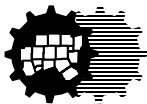


FY2024 and FY2025
Unified Planning Work Program
for Regional Transportation Planning



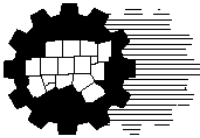
Transportation Department
North Central Texas Council of Governments

What is NCTCOG?

The **North Central Texas Council of Governments** (NCTCOG) is a voluntary association of, by, and for **local governments** within the 16-county North Central Texas Region. The agency was established by state enabling legislation in 1966 to assist local governments in **planning** for common needs, **cooperating** for mutual benefit, and **coordinating** for sound regional development. Its purpose is to strengthen both the individual and collective power of local governments, and to help them recognize regional opportunities, resolve regional problems, eliminate unnecessary duplication, and make joint regional decisions – as well as to develop the means to implement those decisions.

North Central Texas is a 16-county **metropolitan region** centered around Dallas and Fort Worth. The region has a population of more than 7 million (which is larger than 38 states), and an area of approximately 12,800 square miles (which is larger than nine states). NCTCOG has 228 member governments, including all 16 counties, 169 cities, 19 independent school districts, and 24 special districts.

NCTCOG's structure is relatively simple. An elected or appointed public official from each member government makes up the **General Assembly** which annually elects NCTCOG's **Executive Board**. The Executive Board is composed of 17 locally elected officials and one ex-officio non-voting member of the legislature. The Executive Board is the policy-making body for all activities undertaken by NCTCOG, including program activities and decisions, regional plans, and fiscal and budgetary policies. The Board is supported by policy development, technical advisory and study **committees** – and a professional staff led by **R. Michael Eastland**, Executive Director.



NCTCOG's offices are located in Arlington in the Centerpoint Two Building at 616 Six Flags Drive (approximately one-half mile south of the main entrance to Six Flags Over Texas).

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NCTCOG's Department of Transportation

Since 1974, NCTCOG has served as the Metropolitan Planning Organization (MPO) for transportation for the Dallas-Fort Worth area. NCTCOG's Department of Transportation is responsible for the regional planning process for all modes of transportation. The department provides technical support and staff assistance to the Regional Transportation Council and its technical committees, which compose the MPO policy-making structure. In addition, the department provides technical assistance to the local governments of North Central Texas in planning, coordinating, and implementing transportation decisions.

FY2024 and FY2025
Unified Planning Work Program
for Regional Transportation Planning

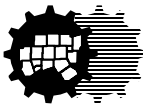
North Central Texas Council of Governments

Transportation Management Area

Nonattainment

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Transit Administration: September 27, 2023



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Walter Shumac, III, Chair
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I. Introduction

The North Central Texas Council of Governments (NCTCOG), through designation by the Governor of the State of Texas, serves as the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth-Arlington, Denton-Lewisville, and McKinney/Frisco Urbanized Areas. The designation of the MPO is by agreement among the units of general-purpose local governments and the Governor.

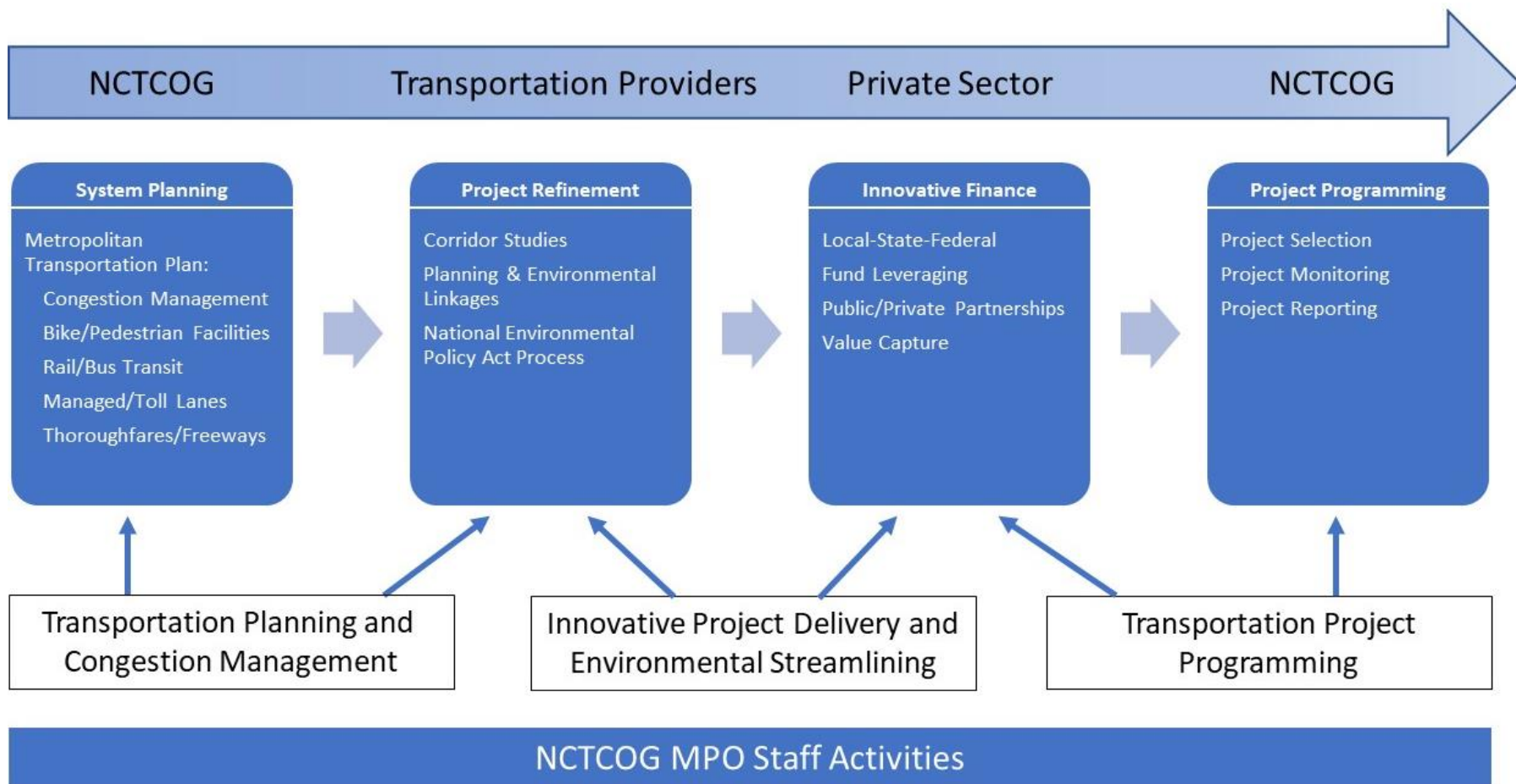
To conduct the metropolitan transportation planning process, the State of Texas, acting through the Texas Department of Transportation (TxDOT), NCTCOG as the MPO, and the Regional Transportation Council (RTC) as the MPO Policy Committee, have entered into an agreement referred to as the Agreement with Metropolitan Planning Organization. This agreement serves to delineate the responsibilities of each organization, TxDOT in the administration of federal and State funds to support the planning process, NCTCOG in carrying out the responsibilities of the MPO, and RTC in establishing overall transportation policy for the MPO.

Under federal law (23 USC 134 and 49 USC 5303, as amended), the MPO designated for each urbanized area is to carry out a “continuing, cooperative, and comprehensive multimodal transportation planning process,” including the development of a Metropolitan Transportation Plan (MTP) and a Transportation Improvement Program (TIP). This process should encourage and promote the safe and efficient development, management, and operation of surface transportation systems to serve the mobility needs of people and freight (including accessible pedestrian walkways and bicycle transportation facilities). The process should also foster economic growth and development (including travel and tourism), improve resiliency and reliability, while minimizing transportation-related fuel consumption, stormwater impacts, and air pollution. The Unified Planning Work Program (UPWP) is prepared every two years by NCTCOG in accordance with

current surface transportation legislation, the Infrastructure Investment and Jobs Act (IIJA), adopted by Congress and signed by the President on November 15, 2021. This legislation continues the concepts of a continuing, cooperative, and comprehensive planning process identified in previous legislation. The UPWP is developed in cooperation with TxDOT, transportation authorities, toll authorities, the Dallas Fort Worth International Airport, and local governments in the Dallas-Fort Worth Metropolitan Area. Specific planning needs for the region are identified through requests solicited from representatives of these agencies and local governments. This information is combined with regional needs identified by NCTCOG and, after allocating funds from available resources, presented as a proposed Work Program for the upcoming fiscal years.

The metropolitan planning process consists of four phases: system planning, project refinement, innovative finance, and project programming. The process is outlined in Exhibit I-1. System planning is a primary function of the MPO, and as such, NCTCOG takes the lead in the development of the MTP. As projects contained in the MTP undergo more detailed analyses, the transportation providers in the region assume leadership roles for specific projects, as applicable, with support from NCTCOG. The private sector may join in the planning process as revenue sources for the projects are investigated and identified. With the decline in revenue from traditional funding sources, participation from the private sector continues to be relied upon in order to identify revenue streams to expeditiously implement viable transportation projects. Once project funding has been identified, NCTCOG, in carrying out another primary responsibility, reassumes the lead in the planning process and includes the projects in the TIP.

EXHIBIT I-1
Metropolitan Planning Process for Delivering Transportation Projects



The draft UPWP document is reviewed by the Surface Transportation Technical Committee and is presented for comment at a public meeting. The UPWP is then presented for approval to the Regional Transportation Council (RTC) and the NCTCOG Executive Board.

In addition to working cooperatively to develop the UPWP, NCTCOG, as the MPO, and RTC as the MPO policy committee, work with TxDOT and the transportation operators to carry out the metropolitan planning process within the region. Exhibit I-2 illustrates the respective responsibilities of NCTCOG, RTC; TxDOT; the North Texas Tollway Authority (NTTA); the Collin County Toll Road Authority (CCTRA); Dallas Area Rapid Transit (DART); Trinity Metro (also known as the Fort Worth Transportation Authority); the Denton County Transportation Authority (DCTA); the cities of McKinney, Mesquite, Arlington, and Grand Prairie; and the Dallas Fort Worth International Airport (DFW Airport) with regard to the development of financial forecasts, the Metropolitan Transportation Plan, the Metropolitan Transportation Improvement Program, the Annual Listing of Obligated Projects, the Congestion Management Process, Air Quality Conformity, Corridor and Subarea Studies, Performance-based Planning, and Performance Measures. Appendix H contains a Memorandum of Understanding between the above entities demonstrating each entity's commitment to work cooperatively.

As noted previously, there is also a Metropolitan Planning Organization Agreement, which is executed every six years related to the roles and responsibilities between TxDOT, the RTC as the MPO Policy Committee, and NCTCOG as the MPO. This Agreement is the conduit for TxDOT to provide transportation planning funds to NCTCOG.

**EXHIBIT I-2
Metropolitan Transportation Planning Process Responsibilities**

Planning Activity	NCTCOG/RTC	TxDOT/NTTA/CCTRA	DART/Trinity Metro/ DCTA/McKinney/ Mesquite/Arlington/ Grand Prairie	Dallas Fort Worth International Airport
Financial Forecasts 23 CFR 450.324(f)(11)	Develop alternative financial forecasts based on policy variables. Develop forecasts for locally generated and local option revenue.	Provide estimate of statewide revenue projections for statewide sources such as federal/state fuel tax, vehicle registrations, and state discretionary programs. Develop and maintain revenue forecasting model for federal/state revenue sources, including local option alternatives. Provide estimates of revenue by year for each Statewide Transportation Improvement Program category.	Provide estimate of agency revenue projections for local, state, and federal sources such as local sales tax, federal and state formula funds, and discretionary programs. Provide financial plan information regarding allocation of revenue sources to project types such as rail capital, bus capital, and maintenance and operations.	Provide any locally derived revenue estimates as appropriate.
Metropolitan Transportation Plan Development 23 CFR 450.324	Develop system revenue forecasts. Develop systemwide alternative scenarios. Develop systemwide travel forecasts and performance reporting.	Provide roadway project status and cost information, including revenue source. Provide potential project staging and phasing, including expected opening year.	Provide transit project status and cost information, including revenue source. Provide potential project staging and phasing, including expected opening year.	Provide project status and cost information, including revenue source for major airport projects that are locally funded. Provide potential project staging and phasing, including expected opening year for major locally funded projects.

Planning Activity	NCTCOG/RTC	TxDOT/NTTA/CCTRA	DART/Trinity Metro/ DCTA/McKinney/ Mesquite/Arlington/ Grand Prairie	Dallas Fort Worth International Airport
	<p>Coordinate public and transportation partner involvement activities regarding MTP development.</p> <p>Develop regionwide demographic information.</p>			
<p>Metropolitan Transportation Improvement Program</p> <p>23 CFR 450.326</p>	<p>Compile and maintain list of funded projects by year and funding source, including basic scope, limits, and total project cost/funding details.</p> <p>Submit metropolitan Transportation Improvement Program for inclusion in the Statewide Transportation Improvement Program.</p> <p>Draft and submit quarterly TIP modifications and Statewide Transportation Improvement Program revisions to the TxDOT districts (includes review for Metropolitan Transportation Plan and Air Quality Conformity consistency and requisite public involvement).</p>	<p>Provide list of projects implemented by own agencies to NCTCOG for inclusion in the metropolitan and Statewide Transportation Improvement Program in the metropolitan area. TxDOT submits rural projects to the Statewide Transportation Improvement Program.</p> <p>Provide updated status, costs by phase, and dollar amounts by funding category and year.</p> <p>Submit locally funded, regionally significant projects for inclusion in the TIP/Statewide Transportation Improvement Program.</p>	<p>Provide list of projects implemented by own agencies to NCTCOG for inclusion in the metropolitan and Statewide Transportation Improvement Program.</p> <p>Provide updated status, costs by phase, and dollar amounts by funding category and year for each federal, state, or locally funded project.</p> <p>Submit locally funded, regionally significant projects for inclusion in the TIP/Statewide Transportation Improvement Program.</p>	<p>Provide list of locally funded, regionally significant projects implemented by Dallas Fort Worth International Airport for inclusion in the metropolitan and Statewide Transportation Improvement Program.</p> <p>Provide updated status, costs by phase, and dollar amounts by funding category and year for each federal, state, or locally funded project.</p> <p>Submit TIP modifications/ Statewide Transportation Improvement Program revisions for own agency's projects to NCTCOG.</p>

Planning Activity	NCTCOG/RTC	TxDOT/NTTA/CCTRA	DART/Trinity Metro/ DCTA/McKinney/ Mesquite/Arlington/ Grand Prairie	Dallas Fort Worth International Airport
		<p>Submit TIP modifications/ Statewide Transportation Improvement Program revisions for own agency's projects for NCTCOG processing and review.</p> <p>TxDOT districts submit final Statewide Transportation Improvement Program revision packet to TxDOT in Austin for review and approval.</p>	<p>Submit Transportation Improvement Program modifications/Statewide Transportation Improvement Program revisions for own agency's projects to NCTCOG.</p>	
<p>Annual Listing of Obligated Projects</p> <p>23 CFR 450.334</p>	<p>Compile list of obligated projects for each fiscal year with data from the Federal Transit Administration information system, transit agencies, and the Texas Department of Transportation.</p>	<p>Provide list of obligated projects (including project status and obligation amounts) to NCTCOG at the end of each fiscal year.</p>	<p>Provide transit grant numbers to NCTCOG to enable collection of transit funding obligations to the transit authorities and local governments.</p>	<p>N/A</p>
<p>Congestion Management Process</p> <p>23 CFR 450.322</p>	<p>Develop multimodal, systemwide monitoring and evaluation performance process.</p> <p>Develop, coordinate, and collect regional transportation data for inclusion in asset information planning tool.</p>	<p>Provide collected transportation data for inclusion in asset information planning tool.</p> <p>Identify, select, and implement congestion management strategies.</p> <p>Provide evaluation of effectiveness of implemented strategies.</p>	<p>Provide collected transit data for inclusion in asset information planning tool.</p> <p>Identify, select, and implement congestion management strategies, as appropriate.</p> <p>Provide evaluation of effectiveness of implemented strategies.</p>	<p>Provide collected transportation data for inclusion in asset information planning tool.</p> <p>Identify, select, and implement congestion management strategies.</p> <p>Provide evaluation of effectiveness of implemented strategies.</p>

Planning Activity	NCTCOG/RTC	TxDOT/NTTA/CCTRA	DART/Trinity Metro/ DCTA/McKinney/ Mesquite/Arlington/ Grand Prairie	Dallas Fort Worth International Airport
	<p>Identify, select, implement, and coordinate congestion management strategies.</p> <p>Provide and coordinate evaluation of effectiveness of implemented strategies.</p> <p>Coordinate public involvement activities regarding Congestion Management Process development.</p>			
<p>Air Quality Conformity 40 CFR Part 93</p>	<p>Develop and coordinate the transportation conformity analyses for the nonattainment area within the Metropolitan Planning Area.</p> <p>Enter into a Memorandum of Agreement with TxDOT, in the event the nonattainment area extends beyond the Metropolitan Planning Area, for cooperative planning and air quality analysis of projects to reach a positive conformity determination.</p>	<p>TxDOT: Enter into a Memorandum of Agreement with NCTCOG, in the event the nonattainment area extends beyond the Metropolitan Planning Area boundary, for cooperative planning and air quality analysis of projects to reach a positive conformity determination.</p> <p>Participate as one of the interagency consultation partners for the conformity determination process, review conformity analyses, and provide comments.</p>	<p>Review conformity analysis, if applicable; provide comments during public participation process.</p>	<p>Review conformity analysis, if applicable; provide comments during public participation process.</p>

Planning Activity	NCTCOG/RTC	TxDOT/NTTA/CCTRA	DART/Trinity Metro/ DCTA/McKinney/ Mesquite/Arlington/ Grand Prairie	Dallas Fort Worth International Airport
	<p>Coordinate with consultation partners (Federal Highway Administration, Federal Transit Administration, Environmental Protection Agency, the Texas Commission on Environmental Quality, and the Texas Department of Transportation) regarding review of the conformity analysis.</p> <p>Transmit the joint Federal Highway Administration/ Federal Transit Administration conformity determination to affected entities.</p>	<p>Provide consent to the Federal Highway Administration on the transportation conformity determination.</p> <p>NTTA/CCTRA: Review conformity analysis, if applicable; provide comments during public participation process.</p>		
<p>Corridor and Subarea Studies</p> <p>23 CFR 450.318</p>	<p>Lead corridor studies agreed upon by partner agencies.</p> <p>Support partner agency corridor studies by providing travel forecasts for alternative scenarios.</p> <p>Provide Mobile Source Air Toxics and environmental justice analysis, as appropriate, to support National Environmental Policy Act documents.</p>	<p>Lead corridor studies agreed upon by partner agencies.</p> <p>Provide funding support for travel forecasting support as agreed upon between lead agency and NCTCOG.</p> <p>Provide design concept and scope information for potential project alternatives, as necessary, to perform travel forecasts.</p>	<p>Lead corridor studies agreed upon by partner agencies.</p> <p>Provide funding support for travel forecasting support as agreed upon between lead agency and NCTCOG.</p> <p>Provide design concept and scope information for potential project alternatives, as necessary, to perform travel forecasts.</p>	<p>Provide support for major roadway and transit corridor studies impacting the Dallas Fort Worth International Airport.</p>

Planning Activity	NCTCOG/RTC	TxDOT/NTTA/CCTRA	DART/Trinity Metro/ DCTA/McKinney/ Mesquite/Arlington/ Grand Prairie	Dallas Fort Worth International Airport
<p>Performance-Based Planning</p> <p>23 CFR 450.306(d)(1)</p>	<p>Continue enhancements to performance-based planning and decision-making processes in the Metropolitan Transportation Plan, Transportation Improvement Program, Congestion Management Process, and other documents and processes, specifically strengthening ties between performance data and project selection.</p>	<p>Coordinate on project selection processes for the Unified Transportation Program (UTP). Provide performance data, assistance, and comments as needed.</p>	<p>Provide comments, feedback, and data as needed.</p>	<p>Provide comments, feedback, and data as needed.</p>
<p>Performance Measures</p> <p>23 CFR 450.306(d)(2) 23 CFR 490 49 CFR 625 49 CFR 673</p>	<p>Adopt targets for Federal performance measures as required. Monitor progress towards achieving targets over time.</p> <p>Adopt and monitor additional performance measures as needed to track progress towards achieving goals of various planning processes.</p>	<p>TxDOT: Provide data and information related to statewide performance measure target-setting processes. Coordinate MPO target-setting across the state as needed.</p> <p>NTTA/CCTRA: Provide comments, feedback, and data as needed.</p>	<p>Adopt targets for Transit Asset Management (TAM) and Transit Safety (PTASP) performance measures as required. Provide data and information related to these measures as needed.</p>	<p>Provide comments, feedback, and data as needed.</p>

The North Central Texas Council of Governments has received designation as a Regional Economic Development District. It is anticipated that data available through the metropolitan planning process may be utilized to help support the Agency in the development of Comprehensive Economic Development Strategies for the region.

NCTCOG and the RTC have also executed five Memorandums of Understanding (MOUs) with regions beyond the Metropolitan Planning Area for interregional and interstate cooperation on transportation issues that are of mutual interest to the North Central Texas region and the respective region. These MOUs have been executed with the East Texas Council of Governments and East Texas Corridor Council; the East Texas Council of Governments, East Texas Corridor Council, and the Northwest Louisiana Council of Governments; the East Texas Council of Governments, East Texas Corridor Council, Northwest Louisiana Council of Governments, and the North Delta Regional Planning and Development District/Ouachita Council of Governments; the Heart of Texas Council of Governments and the Waco Metropolitan Planning Organization; and Metroplan (five-county area designated as the Metropolitan Planning Organization for the Central Arkansas Regional Transportation Study Area). To advance high-speed rail planning efforts, NCTCOG and the Association of Central Oklahoma Governments, the Metropolitan Planning Organization for the Oklahoma City Metropolitan Area, documented an agreement to work cooperatively to evaluate and plan for potential rail service between the Houston and Oklahoma City Metropolitan Areas. Additionally, NCTCOG and the RTC executed an MOU with the Lone Star Rail District, a governmental entity planning and developing rail passenger service and freight rail improvements in the Central Texas region, to assist with and coordinate rail planning activities in the Dallas, Fort Worth, Austin, and San Antonio regions.

Locally, NCTCOG entered into an MOU with Texas Central Partners to cooperatively develop a high-speed rail system from Houston to Fort Worth.

The UPWP has been prepared using the standard format for MPOs provided by TxDOT. The remaining portion of this chapter summarizes the overall purpose of the UPWP; the geographic area identified as the Metropolitan Area for Transportation Planning; the organizational structure for conducting regional transportation planning in the Dallas-Fort Worth Metropolitan Area; ongoing activities related to private-sector involvement; and an overview of planning issues and emphasis areas for Fiscal Years 2024 and 2025.

Chapters II through VI include project descriptions, funding levels, sources of funding, and anticipated products for each planning subtask to be carried out by NCTCOG. Work completed during the previous two fiscal years is also highlighted. In addition to planning activities, initiatives being carried out by NCTCOG to implement transportation programs in the region are identified. These Management and Operations initiatives are being included to provide a complete inventory of NCTCOG staff activities. Chapter VII provides a summary of overall funding levels and the sources of funding for each Task. Included in Chapter VIII is an inventory of other transportation planning activities across the region submitted by local governments and transportation providers. Included in Chapter IX are NCTCOG planning and implementation activities beyond FY2024 and FY2025. Appendix A provides a summary of policy and technical committee membership, as well as an MPO staff roster; Appendix B illustrates the Metropolitan Area boundary; Appendix C contains the NCTCOG Debarment Certification; and Appendix D provides the Lobbying Certification for contracts, grants, loans, and cooperative agreements. Appendix E contains the Contract and Procurement Procedures Certification of Compliance; Appendix F contains the Ethics and Compliance Certification; Appendix G contains the NCTCOG Transportation Public Participation Plan; and Appendix H contains the Metropolitan Planning Agreement. RTC-approved transportation performance measures are contained in Appendix I.

A. Purpose

The UPWP is the instrument for coordinating metropolitan transportation and air quality planning activities in North Central Texas. This Work Program includes a description of proposed work submitted to State and federal agencies that are the financial sponsors of the program. This UPWP describes the transportation and air quality planning efforts in the North Central Texas region for the period of October 1, 2023, to September 30, 2025.

Consistent with the standard UPWP format provided by TxDOT, the following five tasks have been identified to guide transportation planning activities in the NCTCOG Metropolitan Area:

- 1.0 Administration and Management
- 2.0 Transportation Data Development and Maintenance
- 3.0 Short-Range Planning, Programming, and Operations
- 4.0 Metropolitan Transportation Plan
- 5.0 Special Studies

Exhibit I-3 identifies the 10 planning factors that must be considered in the metropolitan transportation planning process per 23 USC 134(h).

EXHIBIT I-3 **10 Factors to be Considered in the Planning Process**

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
- Increase the safety of the transportation system for motorized and nonmotorized users.
- Increase the security of the transportation system for motorized and nonmotorized users.
- Increase the accessibility and mobility of people and freight.
- Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns.
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
- Promote efficient system management and operation.
- Emphasize the preservation of the existing transportation system.
- Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.
- Enhance travel and tourism.

Transportation Performance Management

Transportation performance management is used as a strategic approach to making investment and policy decisions, utilizing system information to achieve the national performance goals of safety, infrastructure condition, congestion reduction, system reliability, freight movement and economic vitality, environmental sustainability, and reduced project delivery delays established through Moving Ahead for Progress in the 21st Century, and continued in the Fixing America's Surface Transportation Act and the Infrastructure Investment and Jobs Act. The North Central Texas Council of Governments publishes *Progress North Texas*, a state-of-the-region report that focuses on reporting measures of system performance. Data on demographics, congestion, air pollution, safety, and project development are gathered annually and are used to describe the performance of the transportation system.

NCTCOG has utilized performance-based planning as an integral part of the metropolitan transportation planning process since enactment of the Intermodal Surface Transportation Efficiency Act of 1991. Federal guidance regarding performance-based planning assists states and MPOs with integration of performance-based planning in the transportation planning and programming processes. As part of this UPWP, NCTCOG will continue dialogue with TxDOT and other MPOs on how to best implement federal guidance. NCTCOG will continue its efforts on performance-based planning process to ensure federal, State, and local consistency. More importantly, this will ensure that data being collected supports these measures and corresponds with federal guidance. This increased emphasis on performance-based planning has translated into increased dialogue with policy officials and transportation partners in the region regarding the use of performance measures and associated data collection and analysis in both planning and project programming efforts. There is an increased focus on the consistent use of performance measures to achieve the regional goals. Included in Appendix I are the Federal performance measures and targets approved by the RTC related to Safety; Pavement and Bridge Condition;

System Performance, Freight, and Congestion Mitigation and Air Quality; Transit Asset Management; and Transit Safety.

Public Involvement

Additionally, Metropolitan Planning Organizations shall develop and adopt a proactive public involvement process. NCTCOG's public involvement process incorporates environmental justice and Title VI considerations. Public participation is solicited and strongly encouraged in NCTCOG's Transportation Planning Program. Increasing communication among cities, elected officials, and technical staff permit these entities to work together to achieve desired goals and objectives. The public outreach and involvement programs emphasize the importance of participation at all levels, from government agencies to the individual. When the public is informed and involved, planning efforts are more likely to address the wide range of issues that impact the region. Including the public during the planning phase of any project will reduce the time and cost of eventual project implementation.

Public involvement is a major ongoing program to increase the level of interaction with the general public regarding transportation planning activities being carried out by the MPO. A wide variety of strategies have been developed to address the goal. Different strategies may be employed for different projects and activities, depending on specific project needs, available time, and project budgets.

Formal public involvement procedures to be used in the metropolitan transportation planning process were originally adopted by the RTC on June 1, 1994, and subsequently revised May 10, 2007; March 11, 2010; February 12, 2015; November 8, 2018; March 12, 2020; and November 10, 2022, to increase the public's access to information related to the MPO planning process, as well as opportunities for public participation in the overall decision-making process. The current Public

Participation Plan approved by the RTC is included in Appendix G. The most recent revisions added rules for public comments at Regional Transportation Council meetings and updated the Language Assistance Plan, which is an attachment. The Language Assistance Plan outlines how people with limited proficiency in English have access to information and the ability to participate in NCTCOG Transportation Department programs. In addition, the Public Participation Plan also includes, as an attachment, Title VI Complaint Procedures. Title VI Complaint Procedures outline the NCTCOG policy, how an individual may submit a complaint, how the complaint will be investigated, and potential resolution scenarios. The public involvement procedures represent the required public involvement process for involving the public in the various aspects of the regional transportation planning process; additional strategies are often pursued through public outreach activities that are also identified in Appendix G. NCTCOG staff continually reviews requirements for, and guidance on, public participation from the Federal Highway Administration and the Federal Transit Administration and maintains public involvement procedures consistent with requirements and guidance.

Guidance received from federal and State transportation funding agencies in the past requested MPOs to include activities to ensure and enhance the compliance of the metropolitan transportation planning process with Title VI of the Civil Rights Act of 1964. Title VI states that no person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance. The Civil Rights Restoration Act of 1987 expanded the prohibition of discrimination to include religion, sex, age, or disability and clarified the intent of Title VI by including the following language, “Nondiscrimination programs require that federal-aid recipients, sub-recipients, and contractors prevent discrimination and ensure nondiscrimination in all of their programs and activities, whether those programs and activities are federally funded or not.” Executive Order 12898 mandates that federal agencies also incorporate

environmental justice principles by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of their programs, policies, and activities on minority populations and low-income populations. Periodically, the Texas Department of Transportation requests a Title VI Compliance Review of NCTCOG's metropolitan planning process. During the review, NCTCOG gives TxDOT documentation of how the Agency is complying with nondiscrimination requirements in the outreach and planning processes. On May 9 and May 23, 2019, respectively, the RTC and the NCTCOG Executive Board approved an update to NCTCOG's Title VI Program. Initiatives to maintain compliance with applicable regulations and orders will continue to be pursued as part of the Fiscal Year (FY) 2024 and FY2025 Unified Planning Work Program.

In June 2023, an online public outreach effort was initiated to present to the public the draft FY2024 and FY2025 UPWP for comments prior to requesting technical committee and RTC approval of the Work Program. An audio presentation was posted on NCTCOG's public involvement webpage, along with a draft copy of the Work Program document. A copy of the draft Work Program document was also posted on the NCTCOG UPWP webpage for public reference. Other methods to access the information were made available upon request.

B. Definition of Area

North Central Texas Region

The North Central Texas region is the 16-county area within which the North Central Texas Council of Governments (NCTCOG) is responsible for coordinating regional planning activities that address the common needs of its constituents. Counties encompassed by NCTCOG for regional coordination are Collin, Dallas, Denton, Ellis, Erath, Hood, Hunt, Johnson, Kaufman, Navarro, Palo Pinto, Parker, Rockwall, Somervell, Tarrant, and Wise. The region was designated as the

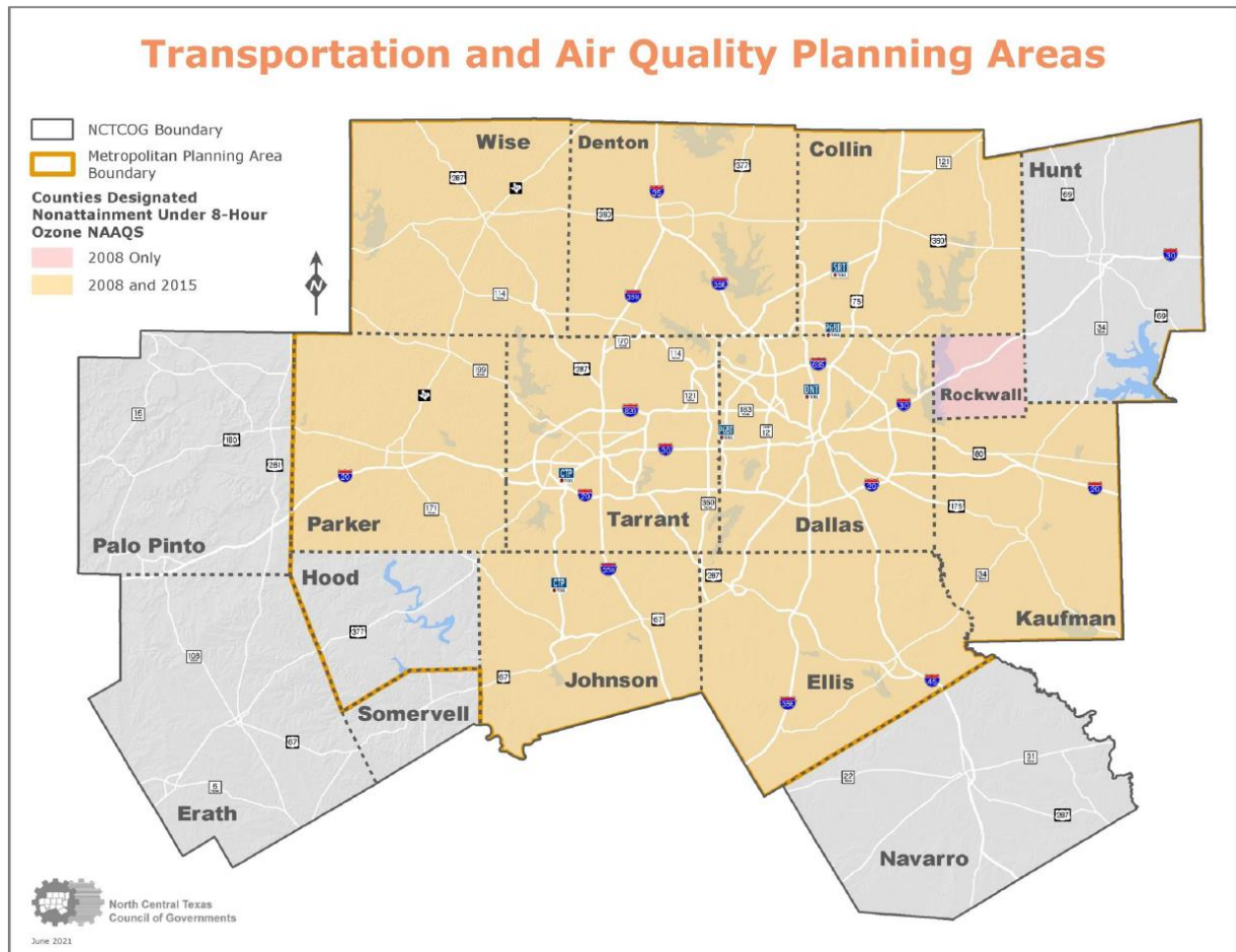
North Central Texas State Planning Region by Executive Order of the Texas Governor, Dolph Briscoe, on August 28, 1973.

Dallas-Fort Worth Metropolitan Area

The Texas Department of Transportation (then known as the Texas Highway Department) initiated comprehensive transportation planning in North Central Texas in July 1967 as the Dallas-Fort Worth Regional Transportation Study. These early planning efforts set the foundation for subsequent transportation planning in the region and defined the area of primary interest for such work. Since then, extensive growth in population, employment, and travel has resulted in several expansions of the study area for transportation and air quality planning activities. The study area includes current urbanized areas and areas expected to be principally urbanized during the planning horizon (approximately 20 years). Following action by the Regional Transportation Council (RTC), the NCTCOG Executive Board, and the Texas Transportation Commission in 2009, the Metropolitan Planning Area boundary now includes the 12 counties of Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant, and Wise. This total area is approximately 9,441 square miles, as shown in Exhibit I-4.

Per federal legislation, the Metropolitan Area also has been designated as a Transportation Management Area.

EXHIBIT I-4



Federal planning regulations require that if any federal public lands and/or Indian tribal lands are included within the Metropolitan Planning Area, the affected federal agencies and Indian tribal governments shall be involved appropriately in the development of transportation plans and programs. NCTCOG includes federally recognized tribal nations that have areas of interest in the North Texas region as stakeholders in the transportation planning process. Tribal groups are also included in the 13,500-record public involvement database.

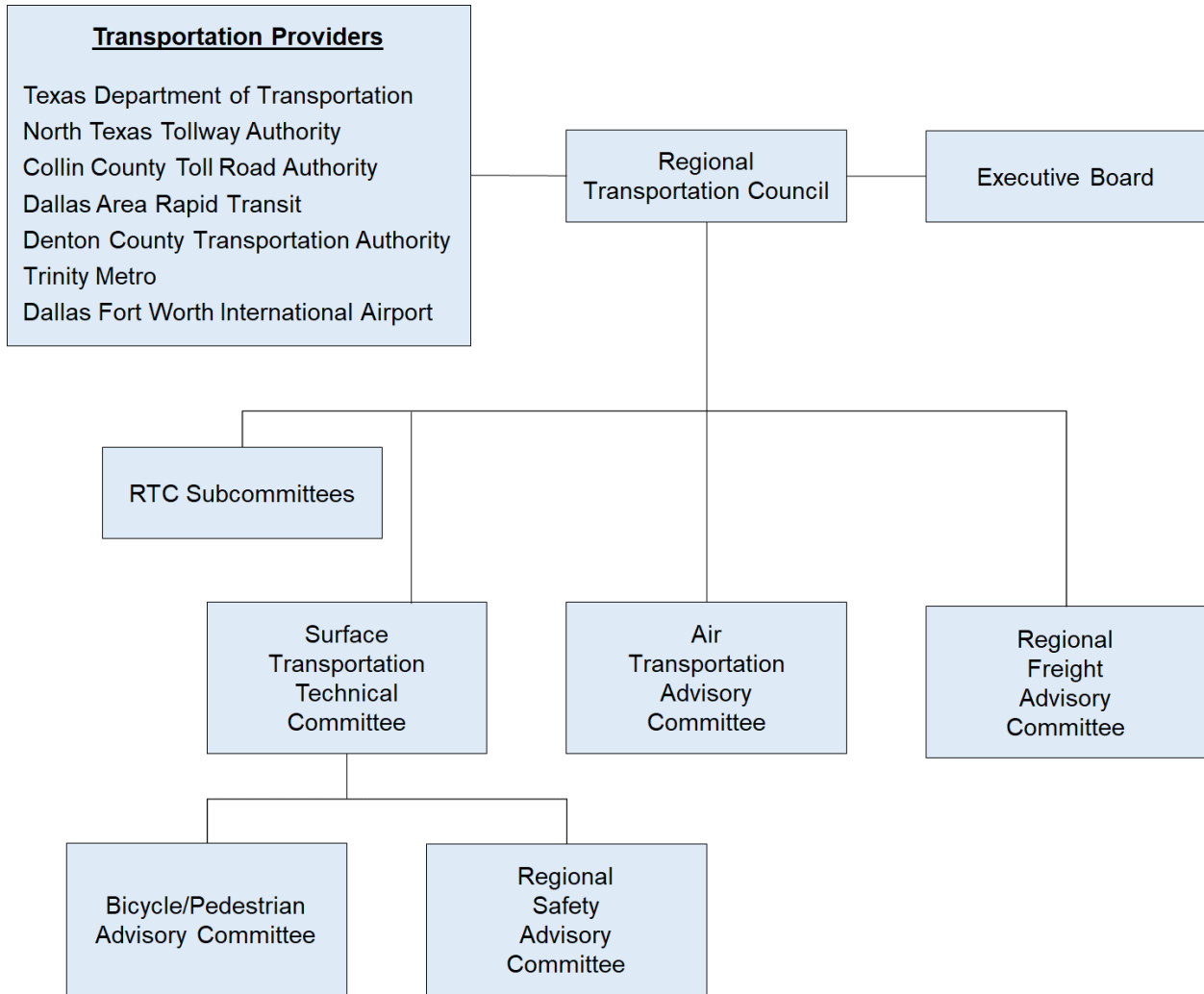
Air Quality Nonattainment Area

With the passage of the Clean Air Act Amendments of 1990, the counties of Collin, Dallas, Denton, and Tarrant were originally designated as a nonattainment area for being in violation of the 1-hour ozone standard. In 2008, a new, stricter 8-hour ozone standard was implemented that expanded the ozone nonattainment area to 10 counties, including Collin, Dallas, Denton, Ellis, Johnson, Kaufman, Parker, Rockwall, Tarrant, and Wise. The ozone standard was then strengthened again in 2015, resulting in nonattainment designation for 9 counties, including Collin, Dallas, Denton, Ellis, Johnson, Kaufman, Parker, Tarrant, and Wise. Currently, both the 2008 and 2015 8-hour ozone standards are in effect and require attention in transportation planning. In addition, Hood County has remained in attainment but is partnering with the Environmental Protection Agency through the Ozone Advance Program. Under this program, organizations in Hood County take proactive actions that reduce ozone precursor emissions to enable continued compliance in meeting the ozone standard. Air quality planning activities to be conducted as part of the FY2024 and FY2025 Unified Planning Work Program are described within Task 3 of the Work Program.

C. Organization

Multimodal transportation planning and development, facilitated through a single policy direction for all modes of travel, ensures that plans and programs are coordinated across various city, county, and agency jurisdictional boundaries and that implementing agencies are cooperating. In North Central Texas, this direction is provided through an extensive committee structure forming partnerships in regional transportation planning and implementation, as illustrated in Exhibit I-5. This structure consists of the North Central Texas Council of Governments (NCTCOG) Executive Board and the Regional Transportation Council (RTC), comprised primarily of local elected officials, transportation providers, and technical or advisory committees comprised of staff involved in the planning for various modes of travel. A variety of task forces also support planning initiatives as needed.

EXHIBIT I-5
Partnership in Regional Transportation Planning



North Central Texas Council of Governments Executive Board

The NCTCOG Executive Board, consisting of 17 locally elected officials and one ex-officio non-voting member of the Texas legislature, establishes overall policy for comprehensive planning and coordination in the North Central Texas region. The Executive Board sets policy for the administration of funds granted to the Metropolitan Planning Organization (MPO), as well as NCTCOG staff in carrying out the day-to-day responsibilities of the MPO. NCTCOG is the overall

umbrella under which the regional transportation planning process functions. The Executive Board meets monthly at the NCTCOG offices.

Regional Transportation Council

The RTC, consisting of 45 members, serves as the independent policy body for regional transportation decisions. The RTC provides guidance for multimodal transportation planning and ensures coordination among transportation modes, local government entities, and planning activities. The RTC is responsible for direction and approval of the Metropolitan Transportation Plan, the Transportation Improvement Program, the Congestion Management Process, the Unified Planning Work Program, and the Public Participation Plan, and for satisfying and implementing federal and State laws and regulations pertaining to the regional transportation planning process.

The RTC meets monthly at the NCTCOG offices. The RTC meetings have been streamed live over the internet since September 2015. Video recordings of the proceedings are available online within 24 hours of each meeting. The organizational structure of the RTC is shown in Exhibit I-6, and current membership is shown in Appendix A. Public transportation agencies have long been represented on the RTC, as is now required by the Infrastructure Investment and Jobs Act. At the discretion of the RTC officers, RTC members also serve on Standing and Ad Hoc Subcommittees formed by the officers to respond to specific issues that come before the Council.

EXHIBIT I-6
Regional Transportation Council Organizational Structure

<u>Cities</u>	
City of Arlington	2
Cities of Carrollton and Farmers Branch	1
Cities of Dallas, Highland Park, and University Park	6 (includes seat for Love Field)
Cities of Denton, Sanger, Corinth, Lake Dallas, Aubrey, Krum, Hickory Creek, and Oak Point	1 (urbanized area)
Cities of Duncanville, DeSoto, Lancaster, Cedar Hill, Glenn Heights, Hutchins, and Wilmer	1
City of Fort Worth	4
City of Garland	1
City of Grand Prairie	1
Cities of North Richland Hills, Richland Hills, Haltom City, Watauga, White Settlement, River Oaks, Lake Worth, Saginaw, Azle, Keller, and Sansom Park	1
Cities of Irving and Coppell	1
Cities of Lewisville, Flower Mound, Highland Village, Northlake, and Justin	1 (urbanized area)
Cities of Mansfield, Benbrook, Forest Hill, Crowley, Everman, and Kennedale	1
Cities of Mesquite, Balch Springs, Seagoville, and Sunnyvale	1
Cities of Grapevine, Southlake, Colleyville, Westlake, Trophy Club, Roanoke, Bedford, Euless, and Hurst	1
Cities of McKinney, Fairview, Anna, Princeton, and Melissa	1 (urbanized area)
City of Plano	1
Cities of Richardson and Addison	1
Cities of Frisco, Prosper, Little Elm, The Colony, Celina, and Providence Village ..	1
Cities of Allen, Lucas, Wylie, Rowlett, Sachse, Murphy, Parker, and Lavon	1
Subtotal	28
<u>Other</u>	
Collin County	1
Dallas County	2
Denton County	1
Ellis County and the Cities of Waxahachie, Midlothian, Ennis, and Red Oak, and Kaufman County and the Cities of Forney, Terrell, and Kaufman	1
Johnson County and the Cities of Burleson, Cleburne, Keene, Joshua, Venus, and Alvarado and Hood County and the City of Granbury	1
Rockwall County and the Cities of Rockwall, Heath, Royse City, and Fate and Hunt County and the Cities of Greenville and Commerce	1
Parker County and the cities of Weatherford, Mineral Wells, Willow Park, and Aledo, and Wise County and the cities of Decatur and Bridgeport	1
Tarrant County	2
District Engineer, Dallas District, TxDOT (also represents the TxDOT Paris District's interests)	1
District Engineer, Fort Worth District, TxDOT	1
Board Member, Dallas Area Rapid Transit	1
Board Member, Fort Worth Transportation Authority	1
Board Member, Denton County Transportation Authority	1
Board Member, North Texas Tollway Authority	1
Board Member, Dallas Fort Worth International Airport	1
Subtotal	17
TOTAL	45

Surface Transportation Technical Committee

Other Technical Committees as Determined

Transportation Technical and Advisory Committees

Technical and advisory committees provide advice to the RTC and guidance for NCTCOG staff. Committee members may be called upon to provide the RTC with information about the concerns and priorities of the individual local entities they represent. They also provide specialized expertise and serve as a means of facilitating communication and coordination between the regional planning process and individual local agencies. Representatives on these committees may include staffs of local governments, transportation providers in the region, private-sector representatives, personnel from State and federal agencies, or citizens.

Surface Transportation Technical Committee

The Surface Transportation Technical Committee (STTC) reviews, comments on, and prepares recommendations regarding surface transportation planning and development in the Dallas-Fort Worth Metropolitan Area. Current members of the Surface Transportation Technical Committee are listed in Appendix A. The Committee meets monthly at the NCTCOG offices.

Air Transportation Advisory Committee

The Air Transportation Advisory Committee (ATAC) provides technical expertise and review for the general aviation system planning process to the RTC and NCTCOG Executive Board. The general aviation system is the system of airports and heliports in the region that provide for general aviation and air cargo activity. The Committee meets quarterly.

Regional Freight Advisory Committee

The Regional Freight Advisory Committee (RFAC) provides technical expertise, review of and input on Freight North Texas products, recommendations for freight project funding, review of freight-related publications, and review of and contributions to freight forecasting efforts to the

RTC. Freight North Texas is the regional freight system inventory for the NCTCOG region. The Committee meets biannually.

Bicycle and Pedestrian Advisory Committee

The Bicycle and Pedestrian Advisory Committee (BPAC) provides technical expertise, public outreach support, review of regional bicycle and pedestrian planning, and assistance in the selection of bicycle and pedestrian projects funded by the RTC and the NCTCOG Executive Board. The Committee meets quarterly.

Regional Safety Advisory Committee

The Regional Safety Advisory Committee (RSAC) assists in the development of policies, programs, procedures, projects, and activities that help improve traffic safety throughout the region. The Committee also provides technical expertise, public outreach support, review of regional safety planning, and assistance in the selection of safety projects funded by the RTC and the NCTCOG Executive Board. The Committee meets quarterly.

D. Private-Sector Involvement

The private sector is encouraged, to the maximum extent feasible, to participate in the North Central Texas Council of Governments' (NCTCOG's) metropolitan transportation and air quality planning process. Private/public-sector partnerships are playing an important role in the development and implementation of strategies to reduce congestion and improve air quality, as well as in the joint funding of transportation improvements. Private-sector representatives serve as members on various planning task forces and coalitions. The NCTCOG Transportation Public Participation Plan involves the private sector through various mailings of meeting notices and publications. Additionally, many air quality initiatives seek to include the private sector in helping the region meet federal requirements.

In support of the region's Sustainable Development initiatives, since 2011, the Regional Transportation Council (RTC) has allocated RTC Local, Regional Toll Revenue, Congestion Mitigation and Air Quality Improvement Program, and Surface Transportation Block Grant Program funds to transportation improvements. Private-sector participation is essential to the funding and implementation of these projects. This program forms the foundation for an ongoing dialogue with the private-sector development community regarding opportunities for coordinating transportation and land-use investment decisions to improve mobility and air quality. These discussions are taking place in part through the ongoing process of working with the project developers and local governments toward implementation of these specific projects.

The Unmanned Aircraft Systems (UAS) Safety and Integration Task Force involves significant private-sector involvement as the region seeks to mitigate reckless UAS operation and promote the safe integration of UAS technology into the Dallas-Fort Worth regional airspace. Working groups have been formed to address education and public awareness, legislation, training, and integration related to UAS. The task force is comprised of public-sector representatives at the federal, State, and local levels, as well as private-sector representatives from the aviation and UAS industries, academia, military, and others.

NCTCOG also serves as ex-officio representatives to the Dallas Regional Mobility Coalition and the Tarrant Regional Transportation Coalition, which assist local governments, the Texas Department of Transportation (TxDOT), Dallas Area Rapid Transit, Denton County Transportation Authority, and the Fort Worth Transportation Authority (also known as Trinity Metro) with implementation of transportation improvements in the TxDOT Dallas and Fort Worth districts.

Additionally, third-party private contractors provide significant technical support for work contained in the Unified Planning Work Program (UPWP). The contracting procedures used by NCTCOG

establish standards and guidelines for the procurement of services through third-party contracts. TxDOT has approved NCTCOG's procedures for procuring consultants to assist with implementation of the transportation and air quality planning projects included in the UPWP. Copies of NCTCOG's contracting procedures are available upon request. Appendix E contains a current certification of compliance for NCTCOG's contract and procurement procedures.

As part of the development and implementation of the UPWP, NCTCOG staff, in cooperation with local governments, TxDOT, and transportation providers, identifies those work subtasks in which consultant assistance will or may be desired. As individual projects move forward, a Request for Proposals (RFP), which includes an overview of the work to be competed, is issued for each of these projects. NCTCOG maintains a list of prospective consultants by area of specialization and uses it to guide the distribution of RFPs. Firms wishing to be included on the list of prospective consultants are encouraged to provide information to NCTCOG. A notice of intent to retain consultant services for each project is also published in the Texas Register, on the NCTCOG website, and in local newspapers, two of which are targeted for ethnic minorities. Consultants may obtain a copy of the RFP through the NCTCOG website. A review committee is established for each project to review proposals and provide recommendations to NCTCOG's Executive Board regarding the firm(s) to conduct the work.

Additionally, transportation providers and local governments in the region retain consultants to assist with planning efforts. Transportation providers also increasingly seek to form project implementation partnerships through a variety of innovative project development and financing tools authorized by federal and State legislation and regulation. During these efforts, the North Central Texas Council of Governments' assistance is often requested. Staff participates in meetings, provides data, and performs specialized planning work to support the efforts of the transportation provider and local governments, as well as potential private transportation project

developers to ensure potential projects are consistent with adopted regional policies, plans, and programs.

E. Planning Issues and Emphasis

In 2021, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) jointly issued Planning Emphasis Areas to be addressed in the Unified Planning Work Program (UPWP). These eight areas are identified in Exhibit I-7 and include: 1) Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future, 2) Equity and Justice⁴⁰ in Transportation Planning, 3) Complete Streets, 4) Public Involvement, 5) Strategic Highway Network (STRAHNET)/US Department of Defense Coordination, 6) Federal Land Management Agency (FLMA) Coordination, 7) Planning and Environment Linkages (PEL), and 8) Data in Transportation Planning. Included in this exhibit are examples of how the North Central Texas Council of Governments (NCTCOG) is addressing or plans to address each of these areas.

EXHIBIT I-7
Federal Highway Administration and Federal Transit Administration
Planning Emphasis Areas

Emphasis Area	Work Program Subtasks Addressing Emphasis Area	Funding Source
<p>Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future</p> <p>Federal Highway Administration (FHWA) divisions and Federal Transit Administration (FTA) regional offices should work with State Departments of Transportation (State DOT), Metropolitan Planning Organizations (MPO), and providers of public transportation to ensure that our transportation plans and infrastructure investments help achieve the national greenhouse gas reduction goals of 50 to 52 percent below 2005 levels by 2030, and net-zero emissions by 2050, and increase resilience to extreme weather events and other disasters resulting from the increasing effects of climate change. Field offices should encourage State DOTs and MPOs to use the transportation planning process to accelerate the transition toward electric and other alternative fueled vehicles, plan for a sustainable infrastructure system that works for all users and undertake actions to prepare for and adapt to the impacts of climate change. Appropriate Unified Planning Work Program work tasks could include identifying the barriers to, and opportunities for, deployment of fueling and charging infrastructure; evaluating opportunities to reduce greenhouse gas emissions by reducing single-occupancy vehicle trips and increasing access to public transportation; shifting to lower emission modes of transportation; and identifying transportation system vulnerabilities to climate change impacts and evaluating potential solutions. We encourage you to visit FHWA's Sustainable Transportation or FTA's Transit and Sustainability webpages for more information.</p> <p><i>(See EO 14008 on “Tackling the Climate Crisis at Home and Abroad,” EO 13990 on “Protecting Public Health and the Environment and Restoring Science to Tackle the Climate Crisis.” EO 14030 on “Climate-Related Financial Risk,” See also FHWA Order 5520 “Transportation System Preparedness and Resilience to Extreme Weather Events,” FTA’s “Hazard Mitigation Cost Effectiveness Tool,” FTA’s “Emergency Relief Manual,” and “TCRP Document 70: Improving the Resilience of Transit Systems Threatened by Natural Disasters”)</i></p>	<p>2.01 Development of Travel Models: Work on the Transportation Analytical Forecasting Tool includes maintenance and enhancement of the regional travel model that enables the estimation of greenhouse gas and other air quality pollutants for various demographic and transportation infrastructure scenarios. The Regional Dynamic Traffic Assignment Model and the Regional Travel Model Application Support projects also provide capabilities in measuring resilience for natural disasters and simulation tools for development of response plans.</p> <p>2.05 Computer System Applications and Data Management: Various datasets related to the impact of the transportation system on the climate crisis are compiled, analyzed, and distributed to support performance-based planning and other transportation planning activities.</p> <p>2.07 Performance-Based Planning and Coordination: Understanding the performance of the region’s transportation system is critical to understanding its contribution to climate issues. Tracking and establishing targets for performance measures related to non-single-occupant vehicle travel and CMAQ emissions reductions are a key part of this effort. Upcoming performance measures related to greenhouse gas emissions will address this area even more directly.</p> <p>3.01 Transportation Project Programming: The transportation programming process considers the reduction of air quality emissions and resiliency within the transportation system in the project selection process.</p> <p>3.02 Regional Air Quality Planning: NCTCOG staff participates in conducting greenhouse gas emissions inventories to evaluate ambient pollutant levels to benchmark and facilitate emission reduction strategy prioritization such as the production of a greenhouse gas emission reduction strategy toolkit for North Texas. The inventories and benchmarks aid in proper impact assessments of reduction strategies and performance measure implementation.</p>	<p>TPF, STBG</p> <p>TPF</p> <p>TPF</p> <p>TPF for staff efforts, generally CMAQ for air quality projects, will use CRP funds in the future</p> <p>TPF</p>

Emphasis Area	Work Program Subtasks Addressing Emphasis Area	Funding Source
	<p>3.03 Air Quality Management and Operations: NCTCOG serves as the host agency for Dallas-Fort Worth Clean Cities, which works to advance adoption of alternative fuels and other energy conservation technologies (e.g., idle reduction). Substantial work is underway related to transportation electrification across both public and private fleets, planning for infrastructure to support zero-emission vehicles, and advancing consumer awareness of electric vehicles.</p> <p>3.05 Transit Management and Operations: As a designated recipient of FTA grant funds for the urbanized areas, general responsibilities include program administration, implementation, and oversight of subgrantees and increased access to public transportation through the Transit Strategic Partnership Program. Also, the Enhancing Mobility within Southern Dallas Inland Port project will increase access to on-demand services and electric vehicles will be procured to deliver public transportation services.</p> <p>3.06 Congestion Management Planning: NCTCOG's Congestion Management Process, in place since 1994, relies heavily on various performance measures as the primary mechanisms for assessing levels of congestion and recommended strategies for alleviating congestion. Both observed and planning performance measures are utilized to score and rank corridors for inclusion in the Congestion Management Process. The evaluation is based on four categories, including alternative roadway infrastructure, modal options, system demand, and system reliability.</p> <p>NCTCOG staff prepares an annual report for Travel Demand Management programs based on observed data collected by NCTCOG and partner agencies.</p> <p>4.01 Metropolitan Transportation Planning: The long-range transportation plan for the region includes extensive plans for a multimodal approach to reduce single-occupancy vehicle trips, as well as increase the reach of public transportation in a fast-growing region.</p>	<p>CMAQ, STBG, DOE, EPA, FHWA, Local, TCEQ</p> <p>FTA</p> <p>TPF</p> <p>TPF</p> <p>TPF</p>

Emphasis Area	Work Program Subtasks Addressing Emphasis Area	Funding Source
	<p>4.02 Coordination of Transportation and Environmental Planning Processes:</p> <p><u>Planning and Environmental Linkages (PEL)</u> – In developing a framework for early planning stage consideration of environmental, community, and economic goals, and then advancing those goals into all subsequent project development stages to affect construction and mitigation, approaches to address climate change adaptation and resiliency are integrated into the transportation decision-making process.</p> <p><u>Environmental Stewardship Program</u> – Mitigation-based planning and engineering studies directed toward constructed wetlands and increasing tree canopy coverage address transportation system vulnerabilities to climate change impacts by alleviating flood risks, minimizing urban heat island effects, and sequestering greenhouse gas emissions.</p> <p><u>Blue-Green-Grey Silo-Busting Initiatives</u> – Multidisciplinary collaboration and integrated solutions between environmental stewardship and transportation infrastructure projects encourage greater replication of climate change resiliency measures, including use of green infrastructure and biofiltration.</p> <p><u>Integrated Planning for Regional Transportation, Urban Development, and Stormwater Management</u> – With rapid demographic growth and urbanization projected throughout the Upper Trinity River Watershed upstream of the Dallas-Fort Worth core, the combined effects of climate change, loss of natural ground cover, and increased impervious surfaces exacerbate flood risks for people, infrastructure, and community resources both in existing and newly developed areas. This comprehensive planning effort will assess current/future infrastructure and land-use vulnerabilities to flooding, analyze potential lifecycle-based flood prevention and adaptation measures, and determine applicable and replicative public/private-sector delivery and maintenance strategies aimed to equitably reduce flood risk, enhance quality of life, and improve operational capabilities.</p>	<p>TPF</p> <p>RTR</p> <p>RTC Local</p> <p>STBG, RTC Local</p>

Emphasis Area	Work Program Subtasks Addressing Emphasis Area	Funding Source
	<p><u>Everman Integrated Stormwater/Flooding Management Study</u> – As a result of increased upstream development, antiquated and/or deficient infrastructure, and effects from climate change, this project will establish a new citywide stormwater baseline to assess flooding risk, integrate new stormwater management practices, and identify transportation needs.</p> <p><u>Forest Hill Drive Planning Study</u> – Upon establishment of a new stormwater baseline out of climate change considerations analyzed from the <i>Everman Integrated Stormwater/Flooding Management Study</i>, a thoroughfare plan review will be conducted to facilitate the future reconstruction/widening of Forest Hill Drive.</p> <p>5.01 Regional Transportation Studies:</p> <p><u>Corridor Studies/Environmental Studies Support</u> – This project provides support in the development and refinement of major regional corridor studies. For corridors identified for improvement in the financially constrained Metropolitan Transportation Plan (MTP), as well as other potential facilities being considered for inclusion in future MTPs, a comprehensive, detailed, and environmentally focused planning study is performed at the corridor level.</p> <p><u>Strategic Corridor Initiatives</u> – This project focuses on advancing critical regional projects through development, approval, and implementation, utilizing demonstration of compliance with merit criteria associated with climate change resiliency and reduced greenhouse gas emissions.</p> <p><u>High-Speed Passenger Technology</u> – Staff efforts are ongoing to support low-emission high-speed travel modes like high-speed rail, maglev, and hyperloop in the region.</p> <p><u>High-Speed Passenger Technology: Dallas-Fort Worth High-Speed Transportation Connections Study</u> – This project identifies opportunities for high-speed transportation connections between Dallas, Arlington, and Fort Worth to eventually connect to a statewide high-speed transportation system serving inter-city passenger movement on a low-emission mode (high-speed rail or hyperloop), removing those trips from the higher-emission roadway and aviation transportation systems.</p>	<p>RTC Local</p> <p>STBG</p> <p>TPF</p> <p>STBG, RTR, RTC Local</p> <p>RTR, RTC Local</p> <p>STBG</p>

Emphasis Area	Work Program Subtasks Addressing Emphasis Area	Funding Source
	<p><u>Regional Automated Transportation System (ATS) Initiative</u> – This initiative Identifies “last mile” urban connections that may benefit from a grade-separated automated transportation system with electric vehicles removing single-occupant vehicle trips from the congested roadway system, reducing greenhouse gas emissions.</p> <p>5.02 Subarea Studies and Local Government Assistance: Work activities provide an evaluation of multimodal transportation needs within a specific geographic area or along an arterial corridor. Subarea studies are designed to study a specific issue and allow for a comprehensive assessment of general transportation needs within an area prior to examining system alternatives, with assistance to local governments in the development of their thoroughfare plans to reduce congestion and support public transportation options.</p> <p>5.03 Land-Use/Transportation Initiatives:</p> <p><u>Community Schools and Transportation</u> – The Sustainable Development Safe Routes to School (SRTS) Program is focused on encouraging and enabling more children to safely walk and bicycle to school, reducing reliance on SOVs to transport students to school, and improving student health, traffic congestion, safety, and air quality around schools. The Program will focus on continuing to develop educational opportunities and outreach, technical assistance to cities to support SRTS projects, promotion of SRTS encouragement such as Walk to School Day, and development and promotion of a Safe Routes to School Regional Action Plan.</p> <p><u>Dallas Opportunity Zone 1: North Oak Cliff Planning and Conceptual Engineering Study</u> – The future configuration and functionality of thoroughfare streets and viaducts between Downtown Dallas and North Oak Cliff is impacted by infrastructure age, changes to the Dallas levee flood control system, economic development opportunities, and context-sensitive design. Effectiveness of future planning and concept engineering associated with these issues will account for the assessment and mitigation of vulnerabilities associated with climate change impacts.</p>	<p>STBG</p> <p>TPF</p> <p>STBG</p> <p>STBG</p>

Emphasis Area	Work Program Subtasks Addressing Emphasis Area	Funding Source
	<p><u>Silver Line Transit-Oriented Development Corridor Planning</u> – Through a grant award in FY2022 under the Federal Transit Administration’s Pilot Program for Transit-Oriented Development (TOD) Planning, the Dallas Area Rapid Transit (DART) Silver Line TOD Plan will coordinate with several cities, Dallas Fort Worth International Airport, University of Texas at Dallas, DART, and private-sector partners along the under-construction Silver Line passenger rail corridor to advance equitable and connected TOD opportunities at nine future regional rail stations. The plan will analyze pedestrian and bicycle access to stations, collect parking data, and evaluate opportunities for land-use policy to support increased access to workforce housing and jobs.</p> <p>5.04 Transportation Asset Management:</p> <p><u>National Highway System Infrastructure Performance Measures and Transportation Asset Management Plan Coordination and Reporting</u> – State Departments of Transportation (DOTs) are required under Section 11105 of the Bipartisan Infrastructure Law to consider extreme weather and resilience as part of the lifecycle planning and risk management analyses supporting State Transportation Asset Management Plans (TAMPs). Because TAMPs result from investment strategies on National Highway System (NHS) facilities according to pavement and bridge performance targets coordinated between State DOTs and Metropolitan Planning Organizations, NCTCOG coordinates with TxDOT on TAMP implementation and aids with target progress reporting and gap analyses. Identification and integration of resiliency-based asset management principles and best practices, particularly in conjunction with off-system NHS owners, is critical to optimize lifecycle costs and functionality of the overall roadway system.</p> <p><u>Asset Condition-Based Roadway Planning</u> – This project will utilize resilience-based recommendations from University Partnership Program (UPP) studies, the <i>Integrated Planning Study for Regional Transportation, Urban Development, and Stormwater Management</i>, and other initiatives to inform both project- and system-level asset planning studies. Incorporating climate change impact and greenhouse gas emission factors, this work will aid in systemwide multimodal</p>	<p>FTA, RTC Local</p> <p>STBG</p> <p>TPF</p>

Emphasis Area	Work Program Subtasks Addressing Emphasis Area	Funding Source
	<p>criticality and vulnerability assessments, identifying customized durability enhancements for transportation infrastructure, and improved decision-making and economic justification for increased development and prioritization of projects targeted for resiliency.</p> <p>5.06 Regional Freight Planning: The implementation of <i>Freight North Texas</i> follow-up studies, including the Freight Land Use Analysis and the Freight and Environmental Justice Analysis, as well as the implementation of the new Regional Freight Plan address goods movement strategies related to technology that assist in the transition to clean energy.</p> <p>5.09 Regional Military and Community Coordination: Through a grant from the Department of Defense, recommendations from a recent Joint Land Use Study are being implemented under the Regional Military Compatible Use Implementation project. Resilience is very important to the military and several recommendations from the study around Naval Air Station Joint Reserve Base Fort Worth are related to this topic. Work is being done to encourage travel demand reduction strategies for daily commuters as well as reservists to the base. In addition, flooding has been identified as impacting the base as well as surrounding communities (including the transportation system) and efforts are underway to identify the most vulnerable areas and plan mitigation strategies.</p> <p>5.10 Transportation Technology and Innovation Program: NCTCOG is implementing projects based on new mobility technologies that aim to reduce vehicle miles traveled, provide clean-energy mobility options, and use strategic technology deployments to make existing roadways more efficient without the need to increase roadway capacity via new lane construction.</p>	<p>STBG</p> <p>DOD, RTC Local</p> <p>STBG, RTC Local</p>

Emphasis Area	Work Program Subtasks Addressing Emphasis Area	Funding Source
<p>Equity and Justice40 in Transportation Planning</p> <p>FHWA Division and FTA regional offices should work with State DOTs, MPOs, and providers of public transportation to advance racial equity and support for underserved and disadvantaged communities. This will help ensure public involvement in the planning process and that plans and strategies reflect various perspectives, concerns, and priorities from impacted areas. We encourage the use of strategies that: (1) improve infrastructure for nonmotorized travel, public transportation access, and increased public transportation service in underserved communities; (2) plan for the safety of all road users, particularly those on arterials, through infrastructure improvements and advanced speed management; (3) reduce single-occupancy vehicle travel and associated air pollution in communities near high-volume corridors; (4) offer reduced public transportation fares as appropriate; (5) target demand-response service towards communities with higher concentrations of older adults and those with poor access to essential services; and (6) consider equitable and sustainable practices while developing transit-oriented development, including affordable housing strategies and consideration of environmental justice populations.</p> <p><u>Executive Order 13985 (Advancing Racial Equity and Support for Underserved Communities)</u> defines the term “equity” as the consistent and systematic fair, just, and impartial treatment of all individuals, including individuals who belong to underserved communities that have been denied such treatment, such as Black, Latino, and Indigenous and Native American persons, Asian Americans and Pacific Islanders and other persons of color; members of religious minorities; lesbian, gay, bisexual, transgender, and queer (LGBTQ+) persons; persons with disabilities; persons who live in rural areas; and persons otherwise adversely affected by persistent poverty or inequality. The term “underserved communities” refers to populations sharing a particular characteristic, as well as geographic communities, that have been systematically denied a full opportunity to participate in aspects of economic, social, and civic life, as exemplified by the list in the preceding definition of “equity.” In addition, <u>Executive Order 14008</u> and <u>M-21-28</u> provides a whole-of-government approach to advancing environmental justice by stating that 40 percent of federal investments flow to disadvantaged communities. FHWA</p>	<p>1.01 Community Outreach: Notices of public meetings are provided throughout the entire metropolitan area, including in traditionally underserved areas. Public meeting materials are translated. The public can participate in person, virtually, or via telephone for public meetings and materials will be mailed to anyone without internet access. A new effort is reaching out to community-based organizations that serve underserved communities to host the MPO to provide a program of education on the transportation planning process, as well as a listening session to hear transportation needs from community members. These needs will then be considered in the planning process. An interactive mapping tool, Map Your Experience, available in English and Spanish, allows residents to place a pin and explain transportation concerns. Key documents are translated into Spanish and other languages as necessary.</p> <p>2.01 Development of Travel Models: The Transportation Analytical Forecasting Tool project includes maintenance and enhancement of the regional travel model to be inclusive of variables used in the evaluation of environmental justice such as income and worker status. This project also includes the enhancement of the analytical tools to include transit on-demand service modeling. The Transit Travel Survey encompasses social and environmental justice questions for transit riders. The Limited Access Facility User Survey is designed to understand users of the priced facilities in the region. The Development and Non-Motorized Trips Model is directly related to walk and bike trip data and simulation.</p> <p>2.05 Data Management: Datasets and data products related to equity, Justice40, and environmental justice populations are downloaded, assembled, analyzed, and disseminated to enable easy incorporation of this information into transportation planning processes. This includes recently produced federal datasets, including Historically Disadvantaged Communities and Areas of Persistent Poverty, as well as NCTCOG’s own Environmental Justice Index and Transit Accessibility Improvement Tool data products</p>	<p>TPF</p> <p>TPF, STBG</p> <p>TPF</p>

Emphasis Area	Work Program Subtasks Addressing Emphasis Area	Funding Source
<p>division and FTA regional offices should work with State DOTs, MPOs, and providers of public transportation to review current and new metropolitan transportation plans to advance federal investments to disadvantaged communities.</p> <p>To accomplish both initiatives, our joint planning processes should support State and MPO goals for economic opportunity in disadvantaged communities that have been historically marginalized and overburdened by pollution and underinvestment in housing, transportation, water and wastewater infrastructure, recreation, and health care.</p>	<p>2.06 Ensuring Equity, Nondiscrimination and Environmental Justice in MPO Planning/Program Activities: Work includes investigating and integrating public engagement efforts to ensure protected populations are involved in the transportation planning process. Staff holds meetings with NCTCOG Transportation Department program area environmental justice liaisons and reviews staff activities to advise appropriate ways to incorporate Title VI and environmental justice into their program areas. Staff also continues to serve as a Title VI/environmental justice resource for transportation committee members, local government members, and subrecipients.</p> <p>2.07 Performance-Based Planning and Coordination: NCTCOG assesses the performance of the region's current and planned transportation system to ensure that negative impacts are not disproportionately placed on communities of environmental justice concern.</p> <p>3.01 Transportation Project Programming: NCTCOG has considered equity and held special consideration off/for environmental justice communities in project selection for many years. For example, project selection criteria often include implementing projects in traditionally underserved communities, increasing public transportation and filling in other service gaps in underserved areas, and improving infrastructure that benefits historically underserved populations.</p> <p>3.02 Regional Air Quality Planning: NCTCOG holds quarterly meetings to analyze and coordinate among regional partners to understand the impacts poor air quality has on public health. Equity is one of the main components of the Air Quality Health Task Force, as air pollution has no boundaries, and the disadvantaged communities suffer the most impacts.</p>	<p>TPF</p> <p>TPF</p> <p>TPF for staff efforts, variety of federal funds placed on individual projects</p> <p>TPF</p>

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	<p>3.03 Air Quality Management and Operations: When implementing emissions-reducing activities such as awarding funding for emissions-reducing vehicle projects, staff reviews project locations in relation to environmental justice and Justice40 communities and considers this when scoring and selecting projects. Staff is incorporating Justice40 into efforts to map areas for new charging infrastructure and development of project scopes around zero-emission vehicle projects, especially in the freight sector.</p> <p>3.04 Public Transportation Planning: Access North Texas, the Regional Public Transportation Plan, includes goals, policies, and strategies to develop transit options for the transportation needs of the disadvantaged, including low-income populations, seniors, and individuals with disabilities, to increase opportunities and access to public transportation.</p> <p>This subtask also includes a planning study of transit needs in Fort Worth's 76104 Zip Code, which includes Census tracts identified as Areas of Persistent Poverty, to identify innovative transit solutions.</p> <p>3.05 Transit Management and Operations: The Transit Strategic Partnership Program develops projects in collaboration with local partners to introduce or enhance transit services across the region, specifically aimed towards areas with limited or no access to public transportation. Also, the equitable transit fare program develops projects with transit partners to reduce public transportation fares for low-income populations accessing employment opportunities.</p> <p>3.06 Congestion Management Planning: NCTCOG's Congestion Management Process, in place since 1994, relies heavily on various performance measures as the primary mechanisms for assessing levels of congestion and recommended strategies for alleviating congestion. Both observed and planning performance measures are utilized to score and rank corridors for inclusion in the Congestion Management Process. The evaluation is based on four categories, including alternative roadway infrastructure, modal options, system demand, and system reliability.</p>	<p>CMAQ, STBG, DOE, EPA, FHWA, Local, TCEQ</p> <p>TPF</p> <p>FTA</p> <p>FTA, RTR</p> <p>TPF</p>

Emphasis Area	Work Program Subtasks Addressing Emphasis Area	Funding Source
	<p>NCTCOG staff prepares an annual report for Travel Demand Management programs based on observed data collected by NCTCOG and partner agencies.</p> <p>4.01 Metropolitan Transportation Planning: The long-range transportation plan for the region includes extensive plans for a multimodal approach to reduce single-occupancy vehicle trips, as well as increase the reach of public transportation in a fast-growing region. A comprehensive nondiscrimination analysis is performed on the recommendations of the Metropolitan Transportation Plan each time the Plan is updated.</p> <p>4.02 Coordination of Transportation and Environmental Planning Processes:</p> <p><u>Planning and Environmental Linkages (PEL)</u> – In developing a framework for early planning stage consideration of environmental, community, and economic goals, and then advancing those goals into all subsequent project development stages to affect construction and mitigation, approaches to address equity and environmental justice issues are integrated into the transportation decision-making process.</p> <p><u>Integrated Planning for Regional Transportation, Urban Development, and Stormwater Management</u> – With rapid demographic growth and urbanization projected throughout the Upper Trinity River Watershed upstream of the Dallas-Fort Worth core, the combined effects of climate change, loss of natural ground cover, and increased impervious surfaces exacerbate flood risks for people, infrastructure, and community resources, particularly in historically disadvantaged communities and areas of persistent poverty.</p> <p>This comprehensive planning effort will assess current/future infrastructure and land-use vulnerabilities to flooding, analyze potential lifecycle-based flood prevention and adaptation measures, and determine applicable and replicative public/private-sector delivery and maintenance strategies aimed to equitably reduce flood risk, enhance quality of life, and improve operational capabilities.</p>	<p>TPF</p> <p>TPF</p> <p>TPF</p> <p>STBG, RTC Local</p>

