

AGENDA

SURFACE TRANSPORTATION TECHNICAL COMMITTEE

Friday, February 24, 2023

North Central Texas Council of Governments

**1:30 pm Full STTC Business Agenda
(NCTCOG Guest Secured Wireless Connection Password: rangers!)**

1:30 – 1:35 1. Approval of January 27, 2023, Minutes
☒ Action ☐ Possible Action ☐ Information Minutes: 5
Presenter: Ceason G. Clemens, STTC Chair
Item Summary: Approval of the January 27, 2023, meeting minutes contained in [Electronic Item 1](#) will be requested.
Background: N/A

1:35 – 1:40 2. Consent Agenda
☒ Action ☐ Possible Action ☐ Information Minutes: 5

2.1. Roadway Safety Plan
Presenter: Kevin Kroll, NCTCOG
Item Summary: Staff will request a recommendation for Regional Transportation Council approval of the regional Roadway Safety Plan. The Plan was presented at the January 27, 2023, Surface Technical Transportation Committee meeting.
Background: From 2016 to 2020 the North Central Texas Council of Governments 12-county area experienced 3,752 fatalities and 19,405 serious injuries on its roadways. The regional Roadway Safety Plan is the first regionwide plan to eliminate all fatal crashes on area roadways by 2050 in accordance with safety positions adopted by the Regional Transportation Council and the Texas Transportation Commission. The Roadway Safety Plan includes regionwide safety analyses, and identifies safety emphasis areas, recommended safety countermeasures, and a High Injury Network, which is a prioritized list of the most dangerous roadway segments in the region. The regional Roadway Safety Plan will serve as a guide for the implementation of future systemic safety projects and programs to work towards a goal of zero fatalities on the region's roadways by 2050. A draft version of the Roadway Safety Plan can be reviewed on the Transportation Safety web page: <https://www.nctcog.org/trans/quality/safety/transportation-safety> and additional details are provided in [Electronic Item 2.1.](#)

Performance Measure(s) Addressed: Safety

1:40 – 1:50

3. **Endorsement of Federal Railroad Administration Grant Programs**

☒ Action ☐ Possible Action ☐ Information Minutes: 10

Presenter: Brendon Wheeler, NCTCOG

Item Summary: Staff will request endorsement of Regional Transportation Council (RTC) action taken on February 9, 2023, to submit application(s) and/or support applications by others on certain intercity rail corridors affecting the Dallas-Fort Worth region for funding consideration and/or inclusion in future project development activities through two programs administrated by the Federal Railroad Administration (FRA): Corridor Identification and Development Program and Federal-State Partnership for Intercity Passenger Rail Program. Staff efforts for both programs may include coordination with external partners, including the Texas Department of Transportation and Amtrak, as well as development of application materials to support the primary applicant(s).

Background: In December 2022, the United States Department of Transportation announced the solicitation of applications for FRA's Corridor Identification and Development (ID) Program (new) and the national Federal-State Partnership (FSP) for Intercity Passenger Rail Program. Both programs are designed to advance intercity passenger rail of which high-speed rail projects are eligible. The Corridor ID Program is designed to facilitate the development of intercity passenger rail corridors, establishing a pipeline of intercity rail projects, to guide future project development and capital investments. In summer 2022, FRA sought expressions of interest for this Corridor ID Program to which North Central Texas Council of Governments (NCTCOG) responded in August 2022 with the Dallas to Fort Worth High-Speed Rail corridor. The Texas Department of Transportation (TxDOT) also responded to FRA with an expression of interest in October 2022 citing several intercity passenger rail corridors throughout the state, including renewed service between the Eddie Bernice Johnson Union Station in Dallas and the Houston Amtrak Station, and new service east of Marshall, Texas connecting the Eddie Bernice Johnson Union Station in Dallas to the Meridian, Mississippi Union Station. The national FSP for Intercity Passenger Rail Program focuses on advanced project development and implementation of intercity passenger rail projects. Application deadlines are included as follows: Corridor ID Program – March 27, 2023, and FSP Intercity Passenger Rail Program – April 21, 2023. [Electronic Item 3.1](#) includes previous letters of support from the RTC for Amtrak's Heartland Flyer expansion. RTC's resolution, R22-01, reaffirming support for intercity passenger rail along the IH 20 corridor between Dallas-Fort Worth and Atlanta, Georgia is included as [Electronic Item 3.2](#). Expressions of Interest submitted by NCTCOG and TxDOT for FRA's Corridor ID Program cited above are included as [Electronic Item 3.3](#). Further information can be found in [Electronic Item 3.4](#).

Performance Measure(s) Addressed: Air Quality, Transit

1:50 – 2:00

4. Director of Transportation Report on Selected Items

☐ Action ☐ Possible Action ☒ Information Minutes: 10

Presenter: Michael Morris, NCTCOG

Item Summary: An overview of current transportation items will be provided.

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

1. Changing Mobility Data, Insights, and Delivering Innovative Projects During COVID Recovery ([Electronic Item 4.1](#))
2. United States Department of Transportation (US DOT) Announcement of Safe Streets and Roads for All (SS4A) Grant Program Awards
3. Mobility 2045 Update Executive Summary (www.nctcog.org/PlanInProgress)
4. Latest Transportation Performance Metrics for the Dallas-Fort Worth Region ([Electronic Item 4.2](#))
5. Development of FY2024 and FY2025 Unified Planning Work Program: Project Ideas

Performance Measure(s) Addressed: Administrative

2:00 – 2:10

5. Federal and State Legislative Update

☐ Action ☐ Possible Action ☒ Information Minutes: 10

Presenter: Nicholas Allen, NCTCOG

Item Summary: Staff will provide an update on federal, and State legislative actions related to transportation and air quality issues affecting the Dallas-Fort Worth area.

Background: Transportation issues continue to be a focus in the United States (U.S.) Congress and the Texas legislative session. The 1st session of the 118th U.S. Congress convened on January 3, 2023. The 88th Texas Legislature convened on January 10, 2023.

Performance Measure(s) Addressed: Air Quality, Safety

2:10 – 2:20

6. Major Source Emissions Fee Requirements (Section 185)

☐ Action ☐ Possible Action ☒ Information Minutes: 10

Presenter: Jenny Narvaez, NCTCOG

Item Summary: Staff will provide a summary of potential federal requirements for stationary source fees resulting from recent reclassification. Fees will occur dependent upon attainment status after the 2026 ozone season.

Background: As a result of the recent reclassification of the Dallas-Fort Worth nonattainment area for the 2008 ozone standard's change from "Serious" to "Severe", the region may become subject to a federally required stationary source fee program. The annual fee program applies to major stationary sources of Nitrogen Oxides (NOX) and Volatile Organic Compounds (VOC) in the 2008 ozone nonattainment area. The fees will be implemented as early as 2028 by the Texas Commission on

Environmental Quality (TCEQ) if the region fails to attain the 2008 standard by the end of 2026. TCEQ estimates the impacts to Dallas-Fort Worth (DFW) to have an estimated cost burden of \$45 million when implemented in 2028. The TCEQ is currently seeking feedback in development to a contingency plan of emission reduction commitments from any source.

Performance Measure(s) Addressed: Air Quality

2:20 – 2:30

7. Freight Optimization Project Update

☐ Action ☐ Possible Action ☒ Information Minutes: 10

Presenter: Tom Bamonte, NCTCOG

Item Summary: Staff will provide an update on the Freight Optimization Project and opportunity for involvement by local partners.

Background: In September 2020 the Regional Transportation Council approved a project to optimize the movement of freight vehicles through signalized intersections between freight hubs and expressways in the Dallas-Fort Worth region provided in the presentation in [Electronic Item 7.1](#). In addition to providing time savings for freight vehicles, the project should deliver improved traffic flow for all vehicle types, reduced vehicle emissions, and safety benefits. Kimley-Horn and Associates, Inc. was selected as the lead integrator after a procurement process. The technology requires no new equipment in vehicles or on the roadside. It will be implemented with the approval of and in close cooperation with local partners. There is no cost to the local partners who host the technology or the vehicle participants who use the technology to reduce their stops at red lights. Staff will outline key project elements and status and will focus on the ongoing process of selecting the intersections to include in the project. At the meeting, staff will demonstrate a web tool: (<https://freightpriority.com/publiccoordinatate/>) found on the project website: (<https://freightpriority.com/>) through which local partners can identify freight-heavy intersections that might qualify for inclusion in the project. The Committee will be updated regarding recent outreach to public officials in the region's Optimization Memo provided in [Electronic Item 7.2](#).

Performance Measure(s) Addressed: Roadway, Safety

2:30 – 2:40

8. Fiscal Year 2024 – Fiscal Year 2025 Policy Bundle – MTP Policy Bundle Round 5

☐ Action ☐ Possible Action ☒ Information Minutes: 10

Presenter: Amy Johnson, NCTCOG

Item Summary: Staff will provide an overview of the Metropolitan Transportation Plan (MTP) Policy Bundle Round 5.

Background: The MTP Policy Bundle Program was created to encourage entities such as local governments, school districts, and transportation agencies to voluntarily adopt at least a minimum of 50 percent of the list of policies identified in the Mobility 2045 Update Policy Bundle. By voluntarily adopting these policies, participating entities will receive Transportation Development

Credits (TDCs) to offset local funds as matching funds for federal transportation projects. MTP Policy Bundle Program – Round 5 began accepting applications on February 1, 2023. To be considered for an award, all requestors must apply by submitting a new application by the final deadline of May 31, 2023. Applications received by the early deadline of March 31, 2023, will be reviewed for completeness by North Central Texas Council of Governments staff and notified of any additional documentation required. Formal notice of awards will be announced to successful applicants following Regional Transportation Council approval in September 2023. Additional details regarding the MTP Policy Bundle Program can be found online at www.nctcog.org/policybundle.

Performance Measure(s) Addressed: Air Quality, Safety

2:40 – 2:50

9. Status Report on Vehicle Temporary Tags and Fraudulent Emissions Testing

☐ Action ☐ Possible Action ☒ Information Minutes: 10

Presenter: Anthony Moffa, NCTCOG

Item Summary: Staff will provide an update on improper vehicle inspections and vehicle registrations involving temporary tags. Staff will also cover recent legislative efforts that aim to reduce their prevalence.

Background: There continues to be significant fraudulent vehicle registrations in the form of fictitious paper tags as well as improper vehicle inspections. Vehicles utilizing these fraudulent paper tags have been used to conceal crimes, and also to circumvent proper emissions inspections, leading to a significant loss of revenue at a state, county, and local businesses. In addition, these activities contribute to a worsening of air quality throughout the region, as well as being a safety concern as the requirements of both a passing inspection and insurance to obtain a vehicle registration would be bypassed. Legislatively, a bill has been proposed to eliminate the paper tag altogether in response to the passing of Grand Prairie Police Officer Brandon Tsai who lost his life pursuing a vehicle with a fictitious paper tag. Other bills have been proposed that support the return of fees collected by residents back to counties for implementation of regional air quality and transportation initiatives. [Electronic Item 9](#) contains more information.

Performance Measure(s) Addressed: Air Quality, Safety

2:50 – 3:05

10. Fast Facts

☐ Action ☐ Possible Action ☒ Information Minutes: 15

Item Summary: Staff presentations will be provided. Please reference the material provided for each of the following topics.

1. *Cody Derrick* – Transportation Development Credit (TDC) Annual Report ([Electronic Item 10.1](#))

2. *Jared Wright* - Air Quality Funding Opportunities for Vehicles (www.nctcog.org/aqfunding)
3. *Savana Nance* – Upcoming Dallas-Fort Worth Clean Cities Events (<https://www.dfwcleancities.org/events>)
4. *Trey Pope* - Local Clean Air Project Spotlight ([Electronic Item 10.2](#))
5. *Kimberlin To* – Air North Texas Partner Awards (<https://www.airnorthtexas.org/partnerawards22>)
6. *Jackie Castillo* - March Public Meeting Notice ([Electronic Item 10.3](#))
7. *Taylor Benjamin* - Public Comments Report ([Electronic Item 10.4](#))
8. Written Progress Reports:
 - Partner Progress Reports ([Electronic Item 10.5](#))
11. **Other Business (Old or New):** This item provides an opportunity for members to bring items of interest before the group.
12. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for **1:30 pm on March 24, 2023.**

MINUTES**SURFACE TRANSPORTATION TECHNICAL COMMITTEE****January 27, 2023**

The Surface Transportation Technical Committee (STTC) met on Friday, January 27, 2023, at 1:30 pm, in the Transportation Council Room of the North Central Texas Council of Governments (NCTCOG). The following STTC members or representatives were present: Joe Atwood, Melissa Baker, David Boski, Shon Brooks, Tanya Brooks, Ceason Clemens, Jackie Culton, Clarence Daugherty, Chad Davis, Caryl DeVries, Rebecca Diviney, Phil Dupler, Chad Edwards, Claud Elsom, Eric Fladager, Chris Flanigan, Eric Gallt, Ricardo Gonzalez, Gary Graham, Tom Hammons, Matthew Hotelling, John Hudspeth, Jeremy Hutt, Thuan Huynh, Joseph Jackson, Joel James, Gus Khankarli, Eron Linn, Clay Lipscomb, Paul Luedtke, Stanford Lynch, Wes McClure, Brian Moen, Mark Nelson, Jim O'Connor, Kevin Overton, Tim Palermo, Kelly Porter, Tim Porter, Greg Royster, Kathryn Rush, David Salmon, Brian Shewski, Walter Shumac III, Randy Skinner, Gregory Van Nieuwenhuize, Jennifer VanderLaan, Daniel Vedral, Caroline Waggoner, and Robert Woodbury.

Others present at the meeting were: Vickie Alexander, Nick Allen, Tom Bamonte, Berrien Barks, Carli Baylor, Taylor Benjamin, Natalie Bettger, Jos'ya Billings, Lance Bokinskie, Dawn Dalrymple, Kevin Feldt, Ann Foss, Gypsy Gavia, Rebekah Gongora, John Goodwin, Gary Graham, Craig Hancock, Allen Harts, Duane Hengst, Shannon Hicks, Amy Hodges, Roy Jahor, Amy Johnson, Zoe Johnson, Wilson Kakembo, Dan Kessler, Jacki Kilgore, Ken Kirkpatrick, Chris Klaus, Kevin Kokes, Kevin Kroll, Dan Lamers, Sonya Landrum, Emily Lane, Kurt Lehan, Travis Liska, Sydnee Mangini, Charles Marsh, Wes McClure, James McLane, Chris Morris, Savana Nance, Jenny Narvaez, Jeff Neal, Donald Parker, Evan Parot, Madison Pickard, Vercie Pruitt-Jenkins, Romon Rohgee, Connor Sadro, Samuel Simmons, Toni Stehling, Shannon Stevenson, Brendon Wheeler, Amanda Wilson, Asa Woodberry, Jared Wright, and Susan Young.

1. **Approval of January 27, 2023, Minutes:** The minutes of the January 27, 2023, meeting were approved as submitted in Electronic Item 1. Jim O'Connor (M); Kelly Porter (S). The motion passed unanimously.
2. **Consent Agenda:** The following items were included on the Consent Agenda.
 - 2.1. **Unified Planning Work Program Modification:** A recommendation was requested for Regional Transportation Council (RTC) approval of modifications to the FY2022 and FY2023 Unified Planning Work Program (UPWP), along with direction for staff to also amend the Transportation Improvement Program and other administrative/planning documents administratively, as appropriate, to reflect the approved modifications. The UPWP is required by federal and State transportation planning regulations and provides a summary of the transportation and related air quality planning tasks to be conducted by Metropolitan Planning Organization staff. The FY2022 and FY2023 UPWP was approved by the Regional Transportation Council and North Central Texas Council of Governments (NCTCOG) Executive Board in July 2021 and identifies the activities to be carried out between October 1, 2021, and September 30, 2023. Amendments to this document were proposed to reflect a project update, funding adjustments, and the creation of a new UPWP chapter to reflect initiatives that have been approved by the Regional Transportation Council (RTC) for inclusion in the Transportation

Improvement Program (TIP) but are outside of the timeframe of the current Work Program. The proposed amendments were provided in Electronic Item 2.1.1 and are posted on the NCTCOG website for public review and comment as part of the February public outreach opportunity. Additional information was provided in Electronic Item 2.1.2.

- 2.2. **Fiscal Year 2023 Education Campaigns for Transportation Initiatives: Phase Two**: A recommendation was requested for the Committee's support for the Regional Transportation Council (RTC) to recommend North Central Texas Council of Governments (NCTCOG) Executive Board approval of up to \$1,041,000 in funding of Education Campaigns for Transportation Initiatives: Phase Two that will initiate in Fiscal Year (FY) 2023. Since 2014, the NCTCOG Executive Board has authorized annual large-scale advertising purchase and placement initiatives for the Transportation Department. Electronic Item 2.2 provided a reminder of the Phase One FY2023 budget previously approved, information on Phase Two FY2023 education campaign costs, and examples of past education campaigns and associated campaign performance measure summaries. Education campaigns in Phase Two will support Car Care Awareness, Drive Aware North Texas, Engine Off North Texas, Freight North Texas, HOV 2+ Incentive Program (GoCarma), Know Before You Fly, National Drive Electric Week, Ozone Season Emissions Reduction Campaign (Air North Texas), Report Smoking Vehicles Program, Saving Money and Reducing Truck Emissions, Transit COVID Recovery Campaign, and Flexible Funding for Public Involvement/Notifications. Flexible Funding for Public Involvement/Notifications is for possible unanticipated costs that may arise, such as a specialized public meeting series that may need notifications posted. Education campaigns will be in multiple languages and may be presented through out-of-home advertising, print, screen, online, audio, and social media mediums.

A motion was made to recommend Regional Transportation Council approval of Item 2.1 and Item 2.2 on the Consent Agenda. Kelly Porter (M); Gus Khankarli (S). The motion passed unanimously.

3. **Endorsement of Medal of Honor – Museum Partnership Program: Leadership Institute**: Michael Morris requested endorsement of a financial contribution of \$1.895 million in Regional Transportation Council (RTC) Local funds to support the Medal of Honor Institute, the leadership component of the National Medal of Honor Museum currently under construction in Arlington. Phase 1: Financial Commitment on an existing construction contract and Phase 2: future construction commitment. The amount of the financial contribution was developed based on the Museum's transportation-related elements related to pedestrian access, circulation and perimeter trees along walkways and provides future opportunities for RTC, the North Central Texas Council of Governments, and local government participation in the leadership institute. Communication received from the National Medal of Honor Museum Foundation regarding partnership opportunities was provided in Electronic Item 3.1. Correspondence from the Regional Transportation Council supporting the Museum and its efforts to develop and foster leadership regionally and nationally through the Leadership Institute was provided in Electronic Item 3.2. The letter was signed by all RTC members and included recognition of those members with current and previous military service. Additional information was contained in Electronic Item 3.3.

A motion was made to endorse the Regional Transportation Council's approval of the \$1,895,000 contribution in Regional Transportation Council Local Funds to support the

Medal of Honor Institute, the leadership component of the National Medal of Honor Museum, and to administratively amend the Transportation Improvement Program/Statewide Transportation Improvement Program, and other planning and administrative documents to incorporate these changes. Kelly Porter (M); Daniel Vedral (S). The motion passed unanimously.

4. **Cotton Belt Trail Phase One and Phase Two:** Kevin Kokes requested a recommendation for Regional Transportation Council (RTC) approval for the Cotton Belt Regional Veloweb Trail in partnership with the Dallas Area Rapid Transit (DART) Silver Line rail project from Dallas Fort Worth International Airport in Grapevine to the Shiloh Station in Plano. The DART Silver Line rail project is coordinating a parallel regionally significant Cotton Belt Regional Veloweb Trail corridor that will provide pedestrian and bicycle access to rail stations in seven cities across three counties. Accommodations for the approximate 26-mile regional trail have been included as part of DART's planning for the commuter rail corridor. Additional funding is needed for construction of the Phase 1 bridge sections of the trail intended to be completed by the Silver Line rail design-build contractor prior to the rail beginning revenue service. Funds will also be requested to provide an extension of betterment walls associated with the Silver Line rail project. A two-contractor approach will be used for construction, partnering with DART for additional trail bridges and trail segments in the corridor. An expedited Phase 2 will be implemented with a second contractor to be procured by DART to construct various remaining trail bridges, street crossings, and trail sections before the Silver Line rail revenue service. Supported by the North Central Texas Council of Governments (NCTCOG), applications will be submitted by DART to the Texas Department of Transportation (TxDOT) Statewide Transportation Alternatives Program Call for Projects and the US Department of Transportation 2023 RAISE grant for the phase 2 construction and will leverage existing federal and local funding currently programmed for trail construction in the corridor. Staff provided an overview of funding recommendations and DART partnership grant applications to implement various sections of this priority regional trail corridor. Phase 3 partnership and long-term strategy is for DART to lead trail construction with contractor procurement, manage contractor, flagging, inspections, etc. during construction phases, and funding transfer from Federal Highway Administration (FHWA) to Federal Transit Administration (FTA) and DART. Local partner obligation with DART to expedite the project quickly, no unnecessary delays in permit approvals, and no additional improvements required to other unrelated infrastructure beyond the scope of the trail project. North Central Texas Council of Governments (NCTCOG) will continue to prioritize the Regional Cotton Belt Trail for other funding opportunities, focusing on an East to West implementation approach (constructability, meets environmental justice criteria for federal grant, etc.) and to partner with cities to advance additional segments until fully funded for construction. DART also requests additional \$500,000 of construction funding related to the Silver Line Rail project for the design/build contractor to construct the betterment walls with the rail project to ensure continuation of the betterment walls in the rail corridor adjacent to the Plano Independent School District property in Dallas. Additional information is provided in Electronic Item 4.

A motion was made to recommend Regional Transportation Council approval of the \$17.75 million with 3.55 million Regional Transportation Development Credits for Phase 1 Cotton Belt Trail Priority Projects; \$500,000 with 100,000 Regional Transportation Development Credits for Silver Line Rail betterment wall extension at the Plano Independent School District property; to administratively amend the TIP/STIP, other planning and administrative documents to incorporate these changes; support the DART partnership submittal of the Texas Department of Transportation (TxDOT) Statewide Transportation Alternatives Call for

Projects application and funding contribution of \$3.9 million federal for Phase 2 projects; and support the DART partnership submittal of the United States Department of Transportation (USDOT) 2023 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant application and funding contribution of \$7.5 million federal for Phase 2 projects. Mark Nelson (M); Gus Khankarli (S). The motion passed unanimously.

5. **Regional Safety Performance Targets Update 2023 - 2027:** Kevin Kroll presented an update on safety performance targets and requested a recommendation for Regional Transportation Council (RTC) approval of federally required regional Roadway Safety Performance targets and the reduction schedule for 2023-2027. Roadway Safety performance targets were focused on reducing serious injuries and fatalities for motorized and non-motorized travelers. In December 2015, the Fixing America's Surface Transportation (FAST) Act was signed into law. The FAST Act requires that certain performance measures be included in the long-range metropolitan transportation planning process. These measures were established by a series of four rulemakings: Safety, Infrastructure Condition, System Performance/Freight/Congestion Mitigation and Air Quality, and Transit Asset Management. In December 2017, the Regional Transportation Council adopted 2018 targets for Roadway Safety performance and in February 2019 affirmed that support through target year 2022. Adoption of new safety performance target setting for 2023-2027 is needed. As the Metropolitan Planning Organization for the North Central Texas region, the North Central Texas Council of Governments is required to set regional targets for Roadway Safety. These targets will be used to track and report on the region's performance through existing documents such as the Metropolitan Transportation Plan, the Transportation Improvement Program, and the State of the Region report. Staff outlined the safety target setting process for each safety performance measure and recommended following TxDOT's target setting methodology for 2023-2027. Progress towards meeting 2021 targets compared to 2021 actual performance was also presented. An overview of the 2023 Safety Performance Measures was included in Electronic Item 5.

A motion was made to recommend Regional Transportation Council approval of federally required regional Roadway Safety Performance targets and reduction schedule for 2023 – 2027. Kelly Porter (M); Gus Khankarli (S). The motion passed unanimously.

6. **Certification of Emerging and Reliable Transportation Technology Round Two:**
Swyft: Brendon Wheeler requested a recommendation for Regional Transportation Council (RTC) to advance the proposal to interested local governments that may wish to submit locations for the technology provider to consider as part of the Certification of Emerging and Reliable Transportation Technology (CERTT) Program. Brendon introduced another applicant technology, Swyft, technology that follows the requirements established by the (RTC), as defined in Policy P22-02, including the utilization of the initial certification track or pilot corridor for eventual commercial service that fulfills a transportation need identified by the Mobility 2045 Update. The purpose is to provide transparent process for RTC coordination with providers, periodic solicitation/opportunity for new technology applications, and ensure the level playing field for providers and local governments. This program's guiding principles must serve long-range transportation need (MTP), technology provider responsible for certification process, NCTCOG will facilitate mutual cooperation, and local governments to consider contingency needs, implementation timeframe, and public use goals and expectations. The transparent process is for NCTCOG staff to ensure technology solution conforms to policy guidance and long-range transportation need (MTP), NCTCOG staff to brief RTC; RTC to take action on initiating process, solicit local government interest in submitting potential locations, technology provider to determine preferred location to

pursue, RTC to initiate development activities, and NCTCOG to provide support. Swyft is a Personal rapid transit (PRT) system using overhead fixed-cable gondola-like transportation developer based in California, focused on developing low-speed network that runs along/within existing public right-of-way by using private financing and can support planning of special districts, P3s, etc. Next steps include being presented for action at the February 9, 2023, RTC meeting. Step 3 is local governments may submit potential sites for either technology. Staff is available for questions or to discuss opportunities on locations that may traverse multiple jurisdictions, arrange for pre-submittal meeting with NCTCOG, cities, and technology provider to address detailed questions, and to develop submittal package for interested local governments. Additional details are provided in Electronic Item 6.1 and Policy P22-02 is provided as Electronic Item 6.2.

A motion was made to recommend the Regional Transportation Council's (RTC) approval to initiate Step 3 of RTC Policy P22-02 to allow local governments to submit potential locations of interest for Swyft to consider. Daniel Vedral (M); Kelly Porter (S). The motion passed unanimously.

7. **Fiscal Year 2023 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Discretionary Grant Program:** Jeff Neal presented candidate projects for submittal to the Fiscal Year (FY) 2023 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Discretionary Grant Program and requested Surface Transportation Technical Committee (STTC) action recommending the projects for Regional Transportation Council (RTC) approval. In December 2022, the United States Department of Transportation (US DOT) announced the solicitation of project applications for the FY2023 RAISE Discretionary Grant Program regarding strategic capital investments in surface transportation projects that will have significant local or regional impacts. Jeff provided the funding availability, cost sharing (federal), maximum and minimum award, applicant eligibility, project eligibility, and other details. Electronic Item 7.1 contained a copy of the amended Notice of Funding Opportunity (NOFO) providing specific program details and application requirements for the \$2.275 billion program. Electronic Item 7.2 provided information regarding candidate projects (with applications to be authored/submitted by NCTCOG). Applications are due to the US DOT by February 28, 2023. For agencies in the region submitting projects, the www.grants.gov registration process must be completed, usually requiring two to four weeks for completion prior to submitting applications. Assuming the projected timing for application development, agency requests to receive a letter of support from the RTC should be submitted to Nicholas Allen of NCTCOG at nallen@nctcog.org by Friday, February 10, 2023. Fiscal Year 2022 Federal Grant Outcomes – status of submitted and selected North Central Texas Council of Governments (NCTCOG) projects are as follows: 1) Ultimate IH 35W/SH 121 Interchange Phase One – Sylvania Avenue Bridge (United States Department of Transportation review ongoing for Fiscal Year 2022 Bridge Investment Program [BIP] , 2) Martin Luther King, Jr./ Cedar Crest Boulevard (US DOT review ongoing for FY22 Safe Streets and Roads for all (SS4A) Program), 3) Prairie Creek Road/Union Pacific Rail (UPRR) Grade Separation (USDOT review ongoing for FY22 Railroad Crossing Elimination Program (RCEP), 4) International Parkway Advanced Mobility Program (NCTCOG/DFW Airport) (Not selected for FY 22 RAISE, additional local funds identified to expedite project with local design-build procurement), 5) South Dallas County Inland Port (SDCIP) Multimodal Connectivity (Not selected for FY 22 Multimodal Discretionary Grant Program [MPDG] INFRA/RURAL, plan to resubmit for FY 23 MPDG INFRA/RURAL), and 6) IH 30 Downtown Dallas “Canyon” (NCTCOG/TxDOT) (Not selected for FY 22 MPDG INFRA/MEGA, will coordinate with TxDOT on plan to resubmit for FY 23 MPDG. Fiscal Year 2023 (FY23) RAISE Grant Program schedule

includes a request for action at the February 9, 2023, RTC meeting; the deadline of February 10, 2023, to request RTC letters of Support, action at the February 23, 2023 Executive Board meeting, deadline of February 28, 2023, to submit the FY23 RAISE application deadline, and the FY23 RAISE Award Announcement is anticipated on June 28, 2023, by the US DOT.

A motion was made to approve the submittal of the South Gateway Deck Park – Phase 2, Klyde Warren Park – Phase 2, and East Lancaster Avenue Complete Streets and Transit Technology Project for funding consideration through the RAISE Discretionary Grant Program as defined and presented by staff, and to administratively amend North Central Texas Council of Governments (NCTCOG) and State Transportation Improvement Programs (TIP/STIP) and other planning and administrative documents to include the proposed projects if selected for FY23 RAISE Grant awards. Kelly Porter (M); Tanya Brooks (S). The motion passed unanimously.

8. **Federal and State Legislative Update:** Nicholas Allen provided an update on federal, and State legislative actions related to transportation and air quality issues affecting the Dallas-Fort Worth area. Transportation issues continue to be a focus for both the United States Congress and the Texas Legislature. The 1st session of the 118th US Congress convened on January 3, 2023. In regard to Fiscal Year 2023 appropriations, \$1.7 trillion was appropriated through the Consolidated Appropriations Act of 2023, approved December 23, 2022. \$30 billion was appropriated for the U.S. Department of Transportation (Discretionary Appropriations), and no change to Infrastructure Investment and Jobs Act (IIJA) funds. With regard to the State budget, the Comptroller's budget revenue estimate for Fiscal Year 2024 – 2025 (FY24 – 25) is \$188.2 billion of available general revenue, which is a \$32.7 billion surplus, limited by constitutional spending limit. The Rainy-Day Fund is expected to have an all-time high of \$27.1 billion. The 88th Texas Legislature will have a projected 2022-23 ending balance of \$32.7 billion, in addition to \$155.5 billion in total collections of available general revenue-related funds in 2024-25. The 2023 RTC Legislative Program includes the following topics: adequately fund transportation and utilize tools, expand transportation options in mega-metropolitan regions, enhance safety, improve air quality, and pursue innovation and technology. Nicholas provided information on Bills of interest regarding transportation funding: proposes an additional \$200/\$100 fee for the registration of electric/hybrid vehicles to the State Highway Fund (HB 820), proposes an additional \$100 registration fee of electric vehicles to State Highway Fund (HB 960), proposes gas tax increases (SB 254, HB 321), local option registration fee increases (El Paso, Travis County only), and additional electric vehicle fee bills are expected to be filed. Additional Bills of interest include temporary paper tags would end with dealer issued license plates (HB 718), adds additional penalties to temporary tag violators (HB 914). Bill of interest on the topic of safety include hands free cell phone usage (SB41), school bus passing (HB 648), move over law penalties (HB 898), and driving under the influence (multiple). LIRAP/LIP funds would redistribute LIRAP funds to counties (HB 1175). Proposed bills regarding broadband would create the Texas Connectivity Fund (SJR 27). Air Quality has Texas Emissions Reduction Plan changes (SB 104), allowance of electric vehicle charging on state property/state parks (HB 821), and climate change reporting (HB 57) and (HB 846). Bicycle/Pedestrian requires three- to six-foot feet when passing (HB 421). Additional information was provided in Electronic Item 8.

