
January 28, 2022**



North Central Texas
Council of Governments

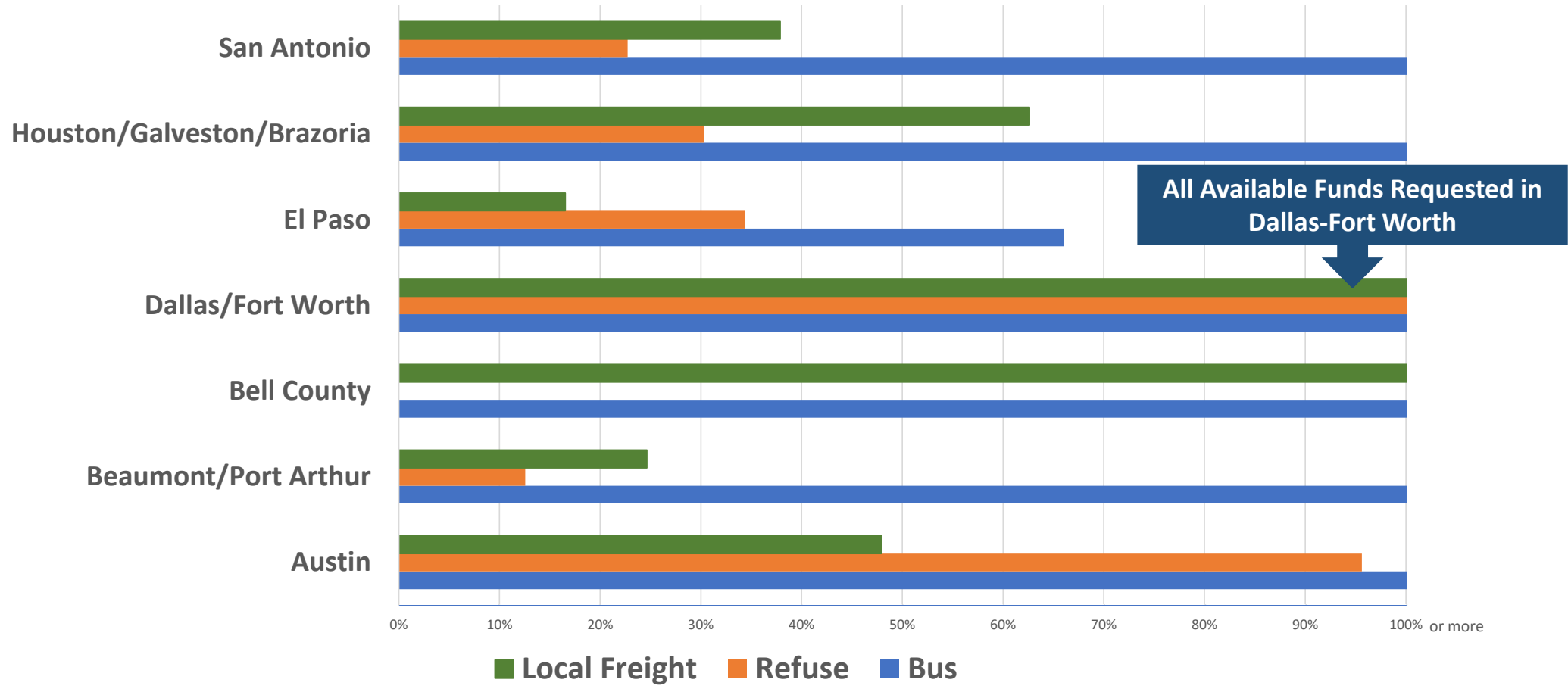
OVERVIEW OF TEXAS VOLKSWAGEN ENVIRONMENTAL MITIGATION PROGRAM (TXVEMP) FUNDING

Statewide Allocation	Program	DFW Area Allocation	Schedule	Status*
~\$169.5 Million	School, Shuttle, and Transit Buses	\$11,684,806	Closed; Awards Final	>\$17.3 Million Requested All Available Funds Awarded
	Refuse Vehicles	\$8,346,290	Closed; Awards Final	\$9,448,544 Requested \$5,863,995 Awarded
	Freight & Port Drayage Vehicles	\$6,677,032	Closed; Awards Still in Progress	\$8,961,832 Requested \$7,929,979 Awarded
	Electric Forklifts and Port Cargo-Handling Equipment	\$6,677,032	To Be Determined	
	Electric Airport Ground Support Equipment			
	Ocean-Going Vessel Shore Power			
~\$31.3 Million	ZEV Infrastructure - Level 2 Rebate	\$10,465,958 (Statewide)	Closed; Awards Still in Progress	\$11,045,500 Requested \$9,860,000 Awarded
	ZEV Infrastructure – DC Fast Charge and Hydrogen Refueling	\$20.9 Million (Statewide)	Opened November 2, 2021; Suspended November 3, 2021	\$89,852,581 Requested

*Data reflects information posted at www.texasvwfund.org as of January 14, 2022

PERCENT FUNDING REQUESTED BY REGION

Percent Available Funds Requested by Funding Round



Data reflects information posted at www.texasvfund.org as of January 14, 2022

REMAINING FUNDS BY FUNDING ROUND

	Balance from Previously Completed Funding Rounds, Based on Awards Issued			
Priority Area	Bus	Refuse	Local Freight*	Total
Austin	\$0	\$2,399,888	\$2,011,645	\$4,411,533
Beaumont/Port Author	\$0	\$1,595,063	\$1,085,198	\$2,680,261
Bell County	\$0	\$520,766	\$271,056	\$791,822
Dallas/Fort Worth	\$0	\$2,482,295	-\$1,252,947**	\$1,229,348
El Paso	\$1,690,461	\$2,199,386	\$3,165,166	\$7,055,013
Houston/Galveston/Brazoria	\$0	\$6,518,440	\$3,393,859	\$9,912,299
San Antonio	\$0	\$12,944,273	\$8,715,344	\$21,659,617
Total	\$1,690,461	\$28,660,111	\$18,642,268	\$48,992,840

*Funds still being awarded

**TCEQ shifted unused funds from the Dallas-Fort Worth allocation for the Refuse funding round to provide additional awards for Dallas-Fort Worth areas projects under the Local Freight round. Awards are still in progress for the Local Freight round but to date, an additional \$1.2 million in awards have been made.