Emphasis Area	Work Program Subtasks Addressing Emphasis Area	Funding Source
	<p>5.01 Regional Transportation Studies:</p> <p><u>Corridor Studies/Environmental Studies Support:</u> This study process presents the opportunity to promote a balanced and multimodal transportation network to improve system interoperability and efficiency, and support the goals of the Metropolitan Transportation Plan, along with sustainability, livability, and community land-use objectives.</p> <p><u>Strategic Corridor Initiatives</u> – This project focuses on advancing critical regional projects through development, approval, and implementation, utilizing demonstration of compliance with merit criteria associated with equity and provisions from the Justice40 Initiative.</p> <p><u>IH 30/Fair Park Street Grid Planning Study: Foundation for CBD/Fair Park Link</u> – This study will develop plans for multimodal reconnections between underserved neighborhoods north and south of IH 30 and advance the concept for the Central Business District/Fair Park Link.</p> <p>5.02 Subarea Studies and Local Government Assistance: Work activities provide an evaluation of multimodal transportation needs within a specific geographic area or along an arterial corridor. Subarea studies are designed to study a specific issue and allow for a comprehensive assessment of general transportation needs within an area prior to examining system alternatives, with assistance to local governments in the development of their thoroughfare plans to address underserved population needs and access opportunities.</p> <p>5.03 Land-Use/Transportation Initiatives: A comprehensive plan to identify transportation and rehabilitation improvements in the South Boulevard – Park Row Historic District in the city of Dallas will be initiated. This study is intended to help promote revitalization in environmental justice communities and will inventory the quality of the pedestrian, bicycle, street surface, and traffic signal conditions. An inventory of the quality of residential structures will also be assessed. The planning effort will be conducted as an initial assessment on how best to preserve the quality of neighborhood assets and make recommendations to the modernization of the transportation elements.</p>	<p>TPF</p> <p>STBG, RTR, RTC Local</p> <p>STBG, RTC Local</p> <p>TPF</p> <p>STBG, TDC</p>

Emphasis Area	Work Program Subtasks Addressing Emphasis Area	Funding Source
	<p><u>Grand Avenue Study (3G: Garland/Gaston/Grand to IH 30)</u> – This planning and engineering study will identify needed improvements to Grand Avenue between Garland Road/Gaston Avenue and IH 30 and will include coordination with adjacent underserved East Dallas neighborhoods. The study will explore context sensitive design options and include a recommendation on a typical cross section including roadway pedestrian and bicycle network connections.</p> <p><u>South Dallas Improved Bicycle/Pedestrian Routes to Rail and Transit Technology Upgrades</u> – This initiative will implement walking and bicycling connections to several rail stations in southern Dallas environmental justice communities, improving connectivity to transit.</p> <p>5.04 Transportation Asset Management: Staff will utilize resilience-based recommendations from University Partnership Program (UPP) studies, the <i>Integrated Planning Study for Regional Transportation, Urban Development, and Stormwater Management</i>, and other efforts to inform both project- and system-level asset planning studies, particularly in historically disadvantaged communities and areas of persistent poverty with disproportionately high quantities of poor condition pavements and bridges. This work will aid in systemwide multimodal criticality and vulnerability assessments, identifying customized durability enhancements for transportation infrastructure, and improved decision-making and economic justification for increased development and prioritization of projects targeted to address resiliency, sustainability, equity, and environmental justice initiatives.</p> <p>5.06 Regional Freight Planning: The implementation of <i>Freight North Texas</i> follow-up studies, including the Freight Land Use Analysis and the Freight and Environmental Justice Analysis, as well as the new Regional Freight Plan focus on the impact and interactions of freight transportation on underserved communities.</p> <p>5.07 Roadway and Railroad Safety: As a component of Transportation Safety Planning, an annual report of roadway observed safety data, including crash data, Traffic Incident Management Program data, and Mobility Assistance Patrol Program data for the Dallas-Fort Worth region is developed.</p>	<p>STBG</p> <p>USDOT, CMAQ, RTR, Local</p> <p>TPF</p> <p>STBG</p> <p>TPF</p>

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	<p>5.09 Regional Military and Community Coordination: Transportation to, from, and within communities that surround the Naval Air Station Joint Reserve Base Fort Worth is critical to maintaining the base as an economic asset in the region. Many of the surrounding communities are underserved and disadvantaged communities. Work to improve such corridors as State Highway (SH) 183 and SH 199 fall within such communities. Efforts to bring bicycle/pedestrian improvements to provide transportation options are also included. Work is coordinated with activities in Subtask 5.01.</p> <p>5.10 Transportation Technology and Innovation Program: Staff is implementing projects through the AV2.0 Program that seek to address transportation challenges in underserved communities through 1) workforce development programs (transportation technology, trucking transportation, and goods delivery); 2) sidewalk delivery robot deployments, 3) automated shuttle systems, and 4) expanding broadband access in communities where access is needed but lacking.</p> <p>2.01 Development of Travel Models: Work on the Transportation Analytical Forecasting Tool, Regional Travel Model Application Support, Regional Dynamic Traffic Assignment Model, Transit Travel Survey, and Non-Motorized Trips Model provide data and analytical tools related to this emphases area.</p>	<p>TPF</p> <p>STBG, RTC Local</p> <p>TPF, STBG</p>
<p>Complete Streets</p> <p>FHWA division and FTA regional offices should work with State DOTs, MPOs, and providers of public transportation to review current policies, rules, and procedures to determine their impact on safety for all road users. This effort should work to include provisions for safety in future transportation infrastructure, particularly those outside automobiles.</p> <p>A Complete Street is safe, and feels safe, for everyone using the street. FHWA and FTA seek to help federal aid recipients plan, develop, and operate streets and networks that prioritize safety, comfort, and access to destinations for people who use the street network, including pedestrians, bicyclists, transit riders, micro-</p>	<p>2.05 Data Management: Understanding the completeness of existing and planned streets involves incorporating data from numerous sources together into an integrated data product that can be used to holistically assess these transportation facilities. Work is underway to build data management systems that make relating these disparate datasets easier.</p> <p>3.01 Transportation Project Programming: A significant focus of project selection efforts in the Dallas-Fort Worth region is on Complete Streets type projects that improve multimodal connections for more than just automobiles.</p> <p>4.01 Metropolitan Transportation Planning: The long-range transportation plan for the region includes extensive plans for a multimodal approach, including specific recommendations for context-sensitive Complete Streets throughout the region.</p>	<p>TPF</p> <p>STBG, CMAQ, TA-set-aside funds</p> <p>TPF</p>

Emphasis Area	Work Program Subtasks Addressing Emphasis Area	Funding Source
<p>mobility users, freight delivery services, and motorists. The goal is to provide an equitable and safe transportation network for travelers of all ages and abilities, including those from marginalized communities facing historic disinvestment. This vision is not achieved through a one-size-fits-all solution – each Complete Street is unique and developed to best serve its community context and its primary role in the network.</p> <p>Per the National Highway Traffic Safety Administration’s 2019 data, 62 percent of the motor vehicle crashes that resulted in pedestrian fatalities took place on arterials. Arterials tend to be designed for vehicle movement rather than mobility for nonmotorized users and often lack convenient and safe crossing opportunities. They can function as barriers to a safe travel network for road users outside of vehicles.</p> <p>To be considered complete, these roads should include safe pedestrian facilities, safe transit stops (if present), and safe crossing opportunities on an interval necessary for accessing destinations. A safe and complete network for bicycles can also be achieved through a safe and comfortable bicycle facility located on the roadway, adjacent to the road, or on a nearby parallel corridor. Jurisdictions will be encouraged to prioritize safety improvements and speed management on arterials that are essential to creating complete travel networks for those without access to single-occupancy vehicles.</p>	<p>5.01 Regional Transportation Studies: Where transportation-ended investments are contemplated, reasonable alternative strategies for addressing the transportation demands and congestion at a corridor or subarea level of the Metropolitan Planning area are identified and evaluated.</p> <p><u>High-Speed Rail/Cedars Planning Study</u> – This study will include the review of transportation thoroughfare systems over IH 30, including transportation planning in the Cedars neighborhood of Dallas. Multimodal transportation improvement recommendations for the Cedars neighborhood, as well as recommendations for crossing the Trinity River, connecting Oak Farms to the Cedars neighborhood will be identified.</p> <p>5.02 Subarea Studies and Local Government Assistance: These studies provide an evaluation of multimodal transportation needs within a specific geographic area or along an arterial corridor. Subarea studies are designed to study a specific issue and allow for a comprehensive assessment of general transportation needs within an area prior to examining system alternatives, with assistance to local governments in the development of their thoroughfare plans in an effort to provide appropriate balance of modal options in the area.</p> <p>5.03 Land-Use/Transportation Initiatives: A regional Complete Streets (context sensitive) policy for adoption by the Regional Transportation Council is being prepared to support the development and implementation of local government policies. Staff will be developing a checklist and/or guide for projects with complete/context-sensitive design elements, and a process for considering complete/context-sensitive elements with projects across the jurisdiction being funded by RTC requests/federal funds. In addition, staff provides technical support to local governments for development of local Complete Streets policies, resolutions, and methodologies/applications for performance management.</p>	<p>TPF</p> <p>STBG</p> <p>TPF</p> <p>TPF</p>

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	<p><u>Grand Avenue Study (3G: Garland/Gaston/Grand to IH 30)</u> – This planning and engineering study will identify needed improvements to Grand Avenue between Garland Road/Gaston Avenue and IH 30 and will include coordination with adjacent underserved East Dallas neighborhoods. The study will explore context sensitive design options and include a recommendation on a typical cross section including roadway pedestrian and bicycle network connections.</p> <p>5.07 Roadway and Railroad Safety: As a component of Transportation Safety Planning, an annual report of roadway observed safety data, including crash data, Traffic Incident Management Program data, and Mobility Assistance Patrol Program data for the Dallas-Fort Worth region is developed.</p> <p>5.09 Regional Military and Community Coordination: Several projects near Naval Air Station Joint Reserve Base Fort Worth improve access to the base, but also improve mobility for those traveling in the communities. Many of these projects will be complete streets and will consider bicycle/pedestrian accommodations, as well as other corridor uses. These projects are specifically SH 183, Meandering Road, and SH 199. Work is coordinated with activities in Subtask 5.01.</p>	<p>STBG</p> <p>TPF</p> <p>TPF</p>
<p>Public Involvement</p> <p>Early, effective, and continuous public involvement brings diverse viewpoints into the decision-making process. FHWA division and FTA regional offices should encourage MPOs, State DOTs, and providers of public transportation to increase meaningful public involvement in transportation planning by integrating Virtual Public Involvement (VPI) tools into the overall public involvement approach while ensuring continued public participation by individuals without access to computers and mobile devices. The use of VPI broadens the reach of information to the public and makes participation more convenient and affordable to greater numbers of people. Virtual tools provide increased transparency and access to transportation planning activities and decision-making processes. Many virtual tools also provide information in visual and interactive formats that enhance public and stakeholder understanding of proposed plans, programs, and projects. Increasing participation earlier in the process can reduce project delays and lower staff time and costs. More information on VPI is available here.</p>	<p>1.01 Community Outreach: Two Virtual Public Involvement opportunities are utilized. Public meetings are now hybrid – offering in-person, virtual, and telephone participation. Meeting materials are mailed to individuals without internet access who request copies. The telephone option does not require an internet connection or travel to the meeting. The second VPI opportunity is the Map Your Experience tool, which allows users to place a virtual pin at a location and document a transportation need or concern. Individuals can comment or “like” others’ comments in the tool and a dashboard makes the comments received available in a transparent manner.</p>	<p>TPF</p>

Emphasis Area	Work Program Subtasks Addressing Emphasis Area	Funding Source
	<p>1.02 Program and Policy Administration: Public review and comment opportunities are offered for the development and modification of the Unified Planning Work Program, following the NCTCOG Transportation Department’s Public Participation Plan and procedures.</p> <p>2.05 Data Management: Virtual public involvement requires the establishment and maintenance of backend data systems to enable their key functions. Technical development work, ongoing support, and data analysis related to tools like Map Your Experience and others have been essential to bringing these efforts to fruition.</p> <p>2.06 Ensuring Equity, Nondiscrimination, and Environmental Justice in MPO Planning/Program Activities: Work includes investigating and integrating public engagement efforts to ensure protected populations are involved in the transportation planning process. Staff holds meetings with NCTCOG Transportation Department program area environmental justice liaisons and reviews staff activities to advise appropriate ways to incorporate Title VI and environmental justice into their program areas. Staff will also continue to serve as a Title VI/environmental justice resource for transportation committee members, local government members, and subrecipients.</p> <p>2.07 Performance-Based Planning and Coordination: Federal performance measures and other performance-based planning activities are incorporated into public meetings and other avenues of public involvement as required.</p> <p>3.01 Transportation Project Programming: Public involvement is a part of developing and modifying the Transportation Improvement Program and in the project selection process. Virtual public involvement has been increasingly utilized in the last two years.</p> <p>3.02 Regional Air Quality Planning: The development of Transportation Conformity and emissions inventories are provided to the public, both with public meetings and through the NCTCOG website.</p>	<p>Allocation</p> <p>TPF</p> <p>TPF</p> <p>TPF</p> <p>TPF</p> <p>TPF</p>

Emphasis Area	Work Program Subtasks Addressing Emphasis Area	Funding Source
	<p>3.03 Air Quality Management and Operations: As programs, projects, and policies are developed to impact vehicle emission levels, feedback is solicited through discussions with stakeholders, impacted jurisdictions, elected officials, and most importantly, through engagement with the general public.</p> <p>3.04 Public Transportation Planning: Access North Texas, the Regional Public Transportation Plan, includes efforts to increase meaningful public involvement throughout the region to identify strategies to address service gaps, specifically among disadvantaged populations. Efforts include utilizing various virtual tools to gather and incorporate public feedback. Additionally, ongoing transit studies integrate various opportunities for stakeholder input such as virtual and in-person meetings.</p> <p>4.01 Metropolitan Transportation Planning: The long-range transportation plan integrates the custom Virtual Public Involvement mapping tool called <u>Map Your Experience</u> into the public participation process. The tool is online anytime, broadening the reach and availability of information sharing between NCTCOG and members of the public. Map Your Experience enhances early and continuous public involvement and provides more meaningful input on residents' needs sooner in the process, which may then inform the suite of policies, programs, and projects recommended in the plan.</p> <p>5.01 Regional Transportation Studies: The corridor study process provides information to elected officials, technical staff, the business community, nearby property owners, and the general public on the costs, benefits, and impacts of these alternatives so that an informed decision can be made for a corridor improvement strategy.</p> <p>5.02 Subarea Studies and Local Government Assistance: NCTCOG coordinates and communicates with planning partners consistent with NCTCOG's outreach procedures and those of NCTCOG's planning partners. Often these outreach efforts provide opportunities for public input via virtual platforms such as MS Teams and Zoom.</p>	<p>CMAQ, STBG, DOE, EPA, FHWA, Local, TCEQ</p> <p>TPF</p> <p>TPF</p> <p>TPF</p> <p>TPF</p>

Emphasis Area	Work Program Subtasks Addressing Emphasis Area	Funding Source
	<p>5.06 Regional Freight Planning: Education on the importance of goods movement is achieved through public outreach Consistent with NCTCOG’s outreach procedures. Coordination between private-sector stakeholders and public-sector staff will be initiated through multiple initiatives and meetings. As part of this, Regional Freight Advisory Committee meetings are held, as well as Regional Transportation Council Intermodal/Multimodal/High-Speed Rail/Freight Subcommittee meetings, as needed.</p>	<p>TPF/STBG</p>
<p>Strategic Highway Network (STRAHNET)/US Department of Defense (DOD) Coordination</p> <p>FHWA division and FTA regional offices should encourage MPOs and State DOTs to coordinate with representatives from DOD in the transportation planning and project programming process on infrastructure and connectivity needs for STRAHNET routes and other public roads that connect to DOD facilities. According to the Declaration of Policy in 23 U.S.C. 101(b)(1), it is in the national interest to accelerate construction of the federal-aid highway system, including the Dwight D. Eisenhower National System of Interstate and Defense Highways, because many of the highways (or portions of the highways) are inadequate to meet the needs of national and civil defense. The DOD’s facilities include military bases, ports, and depots. The road networks that provide access and connections to these facilities are essential to national security. The <u>64,200-mile STRAHNET system</u> consists of public highways that provide access, continuity, and emergency transportation of personnel and equipment in times of peace and war. It includes the entire 48,482 miles of the Dwight D. Eisenhower National System of Interstate and Defense Highways and 14,000 miles of other non-Interstate public highways on the National Highway System. The STRAHNET also contains approximately 1,800 miles of connector routes linking more than 200 military installations and ports to the primary highway system. The DOD’s facilities are also often major employers in a region, generating substantial volumes of commuter and freight traffic on the transportation network and around entry points to the military facilities. Stakeholders are encouraged to review the STRAHNET maps and recent Power Project Platform (PPP) <u>studies</u>. These can be a useful resource in the State and MPO areas covered by these route analyses.</p>	<p>2.01 Development of Travel Models: The Transportation Analytical Forecasting Tool and Regional Travel Model Application Support include development of capabilities for connectivity of various transportation networks. TxDOT and the roadway system managed by local cities are seamlessly included in Travel Model Network Development and Maintenance and used by the regional travel model. This inclusion enables the analysts to provide reports and planning activities that includes all interested parties.</p> <p>2.05 Data Management: Ongoing efforts to build and maintain a regional roadway information system will include SHRAHNET connectors as an attribute.</p> <p>3.01 Transportation Project Programming: Coordination occurs with the military and the Livable Communities Team at NCTCOG to identify and fund projects of strategic importance to military installations in the Dallas-Fort Worth region.</p> <p>4.01 Metropolitan Transportation Planning: The Federal Functional Classification System is the system by which roads are grouped into functional systems according to the type of service and the amount of traffic the facility carries. NCTCOG staff continually monitors this system for the Dallas-Fort Worth region to ensure that roadways serving DOD installations are accurately classified. Federal Function Classification System status is interrelated to both the National Highway System and STRAHNET.</p>	<p>TPF, STBG</p> <p>TPF</p> <p>TPF, RTC Local, Category 2, CMAQ, STBG</p> <p>TPF</p>

Emphasis Area	Work Program Subtasks Addressing Emphasis Area	Funding Source
	<p>5.01 Regional Transportation Studies: The corridor study process provides information to elected officials, technical staff, the business community, nearby property owners, and the general public on the costs, benefits, and impacts of these alternatives so that an informed decision can be made for a corridor improvement strategy.</p>	<p>TPF</p>
<p>Federal Land Management Agency (FLMA) Coordination</p> <p>FHWA division and FTA regional offices should encourage MPOs and State DOTs to coordinate with FLMAs in the transportation planning and project programming process on infrastructure and connectivity needs related to access routes and other public roads and transportation services that connect to federal lands. Through joint coordination, the State DOTs, MPOs, Tribal Governments, FLMAs, and local agencies should focus on integration of their transportation planning activities and develop cross-cutting State and MPO long-range transportation plans, programs, and corridor studies, as well as the Office of Federal Lands Highway's developed transportation plans and programs. Agencies should explore opportunities to leverage transportation funding to support access and transportation needs of FLMAs before transportation projects are programmed in the Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP). Each State must consider the concerns of FLMAs that have jurisdiction over land within the boundaries of the State (23 CFR 450.208(a)(3)). MPOs must appropriately involve FLMAs in the development of the metropolitan transportation plan and the TIP (23 CFR 450.316(d)). Additionally, the Tribal Transportation Program, Federal Lands Transportation Program, and the Federal Lands Access Program TIPs must be included in the STIP, directly or by reference, after FHWA approval in accordance with 23 U.S.C. 201(c) (23 CFR 450.218(e)).</p>	<p>2.06 Ensuring Equity, Nondiscrimination, and Environmental Justice in MPO Planning/Program Activities: While there are no Tribal Lands within the Dallas-Fort Worth area, several Tribes have expressed interest in coordinating regional transportation needs from a cultural and historic perspective. The Regional Transportation Council adopted Policy P19-01 directing staff to coordinate with Tribal Governments on transportation issues and projects. NCTCOG staff works with all NCTCOG Transportation Department program areas to ensure that coordination occurs as appropriate with assistance from the Federal Highway Administration and the Texas Department of Transportation.</p>	<p>TPF</p>
<p>Planning and Environment Linkages (PEL)</p> <p>FHWA division and FTA regional offices should encourage State DOTs, MPOs, and public transportation agencies to implement PEL as part of the transportation planning and environmental review processes. The use of PEL is a collaborative and integrated approach to transportation decision making that considers environmental, community, and economic goals early in the</p>	<p>2.01 Development of Travel Models: Regional Travel Model Application Support provides the analytical connection between planning and environmental studies.</p> <p>2.02 Transportation Data Collection and Development: Staff maintains traffic and travel datasets that are used as input to support environmental planning. This project also includes coordination between state and federal sources of data to avoid duplicate purchase and data management efforts.</p>	<p>TPF</p> <p>TPF</p>

Emphasis Area	Work Program Subtasks Addressing Emphasis Area	Funding Source
<p>transportation planning process, and uses the information, analysis, and products developed during planning to inform the environmental review process. PEL leads to interagency relationship building among planning, resource, and regulatory agencies in the early stages of planning to inform and improve project delivery timeframes, including minimizing duplication and creating one cohesive flow of information. This results in transportation programs and projects that serve the community's transportation needs more effectively while avoiding and minimizing the impacts on human and natural resources. More information on PEL is available here.</p>	<p>2.04 Demographic Data and Forecasts: The development of an inventory of Land Use and Demographic Data and the Regional Demographic Forecast provides fundamental data for environmental analysis.</p> <p>2.05 Data Management: Planning and Environmental Linkages involves bringing together disparate datasets related to planned transportation facilities and natural/environmental resources. Data is assembled and disseminated, as needed, to individual projects. Previous work on this effort has included least-cost analyses to route transportation facilities to minimize their impact on natural resources.</p> <p>4.02 Coordination of Transportation and Environmental Planning Processes:</p> <p><u>Planning and Environmental Linkages (PEL)</u> – In developing a framework for early planning stage consideration of environmental, community, and economic goals, and then advancing those goals into all subsequent project development stages to affect construction and mitigation, approaches to address interagency relationship building, inclusive communication/interaction, and encourage the effective reduction and mitigation of human/natural environmental impacts are conducted under this initiative.</p> <p><u>Blue-Green-Grey Silo-Busting Initiatives</u> – This funding program focuses on breaking the silos between water infrastructure, the environment, and transportation infrastructure to help create and fund innovative spaces that combine these components. The goal of the Blue-Green-Grey program is to support innovative pilot projects that provide resources for cities and organizations to use to replicate these ideas throughout the metroplex.</p>	<p>TPF</p> <p>TPF</p> <p>TPF</p> <p>RTC Local</p>

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

Emphasis Area	Work Program Subtasks Addressing Emphasis Area	Funding Source
	<p>5.09 Regional Military and Community Coordination: Work focuses on last-mile connections from the Naval Air Station Joint Reserve Base Fort Worth to the STRAHNET. This includes participation in projects on the STRAHNET such as IH 30 (including the interchange with SH 183) and IH 820. Simply making improvements to these major freeways is not always enough and work on projects such as SH 199 and SH 183 ensure connection between the major corridors to provide better access from the base. Ensuring that DOD personnel participate in these studies is also included. A Texas Department of Transportation representative sits on the Regional Coordination Committee to understand the importance of the roadway system to sustaining the military mission.</p> <p>5.10 Transportation Technology and Innovation Program: Through the Updated Regional Automated Vehicle Program (AV2.0), specifically AV2.1 Regional Planning Assistance for Local Partners, staff will utilize policy and planning guidelines previously developed with experts to assist local partners in planning for transportation in the future by taking into account the wide range of emerging mobility technologies. This tool will allow cities and agencies in North Texas to plan ahead and integrate their future plans with new transportation methods.</p> <p>2.01 Development of Travel Models: Improvement and maintenance of the Transportation Analytical Forecasting Tool provides a common platform to integrate data and the forecast in a consistent manner. These products provide a standardized system of communication on this emphasis area.</p>	<p>TPF</p> <p>STBG</p> <p>TPF</p>

Emphasis Area	Work Program Subtasks Addressing Emphasis Area	Funding Source
<p>Data in Transportation Planning</p> <p>To address the emerging topic areas of data sharing, needs, and analytics, FHWA division and FTA regional offices should encourage State DOTs, MPOs, and providers of public transportation to incorporate data sharing and consideration into the transportation planning process, because data assets have value across multiple programs. Data sharing principles and data management can be used for a variety of issues, such as freight, bike and pedestrian planning, equity analyses, managing curb space, performance management, travel time reliability, connected and autonomous vehicles, mobility services, and safety. Developing and advancing data sharing principles allows for efficient use of resources and improved policy and decision making at the State, MPO, regional, and local levels for all parties.</p>	<p>2.02 Transportation Data Collection and Development: This project includes the cleanup and management of traffic count and speed data, as well as maintenance of websites, to disseminate the data.</p> <p>2.04 Demographic Data and Forecasts: The improvement and maintenance of the inventory of Land Use and Demographic Data, in addition to other related data products in this subtask, support this emphasis area.</p> <p>2.05 Data Management: This emphasis area is a core goal of this subtask. With increasing amounts of data available to support transportation planning activities, tasks related to evaluating, curating, downloading, processing, manipulating, and disseminating data to internal and external stakeholders are all essential. Finding relationships between new and existing datasets is key as well, as the value of data is enhanced when it can be examined along with other data in a cohesive, holistic way. Within this subtask, work is ongoing to create a comprehensive data management system for the MPO that will make many of these tasks easier.</p> <p>2.07 Performance-Based Planning and Coordination: NCTCOG is sharing performance data and metrics with various stakeholders as required. Highlights include the Changing Mobility COVID-19 Metrics dashboard.</p> <p>3.01 Transportation Project Programming: Through the region’s Management and Operations Program, significant resources are allocated to data collection and studies, projects, and programs that utilize the collected data to improve the transportation system in the region.</p> <p>3.02 Regional Air Quality Planning: All air quality data NCTCOG receives from federal agencies and monitoring systems is provided on NCTCOG’s “Current Ozone Activity” web page.</p> <p>3.04 Public Transportation Planning: Oversight of federally required transit performance measures support data sharing efforts and ensures that data is incorporated into the planning process.</p>	<p>TPF</p> <p>TPF</p> <p>TPF</p> <p>TPF</p> <p>STBG</p> <p>TPF</p> <p>TPF</p>

Emphasis Area	Work Program Subtasks Addressing Emphasis Area	Funding Source
	<p>3.05 Transit Management and Operations: Performance measures are included in project management and program oversight for federal formula and discretionary funds for public transportation. Measures for both operations and capital grants are used in the planning process to maximize program outcomes with available funding.</p> <p>5.03 Land-Use/Transportation Initiatives: The Sustainable Development Program continues to measure the success of bicycle and pedestrian modes of alternative transportation and to determine any commuting patterns that may exist. Staff monitors the volume of trips, and directional and time-of-day information for various locations in the Dallas-Fort Worth region to better evaluate facility use and other patterns within the region. A network of regionally significant bicycle and pedestrian corridors, and their nearby access to development, are important quality-of-life components to sustainable development and effective mixed-use development. Daily counts of bicycle and pedestrian users are conducted in various locations in the Dallas-Fort Worth area to better evaluate facility use and other regional patterns. This data is published online and made available through TxDOT's Bicycle and Pedestrian Count Exchange. Staff also updates and maintains a regional database of shared-use paths (trails) and on-street bikeway facilities (existing, funded, and planned facilities) which is published online with data available for local and regional planning.</p> <p>5.06 Regional Freight Planning: With the development and implementation of Regional Rail Information System technology, NCTCOG will use real-time rail movement data in the remediation of railroad congestion and delay in the Dallas-Fort Worth region based on current operation and projected rail traffic growth.</p> <p>5.10 Transportation Technology and Innovation Program: NCTCOG has launched numerous connected vehicle projects that aim to make use of the ecosystem surrounding connected vehicle technology, open-source travel data, and new technology capable of quickly detecting, processing, and publishing 1) roadway furniture and pavement status, 2) emergency events along travel ways, and 3) work-zone status data.</p>	<p>FTA</p> <p>STBG, Local</p> <p>STBG, BUILD Grant, RTC Local, Local</p> <p>STBG</p>

Key Highway and Transit Planning Issues

The Metropolitan Planning Organization (MPO) has the continued responsibility of preparing and maintaining the federal planning requirements, including the Metropolitan Transportation Plan, the Congestion Management Process, the Transportation Improvement Program, the Public Participation Plan, and the UPWP. Combined with travel forecasting, information systems, and air quality planning, these areas represent core planning functions of the MPO. The FY2024 and FY2025 UPWP addresses many interrelated multimodal transportation issues aimed at facilitating the implementation of transportation projects and programs to reduce congestion and improve mobility, air quality, and safety and are highlighted below.

The Metropolitan Transportation Plan

Mobility 2045 Update: The Metropolitan Transportation Plan for North Central Texas was approved by the Regional Transportation Council (RTC) in June 2022, followed by a US Department of Transportation conformity determination in December 2022. The focus for FY2024 and FY2025 will be the adoption of a new metropolitan transportation plan, Mobility 2050, and implementation of projects, programs, and policies while continuing to coordinate with federal, State, and local transportation providers. As the region, State, and country continue to work towards implementation of the Infrastructure Investment and Jobs Act, Mobility 2050 will incorporate data-driven and performance-based planning as well as scenario planning to respond to the transportation needs of a fast-growing region.

Transportation Funding Initiatives, Partnership Programs, and Innovative Financing Strategies

Lack of available funding to meet critical regional transportation needs remains a significant issue. NCTCOG will identify opportunities for increased revenue for the implementation of transportation improvements that result in enhanced regional mobility. One example is working with the region's

transportation providers to implement transportation financing tools authorized by the Texas Legislature. Advancing the RTC's partnership programs with transportation providers and local governments will be pursued, including various Calls for Projects, in conjunction with funding available from federal legislation and available revenue from the innovative financing tools authorized by the legislature and the RTC.

Transportation System Operation

Commuter traffic is a major concern of area travelers. Increasing traffic congestion and the resulting vehicle emissions are major problems in the region. Faced with growing travel demand and limited resources, planners and policymakers are utilizing strategies intended to lead to improved operation of the system and reduced travel demand. Although major capital investments are needed to meet the growing travel demand, operational management and travel demand reduction strategies (such as encouraging carpools and vanpools and working with regional employee trip reduction coordinators) complement major capital recommendations. The results are a more efficient and effective transportation system, increased mobility, and leveraging of resources.

Data Collection and Travel Models

Travel-related data and models are building blocks in NCTCOG's metropolitan planning process. The data and models provide analytical capability to objectively analyze different project plans and create consistent and meaningful information about future plans. The information provides insights for the planning process, which leads to creating consensus among decision makers. During FY2024 and FY2025, the data collection program continues along with progress in travel modelling tools. The main focus areas related to the data program are:

- Household, Commercial, and external studies;
- Application of passive data in analytical tools; and
- Improvement of traffic counts and travel time/speed data;

The main areas for modeling improvements are:

- Inclusion of nonmotorized trips in the regional travel model;
- Creation of time-dependent roadway and transit network models; and
- Consideration of post- pandemic travel behavior in travel forecasting.

Expedited Project Delivery

As regional roadway and freight/passenger rail projects continue to increase in complexity, scope, and impacts, the MPO has expanded its involvement to help improve project delivery in the region. In FY2024 and FY2025, NCTCOG will continue providing technical assistance in coordination with local, regional, State, and federal partners to expedite the environmental clearance and implementation of major transportation projects, particularly those dealing with multiple transportation modes concurrently.

Coordination of Transportation and Environmental Planning Processes

Environmental stewardship in transportation is a key emphasis of the Infrastructure Investment and Jobs Act (IIJA) and is reflected through NCTCOG's efforts to improve coordination between long-range transportation planning, urban development, and environmental conservation processes. These efforts are intended to achieve benefits by incorporating environmental and community values into transportation decisions early in the planning process, as well as distinguishing and facilitating strategies to carry forward those considerations through project development, design, construction, and operations. By aiding in the identification and review of potential environmental impacts earlier in the transportation planning process, NCTCOG can contribute toward a more efficient decision-making process that minimizes duplication of effort, promotes environmental stewardship, and reduces delays in project implementation. In FY2024 and FY2025, NCTCOG will consult with resource agencies and stakeholders to identify key environmental issues (related to both natural and built settings, conditions, and influences),

identify mitigation strategies for transportation impacts, and build partnerships with external entities aimed at environmental stewardship.

Bicycle and Pedestrian Planning

The Bicycle and Pedestrian Program provides technical assistance for the development of bicycle and pedestrian plans and facilities to local governments throughout the Dallas-Fort Worth Metropolitan Area. The program will provide safety and education outreach materials to the public and interested parties and assist with data and mapping. The Regional Veloweb and other maps included in the Metropolitan Transportation Plan will be maintained and updated. In addition, a comprehensive, regionwide approach for planning and implementing additional bicycle and pedestrian facilities across the region will be used to guide local governments in future planning efforts.

Transit Planning and Implementation

Public transportation is no longer just considered traditional rail and bus modes. Today's commuting trends include high intensity bus, meaning higher levels of service with a guaranteed travel time, as well as people movers, intercity bus, transportation network companies, micro-transit opportunities, on-demand technology, and emerging modes under the umbrella concept of mobility as a service. Various issues restrict commuter rail from being implemented along Class I railroad corridors including the ability for transit agencies to obtain rail liability insurance as the market continues to narrow. Planning in this area is ongoing and will continue in FY2024 and FY2025 to ensure that technology and freight corridors are part of the solution in how public transportation is implemented in the Dallas-Fort Worth area.

Transportation Asset Management

Transportation facilities throughout the region will experience increasing deterioration and/or reduced performance over time due to usage, age, damage from crashes, and changes in various environmental conditions. With revenues constrained for reconstructed and/or expanded system capacity, limitations on available right-of-way, and increasing concerns over effective environmental mitigation of major transportation improvements in context with the region's continued strong and dynamic growth, this emphasis area of Transportation Asset Management will focus on identifying strategies to extend the functional life of transportation facilities by promoting the use of strategic maintenance, operational flexibility, resiliency and sustainability considerations, and context-sensitive "right-sizing" in transportation corridors. While substantial cost savings or deferrals may be anticipated in comparison to traditional reconstruction and/or expansion efforts, the complexity of this life cycle-based approach will require a high degree of cooperation among the region's transportation partners.

Regional Freight Planning

Dallas-Fort Worth is the largest Metropolitan Area of the United States without direct access to a seaport. As a result, a much greater emphasis is placed on the rail, trucking, and aviation modes for the shipment of commodities to, from, and through the area. NCTCOG will continue to implement the recommendations of Freight North Texas: The Regional Freight Plan and other documents that have been completed. This program area will build on previous work to address the impact of truck traffic, rail freight, and other freight movement issues in and throughout the region. In addition, an exciting new technology will also be developed and implemented to monitor and coordinate freight and passenger rail train movements throughout the region.

Safety and Security in the Transportation Planning Process

Safety and security of the transportation system is a national priority and an emphasis of the IJJA. Data collection, analysis, training, education, and enforcement are key aspects of improving transportation system safety and security. The FY2024 and FY2025 UPWP includes activities intended to reduce injuries and fatalities, improve overall system security, and reduce incident clearance times on freeways and tollways.

Management and Operations

Since the RTC began funding Management and Operations initiatives in 1999, the MPO's role in this area has continued to expand. These projects address the need for reducing traffic congestion and improving air quality and safety, while focusing on using existing resources more efficiently to address regional transportation needs. A continued emphasis of NCTCOG staff in FY2024 and FY2025 will be on the implementation of the Management and Operations as well as safety initiatives.

High-Speed Rail and Emerging Transportation Technology

As metropolitan regions in Texas continue to grow and highways between regions become increasingly congested, alternative and more environmentally sustainable modes of transportation will be needed to facilitate the movement of people and goods around the state. Planning efforts for technology such as high-speed rail and hyperloop (a passenger pod transported in a low-pressure tube system) are underway, both within Dallas-Fort Worth and connecting to other regions and continue in FY2024 and FY2025. Additionally, more sustainable emerging transportation technologies will also be explored for local and regional transportation needs through NCTCOG's Certification of Emerging and Reliable Transportation Technologies (CERTT) program.

Unmanned Aircraft Systems

The use of unmanned aircraft systems (UAS) is growing, both for commercial and recreational purposes. There is great potential for UAS to provide services such as package delivery, bridge and pavement inspections, and personal mobility, and NCTCOG will work to assist in the integration of UAS into existing airspace and with surface transportation. An additional focus will be on planning to reduce reckless use of UAS that could create a safety concern. The UAS Safety and Integration Task Force will assist NCTCOG staff in this area during FY2024 and FY2025.

Transportation Technology and Innovation Program

There is a substantial level of interest in connected and automated vehicles and the potential impacts of these technologies and those that make up the digital infrastructure for the transportation system. Activities in FY2024 and FY2025 will identify the preferred vehicle, infrastructure, and digital technologies for various regional applications, including improvements in passenger and freight movements; will develop infrastructure guidelines for implementation; will explore; and will continue to evaluate potential locations throughout the region for implementation, while progressing project development for existing funded projects. These efforts will be guided by the final reports from the AV2.1 regional planning project, a comprehensive regional planning exercise designed to prepare the DFW region for connected and automated vehicles and related technologies, that was completed in FY2023. Staff will provide technical planning assistance to project teams that are implementing automated vehicle deployments under the AV2.2/2.3 program and overseeing the freight optimization, Work Zone Data Exchange, and situational awareness app initiatives. A key priority in FY2024 and FY2025 will be the maturation of TTIP's Digital Transport program, which is designed to improve both broadband access in the region and the number and quality of virtual performance of jobs, education, healthcare, and other life activities. Improving the ability of people and businesses in North Texas to conduct activities

virtually will be a travel demand management tool and provide new opportunities, especially for those who are unable to secure easy access to a personal vehicle or public transit.

Military-Community Planning

A major economic generator in the Dallas-Fort Worth region is military and defense spending, anchored by Naval Air Station (NAS) Joint Reserve Base (JRB), Fort Worth, but also includes several Texas Military Department installations and ancillary facilities. The US Department of Defense funds compatible use efforts with the goals of helping communities grow in a way that preserves the military mission while also enhancing quality of life for surrounding communities that may be impacted by the military installations. The Regional Coordination Committee is a group of elected and appointed officials around NAS JRB Fort Worth that meet regularly to discuss compatible use efforts. During FY2024 and FY2025, work will continue to administer the Regional Coordination Committee and implement recommendations from a recent study of military installations in the region.

Funding and Technical Assistance Policies

As part of the FY2024 and FY2025 UPWP approval process, the Regional Transportation Council and the North Central Texas Council of Governments Executive Board reaffirmed the policies shown in Exhibit I-8 to guide the allocation of transportation planning funds.

Metropolitan Planning Organization Staff Organization

To conduct this comprehensive, multimodal transportation and air quality planning process, the NCTCOG Transportation Department, serving as the staff of the Metropolitan Planning Organization, is organized into functional areas as shown in Exhibit I-9. Each of these functional areas is assigned staff in areas of expertise, skill, and specialization to best facilitate its needs.

Program Managers oversee the activities in these areas and serve as the principal points of contact with the public, local governments, and transportation agencies.

EXHIBIT I-8
Unified Planning Work Program Policies

- The emphasis of the Unified Planning Work Program (UPWP) is on planning activities. Projects that require preliminary engineering or design services are not eligible for UPWP Transportation Planning Funds. Such projects should be funded through the Transportation Improvement Program process.
- Twenty-five percent of Federal Transit Administration Section 5303 Planning Funds will be reserved for transit planning and management studies with the funds distributed to the Eastern and Western Subregions based on the formula used for the annual sub-allocation of Transit Formula (5307) Program funds.
- The Texas Department of Transportation (TxDOT) will assist the North Central Texas Council of Governments (NCTCOG) in funding activities related to the preparation of travel forecasts to support TxDOT freeway and high-occupancy vehicle lane studies.
- The North Texas Tollway Authority (NTTA) will assist NCTCOG in funding activities related to the preparation of travel forecasts to support NTTA feasibility studies.
- The transportation authorities will assist NCTCOG in funding activities related to the preparation of travel forecasts to support rail and high-occupancy vehicle lane studies.
- Assistance in Transportation Subarea Studies, Comprehensive/Thoroughfare Planning, Local Technical Assistance, and TransCAD Support will represent approximately 20 percent of the UPWP. Priority will be given to these subtasks identified in the UPWP.
- NCTCOG assistance to local governments in Thoroughfare Planning will be limited to providing travel forecasts to determine facility sizing and lane warrants, in Comprehensive Planning to providing travel forecasts and technical support, in Bicycle/Pedestrian Planning to providing technical guidance on plan and facility development, and in Travel Model Support (TransCAD) to providing model input data and application support. Local governments will be responsible for consultant assistance funding.
- For projects not specified in the UPWP, the requesting entity may be asked to assist in project funding. Scheduling of the planning study is contingent on NCTCOG staff availability. Reprioritization of tasks for that entity using existing commitments in the UPWP is feasible. Work will not be done at the expense of other commitments in the UPWP.
- Entities with consultants requesting work from NCTCOG must follow the same policy as above. Consultants working for an entity need the approval of that entity prior to NCTCOG providing assistance. Consultants shall not commit NCTCOG services without NCTCOG's prior approval.
- Requests by nongovernmental entities will be conducted at full cost upon approval from the impacted local government and permitting staff availability.
- In the event that a requested planning study is similar to a previous study conducted by NCTCOG, the participating entity may be asked to provide financial support for the project.
- Surface Transportation Block Grant Program funds, Congestion Mitigation and Air Quality Improvement Program funds, Regional Toll Revenue funds, and Regional Transportation Council Local funds may be used by NCTCOG to augment UPWP funds.

EXHIBIT I-9
NCTCOG Transportation Functional Areas

Air Quality Technical Planning and Analysis
Automated Vehicle Program
Aviation
Bicycle/Pedestrian Planning
Clean Fleet Improvements and Energy
Congestion Management
Data Development
Data Management
Defense Planning
Fiscal Management
Freight Planning
Innovative Project Delivery
Legal Services
Metropolitan Transportation Plan
Program Administration
Public Involvement and Government Relations
Roadway Corridor and Subarea Studies
Safety
Streamlined Project Delivery
Sustainable Development
Transit Operations
Transit-Oriented Development
Transit Planning
Transportation Asset Management
Transportation Education and Outreach
Transportation Project Programming
Travel Model Development

II. Task 1 – Administration and Management

A. Objective

Coordination, communication, and management tasks essential to maintaining the planning process are included in Administration and Management. The preparation and circulation of information relevant to regional transportation policy are major components of this Task. Current legislation, the Infrastructure Investment and Jobs Act, places emphasis on public involvement in the metropolitan transportation planning process, including Metropolitan Transportation Plan and Transportation Improvement Program development, which is addressed in this Work Program area. Appendix G contains the Public Participation Plan, which includes a summary of ongoing public outreach activities, many of which are funded through this task, as are the outreach efforts to ensure compliance with Title VI of the 1964 Civil Rights Act.

Publication of educational reports aimed at informing the public about the ongoing transportation planning activities and air quality programs of the Metropolitan Planning Organization (MPO), is anticipated to continue in FY2024 and FY2025, as is the publication of *Progress North Texas*, the department's annual state-of-the-region report. Activities also include efforts to market and promote various transportation and air quality improvement programs and engage the region, as well as development and maintenance of web resources for efficient dissemination of electronic information.

In addition, overall direction of Transportation Department work activities is included in this Task, together with staff legal assistance relative to coordination for Regional Transportation Council policies and projects. Also included are procurement activities and computer/video resources to support staff in fulfilling their job responsibilities. The exploration of innovative transportation

financing and funding strategies as authorized by federal and State law to help meet critical transportation needs is included in this Task as well.

B. Expected Products

Products from this task are those items needed to conduct the day-to-day operations of NCTCOG's Transportation Department in facilitating a continuous, cooperative, and comprehensive regional transportation planning process for the Dallas-Fort Worth Metropolitan Area. Specific products are included in the subtask descriptions.

Some administrative and management costs, such as travel, staff training/professional development, and non-computer equipment, are incurred to support projects in all five UPWP Tasks. These actions are directly funded through the specific project funding sources. As these needs arise, they are evaluated to ensure consistency with the work described in the applicable project. If approvals are necessary, such as for out-of-state travel or equipment exceeding a cost of \$5,000, the Texas Department of Transportation's approval will be sought in advance for these expenses.

Management and administrative activities that benefit multiple projects and support operations of the Metropolitan Planning Organization are funded through a cost allocation plan. These costs are allocated to all projects implemented by the Transportation Department and are therefore supported by all funding sources detailed in this Work Program. The costs are included within the funding summaries presented in each task in this document. The work activities are carried out in this task and may include, but are not limited to:

- Development, monitoring, and coordination of the Unified Planning Work Program and necessary modifications;
- Preparation of the Annual Performance and Expenditure Report;

- Compilation, assessment, and coordination of the NCTCOG Transportation Department's annual budget;
- Accounting support activities and fiscal management processes;
- Legal review of agreements and policies;
- Personnel and recruitment activities;
- Committee meeting support and assistance to committee members and other partners;
- Technology support services, including certain software and subscriptions, and possible consultant services;
- Communication tools;
- General management, risk evaluation, and implementation of risk mitigation processes;
- Development and enhancement of procedures, information systems, and reporting tools.

C. Previous Work

Routine Work Efforts – During FY2022 and FY2023, daily operations of NCTCOG's Transportation Department were supported by efforts within the areas of public outreach, program administration and office management, grant and contract management, internal legal services, and computer systems management. Staff supported monthly policy and technical committee meetings, which included the provision of notices, agendas, minutes, and supporting materials, and responded to requests for additional information as needed. Policy and technical committees, along with other transportation partners, were also kept updated on federal and State legislative initiatives and priorities relevant to metropolitan planning organization (MPO) functions, and NCTCOG staff continued to serve as a liaison to legislative and congressional offices requesting information. Summaries of historical transportation funding allocations were developed to support legislative requests.

Communication and outreach efforts continued to inform and involve the public, including 12 public meetings, three on-line input opportunities, 20 community events, an active presence on four social media platforms, regular publications, and proactive media outreach efforts to more than 200 reporters at local media outlets. Staff managed and implemented department communication, education, outreach and branding items, and managed and implemented Air

North Texas, the regional air quality awareness campaign. Campaign tactics and phases were implemented, and materials to educate North Texans about transit safety protocols were promoted for use by partners through an online portal. New campaign creatives were created to encourage transit ridership among workers returning to the office following the COVID-19 pandemic, and staff began outreach efforts to the business community. A department digital asset management service was procured, developed, and launched.

Staff conducted continuous fiscal monitoring, ensuring timely receipt of funds and payment to consultants and subrecipients. Grant and contract reporting was supported by fiscal information systems and monitoring of internal controls. Local funds were used to facilitate account reconciliation and grant closeout. Monthly billings were also submitted.

Legal staff provided overall legal assistance and advice regarding all department projects and programs. Risk assessments were conducted for grant applications and subrecipient awards. Agreements were developed to effectuate innovative funding strategies approved by the Regional Transportation Council.

Six sets of amendments were processed for the FY2022 and FY2023 Unified Planning Work Program (UPWP), annual performance and expenditure reports for FY2021 and FY2022 were completed, and the new FY2024 and FY2025 UPWP was developed and approved. NCTCOG staff continued to support the Texas Association of Metropolitan Planning Organizations and the national Association of Metropolitan Planning Organizations. At the request of the Texas Transportation Commission, the NCTCOG Director of Transportation led a new statewide task force comprised of representatives from the Texas Department of Transportation and the State's metropolitan planning organizations to further identify and fund safety projects throughout the state focusing on reducing the number of fatalities on Texas highways. Administration of the

University Partnership Program continued. Staff coordinated with the participating universities and other department staff to identify project topics, help ensure understanding and compliance with the program guidelines, and implement the contracting process, including execution of agreements.

Efforts to maintain, protect, and enhance computer resources such as the purchase of computer equipment, computer deployment, software installations and updates, and inventory documentation, supported the entire department. Departmental web applications and resources were created, maintained, and modernized for the Internet and Intranet. Staff performed website management, strategic development coordination, training, auditing, and technical assistance in support of departmental projects and priorities.

D. Subtasks

1.01 Community Outreach

This annual Work Program subtask will be conducted in FY2024 and FY2025 and includes staff activities in support of NCTCOG's Transportation Department Public Involvement, Outreach, and Education Program; monitoring of the regional transportation system performance and reliability; business and community outreach; legislative outreach; internet/intranet outreach and support improvements; and public education campaigns and services to support transportation and air quality programs/policies.

Public Involvement, Publications, Web Resources, and Legislative Support

Transportation Planning Funds

Staff will appear regularly at community and business events to discuss transportation and air quality matters. Information about committees, public input opportunities, and the transportation planning process is provided through a website that is regularly updated and maintained. Efforts to ensure full and fair participation in the transportation decision-making process consistent with Title VI and environmental justice principles are implemented through a Public Participation Plan. Anticipated products include:

- Regular opportunities, including public meetings, online input opportunities, stakeholder engagement, a virtual public engagement platform, and listening sessions, among others, for North Texans to learn about and provide input on transportation and air quality plans, programs, and policies;

- Summaries of public input provided to the Regional Transportation Council (RTC);
- Appearances at neighborhood meetings, professional association meetings, business community and chamber of commerce meetings, and other events;
- Dynamic outreach and communications plans to continually enhance public involvement;
- Enhanced multimedia and social media presence;
- Communications through email services on transportation planning projects, as well as other projects supported through the Unified Planning Work Program (UPWP);
- Press releases and other media relations activities;
- Department newsletters, including Local Motion and Mobility Matters, among others;
- Progress North Texas state-of-the-region report and other reports and brochures;
- Contributions to agency newsletters;
- Communications pieces that explain the transportation planning process and opportunities to provide input;
- Website content development, including articles, public information resources, department and project information, and various programmatic updates;
- Website assessments, updates, upgrades and maintenance, and improvement of standardized quality controls, visual architecture, mobile optimization, accessibility, and usability;
- Web page performance reports, including analytic assistance;
- Intranet pages and services for internal business, including reports and news related to staff efforts;
- Summaries of activity in the Texas Legislature and U.S. Congress relating to Metropolitan Planning Organization functions;
- Legislative testimony as a resource witness;
- Identification of issues or challenges related to implementation of the Metropolitan Transportation Plan for the attention of the Regional Transportation Council in order for the Council to develop its State and federal legislative programs; and
- Regular updates to policy and technical committee members on legislative initiatives related to RTC priorities.

Other Funding Sources

North Central Texas Council of Governments Local funds will be utilized to support activities that are not eligible for federal reimbursement. Such items may include:

- Meal expenses;
- Travel expenses; and
- Special meetings with State or federal elected officials.

Transportation and Air Quality Education and Outreach

Other Funding Sources

The North Central Texas Council of Governments (NCTCOG) will continue to implement strategic communications efforts to educate and inform the region on transportation- and air quality-related issues, including improvement strategies, funding opportunities, training initiatives, and new programs/policies. Major efforts will focus on transportation and air quality education, outreach, and engagement programs. This work element will be supported through Surface Transportation Block Grant Program funds, Congestion Mitigation and Air Quality Improvement Program funds,

and Transportation Development Credits. Paid media will be utilized when needed. This element is ongoing throughout FY2024 and FY2025. Anticipated products include:

- Regional air quality and transportation campaigns (including Air North Texas and other efforts that support transportation and air quality improvement strategies) utilizing communication strategies, including, but not limited to, visualization, website/webpages, paid education campaigns, social and electronic media, videos, photography, email and blog updates, air pollution alerts, flyers, brochures, and outreach and associated displays;
- Integrated campaign resources for use by local governments, the business community, education institutions, and other stakeholders/interested parties;
- Communication and education/outreach services for local governments, as well as other NCTCOG Transportation Department programs/campaigns;
- Procurement, inventory, and distribution of educational items;
- Performance measure strategies and analytics for transportation and air quality communication initiatives;
- Regional growth of overall efforts through regular meetings and conference calls with the Air North Texas Coalition, stakeholder groups, and other partners, including State, federal, and local interest groups about the campaign and other air quality education initiatives;
- New partner recruitment for transportation and air quality campaigns; and
- Partner recognition for work on programs such as Air North Texas.

1.02 Program and Policy Administration

Management and administrative activities conducted by MPO staff support operations of the NCTCOG Transportation Department and implementation of all projects.

Program Administration

Transportation Planning Funds

This element includes management and administrative activities that directly support the NCTCOG Transportation Department's role as the Metropolitan Planning Organization and fulfillment of responsibilities outlined in regulations governing the administration of federal Transportation Planning Funds. This element is ongoing throughout Fiscal Years 2024 and 2025 and includes participation in and support for the Association of Metropolitan Planning Organizations (AMPO), the Texas Metropolitan Planning Organization (TEMPO), and the Transportation Research Board (TRB). Additionally, this element includes oversight and coordination of projects selected in the partnership program with Texas Southern University (TSU). Consultant assistance may be utilized to assist with this element. Anticipated products include:

- NCTCOG representation at AMPO and TEMPO meetings;
- NCTCOG management participation in the TRB annual meeting and other conferences and professional development opportunities;
- Hosting and provision of training opportunities for local government, transportation providers, and/or planning agency staff;
- Appropriate office accommodations for staff and guests, including provision of consumable supplies, furniture, and leasehold improvements;

- Project topics for participation in the partnership program with TSU;
- Assistance to the Texas Transportation Commission, as requested;
- Participation on and support for special task forces;
- Participation in Federal Certification Review; and
- Eligible and accurate billings within identified budgets.

Other Funding Sources

North Central Texas Council of Governments Local funds, Regional Transportation Council Local funds, and other local funds will be utilized to support activities in Program Administration that may not be eligible for federal reimbursement. Such items may include, but are not limited to:

- Small stipend and travel expenses for a minority student and supporting professor to attend annual TRB meetings to represent work conducted on behalf of NCTCOG under the TRB Minority Student Fellowship Program partnership;
- Meal expenses;
- Individual staff memberships in professional organizations;
- Service awards;
- Travel expenses for foreign applicants;
- Legal and application filing fees for foreign employees;
- Furniture;
- Consumable supplies;
- Audio/video related expenses in the Transportation Council Room
- Travel expenses; and
- Other special projects.

Policy and Project Coordination

Other Funding Sources

This element will be ongoing throughout both FY2024 and FY2025, providing contract management and legal support. Among these activities is staff legal assistance relative to coordination for Regional Transportation Council policies and projects, enhancements of resources and compliance mechanisms related to the Disadvantaged Business Enterprise (DBE) Program, outreach to the vendor community to raise awareness of the DBE Program, and development of new partnerships with regional and State certification agencies. Surface Transportation Block Grant Program funds, supported by Transportation Development Credits, will be used for this effort. Anticipated products include:

- Assistance to the Texas Department of Transportation, as requested;
- Participation on and support for special task forces;
- Identification of federal and State laws to support policy decisions;
- Review of associated transportation funding and other associated policies;
- Education, outreach, events, and workshops with potential bidders/consultants, including partnerships with various contracting associations;
- Website content updates, including traditional and new media tutorials for potential bidders/consultants; and
- Collaboration and new partnerships with regional and State DBE certification agencies, such as the North Central Texas Regional Certification Agency.

1.03 Fiscal Management

North Central Texas Council of Governments staff continue to support diverse programs, providing opportunity to facilitate projects with unique and innovative funding methodologies.

Local Funding Support

Other Funding Sources

During FY2024 and FY2025, North Central Texas Council of Governments Local funds, Regional Transportation Council Local funds, and other local funds will be utilized to support certain fiscal processes and fulfill financial commitments. Such items may include:

- Local match to support TxDOT Direct State Costs for State-administered projects; and
- Other costs to supplement project implementation.

Innovative Transportation Financing Strategies

Other Funding Sources

Ongoing throughout FY2024 and FY2025, activities under this work program element explore innovative transportation financing and funding strategies as authorized by State and federal law. Innovative funding tools allow for enhanced flexibility in meeting critical transportation needs. The Regional Transportation Council, in partnership with transportation providers in the Dallas-Fort Worth area, is pursuing many of these strategies, including the use of innovative public and private partnerships, State Infrastructure Bank loans, Transportation Infrastructure Financing and Innovation Act loans, tax increment financing, transportation reinvestment zones, and value capture mechanisms through municipal land-use authority. In addition, staff will explore the institutional structures, partnerships, and agreements necessary to leverage these innovative financing and funding tools in the Dallas-Fort Worth region. Lastly, staff will continue to monitor and track existing and proposed innovative financing partnerships and funding. Regional Toll Revenue funds will support work activities. Anticipated products include:

- Innovative finance policies and strategies;
- Assessments of State and federal legal authority;
- Development of funding partnership agreements; and
- Presentations and informational materials.

1.04 Computer and Audio/Video Resources

Transportation Planning Funds

Ongoing throughout FY2024 and FY2025, the overall goal of this subtask is to provide NCTCOG staff with the tools needed to complete work tasks in an efficient and timely manner. These tools include video equipment, software and associated maintenance/support, licenses, and application subscriptions. A list of equipment and software purchases anticipated to be obtained during the time period of this Work Program, including the identified funding sources, is provided as Exhibit VII-3 in Chapter VII, Overview of Work Program Funding. Equipment and software

purchases over \$5,000 per unit that are being obtained with Transportation Planning Funds require prior State and federal approval. Anticipated products include:

- Software licenses;
- New and upgraded software and associated maintenance/support;
- Video equipment and supplies;
- Air cards;
- Application subscriptions; and
- Associated equipment necessary to support activities.

Other Funding Sources

Regional Transportation Council Local funds will be utilized for video/web hosting services and to purchase or lease computer systems and related equipment/hardware that may not be eligible for federal reimbursement. Consultant assistance may be pursued for assistance. Such items may include, but are not limited to:

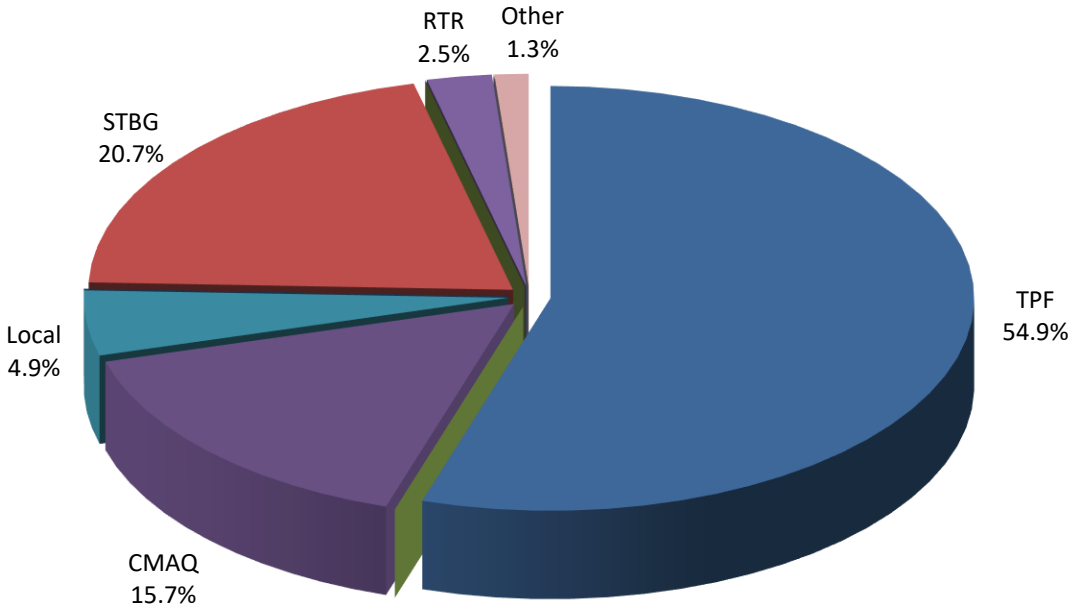
- Desktop, portable, and tablet computers (i.e., replacement of computers that are out of warranty and new computers to support staff needs);
- Monitors/televisions;
- Printers and scanners;
- Audio/video equipment and updates, and maintenance for the Transportation Department meeting rooms, including the Transportation Council Room;
- Video/web hosting services; and
- Associated equipment necessary to support activities.

E. Funding Summary

Subtask	TPF ¹		Additional Funding			One-Year Subtask Total		Two-Year Subtask Total
	FY2024	FY2025	Source	FY2024	FY2025	FY2024	FY2025	
1.01	\$2,671,000	\$2,780,000				\$4,489,000	\$4,640,000	
			CMAQ	\$873,000	\$883,000			
			NCTCOG Local	\$2,000	\$2,000			
			STBG	\$943,000	\$975,000			
Subtotal								\$9,129,000
1.02	\$186,000	\$201,000				\$509,900	\$443,200	
			Local	\$40,000	\$17,300			
			NCTCOG Local	\$59,900	\$59,900			
			STBG	\$224,000	\$165,000			
Subtotal								\$953,100
1.03						\$153,000	\$156,000	
			Local	\$5,000	\$8,000			
			NCTCOG Local	\$10,000	\$10,000			
			RTR	\$138,000	\$138,000			
Subtotal								\$309,000
1.04	\$142,000	\$142,000				\$506,000	\$259,000	
			Local	\$364,000	\$117,000			
Subtotal								\$765,000
Total	\$2,999,000	\$3,123,000		\$2,658,900	\$2,375,200	\$5,657,900	\$5,498,200	\$11,156,100

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

Task 1 Funding Summary - FY2024 and FY2025



III. Task 2 – Transportation Data Development and Maintenance

A. Objective

The objective of this task is to produce analytical tools to support transportation planning, Air Quality Conformity, congestion management, and transportation project studies, and to provide technical assistance to local governments for demographic and travel forecasting. The activities in this task also intend to make the analytical tools available to wider groups of potential users such as the general public and other local entities.

Analytical tools include forecasting models and the compilation of data from different sources. These data sources are associated to a wide variety of aspects that include transportation demand, infrastructure, land use, population, and employment, among others. The tasks performed include development of simulation tools used in forecasting and the dissemination of results and data. The results from forecast models are used in the decision-making process associated to current and future investments. These models are built based on the data sources and are sensitive to the planning policies under consideration.

The data sources cover a wide range of system and user data. The system data has two components: 1) data collected about usage of the transportation system such as traffic counts, delay, congestion, location of signals, transit boarding, high-occupancy vehicles, travel time, and truck volumes; and 2) geographically referenced information such as physical and political boundaries, roadway network, Census data, and aerial photography. The user data encompasses items that are associated with the demand for the existing transportation system which are often obtained through interviews and surveys. These surveys intend to capture trip characteristics data such as travel pattern of the residents, mode of travel in the region, time of travel, travel demand

for businesses, and truck demand by establishment type. The data inventory for both of these components is a major part of this task.

There are two major sets of forecasting models as part of this task. The first set corresponds to transportation models that encompass the majority of the modeling activities which are mainly associated to long-range planning, but that can also be useful in some short-range planning practices, detailed analysis, and operational studies.

The second set of models is those related to the demographic forecasting process. The main output of these models is the geographically referenced demographic forecast that is used in long-range planning and Air Quality Conformity. These models can also provide intermediate and short-range demographic data for staging the long-range plan and for the determination of air quality emission budgets.

Other activities in this task also cover the maintenance, training, dissemination of data, and model products for application by specific analyses that include programming, website creation, and database implementation; the required management and maintenance of these products is also considered. Coordination activities related to the use of Geographic Information System technologies and aerial photography to support planning efforts are also included.

B. Expected Products

The products of this task include a set of computer application programs, training material, databases, reports, maps, and websites that enable North Central Texas Council of Governments (NCTCOG) staff, member agencies, local governments, consultants, and the general public to review transportation studies. To provide meaningful information for the public, the websites are

designed to be intuitive and simple to use, allowing access to large and detailed datasets. Specific products from each subtask are provided in the following descriptions.

C. Previous Work

Routine Work Efforts – The collection and preparation of data, development of analysis tools, tool and program training and database maintenance, geographical information systems management, geospatial imagery, environmental justice, and performance-based planning and coordination are ongoing activities in Task 2. These efforts will continue in Fiscal Year (FY) 2024 and FY2025. The Dallas-Fort Worth Regional Travel Model for the Expanded Area served as a resource for numerous activities conducted by staff and by partner agencies, including the Metropolitan Transportation Plan, the Transportation Improvement Program, and transit agency planning, among others. The version library and model run archive were also maintained. The model was maintained operationally and technical support was provided for users. The Transportation Analytical Forecasting Tool was updated and staff were trained on the model and its new modules. Calibration/validation documents and training materials were published, and user support provided. Technical support was provided for transit planning, high-speed rail, and roadway projects through Regional Travel Model Application Support. Through Travel Model Network Development and Maintenance – Network Management, staff continued to provide roadway and transit networks, including a current-year network for use in the Metropolitan Transportation Plan, Air Quality Conformity analysis and specific roadway and transit corridor studies. A network development and maintenance program was administered to continually evaluate quality control in the review of existing and proposed transportation networks.

The Regional Dynamic Traffic Assignment Model was used to investigate existing software applications, create a preliminary framework, and implement a sub-area model. Multiple analyses and reports were done for staff and partner agencies based on the transportation demand data.

Technical assistance was provided for Geographic Information System (GIS) data analysis and mapping. Sidewalk data derived from aerial photography was purchased for a number of cities across the region and combined with existing datasets to form a complete, regional sidewalk dataset to support bicycle-pedestrian planning efforts. Aerial photography was also collected to support other transportation planning activities. Data, analysis products, infrastructure, and other needed tools were made available to internal staff to support various data-driven transportation activities including the Metropolitan Transportation Plan, Congestion Management Process, grant applications, and other activities. Work continued on efforts to modernize the department and agency's GIS infrastructure including participation in negotiations that resulted in a new licensing agreement and new tools rolled out in FY2023.

Nondiscrimination staff efforts included analyzing plan recommendations for the Mobility 2045 Update, conducting a survey of transportation partners' needs to incorporate this type of analysis in their work, and refining analysis approach for future Metropolitan Transportation Plans. Support and training for other planning work was provided to ensure compliance with Title VI of the Civil Rights Act of 1964.

In performance-based planning and coordination, federally required Full and Baseline Performance Reports on targets for System Performance, Freight and CMAQ (PM3); Transit Asset Management (TAM) and Transit Safety (PTASP); and Highway Safety (PM1) and Pavement and Bridge Condition (PM2) measures were submitted to the Texas Department of Transportation.

Notable elements and surveys for Transportation Data Development and Maintenance are listed in the table below.

Non-Routine Work Efforts – The status of significant or one-time work efforts contained in Task 2 is provided in the table below.

Project	Accomplishments to Date	Reason for Carryover to FY2024	Anticipated Completion
Household Travel Survey	Data analysis was performed on the 2017 National Household Travel Survey and a summary was developed.	N/A	Complete
Innovative Data Collection Method and Data Analytics	Various data sources were investigated and support was provided for the use of passive data in planning applications.	N/A	Complete
Development of Non-motorized Trip Model	Project and data sets were coordinated and designed.	Multiyear project	FY2025
Transit Travel Survey	The survey was designed and conducted. On-to-off survey data collection, on-demand data collection, and 90 percent of on-board survey data collection was completed for Dallas Area Rapid Transit, Denton County Transportation Authority, Trinity Metro, and Arlington Via.	Multiyear project	FY2024
Limited Access Facility User Survey	The survey was designed and conducted, the database was created, and the report was published.	N/A	Complete
Preston Road Corridor Analysis	A preliminary network model was developed for alternatives analysis.	Multiyear project	FY2026
Identification of Employment-Housing Imbalances in the Region	Methodology and data sources were created for quantifying job housing imbalances in the region.	N/A	Complete
Enhancement of Quality of Data Collected by Radar Vehicle Detectors	A method was created for monitoring devices and a database was created of average annual daily traffic (AADT) for properly working sensors.	N/A	Complete

Project	Accomplishments to Date	Reason for Carryover to FY2024	Anticipated Completion
Maintenance of Existing Data Sets	Datasets of traffic counts, transit ridership, post-COVID transportation demand and speeds were populated from data from October 2021 to September 2023.	Multiyear project (will be merged to form Traffic and Travel Data Maintenance and Services project)	Ongoing
Connected Vehicle Data in Transportation Planning	The connected vehicle data was analyzed and compared with other transportation data.	N/A	Complete
Inventory of Land Use and Demographic Data	Updated city boundaries and land use, along with 2020 decennial data, were released. Standardization of small area estimates on 2020 block groups is complete with additional geographies forthcoming.	Multiyear project	Ongoing
Improvement and Maintenance of a Regional Land Use and Demographic Model	Model improvements and enhancements were made, including more efficient coding.	Multiyear project (will be merged to create Development of Demographic Forecasts 2050 project)	Ongoing
Development of Regional Demographic Forecasts	Long-range demographic forecasts were developed and released. Local governments were given the opportunity to review model outputs and provide comment prior to release.	Multiyear project (will be merged to create Development of Demographic Forecasts 2050 project)	Ongoing
Improvement and Maintenance of a Large Employer Geographic Database	The major employers' inventory was updated frequently as staff obtained data and were made aware of changes.	Multiyear project	Ongoing

Project	Accomplishments to Date	Reason for Carryover to FY2024	Anticipated Completion
Development of Auxiliary Geographical Databases	The features and developments inventories were updated frequently as staff obtained data and were made aware of changes. Special annual updates were made focused on residential development, particularly multi-family and schools.	Multiyear project	Ongoing

D. Subtasks

2.01 Development of Travel Models

The purpose of this subtask is to provide analytical tools for travel forecasting within the Metropolitan Planning Area (MPA). The Regional Travel Model includes Hill County, in addition to the 12 counties that comprise the MPA, due to the fact that the southern split of IH 35 is located within the boundary of Hill County and because of the impact the IH 35 facility has on transportation planning within the MPA. The forecasting tool set includes mathematical models, and computer programs, which take as input various arrays of travel data. These tools are used in essential functions of the Metropolitan Planning Organization. These functions include the long-range Metropolitan Transportation Plan, Transportation Improvement Program, Congestion Management Process, Safety and Security Program, Air Quality Conformity analysis, roadway and transit alternative analyses, subarea studies, thoroughfare planning, environmental statements, and technical assistance to local public agencies. This subtask is closely complemented by Subtasks 2.02, 2.03, and 2.04, which are related to traffic and travel data management, model applications, and demographic data and forecasting, respectively. The components of this subtask are described below.

Regional Travel Model

Transportation Planning Funds

This component covers activities related to the maintenance and improvement of the regional travel models (RTM). Each RTM is a collection of computer program software applications, training materials, and documents used by transportation planners for planning the projects and policies in the region. NCTCOG maintains the primary model, TAFT, as well as the previous model, DFX, to support existing projects and maintain consistency in project analysis. During FY2024 and FY2025, work activities include software component and application development, software updates, version maintenance, model run backup and archiving, user training, documentation and technical support. The technical support may include internal support to users within NCTCOG, responding to questions about the RTMs, and enabling member local governments or agencies to have access to the models. Anticipated products include:

- RTM software applications and components;
- RTM version library;
- Model run archive database;
- Updated documentation and training materials; and
- Technical support.

Time-Dependent Dynamic Network Model

Other Funding Sources

The dynamic traffic assignment (DTA) model has been preliminarily investigated in traffic simulation through FY2022 and FY2023. This project is a continuation of the initial DTA effort but in a much broader geographic coverage at the regional level. It includes both the DTA traffic model and schedule-based dynamic transit assignment model (SDTA). The superiority of DTA is to provide a much more accurate prediction of traffic flow and congestion compared to the currently used static traffic model, and SDTA can simulate the behavior of individual transit vehicles and passengers in response to real-time traffic conditions. The goal of this project is to develop, well calibrate, and validate a simulation model of the NCTCOG region which includes both state-of-the-art DTA and SDTA components. To accomplish the goal, consultant assistance may be utilized. Surface Transportation Block Grant Program funds and Transportation Development Credits will be utilized to support work efforts, which will occur in FY2024 and FY2025. Anticipated products include:

- DTA-based traffic simulation model;
- SDTA model; and
- Final report that documents analysis of the developed DTA simulation/SDTA model.

Non-Motorized Trip Model

Other Funding Sources

This component's main purpose is to develop a non-motorized trips module to represent the travel behavior of non-motorized trips in the RTM. Work activities include investigating existing methods, coding networks, restructuring zones, systemizing bike and person counts, developing travel behavior model(s), developing software applications, and file system development, documentation, and training. Surface Transportation Block Grant Program funds and Transportation Development Credits will be utilized to support work efforts. The development of a non-motorized trips model will take place in FY2024 and FY2025. Anticipated products include:

- Non-motorized trip model;
- Final report of the model; and
- User guide and model description.

Advanced Modeling Tools

Other Funding Sources

The Advanced Modeling Tools project includes a set of activities that enable transportation planners to evaluate new technologies and policies with higher precision than what is available in the regional travel model (RTM). This objective is achieved by simulation modeling with high resolution, inclusion of new modes of transportation beyond what is currently available in the RTM, investigation of emerging data sources, and collaboration with other entities. The technologies may include electric vehicles and micro mobility modes of travel. As part of this project, NCTCOG will collaborate with the Argonne National Laboratory to evaluate the applicability of the national lab's developed model, Polaris, for the MPA transportation modeling needs. This project will also include enhancement of the RTM reporting system, development of provisions for preventing overloading the roadway network due to excessive demand estimation, upgrade of coding tools, and development of a new zone structure for the RTM based on Census 2020 geographies. The results of this project will ensure that the advancement in the RTM remains relevant with the improvements in technology. Surface Transportation Block Grant Program funds and Transportation Development Credits will be utilized to support work efforts. The development of advanced modeling tools will take place in FY2024 and FY2025. This project may require consultant assistance or data purchases. Anticipated products include:

- Report describing the directions for the advancement of the RTM;
- Software application programs or datasets that could be acquired or developed as part of this project;
- Geographic Information System layer of the new zone structure based on census 2020 geographies; and
- Programs for the RTM for reporting and other supplemental activities.

Economic Evaluation Model

Other Funding Sources

The Economic Evaluation Model project objective is to investigate the application of economic models in the evaluation of transportation projects. These models provide performance measures that are not directly considered in project evaluation by using transportation planning models. Examples of these measures may include tax revenue, employment, and gross domestic product. The new measures may assist in better representation of the effects of the transportation projects for federal discretionary funding opportunities. The economic models may also provide control totals for demographic forecasts. Investigation of the economic evaluation model will take place in FY2024 and FY2025. Surface Transportation Block Grant Program funds and Transportation Development Credits will be utilized to support work efforts. Consultant assistance or data purchases may be needed for this project. Anticipated products include:

- Report describing the conclusions of the investigation.

Preston Road Corridor Analysis

Other Funding Sources

In FY2024, staff will continue the analysis on Preston Road focusing on intersections between Interstate Highway 635 in Dallas and the north city limit of Plano. The goal is to evaluate various intersection alternatives based on cost, effectiveness in improving traffic condition, air quality, and safety. The intersections along the Preston corridor will be analyzed by developing a dynamic traffic assignment model in a multi-resolution traffic simulation. Participation by citizens, the business community, and local governments is critical to define the existing problems and develop various acceptable alternative solutions. The traffic modelling product will serve as a blueprint for such analysis for various parts of the region. Surface Transportation Block Grant Program funds and Transportation Development Credits will be utilized to support work efforts. Anticipated products include:

- A report containing the process and the results of the analysis.
- A multi-resolution traffic analysis model.

Development and Validation of North Central Texas Regional STOPS Transit Forecasting Model

Transportation Planning Funds

The objective of this project is to create a regional transit model based on the Federal Transit Administration (FTA) transit model framework. Simplified Trips-on-Project Software (STOPS) is a limited implementation of the conventional "4-step" travel model developed by FTA. STOPS is a widely recognized model that uses a simpler and more generalizable modeling approach and can therefore serve as a basis for comparing against other more complex transit models. This project includes preparation of data and the computational environment for STOPS; creation, calibration, and validation of the model for the region; and documentation of the process. The developed model will be able to facilitate transit project applications for FTA discretionary funds. This project will take place in FY2024 and FY2025. Anticipated products include:

- Calibrated STOPS-based regional transit model; and
- Report containing analysis of the forecast accuracy of the STOPS-based model.

2.02 Transportation Data Collection and Development

The purpose of this subtask is to provide data to assist in transportation planning within the Metropolitan Planning Area. The main activities encompass the collection of data that includes surveys and the maintenance of datasets, integration of data and its dissemination. Coordination with regional stakeholders is also part of this subtask. The specific components are described below.

Traffic and Travel Data Maintenance and Services

Transportation Planning Funds

During FY2024 and FY2025, NCTCOG staff will carry out activities related to the maintenance of existing datasets. Efforts will include coordination with data providers, integration of data, dissemination of information in the form of services and websites, and analysis of data. Coordination with internal and external entities plays an important role in the efficiency of data products and activities. NCTCOG staff will also provide technical assistance, services, and training to other program areas in the Transportation Department on the latest data sets and interfaces. Anticipated products include:

- Database of contact information;
- Agreements with agencies, as necessary;
- Databases of compiled data provided by partner agencies and cities, including, but not limited to, traffic counts, transit ridership, travel times, speeds, lane occupancy, vehicle occupancy on special purpose lanes, airport passenger statistics, toll transactions, vehicle registrations, inventories, and vehicle miles traveled;
- Websites and other graphic user interfaces that allow users to see relevant and detailed data at different levels of accessibility;
- Summaries, reports, and charts of the analyses done on the data;
- Databases of transportation planning data;
- Investigation and identification of new sources of transportation data and analysis tools;
- Analyses, reports, maps, and charts; and
- Training sessions.