9. **Director of Transportation Report on Selected Items:** Michael Morris summarized presentations he has given around the region such as to the Tarrant Regional Transportation Coalition and during the Transportation Crossroads Conference. He mentioned gearing up in the March timeframe for federal applications in regard to passenger rail, also known as an Amtrak Rail type service from Dallas-Fort Worth to Atlanta, Georgia and High-Speed Rail type service and from Fort Worth to Houston. Michael mentioned he has met with the Governor of Tennessee to discuss Dallas-Fort Worth's dynamically sized managed lanes. Michael briefly mentioned the US 75 technology lane with details provided in Electronic Item 9.1. Michael highlighted the 15 most congested regions and thanked Natalie Bettger of NCTCOG and her team for providing the charts on congestion levels and population.
10. **Status of 2022 Transportation Conformity Determination - Received:** Jenny Narvaez announced that a Transportation Conformity determination was received by the North Central Texas Council of Governments Department of Transportation (US DOT) on December 16, 2022, for Mobility 2045: The Metropolitan Transportation Plan for North Central Texas – 2022 Update and the 2023 – 2026 Transportation Improvement Program (TIP). This air quality action allows revised and new projects to proceed and also restarts a four-year time clock for the Metropolitan Transportation Plan (MTP) through December 15, 2026. By federal requirement, the analysis demonstrates that projected emissions from transportation projects are within emission limits (Motor Vehicle Emissions Budgets) established by the State Implementation Plan (SIP), ensures federal funding and approval is applied to transportation projects that are consistent with air quality planning goals, and ensures that transportation control measures are given priority for federal funding. Amy Johnson added that conformity review ensured consistency between Metropolitan Plan recommendations with TIP and Conformity networks and that Plan editorial refinements consisted of project recategorization and adjustments to project costs, limits, and phasing to align with the TIP. These refinements affected plan documents including roadway recommendation maps and tables, transit recommendations table, financial plan expenditures table, associated performance metrics with final networks forecasting, and associated plan narrative text within the MTP document. Final financial plan maintained financial constraint by shifting plan expenditures to accommodate recategorization of projects while maintaining the same plan total of \$148.3 billion: Infrastructure Maintenance, \$42.8 billion; Management and Operations, \$9.6 billion; Growth, Development, and Land Use Strategies, \$1.5 billion; Rail and Bus, \$44.9 billion; and High Occupancy Vehicle Managed Lanes, Freeways, Tollways, and Arterials, \$49.5. Electronic Item 10.1 contained the US Department of Transportation conformity approval, which now allows new and modified projects in the MTP and TIP to proceed. Electronic Item 10.2 contained minor refinements made to the roadway and transit project recommendations tables because of the conformity review process.
11. **Roadway Safety Plan:** Kevin Kroll provided an overview of the Regional Roadway Safety Plan including analysis, High Injury Network, recommended countermeasures, and next steps. A Roadway Safety Plan provides a framework for identifying, analyzing, and prioritizing roadway safety improvements on local roads. It serves as a guide to identify crash factors which contribute to a high number of fatal and serious injuries. Appropriate safety projects and countermeasures are then selected. The overall goal is to eliminate fatal crashes by 2050. The Systemic Safety Analysis approach, which this plan is based on, evaluates crash risk across an entire roadway system instead of managing risk at specific locations. This method helps identify what types of roadways and roadway characteristics produce fatal and serious injuries in the future. The goals for roadway safety are to eliminate

fatal crashes from all modes of travel by 2050, prioritize safety in roadway project selection and provide guidance on countermeasure development to partner agencies, prioritize safety in roadway project selection and provide guidance on countermeasure development to partner agencies, prioritize safety in roadway project selection and provide guidance on countermeasure development to partner agencies, work with partners to foster a culture of safety that utilizes the safe systems approach; and develop behavioral and educational countermeasures to address dangerous driving behaviors, implement a proactive approach to roadway safety to identify problems before they occur, and work with police to effectively enforce traffic rules and traffic management professionals to improve quick clearance strategies. The Systemic Safety Analysis approach evaluates risk across an entire roadway system versus managing risk at specific locations. Eight crash types or “emphasis areas” were identified in this analysis as having produced a high number of fatal and serious injuries. However, it is also helpful to identify roadways that have a history of a high number of fatal and serious injuries known as a High Injury Network. This network can be used to help prioritize safety improvements in the region and be used in tandem with the findings of the systemic analysis. The third step in the Systemic Safety Analysis approach identifies potential countermeasures for each of the eight emphasis areas. Safety countermeasures can be any action undertaken to decrease the risk of a crash occurring or to reduce the severity of a crash. Countermeasures may involve engineering upgrades, behavioral education campaigns, traffic enforcement programs, or emergency response. Countermeasure selection should be data-driven and risk-based. Next steps will be to prioritize safety projects, programs, and policies by developing a list of high-priority safety improvement projects scheduled for implementation. This considers both high-crash locations and system-wide analysis. Note that this step will occur after the Roadway Safety Plan itself is completed. Regional Transportation Council regionwide safety program funding summary for Fiscal Year 2024 through 2026 includes funding for Bike/Pedestrian Education and Engineering - \$12 million; Roadway Operations, Engineering, and Intercity Connections - \$25 million; Speed Education and Enforcement - \$9 million; and \$4 million for other safety projects and programs. Additional details presented in Electronic Item 11.

12. Dallas-Fort Worth High-Speed Transportation Connections Study: Phase Two:

Brendon Wheeler provided an update on coordination efforts with the Federal Railroad Administration and Federal Transit Administration to advance this project through the National Environmental Policy Act (NEPA) process. He introduced next steps in Phase two, including conceptual and preliminary engineering of a high-speed rail corridor generally along Interstate Highway (IH) 30 to support environmental analysis and documentation for the NEPA process. The objective of this study is to evaluate high-speed transportation alternatives (both alignments and technology) to connect Dallas-Fort Worth to other proposed high-performance passenger systems in the State, enhance and connect the Dallas-Fort Worth regional transportation system, and obtain federal environmental approval of the viable alternative. Phase one of alternative development: public, agency engagement, alternative development, and alternative screening which is complete. The goal for phase one is identify technologies and alignments to be carried into phase two. Phase two of engineering and environmental: preliminary engineering, National Environmental Policy Act Documentation and Approval, financial and project management plans, and public and agency engagement. The goal for phase two is Federal environmental approval of alignment and technology. Phase two activities in two categories; pre-NEPA with conceptual engineering that is reducing station and alignment alternatives, continued coordination with federal partners on structure of process, Texas Department of Transportation, local governments, and stakeholders within a six-to-nine-month process. The second category is NEPA with preliminary engineering, environmental documentation

with anticipated class of action, Environmental Assessment (EA) with the goal of finding no significant impact, financial and project management plans, public and agency engagement within twelve months of initiation. Additional details presented in Electronic Item 12.

13. **Fast Facts:** The following fast facts were provided by NCTCOG staff:

Toni Stehling noted the 2023 meeting dates for Regional Transportation Council and Surface Transportation Technical Committee meetings were provided in Electronic Item 13.1.

Charles Marsh mentioned that January 27, 2023, is the submittal deadline for Modification Requests to the Transportation Improvement Program through the May 2023 Revision cycle.

Martin Bate provided updates on the Fiscal Year 2024 – 2025 Policy Bundle and noted that Round 5 would be opening soon. Applications will be available February 1, 2023, the deadline for early applications is March 31, 2023, and the final deadline is May 31, 2023. Additional details and sign up for emails can be found at (www.nctcog.org/policybundle).

Sam Simmons announced that the Regional Transportation Council's (RTC) Toll Lane Managed Policy, particularly HOV 2 subsidy lanes. HOV 2+ subsidy is to help offset cost difference amount that is given to HOV users who travel on the Toll Managed Lanes during the peak periods. The RTC was responsible for the North Tarrant Express to the LBJ Express as of November 2022 for \$7.9 million. The next report will be in April of 2023. Detailed information can be found in Electronic Item 13.2.

Jared Wright noted the Air Quality Funding Opportunities for Vehicles website, www.nctcog.org/aqfunding, which is updated with air quality funding opportunities for available vehicles and programs. He highlighted the Energy Efficiency Concept Block Grant from the DOE. Applications are due in January 2024, with a pre-award due in April of 2023.

Jared Wright noted North Central Texas Council of Governments (NCTCOG) submitted comments on Texas Electric Vehicle Charging Plan Draft Grant Documents. Review of comments can be found in Electronic Item 13.3.

Jared Wright mentioned the Dallas-Fort Worth Clean Cities Annual Survey will open in the next couple of weeks and additional information can be found at: <https://www.dfwcleancities.org/annualreport>.

Savana Nance highlighted upcoming Dallas-Fort Worth Clean Cities events and noted that on February 1, 2023, a Long-term Texas Electric Vehicle Infrastructure Strategic Plan workshop in collaboration with the Texas A&M Transportation Institute. Additional information on Clean Cities events is located at <https://www.dfwcleancities.org/events>.

Savana Nance mentioned that the Local Government Energy Reporting gave a friendly reminder that all political subdivisions, state agencies, and institutes of higher education in a non-attainment area or an affected county to establish a goal to reduce electricity consumption by at least five percent each year and report progress annually. Submit the required report by Friday, March 3, 2023, via the Texas State Energy Conservation (SECO) Local Government Energy Reporting webpage and additional details provided in Electronic Item 13.4.

Jared Wright highlighted the Local Clean Air Project Spotlight on the replacement project for the City of Dallas. The City of Dallas was awarded two diesel hybrid electric crawler tractors; 92 percent NOx emissions reduction implemented in April of 2022 with an awarded amount of \$249,589 and total project cost of \$998,354. Additional information was provided in Electronic Item 13.5.

Connor Sadro announced the Intelligent Transportation Society (ITS) America 2023 Annual Conference and Expo will be held April 24-27, 2023, at the Gaylord Texan Resort and Hotel in Grapevine. Details provided in Electronic Item 13.6.

Carli Baylor mentioned that November and December Public Meeting Minutes were provided in Electronic Item 13.7 and Electronic Item 13.8 respectively, and the February Public Meeting Notice was provided in Electronic Item 13.9.

Taylor Benjamin noted that the Public Comments Report, which contains general public comments received from November 20, 2022, through December 19, 2022, provided in Electronic Item 13.10.

Partner Progress Reports were provided in Electronic Item 13.11.

14. **Other Business (Old or New):** There was no discussion on this item.
15. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on February 24, 2023.

Meeting adjourned at 3:04 PM.



NCTCOG Roadway Safety Plan

Surface Transportation Technical Committee

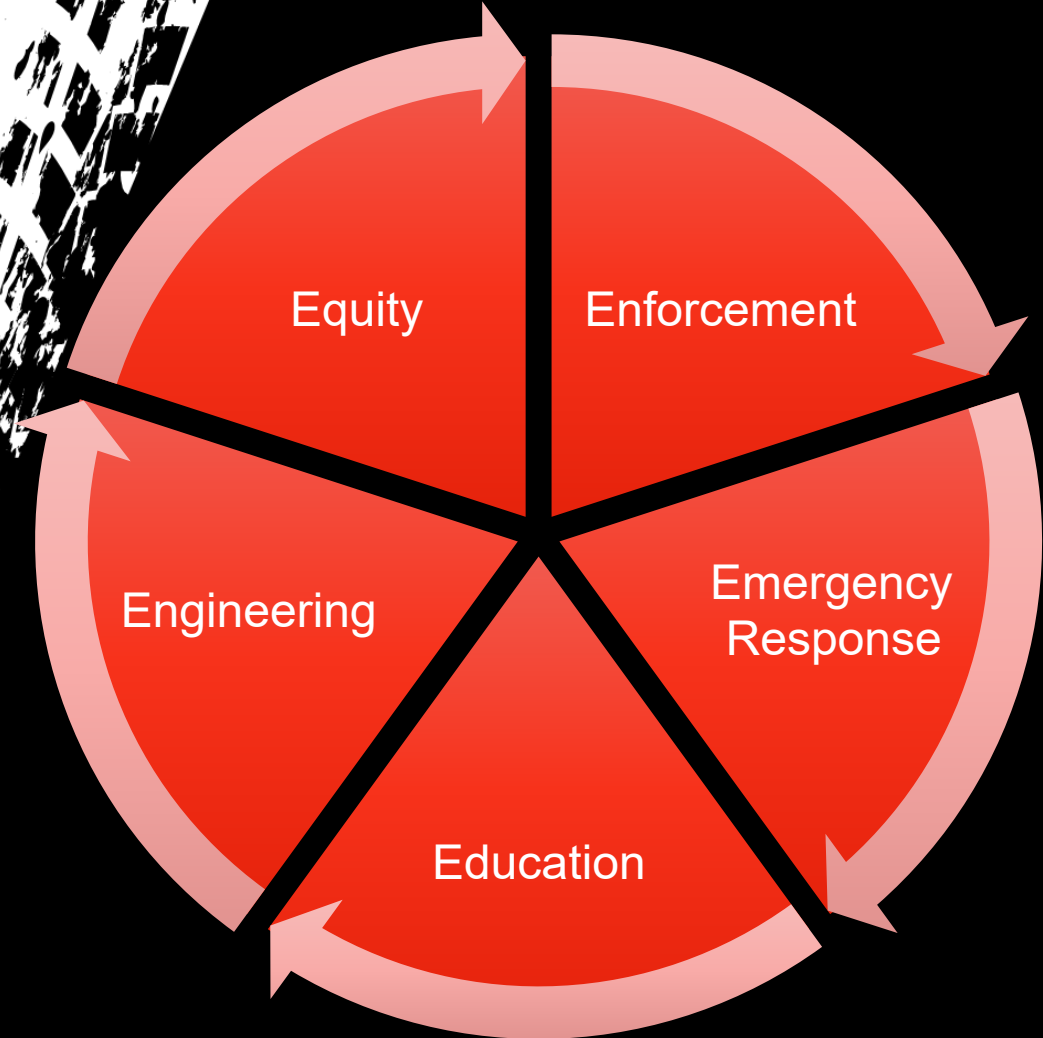
February 24, 2023

Kevin Kroll, Senior Transportation Planner

Roadway Safety Program Area

What is a Roadway Safety Plan?

- A Roadway Safety Plan provides a framework for identifying, analyzing, and prioritizing roadway safety improvements on local roads.
- It serves as a guide to identify crash factors which contribute to a high number of fatal and serious injuries.
- Appropriate safety projects and countermeasures are then selected.
- The overall goal is to eliminate fatal crashes by 2050.



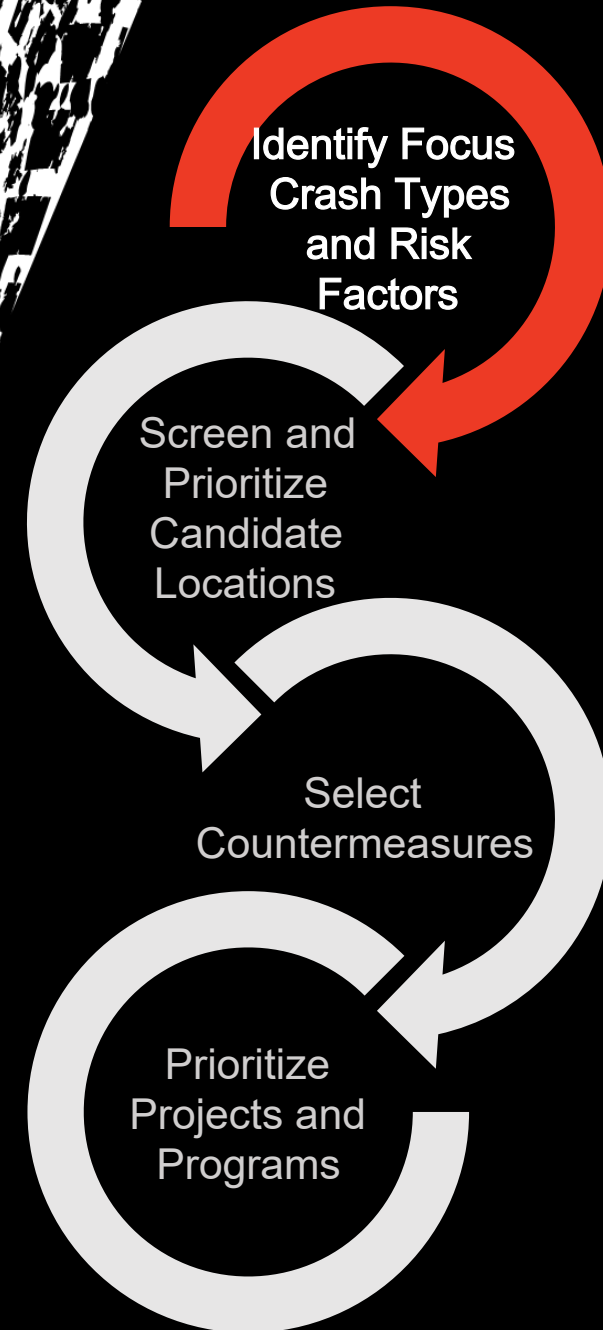
Systemic Safety Analysis Approach

The Systemic Safety Analysis approach evaluates crash risk across an entire roadway system instead of managing risk at specific locations.

This method helps identify what types of roadways and roadway characteristics produce fatal and serious injuries in the future.

Systemic Safety Guiding Principles:

- Deaths and serious injuries are unacceptable
- Humans make mistakes
- Humans are vulnerable
- Responsibility is shared
- Safety is proactive
- Redundancy is crucial



Roadway Safety Plan Goals



Eliminate fatal crashes from all modes of travel by 2050.



Prioritize safety in roadway project selection and provide guidance on countermeasure development to partner agencies.



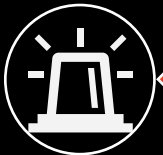
Fund and implement safety projects and policies equitably to ensure safe transportation access for all road users.



Work with partners to foster a culture of safety that utilizes the safe systems approach; and develop behavioral and educational countermeasures to address dangerous driving behaviors.

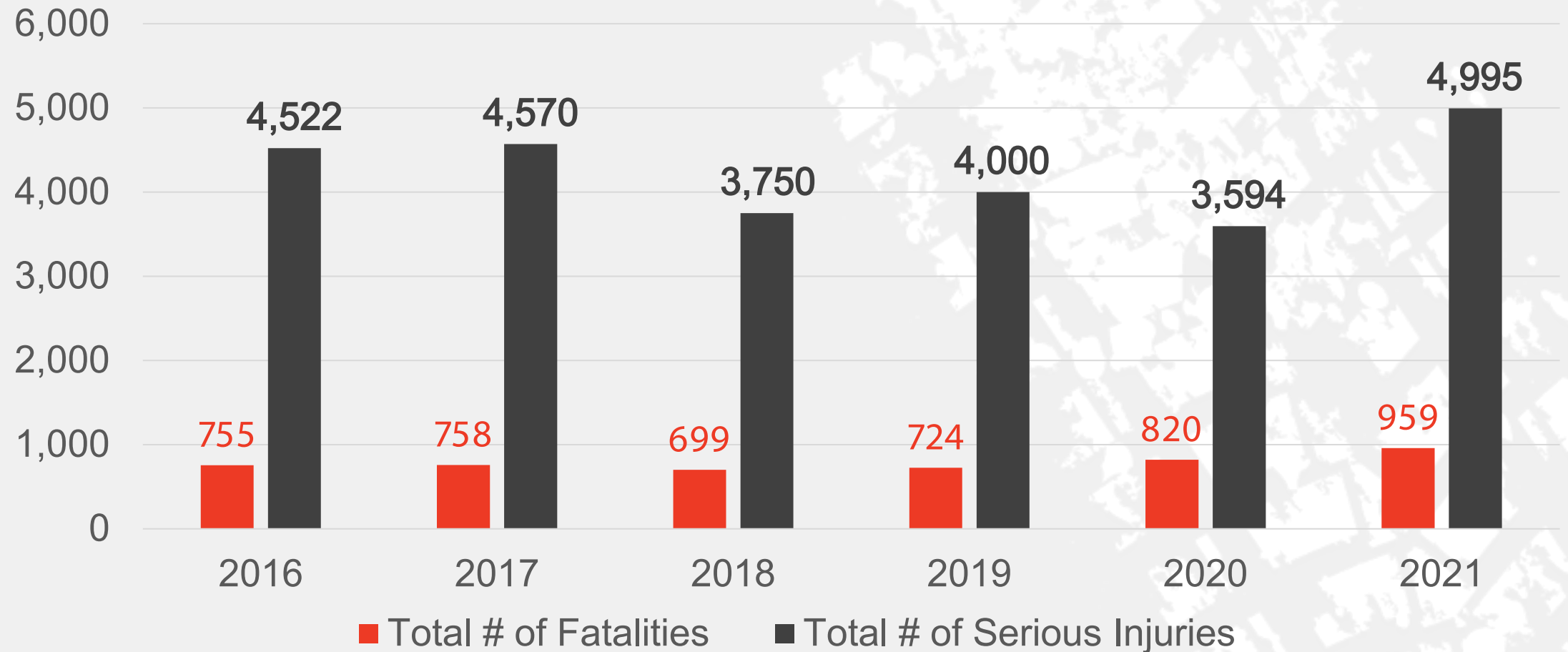


Implement a proactive approach to roadway safety to identify problems before they occur.



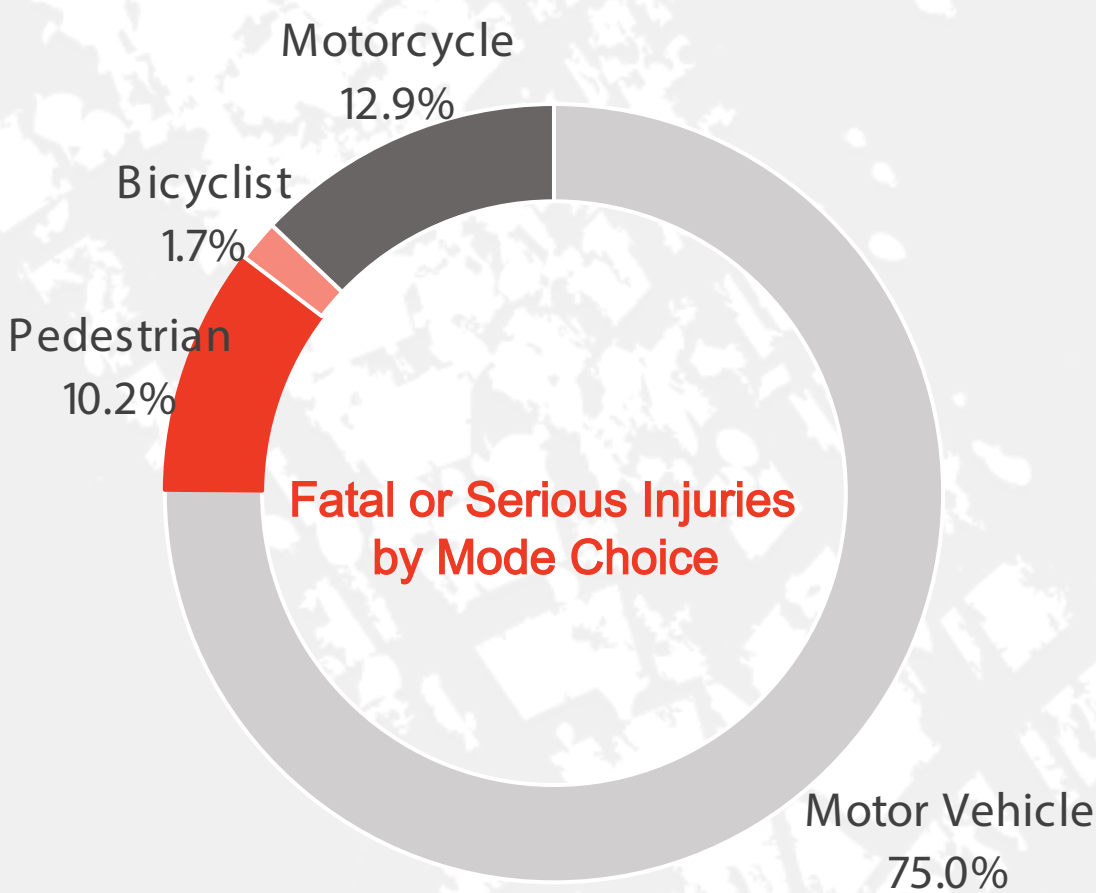
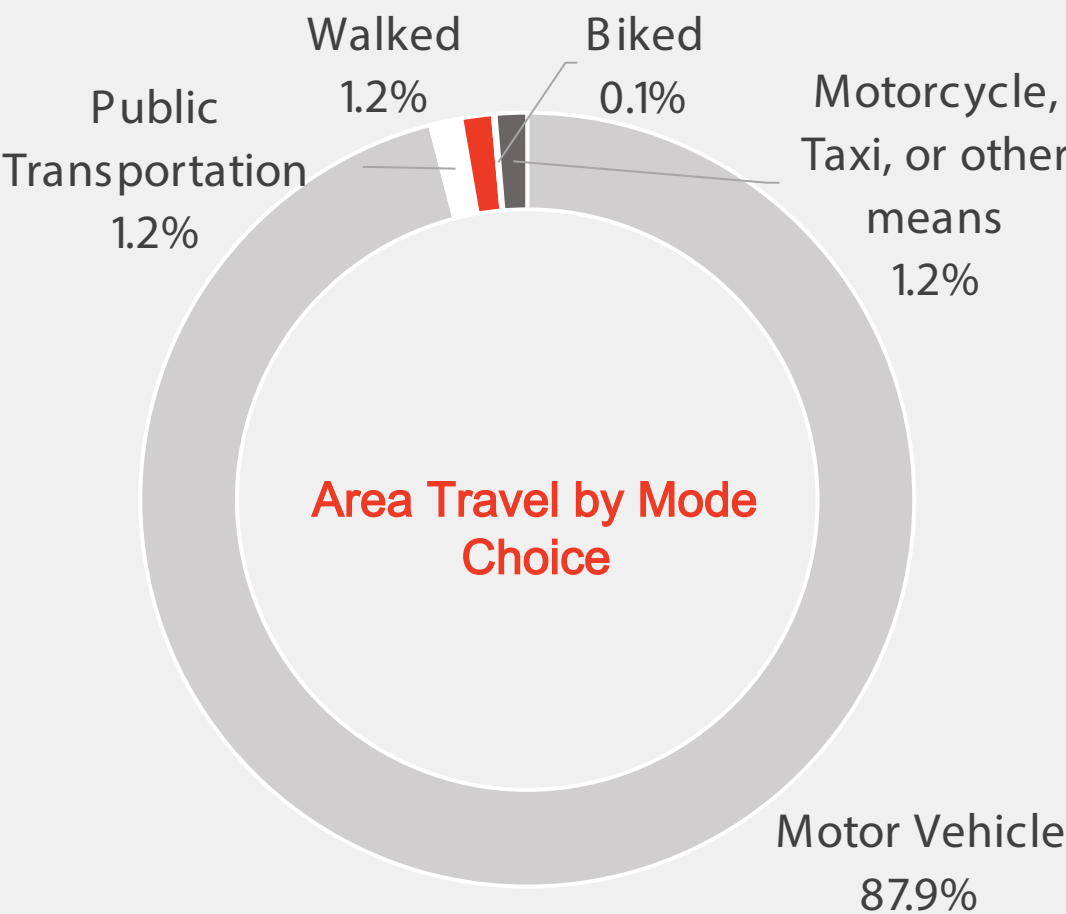
Work with police to effectively enforce traffic rules and traffic management professionals to improve quick clearance strategies.

Fatal and Serious Injuries Within the 12-County Area (2016-2021)



Region-wide Analysis

Percentage Fatal and Serious Injuries by Travel Mode (2016-2020)



Regional Safety Plan Emphasis Areas Based on Overrepresentation Analysis

Regional Emphasis Areas

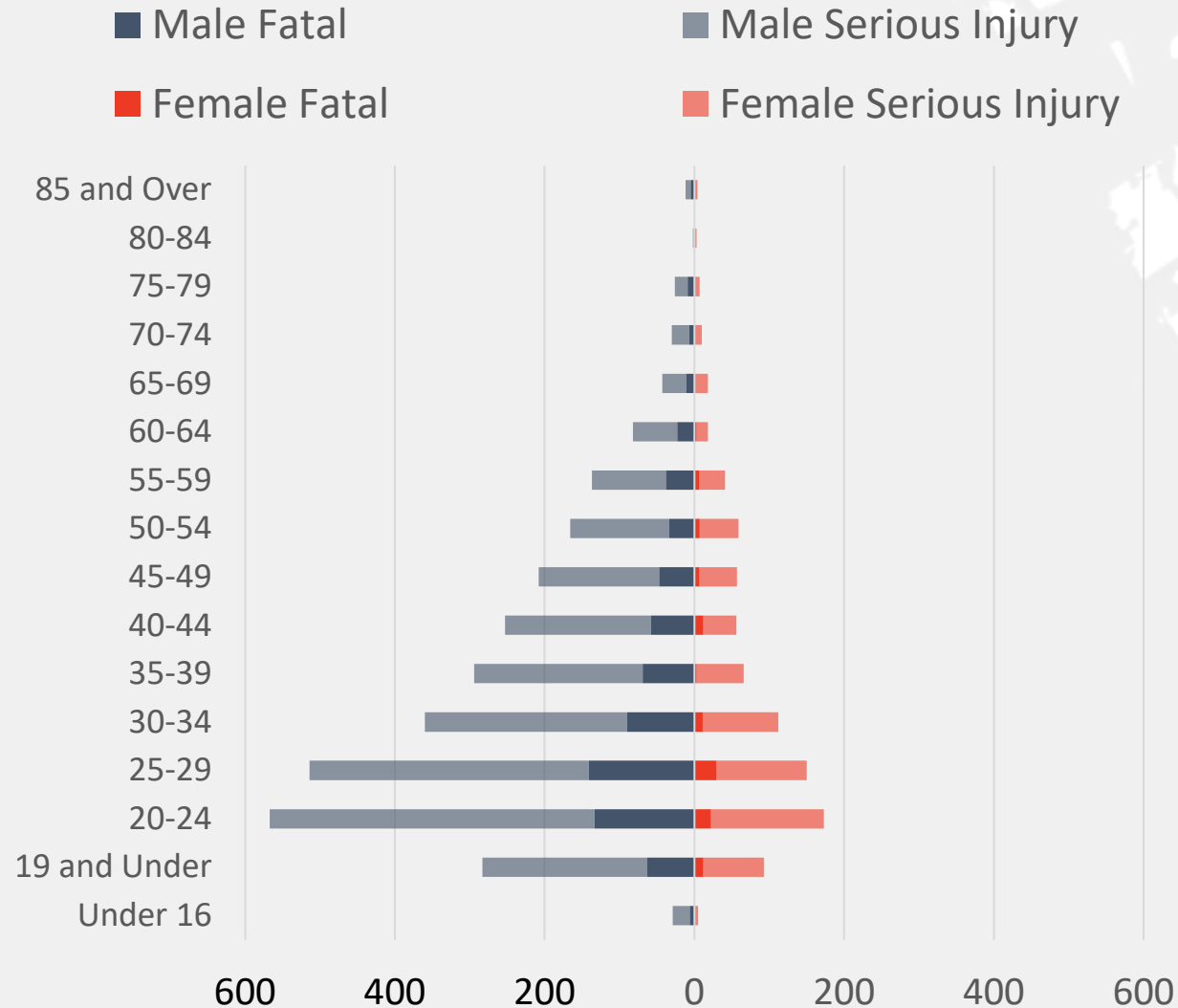
- Speeding
- Distracted driving
- Impaired driving
- Intersection safety
- Bicyclist and pedestrian safety
- Roadway and lane departures
- Occupant protection
- Motorcycles

Additional “Areas of Concern”

- Wrong way driving
- Crashes occurring at night*
- Younger drivers*
- Older road users (65+)*

*Represented within multiple emphasis areas

Emphasis Area Example: Speeding Related Fatal and Serious Injuries



24%

Of SPEEDING related
fatal and serious injuries
were cited as **NOT**
having worn a seatbelt

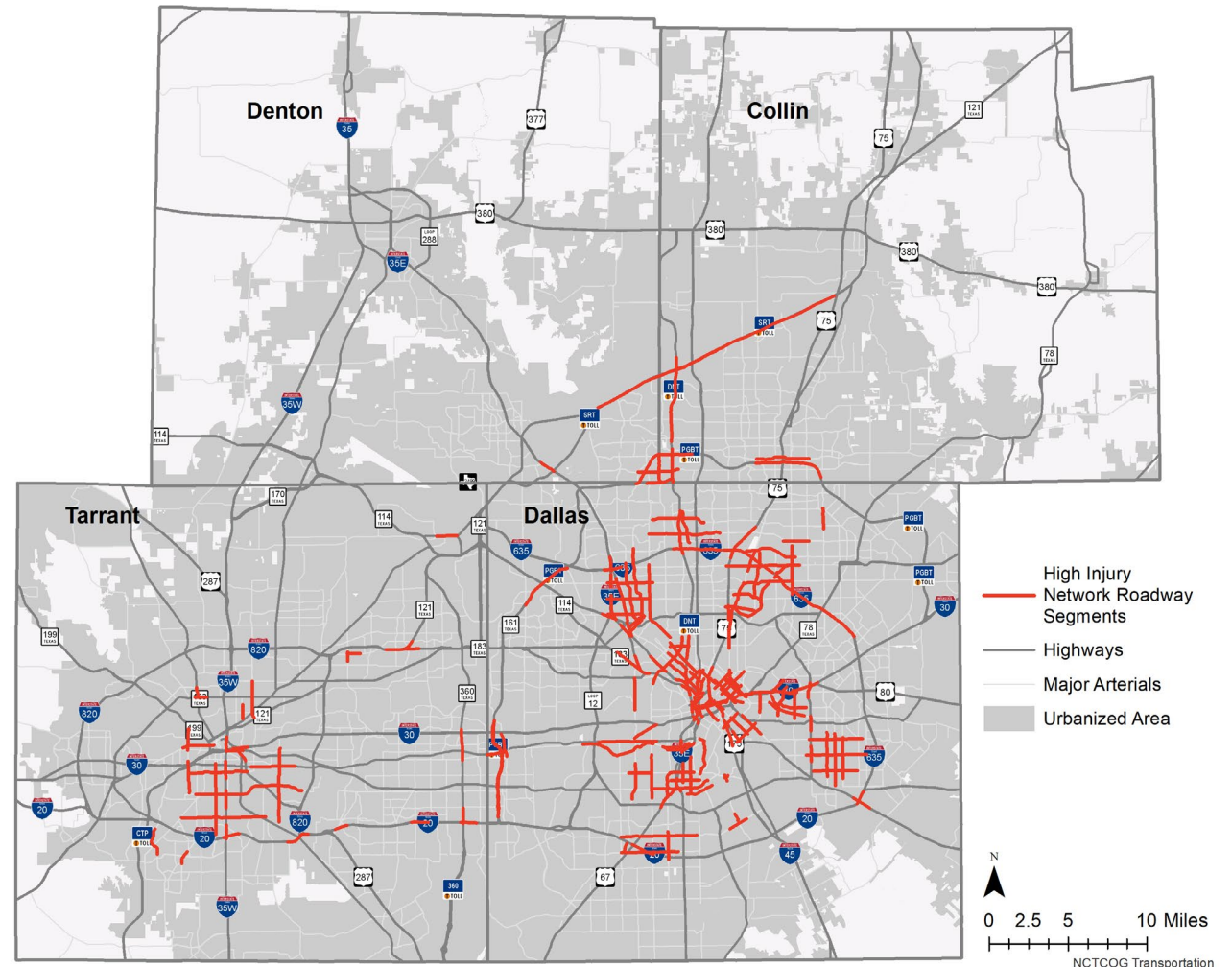


High Injury Network

The Systemic Safety Analysis approach evaluates risk across an entire roadway system versus managing risk at specific locations.

