

TRANSPORTATION DEPARTMENT FY2022 GOALS AND ACCOMPLISHMENTS

1. **Goal:** Develop and maintain analytical tools for transportation project analysis.

Funding Source: FY2022 Transportation Planning Funds (Federal Highway Administration [FHWA] Section 112 PL funds, Federal Transit Administration [FTA] Section 5303 funds, Texas Department of Transportation [TxDOT] matching funds in the form of Transportation Development Credits [TDCs]), federal Surface Transportation Block Grant Program (STBG) funds, Regional Transportation Council (RTC) Local funds, local funds, and Transportation Development Credits.

Attainment: Met

Primary Work Tasks:

1. Maintain and enhance the Regional Travel Models (RTMs) for the Metropolitan Planning Area.¹
2. Maintain and improve an information system for transportation data.¹
3. Design and conduct travel survey and data collection projects.¹
4. Develop and maintain demographic forecasts.¹

Principal Performance Measures:

1. Maintain and enhance the existing and new Regional Travel Models, respectively called DFX and TAFT, ensuring usability and proper operation. Improve TAFT reporting capabilities. Maintain the software applications and archive system of model versions and model runs. Develop model description documentation and training materials and conduct user training sessions. Provide support in the use of RTMs through updates to the software application and technical assistance to model users.
2. Continue to develop methods and computer tools to facilitate, disseminate, and optimize the integration of data collected by NCTCOG or provided by partner agencies. Integrate the data into SQL server databases and geographic layers. Provide support to staff and stakeholders for analysis of data. Review and integrate traffic data collected by radar side-fire devices.
3. Complete the data collection and analysis of the Limited Access Facilities Survey (formerly named Toll Road User Survey). Plan and resume the 2020 Transit Onboard Survey data collection.
4. Provide support for demographic data for the existing forecast. Conclude the local review and create the final set of demographic forecasts with horizon year of 2045. Coordinate with local governments and gather data that will be used in the new forecasting process.

Results:

1. The DFX regional travel model was properly maintained for operation. In the TAFT regional travel model, staff expanded transit and roadway coding tools, added Environmental Justice and Facility reporting tools, and maintained the TAFT Software application, a library of RTM software application versions, and an archive system for model runs. Staff continued writing model description document chapters and memos to

¹ NCTCOG Measure

² Federal Measure

³ State Measure

⁴ Local Measure

describe component updates. Documentation was created for all reporting tools. RTM update meetings were held with internal and external users. Staff provided technical support to model users for DFX and TAFT regional travel models.

2. The traffic count website continued displaying data that was collected from several sources over the last 12 months. Transportation usage data was assembled to continue reporting the effects of the COVID-19 pandemic. Provided support to staff and stakeholders for analysis of transportation data that included traffic counts, speeds, transit ridership, among others. The traffic data collected by 1,000 radar side-fire devices was collected and summarized to estimate typical traffic patterns and validated against other sources of data.
3. The Limited Access Facilities (LAF) survey instrument was developed. Data collection on the LAF survey was conducted, and quality checks were performed on the survey records. The consultant delivered a clean LAF Survey database and documentation of the survey procedure. A work plan, sampling plan, and training materials were developed for the Fall 2022 data collection of the 2020 Transit Onboard survey. Survey instruments for fixed transit routes and on-demand transit routes were developed. Surveyors were trained for the transit survey. Fall 2022 data collection began with the transit on-to-off survey and the onboard origin-destination survey.
4. After conducting the local review process with local governments, the 2045 forecast was approved. Sub-county forecasts were developed. 2030 and 2045 Forecast data was also created and made available for download by the public. Documentation of the process was initiated.

2. **Goal:** Engage local elected officials, public- and private-sector organizations, and the general public in the multimodal transportation and air quality planning process.

Funding Source: FY2022 Transportation Planning Funds (Federal Highway Administration [FHWA] Section 112 PL funds, Federal Transit Administration [FTA] Section 5303 funds, Texas Department of Transportation [TxDOT] matching funds in the form of Transportation Development Credits [TDCs]), federal Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds, and Transportation Development Credits.

Attainment: Met

Primary Work Tasks:

1. Produce print and online content and publications to inform the public and media about regional transportation and air quality issues.^{1, 2, 3} (FHWA, FTA, TxDOT)
2. Engage local governments and public and private organizations, including community groups, business organizations, chambers of commerce, local community/technical colleges, and school districts, in transportation and air quality projects and programs.¹
3. Increase awareness of transportation and air quality programs through outreach and education campaigns.¹
4. Maintain a Public Participation Plan.^{2, 3} (FHWA, FTA, TxDOT)
5. Offer multiple ways for the public to learn about and provide input on transportation plans, including in person and online opportunities.^{1, 2, 3} (FHWA, FTA, TxDOT)
6. Publicize opportunities for public involvement.^{2, 3} (FHWA, FTA, TxDOT)
7. Provide reasonable accommodations to encourage individuals and groups protected by federal civil rights laws to participate in planning processes.^{2, 3} (FHWA, FTA, TxDOT)

¹ NCTCOG Measure

² Federal Measure

³ State Measure

⁴ Local Measure

Principal Performance Measures:

1. Publish or contribute to monthly and semiannual newsletters and provide content to other publications, including those developed by the agency. Publish technical reports and other topic-specific publications, as needed. Compile data and information from both internal staff and external agencies to create the content for an annual state-of-the-region report. Maintain and update the website and social media resources regularly to ensure current information is being presented. Provide timely responses to media inquiries and distribute press releases as needed.
2. Coordinate with regional partners on transportation and air quality projects and programs; plan for, host, and attend meetings. Provide educational resources to partners. Select and participate in transportation and air quality-related virtual or in-person outreach events and educate the public about various transportation and air quality campaigns.
3. Implement transportation and air quality education campaigns. Monitor campaign web traffic, electronic email list of users, and surveys to quantify effectiveness of educational campaigns. Provide graphic, audio/visual, educational, social media messages, and informational services for local governments, as well as NCTCOG's Transportation Department, on transportation and air quality-related programs/campaigns.
4. Update the Public Participation Plan, as necessary, to ensure that it is current with federal guidelines, paying particular attention to environmental justice elements.
5. Hold public meetings, partner to jointly host meetings with other organizations, or offer online opportunities on relevant transportation topics to inform the public and seek input on the decision-making process.
6. Maintain current contact information for individuals, transportation partners, elected officials, businesses, chambers of commerce, and others to whom public meeting notices and notices for online participation opportunities are sent by mail or email. Publicize opportunities for public involvement in newspapers, including minority and Spanish-language newspapers.
7. Select locations for public meetings based on physical accessibility and proximity to public transportation. When possible, provide an online viewing option for public meetings to help ensure resident participation in the decision-making process. Provide translation of materials, when appropriate, according to the Language Assistance Plan.

Results:

1. Transportation Department staff published monthly and semiannual newsletters, fact sheets and technical reports with information about regional transportation and air quality issues. These publications were distributed to partners and the public through the mail and online. Staff also contributed to agency publications and provided content to partners. These efforts educated the public about regional programs and projects related to transportation and air quality. This year, the Department's annual state-of-the-region report, Progress North Texas, focused on Transportation in the Age of COVID-19, using a narrative and performance measures to show how regional planning efforts affect communities. Approximately 7,000 hard copies were mailed to policymakers, elected officials, transportation partners and other interested parties, including school districts, civic organizations, businesses, and public libraries. Additional copies were shared electronically upon request. An online version was published in HTML and PDF formats. In addition, staff received and responded to dozens of inquiries from the media, matching reporters with subject-matter experts to assist them with their stories about

¹ NCTCOG Measure

² Federal Measure

³ State Measure

⁴ Local Measure

transportation and air quality issues. Furthermore, staff wrote and distributed 30 press releases about a variety of projects and programs affecting the lives of residents.