Travel Surveys and Data Collection

Other Funding Sources

This project is a collection of data and travel survey activities to gain a proper picture of the travel behavior and travel pattern in the region in the post-pandemic era. NCTCOG has updated its travel data inventory for the creation of analytical tools to be used for transportation planning and modeling almost every decade. These data and surveys may include household travel, commercial vehicle travel, external trips, workplace and establishment studies, and airport travel surveys. This project includes the investigation of efficient and cost-effective methods for collecting these data, building cooperative agreements with the State and federal agencies, investigation of the use of passive data for this purpose, and development of the budget and data collection plan. This multi-year project, which will begin in FY2024, will be the foundation of future modeling efforts at NCTCOG. Consultant assistance and data purchases may be required for this project. Surface Transportation Block Grant Program funds and Transportation Development Credits will be utilized to support work efforts. Anticipated products include:

- Memorandum for each survey planned documenting budget and schedule; and
- The data product for each survey or data purchase.

Transit Travel Survey

Other Funding Sources

NCTCOG, in coordination with Dallas Area Rapid Transit, the Denton County Transportation Authority, and Trinity Metro, will continue conducting a regional transit onboard survey in FY2024. This project includes a survey of fixed and on-demand transit routes, cleaning the survey records, and developing weighting factors. The project will be summarized in a final report, and the data will be made available to the transit agencies and NCTCOG in database tables and a data visualization. The resulting data will be heavily used in updating the Regional Travel Model (RTM). This project includes an automatic passenger count validation study for Trinity Metro. Consultant assistance will be utilized. Surface Transportation Block Grant Program funds, local funds, and Transportation Development Credits will be utilized to support work efforts. Anticipated products include:

- Transit Travel Survey database;
- Transit Travel Survey final report;
- Transit Travel Survey data visualization; and
- Trinity Metro automatic passenger count validation study report.

2.03 Model Applications

This subtask focuses on activities related to the support for Regional Travel Model (RTM) application work, both internal and external of the agency, and development and maintenance of geographic roadway and transit network files.

Regional Travel Model Application Support

Transportation Planning Funds

This component covers activities related to the support for Regional Travel Model (RTM) application work, both internal and external of the agency. The tasks in this component are categorized in four perspectives. First, general model application support includes RTM planning application activities, technical support, and the model's functions clarification. Second, project-based model application support is related to certain projects that involve more comprehensive model application support, including analysis of the projects, modification of the RTM to satisfy the projects' requirements, and review of the new analytical tool based on the RTM. Third, general model trainings are provided to model users as scheduled and requested. The training topics can be the model's usage, concept, and report. Fourth, coordination with model users that includes meeting with model users and collecting questions and feedback from model users and developing a new report format to accommodate more users' needs. Regional Travel Model application support is ongoing throughout FY2024 and FY2025. Anticipated products include:

- Coordination meetings;
- Technical support; and
- Training sessions.

Travel Model Network Development and Maintenance

Transportation Planning Funds

Included in this element are the development and maintenance of geographic electronic roadway and transit network files used in travel demand modeling. Staff will monitor local and regional transportation improvements in order to develop and maintain a current-year network and various forecasted networks. Activities will be ongoing throughout FY2024 and FY2025. Anticipated products include:

- Current-year transportation network;
- Roadway and transit networks for the Metropolitan Transportation Plan and Air Quality Conformity analysis;
- Roadway and transit networks for specific roadway and transit corridor studies;
- Network Development and Maintenance Program that is administered to continually evaluate network quality control through the review of existing and proposed transportation networks; and
- Geographic Information System-based roadway and transit networks for use in roadway corridor, transit corridor, and thoroughfare studies and as a response to technical assistance requests.

2.04 Demographic Data and Forecasts

This subtask focuses on creating data products and models related to land use and demographic data in the region. These products will be used for planning and transportation projects. The subtask is closely associated with Subtask 2.01 for providing demographic inputs to the travel model.

Development of Demographic Forecasts

Transportation Planning Funds

Efforts will continue on the improvement and maintenance of the current regional land-use and demographic forecast model. Activities include compilation of various data sources into estimation datasets and improvement of the calibration of the forecasting model. The regional land-use and demographic model forecasts will be used by the Regional Travel Model, as well as local transportation projects. Preliminary or final regional demographic forecasts will also be developed in coordination with local government agencies. Specialized datasets generated using sound practices and best available information will serve as inputs to the modeling process. Local governments will be given the opportunity to review select input data and preliminary model output. This effort will support the regional demographic model. Activities will be ongoing throughout FY2024 and FY2025. Anticipated products include:

- Model improvements and associated progress reports;
- Validation results;
- An updated set of programs and procedures for demographic forecasting;
- Forecasts of population, households, and employment by broad industry category for sub-county geographies such as census geographies or transportation analysis zones;

- Downloadable forecast data for identified plan years; and
- Documentation providing general understanding of the forecasting process and specific descriptions of available forecast data.

Development and Maintenance of Land Use, Demographic Data, and Geographical Databases

Transportation Planning Funds

An inventory of land-use and demographic data will be created through communications with local agencies and government entities. Various datasets, including up-to-date city boundaries, land inventory, Census 2020 and American Community Survey databases, and sub-county area employment estimates will be compiled. This element also includes improvement and maintenance of a large employer geographic database. Large employers are defined based on number of employees and development size. This database will enhance quality control in local transportation projects and studies. When purchasing or evaluating new data sources, this database may also serve as a useful benchmark. In addition, auxiliary geographic databases, including, but not limited to, inventories of pertinent features and development (schools, hospitals, offices, cemeteries, shopping malls, etc.) and major employers will be created. Purchase or acquisition of datasets may be needed for this task.

Technical support regarding access and use of the data will be provided. Activities will be ongoing throughout FY2024 and FY2025. Anticipated products include:

- Digital cartographic layers of city boundaries annually for FY2024 and FY2025;
- Continued support of a regional land-use inventory including such use categories as residential, commercial, and industrial with a reference year of 2020;
- Processed subsets of decennial US Census and American Community Survey data as required by forecast modeling efforts;
- Development of reference year 2019 or 2020 small area estimates of households, population, and employment by industry sector for sub-county areas, including census geographies or updated transportation analysis zones;
- Information system of the large employers, including specific location, type of activity, and number of employees on site;
- Databases of requested auxiliary datasets; and
- Technical assistance in response to a variety of inquiries by phone or email.

2.05 Data Management

The following two projects represent the department's efforts to acquire, curate, analyze, and disseminate various datasets and analyses to support data-drive transportation planning activities throughout the Transportation Department.

Database and Geographic Information System Management

Transportation Planning Funds

This element will be ongoing throughout both FY2024 and FY2025 as part of efforts to inventory, develop, maintain, consolidate, and optimize the numerous internal and external data sources, hardware/software tools, and various computer or web-based applications critical for the comprehensive processing of NCTCOG transportation projects, programs, and stakeholder services. This includes the management, coordination, and more effective utilization of Geographic Information System (GIS) technologies, due not just to the spatial references tied to most databases relevant to transportation-related activities and effects, but also to their potential for enhanced visualization, communication, and performance tracking opportunities. This work will support the establishment of seamless multi-disciplinary linkages, improved productivity and analysis capabilities, expanded venues for public/agency interaction and consumption, and enhanced inter-relationships in identifying, tracking, and reporting on transportation needs, impacts, and outcomes. These objectives will be accomplished through extensive investigations, collaboration, training, and technical development among Transportation Department program areas, other NCTCOG departments, and external partnering agencies.

Resulting databases and applications will integrate the following information, including, but not limited to:

- Transportation Improvement Program (TIP) projects and programs;
- Metropolitan Transportation Plan (MTP) projects and programs;
- Multimodal transportation networks and attributes (roadway, rail, bicycle/pedestrian, etc.);
- Infrastructure support systems/operations networks and attributes;
- NCTCOG Travel Demand Model attributes and outputs;
- Environmental features, constraints, and estimated/measured project effects for National Environmental Policy Act (NEPA) analysis purposes;
- Safety, security, and sustainability qualities;
- Demographic and environmental justice properties; and
- GIS features and outputs.

Anticipated products include:

- Multi-variate databases and application tools, including GIS datasets and maps;
- Online data and GIS services;
- GIS and database management training;
- Technical templates, manuals, and protocols for data coding, storage, manipulation, linkages, and visualization;
- Data collection, quality control/assurance processes, and analysis services;
- Open-source and/or web-based information sharing; and
- Performance measure/target tracking and reporting.

Regional Geospatial Imagery

Other Funding Sources

During FY2024 and FY2025, this project will obtain high-resolution color digital imagery and related data products for areas of North Central Texas. The imagery and related data products will be high-resolution, orthorectified, appropriately projected, and delivered in a format that allows for locationally accurate display in GIS software. The digital imagery will align with industry-accepted procedures and standards, and image accuracy will be ensured through ground control and surface integration. The resulting imagery will be used for a wide variety of planning purposes, including improvements to travel demand modeling, corridor alignment planning and engineering analysis, watershed hydrology modeling, environmental support, and tracking for changes in population/employment, land uses, and impervious surface cover. Additional work will include post-processing, analysis, and creation of new data products derived from imagery products. This work will be supported through Surface Transportation Block Grant Program funds and Texas Department of Transportation funds. Anticipated products include:

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

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

Transportation Planning Funds

As a recipient of federal funds, NCTCOG is required to ensure nondiscrimination under Title VI of the 1964 Civil Rights Act. Under Title VI and related statutes, each federal agency is required to ensure that no person is excluded from participation in, denied the benefit of, or subjected to discrimination under any program or activity receiving federal financial assistance on the basis of race, color, national origin, age, sex, disability, or religion. The Civil Rights Restoration Act of 1987 clarified the intent of Title VI to include all programs and activities of federal-aid recipients, subrecipients, and contractors whether those programs and activities are federally funded or not. Subsequent presidential executive orders call for environmental justice for minority populations and low-income populations; affirmative advancement of equity, civil rights, racial justice, and equal opportunity for people of color and others who have been historically underserved, marginalized, and adversely affected by persistent poverty and inequality; and accountability regarding pollution that disproportionately harms communities of color and low-income communities. As an MPO, NCTCOG strives to ensure that nondiscrimination and the principles of equity and environmental justice are incorporated in its transportation plans, programs, policies, and activities.

This element is ongoing throughout FY2024 and FY2025. Staff will ensure compliance with federal- and State-mandated requirements using data-driven and community-driven methods to assess transportation needs, benefits, and burdens. Anticipated products include:

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

2.07 Performance-Based Planning and Coordination

Transportation Planning Funds

Federal and State regulations require performance-based planning to ensure the most beneficial transportation projects and programs are implemented. While data-driven decision making has been a cornerstone of the region's planning processes, this subtask provides for the coordination of this commitment and ensures the federal initiative is fully integrated into NCTCOG's planning process. Work efforts will support both short- and long-range transportation planning efforts. The focus of this subtask will be the continued coordination of data-driven planning activities between staff, regional transportation partners, elected officials, and the public. Activities will include review of evolving rules and regulations related to performance-based planning, as well as oversight of data collection, analysis, and processes to support performance-based planning efforts in the metropolitan transportation planning process. Anticipated FY2024 and FY 2025 products include:

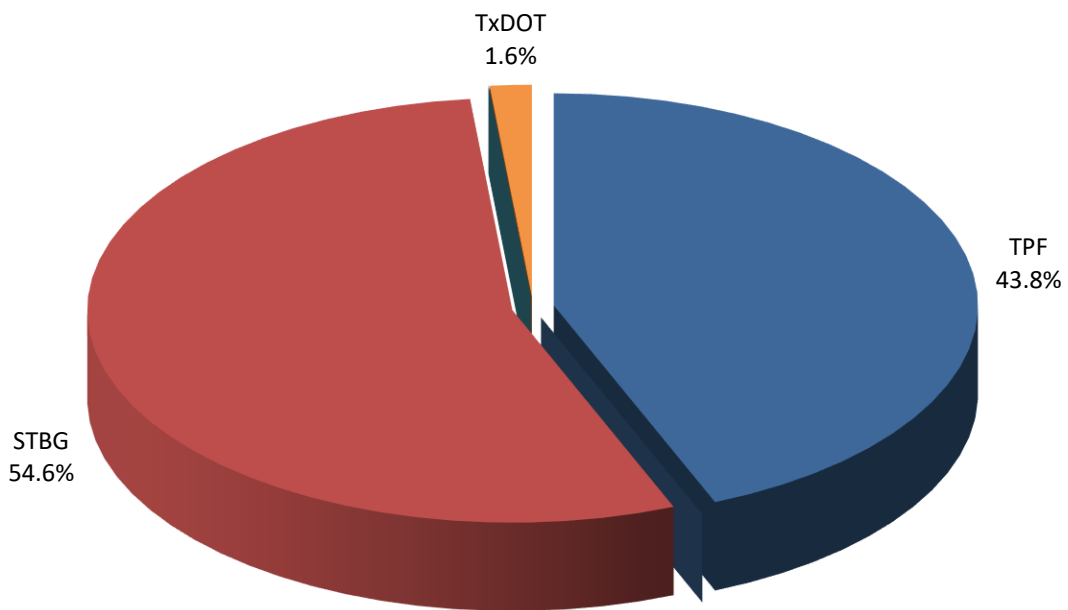
- Documentation and presentation materials for stakeholder meetings;
- Maps and databases;
- Documentation of analysis methodologies;
- Documentation of decision-making processes;
- Tracking and monitoring of transportation system performance documentation; and
- Web-based performance measure monitoring reports.

E. Funding Summary

Subtask	TPF ¹		Additional Funding			One-Year Subtask Total		Two-Year Subtask Total
	FY2024	FY2025	Source	FY2024	FY2025	FY2024	FY2025	
2.01	\$706,000	\$721,000						
Subtotal			STBG	\$1,248,000	\$499,000	\$1,954,000	\$1,220,000	\$3,174,000
2.02	\$215,000	\$212,000						
Subtotal			STBG	\$1,813,000	\$2,916,000	\$2,028,000	\$3,128,000	\$5,156,000
2.03	\$322,000	\$431,000				\$322,000	\$431,000	
Subtotal								\$753,000
2.04	\$643,000	\$644,000				\$643,000	\$644,000	
Subtotal								\$1,287,000
2.05	\$643,000	\$654,000				\$692,000	\$1,904,000	
Subtotal			STBG TXDOT	\$39,000 \$10,000	\$1,040,000 \$210,000			\$2,596,000
2.06	\$258,000	\$267,000				\$258,000	\$267,000	
Subtotal								\$525,000
2.07	\$168,000	\$176,000				\$168,000	\$176,000	
Subtotal								\$344,000
Total	\$2,955,000	\$3,105,000		\$3,110,000	\$4,665,000	\$6,065,000	\$7,770,000	\$13,835,000

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

Task 2 Funding Summary - FY2024 and FY2025



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IV. Task 3 – Short-Range Planning, Programming, and Operations

A. Objective

The Metropolitan Planning Organization (MPO) continues to serve as a cooperative partner with the Texas Department of Transportation, local governments, the North Texas Tollway Authority, Collin County Toll Road Authority, and transportation providers to identify, evaluate, select, and prioritize transportation projects to be included in the Transportation Improvement Program (TIP). Regional Transportation Council (RTC) and North Central Texas Council of Governments staff will be involved in the creation, modification, monitoring, and implementation of the TIP, as well as in funding initiatives in which RTC-selected funds will be programmed. An anticipated element will be the further refinement and monitoring of projects funded through these programs.

The Clean Air Act Amendments of 1990 and federal surface transportation legislation integrate transportation and air quality planning activities at local, State, and federal levels. Effective September 2022, the Environmental Protection Agency reclassified 10 counties in North Central Texas from “serious” to “severe” nonattainment for the pollutant ozone under the 2008 National Ambient Air Quality Standards (NAAQS) and 9 counties from “marginal” to “moderate” under the 2015 ozone NAAQS. When a reclassification occurs, a revised State Implementation Plan (SIP) is developed and includes new motor vehicle emissions budgets. A favorable transportation conformity determination must be provided for implementation of transportation projects and programs utilizing federal funds two years following Environmental Protection Agency approval of these budgets. Transportation Control Measures that are contained in the SIP must be evaluated for timeliness through transportation conformity. Monitoring and reporting systems will be employed to ensure air quality objectives are met.

Programs addressing the demand for mobility, the transportation supply, and the importance of new technology are included as part of a coordinated and comprehensive planning approach to the region's air quality problem. In addition to Federal Highway Administration and Federal Transit Administration support, funding from the Texas Commission on Environmental Quality is also provided to support air quality planning.

In addition, a significant portion of the Fiscal Year (FY) 2024 and FY2025 Unified Planning Work Program (UPWP) is dedicated to providing continued support for planning associated with improving and expanding public transportation in the Dallas-Fort Worth area. These efforts include projects in support of Dallas Area Rapid Transit, Trinity Metro, and the Denton County Transportation Authority, as well as planning initiatives directed toward new transit services in the region.

The current transportation legislation, the Infrastructure Investment and Jobs Act (IIJA), approves funding for surface transportation projects and continues the surface transportation investment made by the US Congress. The IIJA authorizes funding for many transportation funding categories and specific projects, and continues the concepts identified in previous legislation regarding the cooperative, continuing, and comprehensive regional planning process. The IIJA requires all Transportation Management Areas (metropolitan areas with populations greater than 200,000) to address congestion management through a process that provides for safe and effective integrated management and operation of the multimodal transportation system. Congestion management is an integral element of the region's transportation planning and programming process. It serves as a guide for implementing both near-term and long-term regional transportation improvements.

Although not a requirement in the UPWP, management and operations projects that are being managed or carried out by Metropolitan Planning Organization staff are included in the document

in addition to planning activities. These projects are included to provide a more complete inventory of staff activities. These implementation projects or programs are aimed at reducing congestion and improving air quality in the Dallas-Fort Worth Metropolitan Area.

B. Expected Products

Products of Task 3, Short-Range Planning, Programming, and Operations, are the result of ongoing transportation and air quality planning, transportation improvement programming, and implementation activities to reduce congestion and improve air quality. Detailed products from the subtasks are included in each of the following subtask descriptions.

C. Previous Work

Routine Work Efforts – Activities in support of the Transportation Improvement Program (TIP), air quality planning and operations, the promotion of transportation and air quality programs, and transit planning and operations are ongoing and continued throughout FY2024 and FY2025. The 2023-2026 TIP was developed and submitted to State and federal partners for review and approval in FY2022. Over 340 modifications were submitted and processed in the November 2022, February 2023, and May 2023 cycles. TIP projects selected with Regional Toll Revenue (RTR) funds were tracked and progress noted with changes requiring Texas Transportation Commission approval being submitted after each TIP modification cycle. County RTR balances were analyzed, and adjustments were made to correct account balances as needed. In regard to the Regional Project Tracking, Monitoring, Assessment, and Software Development Project, enhancements and updates were made to the Import Tool script, TIP Modification Editing, Invoicing, Funding Allocation, and Reports modules. Work continues towards deployment of the new TIP Development module, in addition to new Geographic Information Systems (GIS) mapping tools, as well as discussing project status and obligations tracking systems.

The 2022 Air Quality Transportation Conformity analysis was completed and a U.S. Department of Transportation (US DOT) determination was received. The 2021 annual Congestion Mitigation and Air Quality Improvement Program report was submitted to TXDOT, and planning continued for the region's ozone reclassification under two sets of standards, which included coordination with the Environmental Protection Agency and the Texas Commission on Environmental Quality. In regard to the Regional Greenhouse Gas (GHG) Emissions Inventory Program, regional and local government greenhouse gas emissions inventories were developed to expand into a comprehensive multipollutant information system. A GHG control strategy catalogue was completed for a number of sources. The Dallas-Fort Worth On-Road Mobile Vehicle Miles Traveled Offset emissions inventory was also completed. This inventory was used to support the development of a State Implementation Plan (SIP) revision for 2008 ozone National Ambient Air Quality Standards (NAAQS).

Staff provided education, training, and outreach regarding clean vehicles and other emissions-reducing technologies to local fleets (especially in conjunction with Dallas-Fort Worth Clean Cities and Environmental Protection Agency SmartWay Affiliate activities), consumers, and local governments to help advance use of the cleanest available vehicle technologies, with emphasis on zero emission vehicles. In addition, the development of best practices continued regarding electric vehicle charging and alternative fueling infrastructure expansion, along with stakeholder collaboration to facilitate coordinated infrastructure planning.

Staff hosted and facilitated a variety of Dallas-Fort Worth Clean Cities events (webinars, training, ride-and-drives, and roundtable discussions) to provide education to local fleets and other government staff on alternative fuel vehicle and infrastructure topics. A formal technical advisory committee was established to inform ongoing activities and advise the development of a strategic plan. As part of the Electric Vehicle Widescale Analysis for Tomorrow's Transportation Solutions

(EV-WATTS), NCTCOG facilitated the participation of 8 local entities that are providing data on utilization of electric vehicles and infrastructure to a national study that will improve understanding of electric vehicle driving and charging patterns. One low-emissions vehicle was operated and maintained by the NCTCOG Transportation Department for staff business use. The vehicle was used for site visits, external meetings, and outreach events.

As part of Public Transportation Funding and Administration, staff coordinated with transportation providers in the region for federal formula funding needs and held a workshop with regional transportation providers to provide training and information on updated federal regulations and processes, and financial planning of federal funds. Also, staff conducted data analysis, facilitated meetings, participated in task forces and working groups, and coordinated committees to inform drafted strategies in Access North Texas. The latest Access North Texas plan was updated and approved in 2022. University Partnership Program projects were managed and planning support and technical guidance were provided to partner agencies to increase opportunities and access to public transportation. Refinement continued on passenger rail modeling based on updated demographics for the Mobility 2045 Update and modeling techniques, in addition to future High-Intensity Bus and High-Capacity Transit route modeling. Ongoing transit planning assistance continued for the IH 35 W High-Intensity Bus pilot, in collaboration with communities in Tarrant and Dallas Counties to plan, fund and launch on-demand service, and assist with preparation and production of multiple competitive USDOT discretionary grants across the region.

Regarding Federal Transit Administration Urban funding grant administration, staff worked with subrecipients to oversee various transit projects administered throughout the region. Requests for reimbursement and supplemental documentation were reviewed, along with project status reports, to ensure project compliance and coordinated with subrecipients regarding any needed corrective actions. Worked with subrecipients to ensure drawdowns online-items were consistent

with grant/agreement language and time frames. Under Sustainability and Innovative Solutions for Transit, seven projects were managed with transit partners to support transit sustainability efforts and operational functions for first/last mile connections. Requests for reimbursement and project status reports were reviewed, and staff coordinated with subrecipients to resolve project challenges. Also, North Central Texas Council of Governments Transportation staff supported partner agencies' efforts to expand transit passes for community college students and provide equitable fares. The Mobility on Demand workgroup was implemented for transit agencies, local governments, and other interested parties. Consultant activities were coordinated to assist with NCTCOG's strategic assessment of subrecipient's finance structure and systems. The updated Strategic Partnerships funding program was implemented, formerly the Call for Projects. Staff provided feedback to applicants, coordinated review cycles, and updated the webpage with cycles occurring twice a year. Two projects were developed and recommended for funding and implementation.

The Congestion Management Process (CMP) documentation and website were maintained. CMP information was presented and coordinated with partner agencies to implement congestion reduction projects. In addition, justification analysis was completed for added capacity projects funded through the Transportation Improvement Program. Staff participated in meetings and planning activities to improve traffic management and operations using Intelligent Transportation System (ITS) methods and technologies, including hosting ITS Stakeholder Task Force meetings and assisting agencies in the region with Transportation System Management and Operations (TSMO) initiatives. Regional ITS Architecture was updated and coordination continued with agencies to receive, review, and approve Regional ITS Architecture Statements of Consistency. Staff oversaw the maintenance and operation of 511DFW, developed a scope and contract for a new system, and developed Regional Data Hub requirements. A Regional Single Occupancy (SOV) Trip Reduction Target resolution was initiated and finalized which established an annual

target of a 20 percent reduction in SOV trips during the peak period. Staff participated in meetings to revise and further define the scope for Advanced Transportation and Congestion Management Technologies Deployment in the SM Wright Technical Arterial Corridor and provided draft contract language for an Interlocal Agreement between the City of Dallas and the North Central Texas Council of Governments. For special events, messages on permanent dynamic message signs and hours of operation for the IH 30 reversible lane were coordinated as requested. The special events were inventoried and coordinated with event venues. Coordination began for the World Cup that is scheduled for 2026. Monthly coordination meetings were held with partner agencies to coordinate project activities using Auto Occupancy Detection Technology. Staff continued to implement the technology on the manage lane corridors and participate in the FHWA High Occupancy Vehicle/Managed Use Lane Pooled Fund Study.

NCTCOG continued to host Traffic Incident Management (TIM) Training (1st Responders and Managers and Executive Level). The Request for Qualifications process continued to onboard new instructors for the TIM Program. Oversight activities continued for the 2021 Freeway Blocking Equipment Call for Projects. Staff continued to oversee the regional Mobility Assistance Patrol Program with the Dallas and Tarrant County Sheriffs' Offices, the North Texas Tollway Authority, and private operators for North Tarrant Express and LBJ Express managed corridors. Coordination continued with Dallas and Tarrant County officials, TxDOT staff, and others on geographic expansions and shift extensions to the program. Staff continued coordination with transit agencies, meeting regularly, supporting efforts to continue growing the Regional Vanpool Program in the region as well as strategizing on the future of vanpool. Efforts continued to manage the project, track/report reimbursement requests, and updated project information across multiple webpages.

Staff continued to implement the Regional Trip Reduction Program, provide website vendor oversight, host commuter challenges, redesign the Regional Employer Trip Reduction Employer Guide, and initiate the development of the One-Day-a-Week Campaign to promote the regional 20 percent single occupancy vehicle reduction target. Staff continued to work with agencies to implement projects in the Regional Traffic Signal and Minor Intersection Improvement Program. Through the Incident Management Signage and Striping Project, staff continued to accumulate footage of limited-access facilities within the Dallas-Fort Worth region. Problem locations were identified on GIS-based maps through an evaluation process and shared with partner agencies.

Non-Routine Work Efforts – The status of significant or one-time work efforts contained in Task 3 is provided in the table below.

Project Name	Accomplishments to Date	Reason for Carryover to FY2024	Completion
Planning to Address Transit Needs in Fort Worth's 76104 Zip Code	Project was awarded in FY2022, and project activities are anticipated to begin in late FY2023. Preparation has included reviewing scope elements and notifying local stakeholders of updated timeline based on award date.	Multiyear project	FY2025
Rider 7 Air Quality Planning Activities	Under Rider 7 funding, fleet emissions inventories and ambient monitoring were studied in coordination with Hood and Hunt Counties.	Multiyear project	FY2024

Project Name	Accomplishments to Date	Reason for Carryover to FY2024	Completion
Clean Fleet Technologies Program	Promoted availability of grants for projects that reduce mobile source emissions and assisted local entities with applications. NCTCOG sub-awarded funds for installation of 19 electric vehicle charging stations at 9 public sites owned by local governments.	N/A	Complete
Alternative Fuels Corridor Study: IH 45 Corridor	The infrastructure plan was completed and posted at www.nctcog.org/IH45-ZEV .	N/A	Complete
EPA DERA 2017: North TX Regional Reeducation Emissions Project	NCTCOG completed implementation and final reimbursement of 17 diesel vehicle and equipment replacements by nine local governments.	N/A	Complete
Air Quality Initiatives: Energy Efficiency	Conducted outreach and education to increase the rate of state-required local government energy reporting from affected entities in the NCTCOG region. In conjunction with staff from the NCTCOG Environment and Development Department, education and technical assistance on a variety of energy efficiency and energy management topics was completed through workshops/webinars, roundtables, and development of a white paper on resiliency.	Multiyear project	FY2026

Project Name	Accomplishments to Date	Reason for Carryover to FY2024	Completion
Clean Diesel Grants: Clean Fleets North Texas	NCTCOG completed implementation and final reimbursement of five diesel vehicles replacements and one CNG vehicle replacement by two local governments	Extended due to supply chain delays	FY2024
EPA DERA 2019: North Texas Emissions Reduction Project	NCTCOG completed implementation and final reimbursement of eight diesel vehicles and equipment replacements by four local fleets. Additionally, staff continued to coordinate with four fleets toward initiating those vehicle and equipment replacements.	Multiyear project	FY2024
EPA DERA 2020: North Texas Clean Diesel Project	In FY2023, NCTCOG completed implementation and final reimbursement of two diesel vehicles and equipment replacements by one local fleet. Additionally, staff continued to coordinate with six fleets toward initiating those vehicle and equipment replacements.	Multiyear project	FY2024
North Central Texas Clean School Bus Program	NCTCOG completed implementation and final reimbursement of three diesel school buses by two local school districts.	N/A	Complete

Project Name	Accomplishments to Date	Reason for Carryover to FY2024	Completion
University Partnership: Transportation Health Risks	University students performed a non-regulatory pollutant sensor evaluation and model analysis within the Metropolitan Planning Area to evaluate impacts of local roadway networks on air quality and public health. The university's model, with the use of the Motor Vehicle Emissions Simulator (MOVES) and Research LINE (R-LINE) link-based models were used to estimate freeway pollutant emissions and exposure levels throughout the region through dispersion frameworks. A final report was submitted.	N/A	Complete
Trinity Metro Pedestrian Improvement Plan	Priority networks and routes to digitize for pedestrian access and safety improvements were coordinated.	Competing staff demands	FY2025
Denton County Transit Planning Study	Procured consultant assistance to support NCTCOG in determining transit needs, developing transit investment scenarios, and defining funding/implementation strategies throughout Denton County. Phase 1 of the study (identifying transit needs/ demands) completed in FY2022, and Phase 2 (scenario planning, funding, implementation) will conclude in FY2023, with public and stakeholder engagement activities occurring throughout the project duration.	N/A	Complete

Project Name	Accomplishments to Date	Reason for Carryover to FY2024	Completion
East Dallas, Kaufman, and Rockwall Counties Transit Planning Study	Kicked off internal NCTCOG study to determine transit needs, mobility options, and funding/implementation strategies throughout the Eastern portion of Dallas County, Kaufman County and Rockwall County. Phase 1 of the study (identifying transit needs/ demands) will conclude in FY2023, and Phase 2 (scenario planning, funding, implementation) is expected to conclude in early FY2024, with public and stakeholder engagement activities occurring throughout the project duration.	Multiyear project	FY2024
Intermodal Transportation Hub for Colleges and Universities Study	Procured consultant assistance to support NCTCOG in producing a regional mobility hub catalog and a UNT Mobility Hub prototype for regional colleges and universities to use as a comprehensive guide when implementing mobility hubs on and near campus contexts. Phase 1 of the study (existing conditions, mobility trends and market analysis) completed in FY2022 and Phase 2 (Funding, implementation, catalog development) will conclude in FY2023, with public and stakeholder engagement activities occurring throughout the project's duration.	N/A	Complete

Project Name	Accomplishments to Date	Reason for Carryover to FY2024	Completion
My Ride North Texas Program	Staff continued coordination on the operations of the My Ride North Texas 2.0 travel navigation service and collected monthly call and outreach data from subrecipients. Staff continued to coordinate quarterly regional mobility manager meetings with transit partners through FY2023.	N/A	Complete
Enhancing Mobility within the Southern Dallas Inland Port	Submitted grant for RAISE funding. In addition, refined budget, scope, and timeline; coordinated with internal and external partners; submitted NEPA Categorical Exclusion to FTA; and submitted draft PGA to FTA.	Multiyear project	FY2028
Regional Traffic Signal and Minor Intersection Improvement Program	Staff continued to work with agencies to implement projects. The Minor Intersection Improvement Program was completed in FY2023. The Traffic Signal element will carry over to FY2024.	Multiyear project	Ongoing

D. Subtasks

3.01 Transportation Project Programming

The Dallas-Fort Worth Metropolitan Planning Organization (MPO) coordinates with the Texas Department of Transportation (TxDOT), transit providers, local governments, and other transportation partners to prioritize and select projects for inclusion in the Transportation Improvement Program (TIP). The Regional Transportation Council (RTC) and North Central Texas Council of Governments (NCTCOG) continue to monitor and implement projects in the TIP.

Transportation Improvement Program

Transportation Planning Funds

The Transportation Improvement Program (TIP) is a staged, multi-year program of projects approved for funding by federal, State, and local sources within the Dallas-Fort Worth area. Before transportation projects are selected and listed in the TIP, they are evaluated to ensure consistency with the current Metropolitan Transportation Plan and Air Quality Conformity Determination. These steps ensure that projects improve regional safety and mobility without detrimentally impacting air quality within the Dallas-Fort Worth area. In addition, the TIP has been analyzed to ensure that project listings are fiscally constrained to available resources, meaning that projects can only be included if federal, State, local or other funds are available to cover project costs. Every two years a new TIP document is developed to which updates are made on a quarterly basis.

As funds are made available, the Regional Transportation Council issues funding initiatives or calls for projects to local governments and transportation agencies. It is anticipated that new projects will be selected in the FY2024 and FY2025 timeframe using federal, State, and local funding. As new funding sources or additional funding allocations arise, staff will implement appropriate project selection processes. In addition, coordination will continue with the Texas Department of Transportation on the update of the region's 10-Year Plan and inclusion of projects into the Unified Transportation Program.

MPO staff will also provide general assistance to implementing agencies, elected officials, and the public regarding funded transportation projects, including the development and implementation of transportation solutions. In addition, MPO staff will track and monitor projects to ensure timely completion. Anticipated products in FY2024 and FY2025 include:

- A financially constrained 2025-2028 TIP document in FY2024;
- Quarterly TIP modifications in alignment with the Statewide Transportation Improvement Program (STIP) revision cycles;
- Calls for projects and funding initiatives as funding becomes available; and
- A report to the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and TxDOT that details the obligation of federal funds to individual projects at the end of each calendar year.

Regional Project Tracking, Monitoring, Assessment, and Software Development

Other Funding Sources

A series of improvements to the transportation project information system (TIP database) will continue. The goal of this project is to enable the tracking of projects by individual phase including the cost, funding, start date, and completion date of each project phase. This project was originally created in response to the federally mandated year of expenditure/total project cost requirements, as well as the increased complexity involved with funding, tracking, and monitoring transportation projects. Expansion of this data management system will reduce administrative project review time and increase the availability of timely project information. This project is funded with Surface Transportation Block Grant Program funds and Transportation Development Credits. Anticipated products include work on the interactive, web-based interfaces noted below:

- Deployment of Phase II of the TIP Development module expected in FY2024; and
- Deployment of updates to existing modules and additional modules in FY2024 and FY2025 including: project status tracking, improved Geographic Information Systems (GIS) mapping tools, and obligations tracking.

Regional Toll Revenue Fund Management and Project Tracking Implementation

Other Funding Sources

Since 2007, MPO staff has tracked Regional Toll Revenue funds and projects, and efforts to monitor selected projects will continue. Regional Toll Revenue (RTR) funds will continue to support these activities. Anticipated products in FY2024 and FY2025 include:

- An up-to-date RTR-funded project list and account balances;
- Coordination with TxDOT and NCTCOG Administration Department on RTR fund and expenditure discrepancies;
- Tracking the status of environmental clearance for RTR-funded projects;
- Submission of RTR project changes to TxDOT for inclusion in the Texas Transportation Commission (TTC) Minute Order for authorization; and
- Communication with local agencies to provide close-out information for completed RTR-funded projects.

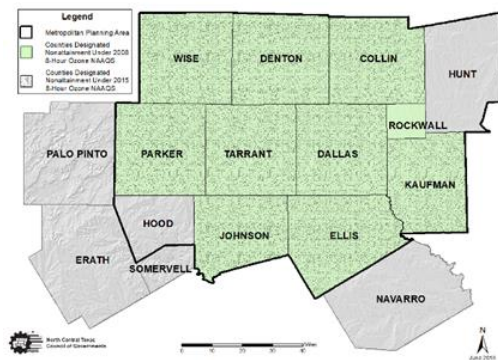
3.02 Regional Air Quality Planning

Since 1991, the North Central Texas region has been in nonattainment for the National Ambient Air Quality Standard (NAAQS) for ozone. As a result of this designation, federal and State procedures are required for projects identified in multimodal transportation plans to proceed to implementation. In response, a variety of air quality planning occurs to ensure these requirements are met.

Air Quality Planning

Transportation Planning Funds

The Dallas-Fort Worth State Implementation Plan (SIP) is a legal and federally enforceable plan mandated by the Clean Air Act (CAA). This plan identifies how nonattainment areas will reduce emissions from stationary, area, and mobile sources to demonstrate attainment and/or maintenance of air quality standards. In nonattainment areas, the CAA mandates federally funded and regionally significant transportation activities must conform to the SIP. Under this requirement, the Regional Transportation Council, the transportation policy body for the Metropolitan Planning Organization, is required to make an initial local-level transportation conformity determination on the Metropolitan Transportation Plan (MTP) and



NCTCOG 16-County Region
10 counties: Collin, Dallas, Denton, Ellis, Johnson, Kaufman, Parker, Rockwall, Tarrant, and Wise, are classified as nonattainment under the 2008 8-hour ozone NAAQS, and, with the exception of Rockwall County, the remaining nine counties are classified as nonattainment under the 2015 8-hour ozone NAAQS.

Transportation Improvement Program (TIP) before submitting recommendations to the US Department of Transportation for independent review and a final federal-level conformity determination. The conformity determination is a method to ensure federal funding and federal approval is given to transportation projects, programs, and policies consistent with regional air quality goals. In addition, many other transportation planning efforts occur throughout the year that ensure successful conformity determinations. Anticipated products in FY2024 and FY2025 include:

- Development, analysis, and monitoring of elements contained in and required of the SIP, as necessary, to meet air quality requirements;
- Assistance with addressing specific data and technical requests;
- Tracking and responding accordingly to statewide and national rules and guidance affecting the nonattainment area and surrounding counties, such as the eight-hour NAAQS for ozone and other primary or secondary pollutants;
- Monitoring during ozone season and end-of-year summary of pollutant levels at monitoring stations located throughout the region;
- A successful regional air quality conformity analysis incorporating new or updated projects proposed for inclusion in the MTP and TIP;
- Monitoring of the timely implementation of Transportation Control Measures;
- Monitoring, collection, and update of Mobile Source Emission Reduction Strategies commitments for annual reporting requirements of emission reductions projects;
- Guidance, rules, and proposals that incorporate NCTCOG direction/expertise and/or experience related to NAAQS and mobile source issues;
- Evaluation of technical models used in regional air quality planning, with feedback to agency developing the model(s) and, as appropriate, creation of in-house applications to successfully run models;
- Presentations for workshops, technical committees, student chapters, and training sessions; and
- Update of the NCTCOG website with latest air quality information.

Regional Greenhouse Gas Emissions Inventory Program

Transportation Planning Funds

Regional Greenhouse Gas (GHG) emissions inventories provide regions an opportunity to understand GHG origins and magnitudes. This allows sound decision making to better manage emission levels through regional GHG emissions goals; enables cities who have their own inventories to compare themselves against a regional inventory; and provides a framework upon which to evaluate, analyze, and prioritize GHG reduction actions. Work is continuing by NCTCOG staff in FY2024 and FY2025 to understand sources and sectors contributing to regional GHG emissions and begin development of a GHG emissions reduction strategy catalog. Staff will continue identifying primary sectors that contribute to GHG emissions at the regional level by analyzing model output results and evaluate, select, and prioritize emissions reduction measures appropriate for cities and other local governments toward creation of the catalog. Anticipated products in FY2024 and FY2025 include:

- Regional Greenhouse Gas emissions inventory;
- Report of quality assurance/control of results; and
- Regional Greenhouse Gas emissions reduction strategy catalog.

Emissions Inventories and Technical Studies

Other Funding Sources

Emissions inventories estimate emission amounts from specific sources within a specified area and time interval. Transportation emission budgets used in transportation conformities are developed based upon emission inventories used in development of the State Implementation Plan (SIP) and the impact of control measures included within that SIP. Emissions are greatly impacted by regionally specific data, so updated regional inventory analyses are necessary to better predict future-case emission impacts from control strategies, vehicle miles traveled, vehicle activity from outside the nonattainment area, and evaporative emissions. This work element will be supported through Texas Commission on Environmental Quality (TCEQ) funds, with amount to be determined pending TCEQ needs. Anticipated products include:

- A variety of emission inventories for federal, State, or local requirements; and
- Mobile source technical analyses performed to enhance the state of practice.

Rider 7 Air Quality Planning Activities

Other Funding Sources

Rider 7 funding is appropriated for each biennium for air quality planning activities to reduce ozone in “affected counties” not designated as nonattainment areas for the ozone National Ambient Air Quality Standards and other areas at significant risk of being designated nonattainment for ozone in the future. Two counties in the Dallas-Fort Worth Metropolitan Planning Area are eligible for this funding: Hood and Hunt, and work will be done to help maintain ozone attainment. This work element will be supported through Texas Commission on Environmental Quality funds and is ongoing throughout FY2024 and FY2025. Anticipated products include:

- Various emission inventories; and
- Monitoring of pollution levels.

Climate Pollution Reduction Grants Activities

Other Funding Sources

The Climate Pollution Reduction Grants (CPRG) Program provides funding to develop a regional plan for reducing greenhouse gas (GHG) emissions and other harmful air pollution, such as criteria air pollutants and air toxins. The development of a regional plan to reduce GHGs will help identify opportunities to improve air quality through a multipollutant focus, increase energy security, and benefit public health and the economy. This work element will be supported through Environmental Protection Agency funds and is ongoing throughout FY2024 and FY2025. Anticipated products include:

- A Priority Climate Action Plan (PCAP), which will include a GHG emissions inventory (EI), identification of short-term GHG reduction measures and their co-benefits (criteria pollutant reduction, increased resiliency, etc.), and an analysis of available funding;

- A Comprehensive Climate Action Plan (CCAP), which will include a GHG EI, identification of short- and long-term GHG reduction measures and their co-benefits (criteria pollutant reduction, increased resiliency, etc.), GHG projections and GHG reduction goals, and an analysis of available funding and local governments' authority to implement GHG reduction measures;
- A status report on the implementation of the CCAP and identification of future regional needs;
- Widespread virtual and in-person community engagement on CPRG products; and
- Updates to the NCTCOG website with information on the CPRG.

3.03 Air Quality Management and Operations

The purpose of this subtask is to identify, design, implement, and promote voluntary local strategies to reduce transportation-related emissions, energy, and air quality impacts. Emphasis is placed on achieving reductions in ozone precursor emissions to achieve compliance with federal ozone standards, but work includes efforts to comprehensively reduce emissions of other air pollutants. In all areas, NCTCOG works collaboratively with local governments, peer organizations, State and federal agencies, and other stakeholders to advance emission-reducing activities. NCTCOG also carries out responsibilities as the Department of Energy (DOE)-designated Dallas-Fort Worth Clean Cities coalition and as an Affiliate of the Environmental Protection Agency (EPA) SmartWay Transport Program.

Air Quality Initiatives: Fleets, Consumers, and Communities

Other Funding Sources

The transportation sector contributes nearly half of all ozone-forming pollution in the Dallas-Fort Worth ozone nonattainment area. Thus, NCTCOG works to reduce emissions from the transportation sector by facilitating projects that reduce emissions from vehicles, equipment, and related sources. Efforts include encouraging retirement of older, higher-polluting vehicles and equipment, adoption of cleanest available technologies (such as zero-emissions vehicles), and operational/behavioral strategies that ensure vehicles are operated in an efficient manner with minimized emissions (e.g., idle reduction). To reach the full spectrum of the transportation sector, efforts target all end-users – that is, both fleets and consumers. In addition, NCTCOG works toward “community readiness” for the deployment of clean vehicle technologies (especially electric vehicles) by collaborating with local governments, workplaces, and others to help ensure regulatory frameworks and other factors create conditions that are supportive for end-users to adopt cleaner technologies. Work includes consideration of the Justice40 Initiative. This work element will be supported through Surface Transportation Block Grant Program funds and Transportation Development Credits and will be ongoing throughout FY2024 and FY2025. Anticipated products include:

- Funding support, administration of funding, technical assistance, and outreach and education to facilitate emissions-reducing projects among local vehicle fleets, including use of alternative fuel and zero-emissions vehicles, idle reduction, and other emissions-reducing measures;
- Technical assistance, outreach, and education at local events, such as National Drive Electric Week, and encouraging use of financial incentives to support emissions-reducing

activities among consumers, including adoption of clean vehicle technologies (e.g., electric vehicles [EVs]), proper maintenance, and vehicle operation strategies that reduce emissions (e.g., idle reduction);

- Technical support, funding assistance, and outreach and education to support community readiness efforts by local governments, workplaces, and others who wish to facilitate adoption of emissions-reducing technologies and initiatives;
- Planning efforts to build out alternative fuel infrastructure, especially electric vehicle charging stations;
- Work associated with serving as the Dallas-Fort Worth Clean Cities Coalition;
- Support for local government peer exchange on comprehensive air quality issues through the Regional Integration of Sustainability Efforts (RISE) Coalition, Air Quality Health Monitoring Task Force, and other avenues;
- Field inspections to monitor, verify, and assess compliance with agreement terms, documented results, and submittal of correspondence regarding compliance status;
- Collaboration with cities, counties, law enforcement agencies, State and federal agencies, and other Inspection and Maintenance program stakeholders to support and enhance programs designed to specifically target consumer vehicles producing excessive emissions or not in compliance with local, State and/or federal standards; and
- Support for ongoing investigation and identification of new demonstration projects to reduce fuel use and emissions through activity and behavior modifications.

Dallas-Fort Worth Clean Cities

Other Funding Sources

Since 1995, NCTCOG has been designated by the US Department of Energy (DOE) as the host agency for the Dallas-Fort Worth Clean Cities Coalition (DFWCC). DFWCC is part of a national network of local coalitions supported by national laboratories and the DOE. DFWCC works to reduce transportation energy use and improve air quality by providing guidance to fleets and other drivers about clean vehicle fuels/technologies, coordinating infrastructure planning and readiness, and facilitating best practices around transportation-energy integration. The coalition includes collaboration with a range of stakeholders, including fleets, consumer groups, industry representatives, local governments, utilities, and others. The Clean Cities Technical Advisory Committee will guide the Coalition's strategic direction, support its activities, and facilitate its capacity for growth by providing input, assisting in event and project promotion, and increasing stakeholder engagement. Work also includes consideration of the Justice40 Initiative. This work element will be supported through funds provided by the Department of Energy and private funding sources and will be ongoing throughout FY2024 and FY2025. Anticipated products include:

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

- Training for first responders, fleet managers, local government staff and others about alternative fuel vehicle technologies and associated infrastructure; and
- Submittal of reports to DOE and national laboratory staff.

Air Quality Initiatives: Energy Efficiency

Other Funding Sources

As the transportation sector decarbonizes, there is a need for stronger understanding of and collaboration with the energy sector. This is especially true with regard to properly managing the impacts of additional electrical load on the electric grid, particularly related to fleet electrification where substantial grid load could be added in single locations. Strategies to mitigate grid strain, such as collocating renewable or on-site generation, integrating electrical storage, or pairing transportation electrification projects with energy efficiency or energy conservation initiatives are becoming more important. Other projects could include opportunities to increase use of renewable natural gas to offset use of conventional natural gas, or to serve as a source of clean hydrogen. Efforts also include increasing resiliency to ensure availability of fuels in the event of emergencies. Work includes consideration of the Justice40 Initiative. This work element will be supported through Carbon Reduction Program funds matched with Transportation Development Credits and will be ongoing throughout FY2024 and FY2025. Anticipated products include:

- Technical support, outreach, and education to local governments and other fleet stakeholders with regard to energy management, renewable energy, energy efficiency, and energy diversification/redundancy for emergency response;
- Identification of resilience and efficiency improvements needed on the electric grid to accommodate transportation electrification;
- Implementation of specific energy management projects;
- List of recommended strategies to improve resilience and optimize efficiency, including assessment of cost, feasibility, and effectiveness;
- Development and maintenance of website resources, including www.gosolartexas.org and www.conservenorthtexas.org;
- Engagement with utilities;
- Identification and preparation of competitive grant applications to seek additional funds to support regional goals and initiatives; and
- Evaluation of emissions associated with energy generation.

Clean Diesel Grants

Other Funding Sources

NCTCOG has been successful in competing for grant funding from the Environmental Protection Agency (EPA) Diesel Emission Reduction Act (DERA) National Grants Program for multiple years. Thus, funding is awarded to local fleets (both public and private sector) to replace older, high-emitting diesel vehicles and equipment with newer, cleaner technology including electrification equipment and idle reduction devices. NCTCOG has distributed funding through open, competitive calls for projects and continues working with funding recipients to implement awarded projects. This work element will be supported through Environmental Protection Agency funds

and local funds provided by award recipients and will be ongoing throughout FY2024 and FY2025. Anticipated products include:

- Replacement of old, heavy-duty diesel vehicles and equipment, including purchases of new units and scrapping of replaced units;
- Management of awarded projects including implementation, funding disbursement and oversight and compliance activities; and
- Submittal of reports to EPA.

Transportation Low-Emissions Vehicle

Other Funding Sources

The NCTCOG Transportation Department provides a vehicle for staff use in carrying out NCTCOG business, such as attending meetings, site visits, or outreach events and transporting employees, committee members, and other individuals attending meetings at NCTCOG or other locations. This work element will be supported through Regional Transportation Council Local funds and will be ongoing throughout FY2024 and FY2025. Anticipated products include:

- Purchase or lease, operation, and maintenance of low-emission vehicle(s).

Regional Scrap Tire Abatement Program

Other Funding Sources

There are few end markets for scrap tires and disposing of them properly is expensive and inconvenient, which frequently results in illegal dumping. Illegally dumped tires are not just unsightly, but also pose environmental and health hazards by polluting waterways with contaminated runoff, attracting rodents and mosquitos which carry disease, and increase potential for dangerous fires due to high flammability. Prosecuting and remediating illegally dumped scrap tires is difficult and costly, which indicates that preventing tires from being dumped is the most cost-effective method for managing this challenge. Due to this, NCTCOG has developed a multifaceted approach consisting of education, outreach, technical and legal support, dump site identification for remediation, illegal dumping prevention, and enforcement to deal with this issue. This program will work to reduce illegal dumping by implementing strategies to address challenges faced by the region through collaboration with local governments and businesses. This work element will be supported through Surface Transportation Block Grant Program funds and Transportation Development Credits and will be ongoing throughout FY2024 and FY2025. Anticipated products include:

- Funding support, technical assistance, and outreach and education to facilitate awareness of the issue of illegal dumping;
- Technical assistance to local governments including ordinance and model creation;
- Technical support, funding assistance, and outreach and education to support regulation and reinforcement;
- Development of a database for abandoned tire locations, haulers, dealerships, and end users in the region;
- Identification and implementation of policies for regional improvement;

- Assistance for local governments, businesses, and citizens in project and program implementation;
- Further research into existing and potential end uses to include local scrap tire utilization as a resource; and
- Support for scrap tire collection events.

3.04 Public Transportation Planning

This Work Program subtask provides funding to assist local governments and transportation providers with public transportation funding and planning activities that focus on identifying opportunities for increased service in the region, as well as improving the efficiency and effectiveness of current systems.

Trinity Metro Pedestrian Improvement Plan

Transportation Planning Funds

In FY2024 and FY2025, staff will continue efforts on the development of a Pedestrian Improvement Plan for the Trinity Metro service area consistent with the City of Fort Worth's *Transit Moves Fort Worth* plan. The plan will review and identify pedestrian and other active transportation gaps and barriers to transit access along high-frequency (15-minute) routes and near existing transfer centers, park-n-ride lots and rail stations. Considerations will also be reviewed for potential wayfinding signage improvements. Anticipated products include:

- Gaps analysis related to existing pedestrian and active transportation infrastructure;
- Recommended improvements to infrastructure;
- Opinions of probable construction costs; and
- Plan with recommended priorities for implementation.

Public Transportation Funding and Administration

Transportation Planning Funds

This planning activity is ongoing throughout both FY2024 and FY2025, supporting the efforts of metropolitan, urban and rural transit providers in the North Central Texas region. General responsibilities include monitoring transit appropriations, grant activities and funding issues; identifying and monitoring transit-related issues of local, regional, and national interest; and responding to citizen, consultant, State, and federal requests for data, information, or assistance. Additional responsibilities include providing technical assistance to providers by coordinating the dissemination of technical information, federal regulations, and grant requirements. Anticipated products include:

- Planning for financial needs in coordination with local public transit providers; and
- Assistance to transit providers in the development of the annual program of projects and coordination of the programming of funds in an approved Statewide Transportation Improvement Program (STIP).

Regional Public Transportation Coordination

Transportation Planning Funds

This planning activity is ongoing throughout both FY2024 and FY2025, supporting activities that further a coordinated and seamless public transportation system. This activity includes the Access North Texas Plan, which outlines coordination goals, policies and strategies to move the North Central Texas region toward more coordinated, efficient and seamless transportation services. This activity also includes technical assistance and general planning support to the transportation authorities in the region, as well as smaller transit agencies as they implement strategies from Access North Texas. Regional coordination activities will primarily focus on the counties that comprise the Metropolitan Planning Area. Coordination with surrounding areas will be included based on the impact that public transportation connections have within the planning area boundary. Anticipated products include:

- Enhancements to the Access North Texas Plan;
- Implementation of coordinated strategies identified in the Access North Texas Plan;
- Development of transit options for the transportation needs of the disadvantaged, including low-income, seniors, and individuals with disabilities, to increase opportunities and access to public transportation;
- Support for transit system improvements resulting in seamless regional connectivity.

Regional Transit Planning Assistance

Transportation Planning Funds

This planning activity is ongoing throughout both FY2024 and FY2025, supporting activities that encourage short- and long-term transit planning for local governments and transit providers. Activities include providing technical assistance and general planning support to local governments with implementation options and investigating innovative funding and implementation opportunities for regional transit systems, including fixed guideway alternatives. Other initiatives include technical assistance and general planning support to the transportation authorities in the region, as well as smaller transit agencies, and oversight of federally required transit performance measures in support of the data-driven planning process. Complementing these efforts to support both local governments and transportation authorities, this planning activity includes preliminary project development activities for potential future rail corridors that would support follow-on corridor-specific feasibility and/or engineering studies. These preliminary project development activities include initial travel demand forecasting, early stakeholder coordination, and development of reasonable alternatives for future study. Examples of future rail corridors that would be included in these efforts are the McKinney Line and the Mansfield Line. Anticipated products include:

- Planning conducted on behalf of partner agencies based on identified needs;
- Support to transit agencies, including Travel Demand Model data, ridership projections, financial modeling, planning studies, and technical assistance;
- Assistance for transit system improvements resulting in seamless regional connectivity;
- Documentation of analysis methodologies, tracking, and monitoring of transit system performance documentation; and
- Preliminary project development planning for future rail corridors, including ridership forecasts and testing of planning assumptions.

East Dallas, Kaufman, and Rockwall Counties Transit Planning Study

Other Funding Sources

Continuing in FY2024, this transit study will include development of a comprehensive approach to planning for the implementation of transit services outside of existing transit authority service areas. Initiatives include investigation of local and regional connections, a focus on strategic implementation and near-term strategies, increasing transportation options, and reviewing innovative funding opportunities and potential options for inclusion in future transportation plans. Federal Transit Administration funds, Surface Transportation Block Grant Program funds, and Transportation Development Credits will support these activities. Anticipated products include:

- Coordination meetings with transit partners, local governments, and stakeholders that monitor and ensure the continued progress of study completion;
- Mapping of potential alignment alternatives;
- Strategic implementation plans of recommended transit infrastructure and services; and
- Technical reports on transit implementation options in identified subregions that may include potential public transit implementation options, funding sources (public and private), and increased regional connections.

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

Other Funding Sources

In FY2022, NCTCOG was awarded grant funding from the United States Department of Transportation (USDOT) under the Areas of Persistent Poverty (AoPP) Discretionary Grant Program to engage residents and stakeholders to identify innovative transit solutions that connect residents to healthy food, healthcare, affordable housing, jobs, and other needs. The study, Planning to Address Transit Needs in Fort Worth's 76104 Zip Code, will also identify strategies to reduce greenhouse gas emissions in this community, which is divided by an interstate freeway and experiences the lowest life expectancy in Texas. By identifying solutions that improve transit access and reduce emissions, the project will address racial inequities and environmental injustices in a zip code with six census tracts identified as Areas of Persistent Poverty. Activities will be ongoing throughout FY2024 and FY2025. This initiative will be supported through Federal Transit Administration grant funds, matched with Transportation Development Credits. Anticipated products include:

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

McKinney Avenue Transit Authority ADA Accessibility Study

Other Funding Sources

This element is ongoing throughout both FY2024 and FY2025 to develop a comprehensive Americans with Disabilities (ADA) accessibility study for the McKinney Avenue Transit Authority (MATA). This study will assess ADA requirements and options for streetcars, and develop an implementation program and timeline, a resources plan, and funding options. Consultant assistance will be utilized. Work activities will be supported by Regional Toll Revenue funds. Anticipated products include:

- Coordination meetings with transit partner, local government(s), and stakeholders that monitor and ensure the continued progress of study completion;
- Procurement and executed agreements for consultant services;
- Technical reports on ADA accessibility requirements and options; and
- Strategic implementation plans of recommended ADA upgrades, timeline, and available resources.

M-Line Study

Other Funding Sources

During FY2025, and in coordination with the McKinney Avenue Transit Authority, the City of Dallas, Dallas Area Rapid Transit, and other stakeholders in the area, NCTCOG will conduct a feasibility study for an extension of the M-Line Trolley to connect Uptown with the Knox-Henderson neighborhood. The feasibility study will recommend alignments and stops; evaluate the cost of implementation, operation, and maintenance; identify potential funding sources; and develop a preliminary implementation schedule. Consultant assistance will be used for this initiative. Funding source is Surface Transportation Block Grant Program funds and Transportation Development Credits. Anticipated products include:

- Ridership estimates;
- Preliminary environmental analysis; and
- Technical reports.

Western Regional Transit Access Study

Transportation Planning Funds

During FY2024 and FY2025, NCTCOG staff will conduct a comprehensive transit study for Western Tarrant County and Eastern Parker County. Activities include developing a comprehensive approach to planning and implementing transit services outside of existing transit authority service areas. Initiatives will include the investigation of local and regional connections to downtown Fort Worth and other major employment centers in Tarrant County, a focus on strategic implementation and near-term strategies, increasing transportation options, and reviewing innovative funding opportunities and potential options for inclusion in future transportation plans. Anticipated products include:

- Coordination meetings with transit partners, local governments, and stakeholders that monitor and ensure the continued progress of study completion;
- Mapping of potential alignment alternatives;
- Strategic implementation plans of recommended transit infrastructure and services; and
- Technical reports on transit implementation options in identified subregions that may include potential public transit implementation options, funding sources (public and private), and increased regional connections.

Dallas Area Rapid Transit Member Cities Small Area Plans

Transportation Planning Funds

During FY2024 and FY2025, NCTCOG staff will provide technical assistance in the development of integrated area mobility plans for each Dallas Area Rapid Transit (DART) service area city. This effort will include preparation of an existing conditions report that will highlight potential opportunities DART has identified based on existing area plans, programs, projects, and policies within each of the 13 DART member cities. Programs, policies, plans, and projects will be reviewed based on DART's agency goals of enhancing service, improving multimodal connectivity, enhancing transit facilities, developing corridor investments, and coordinating transit-supportive land use. Anticipated products will include:

- An inventory of projects currently listed in the Mobility 2045 Update, and the Transportation Improvement Program;
- Creation of an information system including existing policies, programs, plans, and projects sorted by each DART member city;
- Technical reports highlighting strategic recommendations for transit-supportive policies and funded projects; and
- Coordination meetings with transit partners, local governments, and stakeholders within respective DART service areas.

3.05 Transit Management and Operations

This Work Program subtask provides funding primarily for the implementation of projects that focus on eliminating gaps in services, reducing duplication of services, enhancing coordination, and improving the efficiency and effectiveness of the region's existing services.

FTA Urban Funding Grant Administration

This implementation activity is ongoing throughout FY2024 and FY2025, supporting all responsibilities NCTCOG assumes as the designated recipient for Federal Transit Administration (FTA) grant funds received for urbanized areas in the region. General responsibilities include program administration, project implementation, grant management and program oversight for all subgrantees who receive funds through the Bus and Bus Facilities Program, Congestion Mitigation and Air Quality Improvement Program, Enhanced Mobility of Seniors and Individuals with Disabilities Program, and the Urbanized Area Formula Program. Activities will also include the administration of emergency assistance funding made available by FTA to subgrantees in response to COVID-19 including the Coronavirus Aid, Relief, and Economic Security (CARES)

Act and American Rescue Plan (ARP) Act of 2021, which are expected to be administered through FY2024. Federal Transit Administration funds, subgrantee local funds, and Transportation Development Credits will support these activities. Consultant assistance may be used. Anticipated products include:

- FY2024 and FY2025 funding allocations;
- CARES Act funding allocations;
- ARP Act funding allocations;
- Grant and agreement management;
- Application oversight and compliance initiatives;
- Funding disbursement of reimbursable project expenses to subgrantees;
- Administration of a vehicle loaner program;
- Submittal of coordinated reports on behalf of subgrantees; and
- Procurements for services and equipment, including buses, on behalf of subgrantees.

Sustainability and Innovative Solutions for Transit

Other Funding Sources

This implementation activity is ongoing throughout both FY2024 and FY2025, supporting coordination and implementation of sustainable transit initiatives and innovative solutions. The Program supports Chapter 461 of the Texas Transportation Code that focuses on maximizing the benefits of the State's investment in public transit through the coordination of services and other innovative transit-related projects. Activities include developing projects to encourage access to public transportation, including coordination with local Transportation Management Associations (TMAs). Regional Toll Revenue funds, Carbon Reduction Program funds, Regional Transportation Council Local funds, and Transportation Development Credits will support these activities. Anticipated products include:

- Identification and preparation of competitive grant applications to seek additional funds to support regional initiatives;
- Coordination with transit agencies, community colleges, colleges, and universities to provide students with transit passes;
- Technical assistance for new and existing TMAs;
- Short- and long-range solutions that move the region toward more comprehensive, coordinated, accessible, efficient, and effective public transit services; and
- Policies, programs, and projects that support and encourage sustainable transportation options around the region while elevating customer service and air quality.

Mobility Management

Other Funding Sources

These planning and coordination activities are ongoing for FY2024 and FY2025, supporting mobility management and mobility as a service (MaaS) initiatives to improve the coordination of transportation services in the Metropolitan Planning Area. Activities include the implementation of mobility workgroups with a focus on increasing economies of scale, monitoring MaaS platform integration, developing recommendations for regional on-demand trips, and creating new innovative partnerships with local governments and private and non-profit stakeholders who hold

key connections or interest in increasing mobility options in the region. Federal Transit Administration funds, Surface Transportation Block Grant Program funds, and Transportation Development Credits will support these activities. Anticipated products include:

- Strengthened mobility management activities with transit partners for the management and delivery of coordinated transportation services to transit-dependent populations;
- Support for the integration of public transportation information with regional and local transportation platforms, including 511DFW;
- Coordination of Regional Mobility Managers and Mobility on Demand workgroup meetings to document best practices and promote partnerships in the region;
- Technical report for regional on-demand implementation options that may include recommendations for transit providers, identification of transfer points, potential funding sources (public and private), and strategies to increase regional connections;
- Resources to assist local governments, transit providers, community service agencies, and the public on available transit options; and
- Execution of subrecipient agreements and documentation of subrecipient compliance to grant requirements through monitoring and on-site reviews.

Strategic Partnership Program

Other Funding Sources

This implementation activity is ongoing for FY2024 and FY2025, supporting coordination with strategic partners to develop transit projects that meet the transit needs of seniors, individuals with disabilities, and low-income populations for job access. Transit projects will be developed based on several factors, including, but not limited to, previously identified strategies in Access North Texas, environmental justice impact with consideration to strategies aligned with the Justice40 initiative, accessibility, strategic value in the region, innovation, and project sustainability. These efforts will fund projects that are responsive to the needs of transit-dependent populations, address gaps in service, and contribute to the coordination of services among transit providers. Federal Transit Administration funds and Transportation Development Credits will support these activities. Anticipated products include:

- Review of Strategic Partnerships project requests;
- Coordination with local governments, transit providers, community service organizations, and other stakeholders to evaluate requests;
- A mobility toolbox to provide local governments with resources on transit project development;
- Programs and projects through Strategic Partnerships funding to improve transit access for seniors, individuals with disabilities, and low-income populations;
- Implementation of projects that address gaps in services and integrate recommendations from recent transit studies (e.g., the Collin County Transit Study), other local governments, and partner agencies; and
- Execution of subrecipient agreements and documentation of subrecipient compliance with grant requirements through monitoring and on-site reviews.

Enhancing Mobility within the Southern Dallas Inland Port

Other Funding Sources

This implementation activity is ongoing for FY2024 and FY2025. In FY2022, NCTCOG was awarded grant funding from the United States Department of Transportation (USDOT) under the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) discretionary grant program to implement mobility enhancements to and within the Southern Dallas Inland Port. The project seeks to enhance connectivity in Southern Dallas County by optimizing transit service, improving pedestrian infrastructure, and updating traffic signals. NCTCOG staff will oversee project management of the RAISE Enhancing Mobility within the Southern Dallas Inland Port project once initiated. Contractor and subrecipient assistance will be utilized. Federal Transit Administration funds, Congestion Mitigation and Air Quality Improvement Program funds, Regional Toll Revenue funds, and local funds will support these activities. Anticipated products include:

- Implementation of enhancements to recently implemented on-demand services to increase transit connectivity within the Southern Dallas Inland Port area;
- Procurement of electric vehicles and related charging equipment on behalf of subrecipients to deliver on-demand services;
- Installation of charging infrastructure for electric vehicles at strategic locations to optimize on-demand services;
- Coordination with transit agencies, employers, and local stakeholders to provide access to transit passes and promote public transportation options in the area;
- Construction and implementation of infrastructure to improve safety of pedestrian and vehicle movements, including transit; and
- Execution of subrecipient agreements and documentation of subrecipient compliance to grant requirements through monitoring and on-site reviews.

Transit Driver Workforce Development and Training Program

Other Funding Sources

During FY2024 and FY2025, a transit driver program will be developed to provide commercial driver's license tuition reimbursement to address the shortage of transit vehicle drivers, especially across small transit agencies. Training and workshops will assist transit providers to meet all the federal and State certification requirements for transit drivers and introduce alternative fuel technologies. Major efforts will focus on workforce education, outreach, and training. Consultant assistance may be utilized. Work activities will be supported by Surface Transportation Block Grant Program funds. Anticipated products include:

- Development of a curriculum plan for driver recruitment and retention;
- Communication and education/outreach services for small transit providers, transit agencies, and other stakeholders/interested parties;
- Procurement, inventory, and distribution of recruitment items;
- Training sessions and workshops for prospective transit drivers; and
- Training for first responders, fleet managers, local government staff, and others about alternative fuel vehicle technologies and associated infrastructure.

Regional Vanpool Program

Other Funding Sources

This program, designed to reduce single-occupancy commuter trips, is ongoing throughout FY2024 and FY2025 and is an important rideshare program for trip reduction, providing a “shared ride” for commuters traveling long distances or in areas with limited or no fixed-route transit service. The Regional Vanpool Program is operated by the Denton County Transportation Authority and Trinity Metro. Activities will include streamlining the program across providers through regional coordination, providing technical assistance to transit partners, monitoring performance measures, reporting trip reduction data, and exploring future program enhancements. Other initiatives include promoting updated vanpool services to the public and possibly conducting a vanpool utilization study to assist with future systems and facilities planning, and for building interagency partnerships with regional partners for the purpose of increasing participation in commuter vanpools. Surface Transportation Block Grant Program funds and Transportation Development Credits will be utilized for this program. Consultant assistance may be utilized. Anticipated products include:

- Management and oversight of regional vanpool program including operational processes, program budget, invoice activities, agreement development activities, and program assessment activities;
- Coordination meetings with transit partners and stakeholders to maximize regional effectiveness;
- Educational outreach strategies with transit agencies to promote usage among potential riders; and
- Procurement and executed agreements for utilization study.

3.06 Congestion Management Planning

As defined in federal guidelines, the Congestion Management Process (CMP) is a regionally coordinated approach that provides accurate, up-to-date information on measuring congestion levels and assessing strategies for addressing congestion that meets State and local needs. A CMP is required in urbanized areas with a population exceeding 200,000, known as Transportation Management Areas (TMAs). In TMAs designated as ozone or carbon monoxide non-attainment areas, federal regulations prohibit the programming of federal funds to projects that result in a significant increase in carrying capacity for single-occupant vehicles (SOVs) unless such projects can be justified and incorporate any reasonable travel demand management (TDM) and transportation system management and operation (TSM&O) strategies identified in the CMP.

Congestion Management Process

Transportation Planning Funds

The updating and maintenance of the Congestion Management Process (CMP) documentation for the Dallas-Fort Worth Metropolitan Area is a major element of this Work Program subtask. While the wide range of higher-cost capacity expansion projects and other major infrastructure investments identified in the Metropolitan Transportation Plan are needed to meet long-term transportation demands, the CMP focuses on identifying a range of lower-cost, short-term

strategies for addressing congestion on the most congested roadway corridors in the region. In addition to TDM and TSM&O strategies, the CMP identifies Asset Optimization strategies where corridor deficiencies and performance gaps can be addressed within the existing right-of-way using lower-cost operational and capital improvement strategies that are more cost-effective and quicker to implement than higher-cost capacity expansion projects. Work will be ongoing throughout FY2024 and FY2025, and the following products will be delivered as the result of work done in this element:

- Update and maintenance of the CMP documentation;
- Presentations and maps utilizing CMP data and information;
- Completion of justification analysis and CMP commitment identification for non-exempt single-occupancy vehicle (SOV) capacity-increasing projects submitted for Transportation Improvement Program (TIP) funding;
- Quarterly and other reports to the policy and technical committees to document CMP strategy commitments;
- Coordination meetings with the Texas Department of Transportation (TxDOT) and other implementing agencies of significant SOV capacity-increasing projects to ensure CMP strategy commitments;
- Integration of the data fields from the corridor fact sheets from the Congestion Management Process Update documentation into the planning tool;
- Ongoing coordination with program areas to maintain the planning tool to keep data current and reliable;
- Documentation to guide incorporation of planning tool information and reports into updates to the Metropolitan Transportation Plan, Unified Transportation Program, and Transportation Improvement Program;
- Integration of corridor-specific CMP strategies into updates to the Metropolitan Transportation Plan and the TIP, and within corridor and environmental studies initiated through Subtask 5.01; and
- Development and maintenance of a web page on the CMP and related strategies, including status updates, meeting materials, and resource information.

Development of Regional and Corridor-Level Travel Demand Management Strategies

Transportation Planning Funds

This element is ongoing throughout FY2024 and FY2025, providing for the planning and development of regional travel demand management (TDM) strategies including, but not limited to, employer trip reduction initiatives, carpools, vanpools, park-and-ride facilities, and transportation management associations. This element also supports the development of regional TDM strategies in the Metropolitan Transportation Plan. Regional travel demand management strategies identified in the Congestion Management Process will be applied on a regional level, and additional travel demand reduction strategies will then be evaluated for their application on the corridor and subarea levels. At the project implementation level, TDM projects are monitored so they can be added to the regional Transportation Improvement Program at the appropriate time with respect to the single-occupancy vehicle facility implementation. Anticipated products include:

- Monitoring of regional TDM goals and strategies outlined in the Metropolitan Transportation Plan and the Congestion Management Process;

- Assessment and monitoring of Metropolitan Transportation Plan Policy Bundle surveys for TDM-related survey components;
- Assessment and monitoring of public- and private-agency participation in the regional trip reduction target setting for single-occupancy vehicle trips;
- Maintenance of and updates to the Regional Park-and-Ride Inventory database and map;
- Coordination with regional partners for the collection of TDM-related performance measures and/or activity reports for inclusion in TDM reports; and,
- Development and implementation assistance efforts to regional employers in developing or strengthening alternative commute programs within their agencies.

Transportation System Management and Operations

Transportation Planning Funds

This program is ongoing throughout FY2024 and FY2025, supporting development of regional Transportation Systems Management and Operations (TSM&O) strategies. It includes strategies such as intersection and signalization improvements, grade separation, freeway bottleneck removal, and Intelligent Transportation Systems (ITS) which will be developed to reduce travel time and enhance system reliability. Anticipated products include:

- Monitoring, updating, identification, and evaluation of regional TSM&O plans, policies, and projects outlined in the Metropolitan Transportation Plan and Congestion Management Process;
- Evaluation of TSM&O projects for inclusion in the Transportation Improvement Program;
- Support and assistance to regional partners to plan strategies and promote cooperation and participation in committee meetings;
- Evaluation of vehicle and infrastructure technology; and
- Monitoring and assessment of Metropolitan Transportation Plan Policy Bundles survey for TSM&O-related survey components.

Intelligent Transportation Systems Architecture

Transportation Planning Funds

This program is ongoing throughout FY2024 and FY2025, supporting development of regional Intelligent Transportation Systems (ITS) planning and Regional ITS Architecture. ITS improves transportation safety and mobility, reduces environmental impact, and enhances productivity through the integration of advanced communications-based information and electronic technologies into the transportation infrastructure and vehicles. The ITS Architecture guides the use of ITS and builds regional consensus for integrating the systems of multiple agencies in the Metropolitan Planning Area. Anticipated products include:

- Identification and documentation of standards for interagency communication of data and video through Center-to-Center-related software and requirements to facilitate information standardization and sharing between agencies;
- Update of the Regional ITS Architecture and development of associated plans and documents;
- Review and approval of project-level statements of ITS Architecture consistency;

- Update of the Regional ITS Architecture Strategic Deployment Plan with agency-proposed project listings; and
- Review and update of scoring criteria for prioritization of projects listed in the Strategic Deployment Plan.

Incident Management Signage and Striping

Other Funding Sources

NCTCOG staff will continue to inventory regional signage for limited-access facilities within the 12-county Metropolitan Planning Area. Signage locations will be documented in which inaccurate, poorly located, or otherwise incorrect conditions exist that may contribute to congestion or unsafe traffic operations. These locations will be provided to TxDOT and recommended for replacement. Facilities under construction will be omitted from the inventory. This program uses Regional Toll Revenue funds. Activities will be ongoing throughout FY2024 and FY2025. Anticipated products include:

- Video footage of all limited-access facilities;
- Evaluation of video that will result in a documented inventory containing areas of incorrect or unclear signage;
- Geographic Information System (GIS)-based maps identifying problem locations; and
- Coordination with local TxDOT districts to present project findings.

3.07 Congestion Management Operations

The Regional Transportation Council has selected the following congestion management strategies through a series of funding initiatives. The strategies listed below are congestion management projects that NCTCOG is responsible for implementing and/or administering. Efforts in this subtask will be conducted in conjunction with local governments to better coordinate transportation operations and investments.

Special Events

Other Funding Sources

This program is ongoing throughout FY2024 and FY2025, providing planning and implementation activities for various transportation service needs for special events. NCTCOG continues coordination and technical support for local governments, transportation providers, and other key stakeholders in North Central Texas regarding the regional coordination of special event management plans and critical infrastructure needs to support these events. Surface Transportation Block Grant Program funds and Transportation Development Credits will support this initiative. NCTCOG staff will provide oversight of this program. Anticipated products include:

- An inventory of major special events in the region;
- Coordinated regional partner involvement;
- Implementation of coordinated congestion management strategies associated with special events including transit;

- Identification of roadway and other modal improvements needed to improve traffic and pedestrian movements around special events;
- Analysis of sports and entertainment express bus service between Fort Worth and Arlington;
- Identification of funding sources or shared resources, and funding agreements executed with regional partners to implement projects; and
- Committee meetings.