However, it is also helpful to identify roadways that have a history of a high number of fatal and serious injuries.

- Network of designated road segments where the highest concentrations of fatal and serious injury crashes occur
- Five-year range of crash data from 2016-2020
- Can be used to help prioritize safety improvements in the region and be used in tandem with the findings of our systemic analysis



Countermeasure Selection

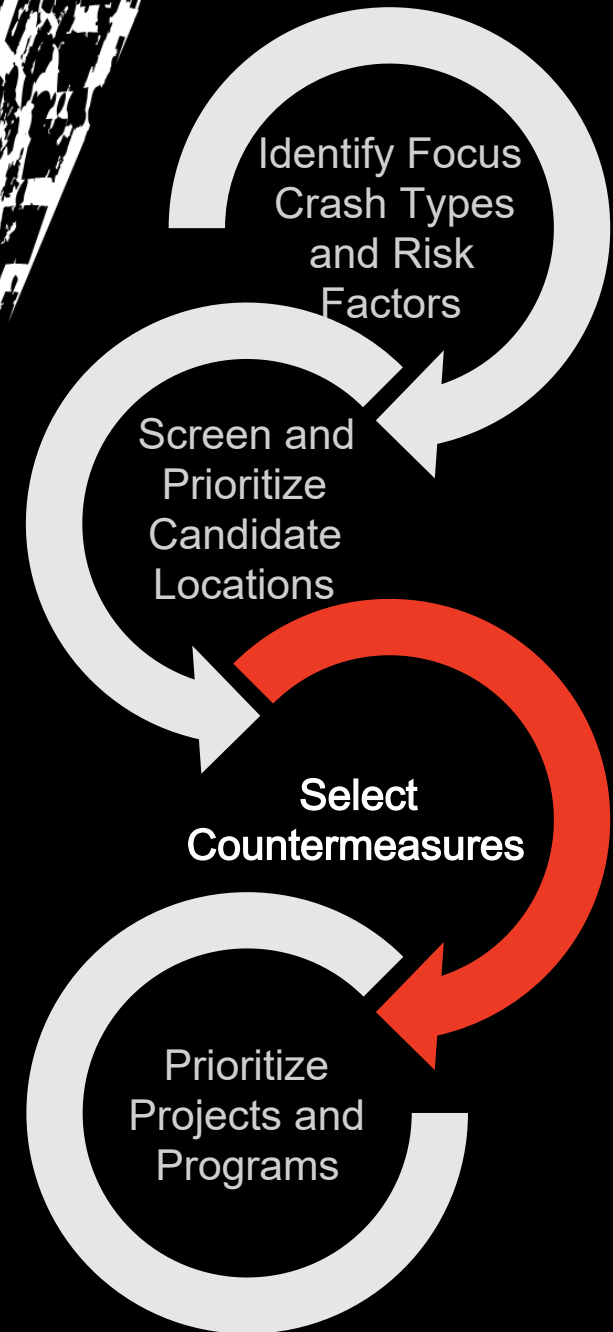
The third step in the Systemic Safety Analysis approach identifies potential countermeasures for each of the eight emphasis areas.

What are safety countermeasures?

Safety countermeasures can be any action undertaken to decrease the risk of a crash occurring or to reduce the severity of a crash.

Countermeasures may involve engineering upgrades, behavioral education campaigns, traffic enforcement programs, or emergency response.

Countermeasure selection should be data-driven and risk-based.



Example Countermeasures: Speeding

Countermeasure	Category	Estimated Reduction in Fatal and Serious Injuries	Cost to Benefit Ratio
Improve the effectiveness of educational techniques, tools, and strategies for speeding- younger male drivers	Education	9%	9 to 1
Increase and sustain high-visibility speeding enforcement	Enforcement		
Appropriate speed limits for all road users	Engineering	26%	
Variable speed limits	Engineering	51%	9 to 1- 40 to 1
Pull out/Enforcement zones	Engineering		
Speed safety cameras	Engineering, Enforcement	20-47%	
Build or redesign roadways with traffic calming countermeasures and "selfenforcing" speed	Engineering		

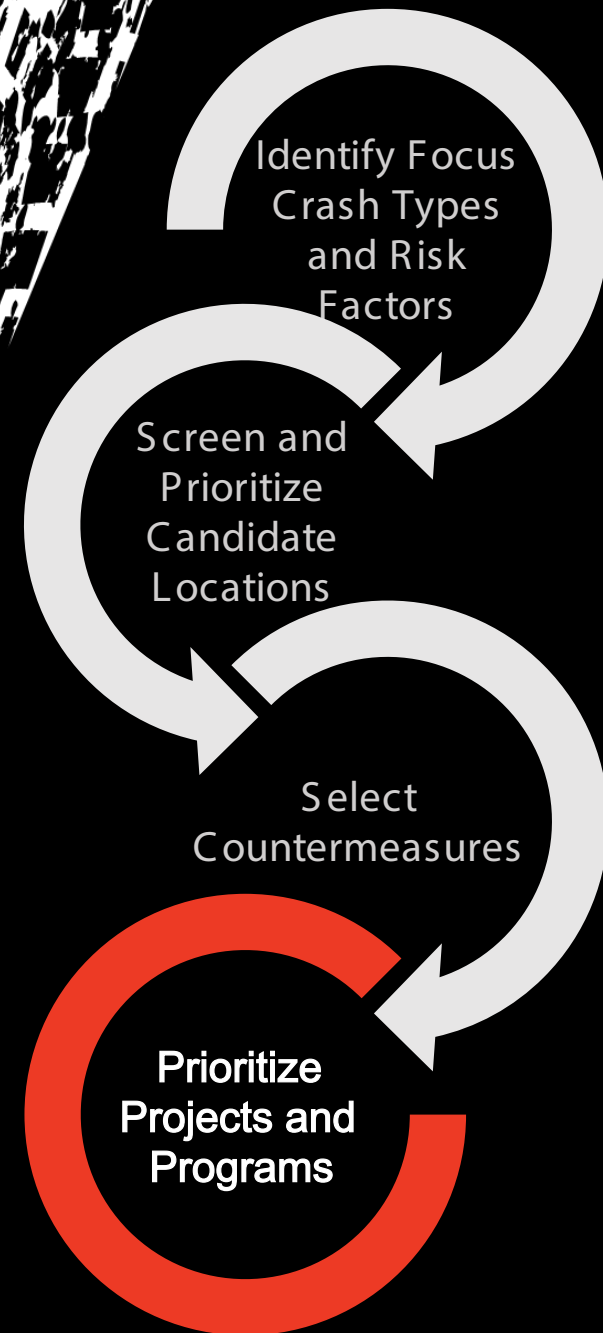
The Roadway Safety Plan includes countermeasures for all regional emphasis areas.

Next Steps - Prioritize Safety Projects, Programs, and Policies

Develop a list of high-priority safety improvement projects scheduled for implementation. This considers both high-crash locations and system-wide analysis. Note that this step will occur after the Roadway Safety Plan itself is completed.

Main Tasks within the final step of the Systemic Safety Analysis

1. Create decision process for selecting countermeasures
2. Develop safety projects, programs, and policies
3. Prioritize project implementation



NCTCOG Safety Coordination and Efforts

Emphasis Areas	NCTCOG Roadway Safety Plan	NCTCOG Regional Ped Safety Action Plan	Statewide TxDOT/MPO Safety Task Force	RTC M&O Safety Funding	RTC Legislative Program
Speeding	X	X	X	X	X
Distracted Driving	X	X		X	X
Impaired (DUI)	X	X	X	X	X
Intersections	X	X		X	
Bicycle/Pedestrian	X	X	X	X	X
Roadway Lane Departure	X				
Occupant Protection (Seatbelts)	X		X	X	
Motorcycles	X		X	X	
Workzones			X		X
Wrong Way Driving	X			X	
Crashes Occurring at Night	X	X		X	
Roadway Illumination		X		X	
Younger Drivers	X			X	
Older Road Users (65+)	X				
Freight				X	X

RTC Regionwide Safety Program Funding Summary (FY 24-26)

Includes funding for:

- Bike/Pedestrian Education and Engineering - \$12 million
- Roadway Operations, Engineering, and Intercity Connections - \$25 million
- Speed Education and Enforcement - \$9 million
- \$4 million for other safety projects and programs

	2024	2025	2026	Total
Grand Totals	\$15,855,000	\$16,220,000	\$17,925,000	\$50,000,000
Staff	\$ 1,505,000	\$ 1,670,000	\$ 1,490,000	\$ 4,665,000
Pass Through	\$14,350,000	\$14,550,000	\$16,435,000	\$45,335,000

Intended Future Actions Based on STTC Feedback

- Provide fatal and serious injury analysis breakdowns for each emphasis area at the county level for the 12county area
- Develop an equitable prioritization process for selecting projects and countermeasures for implementation based on the Regional Roadway Safety Plan's systemic analysis and High Injury Network analysis

Roadway Safety Plan Schedule

Date	Action
July 2021	Regional Safety Advisory Committee (RSAC) - Roadway Safety Plan Overview
October 2021	RSAC - Regional Roadway Safety Plan Preliminary Crash Data Analysis
June 2022	NCTCOG Internal Staff Peer Review
July 2022	RSAC – External Peer Review
Sept. 12 – Oct. 11, 2022	Public Input Comment Submittal Period
October 2022	RSAC Plan Development Update
January 2023	STTC (Information) – Present Final Draft of the Plan
February 2023	RTC (Information) – Present Final Draft of the Plan
February 2023	STTC (Action) – Request Approval of the Plan
March 2023	RTC (Action) – Request Approval of the Plan
April 2023	Publish Final Roadway Safety Plan and Appendices

Requested STTC Action

Recommend the Regional Transportation Council approve the NCTCOG Roadway Safety Plan.

Direct staff to incorporate the recommendations, including projects, programs and policies, into future metropolitan transportation plans and other regional planning documents, as appropriate.

NCTCOG Safety Program Contacts

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Camille Fountain
Senior Transportation Planner
cfountain@nctcog.org





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

September 24, 2021

Ms. Deborah Fischer Stout
President
Northern Flyer Alliance, Inc.
876 North Diane Drive
Olathe, KS 66061

Dear Ms. Stout:

Thank you for your recent request of the North Central Texas Council of Governments (NCTCOG) to support your efforts in extending and improving the Amtrak Heartland Flyer service currently operating between Fort Worth, Texas and Oklahoma City, Oklahoma. The Regional Transportation Council (RTC), policy board of NCTCOG in its role as the regional Metropolitan Planning Organization, support the proposed improvements to the Heartland Flyer as part of a national, interconnected rail system. This support has been shown for years in the region's metropolitan transportation plan, *Mobility 2045*, as well as through previous action in December 2007 to unanimously support the cities of Denton and Krum in their development of a new station on this Amtrak line, which we understand is a part of the improvements currently being considered for this corridor. Please see the enclosed January 2008 letter from the RTC to the City of Denton detailing this support.

The recommendations and policies in *Mobility 2045: The Metropolitan Transportation Plan for North Central Texas* support service expansion in the passenger rail transportation networks throughout the region, including Amtrak's Heartland Flyer service. This service would serve a critical link connecting the Dallas-Fort Worth metropolitan region to Oklahoma City and beyond.

Additionally, through previous coordination, a Memorandum of Understanding was developed between the Association of Central Oklahoma Governments and NCTCOG to cooperatively plan high-speed rail between the two regions. This partnership led to a successful study by the Texas Department of Transportation, entitled Texas-Oklahoma Passenger Rail Study, which analyzed future high and higher speed passenger rail corridors between the two states. This partnership and shared vision between the two regions serve as a common foundation to support improvements to the Amtrak's Heartland Flyer as proposed.

If you have any questions regarding the RTC's position on high-speed rail planning in the North Central Texas region or related to this letter of support for Amtrak improvements along the Heartland Flyer route, please contact me at (817) 695-9241.

Sincerely,

A handwritten signature in black ink that reads "Michael Morris". The signature is fluid and cursive, with the first name "Michael" and last name "Morris" clearly distinguishable.

Michael Morris, P.E.
Director of Transportation
North Central Texas Council of Governments

BW:cmg
Enclosure



Regional Transportation Council

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



January 9, 2008

Mr. Mark Nelson
Chief Transportation Officer
City of Denton
215 East McKinney
Denton, TX 76201

Dear Mr. Nelson:

On December 13, 2007, the Regional Transportation Council (RTC) unanimously approved support to the City of Denton and the City of Krum in their development of a new Amtrak rail station. The RTC agrees that this additional station would provide a northern access point to the Amtrak system and would fill a gap in service not covered by the other stations in Dallas, Fort Worth, or Cleburne.

Additionally, recommendations made in Mobility 2030: The Metropolitan Transportation Plan for the Dallas-Fort Worth Area, support inter-regional passenger rail service like that provided by Amtrak's Texas Eagle and Heartland Flyer routes. The pursuance of additional Amtrak stations in the region is consistent with the current metropolitan transportation plan.

You can count on the support of the RTC during your work to pursue this station location with Amtrak. If any assistance in this effort is needed, please contact Michael Morris at (817) 695-9240.

Sincerely,

T. Oscar Trevino Jr., P.E.
Chair, Regional Transportation Council
Mayor, City of North Richland Hills

CE:cmg

**RESOLUTION REAFFIRMING SUPPORT FOR INTERCITY PASSENGER RAIL ALONG THE
I-20 CORRIDOR BETWEEN THE DALLAS-FORT WORTH REGION AND THE ATLANTA,
GEORGIA REGION**

(R22-01)

WHEREAS, the North Central Texas Council of Governments (NCTCOG) is designated as the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth Metropolitan Area by the Governor of Texas in accordance with federal law; and,

WHEREAS, the Regional Transportation Council (RTC), comprised primarily of local elected officials, is the regional transportation policy body associated with the North Central Texas Council of Governments, and has been and continues to be the regional forum for cooperative decisions on transportation; and,

WHEREAS, a joint Memorandum of Understanding on coordinated planning for future passenger rail service between the North Central Texas Region and the East Texas Region was signed on August 7, 2007; and,

WHEREAS, NCTCOG continues to coordinate with the I-20 Corridor Council, a non-profit organization and multi-state coalition, comprised elected officials and other stakeholders along the I-20 corridor, working to establish a passenger rail connection between Dallas-Fort Worth and Atlanta, Georgia, and ultimately connecting to the East Coast; and,

WHEREAS, The North Central Texas region has been identified as a potential hub for passenger rail routes serving distant regions and this Amtrak service coexists with the region's long-range transportation plan, Mobility 2045: The Metropolitan Transportation Plan for North Central Texas; and,

WHEREAS, in December 2021, Amtrak and Canadian Pacific Railway entered into an agreement to participate in a joint study with the goal of the introduction of an Amtrak train route between Dallas, Texas and Meridian, Mississippi, pending US Surface Transportation Board approval of Canadian Pacific's acquisition of Kansas City Southern Railway; and,

WHEREAS, the proposed I-20 corridor passenger rail project would not only provide an east-west connection between two of the nation's fastest-growing urban mega-regions, Dallas-Fort Worth with 7.5 million in population and the greater Atlanta region with 6 million in population, but would also connect the rural communities and smaller cities along the route.

NOW, THEREFORE, BE IT HEREBY RESOLVED THAT:

Section 1. The RTC reaffirms its support for a passenger rail connection between the Dallas-Fort Worth region and Atlanta, Georgia region along the I-20 corridor.

Section 2. NCTCOG will continue planning for future passenger rail service along the I-20 corridor.

Section 3. This resolution shall be in effect immediately upon its adoption.



Dr. Theresa Daniel, Chair
Regional Transportation Council
Dallas County Commissioner

I hereby certify that this resolution was adopted by the Regional Transportation Council of the North Central Texas Council of Governments for the Dallas-Fort Worth Metropolitan Area on March 10, 2022.



Cary Moon, Secretary
Regional Transportation Council
Councilmember, Fort Worth



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

August 22, 2022

Amit Bose
Administrator
Federal Railroad Administration
1200 New Jersey Avenue, SE
Washington, DC 20590-0001

Dear Administrator Bose:

The North Central Texas Council of Governments (NCTCOG) and the Regional Transportation Council (RTC) would like to submit the high-speed passenger rail corridor along, or near, IH 30 between Dallas and Fort Worth for consideration in the Corridor Identification and Development Program, as published in the Federal Railroad Administration's (FRA's) May 13, 2022, Federal Register notice: **Docket No. FRA-2022-0031**.

The NCTCOG Transportation Department serves as the Metropolitan Planning Organization (MPO) for the 12-county Dallas-Fort Worth metropolitan area, with the RTC serving as the MPO's policy body. As the MPO, we work closely with regional, state, and federal partners to plan transportation projects that will increase mobility, improve air quality, and encourage more efficient land use.

The DFW region has grown to over eight million in population and is currently the fourth largest metropolitan area in the country, with the proposed corridor connecting the ninth and 13th largest cities in the nation. A high-speed transportation network between Dallas and Fort Worth is the vital missing piece of a larger planned, high-speed passenger transportation system in Texas. Specifically, the project would provide a link between the proposed high-speed rail service between Dallas and Houston on the east and high-speed passenger services linking Fort Worth to Austin, San Antonio, and on to south Texas on the west, ultimately connecting the major metropolitan areas of the Texas Triangle.

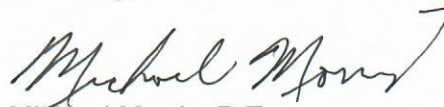
NCTCOG initiated the Dallas-Fort Worth High-Speed Transportation Connections Study in the spring of 2020 to evaluate high-speed transportation between Dallas and Fort Worth, with the goal of connecting to other proposed high-performance passenger systems in the state and enhancing the Dallas-Fort Worth regional transportation system. Working closely with the FRA, the Federal Transit Administration, transportation agencies, stakeholders, and the community, 43 alignments and five technologies were initially studied in the 230-square mile study area. This first phase of the study concluded in 2021 and was approved by the RTC. High-speed rail was selected as the preferred mode, and a route in the IH 30 corridor was recommended to be further evaluated through the preparation of a National Environmental Policy Act process and preliminary engineering.

August 22, 2022

The Dallas-Fort Worth High-Speed Transportation Connections corridor endpoints connect to 200 miles of local and regional rail, providing connectivity to historically unserved, underserved, low-income, suburban, and rural communities throughout North Texas. The integrated connectivity of this multi-modal network creates mutual benefit for all rail services within the region, enhancing regional equity and geographic diversity of intercity rail service.

The RTC and NCTCOG are pleased to have the opportunity to submit an expression of interest for the Dallas to Fort Worth high-speed passenger rail corridor and look forward to working with the FRA on the development of future rail corridors. For additional information or questions, please contact me at (817) 695-9241 or mmorris@nctcog.org.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael Morris", with a stylized flourish at the end.

Michael Morris, P.E.
Director of Transportation
North Central Texas Council of Governments

RG:kw



125 EAST 11TH STREET, AUSTIN, TEXAS 78701-2483 | 512.463.8588 | WWW.TXDOT.GOV

October 5, 2022

The Honorable Amit Bose
Administrator
Federal Railroad Administration
U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

Dear Administrator Bose:

The Texas Department of Transportation (TxDOT) supports stakeholder interest in considering federal funding options for conventional intercity passenger rail expansion. Please accept this letter of interest filed in response to docket number FRA-2022-0031. In addition to the September 8, 2022, letter from the Texas, Oklahoma, and Kansas Departments of Transportation supporting the Heartland Flyer extension, we appreciate the opportunity to offer expressions of interest to determine the potential viability of service expansion on the corridors listed below:

- Additional train sets on the Heartland Flyer between Oklahoma City Amtrak Station to Fort Worth Central Station.
- Additional train sets on existing Texas Eagle and Sunset Limited routes between Houston Amtrak Station, Amtrak Station San Antonio, and Eddie Bernice Johnson Union Station in Dallas.
- Renewed intercity service between Eddie Bernice Johnson Union Station in Dallas and Houston Amtrak Station.
- New and enhanced, conventional intercity service options studied in the Texas-Oklahoma Passenger Rail Study that would include connecting Amtrak Station San Antonio to the Rio Grande Valley.
- New service east of Marshall, TX connecting the Eddie Bernice Johnson Union Station in Dallas to the Meridian, Mississippi Union Station.

I respectfully request consideration of these corridors through the Corridor Identification Program and look forward to working with your team in the coming years. If you have any questions, please call me at (512) 305-9515, or you or your staff may contact Jeff Davis, Director, Rail Division Director at Jeffrey.Davis@txdot.gov or (512) 927-9648.

Sincerely,

Marc D. Williams P.E.
Executive Director

cc: Brandye Hendrickson, Deputy Executive Director, Planning and Programming
Caroline Mays, Director, Planning and Modal Programs
Jeffrey Davis, Director, Rail Division



NCTCOG PRESENTATION

FEDERAL RAILROAD ADMINISTRATION GRANT PROGRAMS

Brendon Wheeler |
Surface Transportation Technical Committee 2.24.2023

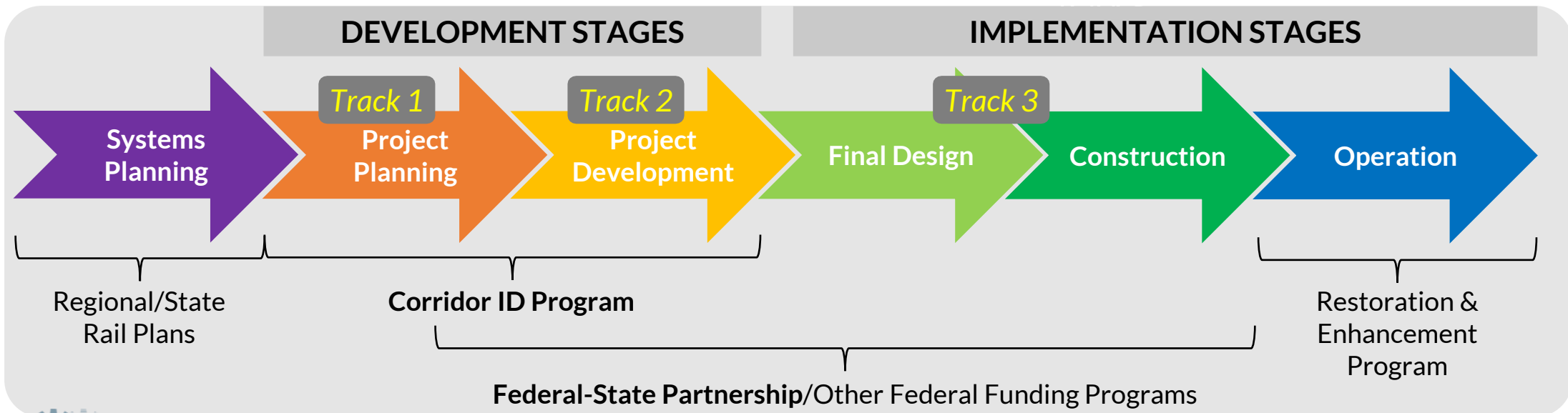
Federal Railroad Administration Grant Programs

Corridor Identification and Development (ID) Program creates foundational framework for identifying and developing new or improved intercity passenger rail services, setting up a **PIPELINE** of projects.

- *Step 1: Corridor Development Initiation*
- *Step 2: Service Development Planning*
- *Step 3: Project Planning/Development*

Federal-State Partnership (FSP) Intercity Passenger Rail Program advances project development and **FUNDS** capital rail projects for new, expanded, or improved intercity passenger rail service, with preference for capital projects progressed from Corridor ID Program.

- *Track 1: Project Planning*
- *Track 2: Project Development*
- *Track 3: Final Design/Construction*



Corridor Identification and Development (ID) Program

Funding Availability

\$1.8 Billion

FY2022-2026 Overall

Corridor ID Steps:

1. Service Development Plan (SDP) Initiation/Scoping
2. SDP Preparation/Approval
3. Project Development

Cost Sharing (Federal)

100%

– Step #1

Up to 90%

– Step #2

Up to 80%

– Step #3

Maximum Award

\$500,000

– Step #1

No Maximum

– Step #2 (TBD)

No Maximum

– Step #3 (TBD)

Other Details

Letters of Interest:

Previously requested by Federal Railroad Administration (FRA) when Corridor ID was established & published in the Federal Register on May 13, 2022.

Applicant Eligibility

1. Amtrak
2. State/Territorial Government (or political subdivision)
3. Groups of States
4. Tribal Government (or political subdivision)
5. Regional Passenger Rail Authorities
6. Interstate Compact Entities

No application limit per agency

Project Eligibility

Eligible

1. Short-distance (≤ 750 miles) intercity passenger services
2. Restoring route service formerly operated by Amtrak
3. Increasing frequencies of long-distance service

Ineligible

1. Commuter rail
2. Intercity passenger rail segment not functional as stand-alone intercity corridor
3. Technology under development, but not yet proven



Federal-State Partnership (FSP) Intercity Passenger Rail Program

Funding Availability

\$4.6 Billion

FY22 & FY23 FSP Program

\$12 Billion

(at least for National program)

FY2022-2026 FSP
Program – Bipartisan
Infrastructure Law (BIL)

Cost Sharing (Federal)

80%

– All FSP “Tracks”

FSP “Tracks”:

1. Project Planning
2. Project Development
3. Final Design/Construction

Min/Max Award & Type

No Min/Max

– All

Single/Multiple Year Awards

1. Letters of Intent
2. Phased Funding Agreement

Applicant Eligibility

1. Amtrak
2. State/Territorial Government (or political subdivision)
3. Groups of States
4. Tribal Government (or political subdivision)
5. Regional Passenger Rail Authorities
6. Interstate Compact Entities

No application limit per agency; projects preferred where Amtrak is NOT sole applicant

Project Eligibility

1. Replace, rehabilitate, or repair intercity passenger rail infrastructure, equipment, or facilities
2. Improve intercity passenger rail performance (reduced trip time/congestion; increased service/speed/reliability; electrification)
3. Expand or establish new intercity passenger rail (including high-speed rail and other applicable intercity passenger rail options)
4. Group of related projects listed above
5. Planning, environmental studies, and final design for project(s)/group(s) listed above



FRA's Corridor ID Program

Intercity Passenger Rail Corridor (Amtrak)

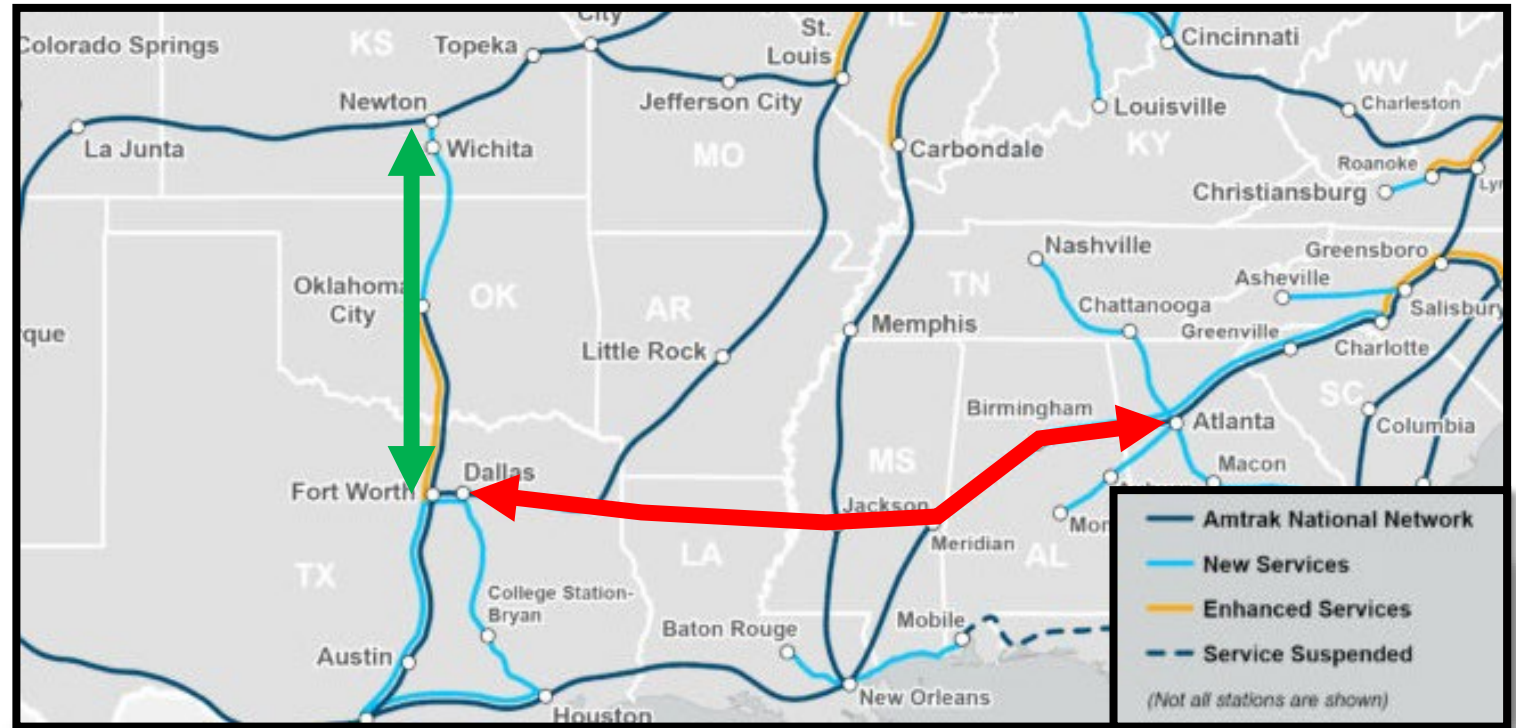
Heartland Flyer

RTC Letters of Support in 2008
and 2021

Dallas-Fort Worth to Atlanta

RTC Resolution (R22-01)
reaffirmed corridor support in
March 2022

Expressions of Interest submitted for both corridors to FRA
by others (including TxDOT)



Amtrak Connects Us Map (April 2, 2021)



FRA's Corridor ID Program

Fort Worth to Houston High-Speed Rail Corridor



High-Speed Rail

(Fort Worth to Dallas + Dallas to Houston)

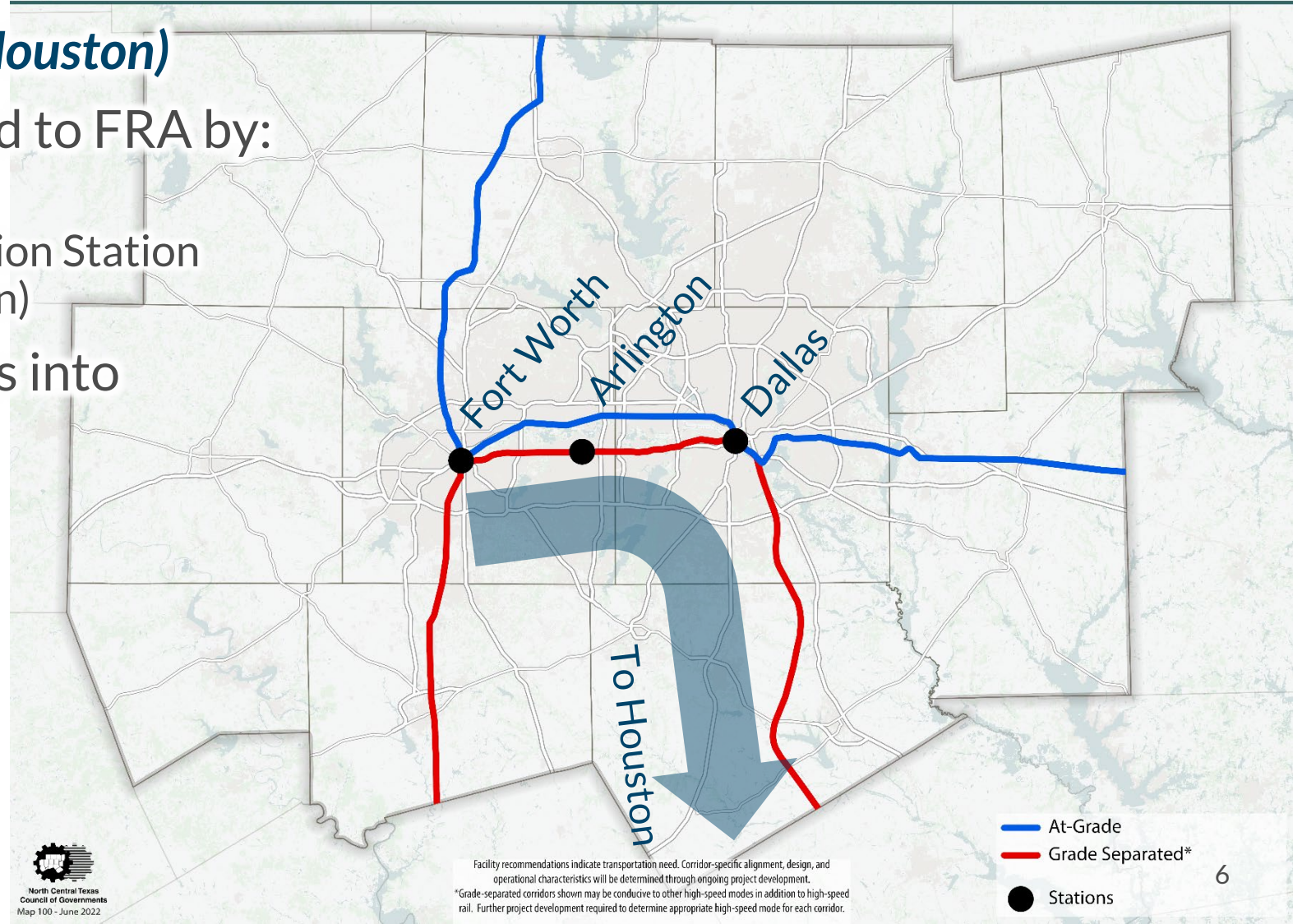
Expressions of Interest submitted to FRA by:

- NCTCOG (Dallas to Fort Worth)
- TxDOT (Eddie Bernice Johnson Union Station in Dallas to Houston Amtrak Station)

Desire to combine both segments into one corridor

Primary Applicant:

- Amtrak?
- NCTCOG?