2. The Transportation Department attended 11 community events in FY2022 to communicate information about multiple regional transportation and air quality programs and issues. As a part of Air North Texas Coalition efforts, staff also continued to develop and maintain relationships with a wide range of regional partners to coordinate the regional air quality awareness campaign through conference calls. Air quality educational materials, such as promotional items and outreach campaign elements, were produced for partners and provided for distribution at in-person events. Staff also continued implementing a Transit Pandemic Recovery Campaign in conjunction with Dallas Area Rapid Transit, Denton County Transportation Authority, and Trinity Metro to help increase transit ridership. Campaign tactics and phases were implemented, and materials to educate North Texans about transit safety protocols were promoted for use by the transit agencies and local partners. An online portal for partners was set up and promoted. Also, a new campaign creative was designed to encourage transit ridership among workers returning to the office. NCTCOG staff reviewed campaign results, including those implemented by the transit agencies, and began outreach efforts to engage the business community. NCTCOG and the three transit agencies met monthly to manage the campaign's implementation.
3. For the Air North Texas campaign, staff used paid education, social media, and coordinated with partners to increase air quality awareness. Clean Air Corner, the Air North Texas blog, was distributed monthly to more than 5,500 subscribers. Staff also maintained contact with other State, federal, and local air quality partners to collaborate on consistent messaging and themes. Ozone alerts issued by the Texas Commission on Environmental Quality were monitored to ensure local Ozone Action Day and Particulate Matter Alert messages were disseminated to interested parties. Forty-two Ozone Action Day Alerts and 29 Weekend Forecasts were distributed to subscribers. Air North Texas website traffic was monitored; the website recorded more than 14,000 users and 19,000 sessions for the fiscal year. On August 3, Air North Texas celebrated the thirteenth annual Clean Air Action Day, which staff implemented with regional partners. For Clean Air Action Day, educational materials and promotional ideas were provided to 35 Air North Texas partners, including cities, counties, and transportation agencies. More than 770 North Texans made over 7,200 commitments to participate in Clean Air Action Day as a result. Communication services continued for other Department air quality-related programs and campaigns, such as the Try Parking It commuter tracking program, GoCarma, and bicycle/pedestrian education. Some materials developed include graphics, outreach campaign materials, original video series, and educational items. In addition, staff uploaded recordings of meetings to online platforms and the Department's YouTube channel for public viewing.
4. The Regional Transportation Council approved an amendment to the Public Participation Plan in May. The plan incorporates a Language Assistance Plan, Environmental Justice elements and Title VI considerations. The amendment updated demographics and staff activities in the Language Assistance Plan in Appendix B and clarified elements of Appendix C, which outlines the Department's Title VI Complaint Procedures in both English and Spanish. Staff monitored federal legislation and guidance to ensure the Public Participation Plan complied with regulations. Significant work investigating and evaluating how to enhance outreach and communication was accomplished and will contribute to ongoing efforts to educate and involve North Texans in transportation planning.
5. Staff held 10 public input opportunities to educate the public on current and future metropolitan planning organization activities and to seek input.

¹ NCTCOG Measure

² Federal Measure

³ State Measure

⁴ Local Measure

6. Meeting notifications and other outreach materials were sent through the Department's public outreach database of interested parties. At the end of the fiscal year, the database contained about 12,000 people. Notices were published in area newspapers, including minority publications, and translated notices were placed in Spanish newspapers and a Vietnamese newspaper. Online and social media advertising complemented print notices. More than 140 libraries in the Metropolitan Planning Area received public meeting flyers to make available to patrons. Additionally, public meeting flyers were provided to municipal offices.
 7. In accordance with the Public Participation Plan, some online public input opportunities included a recorded video presentation; these were posted online as part of the Department's standard procedures for public review and comment. As an accessibility measure for individuals without a connection to the Internet, print copies of presentation materials were made available upon request. The need and resources available for translation of materials were monitored. Each public input opportunity notice included information in English and Spanish about how to request language assistance. Also, the Department continued its efforts to translate major plans, reports, and other informational pieces into Spanish.
3. **Goal:** Enhance safety and reduce congestion on the transportation system by improving reliability, reducing travel demand, and improving operations of the existing system.

Funding Source: FY2022 Transportation Planning Funds (Federal Highway Administration [FHWA] Section 112 PL funds, Federal Transit Administration [FTA] Section 5303 funds, and Texas Department of Transportation [TxDOT] matching funds in the form of Transportation Development Credits), federal Surface Transportation Block Grant Program (STBG) funds, federal Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds, Texas Department of Transportation (TxDOT) funds, Regional Transportation Council (RTC) Local funds, other local funds, and Transportation Development Credits.

Attainment: Met

Primary Work Tasks:

1. Monitor, implement, and promote the Congestion Management Process (CMP) for the Dallas-Fort Worth Metropolitan Area, including integration with the Metropolitan Transportation Plan (MTP) and the Transportation Improvement Program.^{1,2,3} (FHWA, FTA, TxDOT)
2. Coordinate and oversee committee meetings, outreach events, and educational campaigns.^{1,2,3} (FHWA, FTA, TxDOT)
3. Enhance the collection, analysis, and reporting of safety-related performance measures.^{1,2,3} (FHWA, FTA, TxDOT)
4. Participate in and implement projects/activities that reduce traffic incident clearance times and reduce crash injuries and fatalities within the region.^{1,2} (FHWA)

Principal Performance Measures:

1. Coordinate tracking, evaluation, and implementation of the CMP, including projects and programs that better operate the transportation system and reduce travel demand. Monitor, track, promote, and implement Travel Demand Management and Transportation System Management and Operation projects in the region. Continue to

¹ NCTCOG Measure

² Federal Measure

³ State Measure

⁴ Local Measure

monitor new project requests and project modifications requests and ensure consistency with the MTP.

2. Coordinate and oversee the Regional Safety Advisory Committee and the Regional Intelligent Transportation System (ITS) Task Force. Identify, coordinate, and host safety events, training, and/or groups, as needed. Continue the development of regional safety education and trip reduction campaigns.
3. Request, analyze, and maintain regional safety data, including crash data from TxDOT's Crash Records Information System, fatality data from the National Highway Traffic Safety Administration (NHTSA), hazardous material spill data from the National Response Center, and regional incident management response data from local first responders. Conduct crash data analysis for staff, member agencies, and the public, as requested. Monitor and participate in activities related to TxDOT Safety Performance target setting as it relates to metropolitan planning organization coordination; and set targets, monitor, and report on Federal Highway Administration Safety Performance Measures.
4. Offer Traffic Incident Management First Responder and Manager training classes and an Executive Level training course. Implement and oversee activities related to the 2020 Incident Management Equipment Purchase and 2021 Incident Management Freeway Blocking Equipment Call for Projects. Track Mobility Assistance Patrol Program performance and monitor patrol routes, route coverage, hours of operation, and efficiency of each program. Continue coordination efforts with regional Commercial Vehicle Enforcement Working Group agencies to initiate addition programs, projects, and training that improve commercial vehicle safety, as needed.

Results:

1. An update to the Congestion Management Process (CMP) Implementation Form was completed. Roadway capacity projects were tracked and evaluated based on the CMP Project Implementation form, including single-occupant vehicle justification. All projects being entered into the Transportation Improvement Program (TIP) through the modification process were evaluated for added capacity and confirmed through communication with TIP staff. CMP compliance forms were completed for all capacity projects added to the TIP. The compliance form was updated to improve the modification process and documentation. Staff continued to oversee and manage the Regional Trip Reduction and Try Parking It Programs including vendor oversight and coordination to enhance the website; involvement in employer and community outreach events; and promotion of TDM strategies to regional employers, commuters, and the general public. Staff initiated and finalized the development of the Regional Single-Occupancy Vehicle (SOV) Trip Reduction Target Resolution which established an annual target of a 20 percent reduction for SOV trips during peak periods. Staff provided project oversight through the University Partnership Program for the project titled "Teleworking after COVID-19 or is it Business as Usual?"
2. Staff hosted two Regional Intelligent Transportation System (ITS) Task Force meetings. In cooperation with partner agencies and regional ITS stakeholders, staff coordinated the prioritization criteria for the project listing in the Regional ITS Architecture Strategic Deployment Plan was coordinated. Transportation Department staff supported the Emergency Preparedness Department by attending Public Works Emergency Response Team (PWERT) meetings. Four Regional Safety Advisory Committee meetings were held. Safety staff also participated in emphasis area team meetings for the 2022-2027 Texas Strategic Highway Safety Plan and in various local Vision Zero Plan development committees and meetings being initiated by partner agencies. The Drive Aware North

¹ NCTCOG Measure

² Federal Measure

³ State Measure

⁴ Local Measure

Texas website was completed and a branded outreach campaign focusing on speeding prevention aired on multiple streaming platforms. The website includes crash statistics for the region's most dangerous driving behaviors and tips on how to prevent them. Staff initiated the development of the new One-Day-A-Week educational campaign to promote and encourage regional employers to adopt and participate in activities that will help the region to achieve the new 20 percent SOV reduction target. Staff also coordinated and implemented a regionwide Bike Month Commuter Challenge, Try Parking It reward campaign and supported travel demand management events and commuter outreach activities sponsored by Dallas Area Rapid Transit and Trinity Metro.

3. Crash data from TxDOT's Crash Records Information Systems (CRIS) database was collected and analyzed for the 12-county region for 2017-2021. Along with National Highway Traffic Safety Administration Fatality Analysis Reporting System (FARS) data, staff used CRIS data to establish federally mandated safety performance targets at the metropolitan planning organization level. CRIS crash data was utilized to complete data requests for internal staff projects and grant proposals, and to analyze crash trends and hotspots. Staff completed several analyses included in an annual safety performance report such as contributing factor analysis for serious injury and fatal crashes on limited access facilities, impaired driving crashes, wrong-way driving crashes, and crashes involving motorcycles. Crash rates were also calculated for the 12-county Metropolitan Planning Area along limited access facilities. Hazardous material incidents were tracked and reported using data available from the National Response Center. Low-cost systemic intersection improvements, including those concerning wrong-way driving countermeasures, were tracked in the TxDOT Dallas and Fort Worth districts. Work on a before-and-after study of intersections included in the Intersection Safety Implementation Plan continued. Regional safety-related programs and projects were published in the annual Regional Safety Performance Report. Additional safety statistics were included in a supplemental Regional Crash Fact Sheet.
4. NCTCOG hosted six Traffic Incident Management (TIM) First Responder and Manager training classes and two TIM Executive Level classes, with a combined total attendance of 251 students. Per-class invoices and performance reports were reviewed and processed, course materials were maintained and updated, and a Request for Qualifications (RFQ) Process to recruit and onboard new TIM instructors in the Spring of 2022 was developed and completed. An online survey process was developed to collect feedback from regional partners and the 2022 TIM Self-Assessment was conducted in partnership with the Federal Highway Administration to evaluate regional performance relating to traffic incident management. Oversight activities related to the 2020 Incident Management Equipment Purchase Call for Projects (CFP) continued including agreement development/amendment/execution activities, invoice review/approval activities, and project monitoring. Additional oversight activities continued related to the 2021 Incident Management Freeway Blocking Equipment CFP. Staff coordinated and participated in quarterly Dallas TIM Coalition meetings with regional incident management partners to discuss major incidents which occurred and to coordinate ways to address local incident management issues. Staff also attended various regional TIM planning-related meetings and continued coordination activities for the regional Abandoned Vehicle Working Group, in an effort to address the increased frequency and timely removal of abandoned vehicles along regional highways and tollways. Regional incident management performance measures, including incident response and clearance times, were requested and collected when available. Staff continued to monitor the use of the portable scales distributed to 15 commercial vehicle enforcement (CVE) agencies across the region. Staff also continued to oversee the regional Mobility Assistance Patrol Program (MAPP) and collected quarterly performance measures and

