

NCTCOG TRANSPORTATION DEPARTMENT FISCAL YEAR 2023 GOALS AND ACCOMPLISHMENTS

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

Funding Source: FY2023 Transportation Planning Funds (Federal Highway Administration [FHWA] Section 112 PL funds, Federal Transit Administration [FTA] Section 5303 funds, Texas Department of Transportation [TxDOT] matching funds in the form of Transportation Development Credits [TDCs]), federal Surface Transportation Block Grant Program (STBG) funds, Regional Transportation Council (RTC) Local funds, local funds, and Transportation Development Credits.

Attainment: Met

Primary Work Tasks:

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

Principal Performance Measures:

1. Maintain and enhance the Regional Travel Models, respectively called DFX and TAFT, ensuring usability and proper operation. Improve TAFT network coding and reporting capabilities. Maintain the software applications and archive system of model versions and model runs. Develop model description documentation. Provide support in the use of RTMs through updates to the software application and technical assistance to model users.
2. Continue to develop methods and computer tools to facilitate, disseminate, and optimize the integration of data collected by NCTCOG or provided by partner agencies. Integrate the data into SQL server databases and geographic layers. Provide support to staff and stakeholders for analysis of data. Review and integrate traffic data collected by radar side-fire devices.
3. Complete the analysis and documentation of the Limited Access Facilities Survey. Continue the data collection of the 2020 Transit Onboard Survey.
4. Provide support for demographic data for the existing forecast. Coordinate with local governments and gather data that will be used in the new forecasting process and improve demographic forecasting model components and documentation.

Results:

1. The DFX regional travel model (RTM) was properly maintained for support of existing projects. In the TAFT regional travel model, transit and roadway coding tools, and reports were updated based on user needs, and a reporting tool visualization was investigated. For DFX and TAFT, a library of model software application versions, and an archive system for model runs were maintained. Staff continued writing model description document chapters. Documentation was written on a preliminary dynamic traffic assignment study

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and jobs-housing imbalance studies. Periodic meetings were held with internal and external users to discuss recent updates and to allow users to request new functionality. Staff provided technical support to model users for regional travel models.

2. The traffic count website continued displaying data that was collected from several sources over the last 12 months. Transportation usage data was assembled to continue reporting the effects of the COVID-19 pandemic. Support was provided to staff and stakeholders for analysis of transportation data, including traffic counts, speeds, transit ridership, among others. The traffic data collected by 1,000 radar side-fire devices was integrated and summarized to estimate typical traffic patterns and validated against other sources of data.
3. Staff used the Limited Access Facilities (LAF) survey database to conduct data analysis, develop a statistical summary, and develop an information visualization. A description of the process to conduct the LAF survey was documented in a technical report. The 2020 Transit Onboard survey instruments for fixed-transit routes and on-demand transit routes were implemented, and surveyors were trained. On-to-off survey and origin-destination survey data collection continued in fall 2022 on Trinity Metro and Denton County Transportation Authority, and in spring 2023 on Dallas Area Rapid Transit and the Trinity Railway Express. Mobility on-demand services were surveyed online and on-board on-demand vehicles. Survey data was cleaned, expanded, and delivered in databases. A draft data visualization was developed and draft chapters of the final report were written.
4. Support continued for the 2045 demographic forecast including maintenance of downloadable data and associated documentation. Features, developments, and employer updates received from local governments and NCTCOG staff tracking were incorporated into inventory databases. Staff developed updated city boundaries layers, maintained 2020 land use inventory, and developed small area household and population estimates. Initial refinements for the demographic model were identified and implemented; early validation results were presented to the Technical Work Group.

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

Funding Source: FY2023 Transportation Planning Funds (Federal Highway Administration [FHWA] Section 112 PL funds, Federal Transit Administration [FTA] Section 5303 funds, Texas Department of Transportation [TxDOT] matching funds in the form of Transportation Development Credits [TDCs]), federal Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds, federal Department of Defense funds, federal Environmental Protection Agency funds, Federal Transit Administration funds (Section 5307, Section 5339, and Section 5310), federal Regional Toll Revenue funds, federal Surface Transportation Block Grant Program funds, Texas Commission on Environmental Quality funds, TxDOT funds, Texas Water Development Board funds, and local funds.

Attainment: Met

Primary Work Tasks:

1. Produce print and online content and publications to inform the public and media about regional transportation and air quality issues.^{1,2,3} (FHWA, FTA, TxDOT)

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² Federal Measure

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

Principal Performance Measures:

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

Results:

1. Transportation Department staff published monthly and semiannual newsletters, fact sheets and technical reports with information about regional transportation and air quality

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issues. These publications were distributed to partners and the public through the mail and online. Staff also contributed to agency publications and provided content to partners. These efforts educated the public about regional programs and projects related to transportation and air quality. This year, the Department's annual state-of-the-region report, Progress North Texas, focused on Working Together to Improve Transportation, using a narrative and performance measures to show how regional planning efforts affect communities. Approximately 6,000 hard copies were mailed to policymakers, elected officials, transportation partners and other interested parties, including school districts, civic organizations, businesses, and public libraries. Additional hard and electronic copies were shared upon request. An online version was published in HTML and PDF formats. Regular updates to the Transportation Department website ensured the public had timely and relevant information about current plans and projects, and staff analyzed website usage and traffic to ensure the accessibility of online resources. The Department maintained a presence on social media, using Facebook, Twitter, YouTube, and Instagram to post regular updates and engaging content in accordance with the Department social media policy. In addition, staff received and responded to more than 100 inquiries from the media, matching reporters with subject-matter experts to assist them with their stories about transportation and air quality issues. Furthermore, staff wrote and distributed 35 press releases about a variety of projects and programs affecting the lives of residents.

2. NCTCOG Transportation Department staff attended 16 community events in FY2023 to communicate information about multiple regional transportation and air quality programs and issues. As a part of Air North Texas Coalition efforts, staff also continued to develop and maintain relationships with a wide range of regional partners to coordinate the regional air quality awareness campaign, holding six conference calls. Air quality educational materials, such as promotional items and outreach campaign elements, were produced for partners and provided for distribution at in-person events. Staff also continued implementing a Transit Pandemic Recovery Campaign in conjunction with Dallas Area Rapid Transit, Denton County Transportation Authority, and Trinity Metro to help increase transit ridership. Campaign tactics and phases were implemented, and materials to educate North Texans about the benefits of using transit were promoted for use by the transit agencies and local partners. An online portal for partners was set up and promoted. Also, new a campaign creative was designed to encourage transit ridership among workers returning to the office. NCTCOG staff reviewed campaign results, including those implemented by the transit agencies, and continued outreach efforts to engage the business community. NCTCOG and representatives from the three transportation agencies met monthly to manage the campaign's implementation.
3. For the Air North Texas campaign, staff used paid education, social media, and partner coordination to increase air quality awareness. Clean Air Corner, the Air North Texas blog, was distributed monthly to more than 9,700 subscribers. Staff also maintained contact with other State, federal, and local air quality partners to collaborate on consistent messaging and themes. Ozone alerts issued by the Texas Commission on Environmental Quality were monitored to ensure local Ozone Action Day and Particulate Matter Alert messages were disseminated to interested parties. Thirty-seven Ozone Action Day Alerts and 29 Weekend Forecasts were distributed to subscribers. Air North Texas website traffic was monitored; the website recorded more than 13,000 users and 19,000 sessions for the fiscal year. On June 2, Air North Texas celebrated the fourteenth annual Clean Air Action Day, which staff implemented with regional partners. For Clean Air Action Day, educational materials and promotional ideas were provided to 35 Air North Texas partners, including cities, counties, and transportation agencies. More than 940 North Texans made over 3,300 commitments to participate in Clean Air Action Day as a result. Communication

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services continued for other Department air quality-related programs and campaigns, such as the Try Parking It commuter tracking program, GoCarma, and bicycle/pedestrian education. Some materials developed include graphics, outreach campaign materials, original video series with 3-D visualization/animation elements, and educational items. In addition, staff uploaded recordings of meetings to online platforms and the Department's YouTube channel for public viewing.

4. The Regional Transportation Council, the regional transportation policy body for North Central Texas, approved an amendment to the Public Participation Plan in November. The plan incorporates a Language Assistance Plan, Environmental Justice elements and Title VI considerations. The amendment updated an appendix that outlines rules for how the public can provide comments at meetings of the Regional Transportation Council, per HB 2840 (86th Texas Legislature). Staff monitored federal legislation and guidance to ensure the Public Participation Plan complied with regulations.
 5. Staff held nine public input opportunities to educate the public on current and future metropolitan planning organization activities and to seek input.
 6. Meeting notifications and other outreach materials were sent through the Department's public outreach database of interested parties. At the end of the fiscal year, the database contained about 12,000 people. Notices were published in area newspapers, including minority publications, and translated notices were placed in Spanish newspapers and a Vietnamese newspaper. Online and social media advertising complemented print notices. More than 140 libraries in the Metropolitan Planning Area received public meeting flyers to make available to patrons. Additionally, public meeting flyers were provided to municipal offices.
 7. In accordance with the Public Participation Plan, online public input opportunities included a recorded video presentation; these were posted online as part of the Department's standard procedures for public review and comment. As an accessibility measure for individuals without a connection to the Internet, print copies of presentation materials were made available upon request. The need and resources available for translation of materials were monitored. Each public input opportunity notice included information in English and Spanish about how to request language assistance. Also, the Department continued its efforts to translate major plans, reports, and other informational pieces into Spanish.
3. **Goal:** Enhance safety and reduce congestion on the transportation system by improving reliability, reducing travel demand, and improving operations of the existing system.