Managed Lane Technology Assessment

Other Funding Sources

This element is ongoing throughout FY2024 and FY2025. To facilitate efficient operation and toll collection on the managed lanes, the region desires that a technology-based system be implemented to verify auto occupancy. The region plans to utilize advanced technology for vehicle occupancy detection and verification, as well as other equipment to improve the safety and operations of managed lanes. As part of this task, staff will provide public outreach and education regarding High Occupancy Vehicle (HOV)/managed lane pricing. Staff will also work with regional partners to implement occupancy-based tolling and dynamic pricing. This element also supports NCTCOG's membership in, and support for research under, the Federal Highway Administration's (FHWA's) High Occupancy Vehicle/Managed Use Lane Pooled Fund Study. Surface Transportation Block Grant Program funds, Transportation Development Credits, Federal Highway Administration funds, Regional Toll Revenue funds, Texas Department of Transportation funds, and Regional Transportation Council Local funds will be used to support these activities. Anticipated products include:

- Coordination and meetings with partner agencies as needed;
- Public outreach and education on HOV/managed lanes;
- Implementation and integration of technology to detect/verify auto occupancy on HOV/managed lane system;
- Identification and implementation of additional roadways and scenarios to implement auto occupancy verification technologies to help with traffic congestion; and
- Support for and participation in FHWA High Occupancy Vehicle/Managed Use Lane Pooled Fund Study.

Traffic Incident Management Training

Other Funding Sources

This program is ongoing throughout FY2024 and FY2025, providing training for agencies responsible for managing and clearing traffic incidents. This training has been demonstrated to improve responder and motorist safety, and to significantly reduce the length and size of roadway closures. The Dallas-Fort Worth area was the first area in the nation to formalize the training process to reach out to all responders and generate improvements in the management of traffic incidents. The goal of NCTCOG Traffic Incident Management (TIM) training is to initiate a common, coordinated response to traffic incidents that will build partnerships, enhance safety for emergency personnel, reduce upstream traffic accidents, improve the efficiency of the transportation system, and improve air quality in the Dallas-Fort Worth region. By implementing best practices techniques throughout the region, clearance times can be reduced by as much as 40 percent. Such an improvement will reduce the impact of congestion, improve regional air

quality, and improve the safety and efficiency of travel for all residents and visitors in the area. Congestion Mitigation and Air Quality Improvement Program funds, Surface Transportation Block Grant Program funds, local funds, and Transportation Development Credits support this program. Consultant services may be utilized. Anticipated products include:

- Program management and oversight for the TIM Training Program;
- Implementation of TIM First Responder and Manager’s Courses and TIM Executive Level Courses;
- Quick Clearance Crash Reconstruction Training Program;
- Annual TIM Self-Assessment, performance tracking and coordination activities;
- Incident Management Equipment Purchase Call for Projects oversight activities;
- Commercial Vehicle Enforcement (CVE) Working Group, and CVE equipment and training initiative oversight; and
- Support of general training, educational projects and initiatives that promote the implementation of strategies that mitigate traffic and/or CVE incidents.

Mobility Assistance Patrol Program (MAPP) Administration

Other Funding Sources

This program is ongoing throughout FY2024 and FY2025, and aids stalled or stranded motorists by helping them to move disabled vehicles from the main lanes of regional limited access facilities and ultimately get the vehicles operating or off the facility completely. This support includes minor mechanical and crash assistance, protection to first responders, and the removal of debris. All assistance is provided free of charge to motorists. The MAPP is an essential element to the region’s Traffic Incident Management operations and provides ancillary congestion relief, safety, and air quality benefits.

Mobility assistance patrols are operated by the Dallas County and Tarrant County Sheriffs’ Offices on congested roadway systems in Dallas and Tarrant Counties, and portions of Collin, Denton, and Johnson Counties. The North Texas Tollway Authority (NTTA) operates patrols on NTTA toll facilities throughout the region, and private-sector partners operate patrols on the LBJ and North Tarrant Express Corridors. Surface Transportation Block Grant Program funds and Transportation Development Credits funds support this program. Consultant services may be utilized. Anticipated products include:

- Regional program oversight including active coordination and support activities for Dallas and Tarrant County operations, and NTTA and private-sector partners on managed-lane facilities;
- Performance tracking, budget monitoring, and patrol route evaluation and expansion;
- Evaluation of supplemental funding opportunities and innovative technologies; and
- Comprehensive assessment of the current program to ensure that each program is operating equitably and efficiently.

Regional Trip Reduction Program

Other Funding Sources

This program is ongoing throughout FY2024 and FY2025 and is designed to reduce single-occupancy vehicle commute trips. The Regional Trip Reduction Program (RTRP) is an educational commute options program aimed at educating large private- and public-sector employers in the region about available Travel Demand Management (TDM) programs and strategies that reduce single-occupancy vehicle trips for work purposes. The strategies promoted under the RTRP include rideshare (carpool and vanpool) programs, telecommuting and flexible work-hour programs, transit programs, walking, bicycling and similar strategies. The Try Parking It website, www.tryparkingit.com, the regional commute tracking, ride-matching and commuter reward system application, is a major component of the RTRP.



Surface Transportation Block Grant Program funds, local funds, and Transportation Development Credits will be utilized for the Regional Trip Reduction Program. NCTCOG staff will provide management, oversight, and implementation of the program. Consultant assistance will be utilized. Anticipated products include:

- Direct outreach to educate commuters and employers on available TDM strategies and assist employers in establishing and/or strengthening alternate commute programs in the workplace;
- Maintenance and update of the Employer Trip Reduction Manual for Regional Employers;
- Maintenance of the RTRP performance database which includes updating, monitoring, and publication of ridership, VMT reduced, emission reductions performance measures, and a listing of new and existing vanpools in operation by regional transit agencies and private vanpool providers;
- Management and oversight of the Try Parking It Program website and commuter recognition activities;
- Promotion of NCTCOG's Try Parking It website to increase program recognition and usage;
- Collaboration with transit agencies in managing vanpool-related information included in the Try Parking It Program;
- Collaboration with private- and public-sector employers regarding their participation in the regional single-occupancy vehicle trip reduction target initiative; and
- Management of the Regional Vanpool Managed Lane Toll Reimbursement Program.

Regional Traffic Signal Program

Other Funding Sources

This program is ongoing throughout FY2024 and FY2025 and targets the improvement of the arterial transportation system, including frontage roads, in the Dallas-Fort Worth region. Efforts will be conducted in conjunction with the Texas Department of Transportation (TxDOT), local governments, independent school districts, and/or private-sector companies to identify corridors or intersections to be included. The corridors or intersections will be selected based on several factors, including, but not limited to, previously recommended low-cost program improvements; performance measures criteria; high volumes; regional distribution; previously funded and unfunded projects; safety; environmental justice; and local agency needs such as traffic signal software, traffic signal cabinets, traffic signal controllers, battery backup, intersection cameras,

detection devices, communications with Traffic Management Center or other intersections, and Global Positioning System clocks. A traffic signal performance measures platform will be used to identify, evaluate and prioritize opportunities to improve traffic signal operations. These efforts will generate nitrogen oxide and volatile organic compound emissions reductions to aid in future transportation conformity determinations. Congestion Mitigation and Air Quality Improvement Program funds, Texas Department of Transportation funds, and local funds support this project. NCTCOG staff will provide oversight of this project and consultant services may be utilized. Anticipated products include:

- Development and execution of Interlocal Agreements with local agencies;
- Recommendation and implementation of low-cost capital improvements;
- Procurement of traffic signal and other equipment;
- Inventory and review of regional traffic signal system and operation by corridor and individual signal;
- Review and update of regional traffic signal minimum equipment standard;
- Maintenance of performance platform to measure the traffic signals performance regionwide;
- Implementation of signal retiming plans, including analysis of baseline and improved conditions;
- Monthly progress meetings with consultants, TxDOT, and local agencies as appropriate;
- Review of corridor reports, project summary reports, consultant invoices, and progress reports; and
- Signal retiming, and evaluation for closures during construction and other planned and unplanned events.

Regional TRADE Platform and 511DFW

Other Funding Sources

This program is ongoing throughout FY2024 and FY2025, supporting development, testing, implementation, and operations of the Transportation Systems Management and Operations Regional Aggregated Data Exchange (TRADE) data hub and 511DFW. There is a significant need for the transportation industry to roll out an enterprise solution that will provide standardized interfaces to reduce integration costs with the result being consistent and effective data sharing across the region. NCTCOG plans to integrate data sources from the various regional partners and other sources into a cloud-based system that will reduce redundancy while maximizing scalability, consistency, and security. The TRADE platform will incorporate standard data inputs from across the region and allow each agency the freedom to procure systems that best meet their needs. The 511DFW system will feed information into and may consume data from the data hub. 511DFW comprises the public-facing regional Traveler Information System, and the agency-facing user interface for information and performance measures platform. The 511DFW system's public website (511dfw.org) provides personalized travel information and the Transit Trip Planner link. This program uses Surface Transportation Block Grant Program funds, Texas Department of Transportation funds, Regional Toll Revenue funds, and Transportation Development Credits to support activities in this area. Consultant services may be utilized. Anticipated products include:

- Review of data hub platforms in other regions to utilize best practices (e.g., CalTrans and Florida Department of Transportation);
- Inventory of data sources and prioritization of data needs for agencies in the region;

- Evaluation and integration of new and existing data types/sources into and from a regional data hub;
- Evaluation, improvement, implementation, and operations of the 511DFW system with outreach and communications planning and educational services to enhance public awareness and use of 511DFW;
- Collection and verification of data ensuring that devices and systems are operated and maintained at a level to detect and report accurate information (i.e., speeds, counts, and other data items);
- Agreements for regional communication, infrastructure, and information sharing, including the Memorandum of Understanding between the Dallas-Fort Worth regional Intelligent Transportation System (ITS) partner agencies;
- Agreements for data and video sharing with individual partners or third-party sources;
- Establishment of the North Central Texas Regional Communications Network Committee, comprised of the partners that have executed a Memorandum of Understanding, to move forward with formation of a regional network, including determination of scope, schedule, framework, components, and other criteria to establish the structure and cost of the regional network;
- Guidance and assistance to the North Central Texas Regional Communications Network Committee as it proceeds with the development of regional network parameters and requirements; and
- Implementation of the ITS data sharing opportunities for the DFW region.

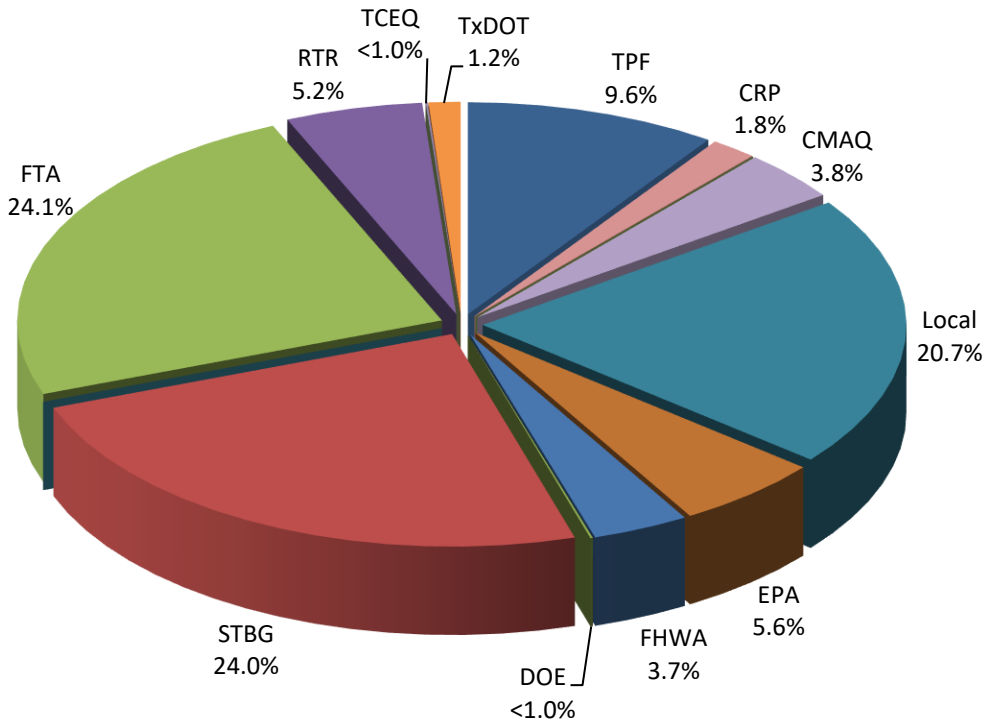
E. Funding Summary

Subtask	TPF ¹		Additional Funding			One-Year Subtask Total		Two-Year Subtask Total
	FY2024	FY2025	Source	FY2024	FY2025	FY2024	FY2025	
3.01	\$1,764,000	\$1,773,000	RTR STBG	\$743,000 \$547,000	\$646,000 \$548,000	\$3,054,000	\$2,967,000	
Subtotal								\$6,021,000
3.02	\$546,000	\$555,000	EPA TCEQ	\$268,000 \$58,000	\$360,000 \$0	\$872,000	\$915,000	
Subtotal								\$1,787,000
3.03			CRP DOE EPA Local STBG	\$508,000 \$72,000 \$3,864,800 \$9,678,600 \$3,540,000	\$900,000 \$0 \$0 \$70,000 \$3,510,000	\$17,663,400	\$4,480,000	
Subtotal								\$22,143,400
3.04	\$885,000	\$875,000	FTA ² RTR STBG	\$604,000 \$151,000 \$0	\$314,000 \$357,000 \$588,000	\$1,640,000	\$2,134,000	
Subtotal								\$3,774,000
3.05			CMAQ CRP FTA ² Local RTR STBG	\$132,000 \$0 \$10,889,000 \$315,400 \$319,300 \$354,000	\$409,000 \$7,000 \$7,456,300 \$973,000 \$792,000 \$576,000	\$12,009,700	\$10,213,300	
Subtotal								\$22,223,000
3.06	\$641,000	\$640,000	RTR	\$386,000	\$0	\$1,027,000	\$640,000	
Subtotal								\$1,667,000
3.07			CMAQ FHWA Local RTR STBG TXDOT	\$1,637,000 \$1,826,000 \$2,787,000 \$554,000 \$5,097,000 \$560,000	\$881,000 \$1,117,300 \$2,719,000 \$233,000 \$4,441,000 \$409,000	\$12,461,000	\$9,800,300	
Subtotal								\$22,261,300
Total	\$3,836,000	\$3,843,000		\$44,891,100	\$27,306,600	\$48,727,100	\$31,149,600	\$79,876,700

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

² Includes FTA 5307 funds.

Task 3 Funding Summary - FY2024 and FY2025



V. Task 4 – Metropolitan Transportation Plan

A. Objective

Since the early 1970s, Metropolitan Planning Organizations have had the responsibility of developing and maintaining a Metropolitan Transportation Plan (MTP). With the passage of the Intermodal Surface Transportation Efficiency Act of 1991, the role of the MTP in the overall transportation planning process was greatly advanced. The current funding bill, the Infrastructure Investment and Jobs Act (IIJA), continued the role of the plan as a central mechanism for the decision-making process regarding investments to develop the metropolitan transportation system. Federal transportation legislation requires transportation plans within metropolitan areas greater than 200,000 in population and in nonattainment areas to be reviewed every four years.

Mobility 2045: The Metropolitan Transportation Plan for North Central Texas was developed and approved by the Regional Transportation Council in June 2018. The Regional Transportation Council approved an update to *Mobility 2045* in June 2022. The plan serves as the defining vision for transportation systems and services in the Dallas-Fort Worth Metropolitan Area and incorporates updated corridor recommendations, addresses regional financial shortfall concerns,



and includes new innovative funding and project implementation strategies. It was developed to meet FAST Act planning requirements and continues in the current Infrastructure and Jobs Act as provided by the Federal Transit Administration and Federal Highway Administration. The Plan incorporates performance measures and includes emphasis on emerging transportation technologies and trends. Efforts in Fiscal Year (FY) 2024 and FY2025 will focus on adoption of a new Metropolitan Transportation Plan, *Mobility 2050*, and implementing projects, programs, and policies, while continuing to coordinate with federal, State, and local transportation providers. In

addition, elements in this Work Program task also contain funding to evaluate policies and strategies directed at reducing congestion and improving air quality, to link the transportation and environmental planning processes, to facilitate improved incorporation of asset management and resiliency considerations, and to ensure that nondiscrimination and the principles of equity and environmental justice are incorporated in NCTCOG's transportation plans, programs, policies, and activities.

B. Expected Products

Products from Task 4, Metropolitan Transportation Plan, will include public meetings and public outreach activities, committee briefings, the screening and evaluation of system alternatives, travel forecasts, updating and reviewing financial forecasts, and transportation system performance summaries. Numerous presentations to local elected officials, transportation interest groups, and participating agencies will be conducted, and written materials documenting the plan's analysis and recommendations will be prepared. Adoption of Mobility 2050 is expected. Specific products for each subtask are included in each subtask description.

C. Previous Work

Routine Work Efforts – In addition to implementing the recommendations of Mobility 2045 with minor administrative amendments, when necessary, in FY2022 and FY2023 staff developed the Mobility 2045 - 2022 Update that included new demographics, updated financial forecast, air quality conformity requirements, and a nondiscrimination analysis of the updated recommendations. Aligned with this effort, the voluntary Policy Bundle was refreshed based on amended policies in the Plan Update. Also, the Regional Transportation Council moved forward with a new Certification of Emerging and Reliable Transportation Technology program to facilitate coordination between local governments and innovative transportation technology providers.

Coordination continued with local governments and transportation partners to maintain and update regionally significant arterials (RSA) databases in both TransCAD and ArcGIS environments. Recent National Highway System updates required designation changes to certain RSAs which were incorporated into the recent Mobility 2045 Update process. Staff continued to document the inventory of thoroughfare plans within the region. The plans were collected and included in transportation networks and a regional Geographic Information Systems (GIS) map. While the anticipated nationwide universal update of the Federal Functional Classification System (FFCS) did not occur this cycle, coordination continued with local governments in the planning and staging of transportation improvements, submitting FFCS amendments as needed to correct, add or remove roadways from the system. Maps and tables were created showing location, function, and justification of the proposed updates to the system.

Planning and Environmental Linkages (PEL) efforts were performed for sections of the planned Regional Outer Loop in Denton, Rockwall, and Kaufman counties, as well as with the Interstate Highway (IH) 20/IH 635/US 175 Interchange Feasibility Study in Dallas County, US 180 East Lancaster Avenue corridor in Tarrant County, State Highway (SH) 34 Feasibility Study in Kaufman County, and US 287 Feasibility Study in Ellis County. Additionally, staff communicated with resource/regulatory agencies regarding the review of Mobility 2045 Plan Update transportation projects and the potential/extent of environmental impacts.

The North Central Texas Council of Governments (NCTCOG), through its partnership with the US Army Corps of Engineers, completed SH 205/John King Boulevard in Rockwall County in FY2022. Through the Environmental Stewardship Program and an executed agreement with the City of Fort Worth, trees were procured/planted to contribute toward mitigation of the urban heat island effect, with most planted in low-income neighborhoods and within public rights-of-way (ROW). Online tools relevant to mitigation identification, analysis, and benefit quantification were

updated/maintained, and wetland/stream mitigation credits were reviewed to identify possible challenges to meeting transportation system demands.

Staff continued to focus on the “Blue-Green-Grey” initiative to address traditional transportation planning techniques that can result in “silos”, which cause disjointed communication and coordination amongst planners or project champions. Blue-Green-Grey is a unique silo busting initiative that focuses on three elements – water (blue), environment (green), and transportation infrastructure (grey). Three projects were completed through this initiative: City of Watauga Hightower Drive Biofiltration Rain Gardens, Laboratory Testing of Engineered Media for Biofiltration Swales, and the City of Allen Inlet Floatables Filter.

Non-Routine Work Efforts – The status of significant or one-time work efforts contained in Task 4 is provided in the table below.

Project Name	Accomplishments to Date	Reason for Carryover to FY2024	Completion
Denton Greenbelt Project	<p>NCTCOG staff completed a sustainability assessment, with data attributes and potential stormwater mitigation strategies presented to stakeholders and the public, pertaining to economic/environmental effects of both the Regional Outer Loop - Denton County segment and anticipated direct/indirect land development. Information was included for review/consideration as part of aid for Denton County/TxDOT to secure an Environmental Impact Statement (EIS) consultant team, as well as to secure the project's inclusion in TRIP 2022, Denton County's newest transportation bond program.</p>	N/A	Complete

Project Name	Accomplishments to Date	Reason for Carryover to FY2024	Completion
Integrating Planning for Regional Transportation, Urban Development, and Stormwater Management	Interagency agreements were finalized between the multiple project partners, along with administrative documentation, budgeting estimation, progress reporting, and deliverable worksheets. Multiple presentations were provided to the Texas Society of Professional Engineers, American Society of Civil Engineers, American Planning Association, Society of Military Engineers, Texas Metropolitan Planning Organizations Statewide Resiliency Technical Work Group, Texas Floodplain Management Association, and the Transportation Research Board Asset Management Committee (AJE30).	Multiyear project	FY2025
Everman Integrated Stormwater/Flooding Management Study	Staff collaborated with partners to estimate project budget and develop a scope of work/schedule supporting a citywide stormwater baseline assessment. Tarrant County completed consultant procurement to initiate the technical study.	Multiyear project	FY2024
Forest Hill Drive Planning Study	The Phase 2 task is nearing completion related to thoroughfare intersections and pedestrian/bicycle options. Information is being prepared for public involvement. Sensitive receptors are being inventoried in this task. Stormwater impacts are being inventoried in another effort.	Multiyear project	FY2024

Project Name	Accomplishments to Date	Reason for Carryover to FY2024	Completion
Understanding Public Return on Investment for Transportation Funding	Review of guidebooks, best practices and case studies on quantifying impacts of transportation improvements was completed, supporting the establishment of a framework to calculate return on investment for transportation infrastructure investments. Individual project vs. systemwide cost/benefit analysis methodologies were developed.	Multiyear project	FY2025

D. Subtasks

4.01 Metropolitan Transportation Planning

Transportation Planning Funds



This subtask encompasses the development of the metropolitan area’s long-range transportation plan and related documentation of the region’s transportation system. Work is ongoing throughout FY2024 and FY2025. The Metropolitan Transportation Plan (MTP) provides a blueprint for a multimodal transportation system and responds to broad transportation-oriented goals for the region. These goals include enhancing mobility, improving access, and reducing congestion; quality-of-life goals such as encouraging balanced land use, promoting orderly economic development, and improving air quality; and financial goals such as identifying and pursuing long-term stable sources of funding. The MTP must also meet financial constraint requirements where project and program costs must not exceed anticipated revenue.

At any given time, the MTP is being monitored, developed, or modified. Staff will work in cooperation with the Texas Department of Transportation (TxDOT), Dallas Area Rapid Transit (DART), Trinity Metro, the Denton County Transportation Authority (DCTA), the North Texas Tollway Authority (NTTA), the Collin County Toll Road Authority (CCTRA), local governments, and other public agencies, as needed, to monitor programs and projects recommended in the current MTP, Mobility 2045 Update, to ensure they reflect the latest planning assumptions, allowing those programs and projects to proceed through the planning and environmental stages of project development.

It is anticipated that a plan update, Mobility 2050, will receive local approval during FY2025 and will include any corridor adjustments needed to meet federal requirements for air quality determination. Staff will continue to coordinate with transportation partners and the public during the development of the long-range plan, which will include scenario planning and virtual public outreach as well as traditional outreach methods. This update to the long-range plan will factor in

planning efforts for the horizon year, demographics, financial assumptions, and other planning requirements. Planning efforts will also include any recommendations from Subtask 5.01, Regional Transportation Studies, Regional Automated Transportation System Initiative. Mobility 2050 will be developed in accordance with the rules outlining the contents of the MTP under the policy direction of the Regional Transportation Council, technical guidance of NCTCOG's technical committees, and public involvement efforts. Changes to the MTP will be made in coordination with local transportation providers and partners. Staff will also implement all RTC policies included in the MTP update, including monitoring and briefing RTC on emerging transportation technology proposals, as well as through the regional MTP Policy Bundle effort which seeks implementation of policies by local government entities.

In keeping with the performance-based approach in the transportation planning process, staff will continue to coordinate with TxDOT to monitor and assess the performance of the transportation system and its effect towards meeting federally required performance targets according to guidance from the Infrastructure Investment and Jobs Act. Additional locally developed performance measures and metrics will also be evaluated.

As part of this subtask, NCTCOG staff will work in cooperation with the Texas Department of Transportation, transportation agencies, and local governments to monitor the Regionally Significant Arterial (RSA) system. The RSA database and listing will be amended to be consistent with the revised National Highway System, Federal Functional Classification System and local planning efforts as needed.

Staff will also collect, translate, and inventory local government thoroughfare plans and provide planning support from a regional perspective. Once the thoroughfare plans are combined and compared, some instances will require resolution of boundary disputes to ensure a high degree of consistency and continuity between local government planning efforts and regional planning efforts.

Staff will continue to work in cooperation with federal partners and the local Texas Department of Transportation districts to maintain the Federal Functional Classification System (FFCS) for the Dallas-Fort Worth Metropolitan Area. This element includes monitoring roadway system function to determine the necessary mid-cycle amendments, as needed, to the FFCS.

Anticipated products of this subtask include:

- Presentations utilizing MTP data and information;
- Maps;
- Collection and transmittal of travel model networks, Geographic Information System (GIS) shapefiles, and performance reports as model outputs;
- Periodic reports to the Regional Transportation Council (RTC) and the Surface Transportation Technical Committee (STTC) documenting status of MTP implementation and applicable emerging transportation technology proposals per RTC policy;
- Coordination meetings to monitor and ensure the continued progress of project recommendations;
- Mobility 2050 document and any intermediate Plan Amendments;
- A Geographic Information System (GIS)-based database of RSAs, overall regional arterial system translated from local government thoroughfare plans, and transportation network of FFCS roadways;
- Coordination with transportation partners and local governments in the planning and staging of transportation improvements;

- A listing of existing and planned RSAs to be included in the Metropolitan Transportation Plan and transportation conformity analysis;
- Documented inventory of thoroughfare plans that were collected and included in transportation networks;
- Amendments, as needed, to the roadway system to correct, remove, or add roadways; and
- Maps and presentations demonstrating location, function, and justification for FFCS amendments.

4.02 Coordination of Transportation and Environmental Planning Processes

The linking of transportation and environmental planning represents a collaborative, integrated, and potentially streamlined approach to transportation decision making. The following elements link data collection, development, and analysis, as well as an array of multi-disciplinary processes, stakeholder-driven frameworks, resource agency coordination, and environmental mitigation outcomes to support and enhance metropolitan multimodal transportation planning activities at certain stages throughout the project lifecycle, as identified by the United States Department of Transportation (USDOT):

- Needs-Based Planning/Feasibility Studies;
- Preliminary Design and National Environmental Policy Act (NEPA) Review;
- Pre-Construction Activities (Final Design, Permitting, Cooperative Agreements, Development Phasing, Right-of-Way Acquisition, Utility Relocation, etc.);
- Delivery (Funding/Programming, Construction, and Management); and
- Operations (Performance, Asset Management, and Resiliency).

Planning and Environmental Linkages (PEL)

Transportation Planning Funds

This element will support a stakeholder-driven framework to consider environmental, community, and economic goals early in the transportation needs-based planning/feasibility study stage, and then carry forward those goals through subsequent corridor/project lifecycle phases. Work will occur throughout FY2024 and FY2025. Anticipated products include:

- Metropolitan Transportation Plan environmental scoring and mitigation documentation;
- Outreach and technical assistance supporting stakeholder participation in transportation planning processes;
- Partnerships and agreements to improve/expand regional data/analysis needs and facilitate other partner agreements;
- Documentation, visual aids, and other materials for distribution/review at coordination meetings, workshops, training sessions, peer exchanges/conferences, and other events; and,
- Technical papers, as needed.

United States Army Corps of Engineers – Section 214 Program

Other Funding Sources

Throughout FY2024 and FY2025, staff will continue activities associated with the Water Resources Development Act Section 214 Memorandum of Agreement (MOA) between NCTCOG and the United States Army Corps of Engineers (USACE). This agreement was formed to expedite evaluation of Clean Water Act Section 404 permits for high-priority regional transportation projects. Monitoring of permit progress for specific projects identified by transportation partners will be conducted, and USACE performance and cost-effectiveness under the agreement will be evaluated by using specific measures cooperatively identified by staff. Regional Toll Revenue funds and local funds will support Clean Water Act Section 404 permitting activities. Additionally, monitoring of Clean Water Act Section 408 permitting activities for major transportation projects will also be conducted through coordination with partnering resource agencies. Regional Toll Revenue funds will be used, along with other funds that may be sought, to support this initiative. Overall, this effort will include the following products:

- USACE-reported performance metrics;
- Clear Water Act Section 404 and 408 finalized permit decisions;
- Meetings with associated documentation and visual aids; and
- Annual report documentation.

Environmental Stewardship Program

Other Funding Sources

Federal regulations encourage transportation planners and stakeholders to collaboratively consider the effects of the long-range transportation plan, and its associated projects, on the natural environment. Since its inception in 2016, the Environmental Stewardship Program has engaged with numerous public- and private-sector partners on planning activities to 1) categorize the region's various ecosystem locational, criticality, vulnerability, and conservation priority characteristics; 2) assess current/future environmental impacts created by infrastructure projects; 3) identify, educate, and train on best practices to enhance and preserve the natural environment; 4) evaluate potential impact reduction or mitigation needs/values, and 5) seek opportunities for incorporating project/system-level stewardship-based solutions. Additionally, specific implementation efforts such as wetland restoration, planting and/or tracking of tree cover, development/use of environmental effect cost/benefit assessment tools, public/private sector stewardship education events, and mechanisms to increase demand over the creation and use of wetland/stream mitigation credits had been funded through this innovative program.

Throughout FY2024 and FY2025, staff will evaluate the continuing functionality, data needs, and policy implications of existing online tools relevant to ecosystem quality assessment, impact analysis, mitigation identification, and benefit quantification. Next steps regarding short-term/long-term tool upgrades and/or the development of, linkage to, and use of alternate platforms will be determined and pursued, particularly in reference to environmental screening and mitigation assessment commitment needs outlined for the next Metropolitan Transportation Plan (MTP). This work will also be performed in collaboration with resource agencies, stakeholders, and other NCTCOG departments as staff analyzes its potential roles for protecting the region's environmental quality, as well as preferred strategies in working with partners to meet their conservation priorities while also facilitating delivery of transportation projects. Finally, federal and

State formula and discretionary grant programs will be examined as opportunities to either fund implementation of projects/products recommended through previous planning/engineering analysis or support current stewardship-based initiatives identified by partners. This element will utilize Regional Toll Revenue funds. Anticipated products include:

- Agreements with external partners, as needed;
- Updates to data and tools relevant to environmental stewardship and mitigation, including any associated promotional materials, user guides, and/or web pages;
- Documentation and visual aids for distribution and/or presentation at coordination meetings, workshops, training sessions, peer exchanges/conferences, and other outreach events; and,
- Materials associated with the preparation, submittal, approval, and/or administration of Federal or State formula/discretionary grant applications.

Blue-Green-Grey Silo-Busting Initiatives

Other Funding Sources

The focus of the “Blue-Green-Grey” initiative is to help evolve the transportation planning process away from where lack of communication or coordination/inclusion with planners or champions of various disciplines resulted in disjointed projects or “silos”. Blue-Green-Grey is an effort to identify and implement “silo-busting” projects focusing on three elements – blue (water), green (environment), and grey (transportation infrastructure). Since the program’s initiation in 2017, nine total projects out of three rounds of funding solicitation were selected for implementation as examples of how to develop new ideas for transportation enhancements and/or mitigation through engaging multiple disciplines, providing lessons learned and encouragement for similar projects to be replicated elsewhere in the region. Work performed during FY2024 will focus on completion of the last of three projects selected from a 2021 funding solicitation: Blue-Green Neighborhood Beautification Design Guidelines and Pilot Project – Dallas Bottom District. Supported through utilization of Regional Transportation Council (RTC) Local funds, staff will determine if new funding rounds can be advanced enabling the program to support additional projects beyond FY2024. Anticipated products include:

- Small-scale green infrastructure pilot project in the Dallas Bottom District, along with supporting beautification plan documentation and visual aids;
- Final reports/case studies summarizing impacts, lessons learned, and any future plans; and,
- Presentation panels, expert reviews, and other program performance documentation and administrative materials supporting additional funding initiatives and project awards, if justified.

Integrated Planning for Regional Transportation, Urban Development, and Stormwater Management

Other Funding Sources

Performed throughout FY2024 and FY2025, activities contained in this element concentrate on the integration of regional transportation planning, regional stormwater management, urban development planning, and environmental planning for the purposes of identifying impacts, alleviating risks, and incorporating adaptations from extreme riverine flooding, excessive rainfall

events, and associated disruptive environmental factors. This comprehensive initiative is established through a partnership between NCTCOG and the United States Army Corps of Engineers (USACE), Federal Emergency Management Agency (FEMA), Federal Highway Administration (FHWA)/Texas Department of Transportation (TxDOT), Texas Water Development Board (TWDB), Texas General Land Office (GLO), Tarrant Regional Water District (TRWD), University of Texas at Arlington (UTA), and the Texas A&M AgriLife Extension. Coordinated through working groups of local partners/stakeholders across all or portions of Dallas, Denton, Ellis, Hood, Johnson, Parker, Tarrant, and Wise counties (specifically, the combined watersheds of the Clear Fork, Elm Fork, and West Fork Trinity River basins upstream from the urban cores of Dallas and Fort Worth), the study will include vulnerability/criticality assessments of infrastructure and land uses, analysis of potential lifecycle-based adaptability and durability measures, and determination of possible delivery and maintenance strategies aimed at improved operational capabilities and reduced flood risk. It will account for future transportation infrastructure plans, land-use plans, and the resultant stormwater runoff and other environmental effects from those plans in generating a menu of technical and policy-oriented options public/private entities may use to mitigate the potential damage, disruption, and recovery stressors from flood events.

Information and outcomes from this collaborative preliminary study could ultimately be used to conduct similar, all-inclusive, and contiguous studies across North Central Texas that may reduce lifecycle costs and other burdens to infrastructure, urban development, and regional growth. Funding for this initiative is provided through Surface Transportation Block Grant Program funds, Regional Transportation Council Local funds, Texas Water Development Board funds, and Transportation Development Credits, in addition to other anticipated funds from other federal and State agencies. Consultant and subrecipient assistance will be utilized. Anticipated products may include:

- Development, application, and technical analysis of dynamic numerical models for estimating occurrences, extent, and severity of flood events and other environmental effects;
- Creation and maintenance of Geographic Information System (GIS) map layers, relational databases, web applications, and other technical tools supporting surveys/inventories, spatial analyses, permitting, and project implementation and performance monitoring;
- Benefit/cost analyses (BCA) and other economic outputs assessing potential multi-disciplinary alternative applications for flood risk reduction and/or mitigation;
- Community engagement and analysis in partnership with FEMA and use of their Community Health and Resource Management (CHARM) scenario planning tool;
- Maps of current/future vulnerable areas and critical transportation facilities to target for enhanced protection and mitigation from flood events;
- Identification and incorporation of performance measures and evaluation criteria to inform transportation project development and selection processes, as well as align with merit, eligibility, and readiness factors from Federal/State formula and discretionary grant funding programs;
- Engineering products and tools aimed to calculate infrastructure/land use design parameters, water retention/detention storage and conveyance thresholds, condition degradation values, and lifecycle needs;
- Coordination with resource agencies, technical committees, public/private stakeholders, and other partners highlighting outreach, education, training, regulatory needs/actions, and replication considerations; and
- Documentation of recommended policies, programs, best practices, and/or projects.

Everman Integrated Stormwater/Flooding Management Study

Other Funding Sources

Targeted for completion during FY2024, NCTCOG will conduct a citywide stormwater baseline assessment to identify areas at risk of flooding, integrate improved stormwater management practices, and identify associated transportation needs. This baseline is critical in establishing the appropriate design elements for the anticipated widening of Forest Hill Drive in the cities of Everman, Forest Hill, and Fort Worth. Regional Transportation Council Local funds will be used to support work activities, including consultant assistance to be facilitated in partnership with Tarrant County and the affected cities. Anticipated products include:

- Technical memoranda documenting transportation alternatives, flood risks, and recommended stormwater management practice improvements.

Forest Hill Drive Planning Study

Other Funding Sources

Work on the Forest Hill Drive Planning Study to facilitate the future reconstruction and widening of Forest Hill Drive between Lon Stephenson Road and Shelby Road within the cities of Everman, Forest Hill, and Fort Worth will be completed in FY2024. The effort will review demographic data and project travel demand forecasts of vehicle volumes. Stormwater impacts will come from a separate effort. FY2023 results will be compared to FY2024 technical data to review proposed options. Surface Transportation Block Grant Program funds, matched with Transportation Development Credits, will be used to support work activities. The development of a system of improvements is anticipated:

- Phase 3 - Travel demand needs, stormwater impacts and option review; and
- Phase 4 - System report of recommendations and final report.

Forest Hill Drive Engineering Study

Other Funding Sources

The results and products of the FY2024 effort will drive the engineering of Forest Hill Drive. A review of fatal flaws will be conducted, and work will be developed to the 30 percent design level. Environmental requirements will be met, sensitive areas highlighted, and stormwater impacts documented. Surface Transportation Block Grant Program funds, matched with Transportation Development Credits, will be utilized, and consultant assistance will be obtained. Anticipated products include:

- A conceptual engineering assessment, including stormwater impacts and a recommendations report;
- Public involvement refinements as the project progresses; and
- Engineering report and products for 30 percent design of Forest Hill Drive.

4.03 Understanding Public Return on Investment for Transportation Funding

Transportation Planning Funds

Major transportation projects often multiply economic and other effects to a region and the local communities adjacent to the project. This project is a regional study to develop a process for calculating return on investment of public funds for various transportation modes. As a part of this effort, procedures will be developed to apply this process to major transportation projects/corridors within the region. Components include evaluations of direct and indirect effects of a major transportation project such as safety, economic, social, and mobility benefits. Work for this effort will continue in FY2024. Anticipated products include:

- Technical report outlining process to determine return on investment, including assumptions, standards, and procedures for application.

4.04 Regional Passenger Rail Planning and Evaluation Process Development

Transportation Planning Funds

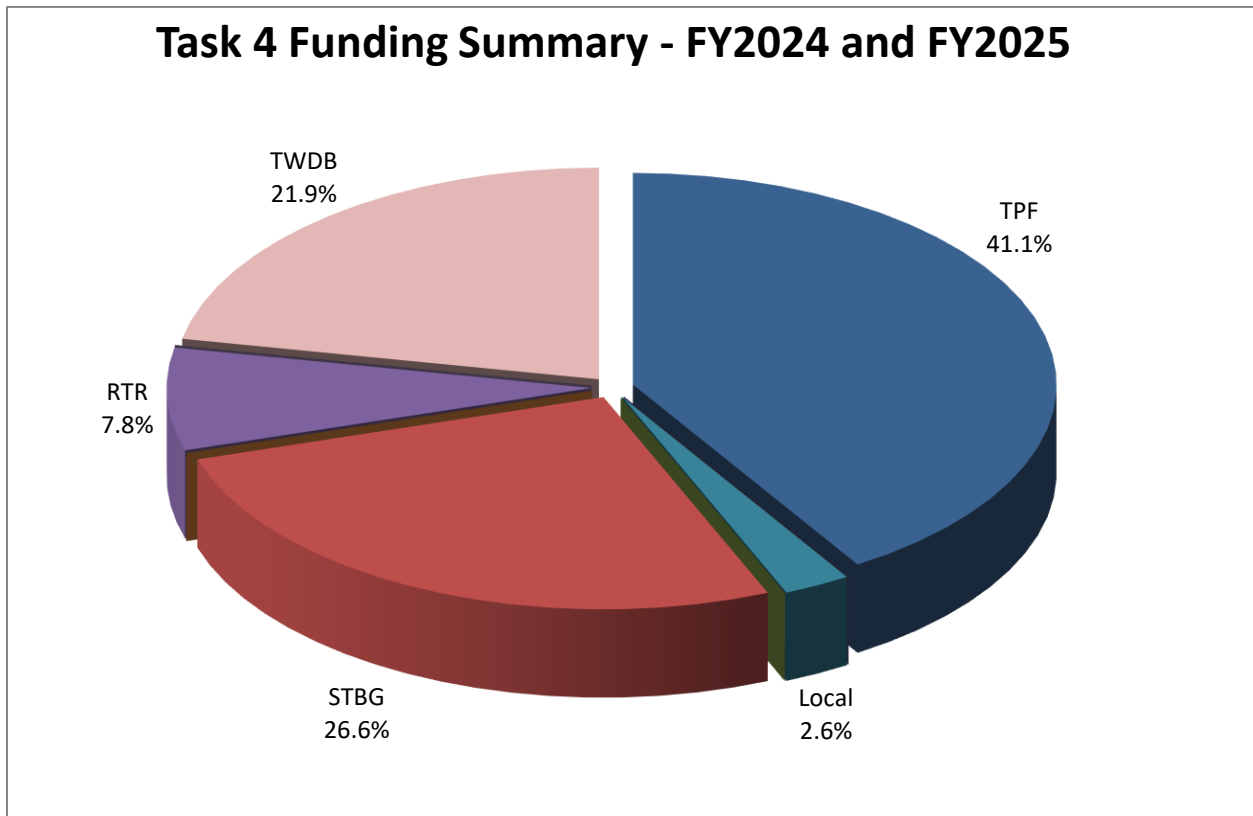
Throughout the Dallas-Fort Worth region, several opportunities exist to provide passenger rail service in existing freight rail corridors. During FY2024, North Central Texas Council of Governments staff will analyze opportunities within the region where potential passenger rail service may be feasible in the future and what local governments can do to preserve the corridor and develop compatible land use and economic development options. The activities will include collaboration with many project stakeholders such as Class 1 railroads, transportation partners, and local government entities; development of a set of evaluation criteria of corridor feasibility for rail service; and development of land-use guidance to facilitate future rail service demand. The developed evaluation criteria and guidance methodology will be applied to a potential passenger rail corridor for proof-of-concept applicability. The following products will be delivered as a result of work done on this project:

- An established methodology to evaluate corridors for rail readiness and provide guidance for future passenger rail corridor development;
- Technical memorandums describing the development of the evaluation methodology;
- An evaluation of one or more potential passenger rail corridors using the developed methodology; and
- Presentations and briefings notes.

E. Funding Summary

Subtask	TPF ¹		Additional Funding			One-Year Subtask Total		Two-Year Subtask Total
	FY2024	FY2025	Source	FY2024	FY2025	FY2024	FY2025	
4.01	\$1,674,000	\$1,923,000				\$1,674,000	\$1,923,000	
Subtotal								\$3,597,000
4.02	\$146,000	\$153,000				\$3,356,500	\$2,655,000	
			Local	\$248,500	\$0			
			RTR	\$482,000	\$276,000			
			STBG	\$1,425,000	\$1,153,000			
			TWDB	\$1,055,000	\$1,073,000			
Subtotal								\$6,011,500
4.03	\$45,000					\$45,000		
Subtotal								\$45,000
4.04	\$47,000					\$47,000		
Subtotal								\$47,000
Total	\$1,912,000	\$2,076,000		\$3,210,500	\$2,502,000	\$5,122,500	\$4,578,000	\$9,700,500

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



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VI. Task 5 – Special Studies

A. Objective

The North Central Texas Council of Governments' (NCTCOG) Transportation Department frequently serves as an added resource to the various cities, counties, transportation authorities, and the Texas Department of Transportation (TxDOT) by conducting and/or participating in a wide range of various travel forecasting, planning, and technical projects referred to as Special Studies. Projects range from local traffic impact analyses to detailed technical support and evaluations for corridors to meet the requirements of the National Environmental Policy Act. Providing regional support to transportation providers is critical in the planning, operation, and maintenance of a comprehensive regional transportation system.

A continuing emphasis of NCTCOG's Unified Planning Work Program (UPWP) will be to provide continued technical support to the TxDOT Dallas and Fort Worth district offices, Dallas Area Rapid Transit, Trinity Metro, the Denton County Transportation Authority, the North Texas Tollway Authority, the Collin County Toll Road Authority, and other public agencies as needed in carrying out detailed corridor studies. Included in these evaluations will be the completion of ongoing corridor studies and assistance with Environmental Assessments and Environmental Impact Statements consistent with the National Environmental Policy Act process and as outlined in the Metropolitan Planning Rules, as well as other federal and State regulations. Efforts will also be directed at improving levels of transportation decision making by expanding efforts to include a greater emphasis on incorporating the appropriate level of quantitative and qualitative environmental justice analysis procedures as developed in Subtask 2.06 into planning documents, policies, and activities. It is a goal of this enhanced effort to include a greater emphasis on environmental justice analyses to better consider the identification of benefits and burdens on protected population classes into planning activities. Coordination with the public

involvement/outreach process will also play a primary role in ensuring the success of this program. A greater focus on environmental justice serves to not only meet the expectations of legislation but strives to continually improve the transportation planning and decision-making process to ensure that the movement of goods and people is affordable, efficient, safe, and impartial for all patrons.

Emphasis will continue to be placed on providing technical assistance to local governments in transportation subarea studies and comprehensive/thoroughfare planning. NCTCOG serves as an extension of the staff of local governments and is available to provide technical support to maintain and improve transportation planning and to process critical day-to-day information often not available at the local level. Technical support also extends to private-sector enterprises under certain circumstances, including potential Comprehensive Development Agreements and other projects as requested. As these initiatives move forward, staff will work to include these efforts in the metropolitan planning process. Exhibit I-8 of this document outlines the UPWP policies that will be used to guide the allocation of NCTCOG resources in providing technical assistance.

Planning efforts related to the Land-Use/Transportation interface reflect the connections among bicycle and pedestrian mobility, low vehicle miles of travel, and automobile parking. The objective of this effort is to encourage the deployment of transportation facilities and land uses that reduce the average vehicle miles traveled in the region.

Also addressed in Task 5 will be the impact of truck traffic, rail freight, and other goods movement in and through the region, and the incorporation of technology for a regional railroad information system. Support for ongoing local, State, and federal initiatives to address transportation system security and the development of policies, programs, and projects to improve transportation safety are also included. In addition, data collection and planning efforts to assess the impact of aviation

activity on surface access to aviation facilities and associated improvement needs; regional aviation system planning; and planning for the integration of Urban Air Mobility and Advanced Air Mobility into the traditional planning process to relieve congestion on the existing surface transportation system are key objectives in this Task. Streamlining and coordination of the planning and environmental review processes to expedite project delivery and work efforts to integrate transportation asset management principles within the metropolitan planning process to reduce costs are also included, as well as the planning and implementation of programs to support regional military and community coordination, and activities in support of the arrival of automated vehicles and technologies in the region.

B. Expected Products

Expected products include a wide variety of technical reports and documentation summarizing the findings of various travel forecasting and transportation planning efforts conducted as part of this task. Detailed descriptions of the likely products from each subtask are included in each subtask description.

C. Previous Work

Routine Work Efforts – In pursuit of a comprehensive, safe, and modern regional transportation system, Task 5 work efforts run a gamut from technical assistance and local traffic impact analyses to environmental impact support, goods movement, monitoring of airport ground access and unmanned aircraft systems, to sustainable development planning and implementation efforts, and to planning for the arrival of high-speed passenger technology and autonomous vehicles in the region.

Evaluations of multimodal transportation needs at the subarea or corridor level to support local governments were performed. Results of the analyses were provided in a variety of formats, including maps and performance reports. A strategic review was conducted along Mockingbird Lane under the Love Field Surface Transportation Planning Study.

Land use and transportation initiatives are also ongoing elements of Task 5. Bicycle and pedestrian planning took place. Staff supported quarterly meetings of the Bicycle and Pedestrian Advisory Committee, provided regional trail coordination, completed a successful call for projects for Transportation Alternative funds, and updated the regional bicycle Geographic Information System network. Technical assistance was provided to local communities, not only for bicycle and pedestrian planning, but for sustainable development and transit-oriented development projects as well. Pedestrian and bicycle safety will continue to be a focus area. School siting and other land-use issues were addressed relative to the impacts on transportation. These aforementioned activities are ongoing and will carry forward into Fiscal Year (FY) 2024 and FY2025.

Regional freight planning and support of the Regional Freight Advisory Committee continued, including the completion of Freight North Texas 2022 and Land Use Analysis, Truck Routing study and the Truck Parking Study update. Support for the Air Transportation Advisory Committee continued, as did airport system and surface access to aviation planning. Management of the North Texas Unmanned Staff administration of the Regional Coordination Committee (RCC) included conducting quarterly committee meetings and officer communications. Local governments submitted proposed development projects for comment on the RCC Development Review Web tool to help ensure development is compatible with base operations.

Regional coordination activities were conducted for transportation system security and emergency preparedness. Documentation in regional planning documents was updated and

evaluation of critical infrastructure initiated. TxDOT Crash Records Information Systems (CRIS) data was analyzed to identify crash trends and hotspots and updated federally mandated safety performance targets were established. Coordination of the Regional Safety Advisory Committee continued. The Drive Aware North Texas campaign, and a regional driver safety outreach website and outreach campaign were launched to positively influence negative driver behaviors. The NCTCOG Regional Roadway Safety Plan was initiated and finalized.

Non-Routine Work Efforts – The status of significant or one-time work efforts contained in Task 5 is provided in the table below.

Project Name	Accomplishments to Date	Reason for Carryover to FY2024	Anticipated Completion
Collin County Strategic Transportation Initiative	Extensive modeling and outreach efforts continued as part of the University Partnership Program.	N/A	Complete
Hines Boulevard Corridor Study from Loop 12 to Downtown Dallas	Staff continued working with consultants and City of Dallas staff on the development of the Harry Hines Boulevard Master Transportation Plan. Extensive coordination continued with the Texas Trees Foundation and the Southwest Medical District on plans they have for the Harry Hines corridor. A public meeting was held in August 2022 and public meeting comments were also catalogued in the final report, which completed the study.	N/A	Complete

Project Name	Accomplishments to Date	Reason for Carryover to FY2024	Anticipated Completion
Hines Boulevard Corridor Study from Loop 12 to Downtown Dallas	Staff continued working with consultants and City of Dallas staff on the development of the Harry Hines Boulevard Master Transportation Plan. Extensive coordination continued with the Texas Trees Foundation and the Southwest Medical District on plans they have for the Harry Hines corridor. A public meeting was held in August 2022 and public meeting comments were also catalogued in the final report, which completed the study.	N/A	Complete
High-Speed Passenger Technology	Efforts continued toward advancing planning for high-speed technologies in the region, including hyperloop and high-speed rail. Staff activities focused on administering a consultant contract for the Dallas-Fort Worth High-Speed Transportation Connections Study, including hosting several public meetings/open houses and developing a travel demand methodology for Phase 2 of the study.	Multiyear project	Ongoing

Project Name	Accomplishments to Date	Reason for Carryover to FY2024	Anticipated Completion
High-Speed Passenger Technology: DFW High-Speed Transportation Connections Study	Phase 1 activities, focused on alternatives analysis of alignments and modes, was substantially completed in FY2022. Phase 2 activities included regular coordination with the Federal Railroad and Federal Transit Administrations, advancement of conceptual engineering, and refinement of alternatives near station locations.	Multiyear project	FY2025
Regional Automated Transportation System (ATS) Initiative	Consultant support was procured to develop Automated Transportation System (ATS) guidelines for next-generation people movers (vehicles), elevated modular guideways (including standardized engineering designs), and dynamic wireless charging. Potential pilot projects and retrofit opportunities were also advanced through initial planning processes.	Multiyear project	Ongoing
Regional Passenger Rail Innovative Finance Initiative	Work activities included travel demand forecasting for regional rail corridors recommended in Mobility 2045 Update; a significant focus of these efforts was the Irving to Frisco/Celina passenger rail corridor.	N/A	Complete

Project Name	Accomplishments to Date	Reason for Carryover to FY2024	Anticipated Completion
IH 30/Fair Park Street Grid Planning Study: Foundation for CBD/Fair Park Link	An all-hands meeting was initiated to refine the work activities for the CBD-Fair Park Link Study. A white paper was captured, field work conducted at the Green Line near Fair Park and significant discussion held on the benefits of depressing IH 345 below grade. The initial report proposes multiple "Links" over a depressed freeway.	Multiyear project	FY2024
Collin County Outer Loop	Environmental investigations, analysis, and documentation for the Collin County Outer Loop Segment 3 (Dallas North Tollway Extension to US 75) were finalized for Collin County Commissioners' Court review and acceptance. Staff also coordinated regularly with the County regarding ongoing right-of-way (ROW) acquisition and interim frontage road construction activities across multiple Outer Loop segments.	N/A	Complete
Sustainable Development Projects	Three construction projects were closed out and two are underway. One land banking project is still being monitored and projects funded in FY2018 with federal funds continue to advance with contracting and design.	Multiyear project	Ongoing

Project Name	Accomplishments to Date	Reason for Carryover to FY2024	Anticipated Completion
General Land Use and Transportation Coordination	Completed the NCTCOG Regional Guide for Community Gardens; developed transit zoning guidelines; worked with various teams to purchase regional sidewalk data; and hosted quarterly Land Use and Transportation Task Force meetings.	Multiyear project	Ongoing
Community Schools and Transportation	Completed a successful walk to school event with over 1,000 participants. Completed the Regional Safe Routes to School Guide.	Multiyear project	Ongoing
Hickory Tree Road Planning Study	Area plan completed.	N/A	Complete
Bachman Lake Area Planning Study	Area plan completed.	N/A	Complete
Fort Worth-to-Dallas Regional Trail Branding Plan	Completed Branding Project with a new name and program guidelines.	N/A	Complete
Dallas Opportunity Zone 1: North Oak Cliff Planning and Conceptual Engineering Study	Work began on securing consultant assistance for the first component involving conceptual engineering of the Jefferson and Houston Viaducts. Thoroughfare street planning has involved options involving the Dallas Independent School District. Bicycle/pedestrian and traffic calming activities will be coordinated with City of Dallas tasks.	Multiyear project	FY2024
City of Irving Bicycle Plan	Completed the Plan and hosted several public meetings. Developed an on-street bicycle network and implementation plan.	Multiyear project	FY2024

Project Name	Accomplishments to Date	Reason for Carryover to FY2024	Anticipated Completion
Regional Pedestrian Safety and Bicycle Safety Plans	Completed a Regional Pedestrian Safety Plan adopted by RTC. Submitted a federal grant for construction of a priority project within the plan and worked with FHWA to host several roadway safety audits of priority safety corridors in the plan.	N/A	Complete
Regional Parking Management Tool and Strategies Program	Developed online parking database and updated project website. Worked on Deep Elum Parking Study and collected parking data.	Multiyear project	Ongoing
Smart Transit Corridors and Walkable Places	Developed a jobs/housing transportation report and a value capture report.	N/A	Complete
National Park Service Partnership (Phase 1)	Quarterly meetings were hosted by the NCTCOG Environment and Development Department to develop regional canoe/kayak infrastructure.	Multiyear project	FY2025
Silver Line Transit-Oriented Development Corridor Planning	Agreements were executed with FTA. A parking study kick off meeting was held with stakeholders. A procurement was launched for consultant services for Routes to Rail preliminary engineering.	Multiyear project	FY2025
Grand Avenue Study (3G: Garland/Gaston/Grand to IH 30)	An initial meeting with the community occurred, and a comprehensive white paper was developed to task the study design. This right-of-way is owned by TxDOT and all parties are going to explore options for consideration. TxDOT will assist in engineering.	Multiyear project	FY2026

Project Name	Accomplishments to Date	Reason for Carryover to FY2024	Anticipated Completion
National Highway System (NHS) Infrastructure Performance Measures and Transportation Asset Management Plan (TAMP) Coordination and Reporting	Staff participation in national resource agency committees continued to facilitate greater integration of asset condition parameters and management principles into considerations of project design, programming for capital/maintenance investments, resiliency, and metropolitan transportation planning. Work efforts continued in support of TxDOT statewide condition targets for National Highway System (NHS) pavement sections and bridges.	Multiyear project	Ongoing
Asset Condition-Based Roadway Planning	Retrieval and integration of updated bridge/pavement asset data to fulfill Fixing America's Surface Transportation Act and Infrastructure Investment and Jobs Act target tracking, project-based progress reporting, and resilience vulnerability assessment compliance requirements for the 2023-26 Transportation Improvement Program and the Mobility 2045 Update occurred during FY2022 and FY2023. Work is ongoing regarding data collection, methodologies, and the development of tools to aid in the initiation of regular, comprehensive, and systemwide multimodal all-hazards criticality and vulnerability assessments.	Multiyear project	Ongoing

Project Name	Accomplishments to Date	Reason for Carryover to FY2024	Anticipated Completion
Streamlining Potential Interventions to Enhance the Life Cycle Condition and Maintenance of Bridge Assets	As part of the University Partnership Program, students completed literature reviews, data collection and both qualitative and quantitative analysis of three years of bridge condition reports to determine the Defect Severity Index. Samples were tested to see how different interventions could keep a bridge functional and in its current condition.	N/A	Complete
Regional Goods Movement	Conducted regional planning activities, analyses, and studies to enhance regional goods movement in accordance with the Metropolitan Transportation Plan and federally required performance measures, including completing Freight North Texas 2022 and additional follow-up studies (i.e. Land Use Analysis, Truck Routing study and Truck Parking study update).	Multiyear project	Ongoing
State Farm Motorist Behavior	Continued support and procurement activities for the Drive Aware North Texas campaign, which is the final outcome/result of the State Farm Motorist Behavior funding.	Multiyear project	FY2024

Project Name	Accomplishments to Date	Reason for Carryover to FY2024	Anticipated Completion
Aviation, Aerospace, and Defense Manufacturing Agile Curriculum Program	<p>The Agile Curriculum Program Committee, comprising workforce solutions, post-secondary educational institutions, and aerospace and defense companies, was established to serve as the institutional framework for the program, and this group met regularly to guide initial project efforts.</p> <p>Staff inventoried available cybersecurity and data analysts/engineer curriculums at the local colleges and universities that will serve as the foundation for curriculums creating cybersecurity pipeline training courses and apprenticeship programs as well as micro-credential training programs.</p>	Multiyear project	FY2024
Red River Navigation System Feasibility Study	<p>US Army Corps of Engineers (USACE) contract was extended to support continuing efforts for the study of Red River navigation costs/effects. Staff continued participation in the Project Review Committee, and a contact list was developed to promote a survey related to the study.</p>	Multiyear project	FY2025

D. Subtasks

The following subtasks address Special Studies.

5.01 Regional Transportation Studies

This subtask provides support in the development and refinement of major regional corridor studies. For corridors identified for improvement in the financially constrained Metropolitan Transportation Plan (MTP), as well as other potential facilities being considered for inclusion in future MTPs, a comprehensive, detailed, and environmentally focused study must be performed at the corridor level.

Corridor Studies/Environmental Studies Support

Transportation Planning Funds

This subtask is ongoing throughout both FY2024 and FY2025, providing support in the development of roadway and rail corridor studies. For corridors identified for improvement in the Metropolitan Transportation Plan (MTP), both in the financially constrained and the illustrative list of projects, as well as other facilities being considered for inclusion in future MTPs, a comprehensive, detailed, and environmentally and socially focused study must be performed at the corridor level. These corridor studies are funded by Transportation Planning Funds, unless otherwise noted, and may require environmental analysis, evaluation of existing and/or future infrastructure conditions, or other feasibility assistance. These studies are required by federal regulation and serve as a bridge between the regional planning process and the more detailed environmental analysis and corridor design, and engineering phases conducted with partner agencies, including Dallas Area Rapid Transit (DART), the Denton County Transportation Authority (DCTA), Trinity Metro, the North Texas Tollway Authority (NTTA), and the Texas Department of Transportation (TxDOT). The studies will be conducted based on regional priorities, schedules of partner transportation agencies, and staff and funding availability.

Where transportation investments are contemplated, reasonable alternative strategies for addressing the transportation demands and congestion at a corridor or subarea level of the Metropolitan Planning Area are identified and evaluated in these studies. The corridor study process provides information to elected officials, technical staff, the business community, nearby property owners, and the general public on the costs, benefits, and impacts of these alternatives so that an informed decision can be made for a corridor improvement strategy. The study process also presents the opportunity to promote a balanced and multimodal transportation network to improve system interoperability and efficiency, and support the goals of the Metropolitan Transportation Plan, along with sustainability, livability, and community land-use objectives. Funding assistance may be requested from the participating agencies and potential private concessionaires involved in Comprehensive Development Agreement (CDA) efforts.

In addition, this Work Program subtask includes technical assistance enabling NCTCOG to respond to ad hoc requests for information and assistance from local governments, transportation authorities, public agencies, Transportation Management Associations, and private interest groups. TxDOT technical assistance requests, such as on- or off-system arterial corridor analysis projects that help determine design concept and scope, are similarly included in this element. Tasks performed as technical assistance usually involve special computer processing and rerunning portions of the travel forecast model to determine travel conditions and assumptions as

specified in each individual request. This work is often done for local governments in conjunction with consultants retained by the local government to complete a study or project. Anticipated products of this subtask include:

- Travel demand modeling forecasts for study corridor alternatives and alignment analysis;
- Specialized model runs such as select-link analyses and alternative demographic modeling;
- Report of daily volumes, peak-hour volumes, level-of-service, vehicle miles traveled, ridership totals, boarding and alighting figures, and other travel model data for studies;
- Travel demand modeling forecasts and forecast results reports with supporting tabulations as required for New Starts applications;
- Travel model networks, Geographic Information System (GIS) shape files, and performance reports as model outputs;
- Participation in coordination meetings that monitor the progress of environmental documents being prepared by the project sponsor (i.e., TxDOT, NTTA) for implications to the Metropolitan Transportation Plan and other supporting documents;
- Collection and transmittal of travel model data for potential CDA proposals;
- Environmental study and project updates on the NCTCOG website;
- Feedback to sponsoring agencies on review of document recommendations and design concepts as they impact the larger system;
- Update to the regional tolling analysis that evaluates potential environmental justice impacts;
- Analysis that quantifies potential environmental justice impacts at the corridor level;
- Written statements of support at public meetings and hearings for corridors;
- Assistance to local toll project entities on feasibility studies for potential toll roads;
- Review of feasibility and corridor study components;
- Evaluation of institutional structures necessary to implement proposed toll roads;
- Public involvement activities;
- Coordination of planning activities with regional transportation partners, including TxDOT and NTTA;
- Corridor recommendations consistent with the Metropolitan Transportation Plan, the Transportation Improvement Program, and Regional Transportation Council policies; and
- Documentation to guide incorporation of asset management principles, performance measures, and pilot project recommendations in the preparatory, analysis, and decision-making efforts for updates to the Metropolitan Transportation Plan, Congestion Management Process, and the Transportation Improvement Program.

Other Funding Sources

Texas Department of Transportation funds will also be utilized to carry out the work activities noted above, as well as corridor-level mobile source air toxics analyses, on projects that TxDOT requests assistance on. The following projects are anticipated to be performed using Texas Department of Transportation funds. This list is not exhaustive and other corridors may be added at the request of the TxDOT Dallas or Fort Worth districts.

- US 75 – Dallas County/Collin County;
- US 80/IH 30 – Dallas County/Rockwall County/Kaufman County/Hunt County;
- US 380 – Collin County/Denton County;
- IH 635 East;
- City Map (Downtown Dallas Freeway Coordination Study);

- SH 190 East Branch;
- IH 20 – Dallas County;
- Spur 394;
- IH 820 West Loop;
- SH 170;
- IH 30 Tarrant County; and
- IH 635/IH 20/US 175 Feasibility Study.

North Texas Tollway Authority Feasibility Studies

Other Funding Sources

During both FY2024 and FY2025, the North Central Texas Council of Governments (NCTCOG) will assist the North Texas Tollway Authority (NTTA) in providing travel demand modeling for current and future corridor feasibility studies, environmental documents, air quality impact analyses, and traffic and revenue forecasts. NTTA funds have been provided through an interlocal agreement between the two agencies to support this element for corridors listed in the Metropolitan Transportation Plan, as well as other NTTA corridors being considered for inclusion in future MTPs. NCTCOG will employ the Dallas-Fort Worth Regional Travel Model, as well as other planning activities, to provide technical data to NTTA in the analysis of new toll or managed facilities, operational enhancements, capacity improvements, or reconstruction of existing toll roads. Anticipated products of this subtask include:

- Technical data from the travel model, including daily volumes, peak-hour volumes, levels-of-service, and vehicle miles traveled for use in the refinement of corridor recommendations; and
- Corridor-level mobile source air toxics analyses.

Strategic Corridor Initiatives

Other Funding Sources

Under this initiative, North Central Texas Council of Governments (NCTCOG) staff will provide technical expertise, advanced planning, environmental coordination, design consultation, and legal/administrative support for transportation providers and the Regional Transportation Council (RTC) to help expedite critical regional projects through all post-feasibility study development phases into implementation as soon as possible. The goal of this element is to streamline the delivery process so attributes/principles like improved lifecycle functionality, reduced cost escalation (by inflation), congestion mitigation, enhanced air quality, and others can be optimized. As regional roadway, freight/passenger rail, and other multimodal projects continue to increase in complexity, scope, and impacts, NCTCOG has identified needs to expand involvement beyond its primary planning and programming functions so transportation system improvements may be executed more rapidly and effectively.

Throughout FY2024 and FY2025, activities conducted from this element will assist the advancement of projects across all surface modes of transportation, and particularly the following: 1) projects dealing simultaneously with multiple transportation modes; 2) projects seeking innovative financing opportunities (including discretionary grant solicitations); 3) projects identified

as outcomes or candidates from programs/initiatives directed toward ensuring compliance with federal, State, and other policy body requirements/obligations; and 4) projects incorporating special operational, asset condition, technology/service accommodation, and/or critical functionality characteristics. Surface Transportation Block Grant Program funds, Regional Toll Revenue funds, Regional Transportation Council Local funds, and Transportation Development Credits will support this effort. Consultant assistance will be utilized as needed. Anticipated products will vary depending on the work performed, and could include:

- Implementation and tracking of strategic surface transportation projects among all modes, including progress reports, environmental review milestones and deliverables, design/engineering review, and project sponsor/stakeholder meetings;
- Materials associated with the preparation, submittal, approval, and/or administration of federal or State formula/discretionary grant applications performed by NCTCOG and/or in partnership with transportation providers, local governments, and other eligible entities;
- Documentation and visual aids for distribution and/or presentation relating to the research, development, and negotiation of legal mechanisms for project/program implementation directed at ensuring compliance with federal, State, and other policy body requirements/obligations; and,
- Technical memoranda and visual aids documenting/displaying planning and development activities/considerations for targeted critical and/or innovative projects and their associated areas or corridors.

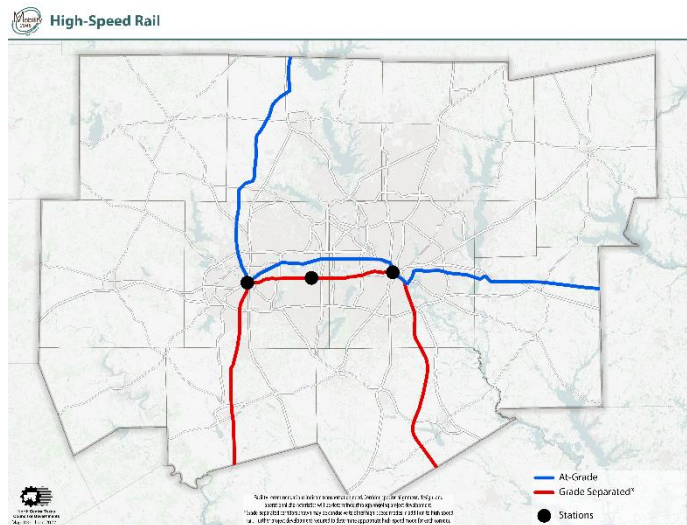
The following is a list of roadway corridors identified for study and/or advanced development in this element; additional corridors may also be determined:

- North Tarrant Express (NTE) Segments, TEXpress Lanes, and Connectors (IH 30, IH 35W, IH 820, International Parkway, PGBT, SH 121, SH 161, SH 170, SH 183, SH 360, and US 287);
- LBJ Express Segments, TEXpress Lanes, and Connectors (DNT, IH 35E, IH 635, and Loop 12);
- IH 20 – Dallas County/Tarrant County;
- IH 20/IH 30 – Parker County/Tarrant County;
- IH 35E – Dallas County (including IH 35E/DNT interchange);
- IH 35E – Ellis County;
- IH 35W – Denton County;
- IH 35W – Johnson County/Tarrant County;
- IH 45 – Dallas County;
- IH 820 West – Tarrant County;
- Loop 9;
- Loop 12;
- Regional Outer Loop – Collin County/Denton County/Ellis County/Kaufman County/Rockwall County;
- SH 114 – Dallas County/Denton County/Tarrant County;
- SH 360 – Tarrant County;
- US 67 – Dallas County/Ellis County/Johnson County;
- US 175 – Dallas County; and
- US 287 – Ellis County/Johnson County/Tarrant County/Wise County.

High-Speed Passenger Technology

Other Funding Sources

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



The following products will be delivered during FY2024 and FY2025 as the result of work done on this project:

- Various maps identifying alternatives and Regional Transportation Council policies;
- Development of ridership modeling analyses for various high-speed passenger technology alignments and station locations;
- Technical memorandums detailing corridor-adjacent land use and/or infrastructure modification analyses and recommendations, specifically at or proximate to station locations; and
- Recommended station locations, alignments, and technology.

High-Speed Passenger Technology: Dallas-Fort Worth High-Speed Transportation Connections Study

Other Funding Sources

The Regional Transportation Council has secured Surface Transportation Block Grant Program funding, matched with Transportation Development Credits, to support the development of high-speed passenger technology between Dallas and Fort Worth. These dollars and credits will be

utilized by the North Central Texas Council of Governments to lead the initiative to complete any pre-National Environmental Policy Act (NEPA) planning efforts, as well as the required environmental documents (Environmental Assessment anticipated) in accordance with the National Environmental Policy Act on the Dallas-Fort Worth High-Speed Transportation Connections Study. Preparation and monitoring of applications for federal or State grants related to intercity high-speed rail planning centered on the Dallas to Fort Worth high-speed corridor may also be part of required activities. Consultant assistance will be utilized. Anticipated products during FY2024 and FY2025 include:

- NEPA planning efforts, including preparation of a service development plan;
- Fifteen percent conceptual and 30 percent preliminary design plans of Preferred Alternative;
- Final environmental documents; and
- Finding of No Significant Impact.

Regional Automated Transportation System Initiative

Other Funding Sources

Throughout the Dallas-Fort Worth region, many opportunities exist for an appropriate technology to serve as a “last mile” connection or distribution system within a mixed-use activity center area. During FY2024 and FY2025, North Central Texas Council of Governments staff, working in collaboration with the many project opportunity owners, stakeholders, and local government and transportation authority partners, will identify the merits of automated transportation systems (ATS) (sometimes referred to as people movers) technologies available and assess each regional project opportunity for unique needs, including similarities and synergies. This initiative also includes detailed feasibility studies, engineering designs, and/or implementation for automated transportation systems at particular locations and for particular use cases such as passenger and freight/goods distribution. ATS projects are expected to be pursued in both the eastern and western subregions, including engineering and implementation of a retrofit of the Las Colinas Area Personal Transit system. This initiative includes an ATS feasibility study centered on the Legacy Business Area in Plano. Consultant assistance may be utilized for this initiative. Surface Transportation Block Grant Program funds and Transportation Development Credits will be used. The following products will be delivered as the result of work done on this project:

- Technical memorandums evaluating the needs and feasibility of the various regional ATS project opportunities, including the Legacy Business Area in Plano;
- Engineering designs of location-specific infrastructure for ATS projects;
- Retrofit guideway structure and stations as well as vehicle procurement for ATS project in Las Colinas.

Regional Passenger Rail Corridor Planning Studies

Other Funding Sources

Mobility 2045 – 2022 Update, the regional Metropolitan Transportation Plan, has identified several potential corridors for future regional passenger rail service. During FY2024 and FY2025, NCTCOG staff, in coordination with DART, Trinity Metro, DCTA, and local governments along the corridor, will analyze travel demand, review potential station locations, develop ridership

projections, examine opportunities for regional connectivity (including potential interlining opportunities and other transit connections) and identify potential capital and operational funding opportunities for several of these corridors. Activities may include conceptual engineering of the rail corridor and alternatives analyses that include interim transit service opportunities. Regional passenger rail corridors to be studied as part of this effort include the Mansfield Line on the Union Pacific-owned corridor from Fort Worth to Midlothian and the McKinney Line on the DART-owned corridor from Plano to a point north of McKinney. Consultant assistance may be utilized for this initiative. Surface Transportation Block Grant Program funds and Transportation Development Credits will be utilized to support work activities. The following products will be delivered as the result of work done on these projects:

- Technical reports documenting analysis related to project implementation and financial and governance structure options; and
- Mapping of potential alignment alternatives.

High-Speed Rail/Cedars Planning Study

Other Funding Sources

Work on this study of potential improvements will occur in FY2024 and FY2025 and will include the review of transportation thoroughfare systems over IH 30. This project will include transportation planning in the Cedars neighborhood of Dallas, transportation connections to the southern sector on both sides of the Trinity River, review of potential structures in proximity of the IH 30 freeway, and preliminary engineering of recommended improvements.

This work will be performed by NCTCOG staff. It is anticipated this effort will be conducted over three years. Surface Transportation Block Grant Program funds and Transportation Development Credits will be utilized to support work activities. The anticipated products will include:

- A proposed gridded thoroughfare system over IH 30;
- Transportation recommendations for the Cedars neighborhood; and
- Transportation recommendations crossing the Trinity River, connecting Oak Farms to the Cedars neighborhood.

IH 30/Fair Park Street Grid Planning Study: Foundation for CBD/Fair Park Links

Other Funding Sources

Work will continue in FY2024 on a planning study of the street grid south and north of IH 30 in the area bound by IH 45 to the west, Carroll Avenue to the east, Main Street to the north, and Fitzhugh to the south to support system redundancy, context-sensitive multimodal accommodations, urban land-use revitalization, and the traffic incident management process, including travel forecasts and modeling. The current vision is to create multiple links vs a confined, wider thoroughfare. This project will include a study of the Central Business District (CBD) and Fair Park areas. Surface Transportation Block Grant Program funds, Regional Transportation Council Local funds, and Transportation Development Credits will be utilized to support work activities. Anticipated products include:

- Coordination with City of Dallas, Texas Department of Transportation, Deep Ellum Foundation and Fair Park representatives on a common vision for thoroughfare street designs;
- Review of IH 30 thoroughfare and ramp designs to coordinate freeway access and thoroughfare street recommendations;
- Development of plans to reconnect thoroughfare streets and advance the concept for the CBD/Fair Park Link; and
- Review of light rail/roadway interface for safety concerns.

5.02 Subarea Studies and Local Government Assistance

This subtask provides assistance to local governments, including thoroughfare planning support, comprehensive studies, and technical assistance. This includes coordinating with local, regional, State, and federal agencies and assisting in the preparation of environmental and planning documents, as well as working with local governments in developing the transportation component of a city's comprehensive plan or countywide transportation plan.

Comprehensive Transportation Planning Studies and Technical Support

Transportation Planning Funds

This subtask is ongoing throughout FY2024 and FY2025, providing an evaluation of multimodal transportation needs within a specific geographic area or along an arterial or transit corridor. Subarea studies are designed to study a specific issue and allow for a comprehensive assessment of general transportation needs within an area prior to examining system alternatives. A portion of this subtask is dedicated to assisting local governments in developing the transportation component of a city's comprehensive plan or in the development of citywide transportation plans through the delivery of travel forecasts and technical support for these efforts. This subtask includes technical assistance enabling the North Central Texas Council of Governments (NCTCOG) to respond to ad hoc requests for information and assistance from local governments, transportation authorities, public agencies, Transportation Management Associations, and private interests. Due to the large number of similar requests, NCTCOG will prepare countywide subarea forecasts that can be used to assist local governments with thoroughfare planning needs and to answer many technical assistance questions. Additionally, this subtask allows for coordinated planning efforts that provide Travel Demand Model ridership data and technical analysis to local transit agencies.