¹ NCTCOG Measure

² Federal Measure

³ State Measure

⁴ Local Measure

annual struck-by information from the Dallas County and Tarrant County Sheriff's Offices, the North Texas Tollway Authority, and the private operators patrolling the North Tarrant Express and LBJ Express managed corridors. Performance measures for each patrol were evaluated and reported in the annual safety performance report. Performance measures were also used in continued coordination of route expansions for both the Dallas and Tarrant County patrols. A series of ongoing meetings with Dallas and Tarrant County officials, TxDOT staff, and others were held to discuss geographic expansions and shift extensions. Budget assistance was coordinated with the Dallas County and Tarrant County patrols as well. A request for on-board camera equipment for tracking and training was approved for the Tarrant County Patrol.

4. **Goal:** Support access to and expansion of general aviation facilities and assist in the safe integration and use of uncrewed aircraft systems (UAS) in the region.

Funding Source: FY2022 Transportation Planning Funds (Federal Highway Administration [FHWA] Section 112 PL funds, Federal Transit Administration [FTA] Section 5303 funds, and Texas Department of Transportation [TxDOT] matching funds in the form of Transportation Development Credits), Regional Transportation Council (RTC) Local funds, and other local funds.

Attainment: Met

Primary Work Tasks:

1. Support the Air Transportation Advisory Committee (ATAC).^{1,2,3}(FHWA, FTA, TxDOT)
2. Support data collection to assess the impact of aviation activity on transportation planning and surface access to aviation facilities.^{1,2,3} (FHWA, FTA, TxDOT)
3. Submit for funding for a new North Central Texas General Aviation and Heliport System Plan.¹
4. Collaborate with regional educators, industry partners, and governments to seek and provide innovative ways to sustain regional aviation education and workforce programs.¹
5. Support the Uncrewed Aircraft Systems (UAS) Safety and Integration Task Force and working groups. Assist in the safe and efficient integration of UAS into the region's existing transportation system.

Principal Performance Measures:

1. Host Air Transportation Technical Committee (ATAC) meetings to include briefings for elected officials at the local, State, and federal levels and provide status reports on ATAC activities to other NCTCOG committees. Monitor and track aviation funding provided to the region. Foster more communication and collaboration amongst ATAC members.
2. Update travel-time contours to regional aviation facilities, as needed. Monitor the aviation chapter in the Metropolitan Transportation Plan, Mobility 2045, related to implementation of programs and policies.
3. Review and initiate an update to the North Central Texas General Aviation and Heliport System Plan for accuracy.
4. Participate on committees to share data and resources with stakeholders and support curriculum development to assist and facilitate aviation programs. Maintain, enhance, and promote NCTaviationcareers.com at aviation education outreach events.

¹ NCTCOG Measure

² Federal Measure

³ State Measure

⁴ Local Measure

5. Host Uncrewed Aircraft Systems (UAS) Safety and Integration Task Force and working group meetings for local, State, and federal partners, as well as industry experts, universities, and other organizations. Coordinate with the UAS Task Force to monitor, inventory, and share efforts to implement UAS initiatives within the region. Host at least four Know Before You Fly workshops for interested individuals.

Results:

1. Hosted four ATAC meetings to include briefings for elected officials at the local, State, and federal levels and provided status reports on ATAC activities to other NCTCOG committees. Monitored and tracked aviation funding provided to the region by inventorying Texas Transportation Commission funding and reporting back to ATAC. Also coordinated with the TxDOT Aviation Department and Federal Aviation Administration representatives for quarterly updates from their organizations.
 2. Regional aviation goals and strategies outlined in Mobility 2045 and updated Mobility 2045 Plan – 2022 Update were monitored. Staff reviewed and scored the aviation section of the Mobility 2045 Policy Bundle applications that were submitted by local governments, transit agencies, and independent school districts. Staff was not required to update travel-time contours to regional aviation facilities in FY2022.
 3. Staff continued to review and update the current North Central Texas General Aviation and Heliport System Plan.
 4. Staff participation on the Dallas-Fort Worth Regional Aerospace Consortium continued. The Consortium monitors aerospace and aviation workforce data. A new survey of aviation education initiatives was administered to assess the current state of aviation-related programs in the region. Work continued with career and technology education programs within area independent school districts to promote aviation education. Participation in these programs was provided through presentations, speaking engagements, and other outreach events, as well as membership on various committees. Staff participated on the Tarrant County Community College Advisory Committee, Game of Drones Planning Committee, Bell Aerial Robotics Advisory Committee, Fort Worth Drone Advisory Committee, NCTX Aerial Robotics Leadership Committee, Fort Worth Independent School District (ISD) UAS Workforce Steering Group, Irving ISD Aviation Advisory Board, Crowley ISD CTE Advisory Board, and the Midlothian ISD Advisory Board.
 5. Ten Uncrewed Aircraft Systems Safety and Integration Task Force meetings were held. A total of nine Know Before You Fly Your Drone Workshops were held to educate the public on careers involving drones, drone safety, and educational programs.
-
5. **Goal:** Develop and implement the Transportation Improvement Program (TIP) and support and facilitate the funding and implementation of transportation projects in the Dallas-Fort Worth Metropolitan Area.

Funding Source: FY2022 Transportation Planning Funds (Federal Highway Administration [FHWA] Section 112 PL funds, Federal Transit Administration [FTA] Section 5303 funds, and Texas Department of Transportation [TxDOT] matching funds in the form of Transportation Development Credits [TDCs]), federal Surface Transportation Block Grant Program (STBG) funds, Regional Toll Revenue (RTR) funds, and Transportation Development Credits.

¹ NCTCOG Measure

² Federal Measure

³ State Measure

⁴ Local Measure

Attainment: Met

Primary Work Tasks:

1. Modify the 2021-2024 TIP each quarter, in line with TxDOT's quarterly Statewide Transportation Improvement Program (STIP) modification cycle.^{2,3} (FHWA, FTA, TxDOT)
2. Complete the 2023-2026 Transportation Improvement Program and submit it to TxDOT and the Federal Highway Administration for approval. ^{2,3} (FHWA, FTA, TxDOT)
3. Maintain updated information system to track TIP projects and continue development of new project tracking system.¹
4. Monitor the status of RTR funded projects and manage RTR funds.¹

Principal Performance Measures:

1. Refine projects in the 2021-2024 TIP/STIP through coordination with cities, counties, and transportation agencies throughout the region. Project modifications will be submitted to TxDOT for inclusion in quarterly STIP revision cycles, as appropriate.
2. Finalize the TIP document and submit to TxDOT for approval.
3. Deploy updates and improvements to the existing TIP Modification Submission, TIP Modification Editing, Invoicing, Projects, and Reports modules; deploy new modules, including TIP Development and Funding Allocation; deploy additional Geographic Information Systems (GIS) mapping tools, and requirements gathering for development of the Obligations tracking module.
4. Track the implementation of RTR-funded projects by reviewing RTR-funded TIP modifications, coordinating with local government entities and TxDOT, monitoring fund balances to ensure financial constraint, processing closeouts as needed, and submitting Texas Transportation Commission (TTC) minute order change requests after each quarterly TIP modification cycle.

Results:

1. Over 680 modifications to the 2021-2024 TIP were completed through quarterly revision cycles, including modifications that required Federal Highway Administration or Federal Transit Administration approval.
2. Work concluded on the 2023-2026 Transportation Improvement Program. The document containing approximately 489 projects and totaling \$8.58 billion in funding was submitted to State and federal review partners for review and approval.
3. Staff tested, verified, and deployed an updated Funding Allocation module to have a user-friendly, interactive, real-time demonstration of financial constraint of the TIP to determine the amount of allocated funds expected to be programmed in the region each year from all available sources. In addition, the team continued document requirements and needed functionality for the new TIP Development module. Fifty-two enhancements and updates were made to the Import Tool script, TIP Modification Editing, Invoicing, and Reports modules. Planning work towards new Geographic Information Systems (GIS) mapping tools, project status tracking, and obligations tracking were discussed.
4. Projects selected with RTR funds continue to be tracked and progress noted. County RTR balances were analyzed, and adjustments were made to correct account balances as needed. Changes to RTR-funded projects requiring TTC approval were submitted after each TIP modification cycle to be included in the minute order.