Funding Source: FY2023 Transportation Planning Funds (Federal Highway Administration [FHWA] Section 112 PL funds, Federal Transit Administration [FTA] Section 5303 funds, and Texas Department of Transportation [TxDOT] matching funds in the form of Transportation Development Credits), federal Surface Transportation Block Grant Program (STBG) funds, federal Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds, TxDOT funds, Regional Transportation Council (RTC) Local funds, other local funds, and Transportation Development Credits.

Attainment: Met

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Primary Work Tasks:

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

Principal Performance Measures:

1. Coordinate tracking, evaluation, and implementation of the CMP, including projects and programs that better operate the transportation system and reduce travel demand. Monitor, track, promote, and implement Travel Demand Management and Transportation System Management and Operation projects in the region. Continue to monitor new project requests and project modification requests and ensure consistency with the MTP.
2. Coordinate and oversee the activities of the Regional Safety Advisory Committee. Identify, coordinate, and host safety and/or security-related events, training and/or groups, as needed. Complete development and launch One-Day-A-Week education campaign.
3. Coordinate with TxDOT on the State Crash Records Information System (CRIS). Request, analyze, and maintain regional safety data, including crash data from TxDOT's CRIS, fatality data from the National Highway Traffic Safety Administration (NHTSA) Fatality Analysis Reporting System (FARS), hazardous material spill data from the National Response Center, and other data sources as made available. Conduct crash data analyses for staff, member agencies, and the public as requested. Monitor and participate in activities related to TxDOT Safety Performance target setting as it relates to Metropolitan Planning Organization coordination; and set targets, monitor, and report on FHWA Safety Performance Measures. Track Mobility Assistance Patrol Program performance and monitor efficiency of patrol routes and coverage.
4. Promote and track regional incident management performance measures, complete development/publish the Regional Roadway Safety Plan and begin prioritization and implementation of plan countermeasures, monitor intersection improvements at locations included in the Regional Intersection Safety Implementation Plan (ISIP) and the Texas ISIP, inventory activities for the Wrong-Way Driving Mitigation Project, and collect performance measures for the Safety Patrol/Incident Management Project.

Results:

1. An update to the Congestion Management Process (CMP) Implementation form was completed. Roadway capacity projects were tracked and evaluated based on the CMP Project Implementation form, including single-occupant vehicle justification. All projects being entered into the Transportation Improvement Program (TIP) through the modification process were evaluated for added capacity and confirmed through communication with TIP staff. CMP compliance forms were completed for all capacity projects added to the TIP. The compliance form was updated to improve the modification process and documentation. Staff continued to oversee and manage the Regional Trip

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Reduction and Try Parking It Programs including vendor oversight and coordination to enhance the website; involvement in employer and community outreach events; and promotion of Travel Demand Management (TDM) strategies to regional employers, commuters, and the general public.

2. Three Regional Safety Advisory Committee meetings were held. The NCTCOG Safety team participated in emphasis area team meetings for the 2022-2027 Texas Strategic Highway Safety Plan and in various local Vision Zero Plan development committees and meetings being initiated by partner agencies. The Drive Aware North Texas website was maintained and updated, and staff initiated paid educational outreach that focused on speeding prevention. Work continued on the management and implementation of the Regional Trip Reduction Program, including oversight of the Try Parking It website/application. A new procurement process for Try Parking It website was initiated and finalized. Coordination to enhance the website and discussions to incorporate new cybersecurity requirements with the website were initiated. Staff continued to promote TDM strategies and participate in employer and community outreach events to highlight the Try Parking It and GoCarma Programs. Staff also continued the development of the One Day a Week campaign. Staff continued to oversee the implementation of the regional Vanpool Managed Lane Toll Reimbursement policy and initiate activities to update reimbursement request documentation. Staff continued to monitor/collect/track/publish TDM-related programs and performance measures. Presentations were created for internal staff and external organizations to encourage the multi-use of Try Parking It. Staff initiated the development of the One-Day-a-Week Campaign in support of the Regional Single-Occupancy Vehicle (SOV) Trip Reduction Target Resolution which established an annual target of a 20 percent reduction for SOV trips during peak periods. Project oversight was finalized for the University Partnership Program for the "Teleworking after COVID-19 or is it Business as Usual?" project.
3. Crash data from TxDOT's Crash Records Information Systems (CRIS) database was analyzed for the 12-county region for 2018-2022. Along with National Highway Traffic Safety Administration Fatality Analysis Reporting System (FARS) data, staff used CRIS data to establish new federally mandated safety performance targets through 2027. CRIS crash data was utilized to complete data requests for internal staff projects and grant proposals, and to analyze crash trends and hotspots. Staff completed several analyses included in an annual safety performance report such as contributing factor analysis for serious injury and fatal crashes on limited access facilities and updated analysis for each of the eight emphasis areas identified in the Roadway Safety Plan. Crash rates were also calculated for the 12-county Metropolitan Planning Area along limited access facilities. Hazardous material incidents were tracked and reported using data available from the National Response Center. Regional incident management performance measures, including incident response and clearance times, were requested/collected when available. Staff also collected/tracked quarterly performance measures for the regional Mobility Assistance Patrol Program (MAPP) and annual struck-by information from Dallas County and Tarrant County Sheriff's Offices, the North Texas Tollway Authority, and the private operators patrolling the North Tarrant Express and LBJ Express managed corridors. Low-cost systemic intersection improvements, including wrong-way driving countermeasures, were tracked in the TxDOT Dallas and Fort Worth districts. Regional safety-related projects and programs were published in the annual Regional Safety Performance Report. Additional safety statistics were included in a supplemental Regional Crash Fact Sheet.
4. NCTCOG hosted six Traffic Incident Management (TIM) First Responder and Manager training classes and two TIM Executive Level classes, with a combined total of 168

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students attending. Staff reviewed and processed per-class invoices and performance reports, maintained and updated course material, including updates to the training registration websites. Staff developed and updated the Request for Qualifications (RFQ) Process to streamline the onboarding process for bringing new TIM instructors to the program and added an additional fire instructor to the Instructing Team. TIM class registration information was collected, and website updates were made in order to accurately track agency attendance. Staff continued oversight activities related to the 2021 Incident Management Freeway Blocking Equipment Call for Projects (CFP) including invoice review/approval activities and project monitoring, including reviewing project change requests. Staff coordinated and participated in quarterly Dallas TIM Coalition meetings with regional incident management partners (i.e., police, fire, wrecking services, Department of Public Safety (DPS), the Texas Department of Transportation, Comprehensive Development Agreement (CDA) private partners, and the North Texas Tollway Authority) to discuss major incidents that had occurred and to discuss ways to address local incident management issues. A Request for Information to assist in the development of a new crash reconstruction equipment and training program and initiated and completed. Staff coordinated and participated in the 2023 ITS America Conference/Expo on Emergency Responder Day. Various regional TIM planning-related meetings were attended by staff, and coordination activities continued for the regional Abandoned Vehicle Working Group in an effort to address the increased frequency and timely removal of abandoned vehicles along regional highways and tollways. The use of portable scales distributed to 15 commercial vehicle enforcement (CVE) agencies across the region was monitored and the planning process initiated to offer a new round of CVE training courses for prosecutors and judges. Staff also continued to oversee the regional Mobility Assistance Patrol Program (MAPP) and used performance measures to assess the need for route expansions for both the Dallas and Tarrant County patrols. A series of ongoing meetings with Dallas and Tarrant County officials, TxDOT staff, and others were held to discuss geographic expansions and shift extensions. Budget assistance was coordinated with Dallas County and Tarrant County patrols as well.

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

Funding Source: FY2023 Transportation Planning Funds (Federal Highway Administration [FHWA] Section 112 PL funds, Federal Transit Administration [FTA] Section 5303 funds, Texas Department of Transportation [TxDOT] matching funds in the form of Transportation Development Credits [TDCs]), Regional Transportation Council (RTC) Local funds, and other local funds.