FRA Grant Programs



North Central Texas
Council of Governments
Map 100 - June 2022

FRA's FSP Intercity Passenger Rail Program

Fort Worth to Houston High-Speed Rail



High-Speed Rail

Integrated corridor through FRA's Corridor ID Program registers Fort Worth to Dallas and Dallas to Houston as one high-speed rail corridor

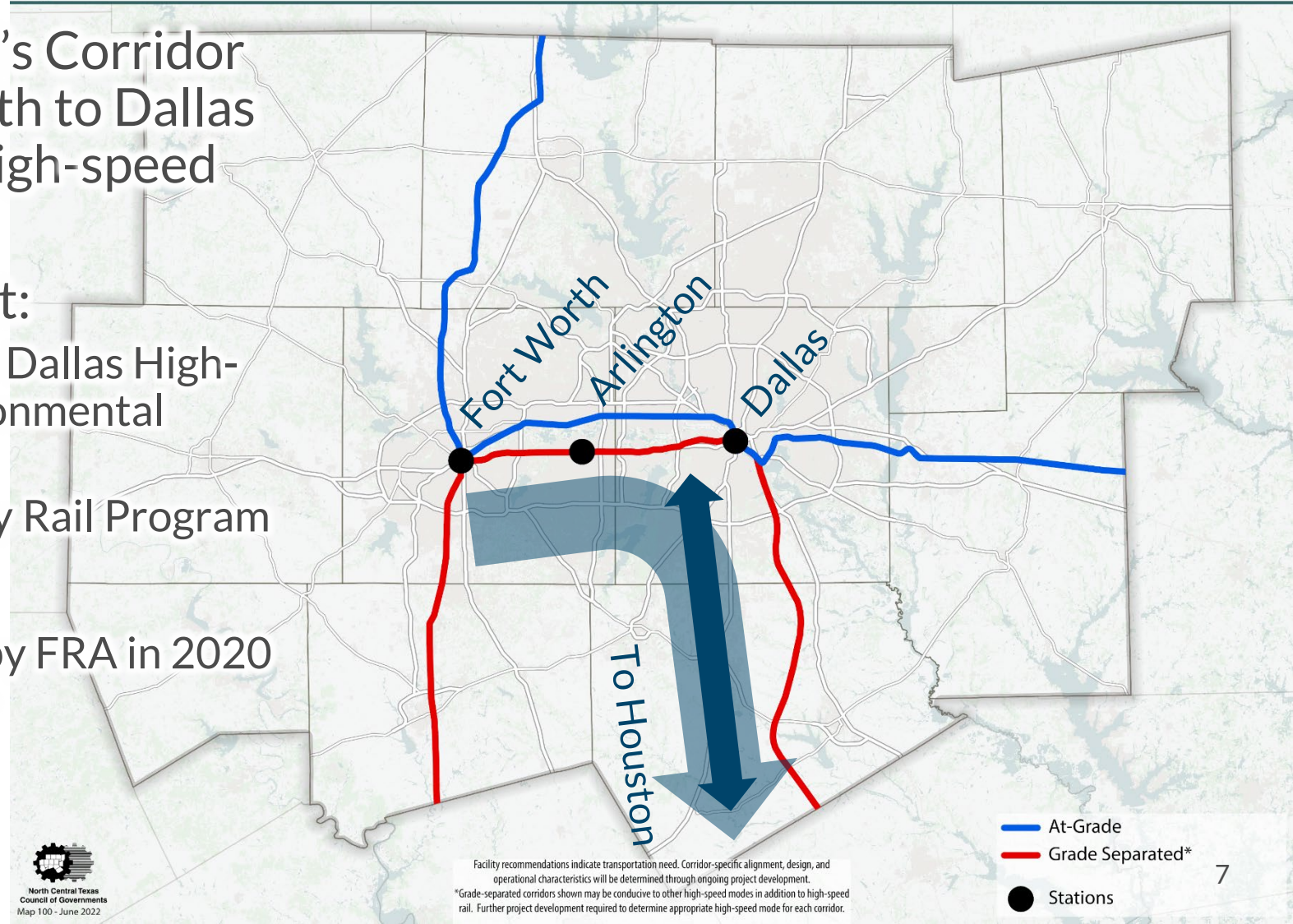
Fort Worth to Dallas HSR Segment:

NCTCOG advancing Fort Worth to Dallas High-Speed Rail through federal environmental process

Segment not ready for FSP Intercity Rail Program

Dallas to Houston HSR Segment:

Corridor environmentally cleared by FRA in 2020
Candidate corridor – who submits?



FRA Grant Programs

Requested STTC Endorsement Action

Corridor ID Program:

(Application Deadline: March 27, 2023)

Fort Worth to Houston High-Speed Rail

- Coordinate with Amtrak and TxDOT on integrated corridor application
- Primary Applicant: Amtrak (preferred) or NCTCOG

Dallas-Fort Worth to Atlanta (Amtrak)

- Support primary application by others
- Provider letter of support

Heartland Flyer (Amtrak)

- Support primary application by others
- Provider letter of support

Federal-State Partnership Intercity Passenger Rail Program:

(Application Deadline: April 21, 2023)

Dallas to Houston High-Speed Rail

- Support application by others (Amtrak?)
- Provide letter of support

Dallas-Fort Worth to Atlanta (Amtrak)

- Support primary application by others
- Provider letter of support



Contact Us



Dan Lamers, P.E.
Senior Program Manager
dlamers@nctcog.org
817-695-9263



Brendon Wheeler, P.E.
Program Manager
bwheeler@nctcog.org
682-433-0478



Rebekah Gongora
Communications Manager
rgongora@nctcog.org
682-433-0477



CHANGING MOBILITY

**DATA, INSIGHTS, AND DELIVERING INNOVATIVE
PROJECTS DURING COVID RECOVERY**

**Surface Transportation Technical Committee
February 2023**

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

TRAVEL BEHAVIOR BY MODE



Bicycle/Pedestrian (+4%, Nov)

Toll Road (+4%, Oct)

Airport Passengers (+2%, Nov)

Freeway Volumes (+1%, Dec)

0

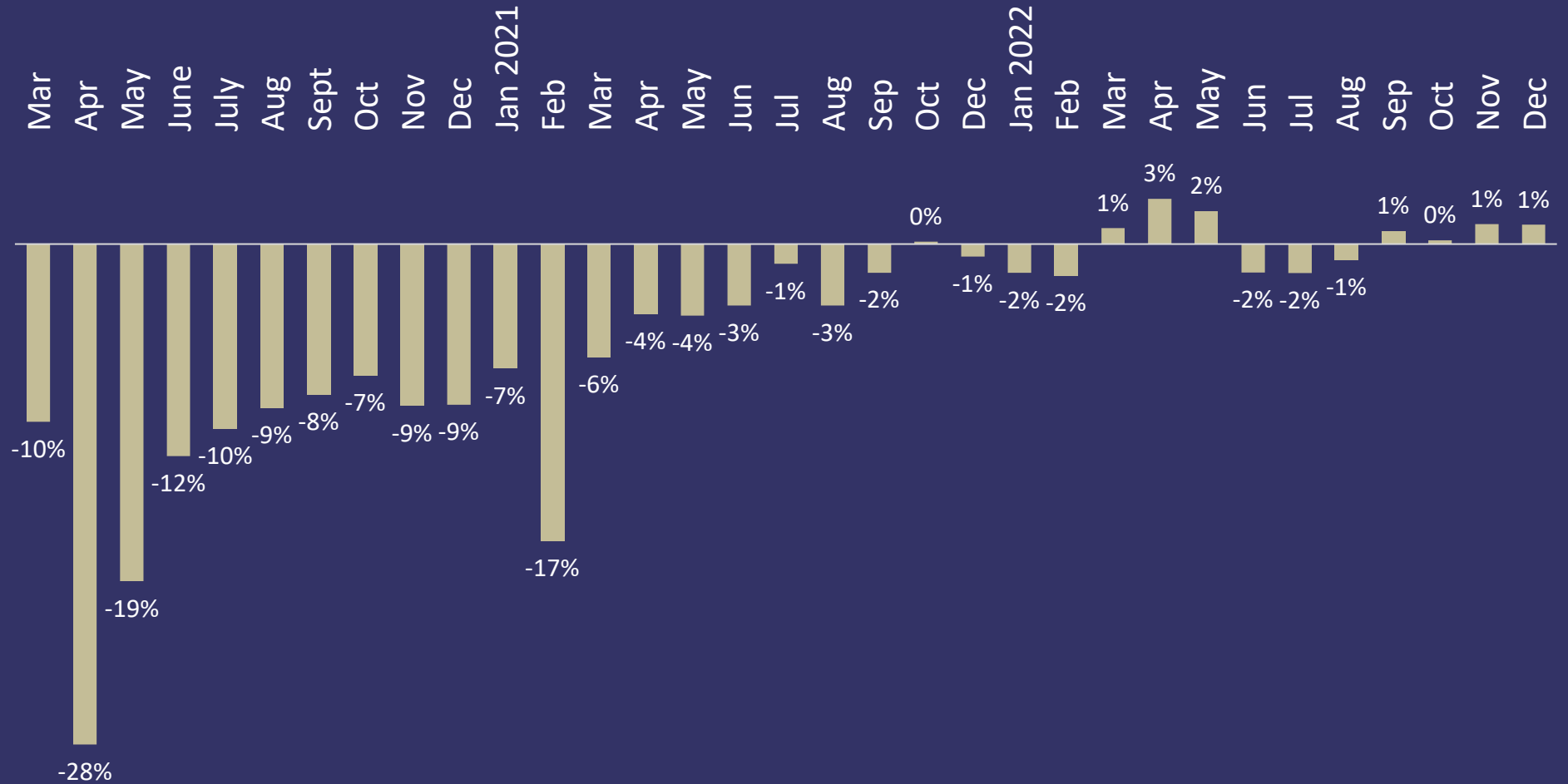
Transit Ridership (-36%, Dec)



ROADWAY TRENDS

Average
Weekday
Freeway
Volumes

Traffic Decrease vs Baseline



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

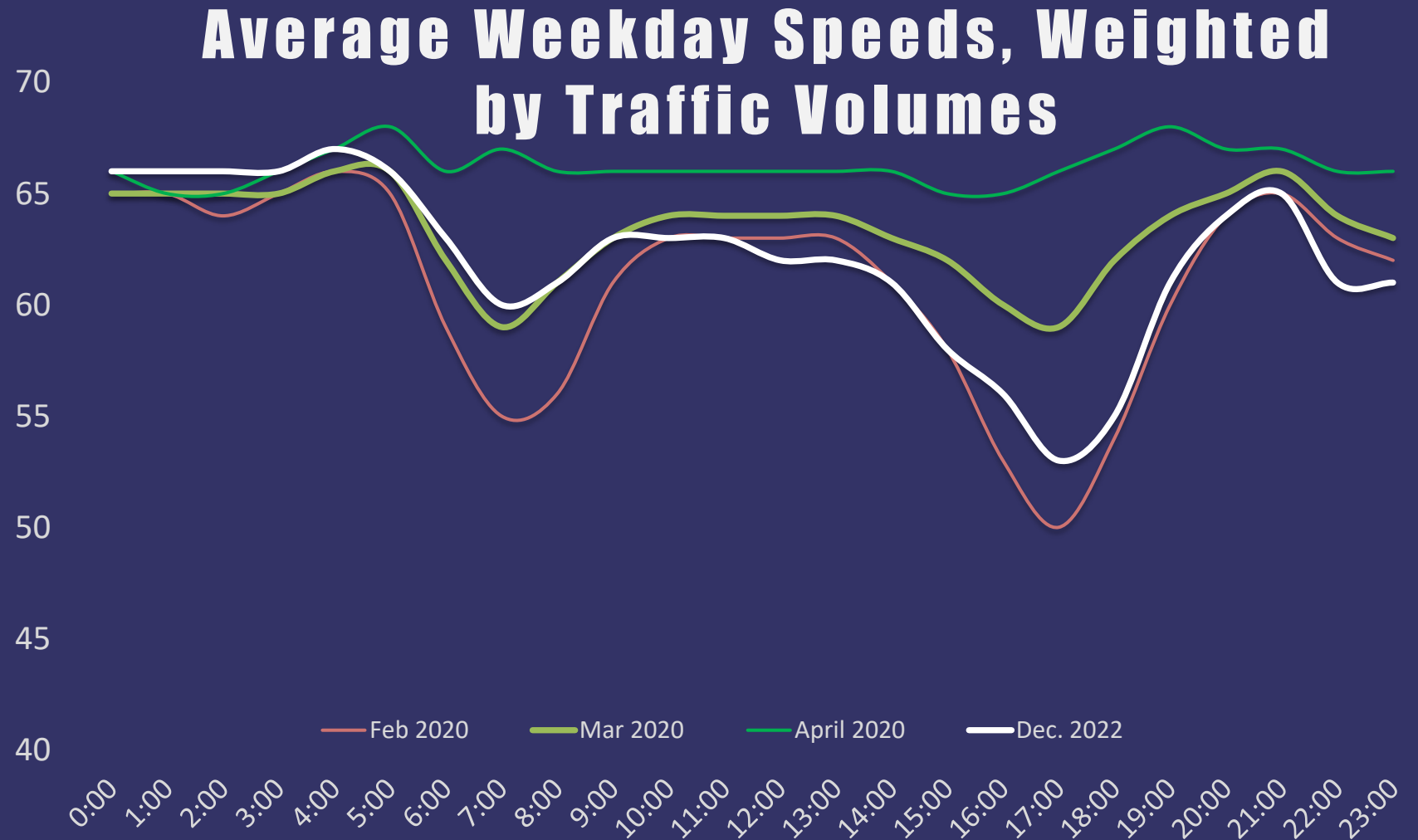
Note: Baseline is March 2019-February 2020.

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

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

ROADWAY TRENDS

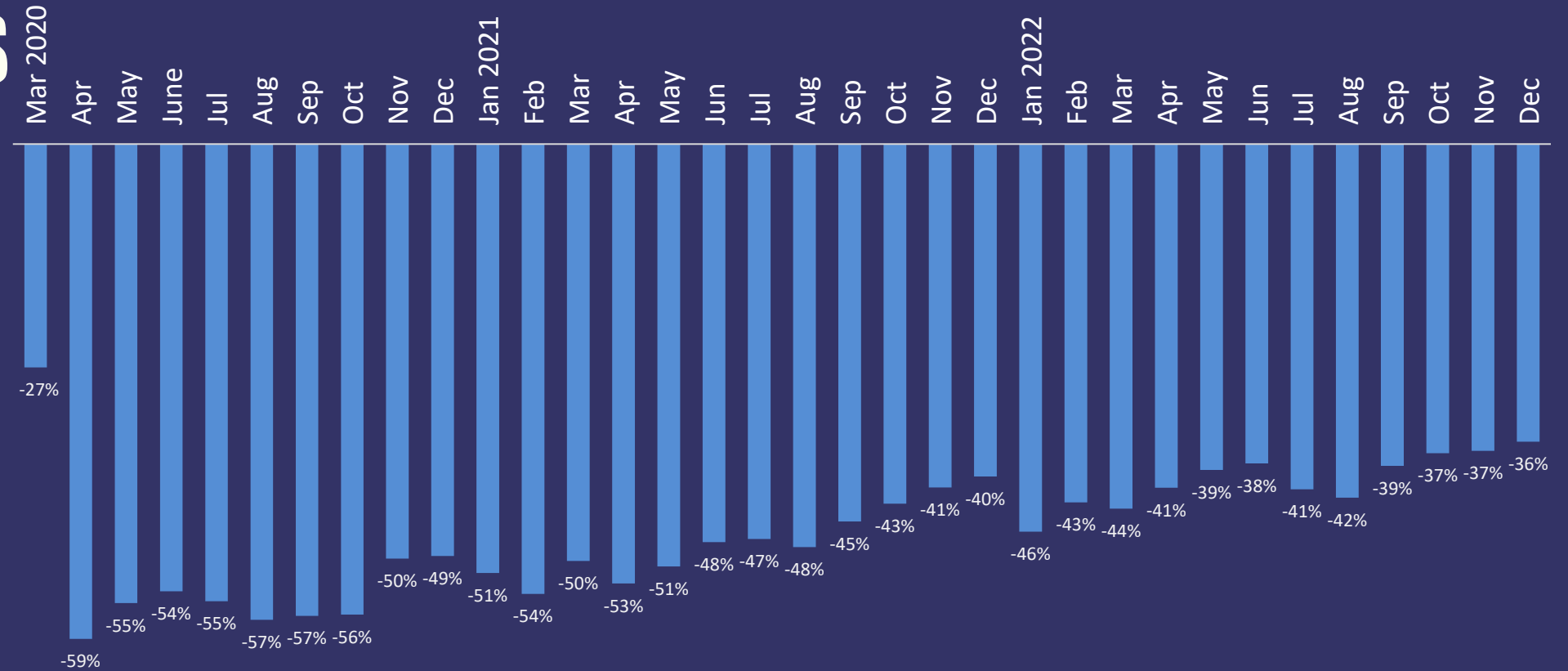
Regional Average
Freeway Speeds



TRANSIT IMPACTS

Weekday
Ridership

Passenger Decrease vs Baseline



Source: DART, DCTA, and Trinity Metro

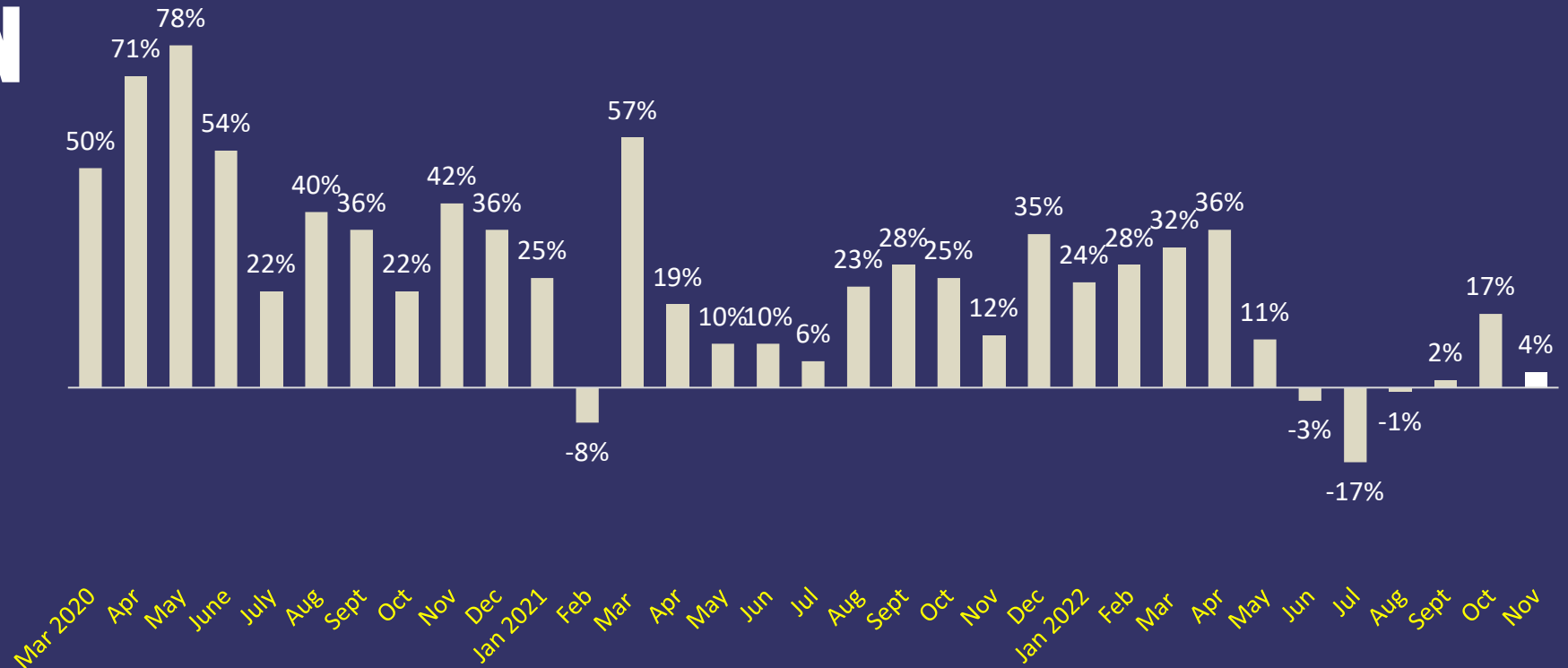
Note: Baseline is March 2019-February 2020.

Note: Transit ridership impacted in Feb 2021 by week-long winter storm.

BICYCLE AND PEDESTRIAN IMPACTS

Trail Counts

Increase in Full Week Trail Usage vs Baseline



Source: NCTCOG - collected at sites located in Plano, North Richland Hills, Denton, Dallas, Fort Worth, and Allen

Note: Baseline is March 2019-February 2020; No adjustments for weather were applied.

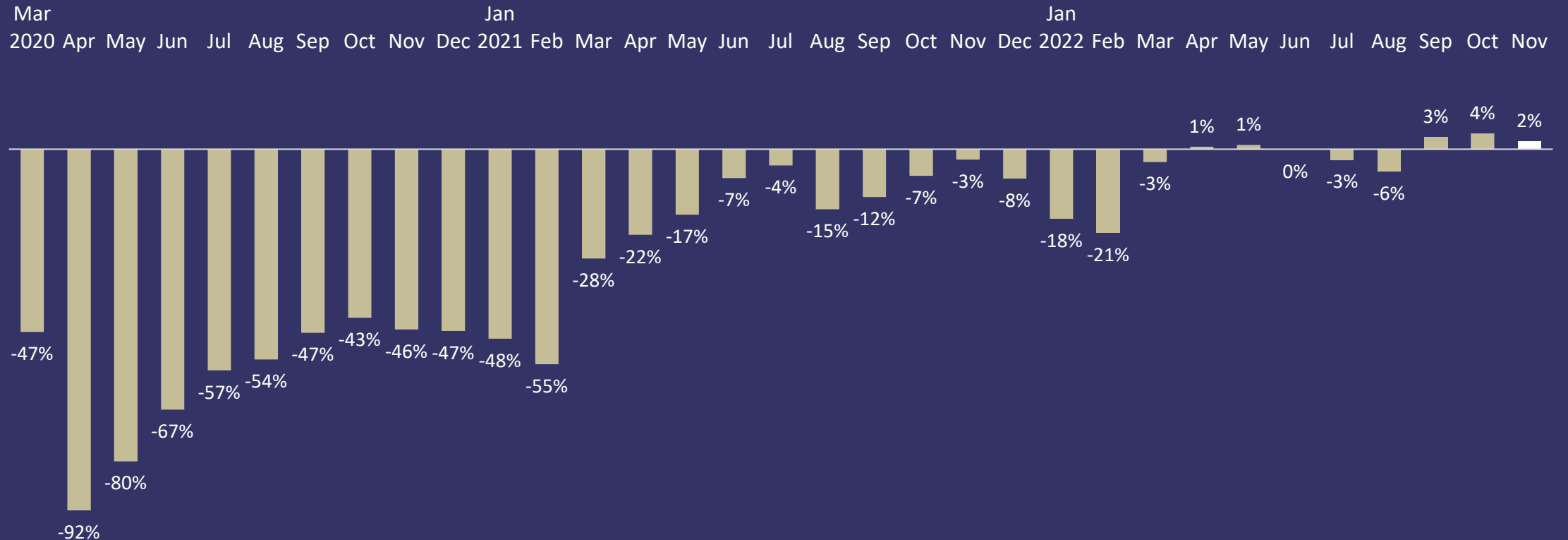
Note: Trail usage impacted in Feb 2021 by week-long winter storm.

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

AIRPORT TRENDS

Passengers

Change in Airport Passengers vs Baseline



Source: Dallas Love Field and DFWIA websites

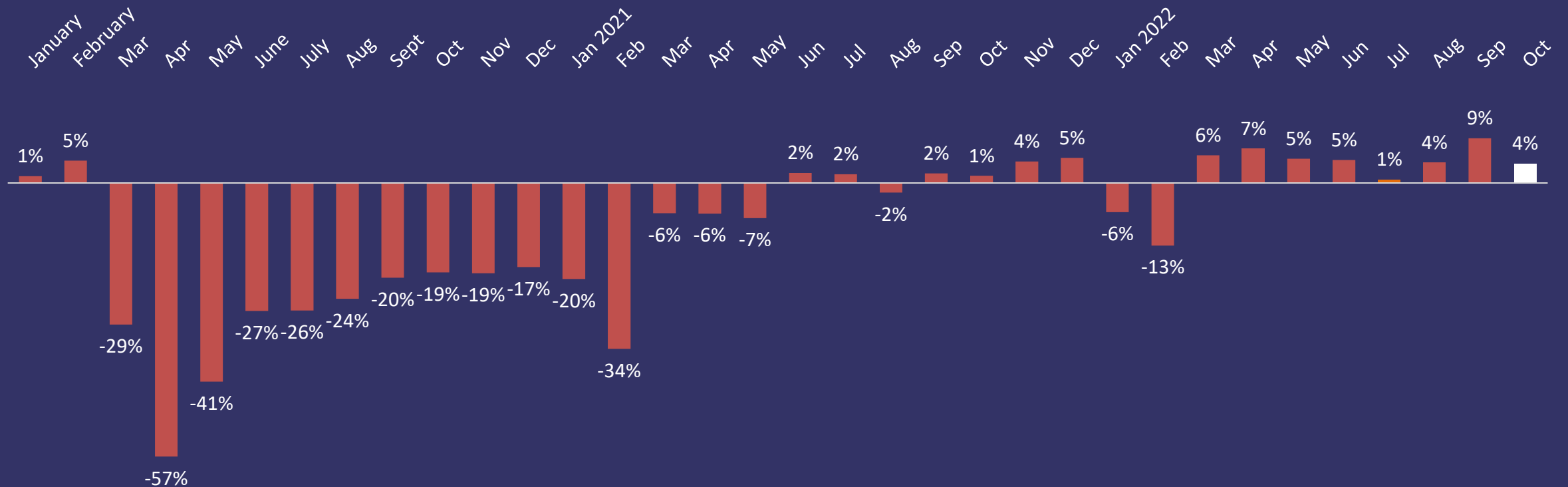
Note: Baseline is March 2019-February 2020.

Note: Airlines experienced many flight cancellations in Dec. 2021 due to omicron variant affecting staff.

FUNDING IMPACT

NTTA Transactions

Change in Tollway Transactions vs Baseline



Source: NTTA

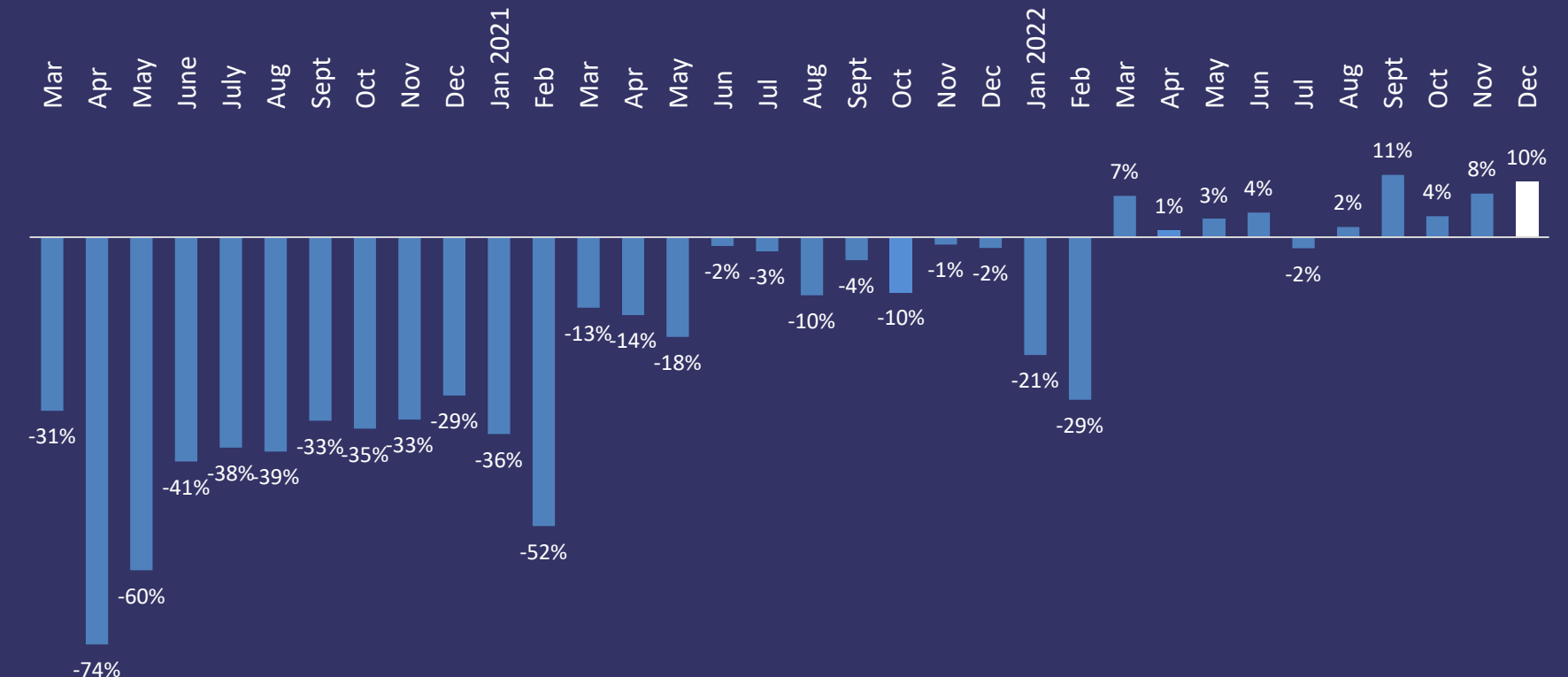
Notes: Baseline is March 2019-February 2020.