¹ NCTCOG Measure

² Federal Measure

³ State Measure

⁴ Local Measure

6. **Goal:** Optimize the advancement, delivery, and longevity of regional transportation projects resulting from a coordinated, comprehensive, data-driven, and performance-oriented linkage of transportation and environmental planning processes based on equity, stewardship, resiliency, and sustainability.

Funding Source: FY2022 Transportation Planning Funds (Federal Highway Administration [FHWA] Section 112 PL funds, Federal Transit Administration [FTA] Section 5303 funds, and Texas Department of Transportation [TxDOT] matching funds in the form of Transportation Development Credits [TDCs]), federal Surface Transportation Block Grant Program (STBG) funds, Regional Toll Revenue (RTR) funds, and Texas Department of Transportation (TxDOT) funds.

Attainment: Met

Primary Work Tasks:

1. Assist the Texas Department of Transportation (TxDOT), North Texas Tollway Authority (NTTA), transit authorities, and other transportation implementing entities through partnership efforts to expedite planning, prioritization, engineering review, environmental evaluation, economic analyses, permitting/approval, programming, construction, and performance monitoring of high-priority freeway, toll road, managed lanes (e.g. tolled, express lanes, truck lanes), thoroughfare, transit, and other multimodal transportation corridor projects.^{1,2,3,4}(FHWA, FTA, TxDOT, local agencies)
2. Encourage and support innovative design and construction methods for the projects that maximize cost-effective lifecycle functionality and include measures to facilitate enhanced integration between transportation and environmental mitigation, asset management, infrastructure resiliency, resource preservation, and context sensitivity.^{1,2,3,4}(FHWA, FTA, TxDOT, local agencies)
3. Coordinate with federal, State, and local partners and provide support for Transportation Department staff to maintain compliance and expand applications with appropriate nondiscrimination laws and regulations among plans, programs, and projects in pursuit of transportation equity objectives.^{1,2,3,4} (FHWA, FTA, TxDOT, local agencies)
4. Continue to develop, implement, review, and refine multifaceted analytical tools, performance and hazard-based data portals, data governance measures, and communication techniques to help inform the transportation planning and investment decision-making processes.^{1,2,3} (FHWA, FTA, TxDOT)

Principal Performance Measures:

1. Work cooperatively with North Central Texas transportation providers, federal and State resource agencies, and local governments to identify and track the development, delivery, condition, and performance of high-priority projects. Coordinate regularly with all partners to improve relationships, clarify roles and responsibilities, and develop and initiate strategies to reduce project implementation costs and delays for high-priority projects.
2. Collaborate frequently with North Central Texas transportation providers, federal, and State resource agencies, subject-matter expert (SME) teams, industrial producers, environmental nonprofit groups, and local governments on strategies to enhance consideration and incorporation of regional economic and environmental priorities within the metropolitan transportation planning process. Engage partners in defining and quantifying methods, opportunities, risks, and benefits in applying those strategies where

¹ NCTCOG Measure

² Federal Measure

³ State Measure

⁴ Local Measure

feasible toward innovative and sustainable design, construction activities, mitigation efforts, vulnerability alleviation, and preservation measures.

3. Provide education, enable training opportunities, and apply best practices for staff and appropriate committees on federal nondiscrimination requirements, as well as monitor and document current efforts, coordinate with public involvement, and evaluate procedures and guidance for the NCTCOG Transportation Department and its partners, as necessary. Produce and update methodologies and planning products to analyze Title VI and environmental justice compliance for North Central Texas plans, programs, and project implementation, and outline progress and/or additional steps toward transportation equity achievements.
4. Coordinate with federal, State, and local entities, as well as with internal Department sources, regarding transportation and environmental data needs, applications, collection activities, protocols, and potential linkage or consolidation possibilities in addressing transportation project development, programming, decision making, and performance. Produce planning products such as maps, databases, dashboards, methodologies, manuals, reports, and other written or visual correspondence to better inform those processes.

Results:

1. Assisted the Texas Department of Transportation (TxDOT), North Texas Tollway Authority (NTTA), transit authorities, local governments, and other transportation implementing entities through partnership efforts to expedite feasibility studies, environmental review/coordination, permitting/approvals, programming, and funding for the region's high-priority freeway, toll road, managed lane, arterial, transit, and active transportation projects. With the plethora of new Federal discretionary grant opportunities via the Bipartisan Infrastructure Law (BIL), substantial work was devoted to the preparation and submittal of grant applications, administration/implementation of awarded grants, and the development/ and utilization of a multi-variant planning/decision matrix to proactively "slot" candidate projects with appropriate grant programs.
2. Participated with the Association of Metropolitan Planning Organizations' (MPO) Technical Committee to review and provide comments for BIL rulemaking regarding mitigation guidance for greenhouse gas emissions and implementation of Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) formula and discretionary grant programs. Conducted regular meetings and additional coordination on behalf of the Statewide Resiliency Technical Work Group to collectively assist MPOs, local governments, and transportation providers with enhancing the incorporation of resiliency and risk-based planning/programming. Completed multiple inter-agency agreements and initial stakeholder meetings to formally initiate the Integrated Regional Transportation, Urban Development, and Stormwater Management (TSI) Study designed to address infrastructure and land use vulnerability/adaptability to flooding.
3. Trained staff in best practices to integrate equity-based analyses, outreach, and benefit-cost calculations among various work efforts, particularly to address relevant merit criteria for federal discretionary grant applications. Participated in quarterly coordination meetings with North Central Texas Council of Governments public involvement staff. Updated data and methodologies for the Environmental Justice Index and Transit Accessibility Improvement Tool. Identified equity-based transportation needs for disadvantaged communities as part of Metropolitan Transportation Plan development (Mobility 2045 Plan - 2022 Update).

¹ NCTCOG Measure

² Federal Measure

³ State Measure

⁴ Local Measure

4. Efforts to streamline and improve the department's data acquisition, management, and analysis processes continued. Planning products including maps, dashboards, analyses, reports, and other products were produced as requested by various internal project teams. Other notable efforts in FY2022 included formation of a dedicated Geographical Information System (GIS) and Data Solutions team, finalization and adoption of a departmental GIS strategic plan, development and maintenance of a departmental data inventory, participation in negotiations for a new license agreement for GIS software, analysis related to federal performance measures, project selection and other analyses for Mobility 2045 Update, ongoing general cleanup of and updates to the department's authoritative GIS datasets, building connections to authoritative datasets maintained by TxDOT and others, establishing infrastructure to better share the department's authoritative GIS datasets, and others. Additionally, data and analysis practices in online tools supporting environmental stewardship, mitigation, and resiliency outcomes were updated to address BIL formula and discretionary funding initiatives. Efforts dealing with asset performance data needs and coordination improvements with respect to National Highway System (NHS) target setting also continued, especially with bridges and off-system pavement sections.

7. **Goal:** Achieve multipollutant emissions reductions and improve air quality.

Funding Source: FY2022 Transportation Planning Funds (Federal Highway Administration (FHWA) Section 112 PL funds, Federal Transit Administration (FTA) Section 5303 funds, and Texas Department of Transportation (TxDOT) matching funds in the form of Transportation Development Credits), federal Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds; federal Surface Transportation Block Grant Program (STBG) funds, matching funds in the form of Transportation Development Credits; US Environmental Protection Agency (EPA) funds; US Department of Energy (DOE) funds; Texas Commission on Environmental Quality (TCEQ) funds; Regional Transportation Council (RTC) Local funds; and other public or private funds and in-kind contributions.

Attainment: Met

Primary Work Tasks:

1. Initiate, develop, and assist with air quality planning measures that provide demonstrating transportation conformity; develop State Implementation Plans; conduct regional greenhouse gas emissions inventory; and provide research, technical, and educational air quality-related projects.^{1,2,3,4} (FHWA, FTA, TCEQ, TxDOT)
2. Develop, implement, assist, and promote activities that help public and private fleets transition to the cleanest available transportation technologies.^{2,3} (EPA, DOE, FHWA, TCEQ)
3. Develop, implement, assist, and promote actions by local governments, businesses, and other community stakeholders that facilitate deployment of lowest-emissions and efficient technologies.^{2,3} (DOE, FHWA)
4. Develop, implement, assist, and promote initiatives to reduce emissions from consumer vehicles.^{2,3,4} (DOE, FHWA, TCEQ, Nonattainment Counties)

¹ NCTCOG Measure

² Federal Measure

³ State Measure

⁴ Local Measure

Principal Performance Measures:

1. As necessary, develop a successful regional Air Quality Conformity analysis, incorporating new or updated projects proposed for inclusion in the Metropolitan Transportation Plan and Transportation Improvement Program (TIP) to confirm that on-road emission levels are consistent with the State Implementation Plan (SIP). Update and maintain a Mobile Source Emission Reduction Strategies database that will ensure the nonattainment area continues to meet federal requirements of timely transportation control measure implementation. Prepare and submit CMAQ annual report(s) of funded projects for use by USDOT. Prepare multipollutant emission inventories for inclusion into a comprehensive information system. Respond to technical and research requests from local municipalities, federal government agencies, Regional Transportation Council (RTC) representatives, and others. Actively participate in local, State, and national technical groups and committees dealing with National Ambient Air Quality Standards (NAAQS) and mobile source issues. Assist TCEQ, EPA, local governments, and others with the development, analysis, and monitoring of elements contained in and required of the SIP, as necessary, to meet air quality requirements. Compile existing and future emission reduction control strategies for use in the maintenance of air quality standards. Stay current and perform sensitivity analyses on EPA, FHWA, Federal Aviation Administration, and other model developments used in regional air quality planning. Continuously monitor and provide updates regarding lawsuits, legislative activities, TCEQ public hearing announcements, NAAQS, and other pollutants, including federal rulemaking activity. Conduct a regional greenhouse gas emissions inventory and continue work on development of a comprehensive multipollutant emissions reductions control strategy catalog toolkit.
2. Provide funding support for fleet activities that reduce emissions. Perform on-site auditing and monitoring visits of subrecipients and participating parties to ensure grant compliance. Promote use of programs available from NCTCOG and other agencies and assist with applications as needed. Administer a fleet recognition program. Hold meetings/webinars to educate fleets on the cleanest available transportation technologies. Facilitate events or other initiatives for fleets to experience technologies firsthand. Maintain and operate one department vehicle for staff use in department business.
3. Provide planning support for deployment of electric vehicle (EV) charging and other alternative fueling infrastructure. Develop recommendations for local government actions to encourage EV adoption such as building/parking standards and long-range goals. Promote adoption of RTC recommended policies that influence operations within local government jurisdictions. Host meetings/webinars related to impacts of transportation pollution on public health. Maintain websites to provide technical and policy resources to regional stakeholders.
4. Provide information about EVs, idle reduction, proper vehicle maintenance, and other consumer-appropriate clean transportation measures at local events. Host or participate in opportunities for consumers to have hands-on experience with EVs and attend car care awareness events. Engage commercial vehicle stakeholders through a collaborative program. Support low-emission mobility options for consumers such as EV rideshare, e-mobility, and coordination with TDM, transit, and Sustainable Development strategies. Support the Regional Emissions Enforcement Program by partnering with local law enforcement agencies to conduct on-road enforcement.

¹ NCTCOG Measure

² Federal Measure

³ State Measure

⁴ Local Measure

Results:

1. Work continued in the development of a Transportation Conformity analysis for the NCTCOG Metropolitan Transportation Plan, Mobility 2045: The Metropolitan Transportation Plan for North Central Texas – 2022 Update and associated Transportation Improvement Program (TIP) for North Central Texas. Updates to the Mobile Source Emission Reduction Strategies (MoSERS) commitments of CMAQ-funded projects continued as needed, based on project parameter updates, for inclusion in TIP reporting and the annual CMAQ report. Staff completed and submitted the 2021 annual CMAQ report to the Texas Department of Transportation. Review was finalized to ensure CMAQ emissions reductions for federal Performance Measures targets were met for FY2022. Assistance was provided for a variety of grant applications by querying emissions factors from the MOVES model and estimating emissions benefits. Development of a regional comprehensive multipollutant emission inventory continued with the assistance of an external fellow working on a greenhouse gas (GHG) control strategy catalogue and working with local government cohorts on development of both regional and local emissions inventories. Staff continued planning for the region's ozone reclassification under two different sets of federal air quality standards, which included coordination with EPA and the TCEQ to understand upcoming requirements and development of multiple on-road emissions inventories (Dallas-Fort Worth On-Road Mobile Vehicle Miles Traveled Offset), respectively. Participation continued in statewide and national efforts, including those of the Association of Metropolitan Planning Organizations (AMPO) Air Quality Workgroup, Transportation Research Board's Transportation and Air Quality Committee, Advisory Council of the Texas Air Quality Research Program, the Coordinating Research Council, Motor Vehicle Emission Simulator (MOVES) Review Work Group, and the Statewide Technical Working Group for Mobile Source Modeling. During ozone season, daily updates were made to allow public awareness regarding real-time ozone levels and trends.
2. Four Calls for Projects (CFPs) were administered to provide funding assistance for emissions-reducing projects. Across these initiatives, a total of 11 heavy-duty diesel vehicle replacements and two diesel non-road equipment replacements were awarded, and project implementation began. Implementation of projects awarded in previous fiscal years continued, including reimbursement of 21 heavy-duty vehicles and equipment replacements and monitoring site visits for 14 activities to ensure grant compliance. Fifty email blasts promoting or announcing various funding opportunities were distributed throughout the year to the "Air Quality Funding" email list, which added 125 new subscribers. Staff heavily promoted the Texas Volkswagen Environmental Mitigation Program funding, resulting in DFW being the only region across the state in which all funds were requested for bus, refuse, or local freight truck replacement projects. NCTCOG continued to serve as the Dallas-Fort Worth Clean Cities (DFW Clean Cities) coalition and hosted seven meetings/webinars/roundtables and a workshop to educate fleet operators on emissions-reducing technologies, alternative fuel vehicles, and related funding opportunities. Staff analyzed a local fleet inventory for grant suitability and oversaw completion of an electrification analysis for a second fleet. Sixty fleets self-reported their calendar year 2021 activities for the Clean Cities Annual Survey. Staff submitted data from these reports to the Department of Energy and leveraged the information into the fleet recognition program, scoring reports to identify top-performing fleets. Outreach and funding initiatives resulted in six additional organizations adopting the RTC Clean Fleet Policy during the fiscal year, bringing the total number of adopting entities to . Engagement with fleets and commercial freight stakeholders continued through the Saving Money and Reducing Truck Emissions Program by hosting a

¹ NCTCOG Measure

² Federal Measure

³ State Measure

⁴ Local Measure

webinar, sending newsletter updates, and promoting the EPA SmartWay Transport Program and EPA Verified Technologies. A low-emissions vehicle was maintained and operated for staff use in department business.

3. NCTCOG continued to promote and facilitate adoption of Locally Enforced Idling Restrictions. Collaboration with local and state stakeholders continued to address policy-related and community readiness strategies related to reducing emissions impacts of idling vehicles. Websites related to these policies were maintained. To plan for development of EV charging infrastructure, staff participated in the Clean Cities Corridor Council to collaborate at the national level, in the Texas Department of Transportation working group for development of the Texas EV Charging Plan at the state level and held a series of meetings with local governments to discuss development of infrastructure within the region, including a session focused on building codes. Stakeholder meetings were held, and a deployment plan was completed to enable a Zero-Emission Vehicle Corridor along IH 45 with focus on heavy-duty vehicle fleets. The plan is posted at www.nctcog.org/IH45-ZEV. Staff drafted resources on the topic of EV readiness in building codes or construction standards. Electric vehicle adoption trends continued to be monitored and staff made improvements to the registration data tools at <https://www.dfwcleancities.org/evsinnorthtexas> and <https://www.dfwcleancities.org/evsinnorthtexas>, which are heavily used by external stakeholders. Expanded content on the impacts of electric vehicles, including adoption trends and planning considerations, was incorporated into the Metropolitan Transportation Plan. Local stakeholder participation was facilitated in a national EV data collection project. A Call for Projects was developed and administered to subaward funds to public sector entities for installation of publicly accessible electric vehicle charging stations. Awards were presented to six public entities for a total of 19 charging stations. Implementation efforts began, including development of agreements, coordination of environmental clearance, and procurement and Buy America review. First responder training sessions focused on proper procedures and safety responding to electric vehicle incidents were held. Reports were submitted throughout the year as appropriate. Staff continued outreach to increase compliance with energy consumption reporting requirements established under Texas Health and Safety Code §388.005(c) and documented reports submitted by 85 local governments. Several webinars were held on energy efficiency or renewable energy topics to increase local government expertise in these topics. Staff continued to support the Regional Integration of Sustainability Efforts (RISE) Coalition and held four meetings of a working group to discuss the impacts of transportation related air pollution on public health.
4. NCTCOG provided presentations about air quality and vehicle technologies (especially EV technology) at events throughout the region. Idle reduction best practices and consumer-related educational materials continued to be maintained on the Engine Off North Texas website. The Regional Smoking Vehicle Program and car care awareness were promoted to inform the public on how consumer behaviors impact vehicle emissions. Staff continued support to partnering with local government law enforcement agencies through the Regional Emissions Enforcement Program. Stakeholder meetings were coordinated to discuss evolving the technology to improve the needs of state vehicle inspection programs for consumer vehicles. The Electric Vehicles North Texas website was updated. The annual National Drive Electric Week event was held at the outset of the fiscal year, with an estimated 500 attendees and over 80 ride-and-drive participants.

¹ NCTCOG Measure

² Federal Measure

³ State Measure

⁴ Local Measure

8. **Goal:** Continue to assist communities in the implementation of Sustainable Development initiatives such as bicycle and pedestrian planning, transit-oriented development, land use planning, economic development, parking, and community schools and transportation.

Funding Source: FY2022 Transportation Planning Funds (Federal Highway Administration [FHWA] Section 112 PL funds, Federal Transit Administration [FTA] Section 5303 funds, and Texas Department of Transportation [TxDOT] matching funds in the form of Transportation Development Credits), federal Surface Transportation Block Grant Program (STBG) funds, federal Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds, Federal Highway Administration (FHWA) funds, Federal Transit Administration (FTA) funds, Regional Toll Revenue (RTR) funds, Regional Transportation Council (RTC) Local funds, other local funds, and Transportation Development Credits.