Attainment: Met

Primary Work Tasks:

1. Support the Air Transportation Advisory Committee (ATAC).^{1,2} (FHWA, FTA, TxDOT)
2. Support data collection to assess the impact of aviation activity on transportation planning and surface access to aviation facilities.^{1,2,3} (FHWA, FTA, TxDOT)
3. Review and initiate an update to the North Central Texas General Aviation and Heliport System Plan for accuracy.¹

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² Federal Measure

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⁴ Local Measure

4. Collaborate with regional educators, industry partners, and governments to seek and provide innovative ways to sustain regional aviation education and workforce programs.¹
5. Support the Uncrewed Aircraft Systems (UAS) Safety and Integration Task Force and working groups. Assist in the safe and efficient integration of UAS into the region's existing transportation system.¹

Principal Performance Measures:

1. Host four ATAC meetings to include briefings for elected officials at the local, State, and federal levels and provide status reports on ATAC activities to other NCTCOG committees. Monitor and track aviation funding provided to the region. Foster more communication and collaboration amongst ATAC members.
2. Update travel-time contours to regional aviation facilities as needed. Monitor the aviation chapter in the Metropolitan Transportation Plan, Mobility 2045, related to implementation of programs and policies.
3. Seek funding for a new North Central Texas General Aviation and Heliport System Plan.
4. Participate on committees to share data and resources with stakeholders and support curriculum development to assist and facilitate aviation programs. Maintain, enhance, and promote www.NCTAviationcareers.com at aviation education outreach events.
5. Host at least six UAS Safety and Integration Task Force and working group meetings for local, State, and federal partners, as well as industry experts, universities, and other organizations. Coordinate the UAS Task Force to monitor, inventory, and share efforts to implement UAS initiatives within the region. Host at least four Know Before You Fly workshops for the public and interested individuals.

Results:

1. Facilitated four ATAC meetings and provided status reports on ATAC activities to other NCTCOG committees. Monitored and tracked aviation funding provided to the region by inventorying Texas Transportation Commission funding and reporting back to ATAC. Also coordinated with the TxDOT Aviation Department and Federal Aviation Administration representatives for quarterly updates from their organizations.
2. Regional aviation goals and strategies outlined in Mobility 2045 and updated Mobility 2045 Plan – 2022 Update were monitored. Staff reviewed and scored the aviation section of the Mobility 2045 Policy Bundle applications that were submitted by local governments, transit agencies, and independent school districts. Staff were not required to update travel-time contours to regional aviation facilities in FY2023.
3. Staff provided continuous regional system planning utilizing the most recent North Central Texas General Aviation and Heliport System Plan. No additional funding was received to support a new aviation and heliport system plan.
4. Staff participation continued on the Dallas-Fort Worth Regional Aerospace Consortium. The Consortium monitors aerospace and aviation workforce data. A new survey of aviation education initiatives was used to assess the current state of aviation related programs in the region. Staff participated on the Tarrant County Community College Advisory Committee, Game of Drones Planning Committee, Bell Aerial Robotics Advisory Committee, Fort Worth Drone Advisory Committee, NCTX Aerial Robotics Leadership Committee, Fort Worth Independent School District (ISD) UAS Workforce Steering Group, Irving ISD Aviation Advisory Board, Crowley ISD CTE Advisory Board, and the Midlothian ISD Advisory Board. Work continued with career and technology education programs within area independent school districts to promote aviation education. Participation in

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these programs was provided through presentations, speaking engagements, and other outreach events, as well as membership on various committees.

5. Ten Uncrewed Aircraft Systems Safety and Integration Task Force meetings were held. Four Know Before You Fly Your Drone Workshops were held to educate the public on careers involving drones, drone safety, and educational programs.

5. **Goal:** Develop and implement the Transportation Improvement Program (TIP) and support and facilitate the funding and implementation of transportation projects in the Dallas-Fort Worth Metropolitan Area.

Funding Source: FY2023 Transportation Planning Funds (Federal Highway Administration [FHWA] Section 112 PL funds, Federal Transit Administration [FTA] Section 5303 funds, Texas Department of Transportation [TxDOT] matching funds in the form of Transportation Development Credits [TDCs]), federal Surface Transportation Block Grant Program (STBG) funds, and Regional Toll Revenue (RTR) funds.

Attainment: Met

Primary Work Tasks:

1. Begin the development of the 2025-2028 Transportation Improvement Program.^{2,3} (FHWA, FTA, TxDOT)
2. Modify the 2023-2026 TIP each quarter, in line with TxDOT's quarterly Statewide Transportation Improvement Program (STIP) modification cycle.^{2,3} (FHWA, FTA, TxDOT)
3. Maintain updated information system to track TIP projects and continue development of new project tracking system.¹
4. Monitor the status of RTR-funded projects and manage RTR funds.¹

Principal Performance Measures:

1. Conduct meetings with project sponsors and TxDOT Districts to gather updates on projects needed for development of the 2025-2028 TIP/STIP.
2. Refine projects in the 2023-2026 TIP/STIP through coordination with cities, counties, and transportation agencies throughout the region. Project modifications will be submitted to TxDOT for inclusion in quarterly STIP revision cycles, as appropriate.
3. Finalize, test, and deploy TIP Development module. Continue enhancing tools/reports in TIP Modification Editing, Invoicing, and Reports modules. Continue development of Geographic Information Systems (GIS) mapping tools, project status tracking, and obligations tracking.
4. Track the implementation of RTR-funded projects by reviewing RTR-funded TIP modifications, coordinating with local government entities and TxDOT, monitoring fund balances to ensure financial constraint, processing closeouts as needed, and submitting Texas Transportation Commission (TTC) minute order change requests after each quarterly TIP modification cycle.

¹ NCTCOG Measure

² Federal Measure

³ State Measure

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Results:

1. Work began on the 2025-2028 Transportation Improvement Program, which included gathering project data for approximately 900 transportation projects being implemented by 63 project sponsors, and scheduling meetings with project sponsors.
 2. Staff completed 425 modifications to the 2023-2026 TIP through quarterly revision cycles, including 313 modifications that required Federal Highway Administration or Federal Transit Administration approval.
 3. Release 1.0 of the TIP Development module was tested, verified, and deployed by staff for internal users to perform data entry, run project listing reports, and generate the spreadsheet required for upload into the TxDOT eSTIP Portal. In addition, development of new Geographic Information Systems (GIS) mapping tools was initiated. Staff completed 102 enhancements and updates to the TIP Development, TIP Modification Editing, Invoicing, and Reports modules. Planning work towards STIP exceptions tracking module, project status tracking, and obligations tracking began.
 4. Projects selected with RTR funds continued to be tracked and progress noted. County RTR balances were analyzed, and adjustments were made to reconcile account balances as needed. Changes to RTR-funded projects requiring TTC approval were submitted after each TIP modification cycle to be included in the minute order.
6. **Goal:** Optimize the advancement, delivery, and longevity of regional transportation projects resulting from coordinated, comprehensive, data-driven, and performance-oriented linkages of transportation, land use sustainability, and environmental planning processes based on equity, stewardship, and resiliency.

Funding Source: FY2023 Transportation Planning Funds (Federal Highway Administration [FHWA] Section 112 PL funds, Federal Transit Administration [FTA] Section 5303 funds, Texas Department of Transportation [TxDOT] matching funds in the form of Transportation Development Credits [TDCs]), federal Surface Transportation Block Grant Program (STBG) funds, federal Regional Toll Revenue (RTR) funds, and TxDOT funds.

Attainment: Met

Primary Work Tasks:

1. Assist the Texas Department of Transportation (TxDOT), North Texas Tollway Authority (NTTA), transit authorities, and other transportation implementing entities through partnership efforts to expedite planning, environmental evaluation, engineering review, prioritization, economic analyses, permitting/approval, programming, construction, performance monitoring, and lifecycle optimization of high-priority freeway, toll road, managed lanes (e.g., tolled, express lanes, truck lanes), thoroughfare, transit, and other multimodal transportation corridor projects.^{1,2,3,4} (FHWA, FTA, TxDOT, Local Public and Private Agencies)
2. Encourage and support innovative planning, design, and construction methods for projects that maximize cost-effective lifecycle functionality and include measures to facilitate enhanced and equitable integration between transportation and environmental mitigation, asset management, infrastructure resiliency, resource preservation, and context sensitivity.^{1,2,3,4} (FHWA, FTA, TxDOT, Local Public and Private Agencies)

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3. Coordinate with federal, State, and local partners and provide support for Transportation Department staff to maintain compliance and expand applications with appropriate nondiscrimination laws and regulations among plans, programs, and projects in pursuit of transportation equity objectives within all communities.^{1,2,3,4} (FHWA, FTA, TxDOT, Local Public and Private Agencies)
4. Develop, implement, review, and refine multifaceted analytical tools, benefit-cost analysis (BCA) and return-on-investment (ROI) inputs and calculators, performance and hazard-based data portals, database integration applications, and communication techniques to help inform the transportation planning and investment decision-making processes.^{1,2,3} (FHWA, FTA, TxDOT)

Principal Performance Measures:

1. Work cooperatively with North Central Texas transportation providers, federal and State resource agencies, and local governments to identify, track, and enhance the development, delivery, cost-effectiveness, condition, and performance of high-priority multimodal projects. Coordinate regularly with all partners to improve relationships, clarify roles and responsibilities, and develop and initiate strategies to reduce project implementation costs, delays, and opportunity barriers for high-priority transportation projects of all types.
2. Collaborate frequently with North Central Texas transportation providers, federal and State resource agencies, subject-matter expert (SME) teams, industrial producers, environmental nonprofit groups, and local governments on strategies to enhance consideration and equitable incorporation of regional economic and environmental priorities within the metropolitan transportation planning process. Engage partners in defining and quantifying methods, opportunities, risks, and benefits in applying those strategies where feasible toward innovative and sustainable design, construction activities, mitigation efforts, vulnerability alleviation, and preservation measures.
3. Provide education, enable training opportunities, and apply best practices for staff and appropriate committees on federal nondiscrimination requirements, as well as monitor and document current efforts, coordinate with public involvement, and evaluate procedures and guidance for the NCTCOG Transportation Department and its partners, as necessary. Produce and update methodologies and planning products to analyze Title VI and environmental justice compliance for North Central Texas plans, programs, and project implementation, and outline progress and/or additional steps toward transportation equity achievements, and “Justice40 Initiative” objectives.
4. Coordinate with federal, State, and local entities, as well as with internal Department sources, regarding transportation and environmental data needs, applications, collection activities, protocols, and potential linkage or consolidation possibilities in addressing transportation project development, programming, decision making, and performance. Produce planning products such as maps, databases, dashboards, methodologies, manuals, reports, and other written or visual correspondence to better inform those processes.