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

FUNDING IMPACT

I-35E TEXpress Lane Transactions

Change in Transactions vs Baseline

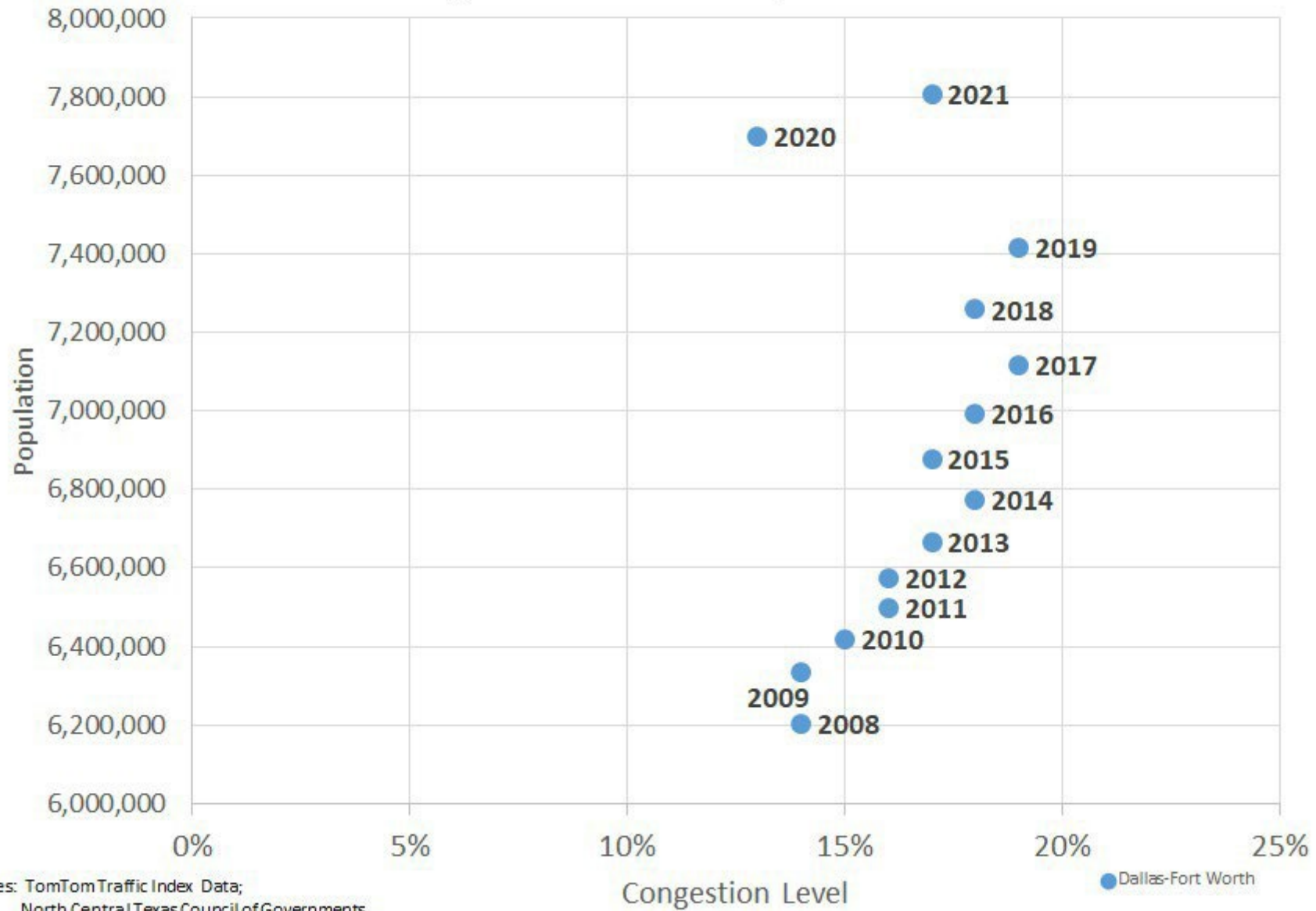


Source: TxDOT

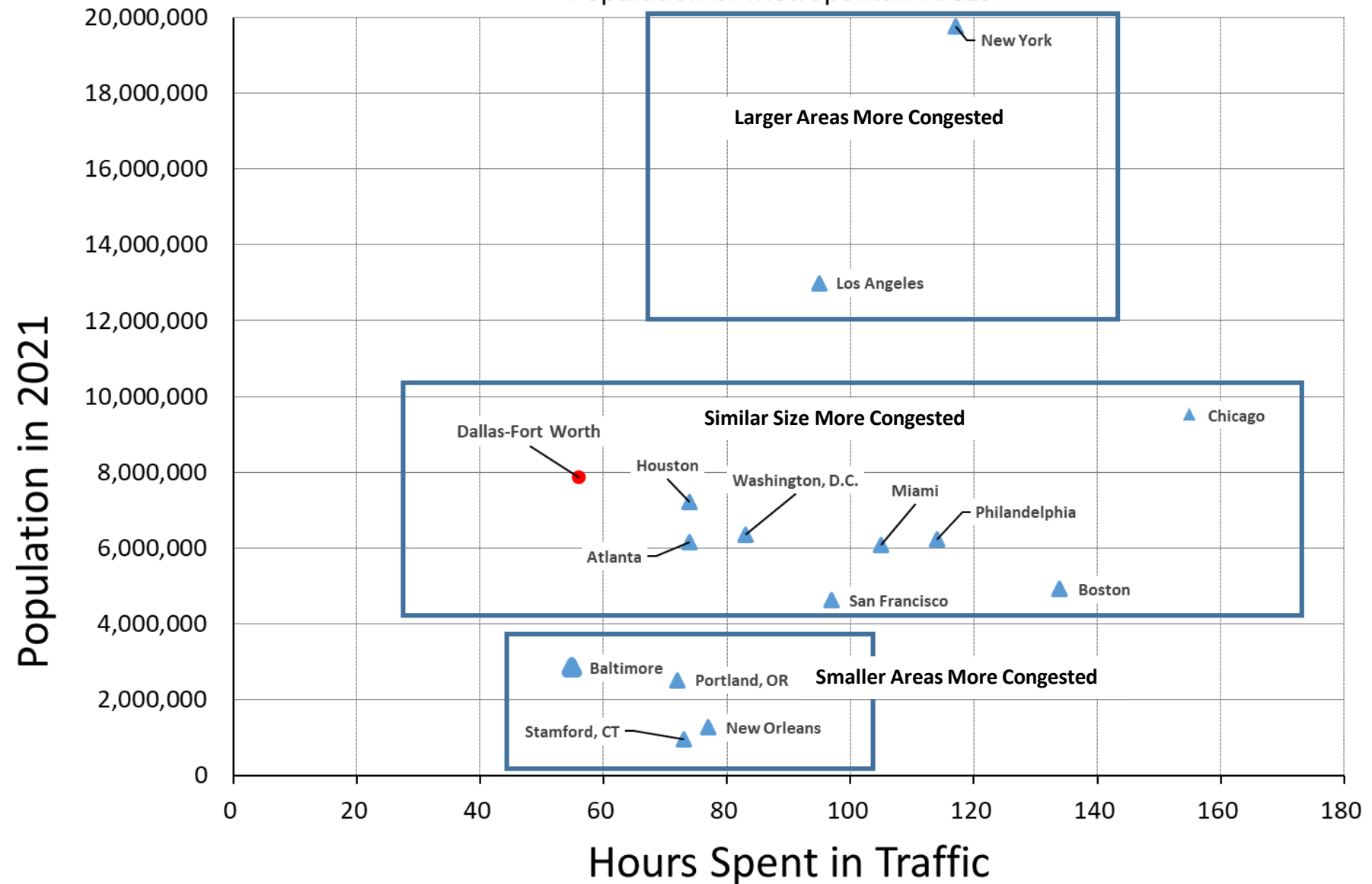
Note: Baseline is March 2019-February 2020.

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

Dallas-Fort Worth Congestion Levels and Population



15 Most Congested Regions Comparison of Hours Spent in Traffic and Population of Metropolitan Areas





Optimized Freight Movement Project

Regional Transportation Council

September 10, 2020

Thomas J. Bamonte

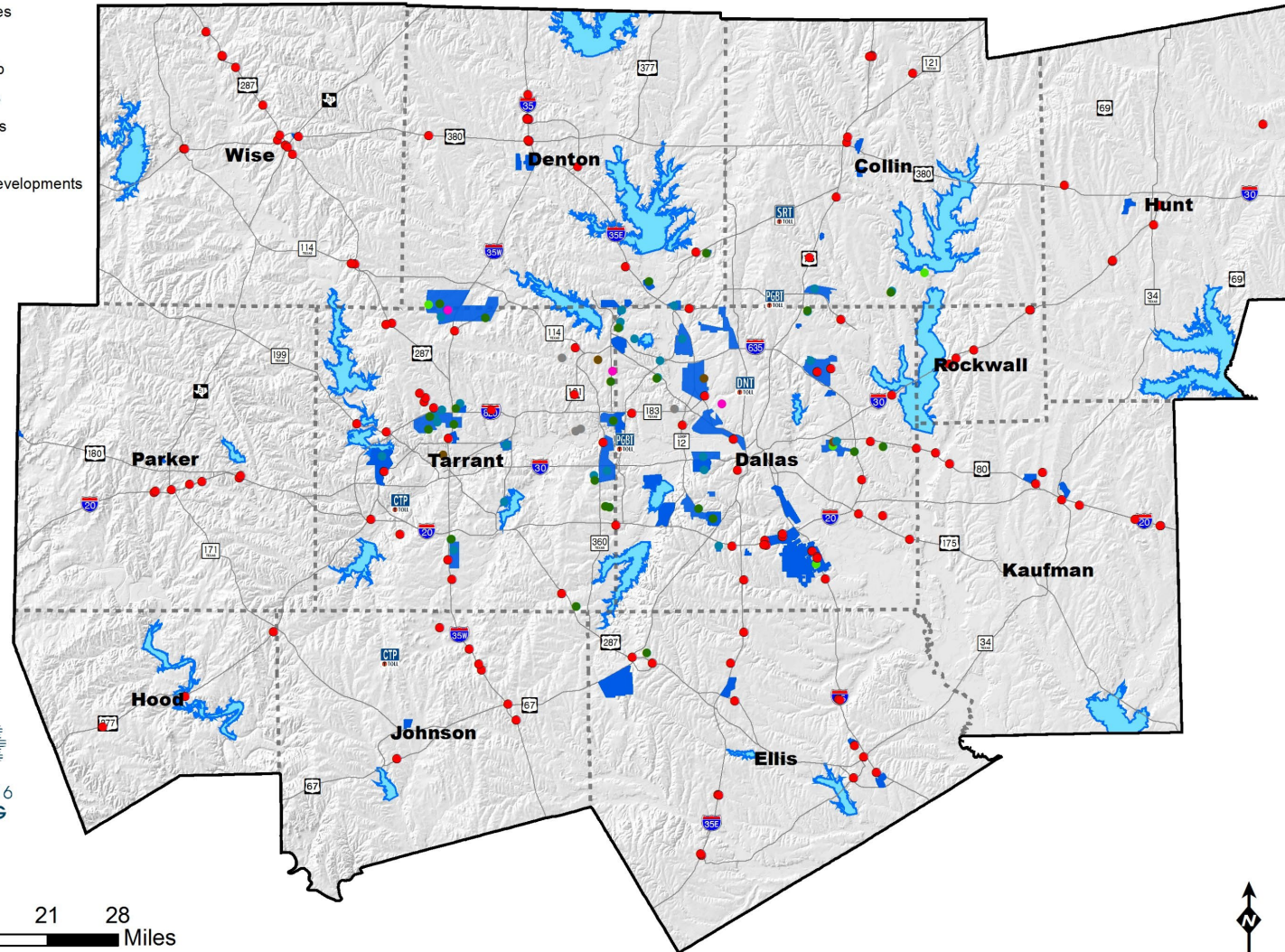
Senior Program Manager, Automated Vehicles



North Central Texas Major Freight Facilities

Legend

- Truck Stops
- Foreign Trade Zones
- Industrial Parks
- Parcel Delivery Hub
- Pipelines Terminals
- Intermodal Facilities
- Major Airports
- Freight Oriented Developments



0 3.5 7 14 21 28
Miles

DFW, an inland port

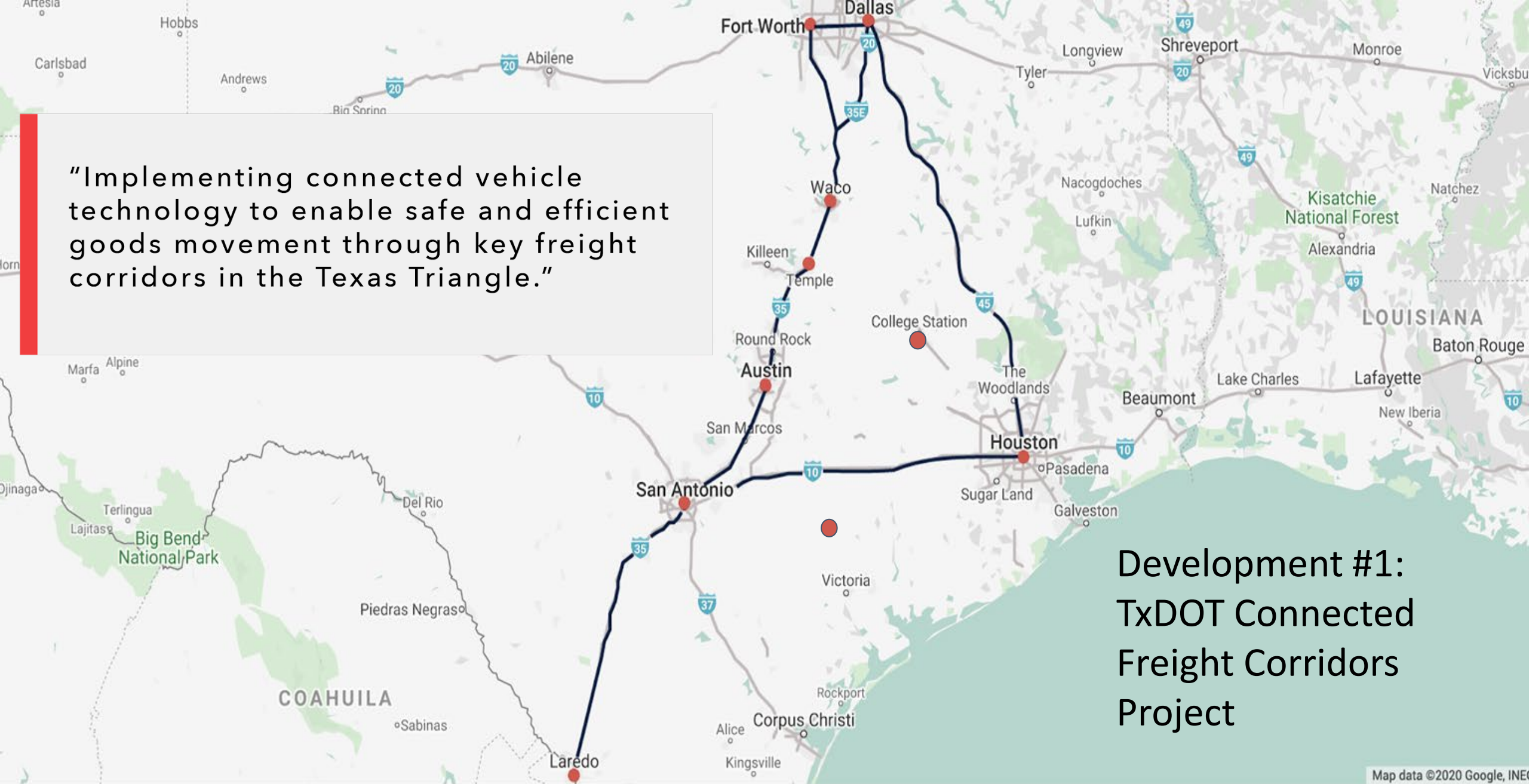
Freight hubs linked to
expressways

Connections signaled

Optimizing truck flow =
opportunity

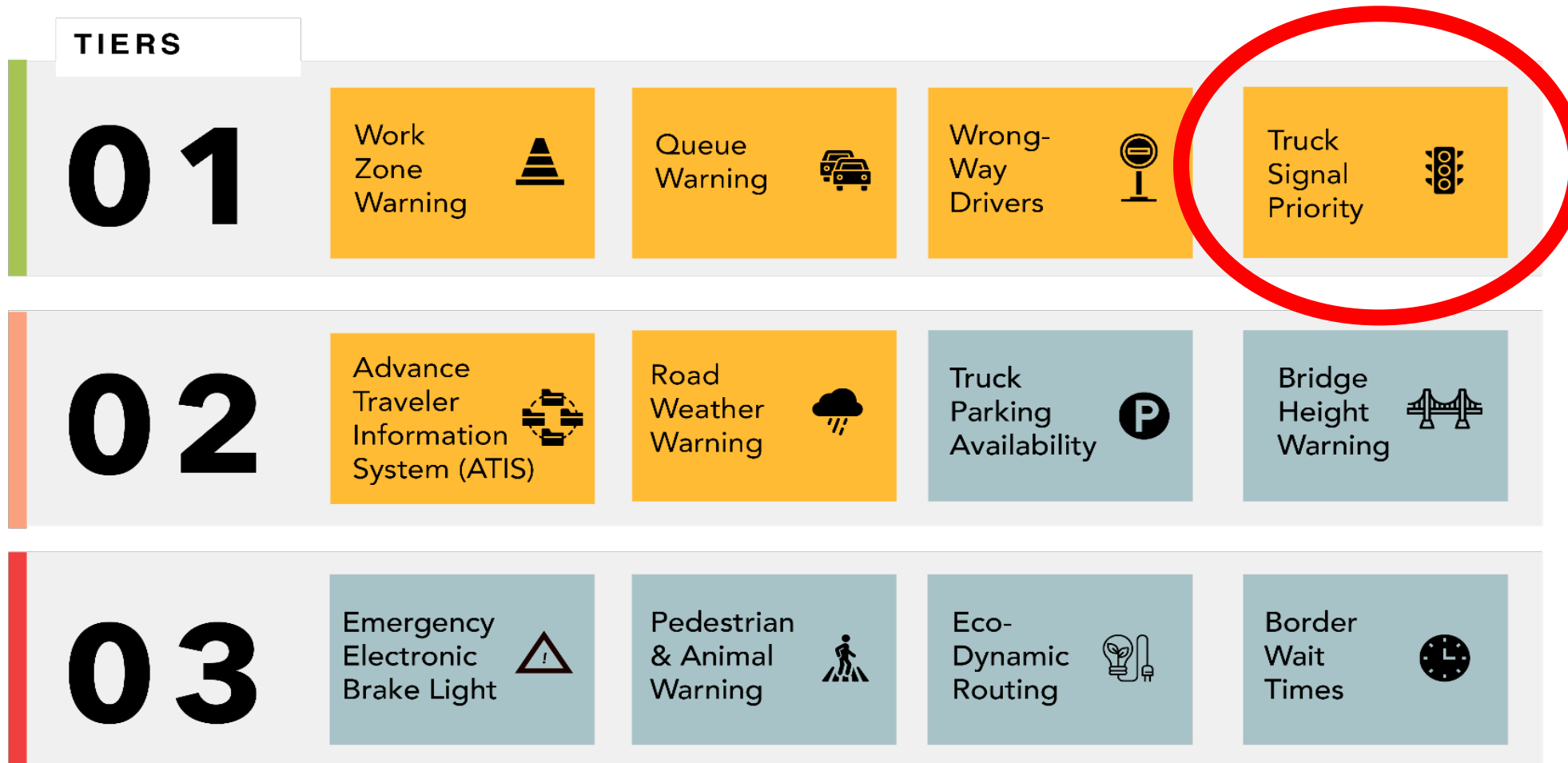
Truck Travel Time
Reliability (PM3) Support

"Implementing connected vehicle technology to enable safe and efficient goods movement through key freight corridors in the Texas Triangle."



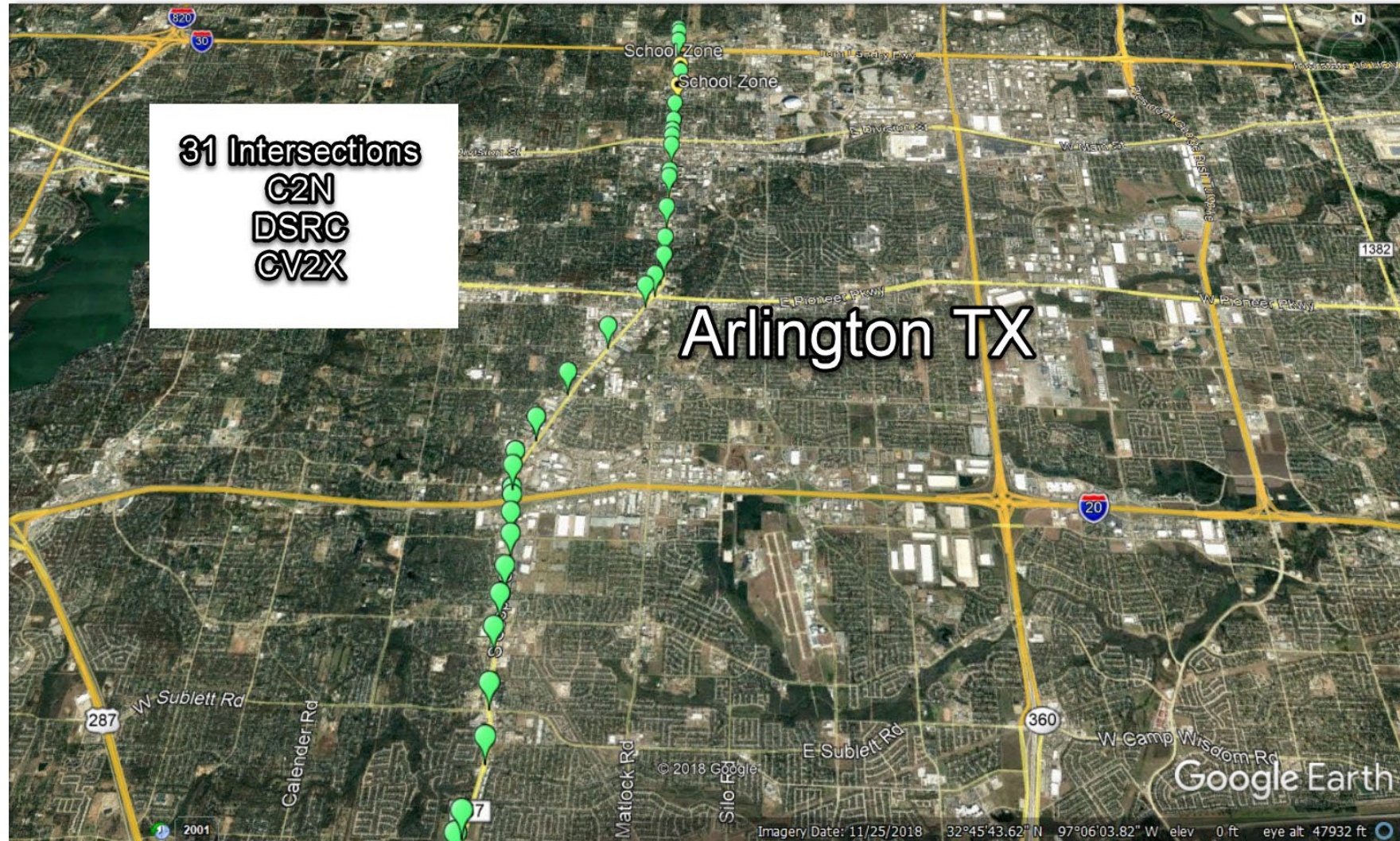
Development #1:
TxDOT Connected
Freight Corridors
Project

Optimization = Freight Industry Priority



 = Highlighted applications are prioritized for development

Development #2: Arlington Connected Vehicle Corridor



Development #3: Georgia Regional Connected Vehicle Program (and other such programs)



- Collaboration between GDOT & Atlanta MPO
- 1000+ intersections
- Dual mode
- Freight priority application
- Recent Request for Proposal



Optimized Freight Movement Project Elements

1. Technology to optimize the flow of trucks from hubs to expressways
2. Benefit-cost analysis to identify where tech will do the most good:
 - Truck travel time savings
 - Improved traffic flow
 - Public health
 - Any adverse impacts—e.g., cross-traffic delay
 - Compare with alternative solutions—e.g., signal retiming
3. Coordination with local agencies/freight industry
4. Monitor performance and adapt

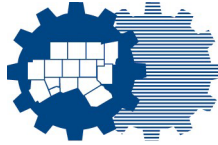
Action Requested

Approval of:

1. \$5 million for Optimized Freight Movement project (\$200K RTC Local, remainder federal; RTC Transportation Development Credits); and
2. Staff to administratively amend the TIP/STIP and other planning documents as required to effectuate the project.

Contact

Thomas J. Bamonte
Senior Program Manager,
Automated Vehicles
tbamonte@nctcog.org
Twitter: @TomBamonte



North Central Texas Council of Governments

TO: County Judges
City Managers

DATE: February 10, 2023

FROM: Thomas Bamonte
Senior Program Manager
Technology and Innovation

SUBJECT: North Central Texas Council of Governments Freight Optimization Project:
Input Opportunity

The North Central Council of Governments (NCTCOG) is implementing a project approved by the Regional Transportation Council to optimize traffic flow through signalized intersections by helping freight vehicles minimize their stops at red lights. The project requires no new equipment in freight vehicles or in the roadway. The project will be implemented across 500 intersections in ten jurisdictions and can serve 5,000 vehicles simultaneously. There is no cost to the vehicle operator or the public agencies that host this technology solution. More project information can be found in the attached presentation and at the project website: [NCTCOG - Freight Vehicle Intersection Optimization Services \(freightpriority.com\)](https://www.nctcog.org/freightpriority.com)

The project team is now identifying intersections and corridors in the region that are heavily used by freight vehicles and might be candidates for inclusion in the project. If your agency would like to propose freight-heavy intersections or corridors for inclusion in the project or would like more information about the project please contact the undersigned or the implementation team lead:

Kent Kacir
Senior Associate
Kimley-Horn and Associates
13455 Noel Road
Two Galleria Office Tower, Suite 700
Dallas TX 75240
Kent.kacir@kimley-horn.com

The project website also has an online tool where you can identify promising intersections for consideration: [PublicCoordinate - NCTCOG \(freightpriority.com\)](https://www.nctcog.org/freightpriority.com). We welcome your input by Friday, March 10, 2023.

This project positions Dallas-Fort Worth as a national leader in transportation technology and innovation. We appreciate your support.

Thomas Bamonte

Thomas J. Bamonte

TJB:bw
Attachment

Correspondence transmitted electronically

616 Six Flags Drive, Centerpoint Two
P.O. Box 5888, Arlington, Texas 76005-5888
(817) 640-3300 FAX: 817-608-7806
www.nctcog.org

NCTCOG Freight Optimization System

February 2023



Kimley»Horn

Introductions of the Team

Project Sponsor:
NCTCOG

Consultant Team:

- Kimley-Horn
- Traffic Technology Services
- Public Information Associates
- InnoCity Partners
- Ayoka Systems



Project Context

- DFW is the largest inland port & distribution ecosystem in the US
- 40+ Freight-Oriented Developments (FODs)
- Shippers send trucks through traffic signals to/from FODs to expressways
- Additional regional & local distribution on major arterials

**TxDOT: Texas Connected
Freight Corridors Program**



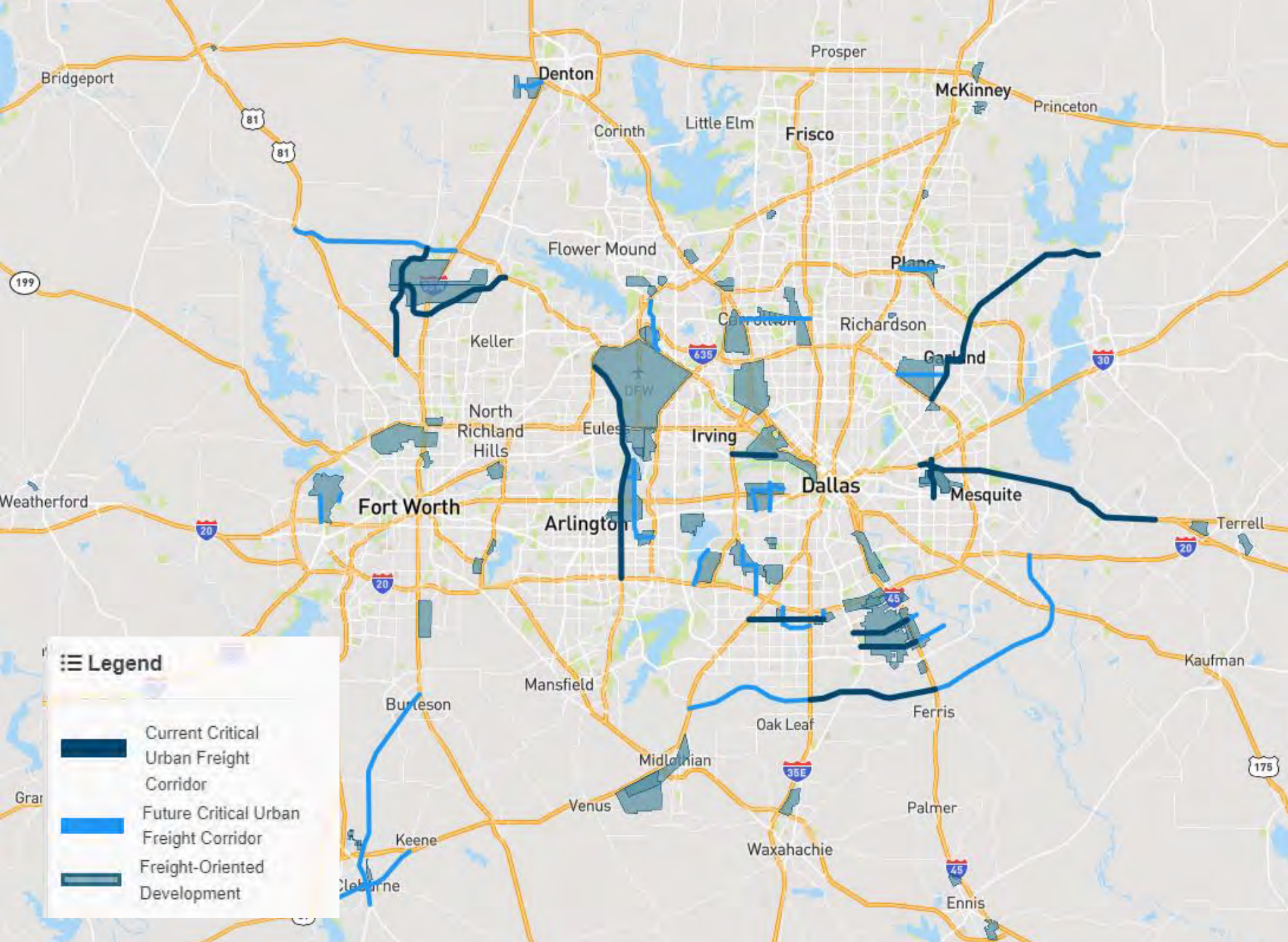
= Highlighted applications are prioritized for development



NCTCOG
Freight Vehicle Intersection Optimization Services



Kimley»Horn



Project Vision

- Provide real-time information to the truck drivers so that informed travel decisions can be made at the traffic signal
- Provide active control of the traffic signal to provide a few seconds extra green time that enables the truck to keep moving safely
- Track benefit-cost to identify where operational improvements for freight provides significant benefit
- Corridor, signal, etc. optimization during O&M
- No cost to local agencies
- No cost to truck operators
- Self-sustainable after 5 years operations
- No new equipment



Project Concept

- Freight Signal Priority
- Green Light Optimized Speed Advisory (GLOSA)
- 500 traffic signals (NTCIP)
- ~10 agencies
- ~10 AVL suppliers
- 50,000+ trucks (5,000 simultaneous in the system at once)
- Cloud deployment

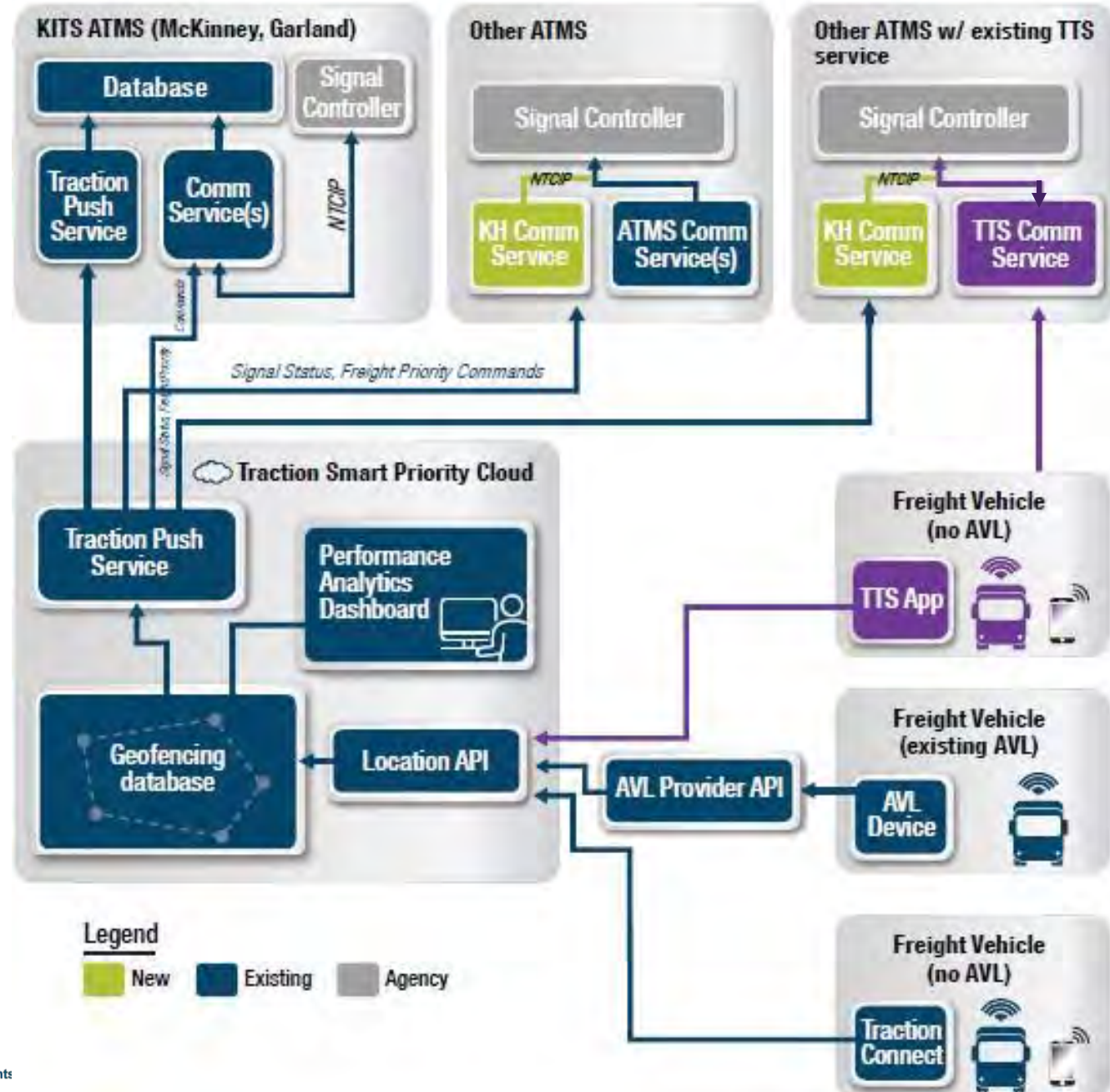


Preliminary Location Identification

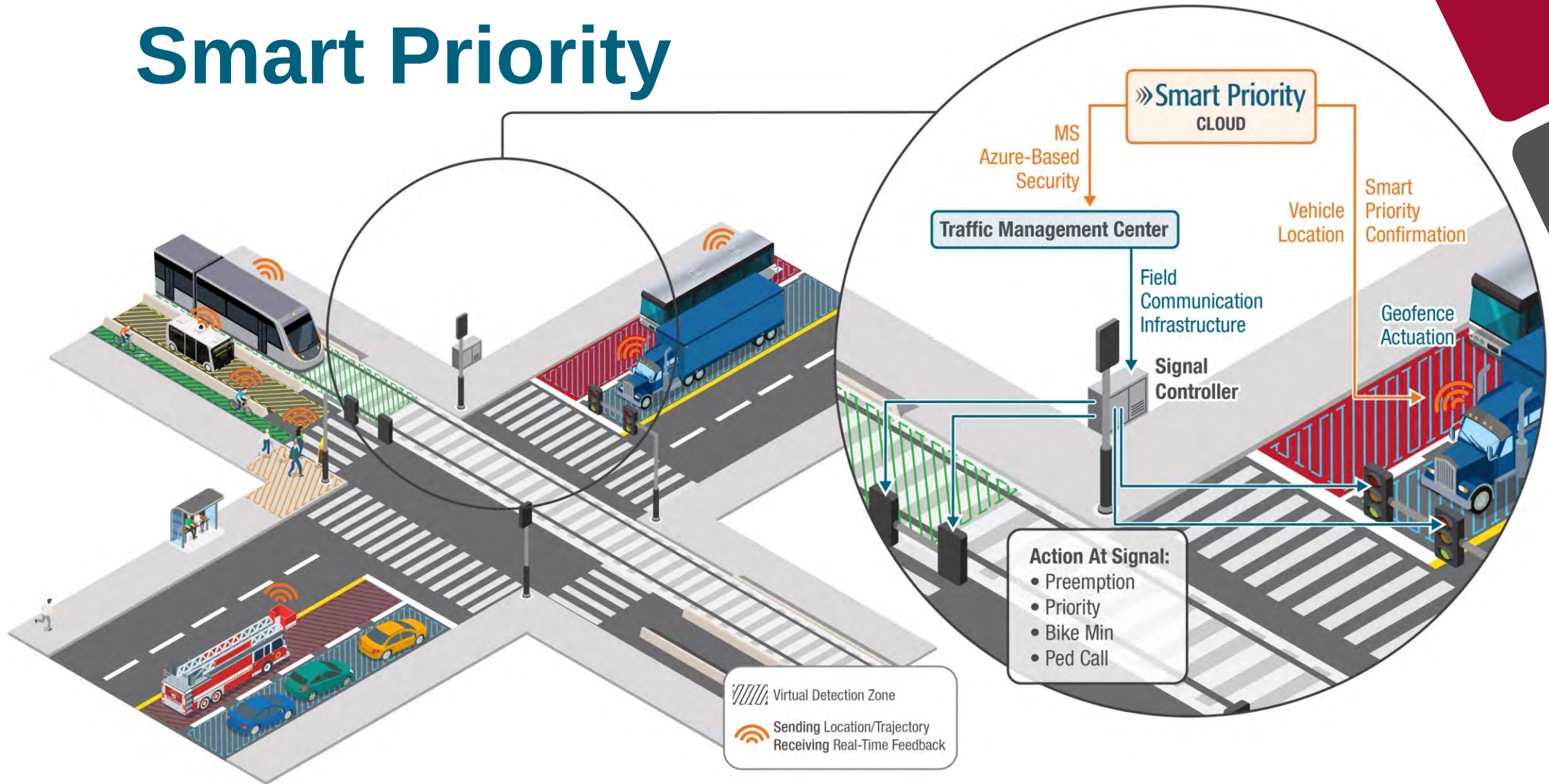
- Started with identified FODs
- Discussions with local agencies
- Outreach to freight operators on where the need is most
- Largest impact (benefit) to users of the transportation network