Attainment: Met

Primary Work Tasks:

1. Contract and implement Sustainable Development infrastructure projects.¹
2. Continue coordination and implementation on existing planning studies and focus on completion and close-out procedures.¹
3. Provide planning assistance for land use and transportation projects,
4. Provide meeting opportunities for coordination on coordinated land use/transportation planning for cities and transit agencies.¹
5. Advance strategic regional transit-oriented development (TOD) data collection and analysis, and planning assistance, as requested ¹
6. Advance the Community Schools and Transportation Program.^{1,2} (FTA)
7. Host quarterly Regional Bicycle and Pedestrian Advisory Committee (BPAC) meetings.¹
8. Provide planning assistance for bicycle and pedestrian projects and continue mapping efforts.¹
9. Continue bicycle and pedestrian data collection and reporting.^{1,2} (FHWA)
10. Provide training and webinar opportunities to stakeholders on Sustainable Development principles such as Bicycle and Pedestrian Safety and Accessibility, Land Use, Green Infrastructure, and Parking.¹
11. Provide Regional Bicycle and Pedestrian Safety education and outreach.^{1,2,3,4} (FHWA, TxDOT, local governments in the Metropolitan Planning Area)
12. Initiate development of a citywide bicycle plan for the City of Irving ¹
13. Prepare and promote the development and adoption of Complete Streets policies by local jurisdictions in the region. ¹
14. Continue Regional Smart Transit Corridors and Walkable Places planning.¹
15. Initiate GIS mapping, analysis, and recommendations for priority investment in pedestrian and bicycle infrastructure projects located in bicycle facility priority zones in proximity to transit stations/stops/corridors.
16. Continue development of Regional Parking Management Initiatives tools and resources.¹

Principal Performance Measures:

1. Work with local governments to implement projects by continuing oversight of design and construction on various Sustainable Development infrastructure projects. Review progress reports and invoices and provide overall project tracking and reporting of the program.

¹ NCTCOG Measure

² Federal Measure

³ State Measure

⁴ Local Measure

2. Continue to monitor and manage existing consultant planning studies, review deliverables as available, and participate in the public involvement process. As studies are concluded, complete close-out procedures.
3. Perform work related to planning technical assistance, workshops, land use and demographic analysis, review of existing conditions, policies, zoning, and code requirements.
4. Host a minimum of two Coordinated Land Use and Transportation Planning Task Force meetings or training courses during the year.
5. Develop regional data driven TOD planning resource products based on metrics such as demographics, land use policy, and development outcomes. Perform work related to planning technical assistance for TOD planning as needed by local governments.
6. Develop tools and resources and provide technical assistance. Host a minimum of one large training session to discuss regional issues related to school siting and transportation connections. Develop additional Safe Routes to School plans and a regional Safe Routes to School Action Plan.
7. Prepare meeting information and advertise for four BPAC meetings annually. Develop agendas and presentations that provide educational information and updates on programs, projects, and funding opportunities.
8. Continue efforts to develop and fund regional trails. Provide updated mapping to the regional Veloweb, community pathways, and on-street bikeways, and provide technical assistance on community plan and project development.
9. Produce an annual bicycle and pedestrian count report.
10. Host a minimum of two workshops/training sessions on Sustainable Development principles.
11. Continue regional safety outreach and promotion of LookOut Texans by providing education materials and items at events and online throughout the year.
12. Conduct base data collection, conduct community outreach, and prepare recommendations for an Irving citywide bike plan.
13. Continue to provide technical assistance and monitor the number of locally adopted Complete Streets policies in the region. Prepare templates and materials that encourage and support the adoption of Complete Streets policies by local jurisdictions.
14. Provide planning-level recommendations and opinions of probable cost for priority implementation sections of the regional Veloweb, community trails, and sidewalk infrastructure that close significant gaps in the network and improve access to transit stations/stops/corridors, including seven rail stations served by the DCTA A-train commuter rail. Review and identify regional walkable places and develop walkable places typology, best practices, and an interactive map. Data collection and problem identification related to jobs-housing balance in the region will be developed. Identify fiscal and economic benefits of walkable places. Develop guidance on value capture funding local best practices.
15. Complete analysis of areas with the highest demand for pedestrian and bicycle travel and develop recommendations that prioritize investment in pedestrian and bicycle infrastructure projects in those areas.
16. Develop data-driven tools, strategies, and plans, and provide technical assistance to support management and programming of efficient parking at various locations in the region.

¹ NCTCOG Measure

² Federal Measure

³ State Measure

⁴ Local Measure

Results:

1. Staff continued to work with local governments to implement projects in the Sustainable Development Funding Program. Two infrastructure projects and one land banking project are currently underway, and staff reviewed invoices and progress reports throughout the year. Four projects -- Mesquite-Thomasson Square, Dallas-Fiji/Compton, Dallas-Lake Highlands TOD Town Center, and Dallas-Zang Triangle -- were completed. Staff continued development of metrics and data collection/analysis for an evaluation study of completed Sustainable Development funding program projects. Locally led initiatives and other sustainable development projects were tracked.
2. Various consultant and project partner-led studies were managed. Staff reviewed various project deliverables and hosted stakeholder meetings throughout the planning process. Invoices and progress reports were also reviewed and approved. Public/stakeholder outreach and development of draft deliverables were completed for the Fort Worth to Dallas Regional Trail Branding project.
3. Staff provided planning assistance to the City of Balch Springs to complete a Hickory Tree Road context-sensitive design plan, including development of final recommendations and a final report. Work continued on a regional guide for developing community gardens on public land near transit stations. Contract and scoping processes were initiated for the Bottom District Neighborhood Beautification Design Guidelines project which was awarded funding through Round 3 of the Blue-Green-Grey funding initiative. Staff completed the Bachman Area Planning Study final public engagement, local government coordination, and publication of a next steps recommendations document.
4. Four quarterly meetings of the Coordinated Land Use and Transportation Planning Task Force were held in FY2022. Staff prepared presentations, coordinated virtual meeting set up, contacted local governments to identify contacts, and recruited speakers. Each meeting had a featured topic, in addition to local updates on land use/transportation projects, policy, or plans that provided repeatable strategies for other local governments. Featured topics included value capture funding, multi-modal zoning, trails-oriented development, and walkable district implementation.
5. A regional TOD inventory with design guidance was created including over 238 existing TOD projects and posted online with an interactive map.
6. Staff continued to develop a Safe Routes to School regional action plan. Staff held a workshop focused on street connectivity/subdivision design for Safe Routes to School. Technical assistance was provided to cities and independent school districts regarding planned or proposed school sites and Safe Routes to School projects and coordination efforts. Safe Routes to School projects awarded funding as part of a Transportation Alternatives Call for Projects were monitored for progress in advancement and coordination provided when needed. Application materials and scoring criteria were developed for the 2022 Transportation Alternatives Call for Projects Safe Routes to School category, and applications were reviewed and scored. Staff implemented a Walk to School Day promotional effort that provided free supportive materials to 26 participating schools in the region.
7. Four quarterly meetings of the Bicycle and Pedestrian Advisory Committee were held in FY2022. Meeting agendas and materials were prepared, and announcement notices sent in advance of each meeting. A wide variety of topics were presented at the meetings, including FHWA's Proven Safety Countermeasures, FHWA's Complete Streets Resources and Active Transportation Funding Toolkit, High Injury Networks, local "Vision Zero" planning, and updates to the Regional Pedestrian Safety Action Plan.

¹ NCTCOG Measure

² Federal Measure

³ State Measure

⁴ Local Measure

8. Coordination continued with Dallas Area Rapid Transit and local governments for the design and construction of the Cotton Belt Trail to be implemented with the DART Silver Line Commuter Rail project. Ongoing updates were continued throughout the year related to the regional database of trails and bikeways. The data is provided on an online interactive map and used for multiple ongoing plans and studies throughout the region and was included in the Mobility 2045 Plan - 2022 Update, with ongoing updates to be integrated into the future Mobility 2050 plan. Assisted with preparing for TxDOT's 2022 virtual public hearing for bicycle use on the State Highway System, and provided trail and bikeway master plan Geographic Information Systems files to consultants coordinating various TxDOT highway improvement planning/projects
9. Throughout 2022 bicycle and pedestrian traffic count data was collected and reported monthly, including monthly monitoring of trail usage across the region since the beginning of the COVID-19 pandemic summarized for reporting to committees and NCTCOG's Changing Mobility dashboard. In addition, staff coordinated with TxDOT to provide trail and bikeway count data in the region to be made available through the Texas Bicycle and Pedestrian Count Exchange. The annual bicycle and pedestrian count report was initiated and was in final review at the end of FY2022.
10. Coordinated with the Federal Highway Administration (FHWA) to host a workshop for Improving Bicycle Safety at the Intersection, and a Designing Pedestrian Facilities for Accessibility (DPFA) workshop for Local Government stakeholders.
11. Continued the regional safety campaign "Look Out Texans Bike-Walk-Drive Safely" via the campaign website, www.lookouttexans.org. Also updated the Highlighted Regional Trails of North Texas brochure and distributed to stakeholders and the public outreach events around the region. Various education and outreach materials were provided for community events and staff coordinated with regional partners to promote the safety tips. Continued promotion of pedestrian and bicycle safety tips via social media posts, as well as continued ongoing promotions of videos highlighting regionally significant trails through social media.
12. Initiated development of a citywide bicycle plan for the City of Irving. Gathered base data, conducted stakeholder meetings and community outreach, and prepared initial bike network recommendations for review by city staff.
13. Staff continued research and efforts to develop a regional complete street policy template and promote the adoption of complete street policies by local governments in the region.
14. Finalized analysis of pedestrian and bicycle facilities near rail stations served by the Denton County Transportation Authority A-Train commuter rail and initiated a similar study of high frequency bus routes served by Trinity Metro. Initiated planning and development methodology to identify planning-level recommendations and opinions of probable cost for priority implementation sections of the Regional Veloweb. Staff created a map of walkable districts in North Texas based on transportation and land use design factors and provided opportunity for local government feedback through an interactive map. Continued development of a Regional Value Capture Toolbox and Guide based on local case studies, data, and value capture funding best practices. To support increase walkable implementation, the procurement of regional sidewalk data layer was coordinated with over 150 local governments to support mapping and pedestrian infrastructure needs recommendations.
15. Developed methodology and completed analysis of areas with the highest demand for pedestrian and bicycle travel to prioritize investment in pedestrian and bicycle infrastructure projects in those areas and included the results as updates to Mobility 2045 (2022 Update).