Specific projects in this work subtask are listed below. The list is not all inclusive, as additional requests may be considered pending staff and resource availability. The timing in which local governments are ready to begin studies and the availability of NCTCOG staff and consultant assistance drive the scheduling of these efforts. Consultant assistance may be utilized to support these studies, and local governments may be responsible for consultant assistance funding. The policies set forth to guide the activity in this Work Program element are contained in Exhibit I-5. This Work Program subtask also provides traffic forecasting and technical support for subtasks conducted by other program areas within the department. Anticipated products include:

- Countywide subarea forecasts and identification of recommendations;
- Thoroughfare planning guidelines;
- Travel demand modeling for study corridor alternatives and alignment analyses;

- Report of daily volumes, peak-hour volumes, levels-of-service, vehicle miles traveled, ridership totals, boarding and alighting figures, and other travel model data for studies;
- Collection and transmittal of travel model networks, Geographic Information System shape files, and performance reports as model outputs;
- Project updates on the NCTCOG website; and
- Incorporation of recommendations into the next Metropolitan Transportation Plan.

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

Roadway

Category 1

- Hood County Transportation Plan (including Chisholm Trail Parkway Extension)
A countywide plan will be developed that incorporates land-use planning, traffic count and accident data, demographic projections, travel demand modeling, local government committee assistance, and public involvement.
- North Tarrant County Transportation Subarea Study
This study will focus on an assessment of transportation needs in northwest Tarrant County. This effort will include a review of current and future traffic volumes, with attention given primarily to the regional arterial system in regard to connectivity and capacity needs.

Category 2

- City of Balch Springs Master Thoroughfare Plan Update
- Dallas County Major Capital Improvement Program (MCIP)
- City of Dallas Comprehensive Thoroughfare Plan Update
- City of Dallas Area Planning Program
- City of Dallas Bike Plan Update
- City of Dallas Comprehensive Plan Update
- City of Garland Bobtown/Lyons Connection
- Hunt County Thoroughfare Plan
- Dallas Fort Worth International Airport Landside Modernization Road Map
- East-West Connector for Dallas Fort Worth International Airport
- City of Lake Worth Thoroughfare Planning Assistance
- City of Richardson Comprehensive Plan
- City of White Settlement Thoroughfare Planning Assistance
- City of Cedar Hill West Side Mobility Assistance

Category 3

- Technical Assistance

Transit

Category 1

- No projects at this time.

Category 2

- Redbird and East Dallas Transit Facility Planning

Category 3

- Technical Assistance

Northwest and Southwest Fort Worth Subarea Studies

Other Funding Sources

In FY2024 and FY2025, NCTCOG, working with the City of Fort Worth, will evaluate and identify roadway improvements and establish multi-modal transportation networks with a focus on land use, safety, and congestion. The Northwest Study will be bounded by US 377 to the east, SH 114 to the north, FM 730 to the west, and IH 820 to the south. The Southwest Study will be bounded by IH 20/IH 820 to the north, FM 1187 to the west, US 377 to the south, and Chisholm Trail to the east. Surface Transportation Block Grant Program funds and Transportation Development Credits will be utilized to support work activities, and consultant assistance will be utilized. Anticipated products include:

- Travel demand modeling for study corridor alternatives and alignment analyses;
- Report of daily volumes, peak-hour volumes, levels-of-service, vehicle miles traveled, and other travel model data for studies;
- Collection and transmittal of travel model networks, Geographic Information System shape files, and performance reports as model outputs; and
- Incorporation of recommendations into the next Metropolitan Transportation Plan.

Love Field Surface Transportation Planning Study (Mockingbird Lane)

Other Funding Sources

During FY2024 and FY2025, NCTCOG, working with the City of Dallas, will evaluate roadway and transit options to maximize accessibility to Love Field now and in the future. This study will analyze roadway improvement scenarios along the southern entrance corridor, which includes Mockingbird Lane, as well as evaluate the impacts of various other improvements, including autonomous transit vehicles, signal improvements, operational turn lanes, and grade separations. The focus of the effort extends from SH 183 to the Dallas North Tollway, taking advantage of the proposed improvements to Stemmons, Mockingbird Lane, and additional arterial streets in that area. Surface Transportation Block Grant Program funds and Transportation Development Credits will be utilized to support work activities. Anticipated products include:

- Identification of needed transportation solutions along the entire corridor;
- Identification of transportation solutions to be processed as Transportation Improvement Program recommendations for engineering and construction; and
- Development of a communications plan for the City of Dallas, Dallas County, TxDOT, the North Texas Tollway Authority, Southwest Airlines, and public entities/citizens.

5.03 Land-Use/Transportation Initiatives


This subtask is ongoing throughout both FY2024 and FY2025. Work will include various elements, including Sustainable Development Initiatives, Transit-Oriented Development, and Bicycle/Pedestrian Planning, Safety, and Engineering Initiatives.

Sustainable Development Initiatives

General Land Use and Transportation Coordination

Transportation Planning Funds

This subtask includes regional, subarea, corridor, and district-level planning, along with technical assistance focused on the interface between transportation and land use. Staff will continue work on the development and implementation of tools related to land-use planning principles such as sustainable zoning practices and others and will host training sessions and develop educational information. Staff will continue to pursue funding opportunities to expand or enhance activities. Anticipated products during FY2024 and FY2025 include:



SUSTAINABLE DEVELOPMENT IS NOT:

- connected to the Agenda 21 Movement; nor
- an avenue to promote United Nations Policies; nor
- a challenge to, or restriction of, property rights of landowners.

- Technical assistance to local governments on implementing Sustainable Development programs and projects such as the development of unified corridor plans, land-use analysis, data collection, education and training regarding transportation and land-use planning best practices, form-based code review, school siting and safe routes to school, curb lane management, parking, housing and transportation analysis, 3D visualization services, financing strategies and tools for economic development, zoning and special district analysis, and planning to promote infill and mixed-use developments;
- Online information, training, and education on topics related to Green Infrastructure, transportation and sustainable stormwater projects and practices, and other such topics to assist in growth management and land-use planning;
- Planning support for the development of the Blue-Green-Grey Program;
- Technical assistance to local governments and Independent School Districts (ISD's) for school siting in relation to transportation infrastructure;
- Coordination with NCTCOG's Environment and Development-related programs;
- Practical tools and planning support for curb lane management throughout the region;
- Meetings and materials for the Coordinated Land Use and Transportation Planning Task Force;

- Analysis of the impacts of mixed-use developments on travel patterns and congestion compared to conventional single-use development; and
- Technical assistance to the City of Plano regarding context-sensitive thoroughfare design best practices.

Increasing Safe and Accessible Transportation Options

Transportation Planning Funds

During FY2024 and FY2025, NCTCOG staff will coordinate with various local governments, transportation agencies, and the Texas Department of Transportation (TxDOT) to increase safe and accessible options for multiple travel modes for people of all ages and abilities. Technical assistance and education and training will be provided on the concepts and principles related to Complete Streets and context-sensitive design. Anticipated products include:

- Adoption of regional and local Complete Streets standards or policies, and the development of Complete Streets prioritization plans that identify a specific list of Complete Streets projects to improve the safety, mobility, or accessibility of a street;
- Development of transportation projects and plans that support a network of active transportation facilities (sidewalks, bikeways, or pedestrian and bicycle trails) to connect neighborhoods with destinations such as workplaces, schools, residences, businesses, recreation areas, healthcare and childcare services, or other community activity centers;
- Planning and technical assistance to create multiuse transportation facilities, including bikeways or pedestrian and bicycle trails that make connections within or between communities, increase public transportation ridership, and improve the safety of bicyclists and pedestrians;
- Multimodal corridor coordination with the regional model on active transportation modes and performance measure reporting; and
- Education and training on Complete Streets and context-sensitive design topics.

Other Funding Sources

The Regional Transportation Council (RTC) selected a series of infrastructure/construction, planning, and land-banking projects during three Sustainable Development Calls for Projects (SDCFP) in 2001, 2005-2006, and 2009-2010. Efforts in overseeing passthrough construction dollars are conducted in conjunction with local governments to better coordinate transportation investments and land use. This program of projects was originally funded by Surface Transportation Program–Metropolitan Mobility funds (now known as Surface Transportation Block Grant Program [STBG] funds), and Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds and was established in 2001 when the RTC selected the first Land-Use/Transportation Joint Venture projects. Additional RTC Local funds were programmed to fund these projects through the 2005-2006 SDCFP. Regional Toll Revenue funds, Surface Transportation Block Grant Program funds, and local funds were allocated to the program with the 2009-2010 Sustainable Development Call for Projects, and Congestion Mitigation and Air Quality Improvement Program funds, Surface Transportation Block Grant Program funds, and local funds were allocated to the program with the Sustainable Development Phase IV: Turnback, Context-Sensitive, and Transit-Oriented Development funding initiative in FY2018.

Exhibit VI-1 contains the listing of the Sustainable Development infrastructure and land-banking projects still underway. The funds are used to provide:

- Road construction, sidewalks, pedestrian amenities, bike trails, etc.

EXHIBIT VI-1
Sustainable Development Projects

Project Name	Type	Funding Source
Dallas Collective	Infrastructure	RTR/STBG/TDCs
Dallas-Lake Highlands Transit-Oriented Development Town Center	Infrastructure	RTC Local/Local
Irving Heritage District	Land banking	RTC Local/Local
Crowley Main Street	Infrastructure	CMAQ/STBG/Local
Ennis UPRR Safety Zone	Infrastructure	CMAQ/STBG/Local
Irving SH 356/Irving Boulevard	Infrastructure	CMAQ/STBG/Local
Lewisville College Street	Infrastructure	CMAQ/STBG/Local/TDCs
DCTA Intermodal Transit Center	Infrastructure	CMAQ/STBG/TDCs

The 2001 and 2018 projects are coordinated directly between the implementing agencies and the Texas Department of Transportation with staff monitoring project progress. Utilizing Regional Transportation Council Local funds, NCTCOG staff will provide oversight for the implementation of the 2005-2006 infrastructure and land-banking projects. Utilizing Surface Transportation Block Grant Program funds and Transportation Development Credits (TDCs), staff will oversee the implementation of the 2009-2010 infrastructure projects that may be assigned that are project/corridor specific. Regional Transportation Council Local funds will also be used to identify and support the development of future funding opportunities for Sustainable Development initiatives. Anticipated products during FY2024 and FY2025 include:

- Implementation and tracking of infrastructure and land-banking projects which include invoice, progress report, and schedule review; and project sponsor meetings;
- Project tracking and technical assistance to local governments developing Sustainable Development projects;
- Work scopes for plan procurements and consultant selection;
- In-house studies on land use/transportation and sustainability/livability topics of regional benefit;
- Coordination on growth and demographics;
- Training opportunities on regional land use/transportation and sustainability/livability topics of benefit to stakeholders;
- Collection of data as needed, and development and tracking of regional performance measures for reporting to stakeholders and elected officials; and
- Development and assistance in identifying funding programs and grants for regional sustainability/livability initiatives.

Community Schools and Transportation

Other Funding Sources

During FY2024 and FY2025, staff will coordinate with various local cities, counties, independent school districts, and the Texas Department of Transportation to assist in Safe Routes to School project development. The team will provide technical assistance related to needed safety improvements and best practices related to school location siting. Surface Transportation Block Grant Program funds and Transportation Development Credits will support work activities. Anticipated products include:

- Development of Safe Routes to School plans, training, and education information, as well as promotion of Safe Routes to School encouragement activities;
- Technical assistance and best practices related to school siting and transportation connections to schools, and assistance in reviewing roadway and active transportation projects impacting schools and analysis of potential school sites;
- Various maps and route analysis for specific safety or access projects;
- Training opportunities for technical staff and elected officials;
- Coordination meetings between independent school districts (ISDs) and other stakeholders to engage in regional issues related to school siting, safe routes to school, and policy and transportation issues;
- Practical tools for rapidly growing and greenfield cities and ISDs to plan proactively for school siting and safe bicycle/pedestrian access to schools;
- Survey and/or data collection of site conditions as needed;
- Development of a Safe Routes to School Plan for the City of Richardson and provision of resources for larger-scale planning by City staff; and
- Development of Teen Driver education materials and outreach to targeted high school campuses and Independent School Districts around the region.

Safe Routes to Schools in Lower-Income Communities

Transportation Planning Funds

During FY2024, data will be collected, and areas of concern evaluated related to school safety in lower-income and underserved communities. Contributing factors will be examined and transportation policies reviewed. This information will be developed into a best practice that can be shared with local governments and Independent School Districts (ISDs) and expanded in the future for additional areas of concern. University assistance will be utilized. Anticipated products include:

- Summary of sites studied; and
- Best practice guide on the process and policies to enhance safety around schools in low-income communities.

Regional Mixed-Use Development Study

Transportation Planning Funds

During FY2024, NCTCOG staff will undertake a study investigating the traffic impacts of mixed-use development in the region and its characteristically higher density as compared to standard single use-focused development. The study will 1) explore definitions of mixed use, 2) develop a mixed-use development typology using examples from the region that represent a range of contexts where mixed-use development occurs, 3) use case studies from a range of contexts to investigate the traffic effects that may be associated with mixed-use development and/or other mitigating factors, and 4) explore tradeoffs associated with implementing mixed-use development. Anticipated products include:

- Development of project work scope; and
- Draft and final report and recommendations.

Transit-Oriented Development

Other Funding Sources

The Transit-Oriented Development (TOD) Program was established to provide training, planning, data collection, and technical assistance to TOD projects. Under this element in FY2024 and FY2025, staff will coordinate with public-sector sponsors to evaluate specific needs for the successful implementation of TOD. Additional work will also be conducted to promote TOD in the region and to develop funding strategies and programs. Staff will analyze local data and identify and develop best practices for development around various transit modes. A regional TOD strategy will also be developed with local government participation. Surface Transportation Block Grant Program funds and Transportation Development Credits will be utilized to support these efforts. Anticipated products include:

- Data collection intended to document existing conditions, develop performance measures for long-term transportation and land-use planning for areas surrounding rail stations, and other transit-supportive modes;
- Analysis, training, and planning assistance on TOD-related issues such as the impact of the transit stations and TOD on property values, equity, demographics, parking, job-housing balance, TOD typologies, development codes, performance measures, and analysis of options for density and design/form-based code zoning;
- Technical assistance to develop market assessments and station area plans to promote TOD in the region; and
- A regional TOD strategy.

Silver Line Transit-Oriented Development Corridor Planning

Other Funding Sources

Through a grant award in FY2022 under the Federal Transit Administration's Pilot Program for Transit-Oriented Development (TOD) Planning, the Dallas Area Rapid Transit (DART) Silver Line TOD Plan will coordinate with the Cities of Carrollton, Dallas, Grapevine, Plano, and Richardson;

Town of Addison; Dallas Fort Worth International Airport; University of Texas at Dallas; DART; and private-sector partners along the corridor to advance equitable and connected TOD opportunities at nine regional rail stations. The plan will analyze pedestrian and bicycle access to stations, collect parking data, and evaluate opportunities for land-use policy to support increased access to workforce housing and jobs. Stakeholders will be engaged throughout the process. Varying tasks will be performed at different stations depending on community need. Consultant assistance may be utilized. Federal Transit Administration funds and Regional Transportation Council Local funds will be used to support this effort. Anticipated products include:

- Sidewalk and bike routes to rail stations mapping, inventory, analysis, and evaluation of needs with recommended improvements;
- Parking study of existing sites with recommendations on policy and practices appropriate to station area needs;
- Land use development analysis of jobs and housing access across the transit corridor and recommendations on policies advancing increased opportunity; and
- Stakeholder engagement including presentations, meetings, digital content, and creation of documents with planning recommendations.

Bicycle and Pedestrian Planning

Other Funding Sources

The focus of this element during FY2024 and FY2025 is to assist in developing, educating on, and promoting bicycle and pedestrian mobility and safety throughout the region. Utilizing Surface Transportation Block Grant Program funds, local funds, and Transportation Development Credits, staff will plan facilities for active transportation modes; support and provide technical assistance to local governments and the Bicycle and Pedestrian Advisory Committee (BPAC); and advance general data collection, mapping, and a regional bicycle and pedestrian count program. Consultant assistance may be utilized. Staff will also develop and provide public education and information related to safety, accessibility, design, and economic impacts of bicycle and pedestrian facilities. Staff will also manage the updated Regional Safety Campaign: Look Out Texans. Anticipated products include:

- Update of the Active Transportation Planning element for Mobility 2050, including the Regional Veloweb, and performance measures and targets;
- Implementation of a bicycle and pedestrian monitoring and data collection program in the region and coordination with local governments on initiatives;
- Bicycle and pedestrian facility plans associated with transit-oriented development areas, bicycle and pedestrian transportation districts, and corridor-area plans;
- Technical assistance to the City of Richardson with review and understanding of the Regional Sidewalk Layer for the City;
- Design guidelines and best practices for wayfinding, on-street and off-street bicycle facilities, and shared-use paths, including policies related to context-sensitive solutions for multimodal accommodations within street rights-of-way;
- Healthy initiatives and air quality coordination data;
- Regional pedestrian and bicycle plans;
- Active transportation funding programs;
- Bicycle and Pedestrian Advisory Committee meetings;
- Bicycle and pedestrian public education, research, and information programs;

- Purchase of automated bicycle and pedestrian count equipment, parts, and services;
- Federal and State active transportation programs which may include transportation alternatives programs such as Transportation Enhancement, Safe Routes to Schools, and Urban Thoroughfares;
- Technical assistance to large, regionally significant projects like the Cotton Belt Trail;
- Grant proposals to secure additional program funds or to support regional applications;
- Technical assistance to cities, towns, and counties, including policy guidance, planning studies, data, mapping, and Geographic Information System support; and
- Technical assistance to the City of Weatherford in the development of the City's Active Transportation Plan.

Staff will also oversee the implementation of the Regional Bicycle/Pedestrian Sustainable Development Initiatives projects which utilize pass-through Congestion Mitigation and Air Quality Improvement Program funds and Transportation Development Credits available to local governments for the implementation of various bicycle and pedestrian projects. These projects may include, but are not limited to, spot improvements, safety countermeasures, innovative facilities, street reconstruction and rehabilitation as part of bicycle and pedestrian accommodation projects, multiuse trails, signage, pavement markings, traffic signals, and other supportive infrastructure. Staff oversight activities will be supported by Surface Transportation Block Grant Program funds and Transportation Development Credits. Anticipated products include:

- Identification of funding needs and project scopes; and
- General project coordination and project development.

Bicycle and Pedestrian Studies and Engineering

Other Funding Sources

City of Irving Bicycle Plan: In FY2024, staff will continue work on the Irving Bicycle Plan and will oversee consultant assistance for planning activities related to implementation of select bikeway facilities to four Dallas Area Rapid Transit Orange Line stations identified in the Plan. Surface Transportation Block Grant Program funds and Transportation Development Credits will be utilized to support work activities. Anticipated products include:

- Targeted implementation strategies; and
- Series of schematics and cost estimates for prioritized projects.

Regional Pedestrian and Bicycle Safety Campaign

Other Funding Sources

During FY2024 and FY2025, staff will continue to manage and promote the Look Out Texans safety and education campaign. The campaign is intended to inform, encourage, and educate people of various ages, races, and backgrounds about the benefits of multimodal transportation and promote a culture of safety around active transportation in the region. Surface Transportation Block Grant Program funds and local funds will be used to support campaign activities, and

Surface Transportation Block Grant Program funds and Transportation Development Credits will be used for staff oversight activities. Deliverables will include:

- Various education and outreach products, which may include billboards, radio ads, print material, social media, bus wraps, etc.; and
- Updates to the Look Out Texans website.

Regional Pedestrian Safety and Bicycle Safety Plans

Other Funding Sources

Efforts will continue in FY2024 and FY2025 on the implementation of the regional pedestrian safety action plan and the development of a regional bicycle safety plan to improve safety for the region's pedestrian and bicycle transportation network. Efforts may include preparing grant applications to support these implementation and plan development efforts. These regional plan development and implementation efforts will also serve as a template for the preparation and implementation of local agency pedestrian and bicycle safety plans. This initiative will be funded with Surface Transportation Block Grant Program funds and Transportation Development Credits. Anticipated products include:

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

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

Other Funding Sources

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

- Coordination with DART and the City of Dallas to implement project improvements;
- Oversight on procurement of services as needed;
- Reporting on grant progress and deliverables;
- Budget monitoring and oversight, including coordination with the Transportation Improvement Program; and
- Execution of agreement and documentation of compliance to grant requirements through monitoring and onsite reviews.

Regional Parking Management Tools and Strategies Program

Other Funding Sources

Parking management at the regional level is meant to improve the efficient use of parking spaces and coordinate the land use elements of parking with its transportation impact. During FY2024 and FY2025, this program will develop data-driven tools and strategies to support public-sector management and programming of parking at various multimodal locations. Staff will lead planning activities and regional coordination with partner entities who set parking policy. Surface Transportation Block Grant Program funds and Transportation Development Credits will support work activities. Data collection and other consultant services may be required. Anticipated products include:

- Parking Management best practice guidance for issues such as technology, district management, and shared parking;
- Plans for strategic areas, pilot policies, and program implementation;
- Analysis of parking use and data collection within areas of interest;
- Coordination of integrated parking management studies with land-use planning; and
- Identification of strategies for transitioning parking with technology-driven transportation systems.

Dallas Opportunity Zone 1: North Oak Cliff Planning and Conceptual Engineering Study

Other Funding Sources

Work will continue in FY2024 on this project, which contains three components within this Opportunity Zone. The first component involves the planning and concept engineering of the Jefferson Viaduct, the Houston Viaduct, the interface thoroughfare street entitled Greenbriar Lane, and the extension onto Jefferson Boulevard. The engineering firm has been retained. This future system of thoroughfare streets is impacted by the age of the infrastructure, changes to the Dallas levee flood control system, economic development opportunities, and context-sensitive design. The second component involves Eads Avenue on the eastern side of IH 35E. The third component is a program that involves traffic calming and access management. All three of these emphasis areas involve planning and concept engineering. It is anticipated that a majority of this work will be conducted through a procurement process engaging the engineering community. The funding source is Surface Transportation Block Grant Program funds, matched with Transportation Development Credits. This item will provide planning assistance to the City of Dallas and is part of a larger system of transportation projects in and near the future high-speed rail station. Anticipated products include:

- Identification of project needs and goals;
- Preliminary work scope for the Viaducts/Greenbriar Lane/Jefferson Boulevard;
- Context-sensitive designs for Eads Avenue; and
- Identification of principles necessary for traffic calming and access management.

Dallas Opportunity Zone: South Boulevard – Park Row Historic District Planning Study

Other Funding Sources

In FY2024, NCTCOG anticipates initiating a comprehensive plan to identify transportation and rehabilitation improvements in the South Boulevard – Park Row Historic District of the City of Dallas. This area is bound by Park Row Avenue on the north, Oakland Avenue (aka Malcolm X Boulevard) on the east, South Boulevard on the south, and South Central Expressway on the west. This initiative is intended to help promote revitalization in Environmental Justice communities. This planning effort will inventory the quality of the pedestrian, bicycle, street surface, and traffic signal conditions. An inventory of the quality of residential structures will also be assessed. The planning effort will be conducted by NCTCOG staff as an initial assessment on how best to preserve the quality of neighborhood assets and make recommendations to the modernization of the transportation elements. Surface Transportation Block Grant Program funds and Transportation Development Credits will be utilized to support work activities. Anticipated products include:

- Inventory of transportation assets;
- Inventory of residential/housing assets; and
- Recommendations to advance additional transportation improvements that maximize the architecture, mobility, accessibility, and quality-of-life attributes of the Park Row historic district.

Grand Avenue from Garland/Gaston Avenue to IH 30

Other Funding Sources

During FY2024 and FY2025, this effort shall identify roadway safety improvements, roadway alignment alternatives, and bicycle/pedestrian connections along Grand Avenue (SH 78) in Dallas from the 3G intersection to IH 30. Public involvement and computer simulations of anticipated demand will be developed. No engineering services will be contracted; the Texas Department of Transportation, as a team member, will provide technical assistance. Surface Transportation Block Grant Program funds and Transportation Development Credits will be utilized to support NCTCOG work activities. Anticipated products include:

- Needs assessment and problem identification;
- Report on thoroughfare, intersection, and pedestrian/bicycle options;
- Demographic review and traffic simulation; and
- System improvements and final report.

National Park Service Partnership (Phase 1)

Other Funding Sources

A multiyear effort will continue into FY2024 by NCTCOG's Environment and Development Department. Staff will create and convene a regional stakeholder committee to coordinate various stakeholders seeking to facilitate tourism and recreation along the Trinity River National Water

Trail. Regional Transportation Council Local funds will support work activities. Anticipated products include:

- Support to communities and the Trinity Coalition in the selection of new boat launch sites and strategizing on associated funding sources;
- Compliance with design requirements for new and existing boat launches;
- Publication of the national designation, as well as recreation and tourism opportunities with local media outlets; and
- Continuation of collaboration on regional connections between the river trail and the Fort Worth-to-Dallas Regional Veloweb Trail.

Regional Economic Development Initiatives

Transportation Planning Funds

This element continues throughout FY2024 and FY2025 and will provide planning assistance and transportation demographic technical information and data to support economic development initiatives throughout the metropolitan area. Benefactors of this support may include the office of the Governor; area chambers of commerce; economic development coalitions, authorities, and groups; and public-private sector partnerships when working to attract new business and large industries to the region. Data from this planning process is available to the local governments to support Traffic Impact Analyses and/or Traffic Impact Studies. Transportation Planning Funds will be used to support these initiatives, as well as non-federal sources of funding as they become available. Anticipated products include:

- Maps;
- Travel times;
- Traffic counts and volumes; and
- Socio-economic information.

5.04 Transportation Asset Management

As defined in federal law, transportation asset management is a strategic and systematic process of operating, maintaining, upgrading, and expanding physical assets effectively throughout their lifecycle. It focuses on business and engineering practices for resource allocation and utilization, with the goal of better decision making based upon quality information and well-defined objectives linking user expectations for system condition, performance, and availability with system management and investment strategies. This subtask will involve work efforts to integrate transportation asset management principles within the metropolitan transportation planning process, enabling a structured sequence of maintenance, preservation, rehabilitation, and replacement actions designed for North Central Texas transportation assets to achieve and sustain a desired lifecycle state of good repair (SGR) at a minimum practicable cost.

Asset Condition-Based Roadway Planning

Transportation Planning Funds

Improved asset management requires acknowledgment of and engagement with the multiple environmental and economic risks likely to affect infrastructure vulnerability and longevity. A durable system not only reduces the probability of component failure, but also reduces the potential extent and severity of overall destruction, service interruption, and recovery time as the result of major disruptive events such as severe weather (e.g., flooding, drought, extreme heat, etc.). To that end, this element will incorporate data evaluating regional pavement/bridge conditions and performance targets; metrics/tools developed from recent University Partnership Program studies; outcomes from the Integrated Planning Study for Regional Transportation, Urban Development, and Stormwater Management (as described within Subtask 4.02); and other associated regional and statewide initiatives to inform both project- and system-level asset planning studies. This work will form the basis for conducting systemwide multilevel criticality and vulnerability assessments, identifying customized durability/adaptation enhancement tactics for various transportation facilities, and utilizing decision making and/or economic justification tools to aid in the development and prioritization of multimodal resiliency measures and strategic projects, as appropriate. Work will be ongoing throughout FY2024 and FY2025, with the following anticipated products:

- Technical memoranda and visual aids documenting/displaying vulnerable and critical transportation infrastructure itemized by defined asset stress types, condition ratings, sustainability/equity considerations, and other categorizations;
- Travel demand modeling forecasts for study corridor alternatives and asset alignment/functionality analyses;
- Quantification of potential asset management and resiliency impacts/benefits at project, corridor, and system levels of reference;
- Feedback to stakeholders and sponsoring agencies on resiliency considerations, design concepts, silo-busting collaborations, and potential funding/financing mechanism eligibility prior to implementing agency approval and delivery;
- Project/corridor recommendations consistent with the Metropolitan Transportation Plan (MTP), Transportation Improvement Program (TIP), and Regional Transportation Council (RTC) policies, along with desired alignment and tracking linkages where appropriate to statewide planning/programming documents; and,
- Documentation guiding continued incorporation of asset management principles, risk-based lifecycle condition needs, and critical/vulnerable area infrastructure project recommendations as part of preparation, analysis, and decision-making efforts for updates to the MTP, TIP, Congestion Management Process (CMP), and other local, regional, and statewide complementary plans/programs.

Other Funding Sources

The Infrastructure Investment and Jobs Act (IIJA), Inflation Reduction Act (IRA), and other recent federal and State legislation have created new formula and discretionary grant funding programs directed both exclusively and in part toward improvements in transportation asset management and resiliency. In combination with ongoing Federal Highway Administration (FHWA) initiatives toward context-sensitive solutions, operational efficiency, and performance-based practical design, this new investment represents a substantial expansion and evolution in the umbrella of sustainability, the cornerstone from which the Asset Optimization designation is defined/applied

in the North Central Texas Council of Governments' (NCTCOG) MTP and other planning documents. As a mechanism to ensure more Asset Optimization projects addressing corridor deficiencies or performance gaps can benefit from lower lifecycle costs, faster implementation, and improved reliability compared to traditional high-cost capacity expansion projects, it is critical for those projects to be advanced from planning to environmental approval and delivery as quickly and seamlessly as possible. Partner coordination, technical assistance, and administrative tasks fulfilling this role will be facilitated by NCTCOG in this element, utilizing Surface Transportation Block Grant Program funds and Transportation Development Credits. Work will be ongoing throughout FY2024 and FY2025, with the following anticipated products:

- Performance data, technical memoranda, and best practices related to local infrastructure treatment options fulfilling multi-disciplinary and consensus-based asset management, resiliency, context-sensitive solution, and performance-based practical design/operational objectives;
- Implementation and tracking of designated Asset Optimization capital and operational improvements, including progress reports, environmental review milestones and deliverables, design/engineering consultation, and project sponsor/stakeholder meetings;
- Education and training opportunities on sustainability, resiliency, and asset management topics of regional/statewide benefit, as well as networking with relevant professional associations; and,
- Materials associated with the preparation, submittal, approval, and/or administration of federal or State formula/discretionary grant applications performed by NCTCOG and/or in partnership with transportation providers, local governments, and other eligible entities.

National Highway System Infrastructure Performance Targets, Transportation Asset Management Plan Coordination, and Progress Reporting

Other Funding Sources

Federal regulations require State Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs) to coordinate on the establishment and progress reporting of performance targets for pavement and bridge conditions on National Highway System (NHS) facilities. The NHS includes all Interstate Highways (IH) and other roadways designated by the Federal Highway Administration as important to the nation's economy, defense, and mobility. In the Dallas-Fort Worth region, the North Central Texas Council of Governments has discretion to support Texas Department of Transportation (TxDOT) statewide NHS pavement and bridge targets (i.e., agree to plan and program projects contributing toward the accomplishment of TxDOT's established targets) or to establish its own quantifiable NHS pavement and bridge targets specific to the Metropolitan Planning Area. As part of NCTCOG's contribution toward achieving established targets, data analysis, project review, and other technical assistance will be applied toward expediting condition improvements, particularly for bridges and NHS "off-system" pavements (owned/operated by entities other than TxDOT).

In addition to complying with NHS performance measures, TxDOT is required to develop and implement a Transportation Asset Management Plan (TAMP) to preserve or improve NHS asset conditions and system performance as part of the National Highway Performance Program (NHPP). TxDOT's TAMP not only focuses on NHS pavement and bridge conditions, but also addresses SGR for the entire State Highway System. The TAMP scope includes asset management objectives and performance measures, lifecycle planning, risk management,

financial planning, and performance gap analyses. Additionally, as amended by the Infrastructure Investment and Jobs Act (IIJA), TAMPs must consider the effects of extreme weather events and resilience needs within their evaluations of lifecycle costs and risk management. To assist with TAMP implementation, this element highlights the supporting role of NCTCOG in aiding TxDOT with data collection, condition analysis, asset management integration initiatives, and resilience-based planning and project programming efforts, as well as to disseminate TAMP outcomes/recommendations to local jurisdictions with NHS roadways.

Surface Transportation Block Grant Program funds and Transportation Development Credits will be utilized to support work activities. Work will be ongoing throughout FY2024 and FY2025, with the following anticipated products:

- Collection and analysis of NHS pavement and bridge data in coordination with TxDOT and local jurisdictions with NHS roadways;
- Establishment and reporting of NHS pavement and bridge performance targets in coordination with TxDOT, and in accordance with FHWA requirements;
- Documentation and visual aids for distribution and presentation to guide incorporation of NHS performance measures and TAMP findings within updates to the Metropolitan Transportation Plan, Transportation Improvement Program, Congestion Management Process, and other foundational planning documents;
- Creation and maintenance of a web page devoted to North Central Texas infrastructure conditions and TAMP compliance, including status updates, meeting materials, resource information, asset condition/attribute fact sheets, and associated planning/project development efforts;
- Development and management of a dedicated data and project management system, or accessibility/utilization of an existing similar system created/managed by others, to facilitate reviews of pavement scores and engineering applications directed toward improving NHS “off-system” roadways in poor condition; and,
- Technical and administrative assistance supporting federal and State formula/discretionary grant-funded planning studies and implementation projects focused on asset management and resiliency-based initiatives and partnership linkages.

5.05 Transportation System Security and Emergency Preparedness

Transportation Planning Funds

This program is ongoing throughout FY2024 and FY2025, supporting ongoing local, State, and federal initiatives to address transportation system security and emergency preparedness planning. NCTCOG continues a dialogue among local governments and transportation providers in North Central Texas regarding the regional coordination of response plans, response capabilities, and emergency medical services in the event of a major incident. Staff also provides technical transportation data needed to support these planning efforts, as well as to facilitate the coordination of various transportation providers and planning agencies. NCTCOG’s Transportation Department will continue to support the Emergency Preparedness Department in developing/enhancing regional emergency preparedness capacity as it relates to utilization of Intelligent Transportation Systems or transportation management tools and infrastructure protection by developing a framework for response and contingency planning due to the unexpected loss or intentional removal of roadway capacity. Scenario modeling may identify the

impact to parallel or complementary routes for strategic corridors in the region to help determine potential temporary or interim traffic management solutions. Anticipated products include:

- Support and assistance to agency and regional partners, including monitoring of activities, promotion of regional coordination, and committee meetings;
- Interaction and cooperation between emergency responders and transportation staff;
- Technical transportation data, performance analyses, and planning services related to transportation security;
- Infrastructure protection measures (identifying regional transportation assets, including recommending vulnerability analyses on regional facilities and services); and
- Transportation resource support for mass evacuation events.

5.06 Regional Freight Planning

This Work Program subtask includes activities related to the movement of goods in the Dallas-Fort Worth region, both on the regional roadway network and rail system.

Regional Goods Movement

Transportation Planning Funds

This subtask is ongoing throughout FY2024 and FY 2025 supporting planning activities related to the movement of freight within and through the Dallas-Fort Worth region. Activities include support for meetings of the Regional Freight Advisory Committee, as well as the Regional Transportation Council Intermodal/Multimodal/High-Speed Rail/Freight Subcommittee, as needed. NCTCOG staff will also monitor progress of projects identified in various freight-related planning documents such as the Freight Mobility Plan, Truck Parking Study and freight land-use planning documents. Anticipated products include:

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

Other Funding Sources

This subtask is ongoing throughout FY2024 and FY2025, assessing the impact of truck traffic, rail freight, and other freight movement issues within and through the Dallas-Fort Worth region. Activities will be conducted based on truck, rail, and air cargo movements throughout the region in support of city, county, State, and federal agencies. Coordination between private-sector stakeholders and public-sector staff will be initiated through multiple initiatives and meetings. This element also includes the collection and analysis of data pertaining to freight mobility and safety. These activities will include continued coordination with private-sector partners in the trucking, rail, and freight-forwarding businesses. In FY2020, NCTCOG was chosen for an award by the United States Department of Transportation (USDOT) under the Better Utilizing Investments to Leverage Development (BUILD) Discretionary Grant Program for the North Texas Multimodal

Operations Velocity Efficiency and Safety (NT MOVES) Program. The NT MOVES Program seeks to improve freight and passenger mobility in the Dallas-Fort Worth region through strategic investment in rail capacity to improve multimodal transportation. It is anticipated that a portion of these funds will be used in FY2024 and FY2025 to support rail project improvements. NCTCOG staff will oversee project management of the NT MOVES/BUILD grant rail project improvements once initiated and will also oversee other freight rail initiatives. Consultant assistance may be utilized. Surface Transportation Block Grant Program funds and Transportation Development Credits will be utilized for planning and management work activities. Federal Transit Administration funds may be utilized for potential pass-through administrative costs for the NT MOVES Program once project implementation begins. Anticipated products include:

- Monitoring of truck-lane restriction corridor conditions;
- Reports and studies regarding freight conditions in the Dallas-Fort Worth region, including a Truck Bottleneck Analysis, Rail Crossing Analysis, and a Regional Rail Pathing Study;
- Recommended follow-up studies identified in Freight North Texas 2022, including Truck Safety Analysis, First-and-Last Mile Improvement Study, and a Data Collection Program which could include traffic counts, classification counts, and origin/destination data for the Regional Freight Model;
- Support to the US Department of Transportation, Federal Highway Administration, and Texas Department of Transportation for various projects as needed;
- Corridor studies;
- Roadway/rail crossing assessments;
- Program management of the NT MOVES/BUILD grant projects;
- Public outreach and educational programs; and
- Technical assistance to the City of Lancaster for truck routing.

Regional Rail Information System

Other Funding Sources

Ongoing throughout FY2024 and FY2025, this element includes planning and implementation activities related to the development and implementation of Regional Rail Information System (RRIS) technology in the North Central Texas region to monitor and forecast train traffic conditions for both freight and passenger operations. With the development and implementation of RRIS technology, NCTCOG seeks to remediate railroad congestion and delay in the Dallas-Fort Worth region on the basis of current operation and projected rail traffic growth. In FY2020, NCTCOG was chosen for an award by the United States Department of Transportation (USDOT) under the Better Utilizing Investments to Leverage Development (BUILD) Discretionary Grant Program for the North Texas Multimodal Operations Velocity Efficiency and Safety (NT MOVES) Program. The NT MOVES Program seeks to improve freight and passenger mobility in the Dallas-Fort Worth region through strategic investment in rail capacity to improve multimodal transportation. A portion of these funds will be used to support initiation of the RRIS technology. FTA funds, Surface Transportation Block Grant Program funds matched with Transportation Development Credits, Regional Transportation Council Local funds, and local funds will support work activities. Anticipated products include:

- Development and initiation of a Regional Railroad Information System in the Dallas-Fort Worth region.

Engineering for Passenger Rail/Roadway Interfaces

Other Funding Sources

This element is ongoing throughout FY2024 and FY2025 and includes working with local municipalities and project stakeholders to determine the most regionally significant projects to progress in design/engineering, environmental, and design review. Agreements will be established with project stakeholders and consultant assistance procured to complete the project. These agreements would enable streamlined design, environmental review, engineering and design review of various projects. Surface Transportation Block Grant Program funds and Transportation Development Credits will be utilized for work activities. Anticipated products include:

- Agreements with project stakeholders; and
- Review of regionally significant rail/roadway projects.

5.07 Roadway and Railroad Safety

This subtask is ongoing throughout FY2024 and FY2025, supporting planning efforts to develop safety policies, programs, and projects.

Transportation Safety

Transportation Planning Funds

Staff coordinates with the Regional Safety Advisory Committee, the Texas Department of Transportation (TxDOT), Texas Department of Public Safety, Federal Highway Administration, local governments, and other partners to develop strategies for regional safety planning efforts, data collection, and analysis. These partners also assist in developing policies, programs, and projects to improve safety related to the transportation system. Anticipated products include:

- Collection, processing, and analysis of regional safety data including: crash data from TxDOT's Crash Records Information System, fatality data from the National Highway Traffic Safety Administration's Fatality Analysis Reporting System, and hazardous material spill data from the National Response Center;
- Regional Safety Information System implementation and assessment activities;
- Monitoring and promotion of the implementation of regional intersection safety countermeasures outlined in NCTCOG's Intersection Safety Implementation Plan (ISIP) and the Texas ISIP;
- Regional and federal safety performance measure target setting and reporting activities;
- Traffic safety-related education and training courses for member agencies;
- Coordination efforts for the Regional Safety Advisory Committee.

Other Funding Sources

Surface Transportation Block Grant Program funds, State Planning and Research funds, local funds, and Transportation Development Credits will also be utilized to support this program.

NCTCOG staff will provide oversight of this project and consultant services may be utilized. Anticipated products include:

- Regional Safety Information System application tool, including crash analysis technology;
- Development and implementation of driver safety public education, outreach, and information programs including a behavioral contributing factor public education campaign and updates to the Drive Aware North Texas website;
- Strategic Targeting of Aggressive Driving and Road Rage;
- Regional roadway safety plan prioritization and implementation activities;
- Implementation of roadway safety plan countermeasures;
- Systemic safety improvements;
- Development and execution of Interlocal Agreements with local agencies;
- Development and maintenance of an inventory of safety strategies and countermeasures included in the Roadway Safety Plans, Local Safety Plans, Vision Zero Safety Plans, or similar documents developed by regional partner agencies; and
- Development and maintenance of an inventory of implemented safety strategies and best practices.

Railroad Crossing Coordination

Other Funding Sources

This element is ongoing throughout FY2024 and FY2025 and includes the identification, planning, and implementation of rail crossing projects throughout the DFW region. Surface Transportation Block Grant Program funds and Transportation Development Credits will be utilized to support this project. Anticipated products include:

- Regional rail crossing assessments;
- Analysis of rail safety data to identify target areas for educational efforts;
- Public outreach and education efforts in the region; and
- Enhanced regional partnerships.

5.08 Regional Aviation Planning and Education

This Work Program subtask includes planning for the regional aviation system and linkages to surface transportation assets within the region. The safe integration of Unmanned Aircraft Systems into the Dallas-Fort Worth region, in addition to public outreach, to help expand and enhance aviation and aerospace education and career skills are also included.

Surface Access to Aviation

Transportation Planning Funds

This element is ongoing throughout FY2024 and FY2025. Work includes data collection and planning efforts to access infrastructure to aviation facilities and associated improvement needs. This item includes a review of travel-time contours, air cargo trends and connectivity, and land-use implications surrounding aviation facilities. This project also includes reporting to the Regional

Transportation Council and the Air Transportation Advisory Committee, and input into the Metropolitan Transportation Plan (MTP) and other transportation planning activities. Anticipated products include:

- Inventory and data collection of aviation needs;
- Analysis and recommendations for infrastructure improvements affecting aviation;
- Travel-time contours for aviation facilities;
- Inventory of surface transportation access to aviation facilities; and
- Monitoring and assessment of Metropolitan Transportation Plan Policy Bundles survey and other planning activities for aviation-related components.

Urban Air Mobility and Advanced Air Mobility Integration

Transportation Planning Funds

This element includes continued work in FY2024 and FY2025 around Urban Air Mobility (UAM) and Advanced Air Mobility (AAM) integration into the traditional transportation planning process. Urban Air Mobility envisions a safe and efficient aviation transportation system that will use highly automated aircraft that will operate and transport passengers or cargo at lower altitudes than traditional aircraft within urban and suburban areas to complement and relieve congestion on the existing surface transportation system. The main program for this effort is the North Texas Unmanned Aircraft System (UAS) Safety and Integration Initiative, including the UAS Safety and Integration Task Force and Working Groups. UAM will be comprised of an ecosystem that considers the evolution and safety of the aircraft, the framework for operation, access to airspace, infrastructure development, and community engagement. Advanced Air Mobility builds upon the UAM concept by incorporating use cases not specific to operations in urban environments such as commercial intercity (longer range/thin haul), cargo delivery, public services, private/recreational vehicles, emergency medical response, and infrastructure monitoring and inspection. Anticipated products include:

- Coordination of the North Texas UAS Safety and Integration Task Force and Working Groups;
- Planning for the integration between AAM and intermodal transportation hubs within the region, including planning assistance for infrastructure deployments in the region;
- Determination of synergies between AAM integration and the Automated Vehicle integration initiatives around the region;
- Planning for the integration of North Texas airports into the air taxi network for inter and intracity travel; and
- Development of a best practice document for public outreach, engagement, and education strategy.

Other Funding Sources

Utilizing Regional Transportation Council Local funds, work activities in FY2024 and FY2025 will focus on the management and deployment of required infrastructure to support Uncrewed Aircraft Systems, Urban Air Mobility, and Advanced Air Mobility. Activities also include providing community engagement regarding new policies and standards, as well as public education and overall liaison work with the above industries. Anticipated products include:

- Establishment of Routine Beyond Visual Line of Sight operations in the region;
- Planning of air taxi and air cargo/package corridors or procedures between Dallas-Fort Worth International Airport and partner cities;
- Creation of public engagement and education campaigns regarding the unmanned aircraft industry; and
- Acquisition of funding to deploy pilot studies and long-term deployment of necessary infrastructure, software, training, and other associated costs.

Aviation Education Integration and Outreach

Other Funding Sources

This element is ongoing throughout FY2024 and FY2025 and describes implementation and outreach efforts associated with recommendations from the North Texas Aviation Education Initiative Study completed in 2010. Facilitation for development of regional aviation programs, as well as a variety of outreach strategies to local students, will be conducted. These efforts are funded through a combination of grants, Regional Transportation Council Local funds, and industry partnerships. Anticipated products include:

- Participation in aviation advisory committees, school career days, and other outreach opportunities;
- Continued development of a Speakers Bureau;
- Enhancement of the aviation careers-based mentorship program;
- Creation of new website for the aviation career initiative;
- Program curriculum development and facilitation;
- Regional workshops with educators, industry stakeholders, and policy officials; and
- Continued promotion of the aviation education gaming app, FLYBY.

Regional Aviation System Planning

Other Funding Sources

This element is ongoing throughout FY2024 and FY2025 and includes continuous system planning efforts and implementation of the Regional General Aviation and Heliport System Plan. Ongoing technical assistance to local governments and stakeholders for development recommendations and preservation of the North Central Texas regional aviation system is provided. Coordination with State and federal governments and aviation stakeholders will be completed to provide input to the National Plan of Integrated Airport Systems, the Texas Airport System Plan, and North Central Texas Council of Governments' documents (such as the Metropolitan Transportation Plan). Airport system evaluation may include demand forecasting and

capacity assessments. Consultant services may be utilized. This project is funded through Regional Transportation Council Local funds. Funding from the Federal Aviation Administration (FAA) for production of a new Regional General Aviation and Heliport System Plan will be requested. Anticipated products include:

- New Regional General Aviation and Heliport System Plan if FAA funds are received;
- Air Transportation Advisory Committee meetings;
- Stakeholder meetings and associated outreach materials;
- Continued implementation of the Regional General Aviation and Heliport System Plan;
- Aviation system performance measures;
- Collection of geospatial data related to airport infrastructure;
- Geographical Information System (GIS) web interface;
- Monitoring of compatible development surrounding airports, including obstructions;
- Aviation environmental planning tools such as noise modeling and wildlife tracking; and
- Monitoring, coordination, and evaluation of the impacts of unmanned aircraft systems (UAS) on the regional aviation system.

5.09 Regional Military and Community Coordination

This Work Program subtask includes the planning and implementation of programs to support regional military and community coordination.

Naval Air Station Joint Reserve Base Fort Worth Land Use and Community Outreach Implementation

Other Funding Sources

Following a 2008 study funded through the Department of Defense Office of Local Defense Community Cooperation (DOD OLDCC) that focused on compatible development near military installations, the Naval Air Station Joint Reserve Base (NAS JRB), Fort Worth Regional Coordination Committee (RCC) was formed. Participating local governments include, but are not limited to, Tarrant County and the cities of Benbrook, Fort Worth, Lake Worth, River Oaks, Sansom Park, Westworth Village, and White Settlement. The interjurisdictional partnership is based on the identification of actions that can be taken jointly by the community and the installation to promote compatible development and address current and future encroachment as identified through the Joint Land Use Study. The RCC created a development review Web tool for communities to discuss proposed developments near NAS JRB Fort Worth. This element is ongoing throughout FY2024 and FY2025. Regional Transportation Council Local funds and other local funds will be utilized to support activities in this area. Anticipated products include:

- Community outreach meetings;
- Tracking of bills proposed in the State legislature;
- Regional Coordination Committee (RCC) development review web tool project inventory and comments;
- At least four RCC meetings and RCC Officer coordination; and
- Documentation and presentation material for forums, workshops, and meetings.

Regional Military Compatible Use Implementation

Other Funding Sources

The Department of Defense Office of Local Defense Community Cooperation (DOD OLDCC) funds implementation of recommendations from planning studies to maintain military operations and support compatible development surrounding military installations. The North Central Texas Council of Governments (NCTCOG) recently completed a Regional Joint Land Use Study (JLUS), now known as a Compatible Use Study, that contained over 150 recommendations. The Regional Military Compatible Use Implementation will involve work with federal and State military installations, the Texas Military Department, local governments, and the business community to implement the study recommendations. This element is ongoing throughout FY2024 and FY2025. Department of Defense funds and Regional Transportation Council Local funds will be used for this project. Anticipated products include:

- Active parcel compatibility management tool and analysis of parcel data for changes in compatibility;
- Inventory of compatibility actions taken since initial 2008 JLUS;
- Homeowner relations program to inform new residents about quality-of-life issues near military installations and identify resources related to sound attenuation, including a homebuilder certification, documentation of sound attenuation, and a sound attenuation incentive program;
- Updates to local government zoning ordinances, future land-use plans, building codes, and Statewide local government codes to increase compatibility near military installations, and participation in local government planning studies near military installations;
- Improved and formal communications channels for Texas Military Department installations;
- Economic development and transportation projects near Texas Military Department installations;
- Efforts to protect military installations from encroachment by unmanned aircraft systems (UAS);
- Continuation of the strategic parcel acquisition and re-use program;
- Information exchanges between both military installations and local governments within the region and between communities across Texas that participate in the Department of Defense Compatible Use Program; and
- Grant management requirements.

Aviation, Aerospace, and Defense Manufacturing Agile Curriculum Program

Other Funding Sources

The Department of Defense Office of Local Defense Community Cooperation (DOD OLDCC) funds work to provide resilience to the aviation, aerospace, and defense manufacturing industrial base. In coordination with partner stakeholders at the regional, industrial, and academic levels, NCTCOG will develop an agile curriculum program that will be guided by a governing body to identify training gaps and develop and deploy courses to students recruited to participate in the program. This element is ongoing throughout FY2024 and FY2025. Department of Defense funds and Regional Transportation Council Local funds will be used for this project. Anticipated products include:

- Framework agreement among the program stakeholders to determine roles and responsibilities;
- Inventory of current training programs related to aviation, aerospace, and defense manufacturing careers;
- Using a compression planning approach, inventory, and prioritization of initial training gaps;
- Evaluation criteria, including performance metrics and a framework for data to be collected and reported;
- Program contact road map maintained with current points of contact for each program stakeholder defining institutional touch points and responsibilities;
- Establishment, and ongoing staff support, of a governing body and technical advisory committees;
- Feedback loop process and tool developed to collect data, report on progress towards outcomes, and identify needed program improvements related to academic implementation, student completion/graduation, career placement, and student career performance, among others;
- Based on prioritized training gaps identified, development of agile curriculum at the appropriate level (enhancement to existing courses, new courses, degree programs, certificates, training for specific employer, etc.) that may be targeted to upskilling existing employees or attracting new applicants;
- Student recruitment strategic plan;
- Student recruitment materials developed and distributed to students at all levels (high school, community college, university, existing workforce) to promote each agile curriculum course, as well as to raise awareness in the community at large about career opportunities in aviation, aerospace, and defense manufacturing industries, including specific focus on underrepresented communities and individuals transitioning from military to civilian careers; and
- Grant management requirements.

Surface Access to Critical Infrastructure

Transportation Planning Funds

This element supports planning activities to help ensure the accessibility of critical infrastructure in North Texas, including military installations and energy, water, and communications facilities. NCTCOG will provide support for community thoroughfare planning, support for feasibility studies by the Texas Department of Transportation and other implementing agencies, and technical assistance to military installations and other critical infrastructure facilities seeking transportation system performance data. Planning for the Strategic Highway Network (STRAHNET) and connections between the STRAHNET and military installations is included. This element is ongoing throughout FY2024 and FY2025. This work includes reporting to the Regional Transportation Council and NAS JRB Fort Worth Regional Coordination Committee, as well as input into the Metropolitan Transportation Plan (MTP) and other transportation planning activities. Anticipated products include:

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

5.10 Transportation Technology and Innovation Program

Activities in Subtask 5.10 will support connected and automated vehicles, focusing on the implications that such vehicles may have regarding travel demand, land use, congestion, and transportation data, as well as vehicle-to-vehicle (V2V) and vehicle-to-infrastructure (V2X) communications. Planning tools, including travel forecasting models, will be forced to adapt in ways that account for the effect upon the roadway system brought about by these technological innovations and transformations. Automated vehicles are no longer discussed solely in the context of automobile passenger travel, but also in the context of freight, transit, and people-mover/shuttle systems. Planning efforts will include coverage of associated technologies such as connected vehicle technologies and emerging technologies, including artificial intelligence and digital and virtual reality technologies that allow people to engage in life activities without having to travel through physical space.

Automated Vehicles: Planning

Transportation Planning Funds

This program is ongoing throughout FY2024 and FY2025, providing planning for automated vehicles and related technologies and determining the impact of such vehicles and technologies on the transportation system. Strategies include analyzing the impact of automated vehicles and monitoring regulatory development relating to automated vehicles. Anticipated products include:

- Support for existing NCTCOG programs, including transportation planning and modeling;
- Monitoring of automated vehicle laws and policies;
- Maintenance of an information clearinghouse for the region on automated vehicle issues;
- Planning and coordination of pilot programs advancing the deployment of automated vehicles and related technologies; and
- Liaison on automated vehicle issues with public and private parties.

Automated Vehicles: Development and Deployment

Other Funding Sources

This program is ongoing throughout FY2024 and FY2025, providing for the development and deployment of automated vehicles and related technologies. Strategies include building an open data infrastructure to support safe deployment of automated vehicles, encouraging shared mobility transportation models to deliver more mobility to more people in the region more cost-effectively, and exploring the benefit of using automated/driverless vehicles. Consultant assistance may be utilized to support work activities. This program uses Surface Transportation Block Grant Program funds and Transportation Development Credits to support activities in this area. Anticipated products include:

- An open data infrastructure for use by automated vehicles;
- Support for shared mobility service delivery models, especially those that increase average vehicle occupancy;
- Support for USDOT's Work Zone Data Exchange protocol;
- Advancing Work Zone Data Exchange reporting in region;

- Regional implementation of situational awareness applications;
- Development and deployment of automated vehicle technologies in the region;
- Coordination of data-related efforts by NCTCOG program areas;
- Advancement of emerging cellular-V2X and other communications technologies; and
- Liaison to the Smart City/Smart State Programs.

Updated Regional Automated Vehicle Program (AV 2.0)

Other Funding Sources

Automated Vehicles 2.0 (AV2.0) consists of three elements – 1) “Planning for Local Partners” (or, AV2.1): Planning assistance for public entities that are planning ahead for the deployment of AVs in their communities; 2) “Cost Coverage for Local Partners” (AV2.2): Funding to help public entities cover infrastructure, equipment, safety, public education, and other costs incurred when an AV deployment comes to a community; and 3) “Regional Strategic Investments” (AV2.3): Comprehensive support for AV deployment projects supporting use cases/communities that have not attracted AV developer interest but offer an important opportunity to solve a transportation “pinch-point.”

In 2020, NCTCOG procured a consultant to lead the effort in developing a regional planning framework for connected and automated vehicles as part of AV2.1: Planning for Local Partners. This framework included, but was not limited to, traffic modeling, identifying use cases, policy development, public outreach and education, scenario planning, and land-use planning. The regional plan that resulted will be the basis for continued outreach and planning efforts. The grants linked to AV2.2: Cost Coverage for Local Partners will be accessible by public entities with active or in-development deployments of connected and automated vehicle technology. Eligible costs for reimbursement could include, but are not limited to, local government staff and consultant time, infrastructure upgrades, legal services, public education, safety, and software and technical expertise. AV2.3: Regional Strategic Investments will be selected from proposals on a competitive basis according to selection criteria determined by the Regional Transportation Council. Surface Transportation Block Grant Program funds, Regional Transportation Council Local funds, and Transportation Development Credits will be utilized. Consultant assistance may be utilized. Anticipated products during FY2024 and FY2025 include:

- Automated transportation planning resources for local partners;
- Reimbursement opportunities for local partners that deploy automated transportation solutions;
- Scoping and advancing broadband-as-transportation initiatives;
- Comprehensive projects that address transportation “pinch-points” in the region that require public intervention; and
- Financial and operational support for local partners hosting an automated vehicle implementation.

Technology and Innovation Program 3.0

Other Funding Sources

The TTIP 3.0 Program has two main components. First is supporting increased and improved broadband access in the region. Broadband access has emerged as a mode to transport people virtually to a variety of their life activities such as jobs, education, and healthcare. Having the option to access destinations virtually can be especially important for people who are unable to travel physically due to physical or financial restrictions. Regions that provide high-quality physical and virtual transportation will be best situated for economic growth. During FY2025 this project will advance planning efforts to help region identify strategies to address two key issues: (i) removing physical, financial, and training barriers that impede broadband access and (ii) identifying and addressing barriers at destinations such as employment centers, government services providers, and educational institutions that prevent people from accessing those destinations virtually.

The TTIP 3.0 Program will also support USDOT's efforts to build a digital transportation infrastructure. Thus, TTIP will use staff efforts and likely consultants to identify and implement promising technologies and analytic tools to help build this digital infrastructure in DFW. Just as technology changes quickly, TTIP will move as fast as possible to identify promising technologies and implement them with the support and involvement of NCTCOG's local, state, and federal partners. Consultant assistance will be utilized. Surface Transportation Block Grant Program funds and Transportation Development Credits will be utilized to support project activities. Anticipated products in FY2025 include:

- Serving as regional hub for information and resources for broadband access;
- Conduct of a planning study to identify the most cost-effective way to optimize universal public access to broadband in DFW and the barriers that exist at various institutional destinations that prevent people from accessing those destinations virtually;
- Assistance to local partners in their efforts to expand and improve broadband access and the quality of the virtual travel to and engagement with employment, education, medical, and other destinations;
- Coordination of and support for emerging technology and connected and automated vehicle deployments;
- Support for workforce development and higher education research efforts to build the next generation transportation workforce; and
- Management of administrative tasks to facilitate projects.

Dallas-Fort Worth Freight Optimization Corridors

Other Funding Sources

During FY2024 and FY2025, this project will use connected vehicle and related technologies to optimize the flow of trucks between freight hubs and expressways in the region. The freight industry has identified this initiative as a top priority. The Value of Time for goods movement approaches \$75 per hour. There are safety, operational, and environmental benefits from reducing the number of truck stops/starts at intersections. This project will focus on intersections with high volumes and proportions of freight traffic. It will use the optimal mix of technologies and data sharing to reduce the number of stops trucks make at signalized intersections. Deployment

locations will be selected based on an assessment of potential benefits and costs, and after consultation with the responsible local jurisdictions and freight companies. The project will include continual performance monitoring and adjustment to deliver the maximum net benefits. Consultant assistance will be utilized. Surface Transportation Block Grant Program funds, Regional Transportation Council Local funds, and Transportation Development Credits will be utilized to support project activities. Anticipated products include:

- Completion of before and after studies of focus intersections;
- Coordination meetings with the Texas Department of Transportation, freight industry, and other public agencies responsible for roadways in the focus areas;
- Evaluation, procurement, and implementation of connected vehicle and other technologies; and
- Development of data sharing tools that bridge platforms between public- and private-sector stakeholders.

IH 30 Dallas County (Tarrant County Line to IH 635) Designs – Automated Vehicle (AV) Readiness

Other Funding Sources

Throughout FY2024 and FY2025, NCTCOG will conduct a planning study to review Interstate Highway (IH) 30 roadway corridor design elements for optimizing automated and electric vehicle (AV/EV) accommodations. Potential options may include, but are not limited to, dynamic inductive charging technology useable by all vehicles, exclusive geometric design reconfigurations for autonomous vehicle usage, and retrofit parameters for new facilities using existing technologies to advance next generation autonomous vehicle implementation. The IH 30 section from the Tarrant County Line to Downtown Dallas is identified as the candidate location for retrofit technologies. The older section of IH 30 from Downtown Dallas to IH 635 will be analyzed for new autonomous vehicle geometric design needs, which may potentially be incorporated within reconstruction plans under consideration by the Texas Department of Transportation. Consultant assistance may be utilized to perform a substantial portion of the proposed study, with Surface Transportation Block Grant Program funds and Texas Department of Transportation funds used to support overall work activities. Anticipated products include:

- Plans, reports, technical memoranda, concept drawings, visualizations, simulations, and other forms of documentation for distribution and/or presentation.

IH 30 Tarrant County (IH 35W to Dallas County Line) Designs – Automated Vehicle (AV) Readiness

Other Funding Sources

Throughout FY2024 and FY2025, NCTCOG will conduct a planning study to review Interstate Highway (IH) 30 roadway corridor design elements for optimizing automated and electric vehicle (AV/EV) accommodations. Potential options may include, but are not limited to, dynamic inductive charging technology useable by all vehicles, exclusive geometric design reconfigurations for autonomous vehicle usage, and retrofit parameters for new facilities using existing technologies to advance next generation autonomous vehicle implementation. The IH 30 section from Farm-to-Market Road (FM) 157/Cooper Street in Arlington to the Dallas County Line is identified as the candidate location for retrofit technologies. The older section of IH 30 from IH 35W in Downtown

Fort Worth to FM 157/Cooper Street will be analyzed for new autonomous vehicle geometric design needs, which may potentially be incorporated within reconstruction plans under consideration by the Texas Department of Transportation. Consultant assistance may be utilized to perform a substantial portion of the proposed study, with Surface Transportation Block Grant Program funds and Texas Department of Transportation funds used to support overall work activities. Anticipated products include:

- Plans, reports, technical memoranda, concept drawings, visualizations, simulations, and other forms of documentation for distribution and/or presentation.

5.11 North Texas Center for Mobility Technologies

Other Funding Sources

The North Central Texas Council of Governments has partnered with the Texas Research Alliance to develop a mobility research center, the North Texas Center for Mobility Technologies (NTCMT), that brings together North Texas' top mobility research talent to work on sponsored research projects. Regional Transportation Council Local funds will be utilized to support this initiative, with contributions from university partners as the initiative progresses. The primary functions and anticipated products of the NTCMT during FY2024 and FY2025 include:

- Readymade research and development network of and for mobility-related companies, municipalities, and other public agencies;
- Attraction of industry and academic talent to North Texas;
- Mobility-related research capabilities within North Texas universities;
- Facilitation of communication and collaboration among the universities with respect to research and development projects and the pursuit/execution of grants;
- Facilitation of university-public sector partnerships on mobility-related projects;
- Facilitation of mobility-related internships for workforce enhancement;
- Acting as a catalyst for building similar North Texas area university networks in other industry sectors;
- Research and industry reports, regional assessments, white papers, and scholarly articles focused on mobility innovation topics; and
- Applications for grants and other prospective funding sources.

5.12 Red River Navigation System Feasibility Study

Other Funding Sources

During the 86th Texas Legislative Session, Texas legislators approved execution of a feasibility study by the Red River Authority of Texas and the United States Army Corps of Engineers (USACE) on increasing Red River navigation between approximately Texarkana and Denison, Texas via a partnership effort between the states of Arkansas, Louisiana, Oklahoma, and Texas. During FY2024 and FY2025, NCTCOG will continue to participate in the ongoing collaborative planning process. The extension of Red River navigable waters could provide the Dallas-Fort Worth region with ocean access and result in goods movement logistics changes in the form of additional freight transport options, freight traffic diversion, and electric power generation capabilities. These changes could translate into possible air quality benefits, as well as new

opportunities to partner with federally recognized tribal nations. Regional Transportation Council Local funds will be utilized to support this initiative. Anticipated products include:

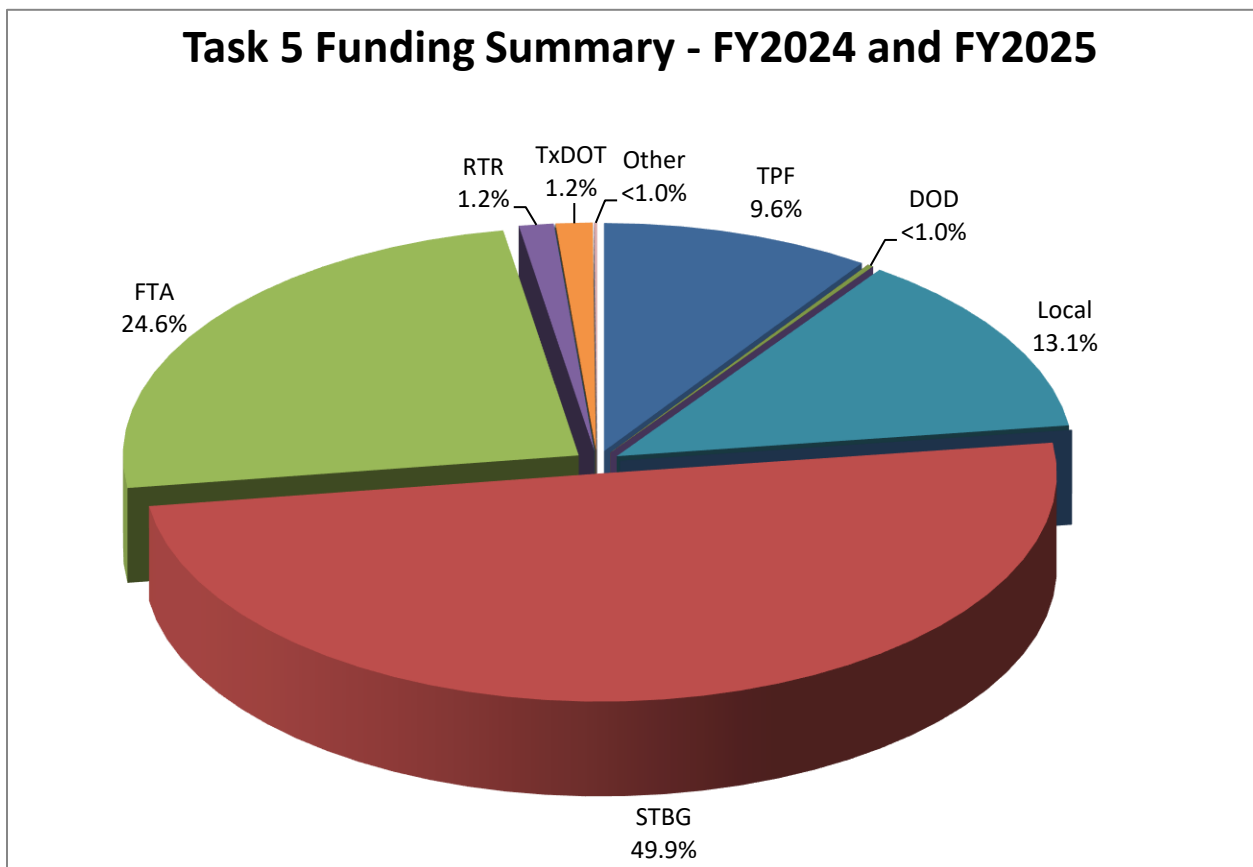
- Financial feasibility study, with accompanying technical memoranda, evaluating increased Red River navigation; and
- Supporting documentation and visual aids for distribution and/or presentation to the Regional Transportation Council and other policy-making entities, as needed.

E. Funding Summary

Subtask	TPF ¹		Additional Funding			One-Year Subtask Total		Two-Year Subtask Total
	FY2024	FY2025	Source	FY2024	FY2025	FY2024	FY2025	
5.01	\$749,000	\$813,000				\$9,302,000	\$6,183,000	
			Local	\$107,000	\$10,000			
			NTTA	\$40,000	\$30,000			
			RTR	\$419,000	\$379,000			
			STBG	\$7,793,000	\$4,713,000			
			TXDOT	\$194,000	\$238,000			
Subtotal								\$15,485,000
5.02	\$711,000	\$736,000				\$857,000	\$877,000	
Subtotal			STBG	\$146,000	\$141,000			\$1,734,000
5.03	\$571,000	\$503,000				\$5,294,700	\$3,437,000	
			FTA	\$516,000	\$164,000			
			Local	\$204,000	\$52,000			
			RTR	\$2,000	\$0			
			STBG	\$3,993,700	\$2,718,000			
			USDOT	\$8,000	\$0			
Subtotal								\$8,731,700
5.04	\$90,000	\$87,000				\$222,000	\$240,000	
Subtotal			STBG	\$132,000	\$153,000			\$462,000
5.05	\$32,000	\$32,000				\$32,000	\$32,000	
Subtotal								\$64,000
5.06	\$127,000	\$149,000				\$16,145,000	\$12,803,000	
			FTA	\$6,618,000	\$8,665,000			
			STBG	\$6,221,000	\$3,087,000			
			Local	\$3,179,000	\$902,000			
Subtotal								\$28,948,000
5.07	\$333,000	\$336,000				\$2,003,800	\$1,708,000	
			Local	\$11,800	\$0			
			STBG	\$1,637,000	\$1,341,000			
			SPR	\$22,000	\$31,000			
Subtotal								\$3,711,800
5.08	\$159,000	\$160,000				\$494,700	\$498,000	
Subtotal			Local	\$335,700	\$338,000			\$992,700
5.09	\$152,000	\$150,000				\$830,300	\$345,000	
			DOD	\$135,000	\$0			
			Local	\$543,300	\$195,000			
Subtotal								\$1,175,300

Subtask	TPF ¹		Additional Funding			One-Year Subtask Total		Two-Year Subtask Total
	FY2024	FY2025	Source	FY2024	FY2025	FY2024	FY2025	
5.10	\$171,000	\$143,000				\$770,550	\$464,600	
			STBG	\$243,000	\$6,000			
			Local	\$295,800	\$20,000			
			TXDOT	\$60,750	\$295,600			
Subtotal								\$1,235,150
5.11						\$1,460,000	\$791,000	
Subtotal			Local	\$1,460,000	\$791,000			\$2,251,000
5.12						\$16,200	\$6,000	
Subtotal			Local	\$16,200	\$6,000			\$22,200
Total	\$3,095,000	\$3,109,000		\$34,333,250	\$24,275,600	\$37,428,250	\$27,384,600	\$64,812,850

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



VII. Overview of Work Program Funding

The work described in this document will be accomplished during the period October 1, 2023, to September 30, 2025. This work will be a cooperative effort between government agencies at four levels – local, regional, State, and federal – and will be funded in some manner by each of the participants. These activities will also involve private-sector groups, including citizens, companies, interest groups, and various associations of these three. This Work Program is prepared with requests, guidance, and cooperation from the principal local agencies in the region.

The transportation planning process is a collection of resources that can be called upon by local governments to assist and supplement their capabilities whenever necessary to meet needs for solving increasingly more complex transportation problems. The Fiscal Year (FY) 2024 and FY2025 Unified Planning Work Program (UPWP) reflects the Metropolitan Planning Organization's (MPO's) goals to meet MPO planning requirements and guidelines reaffirmed by the Infrastructure Investment and Jobs Act; to aid in the implementation of projects contained in the Metropolitan Transportation Plan through an efficient, cost-effective, and equitable system of project programming and prioritization in the Transportation Improvement Program; to develop and implement a regional Congestion Management Process; to continue to support regional efforts to improve air quality; to coordinate regional aviation planning activities; and to assist local governments and transportation providers with various transportation planning activities. Efforts will continue on the monitoring and investigation of new travel forecasting and transportation planning techniques to provide the most efficient and effective solutions available for meeting the region's transportation needs.

Disadvantaged Business Enterprises

Participation by Disadvantaged Business Enterprises (DBEs) to plan and provide technical and transportation services is encouraged by the North Central Texas Council of Governments (NCTCOG). In this regard, NCTCOG has established a Transportation Department-wide overall DBE goal of 17 percent, which is composed of 26.6 percent NCTCOG procurements and 5 percent for subrecipient procurements for participation on the part of socially and economically disadvantaged individuals in US Department of Transportation assisted projects. This DBE goal is effective for FY2023 through FY2025. Contracting opportunities for this goal period include anticipated procurements the NCTCOG Transportation Department will complete, as well as anticipated procurements subrecipients will complete. Examples of subrecipients would include small transit providers, cities, counties, independent school districts, etc. Specific DBE goals are established for each procurement, dependent upon the type of services being procured. As part of ongoing outreach efforts to the consultant community, consultant firms are encouraged to provide their contact, areas of expertise, and DBE certification information to NCTCOG for Request for Proposal notifications. In addition, a DBE list is maintained, based on information provided by firms, and provided as part of the Request for Proposal. Assurance is also given that, in accordance with Title VI of the Civil Rights Act of 1964, NCTCOG will not discriminate against any person on the grounds of race, color, age, sex, disability, or national origin.

Proposed Budget

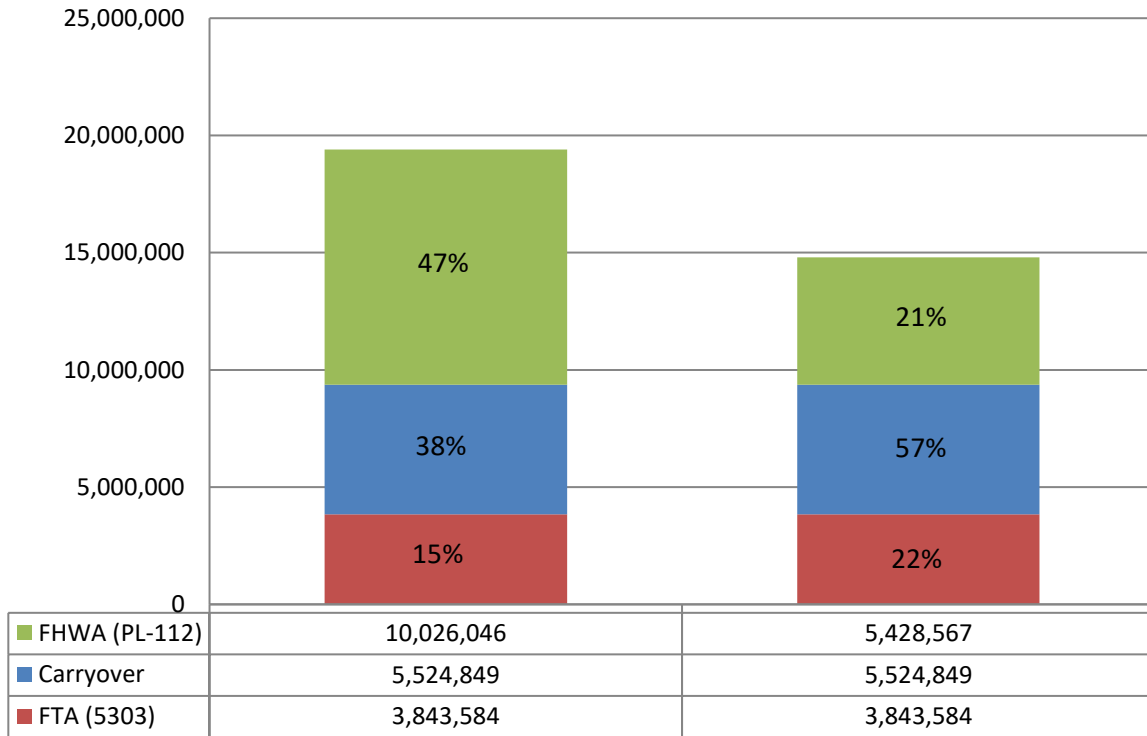
This section summarizes the budget for the FY2024 and FY2025 UPWP. Financial support for FY2024 and FY2025 will be provided from a number of sources, including the Federal Highway Administration, the Federal Transit Administration, the Environmental Protection Agency, the Department of Energy, the Department of Defense, the Texas Department of Transportation, the North Texas Tollway Authority, and the Texas Commission on Environmental Quality. In addition, various local sources will be acquired to assist in the funding of this program.