Results:

1. Assisted TxDOT, NCTCOG, transit authorities, other transportation implementing entities, local governments, and private sector agencies through partnership efforts to expedite feasibility studies, environmental review/coordination activities, permitting/approvals, programming tasks, and funding initiatives for high-priority projects supporting the region’s

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³ State Measure

⁴ Local Measure

freeway, toll road, managed lane, arterial, transit, active transportation, and freight supply chain systems. With the plethora of eligible federal discretionary grant opportunities for NCTCOG and partnering agencies via the Bipartisan Infrastructure Law (BIL) and Inflation Reduction Act (ILA), substantial work was devoted to the preparation and submittal of multiple grant applications, expanded administration/implementation tasks supporting both existing and newly-awarded grants, and the continued utilization of a multi-variant planning/decision matrix to proactively “slot” candidate projects with appropriate grant programs.

2. Conducted regular meetings and additional coordination on behalf of the Texas Association of Metropolitan Planning Organizations (TEMPO) Statewide Resiliency Technical Work Group and the Federal Highway Administration (FHWA) Transportation Asset Management – Expert Task Group (TAM-ETG) to collectively assist metropolitan planning organizations (MPOs), local governments, and transportation providers with enhancing incorporation of asset management, resiliency, and risk-based transportation planning/programming data, tools, and best practices. Completed a University Partnership Program (UPP) study with the University of Texas at Arlington (UTA) to develop a logical/cost-effective intervention methodology and user-friendly tool to help partnering agencies more comprehensively address bridge condition deficiencies. Completed a Round 3 funded Blue-Green-Grey initiative with UTA investigating laboratory experiments of bioswale soil media, which may contribute toward improved designs and pollutant removal outcomes with use in pavement/bridge stormwater management practices. Performed SME procurement, updated multiple inter-agency agreements, conducted partner/stakeholder outreach, compiled supportive data/literature reviews, and aided in initial hydraulic/hydrology model development on behalf of the multi-year Integrated Regional Transportation, Urban Development, and Stormwater Management (TSI) Study, designed to address infrastructure and land use vulnerability/adaptability to flooding in rapidly urbanizing areas upstream of the Dallas-Fort Worth urban core.
3. Educated and trained staff in best practices to integrate equity-based analyses, outreach, and outcomes among various work efforts, along with improved data, tools, and methodologies for benefit-cost ratio (BCR) calculations to address relevant merit criteria in federal discretionary grant applications. Participated in quarterly coordination meetings with NCTCOG public involvement staff. Identified equity-based transportation needs for disadvantaged communities as part of continued Metropolitan Transportation Plan (MTP) development, with data/observations resulting from new 2020 U.S. Census, American Community Survey (ACS), and USDOT discretionary grant mapping/reporting resources. Updated data and methodologies for the Environmental Justice Index and Transit Accessibility Improvement Tool.
4. Improved the department’s data acquisition, management, and analysis processes via maps, dashboards, analyses, reports, and other planning products developed as requested by various internal project teams. Other sizable efforts in FY2023 included analysis related to federal performance measures and project selection supporting the 2024 Unified Transportation Program (UTP)/NCTCOG 10-Year Plan, ongoing general organization of and updates to the department’s authoritative GIS datasets, continued building of connections to authoritative datasets maintained by TxDOT and other partnering agencies, and assistance in expanding infrastructure to better support/share the department’s authoritative GIS datasets. Data and analysis practices for various online tools supporting environmental stewardship, mitigation, and resiliency outcomes continue to be updated in addressing BIL formula and discretionary funding initiatives. Efforts dealing with asset performance data needs and coordination improvements with respect

¹ NCTCOG Measure

² Federal Measure

³ State Measure

⁴ Local Measure

to National Highway System (NHS) target setting and progress reporting are also ongoing, especially with regional bridges and off-system pavement segments.

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

Funding Source: FY2023 Transportation Planning Funds (Federal Highway Administration [FHWA] Section 112 PL funds, Federal Transit Administration [FTA] Section 5303 funds, Texas Department of Transportation [TxDOT] matching funds in the form of Transportation Development Credits [TDCs]), federal Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds, federal Surface Transportation Block Grant Program (STBG) funds, US Environmental Protection Agency (EPA) funds, US Department of Energy (DOE) funds, Texas Commission on Environmental Quality (TCEQ) funds, Regional Transportation Council (RTC) Local funds, and other public or private funds and in-kind contributions.

Attainment: Met

Primary Work Tasks:

1. Initiate, develop, and assist with air quality planning measures that provide demonstrating transportation conformity, development of State Implementation Plans, conducting regional greenhouse gas emissions inventory, and provide research, technical, and educational air quality related projects.^{1,2,3,4} (FHWA, FTA, TCEQ, TxDOT, Local Governments)
2. Provide support to local public and private fleets in transitioning to the cleanest available transportation technologies.^{2,3} (EPA, DOE, FHWA, TCEQ)
3. Provide technical assistance, education and best practices to help local governments, businesses, and other community stakeholders facilitate deployment of lowest-emissions and efficient technologies.^{2,3,4} (DOE, FHWA, TCEQ, Area Businesses and Community Stakeholders)
4. Carry out initiatives to reduce emissions from consumer vehicles.^{2,3,4} (DOE, FHWA, TCEQ, Nonattainment Counties)
5. Provide financial incentives for clean vehicle technologies through grants or rebates.^{2,3} (EPA, FHWA, TCEQ)
6. Administer the Dallas-Fort Worth Clean Cities Coalition.^{1,2} (DOE)
7. Complete tasks associated with local participation in data collection projects.² (DOE)
8. Implement activities to improve local government capabilities with regard to regional energy management efforts.^{1,2} (DOE, SECO)
9. Pursue competitive grants to further efforts to reduce emissions from on- and off-road sources.^{1,2,3} (DOE, EPA, FTA, FHWA, TxDOT)
10. Purchase or lease and operate and maintain a low-emission vehicle.¹
11. Coordinate with local government representatives, health officials, academic representatives, and air quality experts to evaluate data to address and develop strategies on localized air pollution relating to public health.⁴ (Local Governments)

Principal Performance Measures:

1. As necessary, develop a successful regional air quality conformity analysis incorporating new or updated projects proposed for inclusion in the Metropolitan Transportation Plan and Transportation Improvement Program (TIP) to confirm that on-road emission levels

¹ NCTCOG Measure

² Federal Measure

³ State Measure

⁴ Local Measure

are consistent with the State Implementation Plan (SIP). Update and maintain a Mobile Source Emission Reduction Strategies database that will ensure the nonattainment area continues to meet federal requirements of timely transportation control measure implementation. Prepare and submit CMAQ annual report(s) of funded projects for use by the US Department of Transportation (USDOT). Prepare multi-pollutant emission inventories for inclusion into a comprehensive information system. Respond to technical and research requests from local municipalities, federal government agencies, NCTCOG policy committee representatives, and others. Actively participate in local, state, and national technical groups and committees dealing with National Ambient Air Quality Standards (NAAQS), and mobile source issues. Assist the TCEQ, EPA, local governments, and others with the development, analysis, and monitoring of elements contained in and required of the SIP, as necessary, to meet air quality requirements. Compile existing and future emission reduction control strategies for use in maintenance of air quality standards. Stay current and perform sensitivity analyses on EPA, FHWA, Federal Aviation Administration, and other model developments used in regional air quality planning. Continuously monitor and provide updates regarding lawsuits, legislative activities, the TCEQ public hearing announcements, NAAQS, and other pollutants including federal rulemaking activity. Conduct and maintain a regional greenhouse gas emissions inventory and continue work on development of a comprehensive multipollutant emissions reductions control strategy catalog toolkit.