¹ NCTCOG Measure

² Federal Measure

³ State Measure

⁴ Local Measure

16. Technical assistance was initiated with the City of Dallas for a Deep Ellum district parking study to provide data based best practice recommendations on district level parking management. A Regional Parking Database project was launched with ongoing site level parking use studies underway.

9. **Goal:** Coordinate and support the planning for and deployment of emerging transportation technologies to improve the region's transportation systems.

Funding Source: FY2022 Transportation Planning Funds (Federal Highway Administration [FHWA] Section 112 PL funds, Federal Transit Administration [FTA] Section 5303 funds, and Texas Department of Transportation [TxDOT] matching funds in the form of Transportation Development Credits [TDCs]), federal Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds, federal Surface Transportation Block Grant Program (STBG) funds, Texas Department of Transportation (TxDOT) funds, Regional Transportation Council (RTC) Local funds, and Transportation Development Credits.

Attainment: Met

Primary Work Tasks:

1. Sustain and expand current efforts to implement transportation innovations across the region.
2. Continue to establish initiatives to enhance and accelerate both planning and deployment of new mobility technologies across the region.
3. Support efforts by local, regional, State, and academic institutions to explore the impacts and planning considerations of automated transportation technologies.

Principal Performance Measures:

1. Encourage the deployment of automated vehicle technologies, cultivate transportation data sharing capabilities by local partners, support development of shared mobility services, educate regional decision makers and the public on automated vehicle technology and planning considerations, and coordinate with local and State government entities on "smart city/smart transportation" initiatives. Focus on the internet as a growth area for transportation technology—this idea encompasses three important elements: (1) broadband access and equity of access; (2) virtual transportation; and (3) leveraging transportation assets to improve internet access and support vehicle-to-everything (V2X) communication systems.
2. Introduce and receive approval from the Regional Transportation Council to develop a new phase of project development within the Transportation Technology and Innovation Program.
3. Develop web-based informational resources, data-driven forecasting, and modelling tools for long-range transportation planning, as well as continue to cultivate partnerships with local, regional, State, and academic entities.

Results:

1. Staff supported numerous smart city and transportation innovation conferences and participated in ongoing state-and nation-wide transportation technology working groups. Cities in North Texas were advised on possible automated vehicle solutions for mobility

¹ NCTCOG Measure

² Federal Measure

³ State Measure

⁴ Local Measure

problems they have identified. Work continued between NCTCOG and TxDOT for the IH 30 Technology Corridor project as part of TxDOT's Connected Freight Corridor Program, which includes piloting new communications technologies (e.g., direct short-range radio communications and 5G wireless) along significant corridors. Staff provided 32 presentations to groups and associations across Texas and the United States. Work began on the Dallas-Fort Worth Freight Optimization project which aims to improve the flow of freight traffic at signalized intersections near freight-oriented developments throughout North Texas by using cutting edge traffic signal technologies.

2. Work was completed on a consultant-led regional planning exercise to prepare the region for increasing roadway and vehicle automation, as well as increasing communications connectivity. Staff collaborated with local partners to develop grant proposals which were then presented to and approved by the Regional Transportation Council. Work began to develop modeling tools focused on the impacts of automated vehicles on the region's roadway system. A University Partnership Program project was completed that focused on the impacts of emerging transportation technologies and shared mobility within disadvantaged communities around Dallas-Fort Worth. A partnership was formed between the North Central Texas Council of Governments and the region's research universities to establish the North Texas Center for Mobility Technology (NTCMT). The NTCMT is an effort to cultivate local research talent, generate locally relevant research projects, and provide research resources to technologies developers interested in working in North Texas. The Freight Vehicle Optimization Project began. This project will scale up to 500 intersections in the DFW region and improve the movement of freight vehicles through signalized intersections.
3. NCTCOG led regional assessment of situational assessment apps that utilize connected vehicle video data to provide highway operators with greater awareness of roadway conditions and operations.

10. **Goal:** Develop and monitor the Metropolitan Transportation Plan (MTP) for the Mobility 2045 Update and perform planning studies to evaluate and refine roadway, transit, and freight projects recommended in the MTP.

Funding Source: FY2022 Transportation Planning Funds (Federal Highway Administration [FHWA] Section 112 PL funds, Federal Transit Administration [FTA] Section 5303 funds, Texas Department of Transportation [TxDOT] matching funds in the form of Transportation Development Credits [TDCs]), North Texas Tollway Authority (NTTA) funds, TxDOT funds, and public or private funds.

Attainment: Met

Primary Work Tasks:

1. Develop and monitor projects in the current long-range plan and conduct regular coordination with transportation planning partners and providers to identify potential modifications to the projects listed in the Metropolitan Transportation Plan for the Plan Update.^{1,2,3} (FHWA, TxDOT, NTTA)
2. Monitor and evaluate potential revenue available for transportation projects between the years of 2023 and 2045.^{1,2,3} (FHWA, FTA, TxDOT)
3. Evaluate transportation system needs and develop potential alternatives on major travel corridors between years of 2023 and 2045.^{1,2,3} (FHWA, FTA, TxDOT, NTTA)

¹ NCTCOG Measure

² Federal Measure

³ State Measure

⁴ Local Measure

4. Monitor system performance, develop and track performance measures, and incorporate performance-based planning in the development of the Metropolitan Transportation Plan.^{1,2,3} (FHWA, FTA, TxDOT)
5. Engage the public in the process of updating the Metropolitan Transportation Plan and provide results of the planning process.^{2,3} (FHWA, FTA, TxDOT)

Principal Performance Measures:

1. Identify, evaluate, recommend, and develop freight and multimodal improvements for inclusion in the Mobility Plan Update through a collaborative process with transportation partners.
2. Document estimates of future year revenue availability using tax and revenue estimates from federal, State, local government, and private sector sources.
3. Produce reports that compare multimodal alternatives for inclusion in the Metropolitan Transportation Plan and follow-up efforts such as required environmental evaluation studies.
4. Monitor and assess transportation system performance using observed data and a variety of planning tools, including the Travel Demand Model. Monitor progress towards adopted performance targets and report performance results.
5. Develop and maintain online tools to inform and educate the public on the transportation planning process and the recommendations included in the Metropolitan Transportation Plan. Present information at committee and public meetings.

Results:

1. Regular coordination meetings and other project-specific ad hoc meetings were held with transportation partners to monitor the progress of ongoing multimodal studies and evaluate the effectiveness of design concept and design scope. In developing the updated plan, project recommendations were refined through more frequent meetings with transportation partners. Staff collaborated with multiple freight railroads, TxDOT, cities, and counties on regional/corridor freight studies, including, a new regional freight mobility plan, truck corridor studies, freight land use studies, at-grade rail crossing safety initiatives, truck lane restrictions, and freight/passenger rail mobility. Staff coordinated and participated in public meetings, technical team meetings, and conference calls.
2. Revenue sources were estimated and compiled in the Mobility Plan revenue forecast model. Major base assumptions such as inflation rates, population estimates, fuel efficiency, and historical revenue trends were updated. Federal, state, and local revenues were estimated, including the influx of funding from the new Infrastructure Investment and Jobs Act funding legislation, local bond revenue, and state revenues from Propositions 1 and 7. Findings and estimates were included in the updated Mobility plan and matched against forecasted plan expenditures to ensure a fiscally constrained plan.
3. Roadway alternatives were evaluated to determine capacity needs within logical constraints on freeway and arterial corridors. Alternatives were also performed to calculate the benefits of providing optimal operational improvements on arterials. Travel model support and coordination was provided for new and ongoing major roadway corridor studies, as well as thoroughfare planning and subarea studies. This effort included roadway network coding, travel demand modeling, the development of alternative scenarios, demographic review, historical volume research, volume change analyses, and select link and origin/destination analyses.