The US Department of Transportation provides funds through programs of the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). Both FHWA PL-112 and FTA 5303 funds are provided annually to MPOs to support metropolitan regional transportation planning activities based on an 80 percent federal/20 percent local match requirement. The Texas Department of Transportation will provide the 20 percent match for the FHWA-112 and FTA 5303 funds for FY2024 and FY2025 to the MPO to carry out the UPWP in the form of Transportation Development Credits. These Transportation Development Credits are provided by metropolitan areas building toll roads and are used on a Statewide basis to provide the match funds needed for all Metropolitan Planning Organizations. The FY2024 and FY2025 FHWA and FTA funding levels reflected in this program are summarized in Exhibit VII-1. The formula-based FHWA PL-112 allocation to the UPWP for the Dallas-Fort Worth Metropolitan Area is \$10,026,046 in FY2024 and \$10,026,046 in FY2025 for a two-year total of \$20,052,092. The FTA 5303 funding is \$3,843,584 in FY2024 and \$3,843,584 in FY2025 for a two-year total of \$7,687,168. An estimated balance of \$5,524,849 in unexpended/unobligated FHWA PL-112 funding will be available from the FY2023 authorization. Each of these funding amounts is incorporated by source agency into the Work Program by task and subtask. Total FHWA PL-112 and FTA 5303 funding for the FY2024 and FY2025 UPWP is estimated at \$33,264,109. Transportation Planning Funds in the amount of \$30,053,000 have been programmed and allocated to each of the UPWP subtasks as shown in Exhibit VII-2. These programmed funds include the FTA 5303 allocation of \$7,687,168, the estimated FY2023 FHWA PL-112 fund balance of \$5,524,849, and \$16,840,983 of Fiscal Years 2024 and 2025 FHWA PL-112 funding. The remaining balance of Fiscal Years 2024 and 2025 FHWA PL-112 funds of \$3,211,109 is anticipated to be carried over to Fiscal Year 2026.

EXHIBIT VII-1
FY2024 and FY2025 TPF Programming Summary

	FY2024		FY2025	
	Allocation	Programmed	Allocation	Programmed
FTA Section 5303	3,843,584	3,843,584	3,843,584	3,843,584
FHWA (PL-112)				
Carryover	5,524,849	5,524,849	4,597,479	4,597,479
New Allocation	10,026,046	5,428,567	10,026,046	6,814,937
Total TPF	19,394,479	14,797,000	18,467,109	15,256,000
Carryover		4,597,479		3,211,109
Two-Year Totals				
FTA Section 5303	7,687,168			
FHWA PL-112	25,576,941			
Total	33,264,109			
Programmed	30,053,000			
Carryover	3,211,109			

Summary of TPF 2024 Funding Levels



Summary of TPF 2025 Funding Levels

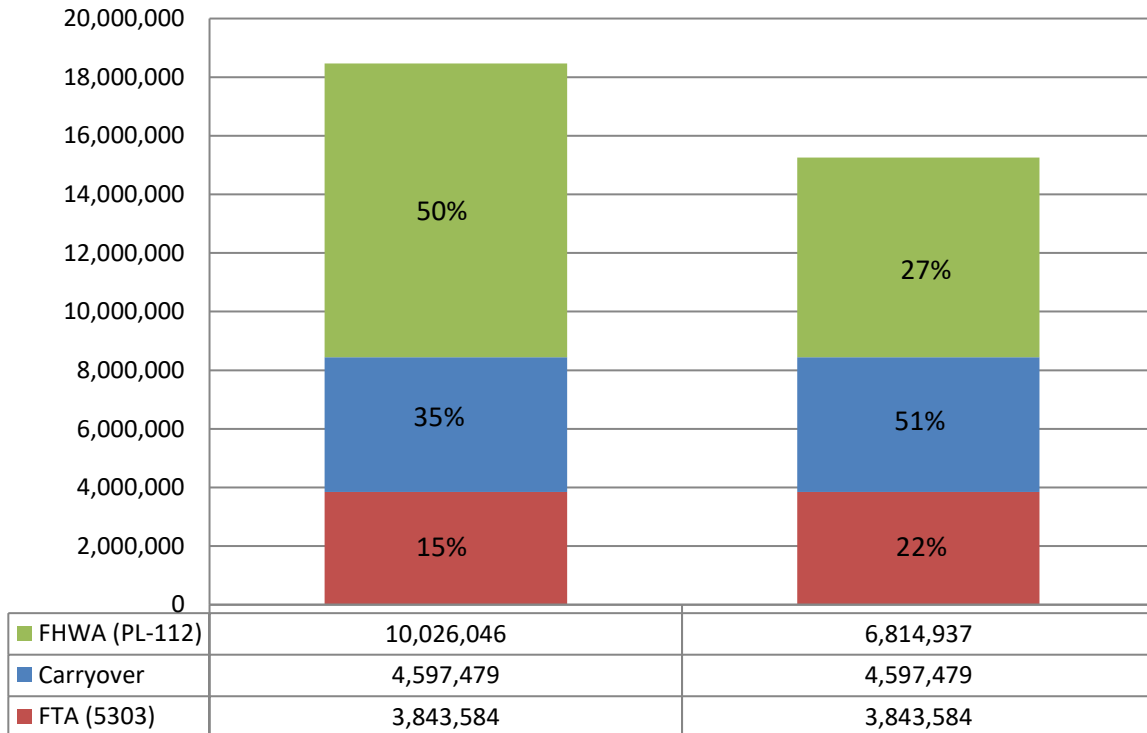
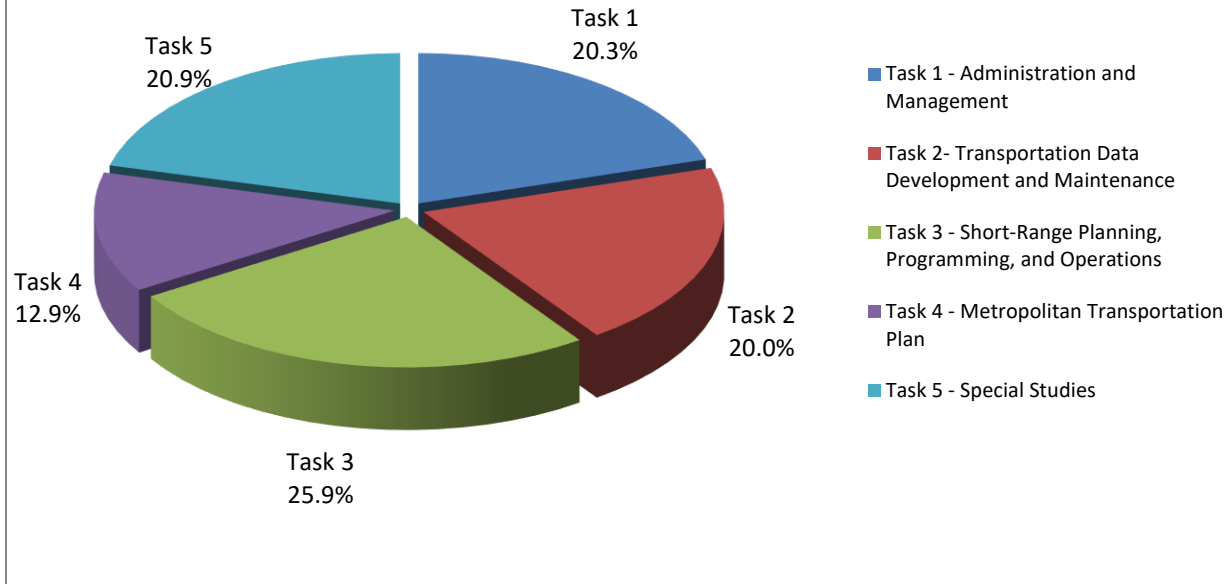


EXHIBIT VII-2
FY2024 and FY2025 Allocation of Transportation Planning Funds

Subtask	Subtask Title	TPF		
		FY2024	FY2025	Total
1.01	Community Outreach	\$2,671,000	\$2,780,000	\$5,451,000
1.02	Program and Policy Administration	\$186,000	\$201,000	\$387,000
1.03	Fiscal Management	\$0	\$0	\$0
1.04	Computer and Audio/Video Resources	\$142,000	\$142,000	\$284,000
	Task 1 - Administration and Management	\$2,999,000	\$3,123,000	\$6,122,000
2.01	Development of Travel Models	\$706,000	\$721,000	\$1,427,000
2.02	Transportation Data Collection and Development	\$215,000	\$212,000	\$427,000
2.03	Model Applications	\$322,000	\$431,000	\$753,000
2.04	Demographic Data and Forecasts	\$643,000	\$644,000	\$1,287,000
2.05	Data Management	\$643,000	\$654,000	\$1,297,000
2.06	Ensuring Equity, Nondiscrimination, and Environmental Justice in MPO Planning/Program Activities	\$258,000	\$267,000	\$525,000
2.07	Performance-based Planning and Coordination	\$168,000	\$176,000	\$344,000
	Task 2 - Transportation Data Development and Maintenance	\$2,955,000	\$3,105,000	\$6,060,000
3.01	Transportation Project Programming	\$1,764,000	\$1,773,000	\$3,537,000
3.02	Regional Air Quality Planning	\$546,000	\$555,000	\$1,101,000
3.03	Air Quality Management and Operations	\$0	\$0	\$0
3.04	Public Transportation Planning	\$885,000	\$875,000	\$1,760,000
3.05	Transit Management and Operations	\$0	\$0	\$0
3.06	Congestion Management Planning	\$641,000	\$640,000	\$1,281,000
3.07	Congestion Management Operations	\$0	\$0	\$0
	Task 3 - Short-Range Planning, Programming, and Operations	\$3,836,000	\$3,843,000	\$7,679,000
4.01	Metropolitan Transportation Planning	\$1,674,000	\$1,923,000	\$3,597,000
4.02	Coordination of Transportation and Environmental Planning Processes	\$146,000	\$153,000	\$299,000
4.03	Understanding the Public Return on Investment for Transportation Funding	\$45,000	\$0	\$45,000
4.04	Regional Passenger Rail Planning and Evaluation Process Development	\$47,000	\$0	\$47,000
	Task 4 - Metropolitan Transportation Plan	\$1,912,000	\$2,076,000	\$3,988,000
5.01	Regional Transportation Studies	\$749,000	\$813,000	\$1,562,000
5.02	Subarea Studies and Local Government Assistance	\$711,000	\$736,000	\$1,447,000
5.03	Land-Use/Transportation Initiatives	\$571,000	\$503,000	\$1,074,000
5.04	Transportation Asset Management	\$90,000	\$87,000	\$177,000
5.05	Transportation System Security and Emergency Preparedness	\$32,000	\$32,000	\$64,000
5.06	Regional Freight Planning	\$127,000	\$149,000	\$276,000
5.07	Roadway and Railroad Safety	\$333,000	\$336,000	\$669,000
5.08	Regional Aviation Planning and Education	\$159,000	\$160,000	\$319,000
5.09	Regional Military and Community Coordination	\$152,000	\$150,000	\$302,000
5.10	Transportation Technology and Innovation Program	\$171,000	\$143,000	\$314,000
5.11	North Texas Center for Mobility Technologies	\$0	\$0	\$0
5.12	Red River Navigation System Feasibility Study	\$0	\$0	\$0
	Task 5 - Special Studies	\$3,095,000	\$3,109,000	\$6,204,000
	FUNDING TOTALS	\$14,797,000	\$15,256,000	\$30,053,000

Transportation Planning Funds (TPF) Summary by Task



UPWP funding is composed of seven types of funding. The first type consists of planning activities being conducted with formula planning funds and utilizes FHWA PL-112 and FTA Section 5303 funding for project support. The second type consists of planning activities being conducted with nonformula funds provided by various agencies such as the North Texas Tollway Authority, the Texas Department of Transportation, and the Texas Commission on Environmental Quality. Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Surface Transportation Block Grant Program (STBG) funding are also utilized under this category. The third type of funding consists of formula implementation funds that are allocated to the MPO, as a designated recipient of Federal Transit Administration funds, to support transit operations. Our fourth revenue type consists of Management and Operations, or implementation projects, which are supported through nonformula implementation funds. These projects are funded primarily through CMAQ and STBG funds, as well as various local government funding. Local air quality and sustainable development implementation and planning projects funded with Regional Transportation Council

Local funds are a fifth type of revenue. Projects to be implemented with Regional Toll Revenue funding (e.g., proceeds from SH 121 up-front payment) represent the sixth type. Innovative, non-traditional methods of funding for strategic regional initiatives such as techniques to capture the increase in value of real property brought about by the public sector funding of highway and transit improvements or funding commitments in the form of loans that could be repaid through several financial mechanisms represent the seventh type of revenue.

Provided in Exhibit VII-3 is an inventory of computer hardware, software/licenses, and maintenance items, as well as other equipment anticipated to be purchased during the period of the FY2024 and FY2025 Unified Planning Work Program to support work activities outlined in Tasks 1 through 5 of the Work Program. Also included are the video/web hosting services required to live stream and record/post meetings of the Regional Transportation Council per State legislation, as well as other meetings, as appropriate. The source of funding utilized to obtain these items or services is provided in the table, along with the specific Work Program Subtask in which the funding is programmed to accommodate the work activities.

EXHIBIT VII-3
Anticipated Equipment/Software Purchases

Quantity	Description	Estimated Price	Funding Source	Subtask
100	Microcomputer systems (desktops, portable, tablet)	\$281,500	RTC Local	1.04
4	Laser printers and image scanners for network group usage	\$41,000	RTC Local	1.04
---	Other computer hardware items, replacements, accessories, and upgrades (for example, docking stations, headsets, text and image scanners, hard drives, additional RAM, projectors, monitors/televisions, video cards, network cabling, warranty extensions)	\$40,000	RTC Local/ TPF	1.04
---	Two years of software support by Caliper and specific renewal for 50 TransCAD licenses and one TransModeler license	\$156,000	TPF	1.04

Quantity	Description	Estimated Price	Funding Source	Subtask
---	Software purchases/upgrades (for example, the current or higher versions of: SmartSheet, Adobe licenses, and Turning Point), software/services, cable service, application subscriptions, advanced mapping/presentation software, and software support renewals	\$125,000	TPF	1.04
---	Web-based traffic count reporting software, including annual maintenance and support	\$16,000	TPF	1.04
---	Audio/video equipment, updates, and maintenance for Transportation Department meeting rooms, including the Transportation Council Room; video/web hosting services for the Transportation Council Room	\$250,000	RTC Local	1.04
---	Bicycle-pedestrian count equipment	\$20,000	STBG Local	5.03
---	Public involvement subscriptions	\$162,000	TPF	1.01
---	Outreach and educational subscriptions	\$136,000	CMAQ	1.01

The Texas Department of Transportation (TxDOT) has approved an MPO Revolver Fund through a partnership with NCTCOG, the Regional Transportation Council, Dallas County, and the City of Dallas. Federal programs administered by NCTCOG require that costs be incurred and paid prior to seeking reimbursements from TxDOT and/or the appropriate federal agency. The MPO Revolver Fund will enable NCTCOG to cash flow the federal programs administered by NCTCOG.

The UPWP will be modified over the course of the fiscal year(s) as additional funds become available. Funding from each source is summarized by task in Exhibit VII-4. FHWA and FTA funding is summarized under Transportation Planning Funds (TPF).

**EXHIBIT VII-4
FY2024 and FY2025 UPWP Funding Summary**

Funding Source	Task 1 Administration and Management		Task 2 Transportation Data Development and Maintenance		Task 3 Short Range Planning, Programming, and Operations		Task 4 Metropolitan Transportation Plan		Task 5 Special Studies		Two-Year Total Funds	
	FY2024	FY2025	FY2024	FY2025	FY2024	FY2025	FY2024	FY2025	FY2024	FY2025	FY2024	FY2025
TPF ¹	\$2,999,000	\$3,123,000	\$2,955,000	\$3,105,000	\$3,836,000	\$3,843,000	\$1,912,000	\$2,076,000	\$3,095,000	\$3,109,000	\$14,797,000	\$15,256,000
CRP	\$0	\$0	\$0	\$0	\$508,000	\$907,000	\$0	\$0	\$0	\$0	\$508,000	\$907,000
CMAQ	\$873,000	\$883,000	\$0	\$0	\$1,769,000	\$1,290,000	\$0	\$0	\$0	\$0	\$2,642,000	\$2,173,000
DOD	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$135,000	\$0	\$135,000	\$0
DOE	\$0	\$0	\$0	\$0	\$72,000	\$0	\$0	\$0	\$0	\$0	\$72,000	\$0
EPA	\$0	\$0	\$0	\$0	\$4,132,800	\$360,000	\$0	\$0	\$0	\$0	\$4,132,800	\$360,000
FHWA	\$0	\$0	\$0	\$0	\$1,826,000	\$1,117,300	\$0	\$0	\$0	\$0	\$1,826,000	\$1,117,300
FTA ²	\$0	\$0	\$0	\$0	\$11,493,000	\$7,770,300	\$0	\$0	\$7,134,000	\$8,829,000	\$18,627,000	\$16,599,300
Local	\$409,000	\$142,300	\$0	\$0	\$12,781,000	\$3,762,000	\$248,500	\$0	\$6,152,800	\$2,314,000	\$19,591,300	\$6,218,300
NCTCOG Local	\$71,900	\$71,900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$71,900	\$71,900
NTTA	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,000	\$30,000	\$40,000	\$30,000
RTR	\$138,000	\$138,000	\$0	\$0	\$2,153,300	\$2,028,000	\$482,000	\$276,000	\$421,000	\$379,000	\$3,194,300	\$2,821,000
SPR	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$22,000	\$31,000	\$22,000	\$31,000
STBG	\$1,167,000	\$1,140,000	\$3,100,000	\$4,455,000	\$9,538,000	\$9,663,000	\$1,425,000	\$1,153,000	\$20,165,700	\$12,159,000	\$35,395,700	\$28,570,000
TWDB	\$0	\$0	\$0	\$0	\$0	\$0	\$1,055,000	\$1,073,000	\$0	\$0	\$1,055,000	\$1,073,000
TCEQ	\$0	\$0	\$0	\$0	\$58,000	\$0	\$0	\$0	\$0	\$0	\$58,000	\$0
TxDOT	\$0	\$0	\$10,000	\$210,000	\$560,000	\$409,000	\$0	\$0	\$254,750	\$533,600	\$824,750	\$1,152,600
USDOT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$8,000	\$0
Subtotal	\$5,657,900	\$5,498,200	\$6,065,000	\$7,770,000	\$48,727,100	\$31,149,600	\$5,122,500	\$4,578,000	\$37,428,250	\$27,384,600	\$103,000,750	\$76,380,400
Two-Year Total	\$11,156,100		\$13,835,000		\$79,876,700		\$9,700,500		\$64,812,850		\$179,381,150	

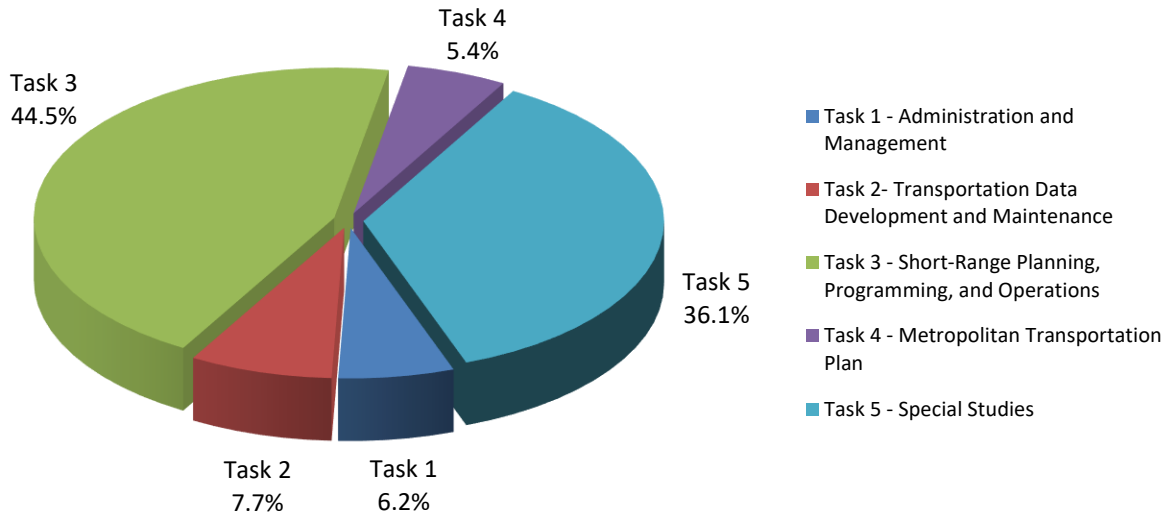
¹ Transportation Planning Funds (TPF) include both FHWA PL-112 and FTA 6303 funds. TxDOT will apply Transportation Development Credits sufficient to provide the match for FHWA PL-112 and FTA 5303 programs. As the credits reflect neither cash nor person-hours, they are not reflected in the funding tables.

² Includes FTA 5307 funds.

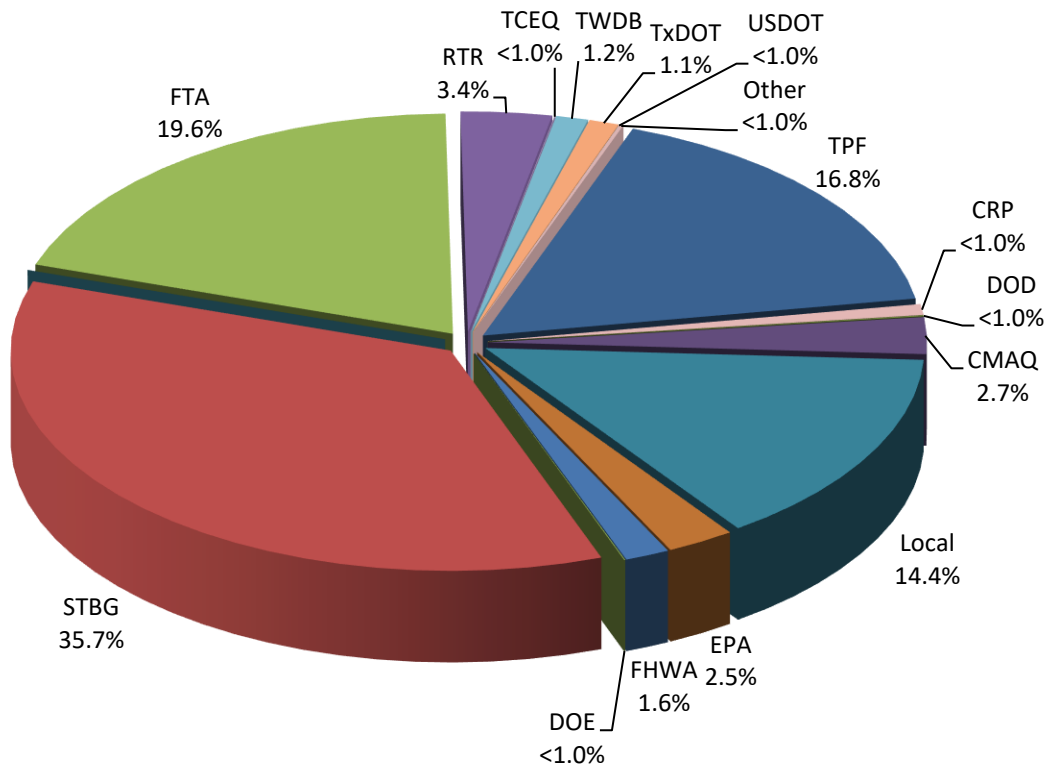
Combined Transportation Planning Funds ³	\$27,739,260.00
Estimated Unexpended Carryover	<u>\$5,524,849.00</u>
TOTAL TPF	\$33,264,109.00

³ Estimate based on prior years' authorizations

Summary of All Funding by Task



Summary of All Funding



Activity Schedule

Work in the FY2024 and FY2025 UPWP will be ongoing and continuous throughout the two-year timeframe. Work Program tasks conducted for, or in cooperation with, local agencies are dependent upon their participation in the process and are scheduled accordingly. Some projects, such as preparing the Transportation Improvement Program, can be described as year-round activities when accounting for individual project revisions and their technical and local impact reviews. In addition, the performance of consultant studies for local transit operators and other cities must be timed in accordance with locally determined priorities, which thus precludes setting a rigid advanced schedule. Task initiation will also depend on special needs or interests and resources available. Consequently, no specific schedule for work tasks has been provided in this Work Program.

VIII. Other Metropolitan Transportation and Air Quality Planning-Related Activities in the Dallas-Fort Worth Area

In addition to the work outlined in this Unified Planning Work Program (UPWP), other transportation and air quality planning activities will be conducted by various transportation planning and implementation agencies. The metropolitan planning guidelines for preparation of the UPWP call upon Metropolitan Planning Organizations to include in the UPWP a detailed description of transportation and transportation-related planning activities anticipated within the metropolitan area during the period covered by the UPWP, regardless of funding sources. Local governments and transportation agencies throughout the metropolitan area were asked to submit a summary of these anticipated activities. The following information summarizes the efforts that were submitted to the North Central Texas Council of Governments for inclusion in this document.

City of Dallas

Dallas On-Street Parking/Curb Management Policy: As an extension of the Strategic Mobility Plan, the City is developing an On-Street Parking/Curb Management Policy report that will guide decisions around setting parking pricing, managing uses of the curb, and allocating its use to different functions (e.g., mobility, vehicle storage, deliveries, etc.).

Convention Center Master Plan: The City of Dallas has a study underway to look at improvements around the Kay Bailey Hutchison Convention Center. There are several projects and/or initiatives happening at or around the section of IH 30 from IH 3E to IH 45:

- The redevelopment of the IH 30 Canyon from IH 35E east to IH 45 led by the Texas Department of Transportation;
- High-speed rail station led by Texas Central;
- Multimodal facility and Oak Farms studies led by the City of Dallas;
- Oak Farms study led by NCTCOG;
- Dallas Convention Center Master Plan study led by the City of Dallas;
- Rail district led by NCTCOG/City of Dallas; and
- High-Speed Rail/Cedars Planning Study led by NCTCOG.

Based on the above, and since the frontage roads are eliminated, the City grid system is expected to provide the redundancy that is needed for rapid response to incidents in addition to supporting multimodal movements in the area. Combined, these efforts will identify needed improvements to the street grid and transportation system to encourage development and improve the quality of life in the Cedars and southern Downtown areas to make them more walkable and bikeable.

Oak Farms: The Oak Farms Study will include an infrastructure asset inventory to identify needed improvements, produce preliminary engineering for the overall improvements, and, if funds are sufficient, produce detailed engineering for the priority needs.

City of Plano

Interlocal Agreement Between the University of Texas at Dallas and the City of Plano for Collaboration Research on Air Quality Monitors: Since June 2016, Environmental Health and Sustainability Department (EHS) staff has participated in a broad consortium of North Texas stakeholders led by the University of Texas at Dallas (UTD). All are interested in developing a real-time air quality monitoring network for a region that is not in compliance with the Clean Air Act. Currently, there are no federal or State air quality monitors located in the City of Plano.

This research partnership with UTD allows the City to test newer and less expensive technology. UTD leads a team building and calibrating a 44-monitor system for deployment in Plano. It will provide real-time estimates of PM₁, PM_{2.5}, PM₁₀, and CO₂. The information can be used to lower risks of personal exposures and improve environmental health by informing policies and practices such as traffic management, signal light timing, vehicle idling, alternative transportation, and personal outdoor activities.

Expressway Corridor and Environmental Health Study: In 2018, Plano initiated a study to consider the health effects of adjacency to major transportation corridors in regard to air and noise pollution. This study identifies sensitive land uses where occupants would be more likely to be affected by these pollutants. An environmental health map was adopted denoting contours where noise levels are expected to be higher than what is considered to be appropriate by the Department of Housing and Urban Development. Zoning cases in these areas with sensitive land uses must complete an environmental health analysis and incorporate appropriate mitigation measures. Implementation of the results of this study is still underway.

Silver Line Corridor Market Assessment and Economic Development Strategy: This study will assess the market potential of Plano's transit corridors and offer economic development strategies to guide future investment, as well as land-use planning and zoning activities in these areas. This study supports Plano's transit-oriented development policy of the City's Comprehensive Plan, which proactively encourages an integrated mix of uses and civic spaces within walking distance of planned transit stations. The study area is one-half mile around each station. In particular, the focus of the study recommendations will be on the properties immediately surrounding the station areas. The Silver Line Corridor Market Assessment and Economic Development Strategy will consist of an assessment of the current economic market and climate and a projection of future development potential around Plano's two new Silver Line commuter rail stations and light rail transit station. Focus groups and one-on-one interviews with key stakeholders will further inform study recommendations.

Trinity Metro

East Lancaster Avenue Transit Oriented Development Plan: Trinity Metro is developing a transit-oriented development plan for station areas along East Lancaster Avenue from Downtown Fort Worth to Handley Drive in support of future high-capacity transit improvements.

Transit-Oriented Development Planning Study: Trinity Metro will sponsor a transit-oriented development (TOD) study to identify the opportunities to develop transit-oriented development around Mercantile Station, North Side Station, Terminal and Pacific Station and a future TEXRail station in the medical district. The resulting plan will include assessment of existing conditions, station area concept plans, zoning recommendations, multi-modal connectivity plans, analysis of value capture, recommendations for private-sector involvement, economic strategies to leverage community assets within walking distance of all TEXRail and other high-capacity transit stations, best practices from similar successful TODs and a phased TOD implementation plan. The work will commence by fall of 2022 and take 12 to 18 months to complete. The project will be funded by \$405,000 from the Pilot Program for Transit-Oriented Development Planning – Section 20005(b) and \$101,250 (20%) local match from Trinity Metro.

Denton County Transportation Authority (DCTA)

Transit-Oriented Development Planning Analysis of the Kansas City Southern (KCS) Rail Corridor: As a separate right-of-way for freight rail, the KCS corridor between the University of North Texas in Denton and Hebron Parkway in Plano will be the focus of a study to determine opportunities to enhance regional transit connectivity and spur economic development throughout Denton County. The rail line has the potential to connect to DCTA's A-train and other rail lines planned or in operation in the Dallas-Fort Worth area. The analysis and recommendations will reflect the transit-oriented development and multimodal needs and aspirations of each local community related to potential station locations.

City of Fort Worth

Stop Six – Caville Transit Center: The City of Fort Worth, in partnership with Trinity Metro, will lead a study to implement a Transit Center and supportive infrastructure at the Stop Six – Caville Place Development near Amanda Avenue and Rosedale Street in southeast Fort Worth. The

project involves City and transit agency staff and consultant services. The work will commence in late FY2022/early FY2023 and is expected to take 12 to 18 months for completion. The project will involve public and stakeholder outreach, data analysis of existing transportation data, concept planning, and pre-engineering related to transit operations, rider access/comfort, safety, and multimodality. The end result will be development of a transit center plan and subsequent construction. The project is funded with \$1,000,000 federal Surface Transportation Block Grant Program funds and 200,000 Transportation Development Credits as local match (provided by the City of Fort Worth).

Butler Housing Project Planning Study: The City of Fort Worth will lead a study of the Butler Housing Project area bounded by IH 35W, IH 30, and US 287 in order to develop an analysis of alternatives to improve roadway accessibility to the former Butler Place Historic District. This planning study will assess the economic and social opportunities and include a traffic study of the East Lancaster Avenue and Jones Street area. The project involves City staff and consultant services. The work will commence in late FY2022/early FY2023 and is expected to take 12-18 months for completion. The project will involve public and stakeholder outreach, and data collection and analysis of existing transportation, land use, market, and environmental conditions in the Butler Place Historic District and immediately adjacent areas that impact accessibility, etc. The end result will be development of a concept plan and alternatives analysis, along with short- and long-term recommendations and implementation strategies. Preliminary design feasibility work may be included. The project is funded with \$2,000,000 federal Surface Transportation Block Grant Program funds and the required \$500,000 local match (provided by the City of Fort Worth) for a total of \$2,500,000.

East Lancaster Corridor and Sub-Regional Planning Study: The City of Fort Worth will develop a comprehensive multimodal implementation plan to further develop projects for State Highway 180

– East Lancaster Avenue from Jones Street to Dottie Lynn Parkway; as well as mobility improvements for the surrounding area. The study will support TxDOT’s work by providing existing conditions for the larger study area (including IH 30), public comment/community feedback, preferred cross-sections for multimodal movements on the corridor, preferred transit routing and mode options, and aesthetic improvement concepts for the East Lancaster corridor and other facilities adjacent to or connecting to TxDOT facilities. The study is funded with \$1,175,000 in local funds from the City. The study will start in FY2023 and wrap up in FY2024.

East Berry Corridor Design and Planning Study: This study will examine the corridor from IH 35W to Lake Arlington to develop a set of context-sensitive corridor concepts, strategies, and actionable steps to help transform East Berry Street into a smart, walkable, multimodal corridor for all ages and abilities. The study will position the East Berry corridor for development and redevelopment opportunities, stronger community connectivity, and improved access to greater Fort Worth’s economic opportunities and jobs. Strategies should consider equity and market feasibility, while addressing future cross-sections, access management, multimodal transportation elements, safety improvements, operational improvements, and recommendations for a private realm built-form. These elements are to support different modes of transportation and create a sense of place. The study is funded with \$7000,000 in local funds. The study will start in FY2023 and wrap up in FY2024.

McCart Avenue Corridor Design and Planning Study: McCart Avenue is a regional minor arterial that runs primarily in the City of Fort Worth but will eventually connect with the cities of Burleson and Crowley to the south. This study will examine about 10 miles of the southern portion of this corridor from near Interstate 20 (SW Loop 820) to the Burleson city limits. The plan will develop a set of context-sensitive corridor projects and policies to address future cross-sections, access management, multimodal transportation elements (including transit), safety improvements,

operational improvements, and recommendations for a private realm built-form that supports different modes of transportation and a sense of place. Economic and community development concepts and strategies for a mixed-use corridor with nodes of varying scales at key points such as the commercial area north of Loop 820 (IH 20), Westcreek at Altamesa, from Westcreek to Fiesta Circle, at Southpark Lane/Cleburne Road, and Sycamore School Road, along with potential greenfield areas at Risinger, McPherson (future), and Johnson County Road 920 (future). The corridor consists of a mix of existing segments that may need to be retrofitted or undergo full capital renewal, as well as greenfield segments that have not yet been constructed. The study is funded with \$850,000 in local funds. The study will start in FY2023 and wrap up in FY2024.

City of McKinney

Downtown McKinney SH 5 Pedestrian Connection Study: The City of McKinney is leading a two-phased study which seeks to evaluate the feasibility of various grade-separated and at-grade pedestrian connections across State Highway 5 (SH 5) adjacent to Historic Downtown McKinney. The goals of this study include identifying design concepts which: (1) improve mobility, safety, comfort, and access for all modes and ages, (2) strengthens connections between Historic Downtown and East McKinney, (3) amplifies the existing area identity and sense of place, (4) creates opportunities for community gathering spaces, (5) connects the community and people previously disconnected by the highway, (6) enhances the Downtown McKinney Historic Cultural District, (7) is a fiscally sustainable solution, and (8) includes community support. The limits of this study generally include SH 5 between Anthony Street and Lamar Street. Phase 1 of this study commenced in January 2022 and will provide a high-level summary and evaluation of various alternatives by March/April 2022. Phase 1 is 100 percent locally funded by the City of McKinney and is being conducted by a consultant. Based on the alternatives presented under Phase 1, City staff will receive direction from the McKinney City Council to begin initial public outreach and

scoping of Phase 2. Phase 2 of this study will include a detailed feasibility study, environmental analysis, public outreach, and preliminary design to identify a preferred alternative in accordance with National Environmental Policy Act (NEPA) requirements. Phase 2 of the study is funded with \$1,600,000 in federal Surface Transportation Block Grant Program funds and 320,000 Transportation Development Credits as match. This Phase will be completed in coordination with the Texas Department of Transportation's (TxDOT) current SH 5 reconstruction project. It is expected that a consulting firm will assist in the preparation of the environmental document. It is also expected that Phase 2 of this study will commence in mid-to-late summer 2022 and will require 12 to 24 months to complete.

Dallas Area Rapid Transit (DART)

D2 TOD Corridor Implementation Plan: Proposed D2 TOD Corridor Implementation Plan will enable DART and the City of Dallas to jointly place emphasis on TOD planning and implementation. The Dallas Central Business District Second Light Rail alignment (D2 Subway) adds a new two-mile corridor through Downtown Dallas and expands transit access with four stations along the city's most job-intensive corridor with the most significant potential for high density, mixed-use development. The corridor is part of the greater Central Dallas area covered by The 360 Plan, adopted in 2017, serving as the urban core policy guide. Proposed D2 TOD Corridor Implementation Plan will involve significant public input and private sector participation to: (1) prioritize physical improvements to transit options and access; (2) identify development regulations that best enhance quality of life along the corridor and entice people to work, live, and play downtown; and (3) kick-start positive development to take advantage of new opportunities the D2 Subway will bring to the area. The work will commence in January 2023 and take 15 to 18 months to complete. Consultant assistance will be utilized for the majority of the work. The D2 TOD Corridor Implementation Plan will be funded by a \$1,000,000 FY2019 grant from the FTA

Pilot Program for Transit-Oriented Development Planning and \$250,000 (20%) local match from DART and the City of Dallas. The total funding allocated for the Plan is \$1,250,000.

City of Richardson

Comprehensive Plan: The City of Richardson is conducting an update to the City's Comprehensive Plan. With only 3.3 percent of undeveloped land remaining, the City is largely built out and thus the focus of the Comprehensive Plan update will largely be related to infill, redevelopment, and neighborhood revitalization projects to maximize use of existing infrastructure and community assets. The goal is for the Comprehensive Plan update to provide clear land use, planning, transportation, and economic development strategy/direction for the next 20 years. The Comprehensive Plan was initiated on February 28, 2023, and is targeted to be complete in April of 2024.

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IX.NCTCOG Planning and Implementation Activities Beyond the FY2024 and FY2025 Unified Planning Work Program

The following table reflects non-locally funded planning and implementation projects that have been approved by the Regional Transportation Council for FY2026. These projects will be carried out by the North Central Texas Council of Governments and are or will be included in the 2023-2026 Transportation Improvement Program. The FY2024 and FY2025 Unified Planning Work Program covers the period of October 1, 2023, through September 30, 2025. Initiation of the projects in the table below falls outside the timeframe of this Work Program and the projects are being shown here to reflect NCTCOG’s commitment to the projects and aid in the federal review of the Transportation Improvement Program.

FY2026 Non-Locally Funded Projects Approved by the Regional Transportation Council for Inclusion in the Transportation Improvement Program

TIP CODE	PROJECT DESCRIPTION	FUNDING SOURCE	MATCH SOURCE	FY2026 FUNDING
11622.4	TRAVEL SURVEY, DATA COLLECTION, MODEL REFINEMENT PROGRAM: TO PROVIDE TRAVEL INFORMATION USED TO CREATE ANALYTICAL TOOLS FOR ALL PLANNING, AIR QUALITY, AND MANAGEMENT PROJECTS IN THE MPA; ANALYSIS OF TRANSIT PERFORMANCE IN REAL-TIME AND FORECAST FUTURE RIDERSHIP AMONGST THE THREE MAJOR TRANSIT AGENCIES; INCLUSION OF NON-MOTORIZED TRIPS IN THE REGIONAL TRAVEL MODEL; DEVELOPMENT OF DYNAMIC TRAFFIC ASSIGNMENT MODEL FOR ROADWAY NETWORK ANALYSIS; CONDUCT TRAVEL SURVEYS AND INTERSECTION OPERATIONAL ANALYSES	STBG	TDCs	\$2,850,000
11655.2	REVENUE AND PROJECT TRACKING SYSTEM (RAPTS) TRACK, MONITOR, AND ASSESS REGIONAL TRANSPORTATION AND AIR QUALITY PROJECTS THROUGH THE RAPTS WEBSITE; INCLUDES SOFTWARE DEVELOPMENT AND NCTCOG STAFF TIME	STBG	TDCs	\$515,000

TIP CODE	PROJECT DESCRIPTION	FUNDING SOURCE	MATCH SOURCE	FY2026 FUNDING
11694.1	REGIONAL AIR QUALITY INITIATIVES; IDENTIFY AND IMPLEMENT INITIATIVES TO IMPROVE AIR QUALITY AND ATTAIN FEDERAL STANDARDS, INCLUDING STRATEGIES TO SUPPORT INCREASED ADOPTION OF ZERO-EMISSION AND OTHER LOW-EMISSION VEHICLES, IMPLEMENTATION AND EVALUATION OF NEW EMISSIONS-REDUCING TRANSPORTATION TECHNOLOGIES, DEVELOPMENT OF REGIONAL RESOURCES TO ADVANCE EMISSIONS-REDUCING EFFORTS, AND COORDINATION EFFORTS ACROSS LOCAL STAKEHOLDERS	STBG	TDCs	\$3,200,000
11615.4	REGIONAL GEOSPATIAL IMAGERY: DATA COLLECTION/PLANNING; DATA COLLECTION/PLANNING COOPERATIVE DIGITAL AERIAL PHOTOGRAPHY DATA COLLECTION TO IMPROVE TRAVEL DEMAND MODEL, AND CORRIDOR ALIGNMENT PLANNING, AND TRACK POPULATION/EMPLOYMENT CHANGES, AND SUPPORT VARIOUS ADDITIONAL ANALYTICAL TRANSPORTATION PLANNING ACTIVITIES	STBG	State	\$1,437,500
16004	NORTHWEST AND SOUTHWEST FORT WORTH SUBAREA STUDIES; NORTHWEST STUDY: BOUNDED BY US 377 TO W, SH 114 TO N, FM 730 TO W, & IH 820 TO S; SOUTHWEST STUDY: IH 20/IH 820 TO N, FM1187 TO W, US 377 TO S, AND CHISHOLM TRAIL TO E; DEVELOP SUB-REGIONAL TRANSPORTATION PLANS TO IDENTIFY NEEDED IMPROVEMENTS AND ESTABLISH A MULTI-MODAL TRANSPORTATION NETWORK WITH ADDITIONAL FOCUS AREAS ON LAND-USE, SAFETY, AND CONGESTION; AREAS OUTSIDE THIS STUDY AREA WILL ALSO BE INCLUDED AS THEY IMPACT TRAVEL WITHIN THE AREA; INCLUDES CONSULTANT AND NCTCOG STAFF TIME	STBG	TDCs	\$300,000
11613.3	REGIONAL GOODS MOVEMENT/CORRIDOR STUDIES; CONDUCT GENERAL CORRIDOR STUDIES, PLANNING, AND IMPLEMENTATION ACTIVITIES IN SUPPORT OF THE REGION'S GOOD MOVMT INCL; NCTCOG STAFF TIME & CONSULTANT ASSISTANCE TO ASSESS IMPACT OF TRUCK, RAIL, & OTHER FREIGHT; MOVMT, DATA COLLECTION & ANALYSIS, SAFETY, COORD WITH PRIVATE SECTOR PARTNERS IN FREIGHT BUSINESS; MONITORING TRUCK LANE CORRIDORS, HAZMAT, ECON ANALYSIS, LAND USE COMPATIBILITY, PASSENGER & FREIGHT RAIL INTEGRATION, PUBLIC OUTREACH/EDUCATION, AND OVERSIGHT OF PARTNER IMPLEMENTATION PROJECTS	STBG	TDCs	\$2,625,000

TIP CODE	PROJECT DESCRIPTION	FUNDING SOURCE	MATCH SOURCE	FY2026 FUNDING
11650.1	TRANSPORTATION TECHNICAL SUPPORT; TECHNICAL ASSISTANCE FOR DEVELOPING, MONITORING, ENVIRONMENTALLY APPROVING, AND IMPLEMENTING CORRIDOR STUDIES/PROJECTS ACCORDING TO CAPITAL ASSET MANAGEMENT PRINCIPLES	STBG	TDCs	\$1,800,000
11647.2	LAND USE/TRANSPORTATION AND BIKE/PEDESTRIAN INITIATIVES INCLUDES BICYCLE/PEDESTRIAN PLANNING, TRANSIT ORIENTED DEVELOPMENT, REGIONAL PEDESTRIAN SAFETY PROGRAM, IMPLEMENTATION OF SUSTAINABLE DEVELOPMENT INITIATIVES, REGIONAL WAYFINDING, AND ADA COMPLIANCE; 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	STBG	TDCs	\$3,110,000
14038.2	MANAGEMENT AND OVERSIGHT OF REGIONAL SAFETY PROGRAM; INCLUDING REGIONAL DATA TOOLS AND ANALYSIS, TRAFFIC INCIDENT MANAGEMENT, DRIVE AWARE NORTH TEXAS SAFETY CAMPAIGN, STRATEGIC TARGETING OF AGGRESSIVE DRIVING AND ROAD RAGE, INCLUDES CONSULTANT, NCTCOG STAFF TIME AND EQUIPMENT	STBG	TDCs	\$6,070,000
11663.3	ENTIRE MANAGED LANE SYSTEM; DEVELOP, TEST, & IMPLEMENT TECHNOLOGY TO DETECT & VERIFY AUTO OCCUPANCY ON REGIONAL MANAGED LANE SYSTEM INCLUDING PUBLIC OUTREACH, EDUCATION, & INTEGRATION INTO EXISTING TOLLING SOFTWARE/HARDWARE; PROJECT INVOLVES CONSULTANT ASSISTANCE & NCTCOG STAFF TIME	STBG	TDCs	\$2,088,000
16007	SPECIAL EVENTS MANAGEMENT; INCLUDING MEASURES SUCH AS EXTENDED TRANSIT SERVICE FOR EVENTS, STAGING OF TOW TRUCKS TO CLEAR INCIDENTS QUICKLY, CLEARING ROADWAYS QUICKLY AFTER INCIDENTS, ETC. TO REDUCE CONGESTION DURING SPECIAL EVENTS; INCLUDES NCTCOG STAFF TIME	STBG	TDCs	\$600,000

TIP CODE	PROJECT DESCRIPTION	FUNDING SOURCE	MATCH SOURCE	FY2026 FUNDING
11691.1	IMPLEMENT AND OPERATE TRAVELER INFORMATION SYSTEM; DEVELOP CONCEPT OF OPERATIONS AND DEPLOYMENT OF TRANS SYS MANAGEMENT AND OPERATIONS DATA ENGINE TO IMPROVE OPERATIONAL EFFICIENCY ON THE REGION'S TRANSP NETWORK BY INTEGRATING DATA SOURCES INCL REGIONAL TRAFFIC MANAGEMENT AND TRAVELER INFORMATION SYS; ITS DATA UPDATES AND COMPLIANCE; COORDINATION WITH REGIONAL PARTNERS ON INFORMATION SHARING AND AGREEMENT TRACKING; ADMINISTRATION OF MOBILITY ASSISTANCE PATROL; INCLUDES NCTCOG STAFF TIME	STBG	TDCs	\$2,765,000
11616.1	REGIONAL TRAFFIC SIGNAL RETIMING PROJECT; DEVELOP AND IMPLEMENT TRAFFIC SIGNAL COORDINATION IN THE DFW NON-ATTAINMENT AREA; INCLUDES IMPROVING SIGNAL OPERATION AND PROGRESSION THROUGH TRAFFIC SIGNAL RETIMING, EQUIPMENT AND IMPLEMENTATION, AND EVALUATION OF THE RESULTANT IMPROVEMENTS; INCLUDES NCTCOG STAFF TIME AND CONSULTANT ASSISTANCE	CMAQ	State/Local	\$4,500,000
11612.3	REGION-WIDE EMPLOYER TRIP REDUCTION PROGRAM (ETR); TRACK AND IMPLEMENT ETR STRATEGIES THROUGH COMMUTER/EMPLOYER OUTREACH; MANAGEMENT/OVERSIGHT OF TRYPARKINGIT.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	STBG	TDCs	\$1,360,300
11657.2	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	CMAQ/STBG	TDCs	\$2,100,000

TIP CODE	PROJECT DESCRIPTION	FUNDING SOURCE	MATCH SOURCE	FY2026 FUNDING
11699.2	REGIONAL VANPOOL PROGRAM FOR (WESTERN SUBREGION); OPERATE VANPOOL SUBSIDY INITIATIVE FOR COMMUTERS TRAVELING LONG DISTANCES AND IN AREAS WITH LITTLE OR NO FIXED ROUTE SERVICE; INCLUDES COST OF VEHICLE LEASING AND PART OF ADMINISTRATIVE COSTS	STBG	TDCs	\$682,000
21044	DALLAS INTERNATIONAL DISTRICT AUTOMATED TRANSPORTATION SYSTEM BOUNDED BY IH 635 TO THE SOUTH, DALLAS NORTH TOLLWAY TO THE WEST, PRESTON ROAD TO THE EAST, AND SPRING VALLEY ROAD TO THE NORTH; ENGINEERING AND CONSTRUCTION OF THE DALLAS INTERNATIONAL DISTRICT AUTOMATED TRANSPORTATION SYSTEM	STBG	TDCs	\$8,000,000
16009	REGIONAL TRANSIT COORDINATION PROGRAM; REGIONAL COORDINATION OF TRANSIT SERVICES WITH A FOCUS ON INCREASING ECONOMIES OF SCALE, TECHNICAL ASSISTANCE, MOBILITY ON DEMAND, AND MOBILITY AS A SERVICE	STBG	TDCs	\$500,000
11660.1	AIR QUALITY ENERGY EFFICIENCY INITIATIVES: ENERGY EFFICIENCY MEASURES TO IMPLEMENT PROJECTS TO REDUCE ENERGY USE AND INCREASE ENERGY EFFICIENCY WITHIN THE PUBLIC AND PRIVATE SECTOR TO REDUCE AIR QUALITY IMPACTS; COORDINATE REGIONAL COLLABORATION, EVALUATE IMPACTS, AND DEVELOP RESOURCES ADDRESSING ELECTRIC GRID IMPACTS ASSOCIATED WITH ELECTRIFICATION OF TRANSPORTATION, AND DEPLOY STRATEGIC ELECTRIFICATION INFRASTRUCTURE TO ASSESS IMPACTS AND FILL GAPS; INCLUDES NCTCOG STAFF TIME	CRP	TDCs	\$950,000
11635.2	IMPLEMENTATION AND ADMINISTRATION OF AIR QUALITY AND TRANSPORTATION PROJECTS FUNDED WITH RTR FUNDS; IMPLEMENTATION AND ADMINISTRATION OF AIR QUALITY AND TRANSPORTATION PROJECTS FUNDED WITH RTR FUNDS; CSJ 0918-00-404 COVERS FUNDING IN FY2024 & FY2025	RTR	N/A	\$800,000
			Subtotal	\$46,252,800

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APPENDIX A

**POLICY AND TECHNICAL COMMITTEE MEMBERSHIP,
AND NCTCOG TRANSPORTATION DEPARTMENT STAFF ROSTER**

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Texas Department of Transportation,
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City of Irving

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Dallas Fort Worth International Airport

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Texas Department of Transportation,
Fort Worth District

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Councilmember
City of Allen

Jeremy Tompkins

Councilmember
City of Euless

T. Oscar Trevino Jr., P.E.

Mayor
City of North Richland Hills

William Tsao, P.E.

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Commissioner
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Dallas Area Rapid Transit

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TxDOT, Fort Worth

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Hood County

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City of Irving

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Joseph Jackson
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North Texas Tollway
Authority

William Janney
City of Frisco

Kelly Johnson
North Texas Tollway
Authority

Major L. Jones
City of Euless

Alonzo Liñán
City of Keller

Eron Linn
Dallas Area Rapid Transit

Clay Lipscomb
City of Plano

Paul Luedtke
City of Garland

Stanford Lynch
Hunt County

Chad Marbut
City of Weatherford

Alberto Mares
Ellis County

Wes McClure
City of Mesquite

Brian Moen
City of Frisco

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City of Bedford

Caleb Thornhill
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City of Garland

Press Tompkins
City of Greenville

Jennifer VanderLaan
Johnson County

Gregory Van Nieuwenhuize
City of Haltom City

Daniel Vedral
City of Irving

Caroline Waggoner
City of North Richland Hills

Jana Wentzel
City of Arlington

Robert Woodbury
City of Cedar Hill

Larry Wright
City of Colleyville

Jamie Zech
TCEQ

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Senior Transportation Planner

Gypsy Gavia
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Senior Air Quality Planner

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Intern

Kathleen Yu
Principal Transportation System Modeler

Hong Zheng, Ph.D., P.E.
Senior Transportation System Modeler

Margarita Zollo
Transportation Planner I





Norma Zuniga
Communications Specialist II

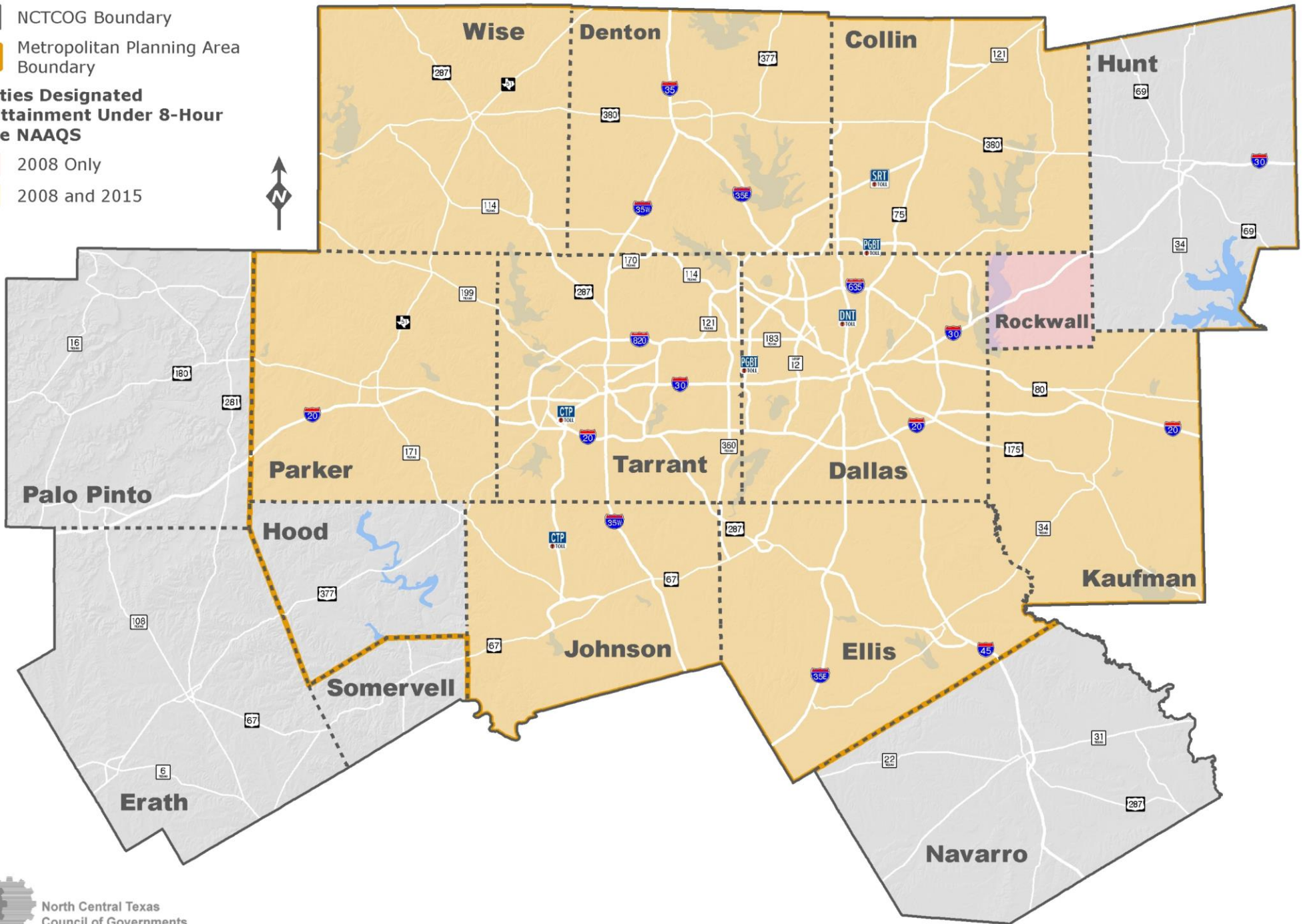
Total: 192 Employees

APPENDIX B

METROPOLITAN AREA BOUNDARY MAP
(GOVERNOR OR GOVERNOR'S DESIGNEE APPROVED)

Transportation and Air Quality Planning Areas

-  NCTCOG Boundary
-  Metropolitan Planning Area Boundary
- Counties Designated Nonattainment Under 8-Hour Ozone NAAQS**
 -  2008 Only
 -  2008 and 2015



APPENDIX C
DEBARMENT CERTIFICATION

APPENDIX C

DEBARMENT CERTIFICATION (Negotiated Contracts)

- (1) The **North Central Texas Council of Governments**, as **CONTRACTOR**, certifies to the best of its knowledge and belief that it and its principals:
- (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any federal department or agency;
 - (b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public* transaction or contract under a public transaction; violation of federal or state antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
 - (c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity* with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
 - (d) Have not within a three-year period preceding this application/proposal had one or more public transactions* terminated for cause or default.
- (2) Where the **CONTRACTOR** is unable to certify to any of the statements in this certification, such **CONTRACTOR** shall attach an explanation to this certification.

**federal, state or local*



Mike Eastland, Executive Director
North Central Texas Council of Governments

Date

6/21/23

APPENDIX D

LOBBYING CERTIFICATION

APPENDIX D

LOBBYING CERTIFICATION

CERTIFICATION FOR CONTRACTS, GRANTS, LOANS AND COOPERATIVE AGREEMENTS

The undersigned certifies to the best of his or her knowledge and belief, that:

- (1) No federal appropriated funds have been paid or will be paid by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any federal contract, the making of any federal grant, the making of any federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any federal contract, grant, loan, or cooperative agreement.
- (2) If any funds other than federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form - LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
- (3) The undersigned shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by Section 1352, Title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.



Mike Eastland, Executive Director

Executive Director

Title

North Central Texas Council of Governments

Agency

6/21/23

Date

APPENDIX E
CERTIFICATION OF COMPLIANCE

APPENDIX E

CERTIFICATION OF COMPLIANCE

I, Mike Eastland, Executive Director
(Name and Position, Typed or Printed)


a duly authorized officer/representative of North Central Texas Council of Governments
(MPO)

do hereby certify that the contract and procurement procedures that are in effect and used by the forenamed MPO are in compliance with 2 CFR 200, "Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards," as it may be revised or superseded.

6/21/23
Date


Mike Eastland, Executive Director

Attest:


Michael Morris 6/23/23

Director of Transportation
Title

APPENDIX F

**CERTIFICATION OF INTERNAL ETHICS
AND COMPLIANCE PROGRAM**

APPENDIX F

CERTIFICATION OF INTERNAL ETHICS AND COMPLIANCE PROGRAM

I, Mike Eastland, Executive Director
(Name and Position, Typed or Printed)

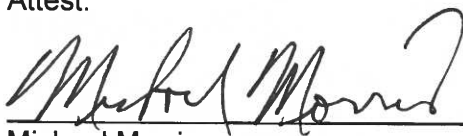
a duly authorized officer/representative of North Central Texas Council of Governments
(MPO)

hereby certify that the forenamed MPO has adopted and does enforce an internal ethics and compliance program that is designed to detect and prevent violations of law, including regulations and ethical standards applicable to this entity or its officers or employees and that the internal ethics and compliance program satisfies the requirements of by 43 TAC § 31.39 "Required Internal Ethics and Compliance Program" and 43 TAC § 10.51 "Internal Ethics and Compliance Program" as may be revised or superseded.

6/21/23
Date


Mike Eastland, Executive Director

Attest:

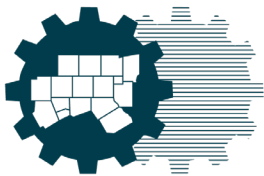

Michael Morris 6/23/23

Director of Transportation
Title

APPENDIX G
PUBLIC PARTICIPATION PLAN

Public Participation Plan for the Dallas- Fort Worth Metropolitan Area

November 2022 Update



North Central Texas
Council of Governments



Regional Transportation Council

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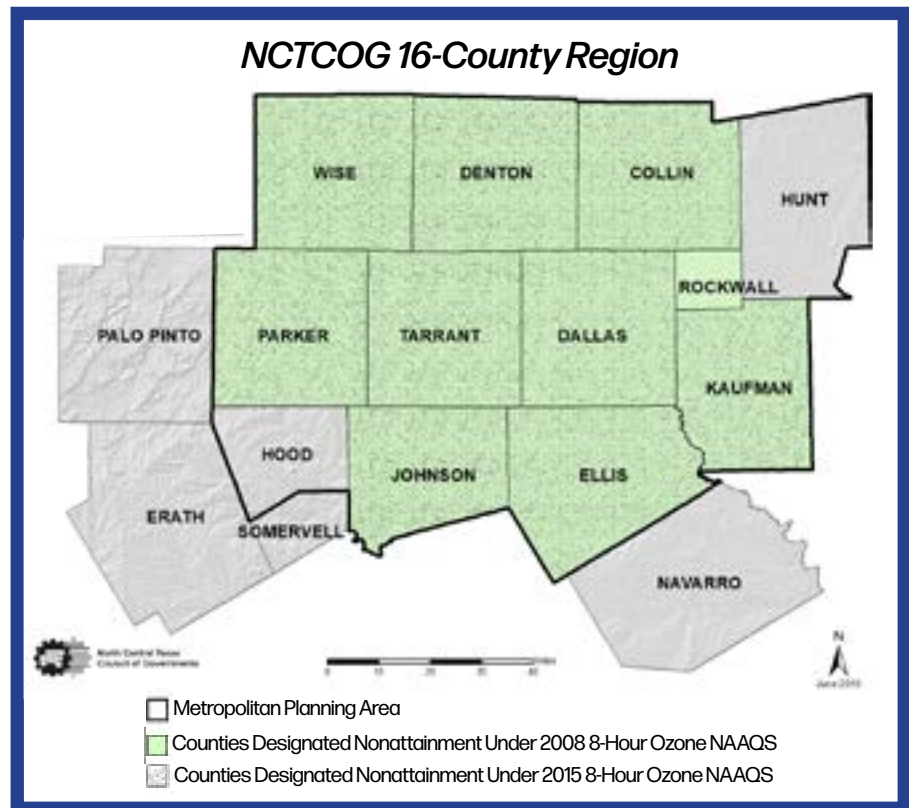
1. About the Metropolitan Planning Organization

North Central Texas Council of Governments Transportation Department and Regional Transportation Council

As the federally designated Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth area since 1974, the North Central Texas Council of Governments (NCTCOG) Transportation Department works in cooperation with the region's transportation providers to address the complex transportation needs of the rapidly growing region. The 12-county region includes Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant and Wise counties. This area is urbanized or expected to be urbanized in the next 20 years. North Texas is one of the fastest-growing regions in the country, adding about 1 million people every 10 years. More than 7 million people live in the region today, and that is expected to increase to over 11 million by 2045. NCTCOG works with its transportation partners and all levels of government, as well as the public, to address traffic safety and congestion by developing a multimodal transportation system that includes highway, passenger rail, bus, and bicycle and pedestrian facilities.

In addition to serving as the MPO for the Dallas-Fort Worth area, NCTCOG also coordinates public transportation planning for the 12-county region and four additional counties: Erath, Navarro, Palo Pinto and Somervell.

The Regional Transportation Council (RTC), the independent policy body of the MPO, oversees the work of the MPO, establishes priorities and guides the development of multimodal transportation plans, programs and partnerships. The RTC consists primarily of local elected officials and representatives from the area's transportation providers, and the RTC determines how to allocate federal, state and regional funds to transportation improvements. Committees and advisory groups lend expertise and develop recommendations for the RTC to consider.



2. Guiding Principles for Public Participation

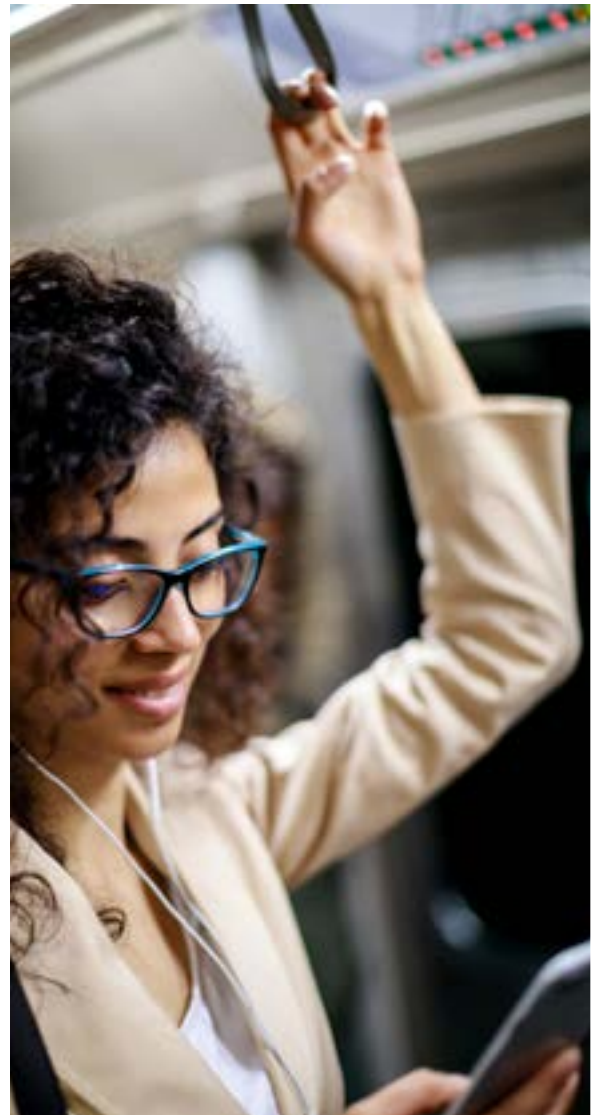
This Public Participation Plan outlines the MPO's responsibility to inform and involve individuals and communities and discusses the principles, goals and strategies it employs to broadly engage the diverse audiences living and working in North Texas.

NCTCOG adheres to federal requirements for public involvement and strives to go beyond these requirements by finding new ways to engage the public in the transportation planning and programming process. Appendix A outlines the laws and legislation relevant to public participation and how NCTCOG meets these standards.

Consistent and Comprehensive Communication

Transportation policies and programs affect every individual, group and community in North Texas; therefore, the MPO employs a collaborative public involvement process to identify transportation needs and solutions for the region. Clear and continuous communication with the public through multiple channels is the cornerstone for building a transportation system that helps preserve the region's quality of life while moving people and goods safely, efficiently and reliably.

Additionally, the MPO must ensure regional transportation planning is consistent with federal goals to improve air quality because some counties in the Dallas-Fort Worth area do not meet the ozone standards set by the Environmental Protection Agency (EPA). Appendix B outlines the current county classifications under each ozone standard as of the date of this publication. Therefore, the MPO develops and implements programs to reduce ozone-causing emissions from transportation-related sources. To accomplish the mobility and air quality goals of the entire region, the MPO actively seeks to hear from people who live, work and travel in North Texas and have varying transportation needs and priorities.





Commitment to Diversity and Inclusiveness

NCTCOG values the full range of voices in North Texas and is committed to listening to and seeking input from the diverse individuals and many communities that reside in the Dallas-Fort Worth area. As such, NCTCOG seeks to both meet federal requirements for participation and actively increase the number and diversity of participants in the planning process.

Consistent with federal requirements outlined in Appendix A, NCTCOG is committed to incorporating Environmental Justice elements and Title VI considerations into its Public Participation Plan. During the public participation process, populations that have been traditionally underserved by existing transportation systems, including but not limited to low-income and minority households, are sought out and their needs considered.

NCTCOG addresses Environmental Justice concerns throughout the transportation planning process, and it is the responsibility of all staff to consider the needs of traditionally underserved communities during planning, project selection and project implementation. As the Public Participation Plan is implemented, special consideration is given to ensure all residents have reasonable access to information and opportunities to give input. Furthermore, demographic data is analyzed to identify areas having considerable numbers of protected populations. This information can be used to select locations for public meetings and outreach events as well as to identify opportunities to better target or diversify outreach efforts.

The Language Assistance Plan (LAP) in Appendix B outlines NCTCOG’s efforts to make information available to limited English proficient (LEP) persons. The LAP outlines demographic information, analysis of Department activities, language assistance provided and communication to LEP persons about the availability of language assistance.

Title VI states that no person is excluded from participation in, denied the benefit of, or subjected to discrimination under any program or activity receiving federal financial assistance on the basis of race, color, national origin, age, sex, disability, or religion. Title VI prohibits discrimination, whether intentional or where the unintended effect is unduly burdensome.

The Title VI Complaint Procedures in Appendix D outline the NCTCOG Title VI policy and explain the process by which complaints may be submitted by individuals, investigated and potentially resolved.

The Public Participation Plan outlines principles and strategies through which NCTCOG seeks to include all of the region’s communities in the planning process. In particular, the diversity of communities in North Texas means NCTCOG will work to establish and maintain relationships and channels of communication with individuals and organizations that serve traditionally underrepresented groups. By working with communities, NCTCOG will better reach individuals and understand their transportation needs, resulting in relationships that lead to consensus building.

Communication and outreach strategies that specifically aim to increase the number and diversity of people reached through the planning process include, but are not limited to:

Media Outreach	Regularly research newspapers, online publications and blogs serving areas with considerable numbers of protected populations and update the media contact database as needed
Paid Advertising	Continue to advertise public input opportunities in minority publications and through social media and identify opportunities to place paid advertisements in strategically selected media and organizational publications to encourage individuals to sign up for NCTCOG Transportation Department email updates
Language Translation	Advertise public input opportunities in Spanish-language newspapers with instructions for requesting additional translation; translate key NCTCOG Transportation Department documents and work with program areas to identify opportunities for bilingual outreach in Spanish and other languages; provide translation into Spanish or other languages upon request
Community Networks	Establish and facilitate a network of individuals and organizations who will share information and notices of input opportunities in their communities and through their own networks
Business Outreach	Evaluate how to expand outreach to the business community, including minority chambers of commerce
Nonprofit Coordination	Identify and develop opportunities to better coordinate with nonprofit organizations already effectively reaching segments of the North Texas population



Consultation with Committees

Standing and ad hoc committees, subcommittees, task forces and working groups provide valuable input, insight and coordination on planning for transportation and air quality issues in the region. The Regional Transportation Council is the forum for cooperative decision-making by the elected officials of local governments and representatives of local transportation providers in the Metropolitan Planning Area. The RTC meets on the second Thursday of each month.

The Surface Transportation Technical Committee provides technical review and advice to the RTC with regard to the surface transportation system. Other technical committees, determined as needed by the NCTCOG Transportation Director, provide technical review and advice for the regional transportation planning process.

Meetings of the RTC and the standing technical, policy and strategic committees are open meetings. Visit www.nctcog.org/trans/about/committees to learn more about the committees, their members, past and upcoming meetings, and other information.

Collaboration with Audiences and Stakeholders

Collaboration with the region's diverse audiences and stakeholders helps build the consensus needed to develop transportation plans, policies and projects that accomplish the mobility, quality of life and air quality goals of the region. NCTCOG strongly encourages involvement and input from individuals, groups and organizations who live, work or travel in North Texas and may be affected by transportation and air quality decisions. Individuals exist in communities, and often in networks of communities, both formal and informal, so listening to and informing individuals is an important way the NCTCOG Transportation Department implements its communications and outreach plans. Further developing connections in communities will expand the reach of NCTCOG information and involve more people in transportation decision-making.

In accordance with the federal laws and legislation in Appendix A, and using the communications and outreach strategies detailed in this plan, NCTCOG seeks to reasonably inform and involve the parties outlined on the following page.

Required for General Public Participation

Individuals	Transit benefit program
Affected public agencies	Parking cash-out program
Representatives of public transportation employees	Shuttle program
Public ports	Telework program
Freight shippers	Representatives of users of public transportation
Providers of freight transportation services	Representatives of users of pedestrian walkways and bicycle transportation facilities
Private providers of transportation	Representatives of the disabled
Intercity bus operators	Other interested parties
Employer-based commuting programs	Those traditionally underserved by existing transportation systems:
Carpool program	<ul style="list-style-type: none"> ● Low-income households ● Minority Households
Vanpool program	

Required for Metropolitan Transportation Plan and TIP

Indian Tribal governments	
Federal land management agencies, when the MPA includes Federal public lands	
Agencies and officials responsible for other planning activities within the MPA that are affected by transportation:	
<ul style="list-style-type: none"> ● State and local planned growth ● Economic development ● Tourism ● Natural disaster risk reduction 	<ul style="list-style-type: none"> ● Environmental protection ● Airport operations ● Freight movements

Required for Metropolitan Transportation Plan

State and local agencies responsible for:	
<ul style="list-style-type: none"> ● Land use management ● Natural resources ● Environmental protection 	<ul style="list-style-type: none"> ● Conservation ● Historic preservation

Required for Congestion Management Plan (if developed in the future)

Employers	Organizations that provide job access reverse commute projects or job-related services to low-income individuals
Private and nonprofit providers of public transportation	
Transportation management organization	

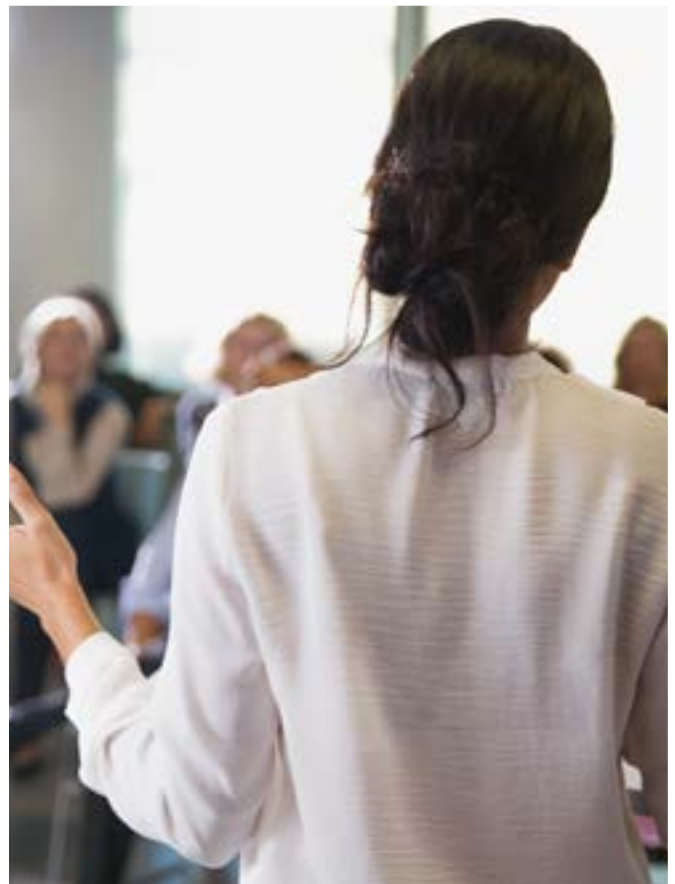
3. Public Participation Goals

NCTCOG implements an integrated communications and outreach program to engage diverse audiences in planning for transportation and improving air quality. Making content relevant, removing barriers to participation, stating information simply and using visualization techniques facilitates understanding and meaningful input. NCTCOG not only seeks to inform and educate, but also to empower and improve opportunities for the public to share their ideas, perspectives and priorities for transportation. When the public has been informed and has had an opportunity to provide input, sufficient consensus building can take place, providing the support for whatever transportation decisions are made. Finally, monitoring, evaluating and refining communications and outreach strategies will ensure NCTCOG's efforts to inform and gather input are inclusive, effective and transparent, and meet its desired outcomes for its public participation process.

Public involvement goals and the strategic priorities for accomplishing each are outlined below.