AWARDS TO DFW AREA PUBLIC SECTOR ENTITIES

Bus Replacements:

Aledo ISD
Argyle ISD
Arlington ISD
Birdville ISD
Chico ISD
Cleburne ISD
Community ISD
Denton ISD
Everman ISD
Godley ISD
Grapevine-Colleyville ISD
Hurst-Euless-Bedford ISD
Maypearl ISD
Sanger ISD
Venus ISD
Waxahachie ISD

Refuse Vehicle Replacements:

City of Cleburne
City of Dallas
City of Hurst
City of Midlothian
City of Plano
City of Princeton
City of River Oaks
City of Watauga
City of Weatherford
Denton County
Tarrant County
Town of Hickory Creek

Freight Vehicle Replacements:*

City of Cleburne
City of Weatherford
Dallas County
Ellis County
Kaufman ISD
Mansfield ISD
Tarrant County

Level 2 Charging Stations:*

City of Arlington
City of Dallas
City of Duncanville
City of Farmers Branch
City of Southlake
Dallas County MHMR
Texas Parks and Wildlife
The University of Texas at Dallas

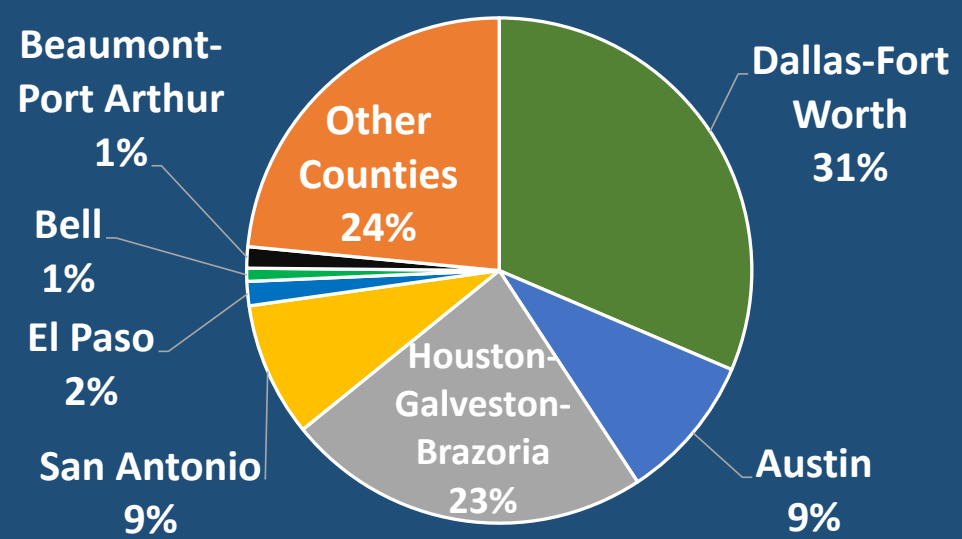
*Funds still being awarded

Data reflects information posted at www.texasvwfund.org as of January 14, 2022

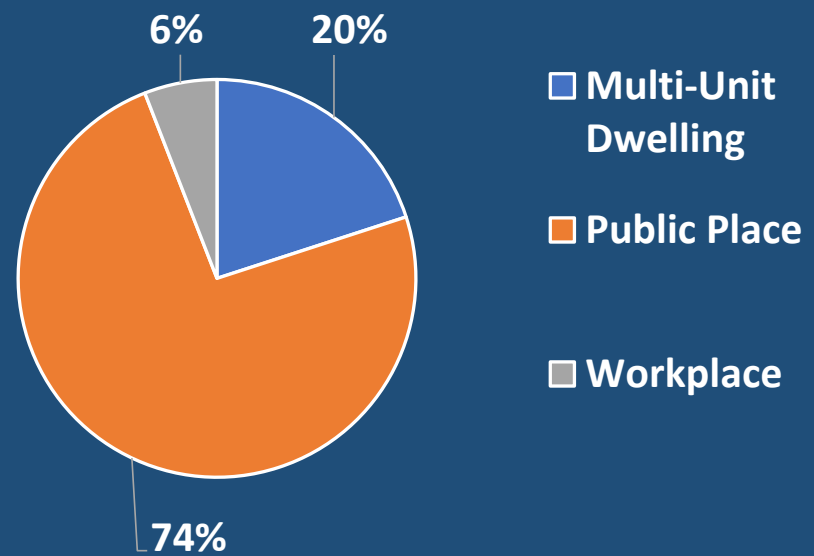
TXVEMP ZEV INFRASTRUCTURE LEVEL 2 REBATE

Total Statewide Allocation = \$10,465,958; Total Funds Requested = \$11,045,500
4,408 Sites Requested Statewide

Geographic Distribution of Sites Requested (7 TxVEMP Priority Areas + Rest of State)