2. Carry out administrative activities to support provision of funding for fleet activities that reduce emissions. Perform on-site auditing and monitoring visits of subrecipients and participating parties to ensure grant compliance. Promote use of programs available from NCTCOG and other agencies and assist with applications as needed. Administer a fleet recognition program. Hold meetings/webinars to educate fleets on the cleanest available transportation technologies. Facilitate events or other initiatives for fleets to experience technologies first-hand.
3. Provide planning support for deployment of electric vehicle (EV) charging and other alternative fueling infrastructure. Develop recommendations for local government actions to encourage EV adoption, such as building/parking standards and long-range goals. Promote adoption of RTC recommended policies that influence operations within local government jurisdictions. Maintain websites to provide technical and policy resources to regional stakeholders.
4. Provide information about EVs, idle reduction, proper vehicle maintenance, and other consumer-appropriate clean transportation measures at local events. Host or participate in opportunities for consumers to have hands-on experience with EVs and attend car care awareness events. Engage commercial vehicle stakeholders through a collaborative program. Support low-emission mobility options for consumers, such as EV rideshare, e-mobility, and coordination with travel demand management, transit, and sustainable development strategies. Support the Regional Emissions Enforcement Program by partnering with local law enforcement agencies to conduct on road enforcement.
5. Oversee implementation of and issue reimbursement for replacement of older, high-emitting diesel vehicles and equipment, as well as installation of electric vehicle charging stations and idle reduction technology.
6. Establish a DFW Clean Cities advisory committee. Maintain frequent stakeholder communications and current, relevant website content. Host events/meetings to advance local stakeholder knowledge and collaboration. Attend meetings and events and submit reports as expected by the Department of Energy for an active Coalition.
7. Facilitate data collection from local fleets regarding electric vehicles, charging infrastructure, and natural gas vehicle use as needed.

¹ NCTCOG Measure

² Federal Measure

³ State Measure

⁴ Local Measure

8. Develop, implement, and maintain strategies to improve energy management and efficiency efforts of local governments. Draft a survey to identify regional priorities, host workshops and roundtables on topics determined by survey results, maintain website resources, and create a white paper. Oversee completion of energy consumption reports in accordance with Texas Health & Safety Code Section 388.005(c). Comply with reporting and Justice 40 requirements.
9. Submit competitive grant proposals.
10. Maintain and operate one low-emissions vehicle for staff business use.
11. Host meetings/webinars on related impacts of transportation pollution on public health. Leveraging time and resources to promote collaborative work on transportation impacts on local air quality and public health. Maintain platform to promote existing and pursue new research.

Results:

1. Completed a Transportation Conformity Analysis for the NCTCOG Metropolitan Transportation Plan, Mobility 2045: The Metropolitan Transportation Plan Update for North Central Texas and associated Transportation Improvement Program for North Central Texas. Staff performed numerous sensitivities to understand the impacts between the EPA's MOVES 2014b model, MOVES 3 model, and the new model, MOVES 4, especially effects on on-road emission inventories. Updates to the Mobile Source Emission Reduction Strategies (MoSERS) commitments of CMAQ-funded projects continued as needed, based on project parameter updates, for inclusion in Transportation Improvement Program reporting and the annual CMAQ report. Staff completed and submitted the 2022 annual CMAQ report to the Texas Department of Transportation. Continued updates to MoSERS commitments of CMAQ-funded projects were conducted as needed, based on project parameter updates. The review was conducted to ensure CMAQ emissions reductions for federal Performance Measures targets were met for FY2021 and on track for FY2022, with adjustments made to FY2022 targets based on current data. Sensitivities were conducted on required air quality tools to ensure output and implementation impacts. Both internally and externally, assistance was provided to various teams by querying emissions factors from the MOVES model runs and estimating emissions benefits for different strategies and grant applications as requested. This included work done for the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) and Multimodal Project Discretionary Grant (MPDG) programs. Assistance was provided to local governments by estimating emissions benefits for different strategies and grant applications as requested. Staff continued planning for Ozone attainment as the region is reclassified from serious to severe under the 2008 Ozone National Ambient Air Quality Standards (NAAQS) and from marginal to moderate under the 2015 Ozone NAAQS. This included coordination with EPA, TCEQ, and other partners. Participation continued in statewide and national efforts, including those of the Association of Metropolitan Planning Organizations (AMPO) Air Quality Workgroup, the Transportation Research Board's Transportation and Air Quality Committee, the Advisory Council of the Texas Air Quality Research Program, the Coordinating Research Council, Motor Vehicle Emission Simulator (MOVES) Multi-Jurisdictional Organization MJO Work Group, and Statewide Technical Working Group for Mobile Source Modeling. Daily updates were made during ozone season to allow public awareness of real-time ozone levels and trends.
2. Staff promoted a variety of grant programs available to local fleets, including the various opportunities available under the Texas Emissions Reduction Program, the Texas Volkswagen Environmental Mitigation Program, the EPA Clean School Bus Rebate, the

¹ NCTCOG Measure

² Federal Measure

³ State Measure

⁴ Local Measure

Federal Transit Administration Low or No Buses Program and enhanced tax credits under the Inflation Reduction Act. Fleet analysis was completed for several fleets, including recommendations of specific vehicle transition opportunities and associated grant programs. Data on local fleet activities was compiled through an annual survey and 25 fleets were recognized for their emissions-reducing and alternative fuel vehicle efforts through the Dallas-Fort Worth (DFW) Clean Cities Fleet Recognition Program. Staff supported local events that offered fleet managers first-hand opportunities, including a local Fleet Forward event, a FleetPros meeting, three electric school bus ride and drive events, a meeting on Resiliency Strategies for EV Infrastructure, a tour at Dallas Fort Worth International Airport, and an Oncor meeting series for fleet electrification projects. Two Calls for Projects were administered to provide funding assistance for emissions-reducing projects: the North Texas Clean Diesel 2021 Call for Projects and the North Texas Freight Terminal Electrification 2020 Call for Projects; project implementation began for six awarded activities. Implementation of projects awarded in previous fiscal years continued, including eight monitoring site visits to ensure grant compliance. Engagement with fleets and commercial freight stakeholders continued through the Saving Money and Reducing Truck Emissions Program and the EPA SmartWay Transport Program activities through hosting eight webinars, issuing 20 online newsletters, publishing social media content, and featuring relevant information on program webpages. Through the Engine Off North Texas Program, staff received 35 idling complaints and sent eight idling notices to vehicle owners.

3. Planning support for EV infrastructure continued, including collaboration with TxDOT on the Texas EV Charging Plan and a series of monthly peer exchange meetings focused on EV infrastructure development. Staff continued to share resources on EV-ready construction or parking standards. Websites were maintained and updated as needed, including www.nctcog.org/fleetpolicy and www.dfwcleancities.org. NCTCOG continued to promote and facilitate adoption of Locally Enforced Idling Restrictions through the Metropolitan Transportation Plan policy bundle effort. The Engine Off North Texas website related to this policy was maintained at www.engineoffnorthtexas.org.
4. A National Drive Electric Week event was held at the outset of Fiscal Year 2023, where local residents had the opportunity to experience EVs firsthand through ride and drives, discussions with local EV owners, and information from EV-related vendors and dealerships. NCTCOG provided presentations about air quality and vehicle technologies (especially EV technology) at events held throughout the region. Idle reduction best practices and consumer-related educational materials continued to be maintained on the Engine Off North Texas website (www.EngineOffNorthTexas.org). The Regional Smoking Vehicle Program (RSVP) and car care awareness were promoted to inform the public how consumer behaviors impact vehicle emissions. 1,835 vehicles were reported through RSVP with 1,111 notification letters mailed. NCTCOG coordinated and participated in four car care events. Two Fix My Ride events were coordinated with a local non-profit to help educate the public on proper vehicle maintenance. Staff provided hands-on vehicle maintenance demonstrations, distributed emergency roadside kits and other programmatic education materials. Staff continued to partner with local law enforcement agencies through the Regional Emissions Enforcement Program. One task force meeting was facilitated during the year. Staff attended two commercial vehicle enforcement events located in Midlothian and Cedar Hill to observe vehicle roadside enforcements and survey vehicle operators. Three stakeholder meetings were coordinated to discuss evolving technology to improve the needs of state vehicle inspection programs for consumer vehicles.

¹ NCTCOG Measure

² Federal Measure

³ State Measure

⁴ Local Measure

5. Completed implementation and reimbursement of four diesel vehicle replacements and 14 electric vehicle charging station installations.
 6. Coordinated nominations, selection, and development of guiding principles for the DFW Clean Cities Technical Advisory Committee, which held its first meeting on September 26, 2023. Weekly email blasts and updates to the website at www.dfwcleancities.org ensured consistent stakeholder communications, along with frequent one-on-one outreach and stakeholder follow-ups. In addition to the events highlighted under Results 2 and 4, six stakeholder events and meetings were held throughout fiscal year 2023. Staff submitted reports and attended meetings as requested by the Department of Energy.
 7. Staff continued to liaise between local stakeholders and coordinators of national studies on EV use and natural gas vehicle maintenance costs to ensure regional data is represented in the studies. Information is available at <https://www.energetics.com/evwatts-vehicle-dashboard> and <https://cleanfuelsohio.org/deo/ngv-uptime-project-page/>.
 8. During FY2023, staff distributed a survey to identify priority energy management topics, hosted seven workshops/roundtables in response to identified priorities, and created a white paper to provide a template outline for assisting local governments in drafting energy plans. Participation from local governments representing Justice 40 communities was documented to support the achievement of Justice 40 objectives. Outreach and technical assistance was also conducted for local governments to complete reporting required under Texas Health & Safety Code Section 388.005(c).
 9. Three competitive grant proposals were submitted, including two proposals to the FHWA Charging and Fueling Infrastructure Program and one to the Joint Office of Energy and Transportation Ride and Drive Electric Funding Opportunity Announcement. In addition, NCTCOG air quality or clean vehicle/alternative fuel project elements were incorporated into nine grant proposals submitted to the Department of Energy by other teams or organizations, 4 of which were awarded by the end of fiscal year 2023.
 10. One low-emissions vehicle was operated and maintained for staff business use.
 11. Meetings were held with the Air Quality Health Monitoring Task Force, with government representatives, health officials, academic representatives, and air quality experts.
8. **Goal:** Continue to assist communities in the implementation of Sustainable Development initiatives such as bicycle and pedestrian planning, transit-oriented development, land use planning, economic development, parking, and community schools and transportation.