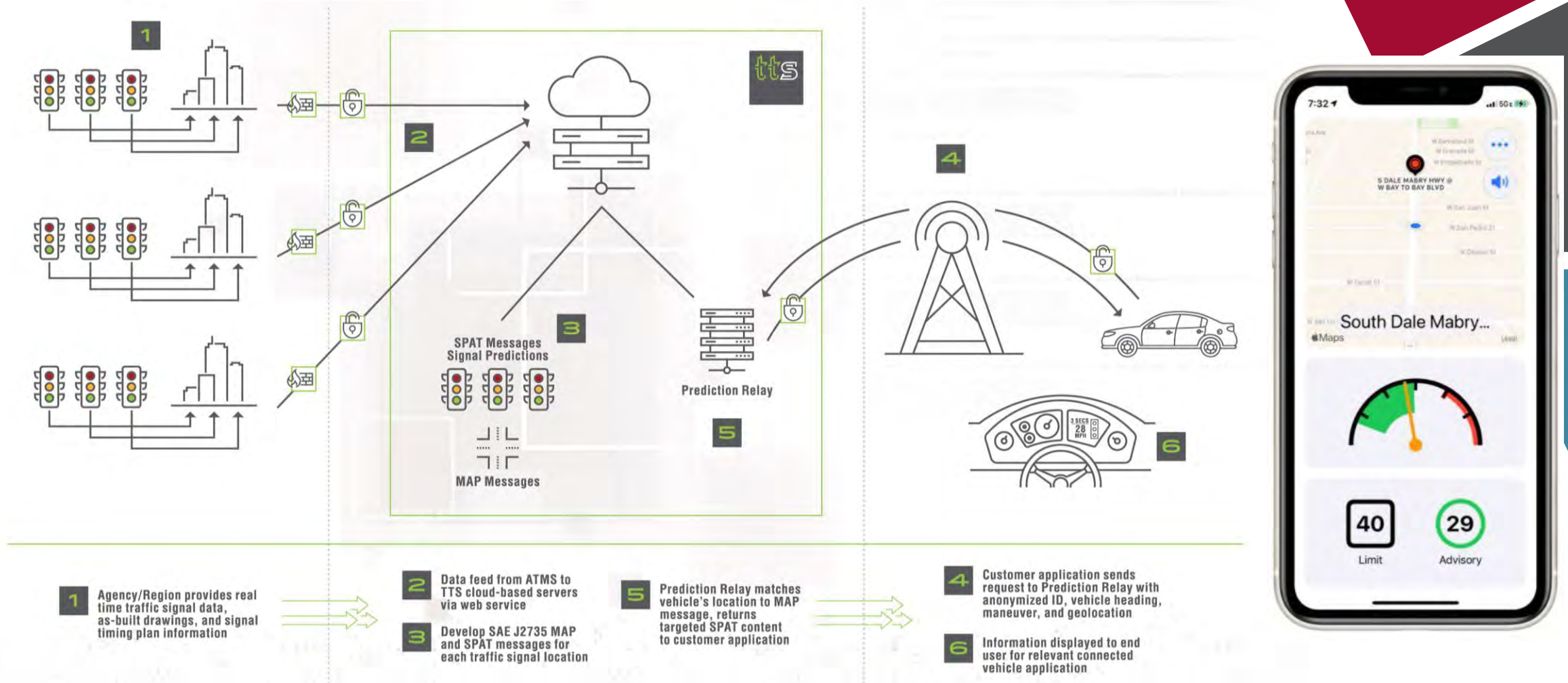
NCTCOG Freight Signal Priority Architecture



Smart Priority



Signal Information



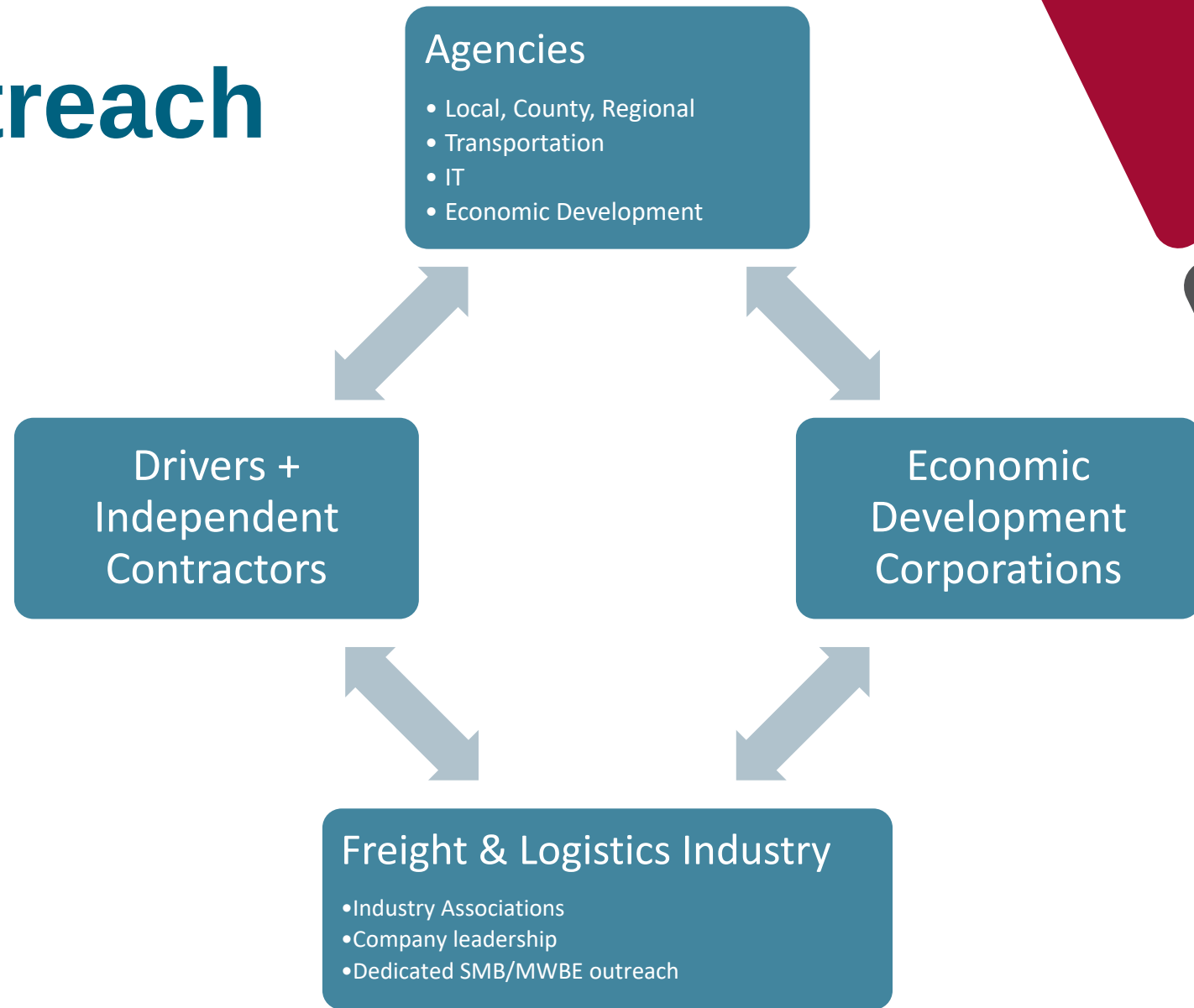
Freight Vehicle Intersection Optimization Services

NCTCOG



Kimley»Horn

Public Outreach



Public Outreach Timeline

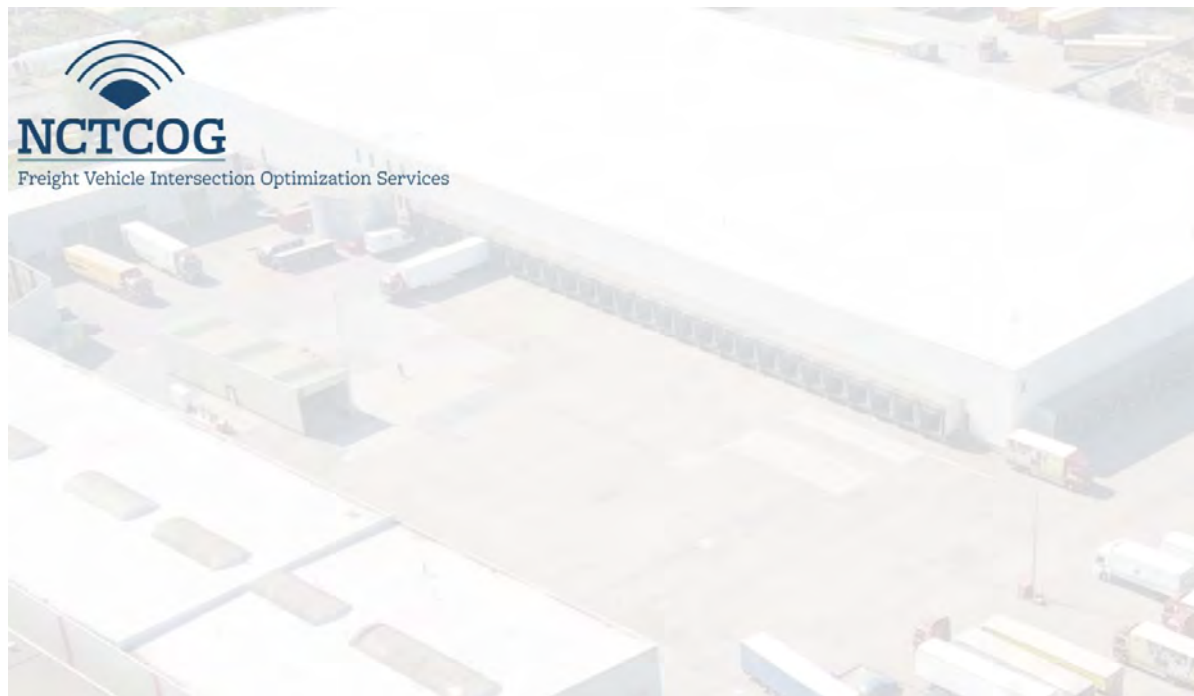
Q4 2022: Stakeholder outreach via info sessions, guest presentations, social media and industry event presence

1H 2023: Stakeholder input and mainstream promotion

2H 2023: Continued agency and association engagement



We Need Your Input: PublicCoordinate



www.freightpriority.com



NCTCOG
Freight Vehicle Intersection Optimization Services



Kimley»Horn

Currently Viewing

Signalized Intersections

Legend

- Initial Recommendations
- Existing NCTCOG Intersections
- City Boundaries



Freight Vehicle Intersection Optimization Services

Welcome to the NCTCOG Freight Optimization Services outreach site.

We want your input!

Freight North Texas is an ongoing planning program led by the North Central Texas Council of Governments (NCTCOG) to enhance the safety, mobility, efficiency, and air quality associated with freight movements in the Dallas-Fort Worth region. NCTCOG initiated a Freight Optimization Study in 2022 to improve movement of trucks to not only assist with expedited deliveries but also reduce emissions. Public input and feedback during the project formation is extremely important and valuable to optimize the roadway network to meet the public needs and desires. We ask for you to provide your valuable input using the following steps:

Map Instructions:

Click "OK" below, then click "Add Comment" from the right side of the screen, to get started. Then select the type of comment you'd like to add and click the location on the map where you have encountered an issue or envision improvements.

Comment icons are provided for the following issue or improvement categories:

- Truck Issue
- Recommended Signal
- Freight Oriented Development
- Freight Oriented Development (FOD) Feature
- Freight Route (Use line comment feature to draw identified routes)

Please be location-specific with your comments, where applicable.

OK

Basemap

Default

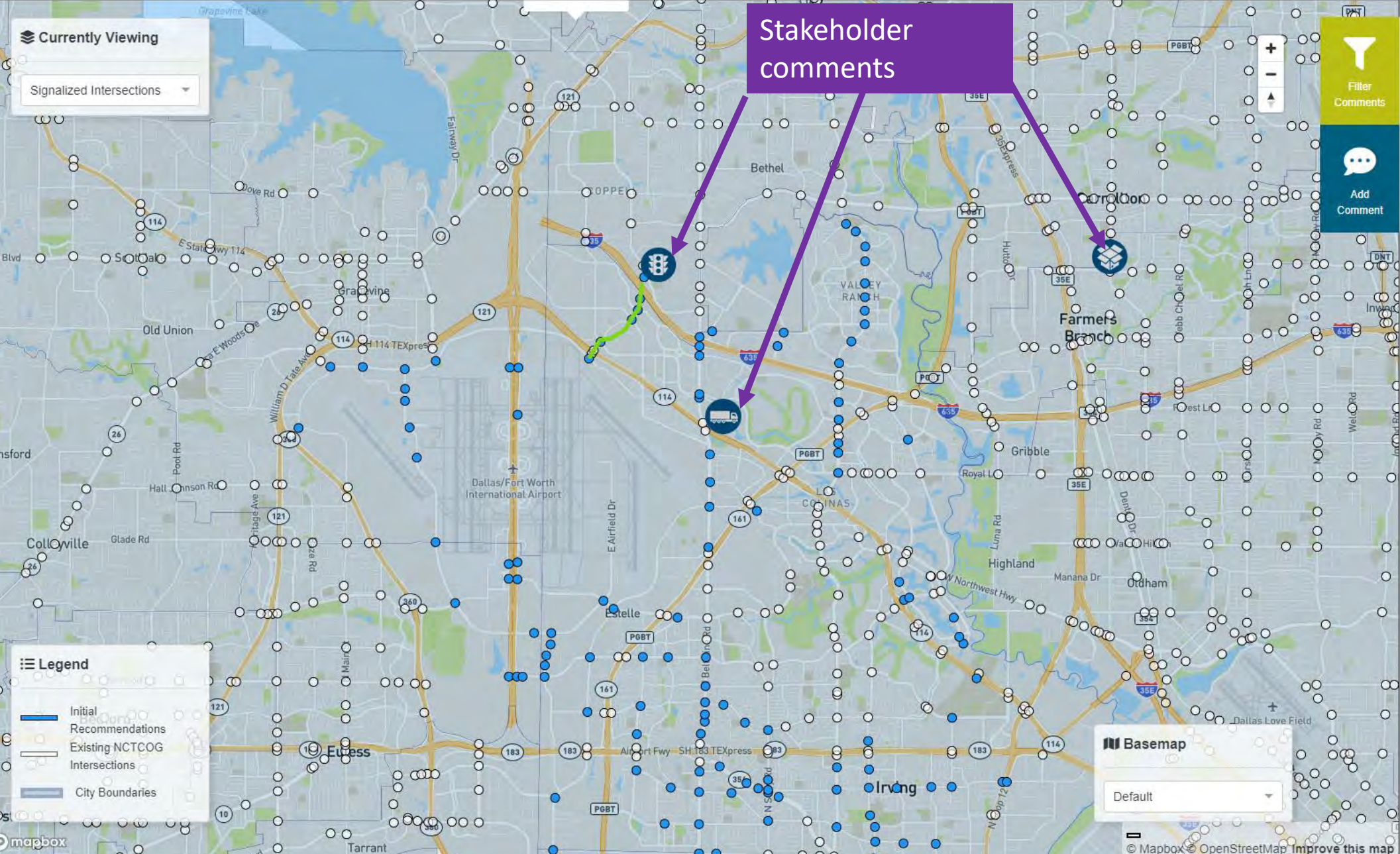


Welcome

Admin

Select Language

Powered by Google Translate



Filter Comments

Add Comment

- Add Comment
- Add Line Comment Clear
- Freight route

☐
- Add Point Comment Clear
- Frequent Freight Left Turn

☐
- Freight Oriented Development (FOD) feature

☐
- Truck Issue

☐
- Recommended Signal

☐
- Freight Oriented Development

☐

Basemap

Default

Priority

Insights

Live Status

Reports

Configure

Route ID	Route	Direction	Signal	Vehicle ID	Date	Geofence start	Geofence end	TSP granted	Signal Response	Phase	Grant duration	Return duration
1	N. Lamar/S. Congress	NB	N. Lamar Blvd. / Barton Springs Rd.	54	Fri Oct 1, 2021	6:45:03 pm	6:45:03 pm	X	Early green		00:45	01:03
1	N. Lamar/S. Congress	NB	N. Lamar Blvd. / W. Riverside Dr.	54	Fri Oct 1, 2021	6:45:53 pm	6:45:53 pm	X	Early green, extend green		00:45	01:03
1	N. Lamar/S. Congress	NB	N. Lamar Blvd. / W. Cesar Chavez St.	16	Fri Oct 1, 2021	6:46:14 pm	6:46:14 pm	X	Early green		00:45	01:03
1	N. Lamar/S. Congress	NB	N. Lamar Blvd. / W. 5 th St.	10	Fri Oct 1, 2021	6:46:59 pm	6:46:59 pm	X	Early green		00:45	01:03
1	N. Lamar/S. Congress	NB	N. Lamar Blvd. / W. 6 th St.	15	Fri Oct 1, 2021	6:47:34 pm	6:47:34 pm		Insufficient occupancy			
1	N. Lamar/S. Congress	NB	N. Lamar Blvd. / W. 10 th St.	16	Fri Oct 1, 2021	6:48:16 pm	6:48:16 pm	X	Extend green		00:45	01:03
1	N. Lamar/S. Congress	NB	N. Lamar Blvd. / W. 12 th St.	4	Fri Oct 1, 2021	6:48:49 pm	6:48:49 pm		No Adjust		00:45	01:03
1	N. Lamar/S. Congress	NB	N. Lamar Blvd. / W. 15 th St.	10	Fri Oct 1, 2021	6:49:04 pm	6:49:04 pm		Insufficient schedule			
1	N. Lamar/S. Congress	NB	N. Lamar Blvd. / W. Martin Luther King Jr Blvd.	15	Fri Oct 1, 2021	6:49:37 pm	6:49:37 pm		Crossing route			
1	N. Lamar/S. Congress	SB	S. Congress Ave. / W. Martin Luther King Jr Blvd.	16	Fri Oct 1, 2021	6:53:24 pm	6:53:24 pm	X	Early green		00:45	01:03
1	N. Lamar/S. Congress	SB	S. Congress Ave. / W. 15 th St.	4	Fri Oct 1, 2021	6:54:17 pm	6:54:17 pm	X	No Adjust		00:45	01:03
1	N. Lamar/S. Congress	SB	S. Congress Ave. / W. 12 th St.	22	Fri Oct 1, 2021	6:54:53 pm	6:54:53 pm		Crossing route			
1	N. Lamar/S. Congress	SB	S. Congress Ave. / W. 10 th St.	22	Fri Oct 1, 2021	6:55:26 pm	6:55:26 pm		Crossing route			
1	N. Lamar/S. Congress	SB	S. Congress Ave. / W. 6 th St.	12	Fri Oct 1, 2021	6:56:01 pm	6:56:01 pm		No Adjust			
1	N. Lamar/S. Congress	SB	S. Congress Ave. / W. 5 th St.	13	Fri Oct 1, 2021	6:56:48 pm	6:56:48 pm	X	Early green		00:45	01:03
1	N. Lamar/S. Congress	SB	S. Congress Ave. / W. Cesar Chavez St.	4	Fri Oct 1, 2021	6:57:23 pm	6:57:23 pm	X	Early green		00:45	01:03

Created by Kimley-Horn



- Live >
- Travel >
- Priority >
- Workflow >
- Connect >
- Metrics >

INSIGHTS

LIVE STATUS

REPORTS

CONFIGURE

Daily Volume
TOTAL VEHICLES

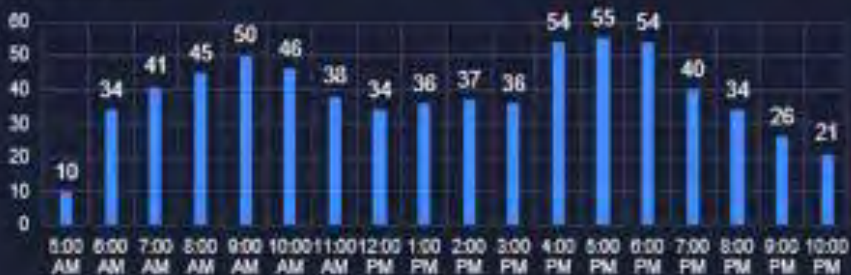
298 437
Today Weekday Avg.

Weekly Volume
TOTAL VEHICLES

1,345 2,841
Today Weekday Avg.

Volume Trend
TOTAL VEHICLES

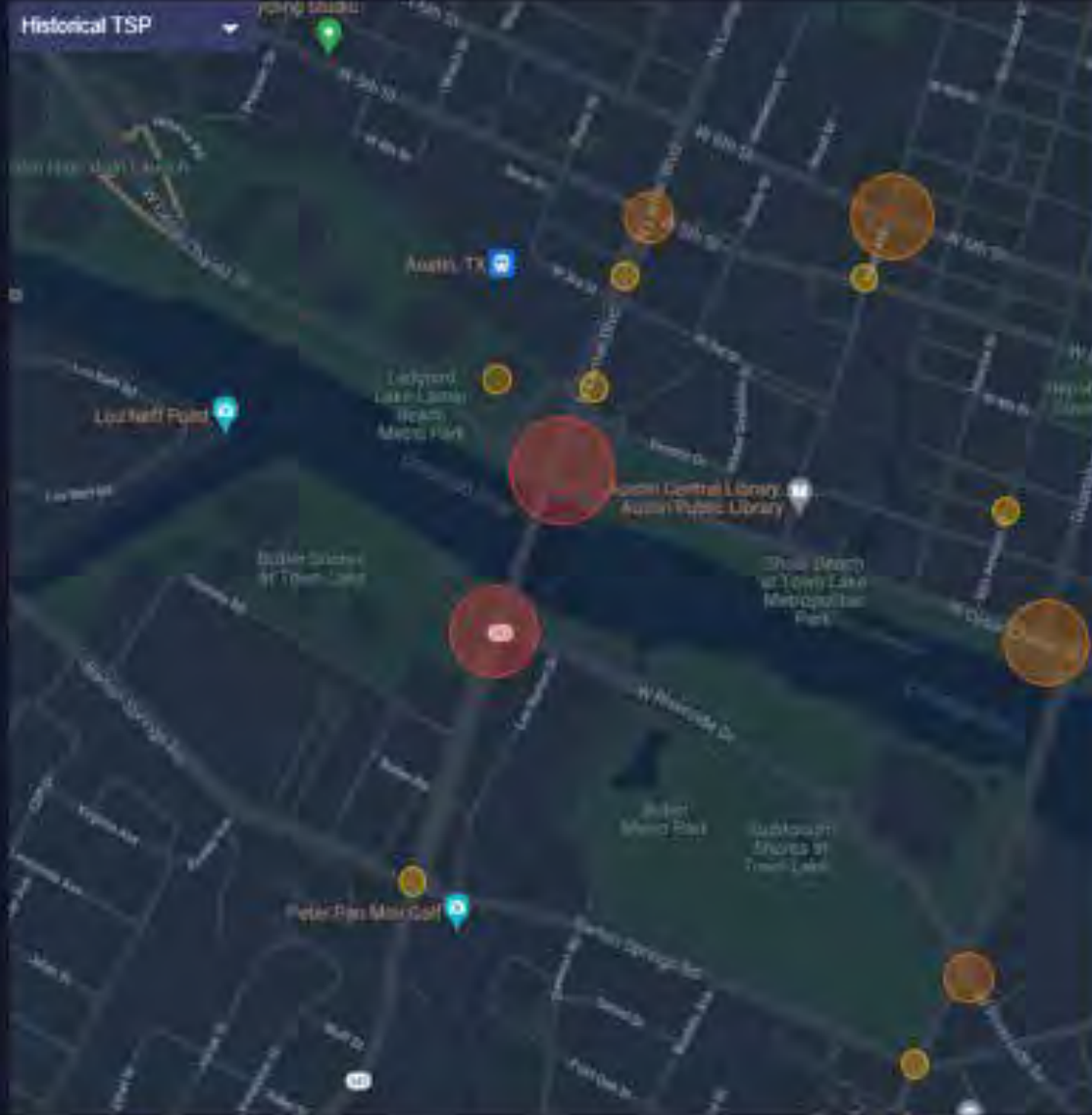
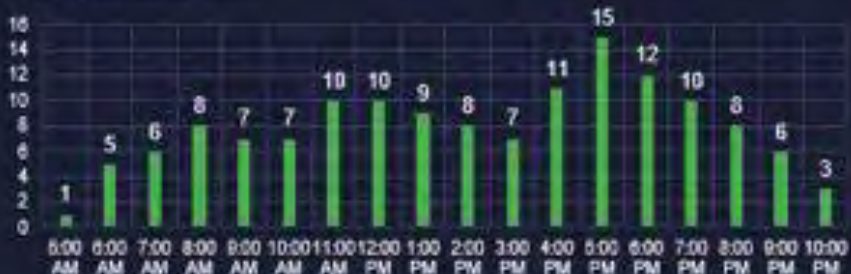
Select Hourly Daily Monthly



Priority Trend

TOTAL GRANTED REQUESTS

Select Hourly Daily Monthly



Created by Kinley-Horn



Freight Vehicle Intersection Optimization Services



Kimley»Horn

Participation Articles



MEMORANDUM

To: [CITY KEY CONTACT PERSON]
From: Kent Kacir, P.E.
Kimley-Horn and Associates, Inc.
Date: [DATE]
Subject: Participation in the NCTCOG Freight Vehicle Optimization Services Project

On behalf of Kimley-Horn, it is with great pleasure to include [CITY NAME] as part of an exciting Freight Vehicle Optimization Services Project (Project) funded by the North Central Texas Council of Governments that advances transportation and reduces harmful emissions by optimizing the flow of freight vehicles through signalized intersections in freight heavy corridors and intersections. This memorandum documents the City's commitment to the project and KH's responsibilities to the [CITY]. Any citation within this memorandum can be amended at any time with appropriate advance notice and effective communication between KH and the [CITY].

It is understood that:

- KH has entered into a contract with the North Central Texas Council of Governments (NCTCOG) for the Project;
- KH will implement freight signal priority and green light speed recommendations at up to 500 signals in up to ten (10) jurisdictions across



Data Authorization Agreement

This is an agreement between the City of Garland, Texas, a Texas home-rule municipality ("Agency") and Traffic Technology Services, Inc. ("TTS"). Both the Agency and TTS are each sometimes referred in the agreement as "Party" and both the Agency and TTS are sometimes referred in this Agreement together as "Parties".

Recitals

Whereas, TTS is in the business of developing technologies, strategies, and systems to improve efficiency of transportation end users and thus the overall capacity of existing transportation networks; and

Whereas, Agency collects Real Time Traffic Signal Data and other related data; and

Whereas, TTS has a significant business interest to access Real Time Traffic Signal Data as the input into its proprietary and patented processes; and

Whereas, the Agency Data may be made available to TTS at no cost to Agency; and

Whereas, the Agency Data that is the subject of this Agreement is not confidential and does not identify any transportation end user specifically in any manner; and

Whereas, TTS desires permission to obtain access to the Real Time Traffic Signal Data for use in conjunction with its business; and

Whereas, TTS agrees to provide related inventories, signal performance metrics, and other formatted data products in exchange for access to these Real Time Traffic Signal Data; and

Whereas, Agency agrees to provide TTS with Real Time Traffic Data subject to the terms and conditions in this Agreement;

Now therefore, TTS and the Agency agree as follows:

Contact Information



North Central Texas
Council of Governments

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Senior Program Manager
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Kimley»Horn

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C: 520-977-5753



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Tom Hartmann, PTOE, P.E.
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Kiel Ova, PE, PTOE
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and Partnerships
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Freight Vehicle Intersection Optimization Services

NCTCOG



North Central Texas
Council of Governments

Kimley»Horn



STATUS REPORT ON VEHICLE TEMPORARY TAGS AND FRAUDULENT EMISSIONS TESTING

Anthony Moffa, Air Quality Planner

Surface Transportation Technical Committee

February 24, 2023

North Central Texas Council of Governments

VEHICLE TEMPORARY PAPER TAGS

What is a Temporary Tag?

Intended to be used for temporary vehicle registration

9 variations of a temporary tag

Texas Buyer tag is predominantly abused



Why Improper Use of Temporary Tags is a Concern

Circumvents mandatory emissions inspections

Avoids region and statewide tolls

Loss of State revenue

Exploits vehicle purchaser

Risks to officer safety

Bought, sold and used in crimes to conceal identity in all 50 states



CLEAN SCANNING

What is a Clean Scanning?

Hooking up a vehicle that will pass an annual vehicle emissions test in place of a vehicle that would otherwise fail

Inspection facilities are able to do hundreds a day, oftentimes without even having the owner's vehicle present

Vehicle is given a passing inspection even though it should have failed, potentially large air quality impact

Why Improper Vehicle Inspections are a Concern?