Type of Sites Requested



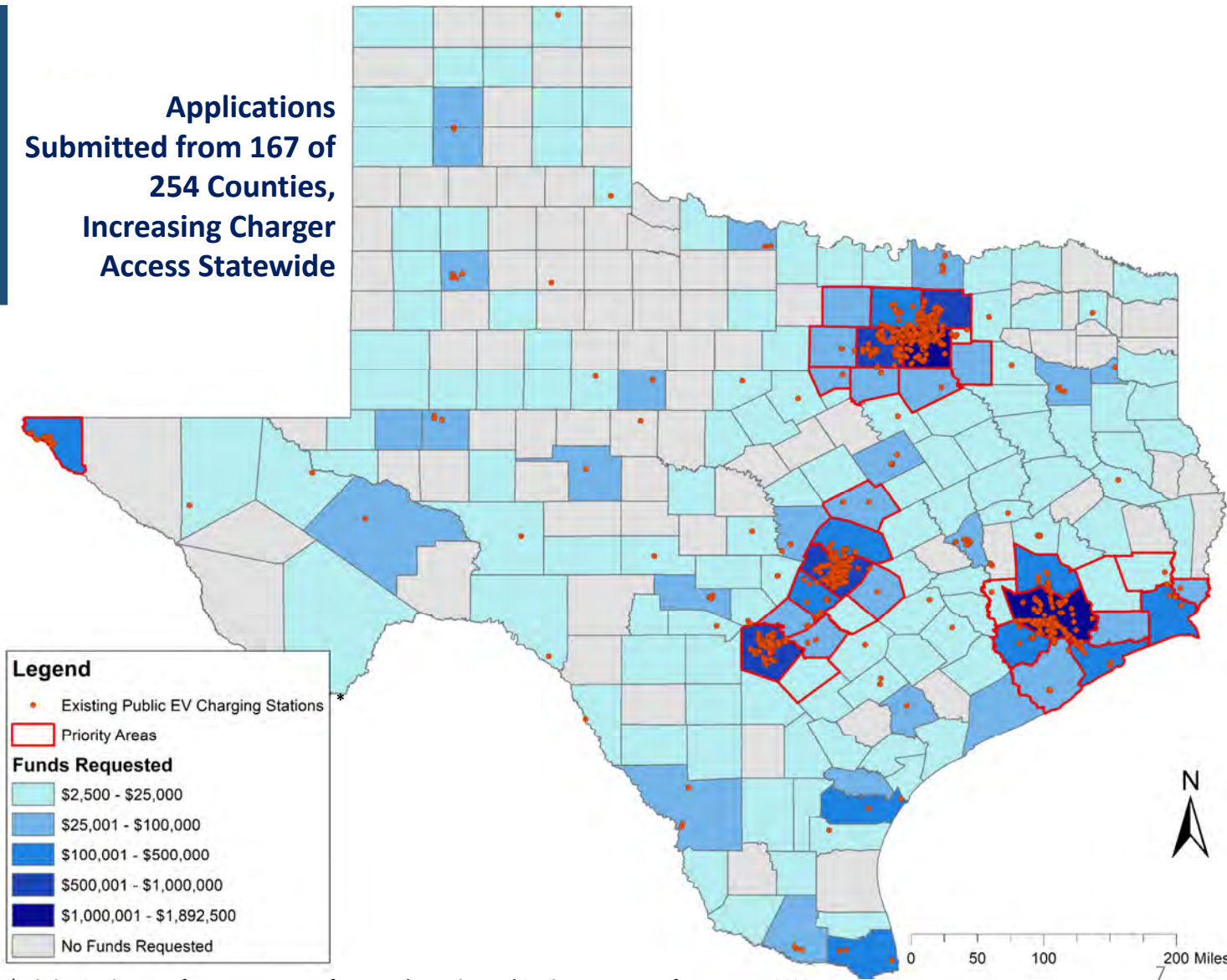
Data reflects information posted at www.texasvfund.org as of January 14, 2022

GEOGRAPHIC DISTRIBUTION OF ZEV LEVEL 2 FUNDING REQUESTS

Applications Submitted from 167 of 254 Counties, Increasing Charger Access Statewide

Priority Areas

Area	Counties
Dallas-Fort Worth Area	Collin, Dallas, Denton, Ellis, Hood, Johnson, Kaufman, Parker, Rockwall, Tarrant, Wise
Houston-Galveston-Brazoria Area	Brazoria, Chambers, Fort Bend, Galveston, Harris, Liberty, Montgomery, Waller
San Antonio Area	Bexar, Comal, Guadalupe, Wilson
Austin Area	Bastrop, Caldwell, Hays, Travis, Williamson
El Paso County	El Paso
Bell County	Bell
Beaumont-Port Arthur Area	Hardin, Jefferson, Orange



*Existing Station Data from Department of Energy Alternative Fuel Station Locator as of January 14, 2022

FOR MORE INFORMATION

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Also see “Hot Topics” at www.nctcog.org/aqfunding



North Central Texas
Council of Governments

Local Government Energy Reporting



Who: All political subdivisions, state agencies, and institutes of higher education in the 12-county NCTCOG Metropolitan Planning Area and other affected counties

What: Establish a goal to reduce electricity consumption by 5 percent each year **AND** report progress annually to the Texas State Energy Conservation Office (SECO) (see [Texas Health and Safety Code §388.005\(c\)](#))

Why: Reducing demand for electricity can reduce air pollution associated with electricity generation, supporting efforts to attain ozone standards

ACTION REQUESTED OF ALL POLITICAL SUBDIVISIONS IN THE 12-COUNTY METROPOLITAN PLANNING AREA:

Step 1: Submit required report by February 1 via the SECO Local Government Energy Reporting [webpage](#)

- Use [SECO's "Energy Consumption Reporting Dashboard"](#) to Review Prior Years' Data and Compare Against Peer Entities
- Review the [Local Government Energy Reporting Toolkit](#) for Tips and Guidance on Submitting Reports

Step 2: Take advantage of No-Cost Technical Resources available via SECO's contractors to:

- (1) Identify and Assess Potential Energy-Saving Projects, and
- (2) Apply for Financing if Needed

To submit report or see more information, visit the SECO Local Government Energy Reporting [webpage](#) or contact energy@nctcog.org

State Energy Conservation Office (SECO) No-Cost Resources to Assist Entities in Meeting the 5% Reduction Goal



Preliminary Energy Assessments (PEAs)

A PEA details recommendations for cost-effective resource efficiency measures that could be implemented to reduce utility consumption or utility costs. A PEA may include the following elements:

- Analysis of utility bills and other building information to determine facilities' energy and cost utilization indices
- Recommended maintenance procedures and capital energy retrofits
- Development of an overall energy management policy
- Facility benchmarking using ENERGY STAR Portfolio Manager

Technical Assistance Program (TAP)

Through the TAP, SECO contracts with leading engineering firms to provide customized, on-site, energy-related services ranging from basic consultation to feasibility studies.