Funding Source: FY2023 Transportation Planning Funds (Federal Highway Administration [FHWA] Section 112 PL funds, Federal Transit Administration [FTA] Section 5303 funds, Texas Department of Transportation [TxDOT] matching funds in the form of Transportation Development Credits [TDCs]), federal Surface Transportation Block Grant Program (STBG) funds, federal Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds, Federal Transit Administration (FTA) funds, federal Regional Toll Revenue (RTR) funds, Regional Transportation Council (RTC) Local funds, and other local funds.

Attainment: Met

Primary Work Tasks:

1. Implement Sustainable Development infrastructure projects with focus on completion and close-out procedures.¹

¹ NCTCOG Measure

² Federal Measure

³ State Measure

⁴ Local Measure

2. Provide planning assistance for land use and transportation projects.¹
3. Provide meeting opportunities for coordination on coordinated land use/transportation planning for cities and transit agencies.¹
4. Advance strategic regional transit-oriented development (TOD) data collection and analysis, and planning assistance, as requested.¹
5. Advance the Community Schools and Transportation Program.^{1,2,3} (FHWA, TxDOT)
6. Host quarterly Regional Bicycle and Pedestrian Advisory Committee (BPAC) meetings.¹
7. Provide planning assistance for bicycle and pedestrian projects and continue mapping efforts.¹
8. Continue bicycle and pedestrian data collection and reporting.^{1,2} (FHWA)
9. Provide training and webinar opportunities to stakeholders on Sustainable Development principles such as bicycle and pedestrian safety and accessibility, land use, green infrastructure, safe routes to school/school siting, and parking.¹
10. Provide Regional Bicycle and Pedestrian Safety education and outreach.^{1,2,3,4} (FHWA, TxDOT, local governments in the Metropolitan Planning Area).
11. Finalize development of a citywide bicycle plan for the City of Irving.¹
12. Prepare and promote the development and adoption of Complete Streets policies by local jurisdictions in the region, a check list/guide for Complete Streets, and performance measures.¹
13. Continue Regional Smart Transit Corridors and Walkable Places planning.¹
14. Continue Geographical Information System (GIS) mapping, analysis, and recommendations for priority investment in pedestrian and bicycle infrastructure projects located in bicycle facility priority zones in proximity to transit stations/stops/corridors.¹
15. Continue development of Regional Parking Management Initiatives tools and resources.¹
16. Initiate development of corridor level Silver Line TOD Plan for DART and corridor cities.^{1,2} (FTA)

Principal Performance Measures:

1. Work with local governments to implement projects by continuing oversight of design and construction on various Sustainable Development infrastructure projects. Review progress reports and invoices and provide overall project tracking and reporting of the program. Continue a focus on project closeouts.
2. Perform work related to planning technical assistance, workshops, land use and demographic analysis, review of existing conditions, policies, zoning, and code requirements.
3. Host Coordinated Land Use and Transportation Planning Task Force meetings or training opportunities during the year.
4. Develop regional data driven transit-oriented development (TOD) planning resource products based on metrics such as demographics, land use policy, and development outcomes. Perform work related to planning technical assistance for TOD planning as needed by local governments.
5. Develop tools and resources and provide technical assistance related to safe routes to school and school siting, land use, and green infrastructure. Complete development of regional safe routes to school action plan.
6. Prepare meeting information and advertise for BPAC meetings. Develop agendas and presentations that provide educational information and updates on programs, projects, and funding opportunities.

¹ NCTCOG Measure

² Federal Measure

³ State Measure

⁴ Local Measure

7. Continue efforts to develop and fund regional trails. Provide updated mapping of the regional Veloweb, community pathways, and on-street bikeways, and provide technical assistance on community plan and project development.
8. Continue monitoring bicycle and pedestrian count data throughout the region and provide periodic reports of count data.
9. Host workshops/training sessions on Sustainable Development principles.
10. Continue regional safety outreach and promotion of LookOut Texans by providing education materials and items at events and online throughout the year.
11. Prepare recommendations and finalize the Irving citywide bike plan.
12. Continue to provide technical assistance and monitor the number of locally adopted Complete Streets policies in the region. Prepare templates and materials that encourage and support the adoption of Complete Streets policies by local jurisdictions. Prepare a regional planning approach for complete streets with associated guidance.
13. Develop pilot placemaking guide for local governments to temporarily demonstrate innovative treatments aimed at activating walking-friendly environments. Complete initial findings on jobs/housing balance in North Texas. Finalize guidance on value capture funding local best practices. Develop report on NCTCOG land banking for coordinated land use and transportation projects. Continue to refine data on walkable places in the region to provide analysis for best practices.
14. Provide planning-level recommendations and opinions of probable cost for priority implementation sections of the regional Veloweb, community trails, and sidewalk infrastructure that close significant gaps in the network and improve access to transit stations/stops/corridors, including high frequency bus routes in the Trinity Metro system.
15. Develop data-driven tools, strategies, and plans, and provide technical assistance to support management and programming of efficient parking at various locations in the region.
16. Conduct base data collection, report on existing conditions and coordinate with Silver Line TOD stakeholders. Advance work in routes to rail, jobs/housing balance analysis, and parking review. Work towards developing corridor level recommendations.

Results:

1. Work continued with local governments to implement projects in the Sustainable Development Funding Program. Two Regional Toll Revenue (RTR) or Regional Transportation Council (RTC) Local funded infrastructure projects (Lake Highlands TOD Multimodal Connectivity project and the Dallas Collective project) and one landbanking project (Irving Heritage District Landbanking project) are currently underway. Four CMAQ/STBG funded projects (Lewisville College Street, Ennis UPRR Safety Zone, Irving SH 356/Irving Boulevard, and Denton County Transportation Authority Intermodal Transit Center) are currently underway. One CMAQ/STBG funded project was completed (Crowley Main Street), and one (Weatherford US 180 Northern Loop) was cancelled. Development of metrics and data collection/analysis continued for an evaluation study of completed Sustainable Development Funding Program projects. Locally led initiatives and other Sustainable Development projects were tracked.
2. In response to project funding requests, staff provided project review and technical assistance and review of existing conditions for transportation projects of potential regional significance. A regional guide providing cities with guidelines and tools for developing community gardens on public lands near transit stations was completed. The Bottom District Neighborhood Beautification Design Guidelines project awarded funding through Round 3 of the Blue-Green-Grey funding initiative began with contract execution and coordination with the City of Dallas for locating a pilot project site within the neighborhood.

¹ NCTCOG Measure

² Federal Measure

³ State Measure

⁴ Local Measure

3. Four quarterly meetings of the Coordinated Land Use and Transportation Planning Task Force were held. Staff prepared presentations, coordinated meeting setup, contacted local governments to identify contacts, and recruited speakers. Each meeting had a featured topic, in addition to local updates on land use/transportation projects, policy, or plans that provided repeatable strategies for other local governments. Featured topics included housing, multimodal land use developments, land value capture for transportation, and mixed-use transportation impacts.
4. Coordinated with area cities on ongoing transit-oriented development projects and possible regional funding support. Collected and prepared data in support of grant applications for projects in rail station areas. Prepared information on parking management best practices for TOD in dense station areas.
5. Technical assistance was provided to cities and independent school districts regarding planned or proposed school sites and Safe Routes to School projects and coordination efforts. An effort to coordinate crossing guard establishment across the region was launched. Safe Routes to School projects awarded funding as part of a Transportation Alternatives Call for Projects were monitored for progress in advancement and coordination provided when needed. Staff completed planning and preparations to implement a Walk to School Day promotional effort providing free supportive materials to 24 participating schools in the region. A final draft of the Safe Routes to School Regional Action Plan was completed.
6. Three meetings of the Bicycle and Pedestrian Advisory Committee were held in FY2023. Meeting agendas and materials were prepared, and announcement notices sent in advance of each meeting. A wide variety of topics were presented at the meetings including updates regarding dockless vehicle regulations by cities in the region (e.g. e-bikes and scooters), the Metropolitan Planning Organization Transportation Alternatives Program Call for Projects, TxDOT's research project about green pavement markings at intersections for non-motorized users, lessons learned about bicycle protected intersection designs, retrofit of bikeway facilities on a major roadway bridge in Dallas, regional sidewalk data inventory, regional trail branding and wayfinding, planning for bicycle friendly communities, transit oriented development planning along the Silver Line commuter rail corridor, Walk to School Day coordination and events, updated regional data for pedestrian and bicycle crashes, and annual updates to the regional trails and on-street bikeway database maintained by NCTCOG.
7. Continued ongoing updates throughout the year related to the regional database of trails and on-street bikeways. The data is provided on an online interactive map and used for multiple ongoing plans and studies throughout the region and will be included in the future Mobility 2050 Plan. Provided trail and bikeway master plan GIS files to consultants coordinating various TxDOT highway improvement planning/projects. Continued coordination with Dallas Area Rapid Transit (DART) and local governments related to the engineering design and construction of the Cotton Belt Trail to be implemented with the DART Silver Line Commuter Rail project. Coordinated applications for funding of Cotton Belt Trail construction that DART submitted to the USDOT (RAISE grant) and the TxDOT Statewide Transportation Alternatives Program Call for Projects. Project deliverables were completed for the Fort Worth to Dallas Regional Trail Branding and Wayfinding project consultant-led project, including staff review of project deliverables, hosting stakeholder meetings, and reviewing invoices and progress reports.
8. Continued monitoring data collected by bicycle and pedestrian count equipment throughout the region and provided count data for the TxDOT statewide bicycle and pedestrian count exchange (BP|CX) which is published online at <https://mobility.tamu.edu/bikepeddata/>.