Circumvent mandatory emissions inspections

Aids in concealment of fraudulent temp tags

Loss of State and local revenue

Funds criminal activity

Roadway safety issue



TEXAS SUPPORTED GHOST CRIMINAL 2021 ACTIVITY

North Texas Impacts

<u>Activity</u>	<u>Count</u>	<u>Cost/Value</u>
No Inspections	31,828*	\$8.25 (State) + \$25.50 (Local Business)
No Registrations (Statewide)	1,279,481	\$56.50 (State) + \$10 (County)
Lost Motor Vehicle Sales Tax	TBD	TBD
NTTA Toll System	TBD	TBD
Serious/Fatal Crashes		Potential Higher Rate in North Texas
Previously Vetoed Funds		\$80 Million
Criminals - counterfeiting revised tag format; reusing created tags; selling nonrepairable/junk cars; hindering stolen vehicle recovery		
Law Enforcement Safety – at least one police officer fatality resulted from fraud		
No Insurance – Impacts of uninsured motorist; Motor Vehicle Crime Prevention Authority		
Estimated Revenue Lost \$166 Million +++ (State, County, Local)		

**Conservative Estimate*



Sources: NCTCOG Emissions Database, Texas Department of Motor Vehicles (TXDMV), Travis County Constable Precinct 3 Clean Air Task Force, North Texas Tollway Authority (NTTA)

DRAFT

HOUSE TRANSPORTATION COMMITTEE HEARING

Solutions Identified (April 26, 2022)

DRAFT

Legislative

Status

- **Fund Local Initiatives Projects (LIP)**
 - HB 1175, HB 1351, SB 607
- **Change Temporary Tag System**
 - HB 718 (Metal Plates)
 - HB 914 (Penalty Increase)
 - HB 2195 (Penalty Increase)
 - SB 970 (Study on Replacing Temp Tags)

In-Progress

In-Progress

Administrative Rule

Status

- **Fingerprint Licensed Dealership Agents**

Complete
- **Share Law Enforcement Access to eTags System**

Complete
- **Verify Generated VINs**

Not Complete
- **In-Person Verification**

Not Complete
- **Offer Law Enforcement Training**

Not Complete
- **Automatic Verification of Dealer Issued Tags**

Not Complete



LOCAL INITIATIVES PROJECTS

\$176.3 Million Total, \$80 Million DFW

Existing

- Low-Income Repair and Replacement Program (LIRAP) *
- Remote sensing of vehicle emissions
- Regional Smoking Vehicle Program *
 - Already implemented
- Emissions enforcement funding
- Transportation system enhancements
- New air quality control strategies

*Eliminate from LIP bill language

**Includes existing items not eliminated

Recommended**

- Develop and implement projects supporting freeway incident management
- Develop and implement innovative transportation projects
- Regional data collections efforts for air quality and multimodal transportation data to improve transportation systems
- Establish publicly accessible refueling infrastructure for alternative fuel vehicles
- Vehicle loaner program for minority or women owned businesses for alternative fuel vehicles
- Projects supporting removal and disposal of waste and scrap tires



RECENT COVERAGE & SUMMARY

[Police Searching for Paper Tagged “Ghost Car”](#)
(Aired 11/15/2022)

[Police Officer Death Reignites Tag Controversy](#)
(Aired 11/15/2022)

[TXDMV Redesigns Paper License Tags](#)
(Aired 11/17/2022)

[Driver in Custody after Police Chase](#)
(Aired 11/21/2022)

[Police Identify Ghost Cars with Paper License Plates Pt.1](#)
(Aired 1/27/2023)

[Police Identify Ghost Cars with Paper Licence Plates Pt.2](#)
(Aired 1/30/2023)



CONTACT US



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

December 1, 2022

David Salazar, P.E.
District Engineer
TxDOT Fort Worth District
2501 SW Loop 820
Fort Worth, TX 76133

Ceason Clemens, P.E.
District Engineer
TxDOT Dallas District
4777 US Highway 80 East
Mesquite, TX 75150

Noel Paramanantham, P.E.
District Engineer
TxDOT Paris District
1365 N Main Street
Paris, TX 75460

Dear Messrs. and Mmes. Salazar, Clemens, and Paramanantham:

Enclosed is the 2022 Transportation Development Credit (TDC) Annual Report for the Dallas-Fort Worth region. This report details the TDC allocations and projects approved in FY2022 by the Regional Transportation Council (RTC), which serves as the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth Metropolitan Area. The following attachments are provided:

Attachment 1 Summary of Transportation Development Credits (TDCs) Allocation and Award Amounts in the Dallas-Fort Worth Metropolitan Planning Organization

Attachment 2 Projects with Approved Transportation Development Credits (TDCs) in the Dallas-Fort Worth Metropolitan Planning Organization

The North Central Texas Council of Governments and the RTC anticipate awarding additional TDCs in 2023. Please transmit this report to the appropriate division(s) within your agency. This report fulfills our December 1, 2022, TDC annual report submittal. Should you need any additional information, please contact Brian Dell, Principal Transportation Planner, or me at 817-695-9240.

Sincerely,

A handwritten signature in black ink, appearing to read "Christie J. Gotti", is written over a light blue horizontal line.

Christie J. Gotti
Senior Program Manager

CD:lc
Enclosures

cc: Marc D. Williams, P.E., Executive Director, Texas Department of Transportation
Stephen Stewart, CPA, Chief Financial Officer, Texas Department of Transportation
Brigida Gonzalez, Transportation Planner – MPO Coordinator, Transportation Planning & Programming Division, Texas Department of Transportation
Latrica Good, Accountant, Texas Department of Transportation

**Summary of Transportation Development Credits (TDCs)
Dallas-Fort Worth Metropolitan Planning Organization (MPO)
(As of September 30, 2022)**

TDC Award Type		TDC Awarded Amount											Remaining (for Future Programming)
	Current Allocation	Awarded in 2013	Awarded in 2014	Awarded in 2015	Awarded in 2016	Awarded in 2017	Awarded in 2018	Awarded in 2019	Awarded in 2020	Awarded in 2021	Awarded in 2022	Cumulative Total Awarded	
Category 1 - Strategic Awards to Small Transit Providers	41,000,000	1,697,058	4,181,839	2,845,564	2,454,906	175,909	2,984,774	1,897,657	2,608,675	2,623,023	88,335	21,557,740	19,442,260
Category 2 - RTC Has Revenue - Transportation Alternatives Program; TxDOT/RTC Partnership for Reliability, Congestion Mitigation, and Air Quality; Collin County LIP/LIRAP ¹ Partnership; COVID Infrastructure Program	60,000,000	0	7,481,001	127,954	933,291	753,740	1,410,285	0	2,115,042	2,461,375	12,222,441	27,505,129	32,494,871
Category 3 - Local Agency Has Revenue	16,691,115	0	16,764,599	0	(73,484)	0	0	0	0	0	0	16,691,115	0
Category 4 - Selling/Transferring TDCs to Other MPOs/TxDOT (MPO Revolver Fund)	150,000,000	0	100,000,000	0	0	0	0	0	0	0	0	100,000,000	50,000,000
Category 5 - Regional Programs/Management and Operations	86,919,016	463,677	5,265,978	4,580,425	(396,589)	4,826,600	3,098,411	11,131,120	3,816,181	24,133,213	(290,307)	56,628,709	30,290,307
Category 6 - Metropolitan Transportation Plan (MTP) Policy Bundle	100,000,000	0	0	0	0	1,191,916	4,421,081	14,086,995	13,229,889	8,514,279	5,713,506	47,157,666	52,842,334
Category 7 - TDC Pool for Future Reallocation	539,741,527	0	0	0	0	0	0	0	0	0	0	-	539,741,527
Subtotal	994,351,658	2,160,735	133,693,417	7,553,943	2,918,124	6,948,165	11,914,551	27,115,772	21,769,787	37,731,890	17,733,975	269,540,359	724,811,299

TDC Allocation Summary	
TDCs Originally Allocated for Dallas/Fort Worth MPO	465,486,222
Additional TDCs Allocated to Dallas/Fort Worth MPO via 2019 UTP ²	528,865,436
Total TDCs Allocated to Dallas/Fort Worth MPO	994,351,658
Total TDCs Awarded as of September 30, 2022	(269,540,359)
Remaining TDC Pool for Future Programming	724,811,299

Notes:

1: LIP: Local Initiative Projects, LIRAP: Low-Income Vehicle Repair, Retrofit, and Accelerated Retirement Program

2: Approved by the Texas Transportation Commission on 8/30/2018 (Minute Order #115291)

**Projects with Approved Transportation Development Credits (TDCs)
in the Dallas-Fort Worth Metropolitan Planning Organization
(As of September 30, 2022)**

ATTACHMENT 2

Projects Approved with MPO Transportation Development Credits:						
TIP Code	Project Description	Project Sponsor	Fiscal Year in TIP	Year Awarded/ Adjusted	TDC Amount*	TDC Category (1-6)
12122.17	5307 - BUS PREVENTIVE MAINTENANCE	PUBLIC TRANSIT SERVICES	2018	2022	18,000	1
12627.16	5307 - PREVENTIVE MAINTENANCE	STAR TRANSIT	2017	2022	7,477	1
12632.17	5307 - GENERAL PLANNING	SPECIAL PROGRAMS FOR AGING NEEDS	2018	2022	(8,000)	1
12666.18	5307 - MOBILITY MANAGEMENT	PUBLIC TRANSIT SERVICES	2019	2022	14,000	1
12710.16	5307 - ACQUISITION OF SIGNAGE	PUBLIC TRANSIT SERVICES	2016	2022	3,303	1
12711.17	5307 - MOBILITY MANAGEMENT	SPECIAL PROGRAMS FOR AGING NEEDS	2018	2022	8,000	1
12728.21	5339 - PURCHASE REPLACEMENT VEHICLES	TRINITY METRO	2022	2022	(55,690)	1
12782.19	5307 - PREVENTIVE MAINTENANCE	CITY/COUNTY TRANSPORTATION	2022	2022	10,000	1
12793.21	5339 - PROJECT ADMINISTRATION	NCTCOG	2022	2022	14,494	1
12796.21	5339 - PURCHASE EXPANSION VEHICLES	NCTCOG	2022	2022	90,054	1
12830.16	5307 - ACQUISITION OF SHOP EQUIPMENT	PUBLIC TRANSIT SERVICES	2019	2022	(3,303)	1
12908.19	5307 - ACQUISITION OF RADIOS	CITY/COUNTY TRANSPORTATION	2020	2022	(10,000)	1
Subtotal of Category 1 - Strategic Awards to Small Transit Providers					88,335	
11684.6	AUTONOMOUS MOBILE VEHICLE TO RESIDENTIAL LOCATIONS PILOT PROJECT; MCKINNEY - PHASE1; DALLAS - PHASE 2; AUTOMATED, INTERNET-CONNECTED, & TELEOPERATED VEH TECH TO DELIVER SERVICES TO UNDERSERVED COMMUNITIES; INVOLVES PROCURING "INTEGRATOR" W/BROADBAND CONNECTIVITY TO PROVIDE VEH PLATFORM, SERVICE, & COORD W/LOCAL STAKEHOLDERS; PART OF NEW TDM+TECH INITIATIVE	NCTCOG	2024	2022	1,000,000	2
11684.7	SELF PARKING VEHICLE/CURB MANAGEMENT/PARKING MANAGEMENT TEST SITE WITHIN THE CENTRAL TERMINAL AREA AT DFW AIRPORT; AUTOMATED PARKING TEST BED DEMO PROJECT TO TAKE PLACE AT ONE OF THE TERMINALS (TBD) AND INCLUDE THREE SUBSYSTEMS: AUTOMATED PARKING USING LOW-SPEED VEHICLE AUTOMATION, SUPERVISORY PARKING MANAGEMENT, AND ACTIVE CURB MANAGEMENT	DFW AIRPORT	2023	2022	300,000	2
11684.8	DOWNTOWN ARLINGTON AND UNIVERSITY OF TEXAS AT ARLINGTON CAMPUS; DEPLOYMENT OF FLEET OF AUTONOMOUS VEHICLES; ON-DEMAND, SHARED SERVICE; TESTING OF FIRST RESPONDER COMMUNICATION DEVICES AND TELEOPERATIONS TO MOVE TOWARD REMOVING HUMAN OPERATOR FROM THE VEHICLES	ARLINGTON	2023	2022	304,000	2
			2024		304,000	
			2025		304,000	
11979.3	REGION-WIDE AIR QUALITY (AQ) INITIATIVES TO REDUCE EMISSIONS; SUPPORTS NCTCOG STAFF, CONSULTANTS & PURCHASE OF MARKETING/OUTREACH MATERIALS TO EDUCATE PUBLIC/STAKEHOLDERS ADMINISTER/IMPLEMENT AQ INITIATIVES INCLUDING CONTROL STRATEGY DEVELOPMENT & ENFORCEMENT, TECHNOLOGY/FUEL EVALUATION, DATA & FEASIBILITY ANALYSES, POLICY/BEST PRACTICE DEVELOPMENT/DISSEMINATION, STAKEHOLDER COLLABORATION, & AIR CHECK TEXAS ADMINISTRATION	NCTCOG	2017	2022	(11,175)	2
			2018	2022	(1,875)	
			2019	2022	(1,503)	

*Negative numbers indicate a reduction in the number of credits awarded on a project

**Projects with Approved Transportation Development Credits (TDCs)
in the Dallas-Fort Worth Metropolitan Planning Organization
(As of September 30, 2022)**

ATTACHMENT 2

TIP Code	Project Description	Project Sponsor	Fiscal Year in TIP	Year Awarded/ Adjusted	TDC Amount*	TDC Category (1-6)
11979.5	HDDV WEIGH IN-MOTION PILOT TO REDUCE EMISSIONS BY USING TECHNOLOGY TO DETERMINE OVERSIZE/OVERWEIGHT HDDV COMPLIANCE BY IDENTIFYING AND ASSESSING ASSOCIATED EMISSIONS, WHICH MAY IMPACT FUTURE MODEL DEVELOPMENT; WILL COORDINATE WITH OTHER AREAS AND STATE AGENCIES AS APPROPRIATE AND INCLUDE BEFORE/AFTER STUDIES	NCTCOG	2017	2022	(3,413)	2
11979.6	ALTERNATIVE FUEL VEHICLE (AFV) DEPLOYMENT INITIATIVES; INCREASED ADOPTION OF ALTERNATIVE FUEL AND ADVANCED TECHNOLOGY VEHICLES, AND CORRESPONDING EMISSIONS REDUCTIONS, RESULTING FROM BEHIND-THE-WHEEL EXPERIENCES FOR BOTH FLEETS AND CONSUMERS, INCLUDING A VEHICLE LOANER PROGRAM AND RIDE/DRIVE EVENTS; WILL INCLUDE BEFORE AND AFTER ANALYSES	NCTCOG	2016	2022	(65,822)	2
11979.7	IDLE FREE SCHOOL ZONES; INCLUDING DEVELOPMENT AND PROMOTION OF EDUCATIONAL STRATEGIES TO REDUCE IDLING FROM STUDENTS/PARENTS AND BUSES DURING DROP OFF/PICK UP TIMES; INCLUDING BEFORE/AFTER STUDIES UTILIZING REMOTE SENSING TECHNOLOGY	NCTCOG	2016	2022	(84,396)	2
14026.2	NEW BYPASS ROUTE FROM FM 2552/US 180 NORTHWEST TO FM 51/MAIN ST AND FM 51/MAIN ST SOUTHWEST TO US 180/WACO ST; RECONSTRUCT 2/4 LANE ROADWAY TO 4 LANE BYPASS INCLUDING NEW BICYCLE LANES AND SIDEWALKS	WEATHERFORD	2022	2022	(277,200)	2
			2022		(430,000)	
			2025		(1,594,175)	
19007	SH 121 FRONTAGE ROAD FROM CUSTER TO SPRING CREEK PKWY; SIGNAL CONTROLLER AND SOFTWARE UPGRADES	PLANO	2022	2022	(80,400)	2
19007.1	SH 121 FRONTAGE ROAD FROM LEGACY TO CUSTER; INSTALL SIGNAL CONTROLLER AND SOFTWARE UPGRADES	PLANO	2023	2022	71,467	2
19007.2	SH 121 FRONTAGE ROAD AT SPRING CREEK PARKWAY; INSTALL SIGNAL CONTROLLER AND SOFTWARE UPGRADES	PLANO	2023	2022	8,933	2
21009.1	BACHMAN LAKE AREA PLANNING STUDY BOUNDED BY MOCKINGBIRD LANE TO THE SOUTH, IH 35E TO THE WEST, INWOOD ROAD TO THE EAST, AND ROYAL LANE TO THE NORTH; CONDUCT PLANNING STUDY TO IDENTIFY SAFE PEDESTRIAN ACCESS/FACILITIES ALONG MAJOR ROADWAYS TO CREATE CONNECTIONS TO NEARBY TRAILS AND THE DART BACHMAN STATION, AND EVALUATE LOVE FIELD ACCESS; INCLUDES NCTCOG STAFF TIME & CONSULTANT ASSISTANCE	NCTCOG	2022	2022	(160,000)	2
21015.8	CONSTRUCT NEW STOP ACCOMMODATIONS IN THE TRINITY METRO SERVICE AREA; IDENTIFY AND CONSTRUCT BUS STOPS LACKING CONCRETE PADS AND OVERHEAD SHELTERS	TRINITY METRO	2022	2022	200,000	2
21018	TARRANT COUNTY PEOPLE/GOODS MOVER ALONG SH 360; ENGINEERING, TESTING, AND CONSTRUCTION OF AN AUTOMATED CARGO MOVEMENT SYSTEM TO IMPROVE FREIGHT AND GOODS MOVEMENT	NCTCOG	2027	2022	2,200,000	2
21021	ON CHISHOLM TRAIL PARKWAY AT WORTH CREEK PARKWAY; CONSTRUCT INTERCHANGE	NTTA	2023	2022	400,000	2
			2025		3,600,000	
21086	SH 5 FROM LOUISIANA STREET TO VIRGINIA STREET; CONCEPTUAL ENGINEERING TO IDENTIFY IMPROVEMENTS TO CONNECT ADJACENT NEIGHBORHOODS IN ORDER TO REKNIT THE COMMUNITY	MCKINNEY	2023	2022	320,000	2

*Negative numbers indicate a reduction in the number of credits awarded on a project

**Projects with Approved Transportation Development Credits (TDCs)
in the Dallas-Fort Worth Metropolitan Planning Organization
(As of September 30, 2022)**

ATTACHMENT 2

TIP Code	Project Description	Project Sponsor	Fiscal Year in TIP	Year Awarded/ Adjusted	TDC Amount*	TDC Category (1-6)
21096	REGIONAL OUTER LOOP PARTNERSHIP; PLACEHOLDER FOR FUTURE PROJECT TO BE FUNDED IN EXCHANGE FOR ROCKWALL COUNTY FUNDING ENGINEERING AND ENVIRONMENTAL CLEARANCE FOR A PORTION OF THE REGIONAL OUTER LOOP (FM 1138 TO SH 276)	ROCKWALL CO	2046	2022	1,760,000	2
21097	REGIONAL OUTER LOOP PARTNERSHIP; PLACEHOLDER FOR FUTURE PROJECT TO BE FUNDED IN EXCHANGE FOR KAUFMAN COUNTY FUNDING ENGINEERING AND ENVIRONMENTAL CLEARANCE FOR A PORTION OF THE REGIONAL OUTER LOOP (SH 205 TO IH 20)	KAUFMAN CO	2046	2022	1,560,000	2
25100	SILVER LINE FROM DFW AIRPORT TO SHILOH STATION IN PLANO; CONSTRUCTION OF SILVER LINE REGIONAL RAIL PROJECT (COTTON BELT/SILVER LINE PROJECT #9)	DART	2023	2022	800,000	2
25102	TEXRAIL CORRIDOR RAIL LINE PROJECT; ENGINEERING/ENVIRONMENTAL AND CONSTRUCTION OF COMMUTER RAIL LINE EXTENSION TO SOUTH OF IH 30	TRINITY METRO	2026	2022	200,000	2
40074.1	FAIR PARK TRAIL SOUTHERN ALIGNMENT FROM PHASE 1 (NORTH SECTION) AT INTERSECTION OF HASKELL AVE/PARRY AVE TO PARRY AVE, HIGHWAY 352/ROBERT B. CULLUM BLVD, AND S. FITZHUGH AVE. AT LAGOW ST; CONSTRUCT SHARED-USE PATH	DALLAS	2024	2022	230,000	2
			2025		1,370,000	
Subtotal of Category 2 - RTC Has Revenue					12,222,441	
11186.3	M&O - REGIONAL COMMUNICATION SYSTEM/INTERAGENCY COMMUNICATION NETWORK & SOFTWARE (EASTERN SUBREGION) PHASE III; FREEWAY INCIDENT MANAGEMENT PROGRAM	NCTCOG	2013	2022	(78)	5
			2016		(9,281)	
11612	REGIONAL TRIP REDUCTION PROGRAM, VANPOOL PROGRAM, BIKE/PEDESTRIAN, AND SUSTAINABLE DEVELOPMENT INITIATIVES; TRACK AND IMPLEMENT ETR STRATEGIES AND MAINTAINTRY PARKINGIT.COM, VANPOOL PROGRAM, BIKE/PEDESTRIAN, AND SUSTAINABLE DEVELOPMENT INITIATIVES	NCTCOG	2015	2022	(1,107)	5
11612.2	REGION-WIDE EMPLOYER TRIP REDUCTION PROGRAM (ETR); TRACK AND IMPLEMENT ETR STRATEGIES THROUGH COMMUTER/EMPLOYER OUTREACH; MANAGEMENT/OVERSIGHT OF TRY PARKINGIT.COM; PERFORMANCE MONITORING/REPORTING; MAINTAIN/UPDATE THE TDM TOOLKIT, TRIP REDUCTION MANUAL FOR EMPLOYERS, OUTREACH MATERIALS; MANAGED LANE REIMBURSEMENT; INCLUDES NCTCOG STAFF TIME AND CONSULTANT ASSISTANCE	NCTCOG	2023	2022	146,600	5
11621	PLANNING STUDIES AND STREAMLINED PROJECT DELIVERY (REGIONAL); PROVIDE MPO PLANNING SUPPORT AND TECHNICAL ASSISTANCE FOR SURFACE TRANSPORTATION PROJECTS WITHIN THE METROPOLITAN PLANNING AREA INCLUDING PLANNING STUDIES AND EXPEDITE ENVIRONMENTAL REVIEW PROCESS	NCTCOG	2016	2022	(75)	5
11647.1	LAND USE/TRANSPORTATION AND BIKE/PEDESTRIAN INITIATIVES INCLUDES BICYCLE/PEDESTRIAN PLANNING, TRANSIT ORIENTED DEVELOPMENT, REGIONAL PEDESTRIAN SAFETY PROGRAM, IMPLEMENTATION OF SUSTAINABLE DEVELOPMENT INITIATIVES; INCLUDES NCTCOG STAFF TIME AND POSSIBLE CONSULTANT ASSISTANCE TO DEVELOP AND IMPLEMENT FUNDING PROGRAMS, COLLECT AND ANALYZE DATA; SCHOOL SITING/LAND USE CONNECTIONS, SAFE ROUTES TO SCHOOL, SAFETY AND EDUCATION	NCTCOG	2023	2022	200,000	5

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**Projects with Approved Transportation Development Credits (TDCs)
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ATTACHMENT 2

TIP Code	Project Description	Project Sponsor	Fiscal Year in TIP	Year Awarded/ Adjusted	TDC Amount*	TDC Category (1-6)
11648	CONGESTION MANAGEMENT OPERATIONS DFW REGIONWIDE PROGRAM INCLUDING DATA ARCHIVING, COLLECTION AND VERIFICATION OF DATA, UPDATE REGIONAL ITS ARCHITECTURE AND DEVELOP RELATED PLANS; REIMBURSEMENT OF MANAGED LANE COST FOR VANPOOL PROGRAM, MOBILITY ASSISTANCE PATROL IMPLEMENTATION/ADMIN, AND VIDEO AND ANALYTICS EVALUATING LOST CAPACITY DUE TO TECHNOLOGY DISTRACTIONS; PROJECT INCLUDES NCTCOG STAFF TIME & CONSULTANT ASSISTANCE	NCTCOG	2018	2022	(2,745)	5
11649.2	REGIONAL VANPOOL PROGRAM; SUPPORT REGIONAL VANPOOL PROGRAM ACTIVITIES INCLUDING COORDINATION WITH TRANSIT PARTNERS, EDUCATION AND OUTREACH INITIATIVES, STAFF TIME, AND CONSULTANT ASSISTANCE FOR VANPOOL UTILIZATION STUDY TO IMPROVE OVERALL EFFECTIVENESS	NCTCOG	2023	2022	239,400	5
11650	CORRIDOR STUDIES AND CAPITAL ASSET MANAGEMENT; IDENTIFY STRATEGIES TO EXTEND OPERATIONAL LIFE OF TRANSPORTATION FACILITIES BY PROMOTING USE OF STRATEGIC MAINTENANCE, REPAIR, AND EXPANSION; INCLUDES CONTINUED DEVELOPMENT, MONITORING, AND TECHNICAL ASSISTANCE TO REGIONAL PARTNERS TO BALANCE PRESERVATION VS. UPGRADE OF ASSETS	NCTCOG	2018	2022	(744)	5
11655	REVENUE AND PROJECT TRACKING, SOFTWARE DEVELOPMENT PROJECT, AND FISCAL MANAGEMENT INFORMATION SYSTEMS	NCTCOG	2017	2022	(316)	5
			2018	2022	(761)	
11657	M&O - AQ MARKETING AND EDUCATION PROGRAM	NCTCOG	2016	2022	(11)	5
			2017	2022	(240)	
11657.1	M&O - AIR QUALITY PUBLIC EDUCATION AND OUTREACH PROGRAM; IMPLEMENT STRATEGIC COMMUNICATION EFFORTS TO EDUCATE AND INFORM THE REGION ON TRANSPORTATION AND AIR QUALITY RELATED ISSUES, INCLUDING STRATEGIES FOR IMPROVEMENT, FUNDING OPPORTUNITIES, TRAINING INITIATIVES, AND NEW PROGRAMS/POLICIES; MAJOR EFFORTS WILL FOCUS ON TRANSPORTATION AND AIR QUALITY, PUBLIC OUTREACH, EDUCATION, AND ENGAGEMENT PROGRAMS	NCTCOG	2023	2022	88,000	5
11658	EMISSIONS REDUCTION STRATEGIES FOR OZONE PRECURSORS INCLUDING VOLATILE ORGANIC COMPOUND (VOC) CONTROLS AND OTHER DESIGNATED POLLUTANTS	NCTCOG	2017	2022	(17,613)	5
11662	NORTH AND SOUTH OF IH 30 BOUNDED BY IH 45 TO WEST, CARROLL AVENUE TO THE EAST, MAIN STREET TO THE NORTH AND FITZHUGH TO THE SOUTH; IH 30 FAIR PARK AREA STREET GRID PLANNING STUDY TO SUPPORT SYSTEM REDUNDANCY AND TRAFFIC INCIDENT MANAGEMENT PROCESS INCLUDING TRAVEL FORECASTS, AND TRAVEL MODELING; INCLUDES STUDY OF THE CBD/FAIR PARK LINK	NCTCOG	2023	2022	190,000	5
11665	ON GRAND AVENUE FROM GARLAND/GASTON AVENUE TO IH 30; ENGINEERING STUDY TO IDENTIFY NEEDED IMPROVEMENTS TO GRAND AVENUE; INCLUDING TRAVEL FORECASTS, TRAVEL MODELING SUPPORT, MANAGEMENT OF EFFORTS TO UPDATE THE 2010 NCTCOG STUDY THAT EXTENDED FROM DALLAS/GARLAND, AND NCTCOG STAFF TIME	NCTCOG	2023	2022	200,000	5

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TIP Code	Project Description	Project Sponsor	Fiscal Year in TIP	Year Awarded/ Adjusted	TDC Amount*	TDC Category (1-6)
11684	REGION WIDE PROJECT TO ASSIST LOCAL PARTNERS TO PLAN AND IMPLEMENT CAV DEPLOYMENTS BY PROVIDING FUNDING FOR COSTS RELATED TO DEPLOYMENTS AND SUPPORTING COSTS OF ACTIVE AV DEPLOYMENTS IN PARTNERSHIP WITH THE PRIVATE SECTOR; INCL LOCAL GOVT STAFF, NCTCOG STAFF & CONSULTANT TIME, INFRA UPGRADES (EX: SIGNAL, STRIPING, DSRC & 5G CONNECTIVITY), LEGAL SVCS, PUBLIC ED, SAFETY (EX: COORD W/FIRST RESPONDERS); SOFTWARE & TECH EXPERTISE; EQUAL ACCESS TO INTERNET AS TDM TOOL; EXPAND ZIP ZONE TRANSIT TO 76104 ZIP CODE	NCTCOG	2022	2022	(424,000)	5
			2023		(24,000)	
			2024		(424,000)	
11692	REGIONAL PARKING MANAGEMENT TOOLS & STRATEGIES PROGRAM; CONDUCT DATA COLLECTION AND/OR PLANNING TO DEVELOP AND IMPLEMENT DATA DRIVEN TOOLS AND STRATEGIES TO SUPPORT PUBLIC SECTOR IN MANAGEMENT OF PARKING AT MULTIMODAL LOCATIONS	NCTCOG	2023	2022	50,000	5
11694	REGIONAL AIR QUALITY INITIATIVES; IDENTIFY AND IMPLEMENT POLICIES/BEST PRACTICES TO IMPROVE AIR QUALITY AND ENSURE COMPLIANCE WITH FEDERAL STANDARDS; INCLUDING STRATEGIES TO REDUCE EMISSIONS FROM COMMERCIAL AND CONSUMER VEHICLES, IMPLEMENTATION OF NEW VEHICLE TECHNOLOGIES, AND ASSIST LOCAL GOVERNMENTS AND BUSINESS WITH THE DEPLOYMENT OF LOW-EMISSION TECHNOLOGIES	NCTCOG	2023	2022	217,200	5
11898.5	ON AVONDALE-HASLET ROAD AT BNSF RAIL LINE; CONSTRUCT GRADE SEPARATION	TXDOT-FORT WORTH	2023	2022	200,000	5
			2027		1,500,000	
14026.1	ON WACO ST/WEST COLUMBIA ST FROM US 180 TO FM 51/FM 171; RECONSTRUCT AND WIDEN 2 LANE ROADWAY TO 4 LANE ROADWAY INCLUDING BICYCLE FACILITIES, SIDEWALKS, LIGHTING, AND LANDSCAPING	WEATHERFORD	2022	2022	(212,232)	5
			2024		(530,000)	
			2025		(1,150,304)	
21015.2	INSURANCE FOR PASSENGER RAIL INTEGRATION, REGIONAL; PURCHASE INSURANCE FOR PASSENGER RAIL OPERATIONS	NCTCOG	2022	2022	(1,000,000)	5
21088	NATIONAL PARK SERVICE PARTNERSHIP (PHASE 2); REGION WIDE; SUPPORT TRINITY RIVER NATIONAL WATER TRAIL COMMITTEE BY COORDINATING WITH LOCAL AGENCIES TO INSTALL NCTCOG - OWNED MOBILE COUNT EQUIPMENT, DEVELOP DOCUMENTATION AND BEST PRACTICE GUIDES ON THE IMPACT OF WATER TRAIL ACCESS POINTS ON TRAIL USAGE, AND THE ECO-TOURISM BENEFITS OF WATER TRAIL ACCESS POINTS AS IT RELATES TO THE FORT WORTH AND DALLAS REGIONAL TRAIL	NCTCOG	2022	2022	(24,000)	5
21089	REGIONWIDE ON-ROAD VEHICLE EMISSIONS PROJECT; ESTABLISH MOBILE EMISSIONS ENFORCEMENT AND VEHICLE EMISSIONS DATA COLLECTION; TASK FORCE TO COMBAT FRAUD TEMP REGISTRATIONS, INSPECTION IN LIGHT & MED DUTY VEHICLES, & EMISSIONS COMPONENT TAMPERING; COLLECT TAILPIPE EMISSIONS DATA FROM MED & HEAVY-DUTY VEHICLES TO DEVELOP AQ PLANNING STRATEGIES AND FOR EMISSIONS MODELING COMPARISON	NCTCOG	2023	2022	500,000	5
Subtotal of Category 5 - Regional Programs/Management and Operations					(290,307)	

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11624	S LANCASTER RD FROM E Kiest Blvd TO E LEDBETTER DR; CONSTRUCT PEDESTRIAN CONNECTIONS SUCH AS CROSSWALKS AND ADA RAMP AND ASSOCIATED IMPROVEMENTS AND PEDESTRIAN LIGHTING	DALLAS	2023	2022	56,000	6
			2024		344,000	
11625	PARK ROW HISTORIC DISTRICT BOUND BY PARK ROW AVE ON THE NORTH AND OAKLAND AVE (AKA MALCOLM X BLVD) ON THE EAST, SOUTH BLVD TO THE SOUTH AND SOUTH CENTRAL EXPRESSWAY ON THE WEST; COMPREHENSIVE PLAN TO IDENTIFY TRANSPORTATION AND REHABILITATION IMPROVEMENTS IN SOUTH BOULEVARD PARK ROW HISTORIC DISTRICT; MAY INVOLVE CONSULTANT ASSISTANCE AND NCTCOG STAFF TIME	NCTCOG	2022	2022	100,000	6
12354.22	5307 - ACQUISITION OF SECURITY EQUIPMENT	DCTA	2023	2022	250,000	6
12416.22	5307 - SYSTEM PREVENTIVE MAINTENANCE	DCTA	2023	2022	250,000	6
12535.17	5307 - RAIL PREVENTIVE MAINTENANCE	DCTA	2022	2022	365,585	6
12558.17	5307 - PURCHASE REPLACEMENT VEHICLES	DCTA	2018	2022	(365,585)	6
12726.22	5339 - PURCHASE OF REPLACEMENT VEHICLES	DCTA	2023	2022	105,000	6
12728.22	5339 - PURCHASE REPLACEMENT VEHICLES	TRINITY METRO	2023	2022	(135,000)	6
14013.3	CENTREPORT TRAIL FROM CENTREPORT STATION TO CITY LIMITS; CONSTRUCT 12 FT WIDE SHARED-USE PATH	FORT WORTH	2020	2022	12,405	6
			2024	2022	(12,406)	
14014	MCKINNEY AVENUE TRANSIT AUTHORITY M-LINE EXTENSION FROM UPTOWN TO KNOX-HENDERSON NEIGHBORHOOD; CONDUCT A STUDY TO RECOMMEND ALIGNMENTS & STOPS, EVAL THE COST OF IMPL, OPERATION, & MAINTENANCE, PROVIDE TECH ASSIST PRODUCING RIDERSHIP EST & PRELIM ENV ANALYSIS, ID POTENTIAL FUNDING, & DEVELOP TIMELINE; INCL NCTCOG STAFF TIME & MAY INCL CONSULTANT ASST	NCTCOG	2018	2022	(190,493)	6
14036	BUS 287/NORTH MAIN STREET AT NORTH HANGAR ENTRANCE; ADD RIGHT TURN LANES FOR SOUTHBOUND TRAFFIC	FORT WORTH	2022	2022	(17,400)	6
			2023		(38,800)	
14037	BUS 287/NORTH MAIN STREET AT NORTH AIRPORT ENTRANCE; ADD RIGHT TURN LANE FOR SOUTHBOUND TRAFFIC INTO NORTHERN AIRPORT ENTRANCE (MAIN ENTRANCE FOR JET FUEL TRUCKS)	FORT WORTH	2022	2022	(12,400)	6
			2023		(35,600)	
			2024		9,000	
			2025		95,200	
14066	WEST COMMERCE FROM FORT WORTH AVE TO RIVERFRONT BLVD; CONSTRUCT SIDEWALKS AND BICYCLE LANES	DALLAS	2024	2022	114,000	6
			2026		1,540,000	
14073	US 75 NORTHBOUND FRONTAGE ROAD FROM RENNER ROAD TO W CITY LINE DRIVE; WIDEN US 75 NB FRONTAGE ROAD BRIDGE OVER SPRING CREEK TO CONSTRUCT SHARED-USE PATH	RICHARDSON	2022	2022	(90,000)	6
			2023		(5,000)	
			2024		(500,000)	
14073.1	COTTON BELT TRAIL AT SPRING CREEK; CONSTRUCT SHARED USE PATH INCLUDING BRIDGE ACROSS SPRING CREEK	DART	2024	2022	595,000	6
21035	VALLEY VIEW LANE FROM DENTON ROAD TO NESTLE DRIVE; RECONSTRUCT FROM 6 TO 4 LANE DIVIDED ROADWAY WITH ON-STREET PARKING AND SIDEWALKS	FARMERS BRANCH	2025	2022	596,657	6
21036	ALONG AND ADJACENT TO DENTON DRIVE FROM FARMERS BRANCH/DALLAS CITY LIMITS TO ROSSFORD STREET; CONSTRUCT SHARED-USE PATH	FARMERS BRANCH	2025	2022	528,343	6

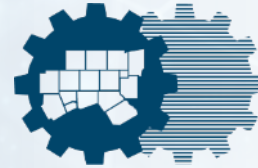
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21060	ON MOORE AVENUE (US 80) FROM BRADSHAW STREET TO BURCH STREET; RESTRIPIING 4 TO 4 LANES WITH PEDESTRIAN IMPROVEMENTS INCLUDING CONSTRUCTION OF PEDESTRIAN/ADA RAMPS AND CROSSWALKS, BULB OUTS AT INTERSECTIONS, AND TRAFFIC SIGNAL IMPROVEMENTS	TERRELL	2024	2022	240,000	6
21061	ON VIRGINIA STREET (SS 226) FROM BRIN STREET TO ROCHESTER STREET; RESTRIPIING 2/4 TO 2/4 LANES WITH PEDESTRIAN IMPROVEMENTS INCLUDING CONSTRUCTION OF PEDESTRIAN/ADA RAMPS AND CROSSWALKS, BULB OUTS AT INTERSECTIONS, AND TRAFFIC SIGNAL IMPROVEMENTS	TERRELL	2024	2022	40,000	6
21076	ON SHILOH ROAD FROM MILLER ROAD TO FOREST LANE; RECONSTRUCT AND WIDEN FROM 4 LANES TO 6 LANES WITH SIDEWALKS	GARLAND	2023	2022	700,000	6
			2025		600,000	
			2028		575,000	
Subtotal of Category 6 - MTP Policy Bundle					5,713,506	
Total Transportation Development Credits Awarded in 2021					17,733,975	

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NCTCOG PRESENTATION

Local Clean Air Project Spotlight

Surface Transportation Technical Committee

February 24, 2023

North Central Texas Council of Governments

Project Spotlight – DHL Supply Chain

Awarded Project	Two All-Electric Terminal Tractors (Yard Trucks) 100% NOx Emissions Reduction at Location
Technology Replaced	Two Diesel Engine Powered Terminal Tractors
Project Geographic Area	Operating in Fort Worth (Tarrant County)
Implementation Date	November 2022
Awarded Amount Total Project Cost	\$313,733 \$697,185
Call for Projects	North Texas Emission Reduction Project 2020
Funding Source	Environmental Protection Agency National Clean Diesel Funding Assistance Program



Project Spotlight – DHL Supply Chain



Terminal Tractor #1



Terminal Tractor
Electrical Component
Compartment



Terminal Tractor #2



Contact Us



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TRANSPORTATION

PUBLIC MEETING

MAR. 13 · NOON · 616 SIX FLAGS DR. ARLINGTON, TX

PRESENTATIONS

Federal and Local Partnerships with Dallas Area Rapid Transit (DART) and City of Dallas

In recent months, NCTCOG staff has been working with DART and the City of Dallas on two funding partnerships intended to increase the amount of local funding available to the Regional Transportation Council to expedite projects and programs. Details of these partnerships will be presented.