Eligible public entities may request assistance with energy or water-related technical matters. Upon determination that the requested services are reasonable and within the contractors' scope of work, SECO will assign an engineer to the entity and determine the level of service necessary.

Texas LoanSTAR Revolving Loan

Texas LoanSTAR (Saving Taxes and Resources) Revolving Loan finances energy- and water-related, cost-reduced retrofits of facilities.

Borrowers receive low-interest loans to help pay for these efforts. Applicants repay the loans from the energy cost savings realized by the projects.

Open enrollment is now through **August 31, 2022**

- Maximum \$8 Million Loan Per Application
- Maximum 3 Loans per Applicant

For more information, visit

SECO's Preliminary Energy Assessment [webpage](#)

SECO's Technical Assistance [webpage](#)

SECO's LoanSTAR Revolving Loan [webpage](#)

Contact Us



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North Central Texas
Council of Governments

MINUTES**REGIONAL TRANSPORTATION COUNCIL
ONLINE INPUT OPPORTUNITY****Regional Operations & Air Quality Funding Update****Incident Management Freeway Blocking Equipment 2021 Call for Projects:
Final Recommendations****End of Ozone Season****Proposed Modifications to the List of Funded Projects****Work Program Modifications****Online Public Input Opportunity Dates**

Monday, December 13, 2021 - Tuesday, January 11, 2022 – The North Central Texas Council of Governments (NCTCOG) posted information at www.nctcog.org/input for public review and comment.

Purpose and Topics

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

1. Regional Operations & Air Quality Funding Update
2. Incident Management Freeway Blocking Equipment 2021 Call for Projects: Final Recommendations
3. End of Ozone Season
4. Proposed Modifications to the List of Funded Projects
5. Work Program Modifications

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

Summary of Presentations***Regional Operations & Air Quality Funding presentation:***

<https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2021/12/M-O.pdf>

Project List:

<https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2021/12/M-O-Project-List.pdf>

The Fiscal Year (FY) 2023-2026 Management and Operations (M&O), Regional/Air Quality and Safety Funding Program provides funding in addition to Transportation Planning Funds (TPF) so staff can conduct various transportation operations and implementation activities. Surface Transportation Block Grant (STBG), aka Mobility funds, Congestion Mitigation and Air Quality Improvement Program (CMAQ), aka Air Quality funds, and regional funds will be proposed for the FY 2023-2026 program.

Both the Surface Transportation Technical Committee (STTC) and Regional Transportation Council (RTC) typically consider extending existing and funding new Air Quality and Management and Operations projects every few years. The last review occurred in 2018-2019 and projects were funded through FY 2022.

Some projects do not have sufficient existing revenues to continue without interruption through FY 2023, so additional funding is needed sooner than the entire M&O program is ready. Because of this, NCTCOG staff is proposing to split approval of the 2023-2026 M&O program into two phases. Phase 1 would cover funding needed for FY 2023 only, and Phase 2 would request funding for FY 2024-2026.

Next steps for the program include the following:

- Taking the interim 2023 funding proposals to the RTC for consideration
- Finalizing the amounts of funding to be requested for 2024-2026, along with the specific list of projects and programs to be recommended
- Bringing back the 2024-2026 list to the public and committees for review and approval

A full list of projects being recommended for FY 2023 funding can be found at www.nctcog.org/input.

Incident Management Freeway Blocking Equipment 2021 Call for Projects: Final Recommendations presentation:

<https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2021/12/Blocking-CFP.pdf>

In August 2021, the Regional Transportation Council (RTC) approved the use of \$1 million dollars in Regional Toll Revenue (RTR) funding to support the 2021 Incident Management Freeway Blocking Equipment Call for Projects (CFP), which opened on September 3, 2021.

In support of the NCTCOG Traffic Incident Management (TIM) Training Program, the funding was made available for the purchase of scene management blocking equipment to provide protection to emergency responders at crash sites in the 12-county North Central Texas metropolitan planning area. The goal of the program is to initiate coordinated responses to traffic incidents that build partnerships, enhance emergency personnel safety, reduce secondary traffic crashes, improve transportation system efficiency and improve regional air quality.

The NCTCOG staff received 16 applications for this CFP, and submissions were scored utilizing a point scale. A full list of the projects and funding allocations can be viewed at www.nctcog.org/input.

The RTC will take action on the recommended projects on January 13, 2022.

End of Ozone Season presentation:

<https://www.nctcog.org/nctcog/media/Transportation/DocsMaps/Involve/InputMeetings/2021/12/Ozone.pdf>

Ozone is a gas composed of three atoms of oxygen and occurs both in the Earth's upper atmosphere and at ground level. Ground-level ozone is commonly referred to as "bad ozone" and forms when emission sources emit nitrogen oxides and/or volatile organic compounds that react in the presence of sunlight. Ozone can make it more difficult to breathe, aggravate lung diseases, and inflame and damage the airway.

North Texas is currently under two ozone standards, one for 2008 and one for 2015. Because the region did not meet attainment for either standard, NCTCOG staff is preparing for the region to be reclassified from marginal to moderate under the 2015 standard and from serious to severe under the 2008 standard.