Goal 1: Inform and Educate

- Increase awareness and understanding of the MPO among North Texans
- Connect with organizations and community leaders who can help reach more people and engage those individuals in the planning process
- Make information accessible and understandable
- Develop visuals to illustrate and enhance communications
- Provide timely public notice of information resources and opportunities to comment on plans, policies and programs
- Ensure transparency and accessibility for open meetings, including for the RTC and the standing technical, policy and strategic committee meetings
- Provide language translation and alternate formats upon request





Goal 2: Engage Diverse Audiences and Encourage Continued Participation

- Identify the affected public and other stakeholder groups with respect to the plans, programs, projects, policies and partnerships under development
- Clearly define the purpose and objectives for public dialogue on transportation plans, programs, projects, policies and partnerships
- Encourage input to be submitted in various ways, including flexible, creative and innovative approaches
- Eliminate barriers to participation by hosting public meetings at accessible locations and convenient times and posting video recordings, information and public comment opportunities online for ease of access
- Document and respond, as needed, to comments from public meetings, outreach events, mail, email, web forms and social media
- Share public input with policy and technical committees
- Use input to develop policies, plans and programs, making the final versions easily accessible

Goal 3: Evaluate Public Participation Strategies and Efforts

- Review quantitative and qualitative data for outreach and communications efforts
- Review how public input influenced transportation decision-making
- Inform the public about outreach and communications efforts and outcomes through reporting



4. Procedures for Public Comments and Specific Plans and Programs

NCTCOG strives to continuously inform and involve the public and encourages North Texans to submit comments and questions at any time. A summary of NCTCOG's procedures for gathering and documenting public input and presenting it to the RTC and other committees is outlined below.

In addition, when developing and updating major plans and programs there are several specific outcomes and milestones that especially benefit from public input. Staff seeks to align the outcomes and milestones to outreach efforts and opportunities for public involvement. It is important that local governments, transportation partners, business and community groups, nonprofits, stakeholders and interested residents who have a stake in these outcomes have opportunities to be involved in determining the future of transportation in the region. As such, the opportunities for public input described below meet legislative regulations for participation while aiming to provide early notification and a process that is efficient, accessible and transparent.

Public Comment Compilation, Consideration and Response

NCTCOG compiles, summarizes and responds to substantive comments submitted on plans, programs and policies. Public input provides NCTCOG and the RTC with community insight that can be balanced with professional expertise and technical analysis to reach informed decisions. In the event that more than one public meeting is scheduled for a given topic, the public comment period for that topic begins the day of the first meeting. When a specific comment period is stated, comments must be received by 11:59 pm CT on the date specified as the deadline.



Comments relevant to and received during specific public comment periods are provided to the RTC in advance of any meetings where they are scheduled to take action on the relevant policy, plan or program. All comments received outside these formal public comment periods, regardless of the topic, are compiled into a monthly report and presented to the RTC in advance of its next regularly scheduled meeting. These comments are accessible to the public in the RTC meeting agendas, public meeting minutes and monthly comment reports on the NCTCOG website.

As a matter of course, the RTC gives greater weight to the voices of impacted residents, businesses, governments, transportation partners, and other agencies and organizations in the region. Therefore, when providing comments to the RTC, NCTCOG may distinguish between local comments and comments submitted from outside the region or a project corridor.

With an increased focus on expediting project implementation and funding allocation, there may be rare occasions in which issues arise that require urgent action, such as modification of the Transportation Improvement Program, due to funding requirements or timelines. In these cases, there will be adequate public notice and clear communication of the abbreviated comment period. An abbreviated comment period will be at least 72 hours. Longer comment periods are preferred and will be offered whenever possible. As with comments received during longer comment periods, staff will compile, summarize and respond to substantive comments received during the abbreviated comment period. Staff will provide these comments and their responses at the next RTC meeting.

Following the request of emergency funds to provide assistance in the aftermath of Hurricane Harvey in 2017, NCTCOG may also choose to utilize an abbreviated comment period to seek public input on assistance requested from the state or local governments experiencing an emergency. Use of a comment period in such instances is at NCTCOG's discretion and depends on the amount of assistance requested. NCTCOG may not provide funds to either state or local governments in any instance without securing approval from the RTC. Notification will be provided to the public of such actions at the next public input opportunity.

Additional Comment Opportunities for Changes to Final Plans

If any of the final plans or programs differ significantly from the draft that was made available for public comment and raise new material issues that interested parties could not reasonably have foreseen from the public involvement efforts, an additional opportunity for public comment will be made available. At the minimum, the format of the additional comment opportunity will be the same as the initial opportunity and have a minimum 14-day comment period, unless provisions for an expedited comment period apply as outlined above. In the case of public meetings, the number and location of the subsequent public meeting(s) may vary, but at a minimum one public meeting will be held at NCTCOG, and a video recording of that meeting will be posted online.

Minor changes to a final plan or program, or changes that could have been reasonably foreseen, can be made without further opportunities for public involvement. As such, recommendations presented during public comment periods are understood to be contingent on the outcomes of the public involvement process. Changes made to a final draft plan or program as a result of public comments received during the comment opportunity will not require a further opportunity for public comment; notification of such changes will be provided at the next public input opportunity. This is consistent with CFR § 450.316 (a)(1)(viii) included in Appendix A.



Inclement Weather and Public Comment Periods

Specific public comment periods are given for the transportation planning actions and outcomes outlined, and these are initiated either by a public meeting or posting information online for public review. Should inclement weather lead to the cancellation of one or more public meetings, NCTCOG will first notify the public of the cancellation through email, webpage updates and social media. In most cases, if another public meeting in the series can be hosted as planned and/or a video recording made available at www.nctcog.org/input, the deadline for public comments will remain as if weather were not a factor. However, based on the topic, staff may determine it is necessary to reschedule the meeting or meetings and adjust the public comment period.

If action initiating a public comment period, such as posting information to www.nctcog.org/input for review, is delayed by inclement weather, staff will communicate the delay by email and social media and again when the information becomes available for comment. If the delay is less than seven calendar days, the deadline for public comments will remain as if weather were not a factor.



Public Participation Plan Development and Updates

The Public Participation Plan describes the public involvement responsibilities of the MPO and outlines goals and strategies for broadly engaging diverse audiences in the transportation planning process. Staff monitors and evaluates communication and outreach strategies and reviews federal legislation and guidance for public participation. As communications trends and transportation planning requirements change, staff will determine the level and timing of changes needed to the Public Participation Plan. Staff will align input opportunities with the extensiveness of proposed changes.

Transportation Planning Action	Minimum Public Involvement Opportunity	Length of Comment Period	Minimum Notification of Opportunity
Development or update of the Public Participation Plan	<p>One public meeting shall be held at least 30 days prior to requesting RTC approval.</p> <p>At a minimum, the meeting will be recorded and posted online at www.nctcog.org/video. Whenever possible, a livestream will be provided as well.</p>	45 days	<p>Information sent to public involvement contact list</p> <p>NCTCOG publication article</p> <p>Social media</p> <p>Newspaper ad, including minority publications</p> <p>News release</p>
Update to one or more Public Participation Plan appendices or legislative references in the document	<p>Recommendations posted online for public review and comment at www.nctcog.org/input.</p>		
Typographic or grammatical correction	None	Not applicable	Not applicable



Unified Planning Work Program (UPWP)

The Unified Planning Work Program for Regional Transportation Planning provides a summary of the transportation and related air quality planning tasks conducted by the MPO. It is developed every two years and serves as a guide for transportation and air quality planning activities to be conducted over the course of specified fiscal years. Included in the UPWP are detailed descriptions of the transportation and air quality planning tasks with a summary of the amount and source of funds to be used. The UPWP is developed in cooperation with the Texas Department of Transportation, Dallas Fort Worth International Airport, transportation authorities, toll authorities and local governments in the Dallas-Fort Worth Metropolitan Area. Specific planning needs for the region are identified through requests solicited from representatives of these agencies. This information is combined with regional needs identified by NCTCOG, and after allocating funds from available resources, presented as a proposed Work Program for the upcoming fiscal years. The UPWP is modified periodically to reflect new initiatives, project modifications and funding adjustments.

Transportation Planning Action	Minimum Public Involvement Opportunity	Length of Comment Period	Minimum Notification of Opportunity
Development of the UPWP	<p>One public meeting shall be held at least 30 days prior to requesting RTC approval.</p> <p>At a minimum, the meeting will be recorded and posted online at www.nctcog.org/video. Whenever possible, a livestream will be provided as well.</p>	30 days	<p>Information sent to public involvement contact list</p> <p>NCTCOG publication article</p> <p>Social media</p> <p>Newspaper ad, including minority publications</p> <p>News release</p>
Modifications	<p>Recommendations posted online for public review and comment at www.nctcog.org/input.</p>		



Metropolitan Transportation Plan (MTP)

Updated at least every four years, the Metropolitan Transportation Plan is the long-term, financially constrained, multimodal transportation plan for the region. It includes policies, programs and projects for development that respond to adopted goals, and it guides expenditures of state and federal funds during the next 20 or more years. It is the product of a comprehensive, cooperative and continuous planning effort. Transit, highway, local roadway and bicycle and pedestrian projects are among projects included in the MTP. During its development, transportation investment priorities and major planning-level project design concepts are established. Broad regional impacts of transportation and the environment are addressed. This is an early and important opportunity for the public and stakeholders to help define and influence transportation choices in the region. As such, numerous outreach and communications strategies are implemented to engage a diverse audience in public input opportunities. Strategies may include but are not limited to print and online surveys, stakeholder workshops, website content, media outreach, email and mail notices, presentations to community groups and public meetings for both the development of the MTP and review of its final recommendations prior to Regional Transportation Council consideration. Public comments regarding the MTP will be included in the plan's documentation or by reference to the Transportation Conformity documentation.

Changes to the MTP are incorporated through an update, amendment or administrative modification, and public input opportunities correspond to the level of proposed changes.

The most comprehensive set of changes, an update, is a complete review of the MTP that addresses new demographics or changes to the overall timeframe for the plan. Project changes, additions or deletions may also be part of an update, requiring a new transportation conformity determination.

An amendment incorporates a significant change to one or more projects included in the MTP, but it does not modify the demographic assumptions or overall timeframe for a plan. The addition or deletion of a project is completed through the amendment process. Other examples of changes to projects requiring an amendment include a major change in project cost, project or project phase initiation dates, or a major change in design concept or design scope, e.g., changing project termini or the number of through traffic lanes. An amendment requires public review and comment and redemonstration of fiscal constraint. Changes to projects that are included only for illustrative purposes outside of the financially constrained section of the plan do not require an amendment.

The purpose of the public comment and review period in all cases is to solicit feedback regarding the recommendations and information documented in the MTP. As a result, it is sometimes necessary to make minor modifications to the MTP documentation and coded transportation model networks. These modifications may include updating existing project data, correcting erroneous information, or clarifying text. In the event these changes are necessary during the public comment and review period, revised documentation will be posted online at www.nctcog.org/input and the associated MTP website. Notification of these revisions will be provided to the public involvement contact list and through social media.

Administrative modifications are minor changes to project/project phase costs, funding sources of previously-included projects, and minor changes to project or project phase initiation dates. An administrative revision is a revision that does not require public review and comment, redemonstration of fiscal constraint, or a conformity determination. This could also include project clarifications or technical network coding/reporting corrections consistent with NCTCOG review, public comments and conformity partner comments.

Finally, changes to the section of non-regionally significant projects in the Metropolitan Transportation Plan may be incorporated through the Transportation Improvement Program modification process to ensure consistency between the two documents. The action to make modifications to the Transportation Improvement Program will also modify the Metropolitan Transportation Plan.

Transportation Planning Action	Minimum Public Involvement Opportunity	Length of Comment Period	Minimum Notification of Opportunity
Development of the Metropolitan Transportation Plan	A public meeting shall be held at least 60 days prior to requesting RTC approval. A second public meeting will be held at least 30 days prior to RTC approval.	30 days following each meeting	Information sent to public involvement contact list NCTCOG publication article Social media
Metropolitan Transportation Plan Update	At a minimum, the meeting will be recorded and posted online at www.nctcog.org/video . Whenever possible, a livestream will be provided as well.		
Metropolitan Transportation Plan Amendment	One public meeting shall be held at least 30 days prior to requesting RTC approval. At a minimum, the meeting will be recorded and posted online at www.nctcog.org/video . Whenever possible, a livestream will be provided as well.	30 days	Newspaper ad, including minority publications News release
Metropolitan Transportation Plan administrative revisions	Summary of modifications accessible from www.nctcog.org/input for informational purposes.	Not applicable	Availability of information included on next notice for a public input opportunity

Transportation Improvement Program (TIP)

As projects listed in the Metropolitan Transportation Plan move closer to implementation, they are added to the Transportation Improvement Program, a comprehensive, multi-year list of funded transportation projects. The TIP lists projects with committed funds from federal, state and local sources. To maintain an accurate project listing, this document is updated on a regular basis, according to the Transportation Improvement Program Modification Policy in Appendix C. The modification policy defines types of TIP modifications and the related procedures. Every two to three years, NCTCOG, in cooperation with the Texas Department of Transportation, local governments and transportation agencies, develops a new TIP. Public comments on the TIP will be included in the documentation of the TIP or by reference to the public meeting minutes on the NCTCOG website. With an increased focus on expediting project implementation and funding allocation, there may be very rare occasions in which issues arise that require urgent modification of the Transportation Improvement Program due to funding requirements or timelines. In these cases, there will be adequate public notice and clear communication of the abbreviated comment period. An abbreviated comment period will be at least 72 hours. Longer comment periods are preferred and will be offered whenever possible.

Transportation Planning Action	Minimum Public Involvement Opportunity	Length of Comment Period	Minimum Notification of Opportunity
Development of the Transportation Improvement Program	One public meeting shall be held at least 30 days prior to requesting RTC approval. At a minimum, the meeting will be recorded and posted online at www.nctcog.org/video . Whenever possible, a livestream will be provided as well.	30 days	Information sent to public involvement contact list NCTCOG publication article Social media Newspaper ad, including minority publications News release
TIP Revisions requiring Regional Transportation Council approval	Recommendations posted online for public review and comment at www.nctcog.org/input .		
TIP Administrative Amendments	Summary of modifications accessible from www.nctcog.org/input for informational purposes.	Not applicable	Availability of information included on next notice for a public input opportunity
Project changes not requiring TIP modification (i.e. staff action) and modifications supporting previous RTC action	None	Not applicable	Not applicable

Transportation Conformity

The region's long- and short-range transportation plans, the Metropolitan Transportation Plan and Transportation Improvement Program, must comply with federal air quality regulations because the Dallas-Fort Worth area is designated by the EPA as nonattainment for the pollutant ozone. The Transportation Conformity analysis documents that the total ozone-causing pollution expected from all of the region's planned transportation projects is within limits established in the State Implementation Plan. The analysis incorporates, among many factors, the expected completion date of transportation projects. The draft conformity determination of the Metropolitan Transportation Plan and Transportation Improvement Program and supporting documentation shall be made available at the related public meetings.

Transportation Planning Action	Minimum Public Involvement Opportunity	Length of Comment Period	Minimum Notification of Opportunity
Transportation Conformity determination draft related to development of the Transportation Improvement Program or Metropolitan Transportation Plan	One public meeting shall be held at least 30 days prior to requesting RTC approval.	30 days	Information sent to public involvement contact list NCTCOG publication article Social media Newspaper ad, including minority publications News release
Transportation Conformity determination draft related to update or amendment of the Metropolitan Transportation Plan	At a minimum, the meeting will be recorded and posted online at www.nctcog.org/video . Whenever possible, a livestream will be provided as well.		
Transportation Conformity draft related to changes to the transportation system			
Transportation Conformity draft related to changes in the emissions budget of the State Implementation Plan and/or nonattainment area boundary changes	Draft conformity determination and supporting data posted online for public review and comment at www.nctcog.org/input .		
Transportation Conformity approval by federal partners	None, final approval available at www.nctcog.org/conformity .	Not applicable	News release announcing federal approval



Federal Transit Administration Funding

Local public transportation providers receive Federal Transit Administration (FTA) funds through the Urbanized Area Formula Program. The providers request Urbanized Area Formula Program funds, including Job Access/Reverse Commute (JA/RC) projects, through their annual Programs of Projects (POPs). The POPs are included in the Transportation Improvement Program following public comment and approval by the Regional Transportation Council. The public involvement procedures outlined below satisfy the federal public participation requirements associated with development of POPs, and this is stated on public meeting notices. Additionally, up to 2 percent of the Urbanized Area Formula Program funds are awarded through a competitive Call for Projects for Job Access / Reverse Commute projects. NCTCOG follows the same public involvement procedures when recommending the award of funds through a Call for Projects. Local public transportation providers may also receive funds from other FTA formula programs, and the public will have an opportunity to review and comment on the recommendations. Whenever possible, draft POPs and other funding recommendations will be combined with a discussion about regional public transportation needs and priorities to garner interest and provide for a more comprehensive discussion. Changes to POPs will be addressed through the Transportation Improvement Program modification process.

Transportation Planning Action	Minimum Public Involvement Opportunity	Length of Comment Period	Minimum Notification of Opportunity
Draft Programs of Projects for Urbanized Area Formula Program funds (includes Job Access / Reverse Commute projects)	One public meeting shall be held at least 30 days prior to requesting RTC approval.	30 days	Information sent to public involvement contact list
Funding recommendations for other Federal Transit Administration formula programs, e.g., Bus and Bus Facilities, Enhanced Mobility of Seniors and Individuals with Disabilities and State of Good Repair	At a minimum, the meeting will be recorded and posted online at www.nctcog.org/video . Whenever possible, a livestream will be provided as well.		NCTCOG publication article Social media Newspaper ad, including minority publications News release



Annual Listing of Obligated Projects

Federal regulations require NCTCOG to develop an annual listing of obligated projects, including investments in roadways, transit, maintenance, pedestrian walkways and bicycle transportation facilities, for which federal funds were obligated in the preceding fiscal year. NCTCOG, in consultation and coordination with the Texas Department of Transportation and public transportation agencies, compiles the information and publishes the annual listing of projects at www.nctcog.org/annual.

Transportation Planning Action	Minimum Public Involvement Opportunity	Length of Comment Period	Minimum Notification of Opportunity
Publishing of Annual Listing of Obligated Projects	Review only at www.nctcog.org/annual .	Not applicable	Information sent to public involvement contact list NCTCOG publication article Social media

Congestion Management Process

The Congestion Management Process outlines lower-cost projects and programs for the effective management of transportation facilities and systems, maximizing the benefit of available resources and improving reliability of the system. A transportation system as large as Dallas-Fort Worth's needs more than just capital improvements to run smoothly. The CMP includes quick-to-implement, low-cost strategies to better operate the system and manage travel-demand. These strategies complement costly infrastructure improvements. This plan is required of metropolitan areas with populations exceeding 200,000 people, and it is updated periodically.

Transportation Planning Action	Minimum Public Involvement Opportunity	Length of Comment Period	Minimum Notification of Opportunity
Development of the Congestion Management Process	One public meeting shall be held at least 30 days prior to requesting RTC approval. At a minimum, the meeting will be recorded and posted online at www.nctcog.org/video . Whenever possible, a livestream will be provided as well.	30 days	Information sent to public involvement contact list NCTCOG publication article Social media Newspaper ad, including minority publications News release

Environmental Studies

Whenever NCTCOG is involved in the development of environmental documents pursuant to the National Environmental Policy Act (NEPA), the public involvement requirements of implementing agencies; and when applicable, the Texas Department of Transportation Environmental Manual, will be met. During this process, NCTCOG will continuously coordinate with the implementing agency.

Additionally, as the Metropolitan Planning Organization for the Dallas-Fort Worth area, NCTCOG receives copies of draft environmental documents to make available to the public for review and comment during business hours. The comment period is determined by the agency publishing the document.



5. Public Participation Strategies

NCTCOG offers information in a variety of formats to include as many people as possible in the planning process. In today's media and communications environment, a comprehensive approach to outreach will rely on multiple streams of information to engage people repeatedly at different times and through different media. Upon request, any NCTCOG Transportation Department information will be converted into alternative formats or languages.

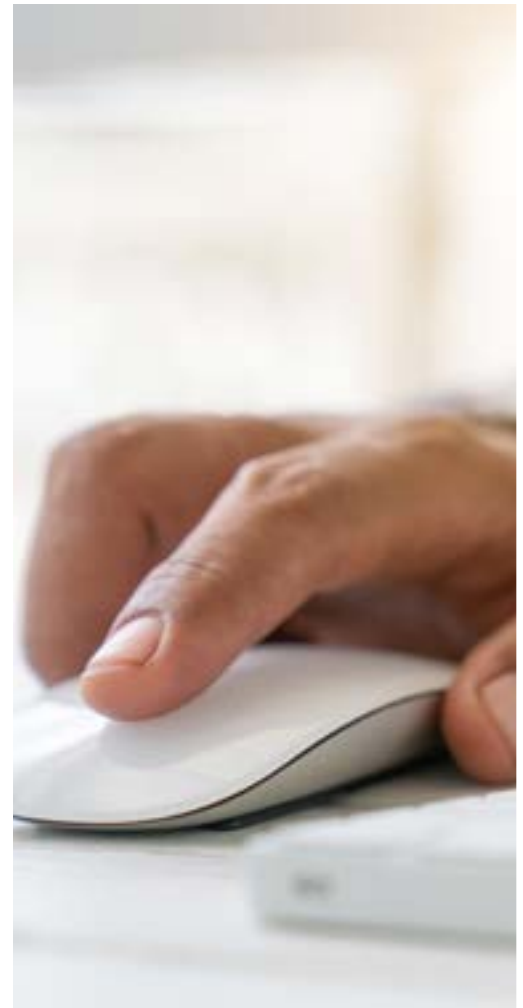
Efforts to inform and gather input from the public include, but are not limited to, the following strategies.

NCTCOG Transportation Department Website

The internet allows NCTCOG to reach a large cross section of people at times convenient to their personal schedules. People can access NCTCOG's web-based information 24 hours a day, seven days a week on their personal or public computer or mobile devices. Websites, email lists, online video, webinars and social media can all be used to inform, educate and dialog with people about transportation planning.

NCTCOG maintains www.nctcog.org/trans, a website that provides easy access to information about the plans, programs and policies of the MPO. Following a major redesign in 2018, the website employs responsive design features and includes a calendar of events; committee activities and actions; requests for proposals, qualifications or partners; and electronic versions of plans, reports, policies and program information. The site includes a search feature that allows users to find specific documents or other information using key words, and the Google Translate widget embedded on every webpage provides an option to instantly translate information into more than 100 languages.

When information is released for public review and comment, it will be available at www.nctcog.org/input, which will be included on all communications announcing the public review and comment opportunity.



This site includes a Public Involvement webpage, www.nctcog.org/trans/involve, to provide the latest information on public meetings, media releases, public surveys and the NCTCOG Transportation Department Public Participation Plan. Public meeting presentations, handouts, schedules, flyers and minutes are made available on this site as well. Interested parties may also directly access all NCTCOG Transportation Department staff members via email, phone, fax or postal mail; contact information for all staff members is easily accessible on the website.

Finally, website visitors can easily subscribe to NCTCOG email and mailing lists and submit comments and questions. If a person does not have internet access, he or she can request staff to make items on the website available by calling 817-695-9240.

Social Media

The NCTCOG Transportation Department maintains a social media presence to inform North Texans about programs, projects, policies and opportunities for them to give input and be involved in the decision-making process. This currently includes the use of Facebook, Twitter, Instagram, YouTube, and Vimeo, but other social media platforms may be added in the future.

NCTCOG staff will post information on NCTCOG Transportation Department accounts and monitor and respond to questions and concerns as warranted. To reach the widest audience possible, NCTCOG also posts engaging and entertaining content that focuses on transportation and air quality issues. Additionally, staff actively seeks to build relationships with transportation partners, local governments, agencies and other groups by sharing their posts and occasionally submitting suggested social media content to cities, chambers of commerce and other organizations.





Video

One of several visualization techniques, video is used to increase understanding of complex transportation plans, policies and programs. Video recordings of public meetings and Regional Transportation Council meetings, including livestreams, are posted online at www.nctcog.org/video. Video recordings of selected other meetings and workshops are also available.

Additionally, short, informational videos are posted at www.youtube.com/NCTCOGtrans and may be shared on NCTCOG's other social media accounts. As needed, video will complement materials available for public review and comment at www.nctcog.org/input. Depending on the length of the video, not only will it be online at www.nctcog.org/input, but it will also be available at www.nctcog.org/video or www.youtube.com/NCTCOGtrans.

Print and Digital Publications

The NCTCOG Transportation Department develops publications designed to educate the public on transportation issues and encourage their active involvement. Many of the publications are sent to the public involvement contact list and made available at public meetings, community events and Regional Transportation Council and subcommittee meetings. All are available on the NCTCOG website or by contacting NCTCOG at transinfo@nctcog.org or 817-695-9240. Upon request, any NCTCOG Transportation Department publication will be converted into alternative formats or languages. Publications include, but are not limited to:

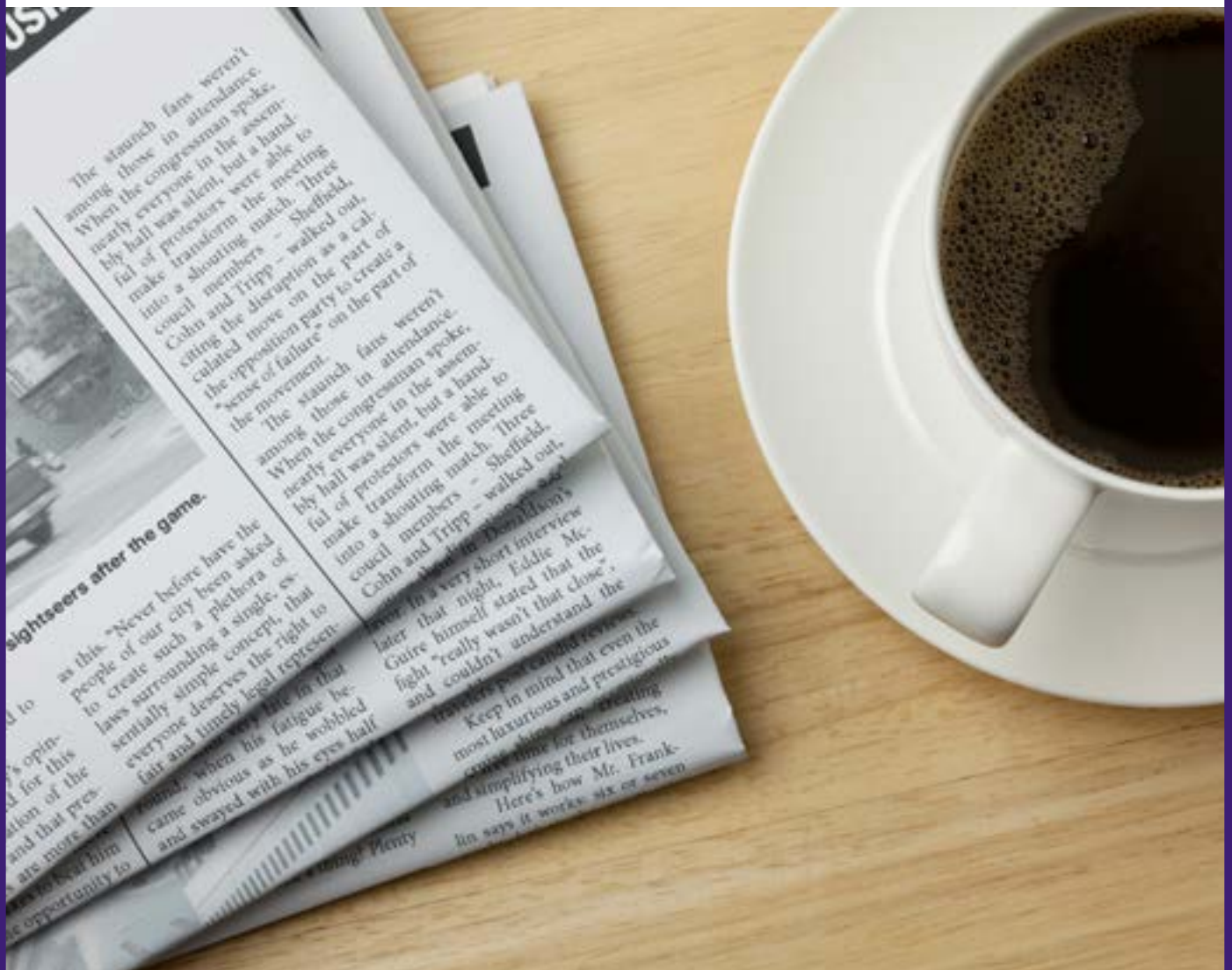
- *Citizen's Guide to Transportation Planning and Programming in the Dallas Fort Worth Metropolitan Area*
- Educational pieces, such as topic-specific Fact Sheets and the annual state-of-the-region report
- Local Motion (a newsletter for local elected officials and transportation decision-makers)
- Metropolitan Transportation Plan Executive Summary
- Mobility Matters (a newsletter mailed and emailed to the public involvement list)
- Notices of public meetings, opportunities for public review and comment, workshops and open house events

Various planning documents and other publications are available upon request. Most can also be viewed via the NCTCOG website. These documents include, but are not limited to:

- Metropolitan Transportation Plan
- Transportation Improvement Program
- Congestion Management Process
- Transportation Conformity Analysis
- Technical Report Series
- Unified Planning Work Program

Environmental documents received by the Metropolitan Planning Organization are also available to the public. As the Metropolitan Planning Organization for the Dallas-Fort Worth area, NCTCOG receives copies of draft environmental documents to make available to the public for review and comment during business hours.

Finally, staff occasionally submits suggested article content to cities, chambers of commerce and other organizations for inclusion in their communications.



Public Meetings, Workshops, Roundtables, Forums and Other Events

For large, complex or extensive transportation planning efforts, public meetings, workshops, roundtables, conferences, forums and other events enable and foster in-depth discussion. Typically, these events are reserved for development of plans, programs and policies and significant changes to those as well as more project- or study area-specific discussions. As needed, the NCTCOG Transportation Department will host these events to gather input and build consensus among various transportation stakeholders.

To facilitate greater participation in public meetings specifically, the following criteria are considered when selecting meeting locations. These criteria also reflect Environmental Justice considerations.

- Meetings will be held in accessible locations, preferably near transit lines or routes.
- Meetings will be held in buildings that are in full compliance with the Americans with Disabilities Act of 1990.
- Presentations and supporting documentation, as needed, will be available at meetings.
- An informal meeting environment will be cultivated, allowing attendees to ask questions and submit comments.
- For meetings on a specific project, an effort will be made to hold the meeting(s) in the corridor(s) directly affected by the project.
- The NCTCOG Transportation Department will make every effort to accommodate attendees with special needs if they provide sufficient notice. Upon request, language translation, including sign and foreign language interpreters and handouts in large print or Braille, will be available. Additionally, staff will make every effort to accommodate requests from persons with disabilities. A minimum of three days advance notice is required for these arrangements to be provided as outlined in the Language Assistance Plan in Appendix B. Public meeting notices will provide the telephone number and email address to request special arrangements.
- At a minimum, meetings will be audio taped. Video recording and livestreaming, however, are increasingly offered, and these recordings are subsequently posted to the website.

The NCTCOG Transportation Department will, on occasion, provide other informational items at public meetings. Any additional information or materials may be requested at public meetings, and NCTCOG can assure that information is mailed upon request.

All public meeting notices are sent to selected newspapers, including minority publications, as necessary, to ensure regional coverage. Staff coordinates with non-English newspapers to provide translated notices to their readers. All public meetings are posted on the Texas Register website as part of the Open Meetings requirement. Public meeting notices are mailed to public libraries and city and county offices for posting. Additionally, notices are mailed and emailed to individuals, elected officials, transportation partners and organizations on the public involvement contact list, which is constantly growing. To be included, individuals may subscribe at meetings and events, on the website or by contacting NCTCOG. Staff coordinates with public information officers of the cities in which meetings are scheduled to request assistance in posting information, often on the city cable television channel, websites and social media accounts.



Community Events

In an effort to educate the public and increase public awareness of transportation plans and programs, NCTCOG distributes information and engages in discussion at a variety of community events throughout the year such as events organized by local governments and school districts, Earth Day celebrations, bike rallies, etc. To request NCTCOG's participation in an event or for more information, email transinfo@nctcog.org or call 817-695-9240.

Mail and Email

The public involvement mail and email lists are the most direct forms of communication used by NCTCOG to inform and engage the public and partners. Together, they represent a comprehensive way to reach member governments, state agencies, neighborhood associations, civic organizations, transportation advocacy groups, social service organizations, freight companies, transit providers, chambers of commerce (including minority chambers), houses of worship, representatives of tribal governments and individuals.

Individuals receive public meeting notices, information about public review and comment opportunities, announcements of workshops or open houses, educational brochures, newsletters, and other material suitable for mass mailings.

The lists are continually maintained and expanded based on sign-up sheets at public meetings and community events, requests sent through the NCTCOG Transportation Department website (an online form is available for submission), returned mail, and requests for additions and deletions from various other sources.

Advertising

Paid advertising is used to announce public meetings, opportunities for public review and comment and other initiatives. Fixing America's Surface Transportation (FAST Act) and the U.S. Code of Federal Regulations emphasize the importance of public involvement, including public meetings and the opportunity for public comment, in the transportation planning process and require adequate notice be given to the public of these activities. As such, paid advertising complements other outreach and communications efforts. Ads are placed in select newspapers, including minority publications, to ensure regional coverage. Online advertising, including on Facebook, may be used to complement traditional print advertising.

Shareable Content

Staff will seek to develop connections and partnerships with a wide range of outreach professionals, business and community groups, jurisdictions and agencies to extend the reach of messaging about transportation and air quality issues and opportunities for public input. NCTCOG committee members and community leaders are encouraged to share information to reach wider and more diverse audiences and help involve new audiences in the planning process.

Speaking Opportunities

Staff often presents to organizations and groups such as neighborhood associations, Kiwanis and Rotary groups, chambers of commerce, professional associations, universities, schools, businesses and nonprofits, among others. Presentations provide staff with the opportunity to build relationships with organizations and involve them more actively in the planning process. To schedule a speaker or for more information, visit www.nctcog.org/speakers or call 817-695-9240.

Media Relations

Proactive media outreach efforts include distributing news releases on major projects and programs and opportunities for public input to more than 240 reporters at local media outlets and community news sources, including minority news media. The extensive media list includes all major local television stations and newspapers as well as several radio stations. The media contact list is continuously updated, and staff are committed to coordinating with local editors and news directors to provide timely and accurate information. Staff participates in interviews with local and national print, radio and television media. The goal of furthering these relationships with local media is to foster greater public awareness and understanding among Dallas-Fort Worth area residents regarding transportation issues. NCTCOG posts all of its news releases on its website in an online newsroom that is accessible to the public.

Visualization

Maps, charts, diagrams, illustrations, photographs, infographics, video and the use of color are used to visualize ideas, concepts, plans, projects and programs. Visualization elements are integrated in presentations, publications, website and social media content.

Surveys and Keypad Polling

The NCTCOG Transportation Department may conduct print and/or electronic surveys to determine public awareness and/or sentiment with regard to certain planning issues. Surveys may be relatively small endeavors designed to shed light on a single issue, or may be related to large-scale planning endeavors.

Similar to a survey, keypad polling is another opportunity to gather input on community preferences and priorities. Polling questions can be integrated into a presentation and attendees respond with keypads provided by NCTCOG. Results can be immediately shown in the presentation or captured and reviewed later.



Stakeholder Interviews

Meetings with regional transportation stakeholders, such as community and business leaders, nonprofit organization representatives and other individuals helps staff understand local communities. For example, information about the most effective communications and outreach strategies for a particular area or group of people helps staff to engage more and increasingly diverse groups of people in the transportation planning process.

Telephone Town Halls

The NCTCOG Transportation Department will host telephone town hall discussions as needed. Telephone town halls are announced through NCTCOG Transportation Department communications, and interested individuals can sign up in advance to participate. The format is similar to a radio show, except participants listen in from their landline or mobile phones. Staff provides information on a topic and callers can respond with their questions or comments. Polling can be integrated into the discussion, as relevant. An audio recording is then posted online and shared with members of the public who were not able to participate.

Community Networks

The population of the Dallas-Fort Worth area is 7.3 million people and growing, and regional demographics are ethnically, linguistically and economically diverse. Therefore, in an effort to reach as many people as possible, staff is increasingly seeking to engage people of influence who are willing to use their connections in their communities to help raise awareness of NCTCOG; share information and notices about plans, programs and projects; facilitate meetings and organize events that allow NCTCOG to interact directly with community members and groups; highlight NCTCOG on social media; and publicize NCTCOG meetings and events. By cultivating a network of key individuals and organizations, NCTCOG will leverage existing community networks to provide information to the widest possible audience, including groups traditionally underrepresented in the transportation and air quality planning process.

In the coming years, NCTCOG is planning to initiate a grant-funded community-based organization (CBO) pilot program through a Request for Partners or similar initiative. In the program, NCTCOG will engage local CBOs to carry out public involvement activities related to transportation issues; possible activities could include surveys, community events or focus groups. The CBOs will then facilitate interactions between NCTCOG and community members and provide NCTCOG with data and information related to their contracted public involvement activities. The program's goal is to help NCTCOG access community networks by opening doors to engage individuals in communities that have been traditionally underrepresented in its public involvement process.



6. Evaluation of Public Participation

The NCTCOG Transportation Department will regularly evaluate its measurable public participation strategies to help determine whether the Public Participation Plan is achieving desired outcomes for public involvement in the transportation and air quality planning process. Performance metrics and reporting for public participation utilize both quantitative and qualitative measures to tell the story of how public involvement is informing the planning process and helping meet goals for public involvement. Other public participation strategies are also reviewed, evaluated and discussed in the context of the measurable strategies, the desired outcomes of the Public Participation Plan and the goals for NCTCOG’s public involvement process, more generally.

Evaluation helps staff understand how to better engage the public and more effectively allocate time and resources. In addition, staff will produce reports for the public that clearly explain and illustrate how public participation strategies are working toward the desired outcomes NCTCOG has identified for its public involvement processes. Evaluation of these strategies and the overall Public Participation Plan is ongoing, and efforts improve communication with the public.

The table on the following pages outlines the measurable public participation strategies, the performance metrics and reporting data for each, and desired outcomes for public participation.

Evaluation of Project-Specific Outreach

Some or all of the strategies outlined in the Public Participation Plan may be used for project-specific outreach, and the corresponding evaluation criteria and outcomes apply. Additional outcomes, however, may also be established to complement measurable public involvement goals for public involvement specific to each project. At the beginning of a project requiring public involvement, staff will outline strategies and expected outcomes so the public knows what to expect from the process. The results of the public involvement process for each project are communicated throughout the project and documented in final reports as applicable.





Evaluation Matrix for Public Participation Strategies

Outreach Strategy	Performance Metrics and Reporting	Desired Outcomes
NCTCOG Transportation Department Website	Total number of visits Number of unique visitors Webpages with most visits Average time spent on significant webpages Top referring websites/sources of web traffic Most common search terms	Identification of trends and changes for website usage Prioritization of and increased accessibility of information and public input opportunities Refined use of metadata to drive traffic
Social Media and Video	Facebook <ul style="list-style-type: none"> ● Number of total page likes ● Total reach ● Average engagement rate per post Twitter <ul style="list-style-type: none"> ● Number of followers ● Total number of impressions ● Total number of engagements ● Average engagement rate per post YouTube <ul style="list-style-type: none"> ● Number of subscribers ● Number of views ● Estimated minutes watched 	Broad distribution of information and public input opportunities through engaging, shareable content and personalized interactions Increased feedback and public input Development of an engaged online base of followers that helps disseminate information and public input opportunities
Print and Digital Publications	Available publication formats Number of print copies of each publication distributed Number of unique views for each publication	Information in multiple formats accessible to all communities in the region Informed understanding of planning process Sustained awareness of public input opportunities

Outreach Strategy	Performance Metrics and Reporting	Desired Outcomes
<p>Public Meetings and Community Events</p>	<p>Public meetings</p> <ul style="list-style-type: none"> • Number of public meetings • Number of online public input opportunities • Median attendance per meeting • Median online viewers per meeting and online public input opportunity • Accessible locations for individuals with disabilities • Regional accessibility of information • Notification of how to request language translation or special accommodations <p>Public contacts</p> <ul style="list-style-type: none"> • Number of contacts receiving public meeting notifications • Net change in number of contacts for the year <p>Public meeting advertising</p> <ul style="list-style-type: none"> • Ad placements • Median reach for each Facebook ad • Median engagement for each Facebook ad <p>Community events</p> <ul style="list-style-type: none"> • Number of events attended by staff • Number of events distributing NCTCOG Transportation Department information • Total estimated attendance for all events • Geographic representation in event locations 	<p>Information about policies, programs and projects accessible in multiple formats to all communities throughout the region</p> <p>Greater awareness of policies, programs and projects</p> <p>Timely notification through multiple strategies about opportunities to provide input and engage with staff</p> <p>Increased feedback and public input</p> <p>Planned opportunities for the public to interact directly with staff</p> <p>Increased accessibility of staff to communities and partners</p> <p>Transparency in public involvement efforts and the planning process</p>
<p>Public Comments</p>	<p>Total number of comments received</p> <p>Number of comments from meetings and events</p> <p>Number of comments from email</p> <p>Number of comments from social media</p> <p>Number of comments received via other modes</p> <p>Most common comment topics</p>	<p>Transparency in public involvement efforts and the planning process</p> <p>Identification of trends and changes in public attention and concerns</p>

Outreach Strategy	Performance Metrics and Reporting	Desired Outcomes
Speaking Opportunities	Number of presentation requests Number of presentations Number of people reached Types of audiences/groups reached Types of presentation topics	Increased awareness of the planning process and specific plans, programs and projects Increased accessibility of staff to communities and partners Greater participation by communities and organizations in the planning process
Shareable Content	Number of partners that shared content Type of partners that shared content Type of content shared by partners New audiences reached through partners	Strong relationships with partner organizations willing to help disseminate information to the public through multiple channels Extended reach of messaging about transportation, air quality and public input opportunities Increased connections with communities not actively involved in the planning process
Media Relations	Number of news releases Number of media requests Number of media mentions Media Contacts List <ul style="list-style-type: none"> ● Types of news sources ● Number of news outlets ● Number of minority news outlets ● Number of news outlets in each county ● Number of reporters 	Transparency in public involvement efforts and the planning process Proactive media relations to communicate public input opportunities, policies and programs Diverse list of media contacts to keep the public broadly informed Understanding of local, regional, statewide and national media coverage of transportation and air quality issues Understanding of the NCTCOG Transportation Department's public image



Appendix A: Laws and Legislation Relevant to Public Participation

FEDERAL LEGISLATION AND EXECUTIVE ORDERS

Fixing America's Surface Transportation (FAST) Act

The FAST Act, the most recent federal transportation legislation, and the associated implementing regulations emphasize the importance of public involvement and contain specific language outlining requirements for public participation processes and procedures. In general, FAST Act legislation and regulations maintained requirements of previous transportation legislation (ISTEA, TEA-21, SAFETEA-LU and MAP-21) and did not establish any new requirements. Notably, the FAST Act did add a requirement to provide a reasonable opportunity to for public ports and specific types of private providers of transportation to be involved in the metropolitan transportation planning process.

Elements of the Public Participation Plan that specifically respond to requirements:

- Notices of public input opportunities, including public meetings, will be sent to newspapers to ensure regional coverage. Translated notices will also be sent to non-English newspapers. Notification is also sent to local libraries, city halls, county court houses, chambers of commerce (including minority chambers) and representatives of tribal governments. NCTCOG will maintain a comprehensive contact list of individuals and organizations that wish to be notified of all public input opportunities as well as stakeholders outlined in federal requirements.
- Information is disseminated through NCTCOG's publications, reports, public meetings and other outreach events, the NCTCOG website, social media pages, local media sources and open meetings.
- To the maximum extent possible, NCTCOG will employ visualization techniques such as maps, charts, graphs, photos and computer simulation in its public involvement activities.

- Reports, plans, publications, recent presentations and other information are available on the NCTCOG website. Public comments may also be submitted on the NCTCOG Transportation Department website and via email and social media. Interested parties may subscribe to receive topic specific email correspondence. Additional web-related communication tools are evaluated continuously for implementation.
- Public meetings are held in diverse locations throughout the region, accessible to individuals with disabilities, preferably near transit lines or routes, at both day and evening times. Public meetings are recorded and archived on the NCTCOG website; when multiple public meetings are held on the same topic(s), at least one meeting in the series is recorded and archived on the NCTCOG website. In addition, public meeting materials and summaries are archived online and hard copies can be mailed upon request.
- Public meetings will be held during development of the Transportation Improvement Program (TIP), Metropolitan Transportation Plan (MTP) and Unified Planning Work Program. There are also online public input opportunities. All public comments will be reviewed and considered by the Regional Transportation Council and standing technical, policy and strategic committees. Public comments received on the TIP and the MTP shall be included in documentation of the TIP and the MTP or by reference to the public meeting minutes (for the TIP) or Transportation Conformity documentation (for the MTP).
- If the final TIP or MTP significantly differs from the draft made available for public review and public comment and raises new material issues that interested parties could not reasonably have foreseen from the public involvement efforts, an additional opportunity for public comment will be provided. Recommendations presented during public comment periods are understood to be contingent upon the outcomes of the public involvement processes for these plans; therefore, it is understood that the final TIP or MTP may reflect changes resulting from the outcome of these processes. In addition, when NCTCOG can reasonably foresee alternative outcomes based on circumstances or events coincident with its public involvement processes for these plans, NCTCOG may present alternative recommendations for public comment alongside its final recommendations; in this case, it will be understood that decisions about these recommendations are contingent upon both the public involvement process and the resolution of these circumstances or events.
- When possible, public meetings will be coordinated with the Texas Department of Transportation.
- NCTCOG regularly reviews its Transportation Public Participation Plan. If modified in a more restrictive fashion, a 45-day comment period will be held following the public meetings at which proposed revisions are discussed.

23 CFR §450.316 *Interested parties, participation, and consultation.*

- a. The MPO shall develop and use a documented participation plan that defines a process for providing individuals, affected public agencies, representatives of public transportation employees, public ports, freight shippers, providers of freight transportation services, private providers of transportation (including intercity bus operators, employer-based commuting programs, such as carpool program, vanpool program, transit benefit program, parking cash-out program, shuttle program, or telework program), representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process.
 1. The MPO shall develop the participation plan in consultation with all interested parties and shall, at a minimum, describe explicit procedures, strategies, and desired outcomes for:
 - i. Providing adequate public notice of public participation activities and time for public review and comment at key decision points, including a reasonable opportunity to comment on the proposed metropolitan transportation plan and the TIP;
 - ii. Providing timely notice and reasonable access to information about transportation issues and processes;
 - iii. Employing visualization techniques to describe metropolitan transportation plans and TIPs;
 - iv. Making public information (technical information and meeting notices) available in electronically accessible formats and means, such as the World Wide Web;
 - v. Holding any public meetings at convenient and accessible locations and times;
 - vi. Demonstrating explicit consideration and response to public input received during the development of the metropolitan transportation plan and the TIP;
 - vii. Seeking out and considering the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services;
 - viii. Providing an additional opportunity for public comment, if the final metropolitan transportation plan or TIP differs significantly from the version that was made available for public comment by the MPO and raises new material issues that interested parties could not reasonably have foreseen from the public involvement efforts;
 - ix. Coordinating with the statewide transportation planning public involvement and consultation processes under subpart B of this part; and
 - x. Periodically reviewing the effectiveness of the procedures and strategies contained in the participation plan to ensure a full and open participation process.

2. When significant written and oral comments are received on the draft metropolitan transportation plan and TIP (including the financial plans) as a result of the participation process in this section or the interagency consultation process required under the EPA transportation conformity regulations (40 CFR part 93, subpart A), a summary, analysis, and report on the disposition of comments shall be made as part of the final metropolitan transportation plan and TIP.
 3. A minimum public comment period of 45 calendar days shall be provided before the initial or revised participation plan is adopted by the MPO. Copies of the approved participation plan shall be provided to the FHWA and the FTA for informational purposes and shall be posted on the World Wide Web, to the maximum extent practicable.
- b. In developing metropolitan transportation plans and TIPs, the MPO should consult with agencies and officials responsible for other planning activities within the MPA that are affected by transportation (including State and local planned growth, economic development, tourism, natural disaster risk reduction, environmental protection, airport operations, or freight movements) or coordinate its planning process (to the maximum extent practicable) with such planning activities. In addition, the MPO shall develop the metropolitan transportation plans and TIPs with due consideration of other related planning activities within the metropolitan area, and the process shall provide for the design and delivery of transportation services within the area that are provided by:
1. Recipients of assistance under title 49 U.S.C. Chapter 53;
 2. Governmental agencies and non-profit organizations (including representatives of the agencies and organizations) that receive Federal assistance from a source other than the U.S. Department of Transportation to provide non-emergency transportation services; and
 3. Recipients of assistance under 23 U.S.C. 201-204.
- c. When the MPA includes Indian Tribal lands, the MPO shall appropriately involve the Indian Tribal government(s) in the development of the metropolitan transportation plan and the TIP.
- d. When the MPA includes Federal public lands, the MPO shall appropriately involve the Federal land management agencies in the development of the metropolitan transportation plan and the TIP.
- e. MPOs shall, to the extent practicable, develop a documented process(es) that outlines roles, responsibilities, and key decision points for consulting with other governments and agencies, as defined in paragraphs (b), (c), and (d) of this section, which may be included in the agreement(s) developed under §450.314.

***Title VI of the Civil Rights Act of 1964:
Nondiscrimination in Federally Assisted Programs***

Title VI states that no person is excluded from participation in, denied the benefit of, or subjected to discrimination under any program or activity receiving federal financial assistance on the basis of race, color, national origin, age, sex, disability, or religion. Title VI prohibits discrimination: whether intentional or where the unintended effect is unduly burdensome.

Title VI Complaint Procedures (Appendix D) outline the NCTCOG Title VI policy, how an individual may submit a complaint, how the complaint will be investigated and potential resolution scenarios.

***Executive Order 12898:
Federal Actions to Address Environmental Justice
in Minority and Low-Income Populations***

In response to Executive Order 12898: Federal Actions to Address Environmental Justice in Minority and Low-Income Populations, NCTCOG's policy reflects that no segment of the region should, because of race, economic makeup, age, sex, or disability, bear a disproportionate share of the adverse human health or environmental effects, including social and economic effects, of its programs, policies and activities or be denied equal access to environmental benefits. Other fundamental concepts of Environmental Justice included in NCTCOG's policy are to ensure the full and fair participation by all potentially affected communities in the transportation decision-making process; and to prevent the denial of, reduction in, or significant delay in receipt of benefits by minority and low-income populations.

NCTCOG addresses Environmental Justice concerns throughout the transportation planning process, and it is the responsibility of all staff to consider the needs of traditionally underserved communities during planning, project selection and project implementation. As the Public Participation Plan is implemented, special consideration is given to ensure all residents have reasonable access to information and opportunities to give input. Demographic data is analyzed to identify areas having considerable numbers of protected populations, and this can be used for public meeting location and outreach event selection as well as identification of need for more targeted or diverse outreach efforts.

***Executive Order 13166:
Improving Access to Service for Persons with Limited English Proficiency***

In 2000, President William J. Clinton signed Executive Order 13166: Improving Access to Services for Persons with Limited English Proficiency. The order provided clarification of Title VI in the Civil Rights Act of 1964, stating that recipients of federal funds must "ensure that the programs and activities they normally provide in English are accessible to LEP persons and thus do not discriminate on the basis of national origin."

The order also required federal agencies and recipients of federal financial assistance to examine the services they provide and develop an implementation plan to provide meaningful access to LEP persons.

Guidance from the Federal Highway Administration, Federal Transit Administration and the Texas Department of Transportation stresses the importance of reducing language barriers that can prevent meaningful access by LEP persons to important services. NCTCOG values public involvement and feedback and encourages participation by all communities.

To ensure all communities have meaningful access to information and opportunities to participate in the planning process, the NCTCOG Transportation Department analyzes department activities and demographic information for the region in order to:

- Identify LEP persons who need language assistance and determine how these individuals are served or likely to be served by NCTCOG Transportation Department programs.
- Outline how language assistance will be available.
- Train staff for considering the needs of and interacting with LEP persons.

- Provide notice to LEP persons.
- Monitor and update plans and strategies that address how LEP individuals have access to information and opportunities for program participation.

Because transportation planning and services provided by NCTCOG can be both a benefit and a burden to economic development, employment, housing, education, healthcare and social opportunities, NCTCOG staff is dedicated to assessing the location and needs of LEP communities and consequently, the services NCTCOG provides to these communities.

A Language Assistance Plan (LAP) in Appendix B outlines NCTCOG's efforts to make information available to limited English proficient (LEP) persons. According to U.S. Department of Transportation Guidelines, a four-factor analysis is used to evaluate the extent to which language assistance measures are required to ensure meaningful access to LEP persons.

The four-factor analysis considers:

4. The number or proportion of LEP persons eligible to be served or likely to be encountered by a program, activity or service.
5. The frequency with which LEP individuals come in contact with the program.
6. The nature and importance of the program, activity or service provided by the federal-funding recipient to people's lives.
7. Resources available to federal-funding recipients and costs of language assistance.

The LAP outlines demographic information, analysis of Department activities, language assistance provided and communication to LEP persons about the availability of language assistance.

Appendix B: Language Assistance Plan

UPDATED MAY 2022

The North Central Texas Council of Governments (NCTCOG) is committed to incorporating environmental justice elements and Title VI considerations into the public participation process for transportation planning. Input and involvement are sought from populations that have been traditionally underserved by existing transportation systems, including, but not limited to, low-income and minority households and individuals with limited English proficiency. These groups' needs are considered during planning. Various communication strategies and information formats seek to make information easily accessible and understandable.

Title VI states that no person shall, on the ground of race, color, or national origin, be excluded from participation in, denied the benefits of, or subjected to discrimination under any program or activity receiving federal financial assistance. Related civil rights statutes protect persons based on age, sex, disability, and religion. Title VI prohibits discrimination in three forms:

- Disparate treatment, where persons are intentionally treated differently because of their race, color, or national origin.
- Disparate impact, where a facially neutral policy or practice disproportionately affects members of a group identified by race, color, or national origin.
- Retaliation against persons who have claimed discrimination.

The North Central Texas Council of Governments Transportation Department Title VI Complaint Procedures (Appendix D) establishes a procedure under which complaints alleging discrimination in NCTCOG's provisions, services, or activities can be made by persons who are not employees of NCTCOG.

The U.S. Department of Transportation defines limited English proficiency (LEP) as persons who do not speak English as their primary language and who have limited ability to read, write, speak, or understand English.

Executive Order 13166

In 2000, President William J. Clinton signed Executive Order 13166 "Improving Access to Services for Persons with Limited English Proficiency." The order provided clarification of Title VI in the Civil Rights Act of 1964, stating that recipients of federal funds must "ensure that the programs and activities they normally provide in English are accessible to LEP persons and thus do not discriminate on the basis of national origin."

The order also required federal agencies and recipients of federal financial assistance to examine the services they provide and develop an implementation plan to provide meaningful access to LEP persons.

Guidance from the Federal Highway Administration, Federal Transit Administration, and Texas Department of Transportation stresses the importance of reducing language barriers that can prevent meaningful access by LEP persons to important services. NCTCOG values public involvement and feedback and encourages participation by all communities.

To ensure all communities have meaningful access to information and opportunities to participate in the planning process, the NCTCOG Transportation Department analyzes department activities and demographic information for the region in order to:

- Identify LEP persons who need language assistance and determine how these individuals are served or likely to be served by NCTCOG Transportation Department programs.
- Outline how language assistance will be available.
- Train staff to interact with and consider the needs of LEP persons.
- Provide notice to LEP persons.
- Monitor and update plans and strategies that address how LEP individuals have access to information and opportunities for program participation.

Spanish-speaking LEP individuals can voice their concerns about the transportation system via the Spanish-language version of Map Your Experience, NCTCOG's online, interactive mapping tool.

Because transportation planning and services provided by NCTCOG can be both a benefit and a burden to economic development, employment, housing, education, healthcare, and social opportunities, NCTCOG staff is dedicated to assessing the location and needs of LEP communities and, consequently, the services NCTCOG provides to these communities.

Identification of LEP Populations and Determination of How These Individuals are Served or Likely to be Served by NCTCOG Transportation Department Programs

The U.S. Department of Transportation issued Policy Guidance to federal financial assistance recipients regarding Title VI prohibition against national origin discrimination affecting LEP persons. In this guidance, the U.S. Department of Transportation provided the four-factor analysis as an approach to evaluate the extent to which language assistance measures are required to ensure meaningful access to LEP persons.

Factor 1: *The number or proportion of LEP persons eligible to be served or likely to be encountered by a program, activity, or service of the recipient grantee.*

The Metropolitan Planning Area boundary encompasses 12 counties (Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant, and Wise).

Data for the 12-county Metropolitan Planning Area was gathered using the 2012-2016 and 2015-2019 American Community Survey datasets. LEP persons were classified as anyone age five or older who described their ability to speak English as less than 'very well' (i.e., 'well,' 'not well,' or 'not at all'). The aggregate LEP population decreased by 0.32 percentage points between 2016 and 2019 but increased by 35,251 people. Due to changes in the Census Bureau's coding of language data, it is not possible to compare current language group data to data preceding 2016 estimates.

Limited English Proficiency Service Area



LEP Population for the 12-County Dallas-Fort Worth Metropolitan Planning Area

	2012-2016 American Community Survey		2015-2019 American Community Survey	
	Region Aggregate (Population Age 5 and Older)	Percentage of Total Population Age 5 and Older	Region Aggregate (Population Age 5 and Older)	Percentage of Total Population Age 5 and Older
Total Population Age 5 Years and Older	6,446,768		6,866,398	
Spanish <i>Speak English less than "very well"</i>	694,804	10.78%	707,165	10.30%
Other Indo-European Languages <i>Speak English less than "very well"</i>	37,081	0.58%	42,571	0.62%
Vietnamese <i>Speak English less than "very well"</i>	41,086	0.64%	41,222	0.60%
Other Asian and Pacific Island Languages <i>Speak English less than "very well"</i>	26,677	0.41%	32,745	0.48%
Chinese (incl. Mandarin, Cantonese) <i>Speak English less than "very well"</i>	22,953	0.36%	24,557	0.36%
Other and Unspecified Languages <i>Speak English less than "very well"</i>	15,461	0.24%	19,914	0.29%
Korean <i>Speak English less than "very well"</i>	13,363	0.21%	13,191	0.19%
Arabic <i>Speak English less than "very well"</i>	8,918	0.14%	11,729	0.17%
French, Haitian, or Cajun <i>Speak English less than "very well"</i>	6,130	0.10%	8,279	0.12%
Tagalog (incl. Filipino) <i>Speak English less than "very well"</i>	5,432	0.08%	6,112	0.09%
Russian, Polish, or other Slavic Languages <i>Speak English less than "very well"</i>	5,326	0.08%	5,352	0.08%
German or other West Germanic Languages <i>Speak English less than "very well"</i>	1,889	0.03%	1,534	0.02%
Total LEP Population	879,120	13.64%	914,371	13.32%

Source: 2012-2016 and 2015-2019 American Community Survey 5-Year Estimates, C16001. Limited English proficiency (LEP) is classified as any person whose primary language is other than English and who answered that their ability to speak English was "well," "not well," or "not at all." In 2016, the US Census Bureau changed the way it codes language data. Consequently, language groupings cannot be compared between American Community Survey estimates developed before and after 2016.

In 2019, the LEP population was 914,371, which was 13.32 percent of the region’s 6,866,398 residents age five or older. Spanish was the largest language represented among the LEP population, with 10.30 percent of the region’s total population age five or older.

Recognizing that low literacy regardless of native language could also result in the need for language assistance, data from the National Center for Education Statistics was analyzed. The center’s Program for the International Assessment of Adult Competencies includes data on adult literacy skills. The assessment used population estimates for persons aged 16 to 65 from 2011 to 2017. The assessment defines literacy as “understanding, evaluating, using and engaging with written text to participate in society, to achieve one’s goals, and to develop one’s knowledge and potential.”¹ People whose literacy skills were at or below Level 1 may not be able to understand the structure of sentences or paragraphs or make use of other text features. In the NCTCOG region, only Dallas County had a percent of residents below Level 1 literacy that was higher than the state average of 28 percent.

Dallas-Fort Worth Metropolitan Planning Area Results from the Program for the International Assessment of Adult Competencies

Location	Population Size Age 16-74*	Percent Below Level 1 Literacy
Texas	19,698,535	28%
Collin County	664,152	12%
Dallas County	1,839,032	33%
Denton County	578,297	14%
Ellis County	117,488	23%
Hood County	39,207	16%
Hunt County	65,414	24%
Johnson County	114,766	22%
Kaufman County	81,450	22%
Parker County	91,526	15%
Rockwall County	64,473	14%
Tarrant County	1,426,715	24%
Wise County	45,891	21%

*2013-2017 American Community Survey 5-Year Estimates. The Census Bureau’s method of reporting age data prevents reporting a population size that matches the study group, age 16 to 65.

1 National Center for Education Statistics, What PIAAC Measures, <https://nces.ed.gov/surveys/piaac/measure.asp>

This Language Assistance Plan outlines how the needs of the LEP population in the Metropolitan Planning Area will be addressed, how language services will be made available, and how LEP persons will be notified of these services.

Factor 2: *The frequency with which LEP individuals come in contact with the program.*

The nature of the programs associated with the Metropolitan Planning Organization (MPO) dictate that the majority of contact with the public and LEP persons is through inquiries submitted to the MPO, public input opportunities, public outreach events, the MPO website, and program implementation activities.

In order to better inform the frequency with which LEP individuals come in contact with MPO programs, a staff survey of LEP encounters was updated in 2022. Department staff members were asked if they had encountered an LEP individual in the past three years, and if so, what languages they had encountered, the frequency, and what type of work activity they were conducting. Of the approximately 200 department staff members who received the survey, 25 indicated they encountered LEP individuals speaking four total languages in a period of three years. Spanish was the most common, followed by rare encounters of Vietnamese, Arabic, and an unspecified language. The most frequent work activities in which staff encountered LEP individuals were phone calls, community outreach events, and public input opportunities, including in-person meetings.

As a result of this survey, NCTCOG maintains a voluntary directory of employees who are able to communicate in languages other than English and are willing to provide assistance to LEP individuals. If an employee encounters a LEP individual with whom it is difficult to communicate, they may be able to refer the individual to an employee who can better assist them in another language. At present, 19 languages are represented in this language assistance directory.

Factor 3: *The nature and importance of the program, activity, or service provided by the recipient to people's lives.*

NCTCOG is the agency responsible for the regional transportation planning process; in this capacity, NCTCOG must ensure that all segments of the population are involved, or have the opportunity to be involved in, the decision-making process. As required by federal guidelines, NCTCOG produces a Metropolitan Transportation Plan that outlines long-range transportation investments, a Transportation Improvement Program that provides short-range planning for transportation investments, a Unified Planning Work Program that outlines tasks to be performed in the upcoming year, and a Congestion Management Process for developing and implementing operational and travel demand strategies that improve transportation system performance.

Consistent with the Public Participation Plan, planners seek public input on these products, which influence quality of life and mobility options in the region. Public input opportunities, conducted both virtually and in person, represent one way for North Texans to be informed and involved. Public input opportunity notices are provided in English and Spanish. Notices include the telephone number and email address to request special accommodations for language translation or disability. Public input opportunities are posted online and advertised in newspapers, and staff interact regularly with local reporters, some of whom contribute to minority publications. Translated ads are placed in the major Spanish and Vietnamese newspapers.

Factor 4: *The resources available to the recipient and costs.*

NCTCOG currently has bilingual staff who assist with translation needs and/or translation review. NCTCOG also has agreements with translation services that cover many languages, as well as

American Sign Language. Since 2017, NCTCOG has received one request for translation at a public input opportunity, one request for a sign language interpreter at a public input opportunity, and one request for a meeting transcript for a hearing-impaired person.

To translate documents, NCTCOG currently utilizes both a translation service and department staff. The average cost for the outside translation service is \$0.15 per word. At no cost, the Google Translate tool was added to the NCTCOG Transportation Department website, making information more readily accessible in more than 120 languages. Each year a portion of the community outreach budget is proactively allocated to translation services. Visualization tools such as animations, maps, renderings, photos, and others are also used, when possible, to increase understanding among all audiences. These tools can also be especially beneficial for LEP persons. All language assistance is provided at no charge to LEP individuals.

Guidelines for Making Language Assistance Available

The four-factor analysis will be used as a tool for analyzing to what extent and how the needs of LEP communities are addressed during transportation planning and program implementation. For example, the four-factor analysis will be used to determine initial translation or alternative format needs for documents and the website. Department reports, newsletters, brochures, other publications, and website information include instructions about how to request information in other formats. Translators and interpreters used by the NCTCOG Transportation Department will be evaluated to ensure accurate, high-quality language services are available to LEP persons.

Increased use of visualization tools will be used to make information more understandable and, in some cases, reduce the need for English proficiency.

Plans, projects, and programs for areas with a high number of LEP persons will have materials that address the needs of the population in those areas. Environmental justice communities, including non-English speakers, are mapped whenever possible to provide, as much as possible, plan- or project-specific data.

The NCTCOG Transportation Department will make every effort to accommodate language translation needs, if provided sufficient notice. A minimum of three business days advance notice is required for these arrangements to be provided for a public input opportunity.

NCTCOG Transportation Department staff will consistently seek input and involvement from organizations and agencies which serve LEP populations to complement other language assistance and outreach efforts.

Staff Training for Interacting with and Considering the Needs of LEP Persons

All NCTCOG Transportation Department staff members employed as of July 2019 completed in-person training on the requirements and techniques for providing meaningful access to services for LEP persons. Training materials and resources continue to be available for review by all staff—including new employees.

Notice of Assistance Available for LEP Persons

Public input opportunity notices, which are available in English and Spanish, include the telephone number and email address to request special accommodations for language translation or disability. On each notice, this information is included in English and Spanish.

Notice of the North Central Texas Council of Governments Transportation Department Title VI Complaint Procedures is accessible online and in a brochure made available online, at public meetings, and outreach events. Title VI complaint forms are available in both English and Spanish.

Language assistance can be obtained by contacting the NCTCOG Transportation Department:

North Central Texas Council of Governments, Transportation Department
P.O. Box 5888
616 Six Flags Drive (76011)
Arlington, TX 76005-5888
Phone: (817) 695-9240
Fax: (817) 640-3028
Email: transinfo@nctcog.org
Website: www.nctcog.org/trans/

Monitoring and Updating Plans and Strategies that Address How LEP Individuals Have Access to Information and Opportunities for Program Participation

This Language Assistance Plan is intended to be reviewed and updated in conjunction with the NCTCOG Transportation Public Participation Plan.

Environmental justice and Title VI activities will be periodically summarized to provide information about how the NCTCOG Transportation Department:

- Addresses the needs of LEP persons and those traditionally underserved by existing transportation services.
- Facilitates opportunities for full and fair participation from all individuals.
- Makes information accessible and understandable.
- Ensures no person shall, on the basis of race, color, national origin, age, sex, disability, or religion, be excluded from participation in, denied the benefits of, or subjected to discrimination under any program or activity receiving federal financial assistance.

Appendix C: Transportation Improvement Program Modification Policy - Policies and Procedures to Streamline Project Delivery

UPDATED MARCH 2013

The Transportation Improvement Program (TIP) is a staged, multi-year program of projects approved for funding with federal, State, and local funds within the Dallas-Fort Worth area. A new TIP is approved every two to three years by the Regional Transportation Council (RTC), which serves as the policy board for the Dallas-Fort Worth Metropolitan Planning Organization (MPO). Due to the changing nature of projects as they move through the implementation process, the TIP must be modified on a regular basis.

Please note certain project changes require collaboration with our State and federal review partners. This collaboration occurs through the Statewide Transportation Improvement Program (STIP) revision process. Therefore, modification of the Dallas-Fort Worth TIP will follow the quarterly schedule established for revisions to the Statewide Transportation Improvement Program (STIP).

This policy consists of four sections:

General Policy Provisions: Overall policies guiding changes to project implementation

Project Changes Not Requiring TIP Modification: Changes related to administration or interpretation of Regional Transportation Council Policy

Administrative Amendment Policy: Authority granted to the MPO Director to expedite project delivery and maximize the time the RTC has to consider policy level (vs. administrative) issues

Revision Policy: Changes only the Regional Transportation Council can approve or recommend for State and federal concurrence

General Policy Provisions

1. All projects inventoried in the Transportation Improvement Program fall under this modification policy, regardless of funding source or funding category.
2. Air quality conformity, Mobility Plan consistency, congestion management process compliance, and financial constraint requirements must be met for all TIP modifications.
3. Project modifications will only be made with the consent of the implementing/impacted agency.
4. The Dallas-Fort Worth MPO will maintain a cost overrun funding pool. Program funds must be available through the cost overrun pool or from other sources in order to process modifications involving project cost increases.
5. All funding from deleted projects will be returned to the regional program for future cost overruns or new funding initiatives, unless the deleted funds are needed to cover cost overruns in other currently selected projects. However, it is important to note that funds are awarded to projects, not to implementing agencies. Therefore, funds from potentially infeasible projects cannot be saved for use in future projects by implementing agencies. MPO staff will manage timely resolution of these projects/funds. In addition, if a project was selected through a particular "program," such as the Sustainable Development or Regional ITS Funding Program, funds from deleted projects may be returned to those programs for future "calls for projects" in those areas.
6. For projects selected using project scoring methodologies, projects will no longer be rescored before a cost increase is considered.
7. Cost increases for strategically selected projects fall under the same modification policy provisions.
8. As a general policy, new projects are proposed through periodic regional funding initiatives. However, the RTC may elect to add new projects to the TIP, outside of a scheduled funding initiative under emergency or critical situations. Projects approved under this provision must be an immediate need.
9. Local match commitments (i.e., percentages) will be maintained as originally approved. Cost overruns on construction, right-of-way, and engineering costs will be funded according to original participation shares.

10. Additional restrictions may apply to projects selected under certain funding initiatives. For example, projects selected through the Land Use/Transportation Joint Venture (i.e., Sustainable Development) program are not eligible for cost increases from RTC-selected funding categories.
11. Cost overruns are based on the total estimated cost of the project, including all phases combined, and are evaluated once total project cost is determined to exceed original funding authorization.
12. Cost indicators may be evaluated on cost overruns to alert project reviewers of potential unreasonable cost estimates (examples include cost per lane-mile, cost per turn lane). The cost indicators are developed by the MPO, in consultation with TxDOT, using experience from the last several years. If a project falls out of this range, the MPO may either: (a) require a more detailed estimate and explanation, (b) require value engineering, (c) suggest a reduced project scope, or (d) determine that a cost increase will come from local funds, not RTC funds.
13. For a project change to be considered, implementing agencies must submit modification requests for their TIP projects through the online TIP modification system. Project change requests must include complete information by the deadline. Incomplete requests will be sent back to agency for re-submittal in a future cycle.
14. Implementing agencies must identify one or two official points of contact for TIP project modifications. The point of contact is responsible for entering complete project modification requests into the online TIP modification system on time. The point of contact must be capable of collecting and entering accurate project information. Points of contact will be sent reminders leading up to submittal deadlines.

Project Changes Not Requiring TIP Modification

In certain circumstances, changes may be made to TIP projects without triggering a TIP modification. These circumstances are outlined below:

1. **Changes that do not impact the overall purpose of a project:** Changes to MTP reference, CSJ's, or other clerical edits do not require a TIP modification.
2. **Changes to TxDOT's Design and Construction Information System (DCIS):** The DCIS is a project tracking system, therefore, simply updating the DCIS to match previously approved TIP projects or project elements does not require TIP modification. MPO staff maintains the official list of projects and funding levels approved by the RTC.
3. **Carryover Funds:** At the end of each fiscal year, unobligated funds are moved to the new fiscal year as carryover funds. For example, if a project receives funding in a specific fiscal year, but the project is not implemented by the end of the fiscal year, staff will automatically move the funds for that project into the next fiscal year. These changes do not require a TIP modification.
4. **Cost/Funding Increases:** Staff will update cost increases in the information system for changes of less than \$400,000.
5. **Increases in Local Funds:** Staff will adjust with concurrence of local agency.

- 6. Changes in RTC Funding Categories:** Staff adjustments permitted.
- 7. Emergency:** This provision includes emergency changes that need approval quickly, but timing is not aligned with the RTC Meeting schedule. These changes would come to the RTC for ratification at the next scheduled meeting.
- 8. Cost/Funding Decreases:** Staff will update the information system with cost decreases.
- 9. Funding Year Changes:** Staff will update the information system for changes that advance project implementation. Once projects are ready for construction (i.e., all federal and State requirements and procedures have been met), staff will advance the project to construction if funds are available.
- 10. Statewide Transportation Improvement Program (STIP) Revisions Consistent with Previous RTC Action** (e.g., Staff will place a project or changes previously approved by the RTC in the appropriate information system and documents.)
- 11. Addition of Noncapacity, Conformity-Exempt Projects:** Staff will place projects in the appropriate information system/document.

Examples include, but are not limited to:

Sign refurbishing	Safety/Maintenance
Landscaping	Intersection Improvements
Preventive maintenance	Intelligent Transportation System
Bridge rehabilitation/replacement	Traffic Signal Improvements

- 12. Changes to Implementing Agency:** Staff will process after receiving a written request/approval from the current implementing agency and the newly proposed implementing agency.
- 13. Increased Flexibility for Traffic Signal, Intersection Improvement, ITS, and “Grouped” Projects:** Staff will use best practices to advance this category of projects.
- 14. Addition and Adjustment of Phases:** Includes engineering, right-of-way, construction, etc.
- 15. Administrative Scope Changes:** Minor clarifications to the type of work being performed, physical length of project, and project termini/limits. For example, changing the limits of a project from “.25 miles west of” to “west of,” or changing the limits from “point A” to “.5 miles east of point A,” or clarifying limits due to a change to the name of a roadway when there is no physical change to the limits (the name of the roadway just changed from one name to another, etc.
- 16. Funding Year Changes:** Can be moved by staff if project is being moved less than one year.

Please note that a STIP revision may be required to make these changes in the statewide funding document. In all cases, MPO information systems will be updated and changes will be noted in project tracking systems.

Administrative Amendment Policy

Administrative Amendments are TIP modifications that do not require action of the RTC for approval. Under the Administrative Amendment Policy, the RTC has authorized the Director of Transportation, or his designee, for the Dallas-Fort Worth MPO to approve TIP modifications that meet the following conditions. After they are approved, administrative amendments are provided to STTC and the RTC for informational purposes, unless they are merely processed to support previous RTC project approval.

- 1. Changes in Federal/State Funding Categories that Do Not Impact RTC-Selected Funding Programs:** RTC-Selected funding programs include: CMAQ, STP MM, RTR, Category 2M - Metro Corridor (in coordination with TxDOT), Texas Mobility Funds, Urbanized Area Formula Program - Transit Section 5307.
- 2. Potentially Controversial Projects:** The administrative amendment policy does not restrict the Transportation Director from requesting Regional Transportation Council (RTC) action on potentially controversial project changes.
- 3. Change in funding share due to adding funding from one program to another:** For instance, if adding Thoroughfare Assessment Program funds (80% federal and 20% state/local) to a project that is 56% federal and 44% local, an administrative amendment is permitted. The revision policy applies to all other instances.

Revision Policy

Revisions are modifications that require approval of the Regional Transportation Council. A revision is required for any project modification that meets the following criteria or that does not fall under the Administrative Amendment Policy.

- 1. Adding or Deleting Projects from the TIP:** This provision includes all projects not covered previously in this Policy. All new projects regardless of funding source need to be approved under this Revision Policy.
- 2. Cost/Funding Increases:** A revision is required on any cost/funding increase over \$400,000.
- 3. Substantive Scope Changes:** This provision includes major or substantive changes that may have citizen interest or policy implications. For example, limits change to a brand new location, limits are extended or shortened substantially, the number of lanes changes, etc.
- 4. Funding Year Changes:** A revision is required to move a project more than one year into a fiscal year that would delay project implementation.
- 5. Changes in the Funding/Cost Shares:** A change to the percentage of the total project cost paid by each funding partner requires a revision (with the one exception noted in the administrative amendment policy).

Approved by the RTC on March 14, 2013

Appendix D: Title VI Complaint Procedures

El Procedimiento de Quejas Titulo VI

Introduction

The North Central Texas Council of Governments (NCTCOG) serves as the federally designated Metropolitan Planning Organization for the Dallas-Fort Worth region. As a recipient of federal financial assistance and under Title VI of the Civil Rights Act of 1964 and related Title VI statutes, NCTCOG ensures that no person shall, on the grounds of race, religion, color, national origin, sex, age, or disability be excluded from participation in, be denied the benefits of, or otherwise be subjected to discrimination under any agency programs or activities. These prohibitions extend from the North Central Texas Council of Governments, as a direct recipient of federal financial assistance, to its sub-recipients (e.g., contractors, consultants, local governments, colleges, universities, etc). All programs funded in whole or in part from federal financial assistance are subject to Title VI requirements. The Civil Rights Restoration Act of 1987 extended this to all programs within an agency that receives federal assistance regardless of the funding source for individual programs.