¹ NCTCOG Measure

² Federal Measure

³ State Measure

⁴ Local Measure

9. Served as the host location for two webinars by the Association of Pedestrian and Bicycle Professionals focused on “School Streets: Testing Car-Free Zones around Schools” and the “Evolution of Bikeways” including the ever-changing design guidance. Also assisted FHWA to conduct a roadway safety audit for two corridors in Arlington. Hosted a Pilot Placemaking for Transportation workshop for local governments and partners.
10. Continued the regional safety campaign “Look Out Texans Bike-Walk-Drive Safely” throughout the year via the campaign website, www.lookouttexans.org. Provided various education and outreach materials for community events. Coordinated with local governments and regional partners to promote the safety tips such as through social media posts. Continued ongoing promotions of videos highlighting regionally significant trails through social media and local stakeholders. Updated the Highlighted Regional Trails of North Texas brochure and distributed copies to stakeholders around the region.
11. Continued coordination with the City of Irving for a citywide on-street bike plan, conducted coordination meetings with city staff and ongoing stakeholder meetings, prepared draft recommendations for the recommended bikeway network, and prepared a draft narrative for the master plan including action steps for implementation.
12. Continued research for elements to include in regional guidance for complete streets policies. Coordinated presentations and recommendations for the Regional Transportation Council approval of Resolution 22-04 supporting a regional model for complete streets (context sensitive design) adopted on November 12, 2022.
13. Developed final draft of pilot placemaking guide for local governments to develop innovative temporary treatments aimed at activating walking-friendly environments. Completed initial findings and draft report on existing conditions related to jobs/housing balance in North Texas. Developed draft report on NCTCOG land banking for coordinated land use and transportation projects. Completed inventory of walkable places in the region. Completed a North Texas Value Capture for Transportation Report that recommended best practices for local application of Tax Increment Financing (TIF), Public Improvement Districts (PIDs), and impact fees for transportation. Drafted a report on economic benefits and impacts of active transportation with coordinated land uses. Drafted a 2023 update on transportation and gentrification with local government strategies for advancing equitable development. Drafted a NCTCOG staff guide creating benefit-cost analysis for transportation projects. Completed assembly of a regional sidewalk GIS layer for ongoing pedestrian project support.
14. Finalized methodology and prepared planning-level recommendations to prioritize implementation of sections of the Regional Veloweb network that will close gaps and improve access to transit stations/stops/corridors. Finalized methodology and initiated data collection and analysis of one Trinity Metro high frequency bus route along Camp Bowie Blvd. in Fort Worth.
15. Completed parking data collection on over 50 sites in North Texas and created a draft database table analyzing peak use. Completed a public survey, on-site peak parking demand counts, stakeholder engagement, and best practice research for technical assistance to the City of Dallas on the Deep Ellum Parking study which will be completed in late 2023.
16. Began developing the Silver Line corridor TOD plan by coordinating with the Cities of Dallas, Carrollton, Addison, Richardson, and Plano. Gathered data, contacted private property owners, and launched a Request for Proposals process for consultant services on a TOD Parking Study for the Silver Line. Completed procurement of consultant to develop a Bikeway Facilities to DART Rail Stations Study after coordination with local governments and inventory of the existing bicycle and pedestrian network in the station areas.

¹ NCTCOG Measure

² Federal Measure

³ State Measure

⁴ Local Measure

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

Funding Source: FY2023 Transportation Planning Funds (Federal Highway Administration [FHWA] Section 112 PL funds, Federal Transit Administration [FTA] Section 5303 funds, Texas Department of Transportation [TxDOT] matching funds in the form of Transportation Development Credits [TDCs]), federal Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds, federal Surface Transportation Block Grant Program (STBG) funds, TxDOT funds, and Regional Transportation Council (RTC) Local funds.

Attainment: Met

Primary Work Tasks:

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

Principal Performance Measures:

1. Encourage the deployment of automated vehicle technologies, cultivate transportation data sharing capabilities by local partners, support development of shared mobility services, educate regional decision makers and public on automated vehicle technology and planning considerations, and coordinate with local and state government entities on "smart city/smart transportation" initiatives. The Internet and other technology will be used as a tool to assist in transportation demand management.
2. Introduce and receive approval from the NCTCOG policy committee to develop a new phase of project development within the Transportation Technology and Innovation Program.
3. Develop web-based informational resources, data-driven forecasting, and modelling tools for long-range transportation planning, as well as continue to cultivate partnerships with local, regional, state, and academic entities.

Results:

1. NCTCOG staff actively encouraged the deployment of automated vehicle technologies and promoted transportation data sharing among local partners. Advised North Texas cities on automated vehicle solutions for mobility challenges and supported shared mobility services development. Educated regional decision makers and the public on automated vehicle technology and planning, collaborating closely with local and State governments on "smart city/smart transportation" initiatives. Focused on leveraging the internet for transportation technology growth, emphasizing broadband access, virtual transportation, and supporting vehicle-to-everything (V2X) communication. Additionally, staff attended, presented, and networked at roughly 30 conferences, primarily in the Dallas-Fort Worth Metroplex, but also at state and national levels. Whenever presenting at state or national level audiences, the goal was to showcase and request feedback on NCTCOG innovative program areas. Progress continued on the Interstate Highway 30

¹ NCTCOG Measure

² Federal Measure

³ State Measure

⁴ Local Measure

Technology Corridor project collaboration between NCTCOG and TxDOT, integrating advanced communication technologies. Initiated the Dallas-Fort Worth Freight Optimization project to enhance freight traffic flow near freight-oriented developments in North Texas, aligning with the Department's overarching goal of advancing smart transportation solutions.

2. Staff strategically prepared for vehicle automation and connectivity, securing crucial grants, and engaging in community-focused research. The University Partnership Program explored emerging transportation technologies, particularly their societal impact. A transformative collaboration with regional research universities led to the establishment of the North Texas Center for Mobility Technology (NTCMT). This hub became instrumental in advancing transportation research and providing vital resources for technology developers. Simultaneously, the Freight Vehicle Optimization Project made significant strides, enhancing traffic flow across 500 intersections.
 3. Staff advanced AV-related coursework with the Texas Transportation Institute, tracked evolving legislation for connected and automated vehicles, and integrated new data into the Transportation Data Working Group. Extended support to local AV deployments, progress was made in planned AV deployment in McKinney. Notably, the North Central Texas Council of Governments innovation zone concept won the 2023 Texas Innovation Alliance Innovation Invitational for Southeast Fort Worth. Initiated cybersecurity studies in transportation and engaged with tech vendors for future regional projects, emphasizing situational awareness applications for infrastructure assessment and traffic patterns.
10. **Goal:** Monitor and implement the Metropolitan Transportation Plan (MTP), Mobility 2045 Update, and perform planning studies to evaluate and refine roadway, transit, and freight projects recommended in the MTP.

Funding Source: FY2023 Transportation Planning Funds (Federal Highway Administration [FHWA] Section 112 PL funds, Federal Transit Administration [FTA] Section 5303 funds, Texas Department of Transportation [TxDOT] matching funds in the form of Transportation Development Credits [TDCs]), North Texas Tollway Authority (NTTA) funds, TxDOT funds, and public or private funds.