Staff expects the attainment deadline for the new classifications to be no later than July 20, 2027 for the 2008 standard and no later than August 3, 2024 for the 2015 standard.

For more information on regional air quality, visit <https://www.nctcog.org/trans/quality/air/ozone>.

Proposed Modifications to the List of Funded Projects handout:

<https://www.nctcog.org/nctcog/media/Transportation/DocsMaps/Involve/InputMeetings/2021/12/TIP-Mods.pdf>

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

The current modification cycle includes project updates and funding adjustments for transportation initiatives in Collin, Dallas and Denton Counties. Additionally, financial adjustments related to public transportation services managed by Trinity Metro are also included.

Work Program Modifications handout:

<https://www.nctcog.org/nctcog/media/Transportation/DocsMaps/Involve/InputMeetings/2021/12/TIP-Mods.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 FY 2022 and FY 2023 UPWP address new project updates and funding adjustments. The RTC will take action on the FY 2022 and FY 2023 UPWP modifications on January 13, 2022.

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

Please see attachment for comment submitted via mail.

Regional Transportation Public Input opportunity
due 1/11/2022

Comments/Questions Submitted by Phyllis Silver

End of 2021 Ozone Season: Compliance with Federal Requirements and Future Outlook Dec. 2021

pg 4 - I notice that the air quality in 2021 was somewhat worse than what it had been in 2019.

Question: What factor(s) caused the 2021 air quality to be worse in 2021 than it was in 2019?

b) I can understand the improvement in air quality in 2020 due to fewer materials being on the road due to the pandemic and working from-home, but what happened in 2016 that resulted in air quality improvement? Question

Comment: I am pleased that continuing efforts are being made to improve air quality by increasing funding and by implementing programs that will clean our air.

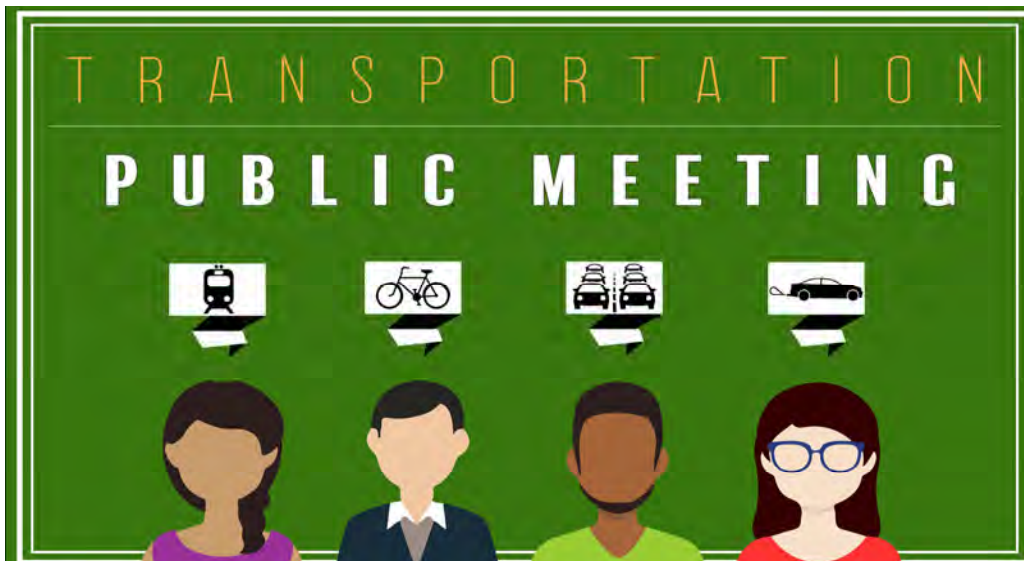
2021 Incident Management Freeway Blocking Equipment
Call for Projects Recommendations

Comment: This is a great idea to increase the safety of first responders and to improve the overall safety of a crash scene.

Phyllis Silver 12/31/2021



PHYLLIS H. SILVER



Attend in person or watch the presentations live at www.nctcog.org/input.
A video recording will be made available afterward.

PRESENTATIONS

Mobility 2045 Update

One of the primary responsibilities of a Metropolitan Planning Organization is the development and maintenance of a Metropolitan Transportation Plan (MTP). NCTCOG staff has initiated the development of an update to the current MTP, Mobility 2045, and will provide an overview and update on the timeline for the Plan.

Fort Worth to Dallas Regional Trail Branding Project

The Regional Trail Branding and Wayfinding Project will create unified branding and signage for the Fort Worth to Dallas Regional Trail, which runs through the cities of Fort Worth, Arlington, Grand Prairie, Irving, and Dallas. The project will also help build regional consensus for ongoing marketing and operations for the trail and provide recommendations for support infrastructure. Staff will present an overview of the project and provide upcoming public input opportunities.

Title VI Program/Language Assistance Plan Update

The Title VI Program documents how NCTCOG considers civil rights in planning. The program includes procedures individuals can use to file a complaint of discrimination. Updates to the Title VI Program and the Language Assistance Plan will be presented, and a 45-day public comment period will begin.

DFW Clean Cities Update: 2021 Annual Survey

NCTCOG is the host organization for Dallas-Fort Worth Clean Cities (DFWCC), a US Department of Energy initiative to reduce total energy impacts in the transportation sector. As a part of these efforts, DFWCC surveys local fleets each year about alternative fuel use and other fuel-saving activities. The 2021 Annual Survey has now opened and details on the survey goals and Fleet Recognition Program will be provided.