¹ NCTCOG Measure

² Federal Measure

³ State Measure

⁴ Local Measure

4. Work continued on enhancing the Mobility plan's existing performance-based planning process. This included incorporation of updated data, trends, and targets for federally required performance measures into Mobility 2045 Update as required by rulemaking. The existing performance-based project selection process was enhanced with new data and metrics and continues to incorporate federal measures as applicable and appropriate. Mobility 2045 Update also includes a new performance measurement framework designed to quantify the performance of the region's transportation system relative to the goals of the plan, which means that Mobility plans are now more responsive to both local and federal goals.
5. Several interactive online mapping tools were developed and maintained on the Mobility 2045 webpage to inform the public of the transportation planning process and the challenges of providing mobility within the region. In particular, a public-friendly GIS-based tool named Map Your Experience was enhanced and placed online to provide a platform for the public to make location-specific comments related to transportation within the North Central Texas region. Information on this online tool, in addition to the schedule and major updates included in the Mobility 2045 Update, was presented to the North Central Texas Council of Governments technical committee, policy committee, and the general public through public meetings. Presentations were made to local partners and the mapping tool was made available at community outreach events. Public education campaigns were developed to make the public aware of the online tool and solicit input. Findings from the tool's data were used to inform the long-range plan, the transit access plan, and other efforts, and were compiled in a report.

11. **Goal:** Enhance public transportation options and implementation in North Central Texas.

Funding Source: FY2022 Transportation Planning Funds (Federal Highway Administration [FHWA] Section 112 PL funds, Federal Transit Administration [FTA] Section 5303 funds, and Texas Department of Transportation [TxDOT] matching funds in the form of Transportation Development Credits [TDCs]), Federal Transit Administration (FTA) funds, federal Surface Transportation Block Grant Program (STBG) funds, Texas Department of Transportation (TxDOT) funds and in-kind matching funds in the form of Transportation Development Credits, Regional Transportation Council (RTC) Local funds, and other public or private funds.

Attainment: Met

Primary Work Tasks:

1. Provide recommendations to the Regional Transportation Council for programming of FTA funds to support the operation of public transportation services in the region.^{1,2} (FTA)
2. Serve as the FTA Designated Recipient for Urbanized Area Formula Program (Section 5307), Bus and Bus Facilities Program (Section 5339), State of Good Repair Program (Section 5337), and Enhanced Mobility of Seniors and Individuals with Disabilities Program (Section 5310) funds on behalf of public transportation providers in the Dallas-Fort Worth-Arlington Urbanized and Denton-Lewisville Urbanized Areas.² (FTA)
3. Manage projects awarded Job Access/Reverse Commute Program (Section 5316) and New Freedom Program (Section 5317) funds in the Dallas-Fort Worth-Arlington and Denton-Lewisville Urbanized Areas.² (FTA)

¹ NCTCOG Measure

² Federal Measure

³ State Measure

⁴ Local Measure

4. Manage projects awarded Coronavirus Aid, Relief, and Economic Security (CARES) Act and American Rescue Plan (ARP) Act funds in the Dallas-Fort Worth-Arlington Urbanized Area.² (FTA)
5. Serve as the lead agency for regional public transportation coordination and planning activities in the 16-county North Central Texas region.^{2,3} (FTA, TxDOT)
6. Coordinate transit services and implement innovative transit-related projects and programs to encourage the use of sustainable transportation options and access to public transit services.^{2,3} (FTA, TxDOT)
7. Identify and implement new and revised federal transit regulations.^{1,2} (FTA)
8. Monitor, implement, and promote the Regional Vanpool Program outlined in the Congestion Management Process (CMP) for the Dallas-Fort Worth Metropolitan Area and Metropolitan Transportation Plan (MTP) document.^{2,3} (STBG, FTA, TxDOT)

Principal Performance Measures:

1. Develop annual Transit Section program of projects and coordinate programming of funds in an approved Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP).
2. Administer the Urbanized Area Formula Program (Section 5307), Bus and Bus Facilities Program (Section 5339), State of Good Repair Program (Section 5337), and Enhanced Mobility of Seniors and Individuals with Disabilities Program (Section 5310).
3. Obtain reimbursements for project implementation and reports summarizing project compliance, including any needed corrective actions for subrecipients awarded funding for Job Access/Reverse Commute and New Freedom projects.
4. Obtain reimbursements for project implementation and reports summarizing compliance per federal guidance.
5. Conduct meetings; participate in task forces, working groups, and coordinating committees; and facilitate partnerships. Present data analyses, participate in public involvement activities, produce maps, document needs, identify gaps in transit service, and provide solutions to improve public transportation.
6. Identify strategic partnerships to establish or sustain transit services in the region. Develop and coordinate funding of project awards to transit services providers and public transit entities to address gaps in transit service and provide solutions to improve public transportation.
7. Provide plans and guidance to subrecipients in response to new regulations; assist transportation providers to revise policies, procedures, and plans based on new regulations.
8. Continue to manage and oversee the Regional Vanpool Program. Coordinate with transit agencies to create and promote a more streamlined program. Present data analysis, produce maps, document origin/destination of vanpools, and track vanpool-related performance measures.

Results:

1. Coordinated with nine public transportation providers and three local municipalities to process 28 Fiscal Year 2022 Program of Projects ensuring TIP/STIP inclusion and approval for a combined total of approximately \$185.3 million in federal funds through Federal Transit Administration (FTA) programs.
2. Managed 28 FTA grants totaling approximately \$80 million in federal funds on behalf of eight subrecipients. Coordinated and submitted 64 quarterly progress reports, four Charter Service reports, six National Transit Database (NTD) annual reports, 48 NTD

¹ NCTCOG Measure

² Federal Measure

³ State Measure

⁴ Local Measure

Ridership & Safety and Security reports, and 55 Transit COVID-19 Response Program reports. Closed out five Urbanized Area Formula Program grants.

3. Managed two Job Access/Reverse Commute (JA/RC) and three New Freedom grants in approximately \$1,988 in federal JA/RC funds and approximately \$94,885 in federal New Freedom funds. Closed out one JA/RC grant and one New Freedom grant.
4. Managed one Coronavirus Aid, Relief, and Economic Security Act (CARES) grant and performed administrative functions associated with all projects and monthly requests for reimbursements were processed totaling \$1,760,888 in CARES Act funds.
5. Conducted data analysis for the Access North Texas public transportation coordination plan in preparation for the Mobility 2022 Update. Public engagement and demographic data were compared to develop narratives at the county and regional level. Regional goals and corresponding county strategies were created to address the needs, gaps, and challenges identified throughout the analysis. Finally, staff worked to combine the results of the engagement, analysis, and strategy development into chapters drafted for each individual county and the NCTCOG region. Staff also completed the full draft of the document and presented it at public meetings and NCTCOG technical and policy committees. The Denton County Transit Planning Study was launched following a consultant procurement process. Activities in FY2022 included public and stakeholder engagement and technical analyses of existing conditions, needs, and the market for transit. The East Dallas, Kaufman, and Rockwall Counties (EDKR) Transit Planning Study is being completed by NCTCOG staff. The scope of work was developed, leading to initial stakeholder and public engagement to start work on tasks and deliverables for the study. Finally, the Intermodal Transportation Hubs for Colleges and Universities Study, which is developing a comprehensive guide for planning and strategic implementation of mobility hubs on campuses around the region, was launched following a consultant procurement process. In addition to public and stakeholder engagement, a Campus Mobility Trends Report and Scenario Development and Evaluation Report have been produced as part of the study.
6. Two projects evaluated in the first two rounds of the Transit Strategic Partnership Program were reviewed and recommended for funding and implementation. These projects address gaps in service for seniors and individuals with disabilities in the cities of Cedar Hill and Duncanville and incorporate recommendations from the Southern Dallas County Transit Study. Projects were approved by the NCTCOG technical and policy committees for implementation in FY2023. Initial coordination began with the Cities of Mansfield, Grapevine, Frisco, and Anna regarding implementing or expanding transit service in those areas as part of the Transit Strategic Partnership Program.
7. Informed 10 subrecipients regarding changes surrounding the Public Transportation Agency Safety Plan. Provided guidance to five subrecipients on federal regulations surrounding the following subjects: Drug and Alcohol Program, Satisfactory Continuing Control, Section 5307, Section 5310, and Transit Asset Management. Staff provided oversight activities for nine subrecipients to address compliance with FTA requirements. Procurement guidance and review was provided for five subrecipients. Periodic meetings were also held to ensure compliance with programmatic requirements.
8. Management and oversight continued for the Regional Vanpool Program. Regional Vanpool Program activities include annual work plan, interlocal agreement development, coordination of program budgets, invoice review and payment activities for the Dallas Area Rapid Transit (DART) Vanpool Program. In March 2022, DART discontinued the DART Vanpool Program when its contractor was unable to acquire the necessary vehicles to operate the program. The remaining DART vanpools were integrated into Trinity Metro's Vanpool Program. Regular communication, including monthly coordination meetings with vanpool program staff from DART, Denton County

¹ NCTCOG Measure

² Federal Measure

³ State Measure

⁴ Local Measure

Transportation Authority (DCTA), Trinity Metro, and regional private vanpool providers continued. Meetings with the transit agencies have focused on post COVID strategies, as well as establishing a more streamlined Regional Vanpool Program. Transit agencies are reporting that as individuals are returning to work, they are seeing some vanpools return to circulation. At the end of FY2022, 240 total vanpools were in operation.