This policy is intended to establish a procedure under which complaints alleging discrimination in NCTCOG's provisions, services, or NCTCOG activities can be made by persons who are not employees of NCTCOG.

Any person who believes NCTCOG, or any entity who receives federal financial assistance from or through NCTCOG (i.e., sub-recipients, sub-contractors, or sub-grantees), has subjected them or any specific class of individuals to unlawful discrimination may file a complaint of discrimination.

NCTCOG will follow timelines set forth in guidance from the Department of Transportation, the Federal Highway Administration, Federal Transit Administration and the Department of Justice for processing Title VI discrimination complaints.

When to File

A complaint of discrimination must be filed within 180 calendar days of the alleged act of discrimination, or discovery thereof; or where there has been a continuing course of conduct, the date on which that conduct was discontinued. Filing means a written complaint must be postmarked before the expiration of the 180-day period. The filing date is the day you complete, sign, and mail the complaint form. The complaint form and consent/release form must be dated and signed for acceptance. Complaints received more than 180 days after the alleged discrimination will not be processed and will be returned to the complainant with a letter explaining why the complaint could not be processed and alternative agencies to which a report may be made.

Where to File

In order to be processed, signed original complaint forms must be mailed to:

North Central Texas Council of Governments
Transportation Department Title VI Specialist
P.O. Box 5888
Arlington, TX 76005-5888

Or hand delivered to:
616 Six Flags Drive Arlington, TX 76011

Upon request, reasonable accommodations will be made for persons who are unable to complete the complaint form due to disability or limited-English proficiency. A complaint may also be filed by a representative on behalf of a complainant.

Persons who are not satisfied with the findings of NCTCOG may seek remedy from other applicable state or federal agencies.

Required Elements of a Complaint

In order to be processed, a complaint must be in writing and contain the following information:

- Name, address, and phone number of the complainant.
- Name(s) and address(es) and business(es)/organization(s) of person(s) who allegedly discriminated.
- Date of alleged discriminatory act(s).
- Basis of complaint (i.e., race, color, national origin, sex, age, religion, or disability).
- A statement of complaint.
- Signed consent release form.

Incomplete Complaints

Upon initial review of the complaint, the Title VI Specialist will ensure that the form is complete and that any initial supporting documentation is provided. Should any deficiencies be found, the Title VI Specialist will notify the complainant within 10 days. If reasonable efforts to reach the complainant are unsuccessful or if the complainant does not respond within the time specified in the request (30 days), the recipient may close the complainant's file. The complainant may resubmit the complaint provided it is filed within the original 180-day period.

Should the complaint be closed due to lack of required information, NCTCOG will notify the complainant at their last known address. In the event the complainant submits the missing information after the file has been closed, the complaint may be reopened provided it has not been more than 180 days since the date of the alleged discriminatory action.

Records of Complaints

The Title VI Specialist will keep a record of all complaints received. The log will include such information as:

- Basic information about the complaint such as when it was filed, who filed it, and who it was against.
- A description of the alleged discriminatory action.
- Findings of the investigation.

Complaint Process Overview

The following is a description of how a discrimination complaint will be handled once received by NCTCOG.

RECEIPT OF COMPLAINT

Complaint is received by NCTCOG: Complaints must be in writing and signed by the complainant or their designated representative. If the complainant is unable to complete the form in writing due to disability or limited-English proficiency, upon request reasonable accommodations will be made to ensure the complaint is received and processed in a timely manner. Complainants wishing to file a complaint who do not have access to the Internet or the ability to pick up a form will be mailed a complaint form to complete. Complaints will be forwarded to the Texas Department of Transportation, Office of Civil Rights, Title VI Program Administrator.

Complaint is logged into tracking database: Complaint forms will be logged into the complaint tracking database; basic data will be maintained on each complaint received, including name of complainant, contact information, name and organization of person(s) who allegedly discriminated, date of alleged discriminatory act(s), basis of complaint (i.e., race, color, national origin, sex, age, religion, or disability), and description of the alleged discriminatory action.

INITIAL REVIEW AND WRITTEN RESPONSE

Initial review: Within 10 days of the receipt of the complaint, NCTCOG's Transportation Department Title VI Specialist will complete an initial review of the complaint. The purpose of this review is to determine if the complaint meets three basic criteria.

1. The complaint will be reviewed for completeness.
2. The program in which the alleged discrimination occurred will be examined to ensure that the complaint was filed with the appropriate agency.
3. Determination of timeliness will be made to ensure the complaint was filed within the 180 calendar day time requirement.

Initial written response: Within 10 days of the receipt of the complaint, the Title VI Specialist will provide an initial written response to the complaint appropriate to the criteria of the initial review.

1. If the complaint form is incomplete, the complainant will be notified and asked to furnish the missing information within 30 days. Upon receipt of the requested information, the initial review will resume and a follow-up written response will be provided within 10 days of the receipt of the complete complaint.
2. If a complaint is complete but the program or activity about which the complaint was made is not conducted by NCTCOG or an entity who receives federal financial assistance from or through NCTCOG (i.e., sub-recipients, sub-contractors, or sub-grantees), every attempt will be made to establish the correct agency. Whenever possible, and if consent was granted on the Consent/Release form, the complaint will be forwarded to the appropriate agency. The complaint will then be closed at NCTCOG.
3. If the complaint is complete but the alleged discrimination occurred 180 calendar days or more before the complaint was filed, the complaint will be closed at NCTCOG.

NCTCOG's Title VI Specialist will confer with the Transportation Department Director on the determination of a complete complaint and on any deferrals to other agencies. Once the Title VI Specialist completes an initial review of the complaint and determines that the criteria for a complete complaint is met, NCTCOG will forward the complaint and a copy of the written response to the Texas Department of Transportation, Office of Civil Rights, Title VI Program Administrator.

INVESTIGATION OF COMPLAINT

Fact-finding process: The Title VI Specialist will confer with the Transportation Department Director to determine the most appropriate fact-finding process to ensure all available information is collected in an effort to reach the most informed conclusion and resolution of the complaint. The type of investigation techniques used may vary depending on the nature and circumstances of the alleged discrimination. An investigation may include, but is not limited to:

- Internal meetings with NCTCOG staff and legal counsel.
- Consultation with state and federal agencies.
- Interviews of complainant(s).
- Review of documentation (i.e., planning, public involvement, and technical program activities).
- Interviews and review of documentation with other agencies involved.
- Review of technical analysis methods.
- Review of demographic data.

Determination of investigation: An investigation must be completed within 80 days of receiving the complete complaint, unless the facts and circumstances warrant otherwise. A determination will be made based on information obtained. The Title VI Specialist, Transportation Department Director, and/or designee will render a recommendation for action, including formal and/or informal resolution strategies, in a report of findings. The findings of the investigation will be logged into the complaint tracking database.

NOTIFICATION OF DETERMINATION

Within 14 days of completion and determination of an investigation, the complainant must be notified by the NCTCOG Executive Director of the final decision. The notification will advise the complainant of his/her appeal rights with state and federal agencies if he/she is dissatisfied with the final decision. A copy of this letter, along with the report of findings, will be forwarded to the Texas Department of Transportation, Office of Civil Rights, Title VI Program Administrator for information purposes.

Title VI Complaint Procedures

Receipt of Complaint

A written discrimination complaint is received, entered into tracking database, and forwarded to the Texas Department of Transportation (TxDOT).

Initial review initiated. Applicable initial written response will be sent to complainant and TxDOT within 10 days of when complaint is received.

Initial Review and Written Response

Complete complaint and consent forms?

Initial written response within 10 days. Confirm receipt of complaint. Request additional information.

Requested information received within 30 days?

Complaint may be closed.

In NCTCOG jurisdiction?

Initial written response within 10 days of receipt of complete complaint. Referred to another agency. Complaint closed at NCTCOG. Forward complaint form and written response(s) to TxDOT.

No more than 180 calendar days since alleged occurrence?

Initial written response within 10 days of receipt of complete complaint. Complaint closed. Forward complaint form and written response(s) to TxDOT.

Initial or follow-up written response within 10 days of receipt of complete complaint. Confirm receipt of complete complaint. Forward complaint form and written response(s) to TxDOT. Commence to Investigation of Complaint.

Investigation of Complaint

Completed within 80 days of receiving complete complaint unless facts and circumstances warrant otherwise. Determination of whether discrimination occurred summarized and report submitted to head of the Transportation Department.

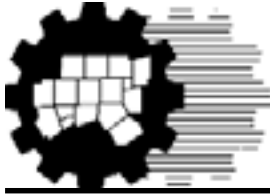
Notification of Determination

Written notification of investigation determination will be sent to complainant and TxDOT within 14 days of completion of an investigation.

Did discrimination occur?

Written notification of determination within 14 days of completion of investigation. Explains finding of no discrimination and advises complainant of appeal right. The finding will be forwarded to TxDOT.

Written notification of determination within 14 days of completion of investigation. Includes proposed course of action to address finding of discrimination. The finding will be forwarded to TxDOT.



North Central Texas Council of Governments Discrimination Complaint Form

Please read the information on this page of this form carefully before you begin.

The North Central Texas Council of Governments (NCTCOG) serves as the federally designated Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth region. As a recipient of federal financial assistance and under Title VI of the Civil Rights Act of 1964 and related statutes, NCTCOG ensures that no person shall, on the grounds of race, religion, color, national origin, sex, age or disability be excluded from participation in, be denied the benefits of, or otherwise be subjected to discrimination under any agency programs or activities. These prohibitions extend from the North Central Texas Council of Governments, as a direct recipient of federal financial assistance, to its sub-recipients (e.g., contractors, consultants, local governments, colleges, universities, etc.). All programs funded in whole or in part from federal financial assistance are subject to Title VI requirements.

NCTCOG is required to implement measures to ensure that persons with limited-English proficiency or disability have meaningful access to the services, benefits and information of all its programs and activities under Executive Order 13166. Upon request, assistance will be provided if you are limited-English proficient or disabled. Complaints may be filed using an alternative format if you are unable to complete the written form.

The filing date is the day you complete, sign, and mail this complaint form. Your complaint must be filed no later than 180 calendar days from the most recent date of the alleged act of discrimination. The complaint form and consent/release form must be dated and signed for acceptance. You have 30 calendar days to respond to any written request for information. Failure to do so will result in the closure of the complaint.

Submit the forms by mail to:

North Central Texas Council of Governments
Transportation Department
Title VI Specialist,
P.O. Box 5888
Arlington, TX 76005-5888

Or in person at:

616 Six Flags Drive
Arlington, TX 76011

If you have any questions or need additional information, please call (817) 695-9240 or e-mail titlevi@nctcog.org.



North Central Texas Council of Governments Discrimination Complaint Form

Please read the information on the first page of this form carefully before you begin.

1

First Name MI Last Name

Street Address City State Zip Code

Telephone Number e-mail Address

2 Who do you believe discriminated against you?

First Name MI Last Name

Name of Business/Organization Position/Title

Street Address City State Zip Code

Person's Relationship to You

3 When did the alleged act(s) of discrimination occur?
Please list all applicable dates in mm/dd/yyyy format.

Date(s)

Is the alleged discrimination ongoing? Yes No

4 Where did the alleged act(s) of discrimination occur? (Attach additional pages as necessary.)

Name of Location

5 Indicate the basis of your grievance of discrimination:

- | | |
|--|-------------------------------------|
| <input type="checkbox"/> Race | <input type="checkbox"/> Color |
| <input type="checkbox"/> National Origin | <input type="checkbox"/> Sex |
| <input type="checkbox"/> Age | <input type="checkbox"/> Disability |
| <input type="checkbox"/> Religion | |

6 Describe in detail the specific incident(s) that is the basis(es) of the alleged discrimination. Describe each incident of discrimination separately. Attach additional pages as necessary.

Please explain how other persons or groups were treated differently by the person(s)/ agency who discriminated against you.

Please list and describe all documents, e-mails, or other records and materials pertaining to your complaint.

Please list and identify any witness(es) to the incidents or persons who have personal knowledge of information pertaining to your complaint.

Have you previously reported or otherwise complained about this incident or related acts of discrimination? If so, please identify the individual to whom you made the report, the date on which you made the report, and the resolution. Please provide any supporting documentation.

Please provide any additional information about the alleged discrimination.

7 If an advisor will be assisting you in the complaint process, please provide his/her name and contact information.

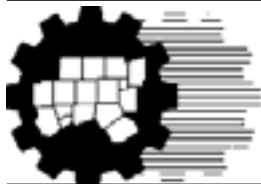
_____ First Name	_____ MI	_____ Last Name	
_____ Name of Business	_____ Position/Title	_____ Telephone Number	
_____ Street Address	_____ City	_____ State	_____ Zip Code

8 This complaint form must be signed and dated in order to address your allegations. Additionally, this office will need your consent to disclose your name, if needed, in the course of our investigation. The Discrimination Complaint Consent/Release form is attached. If you are filing a complaint of discrimination on behalf of another person, our office will also need this person's consent.

I certify that to the best of my knowledge the information I have provided is accurate and the events and circumstances are as I have described them. I also understand that if I will be assisted by an advisor, my signature below authorizes the named individual to receive copies of relevant correspondence regarding the complaint and to accompany me during the investigation.

Signature

Date



North Central Texas Council of Governments Discrimination Complaint Consent/Release Form

Please read the information on this form carefully before you begin.

First Name

MI

Last Name

Street Address

City

State

Zip Code

As a complainant, I understand that in the course of an investigation it may become necessary for the North Central Texas Council of Governments to reveal my identity to persons at the organization or institution under investigation. I am also aware of the obligations of the North Central Texas Council of Governments to honor requests under the Freedom of Information Act. I understand that as a complainant I am protected from retaliation for having taken action or participated in action to secure rights protected by nondiscrimination statutes and regulations which are enforced by the Federal Highway Administration (FHWA) of the U.S. Department of Transportation.

Please Check one:

- I CONSENT and authorize the North Central Texas Council of Governments (NCTCOG), as part of its investigation, to reveal my identity to persons at the organization, business, or institution, which has been identified by me in my formal complaint of discrimination. I also authorize NCTCOG to discuss, receive, and review materials and information about me from the same and with appropriate administrators or witnesses for the purpose of investigating this complaint. In doing so, I have read and understand the information at the beginning of this form. I also understand that the material and information received will be used for authorized civil rights compliance activities only. I further understand that I am not required to authorize this release and do so voluntarily.
- I DENY CONSENT to have the North Central Texas Council of Governments (NCTCOG), reveal my identity to persons at the organization, business, or institution under investigation. I also deny consent to have NCTCOG disclose any information contained in the complaint with any witnesses I have mentioned in the complaint. In doing so, I understand that I am not authorizing NCTCOG to discuss, receive, nor review any materials and information about me from the same. In doing so, I have read and understand the information at the beginning of this form. I further understand that my decision to deny consent may impede this investigation and may result in the unsuccessful resolution of my case.

Signature

Date

El Procedimiento de Quejas Título VI

Introducción

El North Central Texas Council of Governments (NCTCOG) sirve como el designado federal Metropolitan Planning Organization para la región de Dallas-Fort Worth. Como receptora de ayuda económica federal y en virtud del Título VI de la Ley de Derechos Civiles de 1964 y estatutos vinculados al Título VI, el NCTCOG garantiza que ningún individuo quede excluido de la participación, el acceso a los beneficios proporcionados o sea víctima de discriminación en el marco de ningún programa o actividad de ningún organismo con motivo de su raza, religión, color, nacionalidad, género, edad o discapacidad. Estas prohibiciones abarcan al North Central Texas Council of Governments, como receptor directo de ayuda económica federal, y sus “subreceptores” (es decir, contratistas, consultores, gobiernos locales, facultades, universidades, etc.). Todos los programas financiados por ayuda económica federal en forma parcial o total se encuentran sujetos a los requisitos establecidos en el Título VI. La Ley de Restauración de Derechos Civiles de 1987 hizo que esto se ampliara a todos los programas de cualquier organismo que recibiese ayuda federal independientemente de la fuente de financiación para programas individuales.

El propósito de esta política consiste en establecer un proceso según el cual individuos que no son empleados del NCTCOG puedan presentar quejas por discriminación por parte de disposiciones, servicios o actividades del NCTCOG.

Toda persona que crea haber sido víctima de discriminación ilegal, ya sea hacia su persona o hacia un colectivo de individuos específico, por parte del NCTCOG o cualquier entidad que reciba ayuda económica federal del NCTCOG o a través de este NCTCOG (como subreceptores, subcontratistas o subcesionarios), puede presentar una queja por discriminación.

Al procesar las quejas por discriminación en virtud del Título VI, el NCTCOG seguirá los plazos establecidos según la guía del Department of Transportation, el Federal Highway Administration, Federal Transit Administration y el Department of Justice.

Cuando Presentarla

La queja por discriminación debe presentarse dentro de los 180 días calendario de la presunta acción de discriminación o del descubrimiento de este último. En caso de que la conducta se haya manifestado en forma continua, a partir de la fecha en la que se haya interrumpido dicha conducta. Al presentar la queja por escrito debe estar sellada por el correo antes de la expiración del período de 180 días. Se considerará fecha de presentación al día en el que usted complete, firme y envíe el formulario de queja. Para que puedan aceptarse, el formulario de queja y el formulario de consentimiento/divulgación deben estar fechados y firmados. Las quejas que se reciban una vez que hayan pasado más de 180 días después de la presunta discriminación no serán procesadas y se le reenviarán al reclamante junto con una carta que explique por qué la queja no ha podido procesarse y a qué agencias alternativas se puede dirigir un informe.

Dónde Presentar

Para poder procesarlos, los formularios de quejas originales firmados se deben de ser enviadas a:

North Central Texas Council of Governments
Transportation Department Title VI Specialist
P.O. Box 5888
Arlington, TX 76005-5888

O en persona a:
616 Six Flags Drive Arlington, TX 76011

Se podrán realizar adaptaciones razonables bajo pedido para los individuos que no se encuentren en condiciones de completar el formulario de queja debido a una discapacidad o a conocimientos limitados del idioma inglés. Asimismo, un representante del reclamante podrá presentar una queja en nombre de este último.

Individuos que no se encuentren satisfechos con la resolución del NCTCOG podrán recurrir a otras agencias aplicables estatales de agencias federales.

Elementos Requeridos de Una Queja

Para que una queja pueda procesarse, debe ponerse por escrito e incluir la siguiente información:

- Nombre, domicilio y número de teléfono del reclamante.
- Nombre(s), domicilio(es) y empresa(s)/organización(es) de la(s) presunta(s) víctima(s) de discriminación.
- Fecha del presunto acto(s) de discriminación.
- Motivo de la queja (por ejemplo: raza, color, nacionalidad, género, edad, religión o discapacidad).
- Una declaración de queja.
- Un formulario de consentimiento de divulgación firmado.

Quejas Incompletas

Después de la revisión inicial de la queja, el especialista en el Título VI verificará que el formulario esté completo y se asegurará de que toda la documentación de respaldo necesaria en esa etapa se encuentre incluida. En caso de que falten documentos, el especialista en el Título VI se lo informará al reclamante dentro de los 10 días. Si no resulta posible contactar al reclamante a pesar de haber realizado esfuerzos razonables para hacerlo, o si el reclamante no responde dentro del período especificado en la solicitud (30 días), el receptor podrá dar por finalizado el caso del reclamante. El reclamante puede volver a presentar la queja, siempre y cuando lo haga dentro del período inicial de 180 días.

En caso de que el caso se cierre por falta de información necesaria, el NCTCOG se lo informará al reclamante, para lo cual intentará establecer contacto valiéndose de su última dirección conocida. Si el reclamante brinda la información faltante después del cierre de su caso, el caso podrá volver a abrirse, siempre y cuando no hayan transcurrido más de 180 días desde la fecha del presunto discriminatorio.

Registro de Quejas

El Especialista en el Título VI llevará un registro de todas las quejas recibidas. El registro incluirá información como la siguiente:

- Información básica sobre la queja, tal como cuándo se presentó, quién la presentó y contra quién.
- Una descripción de la presunta acción discriminatorio.
- Conclusiones de la investigación.

Resumen del Proceso de Quejas

Lo siguiente es una descripción de como una queja discriminatoria deberá ser manejada ya que sea recibida por NCTCOG.

RECEPCIÓN DE LA QUEJA

El NCTCOG recibe una queja: Las quejas deben presentarse por escrito y estar firmadas por el reclamante o un representante designado por este último. Si el reclamante no se encuentra en condiciones de completar el formulario debido a una discapacidad o a conocimientos limitados del idioma inglés y solicita asistencia, se realizarán adaptaciones razonables para garantizar que la queja se reciba y se procese de manera oportuna. Los reclamantes que deseen presentar una queja y no dispongan de acceso a internet o no tengan la posibilidad de ir a recoger un formulario, recibirán un formulario de quejas por correo para que puedan completarlo. Las quejas se enviarán al Texas Department of Transportation, Office of Civil Rights, Title VI Program Administrator.

La queja se registra en una base de datos para realizar su seguimiento: Los formularios de quejas se registrarán en la base de datos de quejas para realizar su seguimiento. En todas las quejas recibidas se conservarán los datos básicos, que incluyen el nombre del reclamante, su información de contacto, el nombre y la organización de la persona(s) de la presunta discriminación, fecha en que ocurrió del presunto acto (s) discriminatorio, el motivo en el que se basa la queja por discriminación (por ejemplo: raza, color, nacionalidad, género, edad, religión o discapacidad), y una descripción de la presunta acción discriminatoria.

REVISIÓN INICIAL Y RESPUESTA POR ESCRITO

Revisión inicial: Dentro de los 10 días siguientes a la recepción de la queja, el Especialista en el Título VI de NCTCOG Transportation Department realizará una revisión inicial de la queja. El objetivo de esta revisión es determinar si la queja cumple con tres criterios básicos.

1. Se controlará que la queja esté completa.
2. Se examinará el programa en el que se haya producido la presunta discriminación para verificar que la queja se haya presentado ante la agencia apropiada.
3. Se definirán los marcos temporales para asegurarse de que la queja se haya presentado dentro del plazo de 180 días calendario, según lo indicado.

Respuesta inicial por escrito: Dentro de los 10 días siguientes a la recepción de la queja, el Especialista en el Título VI dará una respuesta inicial por escrito al reclamante, la cual será adecuada en función de los criterios de la revisión inicial.

1. En caso de que el formulario de quejas se encuentre incompleto, se informará al reclamante. A su vez, se le solicitará que proporcione la información faltante dentro de los 30 días posteriores. Una vez recibida la información solicitada, la revisión inicial volverá a comenzar y se brindará una respuesta de seguimiento por escrito dentro de los 10 días siguientes a la fecha de recepción de la queja completa.
2. En caso de que una queja esté completa pero el programa o la actividad la cual se base la queja no esté dirigido/a por el NCTCOG o una entidad que reciba ayuda económica federal del NCTCOG o a través de este último (subreceptores, subcontratistas o subcesionarios), se realizarán todos los esfuerzos posibles para determinar cuál es la agencia correcta al que se debería remitir el caso. Cuando sea posible, y si se concedió el consentimiento en el formulario de divulgación, la queja se le remitirá a la agencia apropiada. La queja quedará cerrada en el NCTCOG.
3. Si la queja está completa pero la presunta discriminación ocurrió 180 días calendarios o más antes de que se presentará la queja, dicha queja quedará cerrada en el NCTCOG.

El Especialista en el Título VI del NCTCOG consultará con el Director del Departamento de Transporte para tomar una determinación sobre quejas completas o retrasos por derivación a otras agencias. Una vez que el Especialista en el Título VI finalice la revisión inicial de la queja y determine que cumple con los criterios necesarios para constituir una queja completa, el NCTCOG le enviará la queja y una copia de la respuesta por escrito al Texas Department of Transportation, Office of Civil Rights, Title VI Program Administrator.

INVESTIGACIÓN DE QUEJA

Proceso de investigación: El Especialista en el Título VI consultará con el Director del Departamento de Transporte para determinar cuál es el proceso de investigación más adecuado para garantizar que se reúna toda la información disponible y poder llegar a una conclusión y posterior resolución de la queja basada en la mayor cantidad de información posible. El tipo de técnicas de investigación utilizadas variará en función del carácter y las circunstancias de la presunta discriminación. Una investigación puede incluir, entre otros:

- Reuniones internas con el personal y los asesores jurídicos del NCTCOG.
- Consultas con agencias estatales y federales.
- Entrevistas con reclamante (s).
- Revisión de documentación (por ejemplo: planificación, participación del público y actividades del programa técnico).
- Entrevistas y revisión de documentación con otras agencias involucrados.
- Revisión de métodos de análisis técnico.
- Revisión de información demográfica.

Resolución de la investigación: La investigación debe finalizar dentro de los 80 días siguientes a la recepción de la queja completa, a menos que los hechos y las circunstancias hagan disponer algo diferente. Se tomará una determinación en base a la información obtenida. El Especialista en el Título VI, el Director del Departamento de Transporte y/o la persona designada presentará una recomendación sobre el curso de acción a seguir. La misma incluirá estrategias de resolución formales y/o informales en un informe de conclusiones. Los resultados de la investigación se registrarán en la base de datos para realizar el seguimiento de las quejas.

AVISO DE RESOLUCIÓN

Dentro de los 14 días siguientes a la finalización y resolución de una investigación, el Director Ejecutivo del NCTCOG deberá informar la decisión final al reclamante. El aviso brindará información al reclamante sobre su derecho a apelar ante agencias estatales y federales en caso de no encontrarse satisfecho/a con la decisión final. Con fines informativos, se le enviará una copia de esta carta junto con un informe de los resultados de la investigación a Texas Department of Transportation, Office of Civil Rights, Title VI Program Administrator.

El Procedimiento de Quejas Título VI

Recepción de la Queja

Se recibe una queja de discriminación por escrito, la cual se ingresa a la base de datos para realizar un seguimiento y se envía a Texas Department of Transportation (TxDOT).

Comienza la revisión inicial. Se le envía una respuesta inicial por escrito al reclamante, según corresponda, y al TxDOT dentro de los 10 días siguientes a la recepción de la queja.

Revisión Inicial Y Respuesta Por Escrito

¿Quejas y formularios de consentimiento completos?

No
Respuesta inicial por escrito dentro de los 10 días. Confirmación de recepción de la queja. Solicitar información adicional.

La información solicitada, ¿se ha recibido dentro de los 30 días?

No
La queja puede cerrarse.

¿En la jurisdicción de NCTCOG?

No
Respuesta inicial por escrito dentro de los 10 días siguientes a la recepción de la queja completa. Se remite a otra agencia. La queja se cerró con NCTCOG. Envío del formulario de queja y la(s) respuesta(s) por escrito al TxDOT.

¿No más de 180 días de calendario desde la supuesta ocurrencia?

No
Respuesta inicial por escrito dentro de los 10 días siguientes a la recepción de la queja completa. La queja cerrada. Envío del formulario de queja y la(s) respuesta(s) por escrito al TxDOT.

Yes
Respuesta inicial por escrito o seguimiento dentro de los 10 días siguientes a la recepción de la queja completa. Confirmación de recepción de la queja completa. Envío del formulario de queja y la(s) respuesta(s) por escrito al TxDOT. Comienzo de la Investigación de la Queja.

Investigación de Quejas

Finalizada dentro de los 80 días siguientes a la recepción de la queja completa, a menos que los hechos y las circunstancias hagan disponer algo diferente. Decisión resumida en cuanto a si existió una discriminación y presentación de informe al titular del Departamento de Transporte.

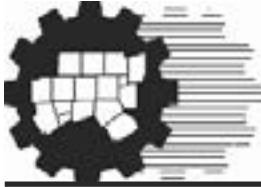
Al reclamante y al TxDOT se les enviará un aviso por escrito sobre el resultado de la investigación dentro de los 14 días siguientes a la conclusión de la investigación.

Aviso de Resolución

¿Existió una discriminación?

No
Aviso de resolución por escrito dentro de los 14 días siguientes a la conclusión de la investigación. Explica la decisión de que no existió discriminación e informa al reclamante sobre su derecho a apelar. Se le enviará el resultado al TxDOT.

Yes
Aviso de resolución por escrito dentro de los 14 días siguientes a la conclusión de la investigación. Incluye el curso de acción propuesto en función de la decisión de que existió una discriminación. Se le enviará el resultado al TxDOT.



Consejo de Gobiernos del Centro-Norte de Texas Formulario de denuncia por discriminación

Lea detenidamente la información de esta página del siguiente formulario antes de empezar.

El Consejo de Gobiernos del Centro-Norte de Texas (NCTCOG) funciona como la Organización Metropolitana de Planeamiento (MPO) designada federalmente para la región Dallas-Fort Worth. Como destinatario de la asistencia financiera federal y según el Título VI de la Ley de Derechos Civiles de 1964 y normas relacionadas, NCTCOG garantiza que ninguna persona, por motivos de raza, religión, color, origen nacional, sexo, edad o discapacidad será excluida de participar en o de obtener los beneficios de los programas o actividades de los organismos o, de lo contrario, estará sujeta a discriminación. Estas prohibiciones se extienden desde el Consejo de Gobiernos del Centro-Norte de Texas, como un destinatario directo de asistencia financiera federal, hasta sus subdestinatarios (por ejemplo: contratistas, consultores, gobiernos locales, institutos, universidades, etc.).

Todos los programas financiados en parte o en su totalidad por asistencia financiera federal están sujetos a los requisitos del Título VI.

Se le exige a NCTCOG que implemente medidas para garantizar que las personas con capacidad limitada o incapacidad en inglés tengan acceso significativo a los servicios, beneficios y a la información de todos sus programas y actividades según el Decreto Presidencial 13166. Se proporcionará asistencia a pedido si usted tiene capacidad limitada o incapacidad en inglés. Las denuncias se presentarán usando un formato alternativo si no puede completar el formulario escrito.

La fecha de presentación corresponde al día que usted completa, firma y envía por correo este formulario de denuncia. Su denuncia debe presentarse antes de los 180 días calendario a partir de la fecha más reciente del presunto acto de discriminación. El formulario de denuncia y el formulario de consentimiento para la divulgación deben fecharse y firmarse para su aceptación. Usted tiene 30 días calendario para responder cualquier solicitud escrita de información. El incumplimiento de lo anterior tendrá como resultado el cierre de la denuncia.

Envíe los formularios por correo a:

Consejo de Gobiernos del Centro-Norte de Texas
Departamento de Transporte
Título VI Especialista
Apartado postal 5888
Arlington, TX 76005-5888

o entréguelos personalmente en:

616 Six Flags Drive
Arlington, TX 76011

Si tiene alguna duda o necesita información adicional, llame al (817)695-9240 o envíe un correo electrónico a titlevi@nctcog.org.



Consejo de Gobiernos del Centro-Norte de Texas Formulario de denuncia por discriminación

Lea detenidamente la información de esta página del siguiente formulario antes de empezar.

1

Nombre	Inicial del segundo nombre Apellido		
Dirección	Ciudad	Estado	Código postal
Número telefónico	Dirección de correo electrónico		

2 ¿Quién cree que lo ha discriminado?

Nombre	Inicial del segundo nombre Apellido		
Nombre de la empresa/organización	Cargo/Profesión		
Dirección	Ciudad	Estado	Código postal
Relación de la persona con usted			

3 ¿Cuándo sucedió el presunto acto de discriminación?
Enumere todas las fechas correspondientes en el formato mm/dd/aaaa.

Fecha(s):
¿Está en curso la presunta discriminación?
 Sí No

4 ¿Dónde sucedió el presunto acto de discriminación? (Agregue páginas adicionales cuando sea necesario)

Lugar

5 Indique el fundamento de su queja por discriminación.

- | | |
|---|--|
| <input type="checkbox"/> Raza: | <input type="checkbox"/> Color: |
| <input type="checkbox"/> Origen nacional: | <input type="checkbox"/> Sexo: |
| <input type="checkbox"/> Edad: | <input type="checkbox"/> Discapacidad: |
| <input type="checkbox"/> Religión: | |

6 Describa detalladamente los incidentes específicos que fundamentan la presunta discriminación. Describa por separado cada incidente de discriminación. Agregue páginas adicionales cuando sea necesario.

Explique cómo otras personas o grupos fueron tratados de manera diferente por las personas/organismos que lo discriminaron a usted.

Enumere y describa todos los documentos, correos electrónicos u otros registros y materiales pertenecientes a su denuncia.

Enumere e identifique a todos los testigos de los incidentes o a las personas que tengan conocimiento personal de la información perteneciente a su denuncia.

¿Ha informado anteriormente o, de lo contrario, ha denunciado este incidente o actos relacionados de discriminación? Si así fuera, identifique a la persona a la que usted informó, la fecha del informe y la decisión. Proporcione toda la documentación complementaria.

Proporcione toda la información adicional sobre la presunta discriminación.

7 Si cuenta con la ayuda de un asesor en el proceso de denuncia, proporcione el nombre y la información de contacto del asesor.

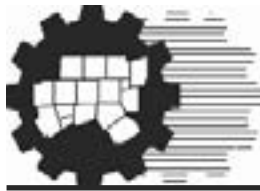
Nombre	Inicial del segundo nombre	Apellido
Nombre de la empresa	Cargo/Profesión	Número telefónico
Dirección	Ciudad	Estado Código postal

8 Este formulario de denuncia debe tener la fecha y la firma para tratar sus acusaciones. Además, esta oficina necesitará su consentimiento para divulgar su nombre, si fuera necesario, en el curso de nuestra investigación. Se adjunta el formulario de Consentimiento para divulgación de la denuncia por discriminación. Si presenta una denuncia por discriminación en nombre de otra persona, nuestra oficina también necesitará el consentimiento de dicha persona.

Certifico que, a mi leal saber y entender, la información que he proporcionado es exacta y que los eventos y circunstancias son tal como los he descrito. Además, entiendo que si cuento con la asistencia de un asesor, mi siguiente firma autoriza a la persona nombrada a recibir copias de la correspondencia relevante concerniente a la denuncia y a que me acompañe durante la investigación.

Firma _____ Fecha _____

Consejo de Gobiernos del Centro-Norte de Texas – Departamento de Transporte
Título VI – Procedimientos de denuncia



Consejo de Gobiernos del Centro-Norte de Texas Formulario de Consentimiento de divulgación de denuncia por discriminación

Lea detenidamente la información del siguiente formulario antes de empezar.

Nombre	Inicial del segundo nombre	Apellido
Dirección	Ciudad	Estado Código postal

Como denunciante, entiendo que en el curso de una investigación para el Consejo de Gobiernos del Centro-Norte de Texas puede volverse necesario revelar mi identidad a personas de la organización o institución bajo investigación. Además tengo conocimiento de las obligaciones del Consejo de Gobiernos del Centro-Norte de Texas de satisfacer las solicitudes conforme a la Ley de Libertad de información. Entiendo que como denunciante, estoy protegido de represalias por haber tomado medidas o participado en medidas para garantizar derechos protegidos por normas y reglas de no discriminación impuestas por la Administración Federal de Autopistas (FHWA) del Departamento de Transporte de los Estados Unidos.

Tilde lo que corresponda:

- CONSIENTO y autorizo al Consejo de Gobiernos del Centro-Norte de Texas (NCTCOG), como parte de su investigación, a revelar mi identidad a las personas de la organización, empresa o institución que haya sido identificada por mí en mi denuncia formal por discriminación. También autorizo a NCTCOG a tratar, recibir y revisar los materiales y la información sobre mí contenida en la denuncia y con los administradores o testigos adecuados con el fin de investigar esta denuncia. Para esto, he leído y entiendo la información que está en el comienzo de este formulario. También entiendo que el material y la información recibida se utilizarán solamente para las actividades autorizadas de cumplimiento de los derechos civiles. Además entiendo que no se me exige autorizar la divulgación y que lo hago voluntariamente.
- NIEGO LA AUTORIZACIÓN al Consejo de Gobiernos del Centro-Norte de Texas (NCTCOG) para que revele mi identidad a las personas de la organización, empresa o institución bajo investigación. También niego mi autorización para que NCTCOG divulgue cualquier información contenida en la denuncia a cualquiera de los testigos que haya mencionado en la denuncia. Al hacer esto, entiendo que no autorizo a NCTCOG a tratar, recibir o revisar cualquier material e información sobre mí contenida en la denuncia. Para esto, he leído y entiendo la información que está en el comienzo de este formulario. Además entiendo que mi decisión de denegar el consentimiento puede entorpecer esta investigación y puede tener como resultado la solución no exitosa de mi caso.

Firma	Fecha
-------	-------

**Appendix E:
Regional Transportation
Council Rules for Public
Comment**

**Regional Transportation
Council Normas para el
Comentario Público**

Regional Transportation Council Rules for Public Comment

The Regional Transportation Council (RTC) hereby establishes reasonable rules regarding the public's right to address the Council at open meetings consistent with the Texas Open Meetings Act. The intent of these rules is to hear the views of the public prior to the RTC considering items. These rules also promote an orderly and fair process through which public comments may be received by the RTC.

Public Attendance and Conduct at RTC Meetings

The public is encouraged to attend meetings of the RTC in person or to view meetings via a livestream. Members of the public shall observe the same rules of civility, decorum and respectful conduct applicable to members of the RTC. Any person addressing the RTC or attending the RTC meeting should refrain from making personal, impertinent, profane, hostile, vulgar, obscene or slanderous remarks or becoming boisterous. Audience members should refrain from unauthorized remarks, stamping of feet, applauding, whistles, yells, and other similar demonstrations.

Public Comment

At every open meeting of the RTC, opportunity will be provided at the beginning of the meeting for members of the public to address the RTC regarding any item(s) on the agenda for consideration. This comment period will last a maximum of thirty (30) minutes. The RTC has the discretion to extend this time period upon motion and majority vote. Persons are permitted up to three (3) minutes to speak. A person addressing the RTC through a translator will be provided up to six (6) minutes. A timer will be visible to the speaker and indicate the amount of time remaining. Speakers shall conclude their comments prior to or upon expiration of the time. In the event a large number of speakers are present, the RTC may encourage large delegations to have one person speak for the group or impose reasonable time limits per individual that are more restrictive; if a delegation chooses to select a spokesperson to represent the entire delegation, the spokesperson will be provided up to five (5) minutes to speak or ten (10) minutes if the spokesperson is addressing the RTC through a translator. Subject to the comment period maximum, the RTC Chair will provide a notice to a speaker whose time has expired. The RTC has the discretion to modify or extend the public comment period upon a motion and majority vote.

Persons requesting translation services, to be provided by the RTC, must do so at least seventy-two (72) hours in advance of the posted meeting time.

When an RTC meeting is held in person, members of the public must attend in person to provide verbal comments at the meeting. For RTC meetings held virtually, a virtual option will be provided for members of the public to provide comments.

Speakers will be called in the order they were registered. Speakers should address their comments to the RTC Chair rather than individual RTC members or the audience. Remarks must be limited to the specific subject matter of the agenda item on which the person is speaking. These rules do not prohibit public criticism of the RTC.

Speaker Registration

Persons who wish to speak must complete and return to staff a registration card prior to the start of the RTC meeting. Registration cards are printed on yellow paper, available in the RTC meeting room and must, at a minimum, include the following information:

1. Speaker's name;
2. City of residence;
3. Zip code;
4. Agenda item(s) on which the speaker plans to speak;
5. Indication of whether speaking on/for/against agenda item(s); and
6. Any other information requested by RTC staff.

Enforcement

The RTC reserves the right to have speakers or audience members removed from the meeting room in the event they become disruptive or make threatening, profane or otherwise inappropriate remarks in violation of the rules of conduct. The RTC Chair may direct a uniformed police officer to remove any disruptive audience member. Any RTC member may move to require the disruptive audience member to be removed following an affirmative vote of a majority of the RTC. Following a successful vote, the RTC Chair will direct a uniformed police officer to remove any disruptive audience member.

Regional Transportation Council

Normas para los Comentarios Públicos

The Regional Transportation Council (RTC, por sus siglas en inglés) establece por la presente normas razonables con respecto al derecho del público a dirigirse al Consejo en reuniones abiertas consistentes con el Texas Open Meeting Act. La intención de estas normas es de escuchar las opiniones del público antes de que el RTC considere los temas. Estas normas también promueven un proceso ordenado y justo a través del cual el RTC puede recibir comentarios públicos.

Participación y Conducta Pública en las Reuniones de RTC

Se anima al público que asista a las reuniones de RTC en persona o ver las reuniones a través de una transmisión en vivo. Los miembros del público deberán observar las mismas normas de civismo, decoro, y conducta respetuosa aplicables a los miembros de RTC. Toda persona que se dirija al RTC o que asista a la reunión de RTC deberá abstenerse de hacer comentarios personales, impertinentes, profanos, hostiles, vulgares, obscenos, calumniosos o de volverse bullicioso. Los miembros del público deben abstenerse de hacer comentarios no autorizados, de pisotones, aplaudir, silbar, gritar, y de otras manifestaciones similares.

Comentario Público

En cada reunión abierta de RTC, se proporcionará la oportunidad al inicio de la reunión para que los miembros del público se dirijan al RTC acerca del tema(s) incluido en la agenda para su consideración. Este periodo de comentarios durará un máximo de treinta (30) minutos. El RTC tiene la discreción de extender el periodo de tiempo a través de una moción y votación por mayoría. Se concede a los participantes un máximo de tres (3) minutos para hablar. La persona que se dirija al RTC a través de un traductor tendrá hasta seis (6) minutos. Un temporizador será visible para el orador e indicará la cantidad de tiempo restante. El orador concluirá sus comentarios antes o al finalizar su tiempo. En caso de que se presente un gran número de oradores, el RTC podrá animar las delegaciones de gran tamaño a que una persona hable en representación del grupo o imponer límites de tiempo razonables por individuo que sean más restrictivas; si una delegación decide elegir a un portavoz para representar a toda la delegación, el portavoz tendrá hasta cinco (5) minutos para hablar o diez (10) minutos si el portavoz se dirige al RTC a través de un traductor. Dentro del plazo máximo de comentarios, el presidente del RTC avisará al orador cuyo tiempo haya expirado. El RTC tiene la discreción de modificar o extender el periodo de comentarios del público mediante una moción y votación por mayoría.

Personas que soliciten servicios de traducción, que serán facilitados por el RTC, deberán hacerlo al menos con setenta y dos (72) horas antes de la hora de la reunión publicada.

Si la reunión de RTC se celebra en persona, los miembros del público deben asistir en persona para hacer sus comentarios verbales en la reunión. En el caso de que las reuniones de RTC se celebren virtualmente, se ofrecerá una opción virtual para que los miembros del público puedan aportar sus comentarios.

Los oradores serán llamados en el orden de registro. Los oradores deberán dirigir sus comentarios al presidente del RTC y no a los miembros individuales del RTC o a la audiencia. Los comentarios deben limitarse al tema específico del punto en la agenda acerca del cual la persona está hablando. Estas normas no prohíben las críticas públicas hacia el RTC.

Registro para el Orador

Las personas que desean hablar deben de completar y regresar al personal una tarjeta de registro antes del comienzo de la reunión de RTC. Las tarjetas de registro son imprimidas en papel amarillo, están disponibles en la sala de reunión del RTC, y como mínimo, deben incluir la siguiente información:

1. Nombre del orador;
2. Ciudad de residencia;
3. Código postal;
4. Tema(s) de la agenda sobre el cual el orador planea hablar;
5. Indicación si habla a favor/en contra del punto(s) de la agenda; y
6. Toda otra información solicitada por el personal de RTC.

Ejecución

El RTC se reserva el derecho de expulsar los oradores o miembros del público de la sala de reuniones en caso de que se conviertan en perturbadores o hagan comentarios amenazantes, profanos, o inapropiados en contra de las normas de conducta. El presidente de RTC puede dar instrucciones a un agente de policía uniformado para que retire al miembro del público que cause perturbaciones. Los miembros de RTC podrán solicitar la expulsión del miembro del público que perturbe el orden, tras una votación afirmativa por parte de la mayoría de RTC. Tras la votación afirmativa, el presidente de RTC ordenará a un agente de policía uniformado que retire al miembro del público que cause perturbaciones.

APPENDIX H

MEMORANDUM OF UNDERSTANDING

**MEMORANDUM OF UNDERSTANDING
AMONG
THE DALLAS-FORT WORTH METROPOLITAN PLANNING ORGANIZATION (“MPO”),
THE TEXAS DEPARTMENT OF TRANSPORTATION (“TXDOT”),
PUBLIC TRANSPORTATION OPERATORS, AND OTHER TRANSPORTATION AGENCIES**

WHEREAS, the Fixing America's Surface Transportation Act (FAST Act) promulgated regulations 23 Code of Federal Regulations (CFR) 450.314, and

WHEREAS, the MPO, the State and the Public Transportation Operators are required by 23 CFR 450.314 to cooperatively determine their mutual responsibilities in carrying out the metropolitan transportation planning process, and

WHEREAS, these responsibilities shall be clearly identified in written agreements among the MPO, the State and the Public Transportation Operators serving the Metropolitan Planning Area (MPA), and

WHEREAS, to the extent possible, a single agreement between all responsible parties should be developed, and

WHEREAS, the federal regulations require the written agreement include specific provisions for cooperatively developing and sharing information related to the development of financial plans that support the metropolitan transportation plan (MTP), the metropolitan Transportation Improvement Program (TIP), and development of the annual listing of obligated projects, and

WHEREAS, the MPO and the designated air quality planning agency entered into a written agreement on May 12, 1978, followed by a letter from the Governor of Texas to the United States Environmental Protection Agency dated July 24, 1978, describing their respective roles and responsibilities for air quality-related transportation planning. The agreement and letter were submitted as part of a revision to the State Implementation Plan that was approved by the United States Environmental Protection Agency on March 29, 1982, effective May 28, 1982. The roles and responsibilities for air quality-related transportation planning were subsequently codified in Title 30 Texas Administrative Code Chapter 114, Subchapter G Transportation Planning, which was approved into the State Implementation Plan on November 8, 1995, effective January 8, 1996, and

WHEREAS, the federal regulations require that the MPO, State DOT, and the Public Transportation Operators shall jointly agree upon and develop specific written procedures

for cooperatively developing and sharing information related to transportation performance data, the selection of performance targets, the reporting of performance targets, the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO, and the collection of data for the State asset management plan for the National Highway System (NHS), and

WHEREAS, other transportation agencies in the MPA desire to cooperate in transportation planning related to the MPA, as set forth in below.

NOW THEREFORE, the parties agree as follows:

1. **Purpose.** It is the purpose of this Memorandum of Understanding (MOU) to make provision for cooperative mutual responsibilities in carrying out the Metropolitan Planning Process and Performance Based Planning and Programming in the Dallas-Fort Worth MPA and to provide a single agreement between the State of Texas acting through the Texas Department of Transportation (TxDOT), the Regional Transportation Council, as the transportation policy body of the North Central Texas Council of Governments, serving together as the Dallas-Fort Worth MPO, and Dallas Area Rapid Transit, Denton County Transportation Authority, Fort Worth Transportation Authority, City of Arlington, City of Grand Prairie, City of McKinney, and City of Mesquite (“Public Transportation Operators”), and, Collin County Toll Road Authority, North Texas Tollway Authority, Dallas Fort Worth International Airport (“Other Transportation Agencies”) in accordance with current Federal Legislation and as required by 23 CFR 450.314.

2. **Responsibilities of all parties.**

All parties will:

- a. Cooperatively determine their mutual responsibilities in carrying out the metropolitan transportation planning process in a performance based planning format and final form, and decide upon and adopt performance targets for this planning process in accordance with Federal and State requirements and guidance.
- b. Make provisions for cooperatively developing and sharing information related to the development of financial plans that support the Metropolitan Transportation Plan (MTP) and TIP.

- c. Cooperatively develop a listing of projects that comprehensively address the transportation system within the MPO boundaries. Identified projects shall include both roadway and transit initiatives, including but not limited to investments in pedestrian walkways and bicycle transportation facilities for which federal funds were obligated in the preceding fiscal year.
- d. Endeavor to ensure that the Unified Planning Work Program (UPWP) required to be developed by the MPO will detail and document these responsibilities, deliverables and associated costs. Each party will bear its own costs for activities required by this MOU, unless the MPO allocates funding for such activity and it is reflected in the UPWP.

3. Performance Based Planning and Programming

- a. Developing transportation performance data
 - i. TxDOT will provide the MPO with a subset for their MPA of the state performance data used in developing statewide targets.
 - ii. If an MPO chooses to develop their own target for any measure, they will provide TxDOT with any supplemental data it they utilize in association with the target-setting process.
- b. Selection of transportation performance targets
 - i. TxDOT will develop draft statewide federal performance targets in coordination with the applicable MPO. Coordination may include in-person meetings, web meetings, conference calls, and/or email communication. MPOs shall be given an opportunity to provide comments on statewide targets one month prior to final statewide targets adoption.
 - ii. If the MPO chooses to adopt their own target for any measure, it will develop draft MPO performance targets in coordination with TxDOT. Coordination methods will be at the discretion of the MPO, but TxDOT shall be provided an opportunity to provide comments on draft MPO performance targets prior to final approval.

c. Reporting of performance targets

- i. TxDOT performance targets will be reported to the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), as applicable. The MPO will be notified when TxDOT has reported final statewide targets.
- ii. MPO performance targets will be reported to TxDOT.
 1. For each target, the MPO will provide the following information no later than 180 days after the date TxDOT or the Public Transportation Operator establishes performance targets, or the date specified by federal code:
 - a. Written agreement to plan and program projects so that they contribute toward the accomplishment of TxDOT or Public Transportation Operator performance target, or;
 - b. Written notification that the MPO will set a quantifiable target for that performance measure for the MPO's planning area.
 - i. If a quantifiable target is set for the MPO planning area, the MPO will provide any supplemental data used in determining any such target.
 - c. Documentation of the MPO's target or support of the statewide or relevant public transportation provider target will be provided in the form of the MPO's resolution or meeting minutes.
- iii. TxDOT will include information outlined in 23 CFR 450.216 (f) in any statewide transportation plan amended or adopted after May 27, 2018, and information outlined in 23 CFR 450.218 (q) in any statewide transportation improvement program amended or adopted after May 27, 2018.

- iv. The MPO will include information outlined in 23 CFR 450.324 (f) (3-4) in any MTP amended or adopted after May 27, 2018, and information outlined in 23 CFR 450.326 (d) in any TIP amended or adopted after May 27, 2018.
 - v. Reporting of targets and performance by TxDOT and the MPO shall conform to 23 CFR 490, 49 CFR 625, and 49 CFR 673.
- d. Reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO
- i. TxDOT will provide the MPO with an update of the subset for their MPA of the state performance data used in developing statewide targets including prior performance data.
- e. The collection of data for the State asset management plans for the NHS
- i. TxDOT will be responsible for collecting bridge and pavement condition data for the State asset management plan for the NHS.

4. Responsibilities of the MPO

The MPO will:

- a. Work in consultation with Public Transportation Operators, Other Transportation Agencies, and TxDOT in developing the financial plan for the MTP.
- b. Work in consultation with Public Transportation Operators, Other Transportation Agencies, and TxDOT in developing the financial plan for the TIP.
- c. Conduct Technical Committee and Policy Board meetings as required and necessary.
- d. In consultation with Public Transportation Operators, Other Transportation Agencies, and TxDOT, update the MTP and TIP in accordance with State and Federal laws.

- e. Invite Public Transportation Operators and Other Transportation Agencies to participate in all public participation processes.
- f. Conduct comprehensive, cooperative and continuous transportation planning for the Dallas-Fort Worth MPA.
- g. Establish necessary transportation performance targets, share information related to the performance data, and document the reporting of performance to be used in tracking progress toward attainment of critical outcomes within the MPO MPA, if the MPO elects to develop quantifiable targets for performance measures for the MPO's planning area.

5. Responsibilities of the Public Transportation Operators and Other Transportation Agencies

The Public Transportation Operators and Other Transportation Agencies will:

- a. Work in consultation with the MPO in developing short-range and long-range plans for transit or other projects for inclusion in the MTP.
- b. Assist in validation of data used as input into the transportation plan.
- c. Work in consultation with the MPO and TxDOT in developing the financial plan for the MTP.
- d. Work in consultation with the MPO and TXDOT in developing the financial plan for the TIP.
- e. Provide the MPO with the annual list of transit or other obligated projects with federal funds.
- f. Serve on the MPO Technical Committee and Policy Board as applicable.
- g. Notify the MPO of changes to projects that would affect the MTP or TIP.
- h. Invite the MPO to participate in all public participation processes.

- i. Each Public Transportation Operator shall establish transit asset management performance targets and share them with the MPO and other interested parties.

6. Responsibilities of TxDOT.

- a. Work in consultation with Public Transportation Operators, Other Transportation Agencies, and the MPO in developing the financial plan for the TIP and MTP.
 - b. Assist in the validation of data used as input into the transportation plan.
 - c. Provide the MPO with the annual list of obligated projects.
 - d. Serve on the MPO Technical Committee and Policy Board.
 - e. Notify the MPO of changes to projects that would affect the MTP or TIP.
 - f. In consultation with the MPO, Public Transportation Operators, and Other Transportation Agencies, update the MTP and TIP in accordance with State and Federal laws.
 - g. Work in consultation with the MPO, Public Transportation Operators, and Other Transportation Agencies in developing short-range and long-range plans for transit for inclusion in the MTP and TIP.
7. **Term.** This Memorandum shall remain in full force and effect until such time it is terminated in writing by a party, at which time the terminating party's rights and obligations shall cease. Termination by a single party will not terminate the Memorandum as to the remaining parties.
8. **Validity and Enforceability.** If any current or future legal limitations affect the validity or enforceability of a provision of this MOU, then the legal limitations are made a part of this MOU and shall operate to amend this MOU to the minimum extent necessary to bring this MOU into conformity with the requirements of the limitations, and so modified, this MOU shall continue in full force and effect.

9. **Governing Law and Venue.** This MOU shall be governed by the laws of the State of Texas. Venue for an action arising under this MOU shall lie exclusively in Travis County, Texas.

10. **Severability.** If a provision contained in this MOU is held invalid for any reason, the invalidity does not affect other provisions of the MOU and can be given effect without the invalid provision, and to this end the provisions of this MOU are severable.

(SIGNATURE PAGES TO FOLLOW)

EXECUTED by the parties hereto, each respective entity acting by and through its duly authorized official as required by law.

METROPOLITAN PLANNING ORGANIZATION

Regional Transportation Council

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Date: 6/15/2018

North Central Texas Council of Governments

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Mike Eastland _____

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Date: 6/15/2018

PUBLIC TRANSPORTATION OPERATORS

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Date: 6/11/2018

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OTHER TRANSPORTATION AGENCIES

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The Honorable Keith Self, President

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STATE OF TEXAS, THROUGH THE DEPARTMENT OF TRANSPORTATION

Texas Department of Transportation

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APPENDIX I

**REGIONAL TRANSPORTATION COUNCIL
ADOPTED PERFORMANCE TARGETS**

REGIONAL TRANSPORTATION COUNCIL ADOPTED TRANSPORTATION PERFORMANCE TARGETS

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) are required to implement a common system of transportation performance measures for state Departments of Transportation and Metropolitan Planning Organizations (MPOs). FHWA and FTA have developed a series of measures through five rulemaking processes. The North Central Texas Council of Governments (NCTCOG) is implementing and integrating the required measures. This common set of measures makes it easier to evaluate the existing national system and the effectiveness of funding programs. It also allows for region-to-region comparison of transportation system performance.

NCTCOG continues to monitor and report on these federal performance measures and has responded to all five major performance measure rulemakings as required. The rulemakings include measures related to Roadway Safety (PM1); Pavement and Bridge Condition (PM2); System Performance, Freight, and Congestion Mitigation and Air Quality (CMAQ) (PM3); Transit Asset Management (TAM); and Transit Safety (PTASP). Rulemaking for PM2 and PM3 measures establishes a four-year performance reporting period cycle; the current four-year period runs from 2022 to 2026. MPOs like NCTCOG and state departments of transportation like the Texas Department of Transportation (TxDOT) must set two-year and four-year targets for measures in these rulemakings corresponding to the performance period cycle. The Regional Transportation Council (RTC) adopted 2024 and 2026 targets for PM3 measures in September 2022 and PM2 measures in July 2023. Other performance measure rulemakings (PM1, TAM, and PTASP) are adopted either annually or according to their own multi-year performance cycles.

Roadway Safety (PM1) Measures

MPOs must establish targets specific to the planning area for five safety performance measures for all public roads in the planning area. NCTCOG worked closely with TxDOT to establish annual targets for each of these measures. Coordination between stakeholders is key when setting targets. As part of the TxDOT Strategic Highway Safety Plan development process, stakeholders from TxDOT, NCTCOG, local governments, law enforcement, emergency medical services, educators, and others worked collaboratively utilizing a data-drive, multi-year process to develop both statewide and regional safety performance measure targets. The RTC last approved 5-year average targets (expressed as percent reductions) for the safety measures in February 2023.

Safety Performance Measures	2023 Targets (TxDOT)	2023 Targets (NCTCOG)
Fatalities	3,682	590.4
Fatality Rate	1.38	0.767
Serious Injuries	17,062.0	3,711.5
Serious Injury Rate	6.39	4.615

Safety Performance Measures	2023 Targets (TxDOT)	2023 Targets (NCTCOG)
Non-Motorized Fatalities and Serious Injuries	2,357	637.3

Pavement and Bridge Condition (PM2) Measures

Federal performance measures and targets relating to pavement and bridge condition pertain to roadways designated as part of the National Highway System (NHS). Developed by the Federal Highway Administration (FHWA) in cooperation with the states, local officials, and metropolitan planning organizations (MPO), the NHS is comprised of all Interstate Highways as well as other roadways critical to the nation’s economy, defense, and mobility. Texas has the largest network of NHS facilities in the nation, composed of nearly 72,280 lane-miles of pavement and over 18,130 bridges in 2021. In the 12-county North Central Texas Council of Governments (NCTCOG) region, the NHS included almost 12,440 lane-miles of pavement (17.2% of state total) and 3,910 bridges (21.6% of state total) in 2021.

As with all states, the Texas Department of Transportation (TxDOT) is required within each four-year performance period (initial four-year performance period established in 2018) to set two-year and four-year pavement and bridge condition targets for the entire statewide NHS network, regardless of facility ownership. Just over 8,600 lane-miles of pavement (11.9% of state total) and 1,680 bridges (9.3% of state total) throughout Texas in 2021 are defined as “off-system” NHS, meaning those assets are not owned or maintained by TxDOT, but instead by local governments or toll road authorities. Comparatively, NCTCOG region “off-system” NHS in 2021 consists of about 3,800 lane-miles of pavement (30.5% of regional total) and 850 bridges (7.9% of regional total), both substantial amounts of the state’s “off-system” NHS subtotal (47.6% and 50.2% for pavement and bridges, respectively).

When TxDOT sets new or adjusts statewide targets for pavement and bridge condition during the performance period, for each target NCTCOG and other state MPOs are provided a 180-day window to report to TxDOT whether it will either: (1) affirm to plan a program of projects contributing to the new and/or adjusted statewide target; or (2) commit to a separate quantifiable target within the metropolitan planning area. In establishing targets, state departments of transportation (DOTs) and MPOs must coordinate to the maximum extent practicable to ensure consistency with state DOT risk-based transportation asset management plans (TAMPs), long-term state of good repair (SOGR) objectives, and all relevant state and metropolitan planning requirements and investment strategies.

For pavement condition, targets are set according to the percentage of pavement (in lane-miles) for Interstate NHS facilities and non-Interstate NHS facilities in “good” and in “poor” condition. In this new four-year performance period (2022-26), the pavement condition measure for both NHS facilities is based on the metric of International Roughness Index (IRI) rating plus three distress metrics of cracking, rutting, and faulting. The Regional Transportation Council (RTC) affirmed its support for the statewide 2024 and 2026 targets. In contributing toward the accomplishment of statewide pavement condition goals, the RTC additionally reaffirmed its policy statement to work with local governments on expediting improvements to “off-system” NHS facilities in “poor” condition.

Performance Measure	2020 Observed	2022 Baseline (New)	2024 Target (New)	2026 Target (New)
Interstate NHS – Good Condition	66.6%	64.5%	63.9%	63.6%
Non-Interstate NHS – Good Condition	55.2%	51.7%	45.5%	46.0%
<i>These measures represent the percentage of Interstate and non-Interstate NHS pavements in “good” condition across the entire State. Increasing value represents an improvement.</i>				
Interstate NHS – Poor Condition	0.2%	0.1%	0.2%	0.2%
Non-Interstate NHS – Poor Condition	14.2%	1.3%	1.5%	1.5%
<i>These measures represent the percentage of Interstate and non-Interstate NHS pavements in “poor” condition across the entire State. Decreasing value represents an improvement.</i>				

For bridge condition, targets are set according to the percentage of NHS bridges (by deck area) in “good” and in “poor” condition. With all NHS bridges, the condition measures are based on the minimum National Bridge Inventory (NBI) rating identified for each structure’s deck, superstructure, and substructure components. The RTC affirmed its support for both statewide bridge targets in 2024 and 2026, and in contributing toward the accomplishment of statewide bridge condition goals, the RTC additionally reaffirmed its policy statement to assist TxDOT and local governments on expediting improvements to NHS bridges in “poor” condition.

Performance Measure	2020 Observed	2022 Baseline	2024 Target (New)	2026 Target (New)
All NHS Bridges – Good Condition	50.7%	49.2%	48.5%	47.6%
<i>This measure represents the percentage of NHS bridges by deck area in “good” condition across the entire State. Increasing value represents an improvement.</i>				
All NHS Bridges – Poor Condition	1.3%	1.1%	1.5%	1.5%
<i>This measure represents the percentage of NHS bridges by deck area in “poor” condition across the entire State. Decreasing value represents an improvement.</i>				

NCTCOG will evaluate any TxDOT mid-range performance period changes to PM2 targets in late-2024/early 2025, at which time updated information will be available.

System Performance, Freight, and CMAQ (PM3) Measures

This broad set of required measures addresses travel time reliability, freight movement, excessive delay, commuter mode share and air quality. For most of these measures, NCTCOG opted to establish its own targets for 2024 and 2026 for the current performance period, though in some cases these targets must be agreed upon with TxDOT.

Performance Measures	Baseline (2022)	2024 Target	2026 Target
Interstate Reliability (Person Miles Traveled)	78.9%	80.9%	82.1%
This measure represents the percentage of travel on the region’s Interstates that occurs on facility segments that meet the threshold for reliability/predictability of travel specified in the rulemaking. Increasing values represent an improvement.			
Non-Interstate NHS Reliability (Person Miles Traveled)	86.1%	77.8%	79.5%
This measure represents the percentage of travel on the region’s Non-Interstate National Highway System (NHS) that occurs on facility segments that meet the threshold for reliability/predictability of travel specified in the rulemaking. Increasing values represent an improvement.			
Truck Travel Time Reliability Index	1.76	2.10	2.60
This measure is a reliability index that represents the amount of extra time that truck drivers have to add to median trip times because of predictability issues to arrive on time at their destinations. If a hypothetical trip in the region is typically 10 minutes, truck drivers needed to plan for 17.6 total minutes in 2020 to arrive on time 95% of the time. Lower values represent an improvement.			
Peak Hour Excessive Delay (Person-Hours per Capita) – Dallas-Fort Worth-Arlington Urbanized Area	11.40	12.91	12.51
Peak Hour Excessive Delay (Person-Hours per Capita) – Denton-Lewisville Urbanized Area	4.70	4.10	3.70
Peak Hour Excessive Delay (Person-Hours per Capita) – McKinney Urbanized Area	1.90	1.30	0.90
The rulemaking defines “excessive delay” as delay during peak travel times that occurs either below 20mph or 60% of the speed limit, whichever is lower. The measure reported is the amount of this delay per capita, which represents the impact that delay has on individual users of the roadway system. Lower values represent an improvement. This measure now applies to all Urbanized Areas over 200,000 in population.			
Percent Non-SOV Mode Share (% Commuter Trips) – Dallas-Fort Worth-Arlington Urbanized Area	22.2%	22.7%	23.0%
Percent Non-SOV Mode Share (% Commuter Trips) – Denton-Lewisville Urbanized Area	22.7%	22.8%	22.9%
Percent Non-SOV Mode Share (% Commuter Trips) – McKinney Urbanized Area	22.7%	22.8%	22.9%

Performance Measures	Baseline (2022)	2024 Target	2026 Target	
This measure is the percentage of commuters in the urbanized area who traveled to work using a means other than driving alone as reported by the latest available American Community Survey data. Higher values represent an improvement. This measure now applies to all Urbanized Areas over 200,000 in population.				
On-Road Mobile Source Emissions Reductions (Cumulative)	NO _x (kg/day)	1,942.20	2,330.64	4,195.15
	VOC (kg/day)	466.90	599.90	1,035.83
This measure is the cumulative reduction of certain pollutants that will be eliminated by the construction of projects funded with CMAQ funding. The 2024 and 2026 targets are cumulative totals for the performance period. Higher values represent an improvement.				

All targets except for those for Truck Travel Time Reliability represent a continued improvement over the observed historical trend. NCTCOG is investigating strategies to address freight reliability, and will continue to monitor and report on these measures. The RTC will have the opportunity to reevaluate 2026 targets in 2024.

Transit Asset Management

NCTCOG is required by the federal government to set regional transit asset management (TAM) targets in coordination with transit providers. The regional targets of transit assets focus on ensuring that public transportation vehicles, rail lines and other capital assets are in a state of good repair. TAM will help prioritize funding to achieve or maintain the state of good repair by evaluating the condition of transit assets compared to the regional targets. The RTC last approved targets for the transit asset management measures in September 2022.

Asset Category	Target (Large Providers)	Target (Small Providers)	Metric
Rolling Stock (transit vehicles)	0%	5%	Vehicles that meet or exceed the industry standard, defined as the Federal Transit Administration's Default Useful Life Benchmark
Infrastructure (rail track)	0%	0%	Rail track segments with performance restrictions
Equipment (transit support vehicles)	25%	25%	Vehicles that meet or exceed the industry standard, defined as the Federal Transit Administration's Default Useful Life Benchmark

Asset Category	Target (Large Providers)	Target (Small Providers)	Metric
Facilities (buildings, stations, park and rides)	0%	0%	Transit facilities rated below "Adequate" (3.0) on the industry standard Transit Economic Requirements Model (TERM) scale.

Transit Safety

As part of new federal rulemaking related to Public Transit Agency Safety Plans (PTASP), NCTCOG is required to adopt regional targets for four performance measures related to the safety of the region's transit system: Fatalities, Injuries, Safety Events, and System Reliability. The region's transit providers are in the process of creating PTASP plans and adopting their own targets for these measures now, and RTC subsequently adopted regional targets for these measures May 2021.

Transit Safety Measures	Target
Fatalities - Total Number	0.00
Fatalities - Rate per 100k Miles	0.00
Injuries - Total Number	142.98
Injuries - Rate per 100k Miles	0.22
Safety Events - Total Number	490.20
Safety Events - Rate per 100k Miles	0.77
System Reliability - Miles Between Major Mechanical Failures	19,841.00

RTC Action Slides

NCTCOG Safety Performance Targets 2023

Safety Performance Targets	2022 Adopted Targets	Proposed 2023 Targets	Target Reduction
No. of Fatalities	579.5	590.4	50% by 2035
Fatality Rate	0.755	0.767	50% by 2035
No. of Serious Injuries	3,032.9	3,711.5	2% per year
Serious Injury Rate	3.939	4.615	2% per year
No. of Non-motorized Fatalities and Serious Injuries	594.7	637.3	50% by 2035 for fatalities, 2% per year for serious injuries

NHS PM2 Pavement Analysis *(cont.)*

Statewide Data/Targets – Good Condition

NATIONAL HIGHWAY SYSTEM (NHS) ROADWAY CATEGORIES	DESIRED IMPROVEMENT TREND	First Performance Period (2018-22)			Second Performance Period (2022-26)		
		2018 Baseline	2020 Observed	2022 Target ¹ <i>(Updated 2020)</i>	2022 Baseline <i>(Last Observed)</i>	2024 Target ² <i>(Forecast)</i>	2026 Target ² <i>(Forecast)</i>
<i>State of Texas</i>							
Good Pavement Condition							
Interstate NHS	↗	66.8%	66.6%	66.5%	64.5%	63.9%	63.6%
Non-Interstate NHS	↗	54.4%	55.2%	54.1%	51.7%	45.5%	46.0%

1. Original statewide target from First Performance Period based on historic 4-year Highway Performance Monitoring System (HPMS) moving average, including transition from visual pavement surveys to semi-automated data collection; assumes International Roughness Index (IRI) ratings only for non-Interstate NHS; assumes IRI, cracking, rutting, & faulting metrics for Interstate NHS.
2. New statewide targets for Second Performance Period based on historic 4-year HPMS moving average, but correlated with 2022 Transportation Asset Management Plan (TAMP) 10-year lifecycle analysis projections; assumes IRI, cracking, rutting, & faulting metrics for all NHS facility pavements.



NHS PM2 Pavement Analysis *(cont.)*

Statewide Data/Targets – Poor Condition

NATIONAL HIGHWAY SYSTEM (NHS) ROADWAY CATEGORIES	DESIRED IMPROVEMENT TREND	First Performance Period (2018-22)			Second Performance Period (2022-26)		
		2018 Baseline	2020 Observed	2022 Target ¹ <i>(Updated 2020)</i>	2022 Baseline <i>(Last Observed)</i>	2024 Target ² <i>(Forecast)</i>	2026 Target ² <i>(Forecast)</i>
State of Texas							
Poor Pavement Condition							
Interstate NHS	↘	0.3%	0.2%	0.2%	0.1%	0.2%	0.2%
Non-Interstate NHS	↘	13.8%	14.2%	14.2%	1.3%	1.5%	1.5%

1. Original statewide target from First Performance Period based on historic 4-year Highway Performance Monitoring System (HPMS) moving average, including transition from visual pavement surveys to semi-automated data collection; assumes International Roughness Index (IRI) ratings only for non-Interstate NHS; assumes IRI, cracking, rutting, & faulting metrics for Interstate NHS.
2. New statewide targets for Second Performance Period based on historic 4-year HPMS moving average, but correlated with 2022 Transportation Asset Management Plan (TAMP) 10-year lifecycle analysis projections; assumes IRI, cracking, rutting, & faulting metrics for all NHS facility pavements.



NHS PM2 Bridge Analysis

Statewide Data/Targets – Good/Poor Condition

NATIONAL HIGHWAY SYSTEM (NHS) ROADWAY CATEGORIES	DESIRED IMPROVEMENT TREND	First Performance Period (2018-22)			Second Performance Period (2022-26)		
		2018 Baseline	2020 Observed	2022 Target ² <i>(Updated 2020)</i>	2022 Baseline <i>(Last Observed)</i>	2024 Target ² <i>(Forecast)</i>	2026 Target ² <i>(Forecast)</i>
State of Texas							
Good Bridge Condition							
All NHS Facilities ¹	↗	50.7%	50.7%	50.4%	49.2%	48.5%	47.6%
Poor Bridge Condition							
All NHS Facilities ¹	↘	0.9%	1.3%	1.5%	1.1%	1.5%	1.5%

1. All percentages based on total deck area.
2. Statewide targets for First/Second Performance Periods based on 10-year moving average.



PM2 Target Decision-Making *(cont.)*

Requested Action – Affirm RTC Support for New Statewide Targets

Good







- **Affirm NCTCOG support** for new TxDOT statewide “Good Condition” NHS pavement and bridge targets for 2024 and 2026

Poor

- **Affirm NCTCOG support** for new TxDOT statewide “Poor Condition” NHS pavement and bridge targets for 2024 and 2026
- **Collaborate to plan/program projects** contributing toward accomplishment of pavement/bridge goals via the following actions:
 - NCTCOG will continue to work with local governments on annual monitoring and expediting improvements for identified NHS Off-System Arterials in “Poor Condition”
 - NCTCOG will continue to work with TxDOT/local governments on annual monitoring and expediting improvements for identified NHS Bridges in “Poor Condition”

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PM3 Measures and Targets

Measure	Desired Trend Indicating Improvement	Original Targets (Updated 2020)		Baseline (Latest Observed)	New Targets Forecast/Trend		
		2020	2022		2024	2026	
Interstate Reliability		78.6%	79.5%	78.9%	80.9%	82.1%	
Non-Interstate Reliability		N/A	71.1%	86.1%	77.8%	79.5%	
Peak Hour Excessive Delay	Dallas-Fort Worth-Arlington		N/A	15.00 hrs.	11.40 hrs.	12.91 hrs.	12.51 hrs.
	Denton-Lewisville		New Measure		4.70 hrs.	4.10 hrs.	3.70 hrs.
	McKinney		New Measure		1.90 hrs.	1.30 hrs.	0.90 hrs.
Truck Travel Time Reliability		1.83	1.90	1.76	2.10	2.60	



PM3 Measures and Targets (continued)

Measure		Desired Trend Indicating Improvement	Original Targets (Updated 2020)		Baseline (Latest Observed)	New Targets Forecast/Trend	
			2020	2022		2024	2026
Percent Non-SOV Travel	Dallas-Fort Worth-Arlington	➔	19.8%	20.2%	22.2%	22.7%	23.0%
	Denton-Lewisville	➔	New Measure		22.7%	22.8%	22.9%
	McKinney	➔	New Measure		22.7%	22.8%	22.9%
On-Road Mobile Source Emissions Reductions (Cumulative)	NO _x (kg/day)	➔	5,884.42	7,403.95	1,942.20	2,330.64	4,195.15
	VOC (kg/day)	➔	1,418.56	1,814.02	466.90	599.90	1,035.83



TAM: Targets & Regional Performance (Large Agencies)

Asset Category	Metric	Desired Trend Indicating Improvement	Current Target	Current Performance (FY2020)	Proposed Target
Rolling Stock (Transit Vehicles)	Vehicles that meet or exceed the industry standard, defined as either the Federal Transit Administration (FTA) Default Useful Life Benchmark (ULB) or custom agency benchmarks	➔	0%	5.8%	0%
Infrastructure (Rail Track)	Rail track segments with performance restrictions	➔	0%	3.39%	0%
Equipment (Support Vehicles)	Vehicles that meet or exceed the industry standard, defined as either the FTA Default ULB or custom agency benchmarks	➔	0%	59.8%	25%
Facilities (Buildings, Stations, Park & Rides)	Transit facilities rated below "Adequate" (3.0) on the industry standard Transit Economic Requirements Model (TERM) scale	➔	0%	1.7%	0%



TAM: Targets & Regional Performance (Small Providers)

Asset Category	Metric	Desired Trend Indicating Improvement	Current Target	Current Performance (FY2020)	Proposed Target
Rolling Stock (Transit Vehicles)	Vehicles that meet or exceed the industry standard, defined as either the Federal Transit Administration (FTA) Default Useful Life Benchmark (ULB) or custom agency benchmarks	↘	0%	14.7%	5%
Infrastructure (Rail Track)	Rail track segments with performance restrictions	↘	0%	0%	0%
Equipment (Support Vehicles)	Vehicles that meet or exceed the industry standard, defined as either the FTA Default ULB or custom agency benchmarks	↘	0%	62.2%	25%
Facilities (Buildings, Stations, Park & Rides)	Transit facilities rated below "Adequate" (3.0) on the industry standard Transit Economic Requirements Model (TERM) scale	↘	0%	0%	0%



Public Transportation Agency Safety Plan (PTASP) Annual Progress Update

Targets have four-year time horizon, adopted in 2021 by RTC, to be met by 2025

Most recent year of available data (FY 2020, "Year 1") has been calculated to determine progress toward the targets

Measure	Desired Trend Indicating Improvement	Target*	FY 2020
1. Fatalities - Total Number	↘	0.00	10
2. Fatalities - Rate per 100k Miles	↘	0.00	0.015
3. Injuries - Total Number	↘	142.98	293
4. Injuries - Rate per 100k Miles	↘	0.22	0.445
5. Safety Events - Total Number	↘	490.20	148
6. Safety Events - Rate per 100k Miles	↘	0.77	0.22
7. System Reliability - Miles Between Major Mechanical Failures	↗	19,841	16,328



*Except Fatalities, all targets are a 5% Improvement over initial baseline average (2016-2019)