RESOURCES AND INFORMATION

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

Regional Smoking Vehicle Program (RSVP): www.smokingvehicle.net

Vehicle Incentives & Funding Opportunities: www.nctcog.org/aqfunding

Mobility 2045 Administrative Revisions: www.nctcog.org/input

**MONDAY, FEB 7,
2022 @ NOON**

North Central
Texas Council of
Governments
616 Six Flags Drive
Arlington, TX 76011

For special accommodations due to a disability or for language translation, contact Thao Tran at 817-704-2510 or tctran@nctcog.org at least 72 hours prior to the meeting. Reasonable accommodations will be made.

Para ajustes especiales por discapacidad o para interpretación de idiomas, llame al 817-704-2510 o por email: tctran@nctcog.org con 72 horas (mínimo) previas a la junta. Se harán las adaptaciones razonables.

To request a free roundtrip ride between NCTCOG and the Trinity Railway Express CentrePort/DFW Airport Station, contact Thao Tran at least 72 hours prior to the meeting: 817-704-2510 or tctran@nctcog.org.



CentrePort/DFW Airport Station
Arrival Options on February 7

Eastbound Train 11:49 am

Westbound Train 11:31 am

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 November 8, 2018.

This report is a compilation of general public comments submitted by members of the public from Saturday, November 20, through Monday, December 19. Comments and questions are submitted for the record and can be submitted via Facebook, Twitter, fax, email and online.

This month, public comments were received on a number of topics across social media platforms and via email. High-speed transportation comments were in the majority.

In addition, comments were accepted through a new, online map tool. Users can drop a pin on a location in the region and leave a detailed comment. This month, there were three bicycle and pedestrian comments, three transit comments and four roadway comments. To read them, visit: <http://nctcoggis.maps.arcgis.com/apps/CrowdsourcingReporter/index.html?appid=b014e6d39b604b3ca329d9094ed1e9e2>.

Air Quality

Twitter –

1. Jenny Narvaez of @NCTCOGtrans says that in the Dallas/Fort Worth area air pollution in 2020 really wasn't any different from any other year. More research can help shed light on #emissions and #AirQuality.

Find resources in our latest blog

<http://ow.ly/8tM150H3f6y> – TRB (@NASEMTRB)



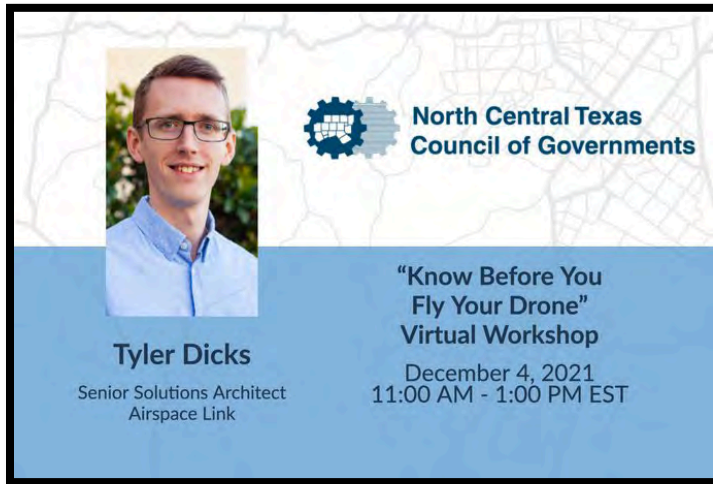
Aviation

Twitter –

1. Join #AirspaceLink's Tyler Dicks as he demonstrates how to easily plan a flight, gain greater situational awareness, and submit for #LAANC authorization with AirHub™ for Pilots at the “Know Before You Fly Your Drone” Virtual Workshop, presented by

@NCTCOGtrans.

#Drones #FAA – AirspaceLink (@AirspaceLink)



Bicycle & Pedestrian

Twitter –

1. Irving and Dallas friends go get involved ! This is a huge project that will benefit all our communities ! – Corey Carrasco (@corcarrasco)



2. Walked over to the @NorthavenTrail bridge ramp site this morning. The curved ramp is starting to take shape. Looking good, @TxDOTDallas! #DallasParks #DallasTrails – Jeff Kitner (@JeffKitner)



Very nice and great update! I can't wait to see the planned connection from the Coombs Creek Trail to the Margaret Hunt Hill Bridge. – Daniel Huerta (@WSeriesBound)

Facebook –

1. We want to hear from you! Please visit FortWorthtoDallasTrail.com to share your opinions, experiences and ideas about the future of the trail connecting downtown Fort Worth to downtown Dallas. – NCTCOG Transportation Department



Plz – Hoang Nguyen

I care less about the name, more about the completion... – Laura Pyle

The Trail of Two Cities – Kathy Powell
DFW Bike Highway – David Shuford Jr.
Texas two Step – Sharon McNutt
The Turnpike – James White
The Connector – Shane Salley
The Connect – Alex Flores
NTX Trinity Trail – Cody Knecht

High-speed Transportation

Twitter –

1. Fort Worth to Dallas in under 20 minutes? Proposed transit system could be the ticket:
<https://greensourcedfw.org/articles/DFW-planners-high-speed-rail>. – NCTCOGTransportation (@NCTCOGtrans)



Yes and yeah. – Osman (@Hossein16Osman)

Build Fort Worth to Dallas high-speed rail. – Osman (@Hossein16Osman)

2. Judging from TRE ridership, there is near-zero demand for this project. – Nathaniel Barrett (@ncoxbarrett)

NCTCOGTransportation @NCTCOGtrans · Nov 30
Fort Worth to Dallas in under 20 minutes? Proposed transit system could be the ticket: greensourcedfw.org/articles/DFW-p...



NCTCOGTransportation @NCTCOGtrans · Nov 30
Fort Worth to Dallas in under 20 minutes? Proposed transit system could be the ticket: greensourcedfw.org/articles/DFW-p...