COVID-19 Infrastructure Program Transit Partnership (Round 2)

In November 2020, the Regional Transportation Council (RTC) approved \$25 million in federal transportation funding to be utilized for transit across the region. In March 2021, \$14 million of that funding was approved for specific improvements. Details of the program and the projects being proposed for the remaining funds will be presented.

State Implementation Plan and Section 185 Requirements

As a result of the recent reclassifications of the Dallas-Fort Worth nonattainment area, upcoming State Implementation Plan (SIP) adoption by TCEQ will occur in April of 2024 for the 2008 standard, and November of 2023 for the 2015 standard. With the 2008 ozone standard's change from "Serious" to "Severe," the region may become subject to a federally required stationary source fee program. If the region fails to attain the 2008 ozone by the end of 2026, the annual fee program could be implemented as early as 2028.

ONLINE REVIEW & COMMENT (NO PRESENTATION)

Proposed Modifications to the List of Funded Projects:
publicinput.com/nctcogMar23.

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

Need a ride to the public meeting? Request a \$6 roundtrip ride from the DFW CentrePort Station to NCTCOG with the Via app! Download the app at: arlingtontx.gov/via.

Attend in person, watch the presentations live at publicinput.com/nctcogMar23, or participate via phone by dialing 855-925-2801 then code 6190.



RESOURCES & INFORMATION

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

Regional Smoking Vehicle Program (RSVP):
smokingvehicle.net

Vehicle Incentive & Funding Opportunity:
nctcog.org/aqfunding

Saving Money & Reducing Truck Emissions
nctcog.org/SMARTe

Engine Off North Texas
EngineOffNorthTexas.org

PUBLIC COMMENTS REPORT

WRITTEN COMMENTS SUBMITTED BY WEBSITE, EMAIL & SOCIAL MEDIA

Purpose

The public comments report is in accordance with the NCTCOG Transportation Department Public Participation Process, which became effective June 1, 1994, as approved by the Regional Transportation Council (RTC), the transportation policy board for the Metropolitan Planning Organization (MPO) and amended on May 12, 2022.

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

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

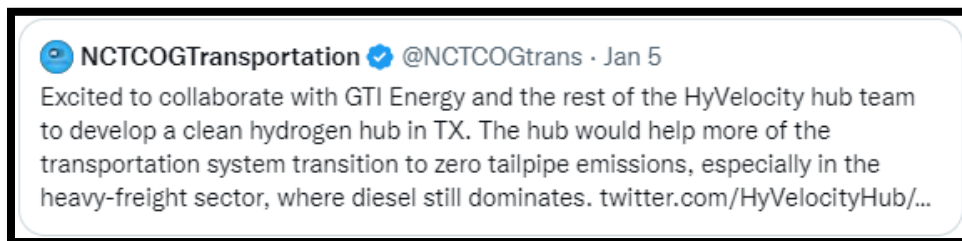
In addition, comments can be submitted through Map Your Experience, the Transportation Department's online mapping tool. The tool allows users to drop a pin on a location in the region and leave a detailed comment. No new comments were submitted this month through the tool. However, you can view past comments by visiting:

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

Air Quality

Twitter –

1. Glad to have you on the team! — HyVelocityHub (@HyVelocityHub)



Bicycle and Pedestrian

1. 1/4 🚲 Wholesome vid of casual 2-person bike on neighborhood streets in East Dallas. Sharing in case raw footage of street conditions, road design & candid reactions of Dallas native + outside visitor are useful to planners, esp regarding Master Bike Plan cc @jhart_OU @NCTCOGtrans — Hexel (@hexel_co)



2/4 Insights for riders:

- 🚲 E-bike makes carrying passenger a breeze
- 🚲 Rear saddle seat comfortable & stable for adults; just go slow esp on turns
- 🚲 Avoid bumpy roads. Tip: learn your streets in advance
- 🚲 Use bell for alerting pedestrians 🔔 — Hexel (@hexel_co)



3/4 Insight for planners

- 🚗 Despite only 2-lanes, cars move uncomfortably fast thx to 15ft wide lanes
- 🚗 Couldn't dare take passenger over US-75 crossing w/ cars
- 🚲 Bumpy streets destabilizes otherwise comfy passenger
- 🚲 More bulbs at intersections would make crossing easier — Hexel (@hexel_co)



4/4 I've noticed ppl riding privately owned scooters. My fav sight on weekends is a rack w/ multiple bikes

A few ppl biking & scooting despite little/no cycle infra on our streets proves that many more will too as soon as city takes action — Hexel (@hexel_co)



Innovative Vehicles/Technology/Automated/People Mover

Twitter –

1. We're thrilled to announce our agreement w/ @NCTCOGtrans. It unlocks massive potential to save lives and allows any local government in TX, & beyond, to easily secure [one.network](https://us.one.network/news/one-network-selected-to-provide-work-zone-data-in-north-central-texas/)'s work zone data sharing technology. Read: <https://us.one.network/news/one-network-selected-to-provide-work-zone-data-in-north-central-texas/>#THISisITS #WorkZone — one.network (@onenetworkHQ)



Public Meetings/Forums

Twitter –

1. Congratulations to Collin Co. Commissioner Duncan Webb for receiving the Regional Transportation Council's Road Hand Award! Commissioner Webb has spent the last decade advocating for TxDOT and local transportation projects, both behind the scenes and with the public. @NCTCOGtrans —TxDOT Dallas (@TxDOTDallas)



Roadway Projects/Planning/Programs

Facebook –

1. Staying in town this holiday season? Need something other than the TV to keep the kids busy? Check out these educational and kid-friendly resources about air quality and the importance of clean air habits: <https://www.airnorthtexas.org/teach> #AirNorthTexas #AirNTx — NCTCOG Transportation Department



what is the time line for the work on the I-20 and loop 820 by SW Arlington in Ft Worth
— George Knudson

Response by NCTCOG Transportation staff:

Hello, Mr. Knudson,

Thank you for your comment. TxDOT has a dedicated webpage for IH 20/IH 820/US 287 Southeast Connector Project: <https://www.southeastconnector.com/>. As of now, TxDOT expects major construction activities will begin in spring 2023, and substantial completion will occur in 2027. You can also subscribe to e-mail alerts for regular project status updates through the website.

Phone Call –

1. Rick Lindsey

Mr. Lindsey called with a question about roadway congestion concerns on arterials in the Las Colinas area (Macarthur and O'Connor) due to east-west traffic not being connected well to SH 161/SH 114 or SH 183.

Summary of Response by NCTCOG Transportation staff:

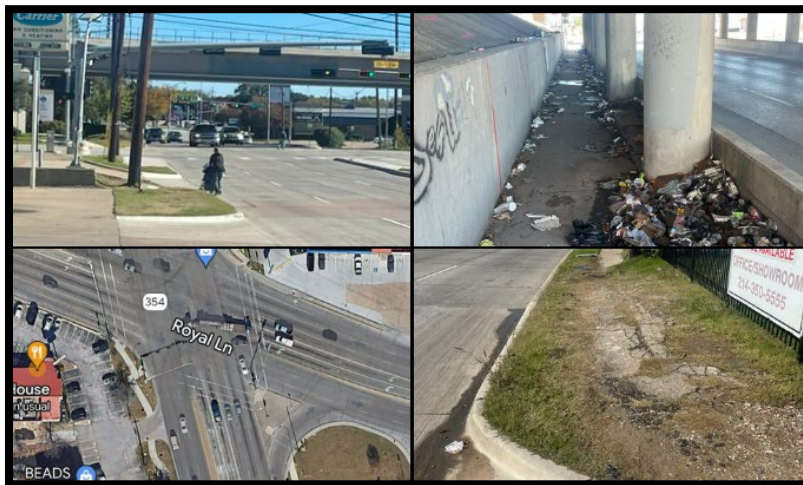
NCTCOG Transportation staff reviewed the recently updated 2045 Mobility Plan recommendations and provided information about the online [recommendations explorer](#) tool.

Safety

Twitter –

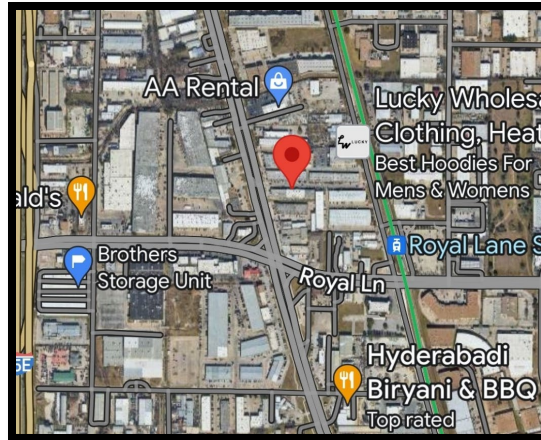
1. Last Friday (1/13) hit by car walking to unveiling of Ktown roadsigns in Northwest Dallas. Asked several people about revitalization plans for area. Many more layers of official recognition to come, but safety & walkability just an afterthought. @NCTCOGtrans @VoteOmarNarvaez — Hexel (@hexel_co)

Royal Lane/Harry Hines area a brutal environment for pedestrians—e.g., missing sidewalks or sidewalks placed right next to high-speed 6-8 lane arterials; short pedestrian walk signal internals in massive intersections. In a commercial district adjacent to a DART rail station.... — Thomas Bamonte (@TomBamonte)



Oh gosh so much to unpack there:

- The @dallasnews article talked a lot about Shin Chon Market, but the new Koreatown designation doesn't cover it
- Despite being designed (and soon to be named) after the district, the station is positioned on the wrong side of Denton Drive — Hexel (@hexel_co)



For several decades, the intersection of Royal Lane and Harry Hines Boulevard in northwest Dallas has unofficially been known to locals as "Koreatown."



Rich Kim, owner of Shin Chon Market and Food Court, talks with a customer in Dallas on Wednesday, Dec. 7, 2022. (Lola Gomez / Staff Photographer)

I see three fundamental problems with the design of the built environment here:

(A) Unsafe & inconvenient to point of impossibility to TRIP CHAIN within the district. This mean **BUSINESSES CAN'T FEED EACH OTHER WITH CUSTOMERS**. Patrons drive in for one purpose then just leave — Hexel (@hexel_co)

(B) Quantity & (subjectively) quality of business is high, but MIXTURE (density + diversity) of primary uses is low. This makes even more difficult for biz to feed each other.

When street is almost entirely restaurants, they become competition not allies. — Hexel (@hexel_co)

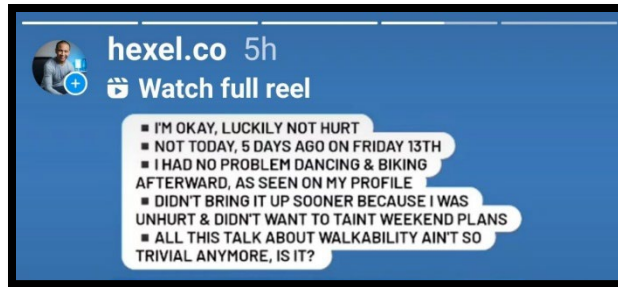
(C) Local residential population is super low. Ppl say "there are couple apartments here & there" but nowhere near enough

Regional customers = tourists you always need to compete for. High local pop = not threatened by Carrollton, Richardson, Plano, and beyond . — Hexel (@hexel_co)

These are all entirely fixable issues. But what drives me nuts is I'm a "lone voice crying in the wilderness" when it comes to solutions; Americans see walkability as a hobby, not a matter of life and death of a neighborhood. — Hexel (@hexel_co)

Don't get discouraged. Keep walking, biking, and speaking up. Agree that lack of walkability undercuts the economic and cultural potential of this district, while making it hazardous for the surprising number of pedestrians who do have to navigate the hostile streetscape. — Thomas Bamonte (@TomBamonte)

!!!💡 you ok? —Susan Alvarez 🌻 (SusanGAlvarez)



— Hexel (@hexel_co)

I'm sorry my guy! You were even extra safe by walking behind the car smh — Mitchell Davis (@therealallpro)

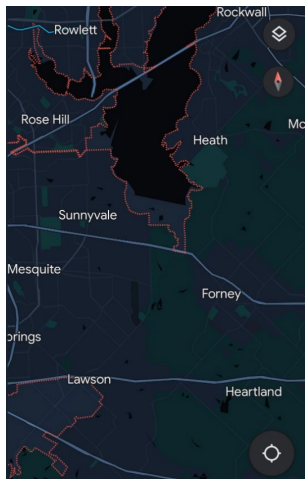
Told someone at event what happened & how car backed into me (no vid yet) they said "well you're supposed to walk in front of car so driver can see you" Sure... like that always works... and as if no-look reverse was more likely than no-look forward 😬 — Hexel (@hexel_co)

Transit

Twitter –

1. Does Forney technically border Dallas, thereby qualifying to join DART?

Christmas gatherings have brought to my attention the (anecdotal) growing commuter population there. BRT express routes come to mind as a right-sized solution.



Has @NCTCOGtrans studied commuter-pair cities outside Dallas & Ft Worth?

Forney-Frisco seems common among peers (college-educated 2nd gen immigrant office worker). Direct bus won't be faster than 1hour drive, but would be safer, cheaper, more sustainable, & reduce congestion — Hexel (@hexel_co)

Denton & Fort Worth have the North Texas Xpress. Currently down to a single departure time in morning/evening. <https://dcta.net/getting-around/rail-bus-services/regional-routes> — Eric Pruett (@BashfulBits)

DALLAS DISTRICT

PROGRESS

Monthly Report on Dallas District Projects and Topics

★ ★ ★

COLLIN CO. | DALLAS CO. | DENTON CO. | ELLIS CO. | KAUFMAN CO. | NAVARRO CO. | ROCKWALL CO.

US 380 PLANS MOVE FORWARD

As Collin and Denton counties continue to grow at a rapid pace, TxDOT is committed to alleviating congestion along the US 380 corridor, a major east/west connector among North Texans.



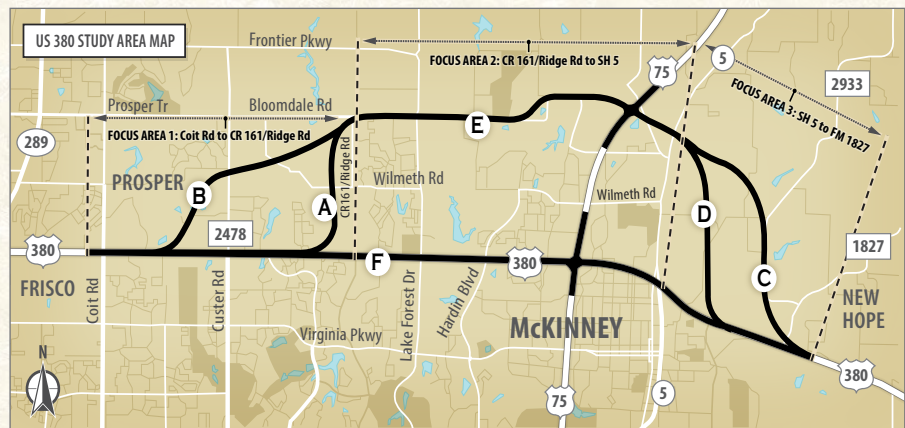
With Collin County surpassing 1 million residents a few years ago and Denton County following close behind, the approximately 60-mile stretch of roadway is vital to the area's growth.

Plans are currently being developed to create a six- to eight-lane freeway with frontage roads along US 380. Denton County's project is in the early stages of public involvement. The Collin County section has been divided into five projects, all at different environmental stages. One of the most high-profile projects, which runs from Coit Road in Prosper to FM 1827 in McKinney, is nearing the final stages of planning.

Last year, TxDOT determined widening the roadway in that area was not recommended along its current alignment, due to the potential impact to businesses and residences. Thus, several alternatives were proposed and analyzed.

The preferred alternative was announced in the draft environmental impact study in January.

The selected route will stay along the current US 380 corridor farther before moving north,



SOURCE: TxDOT

TxDOT graphics

just west of County Road 161/Ridge Road. The alignment then continues along Bloomdale Road before veering south near FM 2933. The route will have fewer displacements and

avoid impacting a horse therapeutic facility, which was a major public concern.

More on BACK PAGE »

JANUARY 2023 LET PROJECTS

	CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	COST EST. (M)	BID (M)	+/- (%)	EST. TOTAL COST (M)	CONTRACTOR
1	0092-03-057	IH 45	SH 34 to south of SL 161	Repair roadway	\$2.71	\$2.67	-1.53%	\$3.10	Gibson & Associates, Inc.
2	0095-03-107*	VA	Various locations to in the Dallas District	Seal coat and pavement markings	\$21.84	\$21.78	-0.26%	\$23.63	Brannan Paving Co., Ltd.
3	0196-02-128 ¹	IH 35E	At 1171 and Main St.	Interchange improvement	\$84.50	\$105.46	24.80%	\$106.90	Sema Construction, Inc.
4	1013-01-038	FM 546	At FM 3286 intersection	Intersection improvement	\$2.81	\$3.31	17.80%	\$3.75	A. K. Gillis & Sons, LLC
5	1014-02-043	FM 548	At Parker Creek	Bridge replacement	\$3.84	\$4.09	6.61%	\$4.99	Indus Road & Bridge, Inc.
6	1567-02-037	FM 423	W Lake Highlands Dr. to Lake Ridge Dr.	Landscape development	\$0.22	\$0.49	20.89%	\$0.27	C. Green Scaping, L.p.

* Unmapped.

¹ Indicates project is an A+B bidding project.

** District FY 2022 Letting Cap includes the following:

1) IH 35E Phase II Dallas County Design Build Project for \$708 million

EST. JANUARY 2023 TOTALS	\$115.92	\$137.81	11.39%
DISTRICT FY CUMULATIVE LETTINGS	\$961.31	\$1,080.88	
DALLAS DISTRICT FY LETTING VOLUME CAP	\$1,301,360,000**		

Note: Accumulative Letting/Obligations decreased due to bid rejection of Klyde Warren Deck Park Extension CSJ 0196-07-034 and IH 35E Frankford Rd CSJ 0196-02-132.

FEBRUARY 2023 PROJECTED LETTING PROJECTS (SUBJECT TO CHANGE)

	CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	EST. COST (M)
1	0047-14-087	US 75	West University Dr. to south of Virginia Pkwy.	Landscape Development	\$0.59
2	0092-02-141	IH 45	8.4 miles south of IH 20	Bridge Maintenance	\$3.92
3	0173-02-077	SH 34	Ellis County line to FM 1390	Rehabilitate Existing Roadway	\$11.62
4	0442-02-169	IH 35E	At Woody Branch	Bridge Maintenance	\$2.08
5	0816-02-083	FM 455	At Creek Creek	Replace Bridge and Approaches	\$4.13
6	0918-47-347*	Marsalis Ave.	Various Intersections to In City of Dallas	Traffic Signal Improvements	\$1.81
7	1047-03-076	FM 1382	1 mi N of Penn Branch Pkwy. to 1200' N of Penn Branch Pkwy.	Drainage Improvements & Install Median Barrier	\$3.76
ESTIMATED TOTAL					\$27.91 M

* Unmapped.

COMPLETED CONSTRUCTION PROJECTS (FROM JANUARY 1-31, 2023)

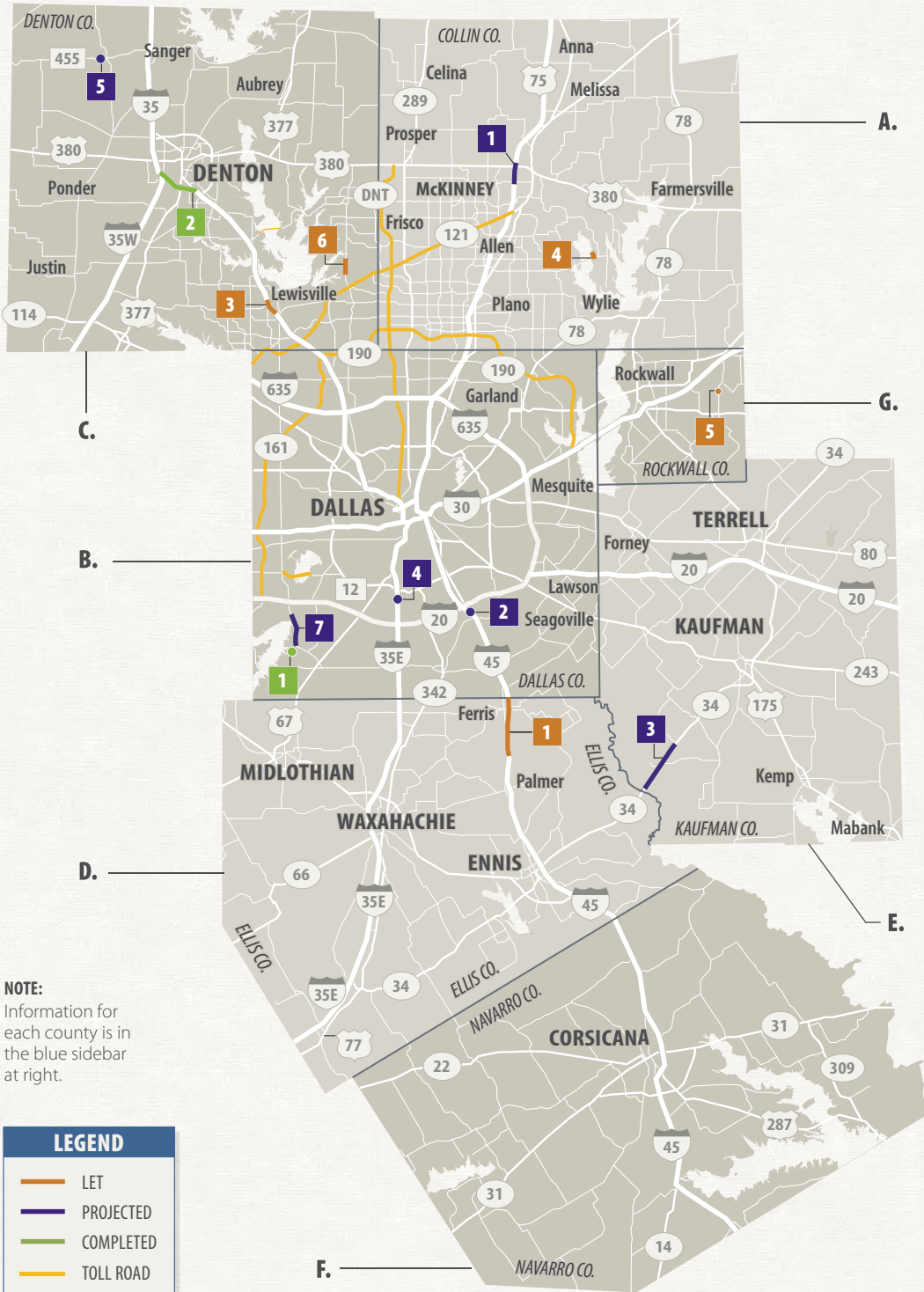
	CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	EST. COST (M)	COMPLETED DATE
1	0918-47-096	West Spine Rd.	On West Spine Rd., within the Cedar Hill State Park	Rehabilitation of existing park road	\$4.55	01/23/2023
2	0195-03-101	IH 35E	From US 77 to IH 35W	Resurfacing	\$6.08	01/23/2023
ESTIMATED TOTAL					\$10.63 M	

SOURCE: Texas Department of Transportation.

TxDOT graphic

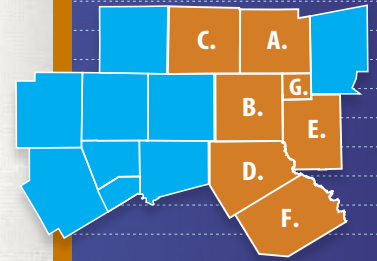
DALLAS DISTRICT PROJECTS MAP

Colored and numbered boxes correspond with the charts on page 2 and show projects that have let in **January 2023**, are projected to let in **February 2023**, or have recently been **completed**.



NOTE:
Information for each county is in the blue sidebar at right.

SOURCE: TxDOT research
*POPULATION ESTIMATE: NCTCOG



2022 DALLAS DISTRICT ESTIMATE TOTALS

VEHICLE REGISTRATION | 4,189,810
*POPULATION ESTIMATE | 5,274,480
LANE MILES | 11,087.892

A. | COLLIN COUNTY

VEHICLE REGISTRATION: 865,094
*POPULATION ESTIMATE: 1,135,060
LANE MILES: 1,556.034

B. | DALLAS COUNTY

VEHICLE REGISTRATION: 2,095,680
*POPULATION ESTIMATE: 2,654,510
LANE MILES: 3,438.432

C. | DENTON COUNTY

VEHICLE REGISTRATION: 737,322
*POPULATION ESTIMATE: 950,660
LANE MILES: 1,730.268

D. | ELLIS COUNTY

VEHICLE REGISTRATION: 195,865
*POPULATION ESTIMATE: 207,620
LANE MILES: 1,547.372

E. | KAUFMAN COUNTY

VEHICLE REGISTRATION: 141,728
*POPULATION ESTIMATE: 153,130
LANE MILES: 1,215.381

F. | NAVARRO COUNTY

VEHICLE REGISTRATION: 52,281
*POPULATION ESTIMATE: 53,610
LANE MILES: 1,252.730

G. | ROCKWALL COUNTY

VEHICLE REGISTRATION: 101,840
*POPULATION ESTIMATE: 119,900
LANE MILES: 347.675

Continued from COVER STORY »



Both Collin and Denton counties have had interim projects that address congestion and safety concerns with today's current traffic.

Denton County's interim US 380 project will widen the highway and eliminate at-grade crossings at five intersections. That project is currently under construction and is expected to be complete in 2025. Eventually, the entire US 380 corridor would be a controlled access highway, with stoplights only on frontage roads, which will manage congestion and improve mobility.

Throughout all phases of public involvement for the US 380 project in Prosper/McKinney, TxDOT received thousands of comments from the public regarding potential new alignments. As TXDOT nears making a record of decision, the public will have another chance to share their feedback. Two public hearings are scheduled in February for the community to learn about the plans for US 380. All materials will be available online at www.keepitmovingdallas.com/US380EIS starting at 5:30 p.m. Feb. 16 and 21.

1. FUNDING SOURCES



Motor Fuel Taxes



Vehicle Registration Fees



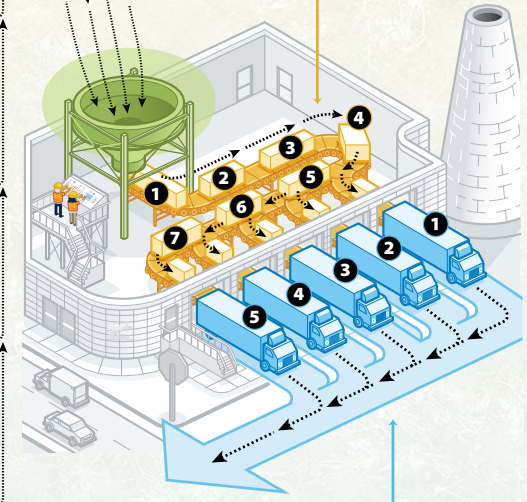
Prop 1/Prop 7



Federal Reimbursements

2. ADVANCED PLANNING

1. Public Involvement
2. Feasibility Analysis
3. Environmental
4. Engineering
5. Right of Way
6. Utility Adjustment
7. Contractor Procurement



3. MOBILITY AND MAINTENANCE PROJECTS

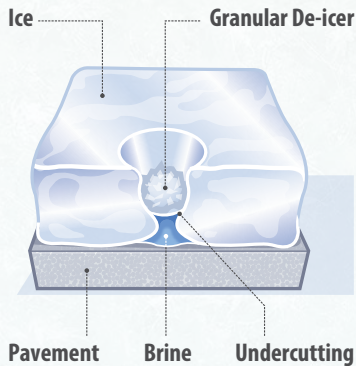
1. Connectivity
2. Preservation
3. Safety
4. Mobility
5. Roadway Maintenance

TxDOT PREPARED FOR WINTER WEATHER

HOW DO THE CHEMICALS WORK?

Granular De-Icer

A granular de-icer – salt for instance – lowers the freezing point of water from 32 °F to about 15 °F (depending on how much you use). When salt makes contact with ice, melting begins immediately and spreads out from that point, creating a salt/water mix (brine) that continues melting the ice, undercutting the bond between the ice and the road.



Melting Ice Takes Time

The temperature and the amount of ice or snow on the road determine de-icing material amounts and melting rates. As temperatures drop, the amount of de-icer needed to melt a given quantity of ice increases significantly.

WHICH MATERIALS ARE USED ON THE ROADS?



Before an ice/snow event

- Liquid salt-based anti-icers help prevent ice formation



During an ice/snow event

- Various salt-based granular de-icers are used to help melt ice already formed on the road

AFTER SNOW/ICE EVENT

- Stockpiles/supplies are replenished (multi-day storm)
- Roadways are swept/cleaned of excess aggregate
- Winter plan effectiveness is evaluated and adjusted
- Roadway repairs are scheduled (potholes, guardrails, structures, etc.)
- Equipment is serviced and prepared for the next winter storm

SOURCE: Texas Department of Transportation

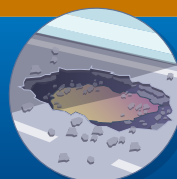
Credit: DEAN HOLLINGSWORTH/TxDOT Information Specialist

DALLAS DISTRICT | PROGRESS



TEXAS DEPARTMENT OF
TRANSPORTATION
4777 E. Highway 80
Mesquite, TX
75150-6643

FOR MORE INFORMATION:
214-320-4480
dalinfo@txdot.gov
www.txdot.gov



REPORT A POTHOLE:

Visit <https://www.txdot.gov/inside-txdot/contact-us/contact-us/reportIssueSubPage/roadNeedsRepair.html> or call 800.452.9292. Progress report can be downloaded at <http://www.txdot.gov/inside-txdot/district/dallas/progress.html>