Facebook –

1. Fort Worth to Dallas in under 20 minutes? Proposed transit system could be the ticket: <https://greensourcedfw.org/.../DFW-planners-high-speed-rail>. – NCTCOG Transportation Department



Hope y'all do a better job on this than you did on the stupid TEXPress lanes in Tarrant County! – Wm Atkins

Innovative Vehicles & Technology

Email –

1. Katherine Homan

Hello, me again - this time with the following email

for y'all to take into consideration. TU!

Imagine Florida with a hurricane coming toward Miami. The Governor orders an evacuation.

All cars head north. They all need to be charged in Jacksonville. How does that work? Has anyone thought about this? If all cars were electric, and were caught up in a three-hour traffic jam with dead batteries, then what? Not to mention that there is virtually no heating or air conditioning in an electric vehicle because of high battery consumption.

If you get stuck on the road all night, no battery, no heating, no windshield wipers, no radio, no GPS (all these drain the batteries), all you can do is try calling 911 to take women and children to safety. But they cannot come to help you because all roads are blocked, and they will probably require all police cars will be electric also. When the roads become unblocked no one can move! Their batteries are dead.

How do you charge the thousands of cars in the traffic jam? Same problem during summer vacation departures with miles of traffic jams. There would be virtually no air conditioning in an electric vehicle.

It would drain the batteries quickly. Where is this electricity going to come from? Today's grid barely handles users' needs. Can't use nuclear, natural gas is quickly running out. Oil fired is out of the question, then where?

Consider what could occur if the U.S. was attacked by a Foreign enemy and we had no fuels for Military Armored Vehicles, Bombers, Fighter Planes or every other type of defense armaments. They can't operate on Batteries, solar Energy or Wind.

Lastly, what will be done with billions of dead batteries, can't bury them in the soil, can't go to landfills.

The cart is way ahead of the horse with no thought whatsoever to handling any of the problems that batteries can cause.

Response by NCTCOG Transportation Staff

Thank you for posing another excellent question. Fuel availability during emergency evacuations is a concern for vehicles of all fuel types, and cars have run out of gas during previous disasters, as detailed in this Texas House of Representatives report following Hurricane Rita. This is an important consideration for electric vehicles (EVs), especially as adoption rates increase.

Electric Vehicle Energy Usage: Unlike gasoline-powered vehicles, an EV's electric motor stops when the vehicle stops, so EVs do not waste energy idling. However, just like gas vehicles, EVs do have heating and A/C that can reduce range when used heavily. EVs are 60% to 73% efficient, and most of the energy used is to "power the wheels"(EVs and hybrids use regenerative braking to recover up to 22% of power to the battery). More information on where the goes energy for EVs, as well as hybrids and gasoline vehicles, can be found on FuelEconomy.gov here.

Examples of what is being done to plan:

Since your email mentions Florida, the Florida Office of Energy prepared a Florida Electric Vehicle Roadmap that identifies locations best located for direct current fast charging (DCFC) stations during times of evacuations that also outlines some innovative solutions such as using portable battery systems (which will tie into the question about the end of life options for EV batteries).

The Infrastructure Investment and Jobs Act (IIJA) is the new federal transportation bill signed into law and outlines funding for EV charging stations, and the Federal Highways Administration (FHWA) has issued a Request for Information for guidance on how to deploy EV charging infrastructure under this new funding program. NCTCOG is submitting comments that will recommend prioritizing evacuation routes for deploying EV infrastructure and that integrated distributed energy solutions, such as battery storage, microgrids, and/or onsite generation, are eligible costs under the program.

In response to a solicitation for input from Electrify America, the Texas Electric Transportation Resources Alliance (TxETRA) recommended a list of locations for funding EV charging stations after overlaying the ERCOT power distribution, TxDOT traffic flow, and emergency evacuation route maps. A copy of the map and list of recommended locations can be found on their website here: <https://txetra.org/charging-map-recs-1>. NCTCOG also submitted comments and recommended locations for charging stations to Electrify America, and several locations recommended by TxETRA were included in our list (the table on pgs. 26-28 marks these locations): [https://nctcog.org/getattachment/trans/quality/air/Funding-and-Resources/Volkswagen-Settlement/NCTCOG_EACycle3-\(1\).pdf.aspx?lang=en-US](https://nctcog.org/getattachment/trans/quality/air/Funding-and-Resources/Volkswagen-Settlement/NCTCOG_EACycle3-(1).pdf.aspx?lang=en-US).

EV Battery Reuse and Recycling: A battery that is no longer usable to power an EV can have a variety of second life applications, including portable battery systems that may offset peak grid demand or provide power during outages. You may be interested in checking out this article on second-life batteries for more information on the market and value of used EV batteries (as well as a list of existing second-life projects): <https://blog.ucsusa.org/hanjiro-ambrose/the-second-life-of-used-ev-batteries/>.

Locally, there is a company called Blue Roof Foundation (now Oso Electric) that has been developing electric lawnmowers, and they started off by using used Nissan LEAF batteries to be able to swap batteries out throughout the day. MotorWeek wrote a story that includes a profile of their prototypes posted at: https://www.motorweek.org/features/auto_world/commercial-lawn-mowers. The aforementioned IIJA also provisions funding research and development on EV battery recycling and second-life applications. A summary of EV-Related Provisions in the IIJA bill may be found here: <https://www.atlasevhub.com/materials/invest-in-america-act-h-r-3684/>.

As always, please don't hesitate to reach out with any questions, and we look forward to your next question!

Twitter –

1. Per @EnergyUT study, transition to many more #EVs in Texas could require up to 30% more annual #electricity demand, thousands more #charging stations, & consumer education. Are they ready? @UTAustin @NCTCOGtrans @energy

Via @dallasnews @DomDiFurio – Electrical Apparatus (@ElecAppMag)



Project Planning

Email –

1. **Christine Otakan**

Hello, can you please tell me the current status of the project below? When is ROW acquisition anticipated to begin for this project? If I'm contacting the wrong person, can you please tell me who the project manager is?

090238140

ON OLD WEATHERFORD RD FROM FM 3325 TO E OF CODER DR.

Response by NCTCOG Transportation Staff

Hi, Chris,

Thank you for contacting the NCTCOG Transportation Department.

The latest information we have from the project sponsor (Parker County) is that the project is currently being designed. Right-of-way acquisition is beginning this month. Construction is expected to begin in summer 2022 and be completed in summer 2023.

Please contact us if you need additional assistance.

Twitter –

1. This RAISE grant will allow us to plan for connectivity between the southern Dallas communities that surround our #parkwithapurpose and the @DallasZoo. So grateful for support from @POTUS @SecretaryPete @RepEBJ @JohnCornyn @NCTCOGtrans and @CityOfDallas – Southern Gateway Park (@SouthernGWPark)



Facebook –

1. Meet the People Behind the Plan! As you know, we are always planning for the future and here are some of the people who use your comments to help. An update to the Mobility 2045 plan is currently underway and the team would love your feedback! Visit <https://www.nctcog.org/trans/plan/mtp/mobility-plan-update> for details.

More to come. 👁️ #PeopleBehindThePlan – NCTCOG Transportation Department



Love it! Great job! 🙌❤️ – Pamela Klekar Burns

Roadway

Twitter –

1. John Donaghey

Dear NCTCOG,

One intersection of note:

- a. North bound traffic on Southview Dr. is hard to see when turning left from W.. Lucas Dr. onto E. Lucas Dr. Many near misses there.
- b. Trailer traffic can hardly make the right turn from East Lucas Dr. onto W. Lucas Dr. The guard rail tells the tale. I have often seen such traffic cut across the vacant lot in order to make the turn.

The whole intersection needs study and revision.

The traffic flows in our part of the county have improved dramatically since it has become a priority. THANK YOU.


Safety

Twitter –

1. Please slow down, pay attention, & don't drink and drive. Your family and friends will be devastated by your tragic death. First responders don't get used to pulling bodies out of cars.

@VisionZeroTexas

@NCTCOGtrans

@MADDOonline – caraathome (@) (@caraathome)



Transit

Email –

1. Billy Hanson

We need regional transportation service for Tarrant, Denton, Dallas, Collin and Rockwall counties etc. Dart should be the hub branching out to the neighboring counties.

Twitter –

1. It must suck to miss a chunk of whatever show you're going to because of parking and traffic, but why is there not a mention in this story that there is a DART stop basically adjacent to the gate that gets you to the Music Hall? – Matt Goodman (@goodmoine)



I invite you to start/end your journey from #D12 to the music hall at night, dressed up in heels & jewelry, and take @dartmedia v driving. DART says it takes approx 2 hours, 17 min of which is walking, some without sidewalks and 114 stops along the way.

@NCTCOGtrans – caraathome (@🏠) (@caraathome)

There are plenty of park and ride options between your district and Fair Park that would help cut down the commute time. – Matt Goodman (@goodmoine)

Think like a woman.... It is at least 15+ min drive to park & ride, where she would park in dark lot, stand outside in heels getting hair messed up, in fancy clothes, with increased safety risk. Then walk dart station to music hall & reverse for home, even later @ night. No thx. – caraathome (@🏠) (@caraathome)

Also, of the 4 options that come up on dart trip finder, none use a park & ride. – caraathome (@🏠) (@caraathome)

Map it on Google from your nearest station. Trip finder will use your current location to plot a route. For instance, if you wanted to

see Hamilton tonight at 7:30, there are a number of options from Arapaho Center that will get you to the Music Hall at Fair Park in ~45 min. – Doyle Rader (@DoyleRader)

Yes. DART should be an option that is considered, especially in how this piece is framed. Besides, if more folks ride DART, there will be more room for all those cars coming from D12! – Matt Goodman (@goodmoine)

We are a transportation desert and losing one of our main bus routes under the "improvements" with no GoLink. Even the dreaded Cotton Belt won't have a stop nearby & no connected trails or protected bike lanes. Ps-D12 is one of the highest density districts #workingonit – caraathome (@🏠) (@caraathome)

The nearest park & ride is more than 15 minutes away. – caraathome (@🏠) (@caraathome)

I'm confused. – Matt Goodman (@goodmoine)

2. Looks like passenger rail will happen Baton Rouge to New Orleans with @CanadianPacific's blessing. A future train for Dallas-Shreveport-Meridian MS as well? @TXRailAdvocate @RailPassengers @NCTCOGtrans <http://texasrailadvocates.org/2021/12/09/canadian-pacific-commits-to-passenger-train-service-baton-rouge-new-orleans-talks-of-dfw-meridian-ms/> – Peter J LeCody (@railadvo)



The CP official seemed very positive about the Meridian Speedway route of public leaders can bring in NS in partnership. Shreveport is already building a platform at its new intermodal transit center. Seems even more likely than BR, TBH... – RAIL Magazine (@RAILMag)

3. Heads up! DCTA Bus Service Scheduled to End in Lewisville, Riders Encouraged to Use GoZone: <https://nbcdfw.com/news/local/dcta-bus-service-scheduled-to-end-in-lewisville-riders-encouraged-to-use-gozone/2836589/#:~:text=Riders%20are%20encouraged%20to%20utilize,said%20DCTA%20CEO%20Raymond%20Suarez.> – NCTCOGTransportation (@NCTCOGtrans)



What about the handicaps that uses wheelchairs? This is not good for my uncle!. – Gabriela G. Cruz (@gaguo2981)

GoZone is available for your transportation needs and it's accessible for everyone, including our residents who use a wheelchair. Simply download the GoZone app or call customer service to book your ride. It's only 75 cents. – DCTA (@RideDCTA)