Attainment: Met

Primary Work Tasks:

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

¹ NCTCOG Measure

² Federal Measure

³ State Measure

⁴ Local Measure

5. Engage the public in the process of amending and/or updating the Metropolitan Transportation Plan and provide results of the planning process.^{2,3} (FHWA, FTA, TxDOT)

Principal Performance Measures:

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

Results:

1. Regular coordination meetings and other project-specific ad hoc meetings were held with transportation partners to monitor the progress of ongoing multimodal studies and evaluate the effectiveness of design concept and design scope. Project recommendations were refined through more frequent meetings with transportation partners and added to the plan through an amendment or queued for future plan development. Staff collaborated with multiple freight railroads, TxDOT, cities, and counties on regional/corridor freight studies, including, a new regional freight mobility plan, truck corridor studies, freight land use studies, at-grade rail crossing safety initiatives, truck lane restrictions, and freight/passenger rail mobility.
2. Revenue sources were monitored to ensure financial constraint of the existing plan, Mobility 2045 Update. Federal, state, and local revenues were monitored, including the influx of funding from the new Infrastructure Investment and Jobs Act funding legislation, local bond revenue, and state revenues from Propositions 1 and 7.
3. Roadway alternatives were evaluated to determine capacity needs within logical constraints on freeway and arterial corridors. Alternatives were also performed to calculate the benefits of providing optimal operational improvements on arterials. Travel model support and coordination was provided for new and ongoing major roadway corridor studies, as well as thoroughfare planning and subarea studies. This effort included roadway network coding, travel demand modeling, the development of alternative scenarios, demographic review, historical volume research, volume change analyses, and select link and origin/destination analyses.
4. The mobility plan's existing performance-based planning process was utilized. This included incorporation of updated data, trends, and targets for federally required performance measures as required by rulemaking. Work continued to enhance performance measurement framework designed to quantify the performance of the region's transportation system relative to the goals of the plan.

¹ NCTCOG Measure

² Federal Measure

³ State Measure

⁴ Local Measure

5. Several interactive online mapping tools were maintained on the Mobility 2045 webpage to inform the public of the transportation planning process and the recommendations in the plan. A framework was developed for an online plan concept to be rolled out for future updates to the plan. A public-friendly GIS-based tool named Map Your Experience was enhanced and placed online to provide a platform for the public to make location-specific comments related to transportation within the North Central Texas region. Presentations were made to local partners and the mapping tool was made available at community outreach events. Public education campaigns were developed to make the public aware of the online tool and solicit input. Findings from the tool's data were compiled in monthly comments reports provided to the Regional Transportation Council and the public.

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

Funding Source: FY2023 Transportation Planning Funds (Federal Highway Administration [FHWA] Section 112 PL funds, Federal Transit Administration [FTA] Section 5303 funds, Texas Department of Transportation [TxDOT] matching funds in the form of Transportation Development Credits [TDCs]), Federal Transit Administration (FTA) funds, federal Surface Transportation Block Grant Program (STBG) funds, TxDOT funds, Regional Transportation Council (RTC) Local funds, and other public or private funds.

Attainment: Met

Primary Work Tasks:

1. Provide recommendations to the Regional Transportation Council for programming of FTA funds to support the operation of public transportation services in the region.^{1,2} (FTA)
2. Serve as the FTA Designated Recipient for Urbanized Area Formula Program (Section 5307), Bus and Bus Facilities Program (Section 5339), State of Good Repair Program (Section 5337), and Enhanced Mobility of Seniors and Individuals with Disabilities Program (Section 5310) funds on behalf of public transportation providers in the Dallas-Fort Worth-Arlington Urbanized and Denton-Lewisville Urbanized Areas.² (FTA)
3. Manage projects awarded Coronavirus Aid, Relief, and Economic Security (CARES) Act and American Rescue Plan (ARP) Act funds in the Dallas-Fort Worth-Arlington Urbanized Area.² (FTA)
4. Serve as the lead agency for regional public transportation coordination and planning activities in the 16-county North Central Texas region.^{2,3} (FHWA, FTA, TxDOT)
5. Coordinate existing and planned transit studies and assist in planning activities, including technical assistance for service initiation and service modifications.^{2,3} (FHWA, FTA, TxDOT)
6. Coordinate transit services and implement innovative transit-related projects and programs to encourage the use of sustainable transportation options and access to public transit services.^{2,3} (FTA, TxDOT)
7. Identify and implement new and revised federal transit regulations.^{1,2} (FTA)
8. Monitor, implement, and promote the Regional Vanpool Program outlined in the Congestion Management Process (CMP) for the Dallas-Fort Worth Metropolitan Area and Metropolitan Transportation Plan (MTP) documents.^{2,3} (FTA, TxDOT)

¹ NCTCOG Measure

² Federal Measure

³ State Measure

⁴ Local Measure

Principal Performance Measures:

1. Develop annual Transit Section program of projects, and coordinate programming of funds in an approved Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP).
2. Administer the Urbanized Area Formula Program (Section 5307), Bus and Bus Facilities Program (Section 5339), State of Good Repair Program (Section 5337), and Enhanced Mobility of Seniors and Individuals with Disabilities Program (Section 5310).
3. Obtain reimbursements for project implementation and reports summarizing compliance per federal guidance.
4. Monitor progress towards goals and strategies; continuously review data for existing and planned projects and services, to include networks, routes, and on-demand services; and facilitate task forces, working groups, and partnerships. Present data analyses, participate in public involvement activities, produce maps, document needs, identify gaps in transit service, and provide solutions to improve public transportation.
5. Perform work related to planning technical assistance, demographic analysis, review of existing conditions, and develop recommendations. Continue to monitor and manage existing consultant planning studies, review deliverables as available, and participate in the public involvement process. As studies are concluded, complete close-out procedures.
6. Identify strategic partnerships to establish or sustain transit services in the region. Develop and coordinate funding of project awards to transit services providers and public transit entities to address gaps in transit service and provide solutions to improve public transportation.
7. Provide plans and guidance to subrecipients in response to new regulations; assist transportation providers to revise policies, procedures, and plans based on new regulations.
8. Continue to manage and oversee the Regional Vanpool Program. Coordinate with transit agencies to create and promote a more streamlined program. Present data analysis, produce maps, document origin/destination of vanpools and track vanpool-related performance measures.

Results:

1. Coordinated with nine public transportation providers and two local municipalities to process 20 Fiscal Year 2023 Program of Projects ensuring TIP/STIP inclusion and approval for a combined total of approximately \$182.1 million in federal funds through Federal Transit Administration (FTA) programs.
2. Managed 23 FTA grants totaling \$90 million in federal funds on behalf of eight subrecipients. Coordinated and submitted 60 quarterly progress reports, four Charter Service reports, six National Transit Database (NTD) annual reports, and 48 NTD Ridership & Safety and Security reports.
3. Managed one Coronavirus Aid, Relief, and Economic Security Act (CARES) grant and performed administrative functions associated with all projects continued and monthly requests for reimbursements were processed totaling \$ 2,331,032 in CARES Act funds.
4. Completed update of the regional public transportation coordination plan for North Central Texas, Access North Texas. Coordinated three regional mobility manager meetings with 19 transit partners to facilitate discussion and share best practices on regional mobility topics. Topics included an overview of ongoing transit studies within the North Central Texas Region, insight into health-related transportation initiatives in Tarrant County, and rider initiatives with Dallas Area Rapid Transit (DART). Monitored, analyzed, and

¹ NCTCOG Measure

² Federal Measure

³ State Measure

⁴ Local Measure

coordinated planning and implementation of transit services throughout the region including ongoing updates to publicly available ArcGIS data layers and web maps of transit routes, on-demand transit zones, and agency/provider service areas throughout the region. The Transit Ridership Dashboard, which provides stakeholders with a visualization of transit ridership from around the region, continued with quarterly updates. Collaborated with transit partners regularly through meetings and workshops to ensure ongoing and upcoming plans and projects were coordinated with broader efforts and upcoming major events in the region.

5. The Denton County Transit Planning Study was completed with consultant assistance. Activities included public and stakeholder engagement, technical analyses to develop transit implementation, funding, and operating scenarios, and the development of a Final Report. Progress was also made toward completing the East Dallas, Kaufman, and Rockwall Counties (EDKR) Transit Planning Study, including holding public and stakeholder outreach events and conducting analyses to understand existing conditions, needs, and the market for transit. Finally, the Intermodal Transportation Hubs for Colleges and Universities Study, which developed a comprehensive guide for planning and strategic implementation of mobility hubs on campuses around the region, was completed with consultant assistance. In addition to public and stakeholder engagement, the funding and implementation strategies were developed and integrated with previous reports to produce a Regional Campus Mobility Hub Catalog and a University of North Texas Denton Mobility Hub Strategy.
6. Project proposals were evaluated in two cycles for the Transit Strategic Partnerships Program. During the year, four projects were recommended for funding and implementation. These projects address gaps in service for seniors and individuals with disabilities in the City of Forest Hill, the City of Arlington, and two projects to connect services in Collin County. Selected projects incorporate recommendations from both the Collin County Transit Study and the Tarrant County Transit Study. Services are being coordinated with Trinity Metro, Denton County Transportation Authority, and the City of Arlington. Projects were approved for implementation in FY2024. Initial coordination began with the City of Murphy and conversations continued with the Cities of Frisco and Mansfield regarding implementing transit service in those areas as part of the Transit Strategic Partnerships Program.
7. Updated five subrecipients regarding changes surrounding the Public Transportation Agency Safety Plan. Provided guidance to five subrecipients on federal regulations surrounding the following subjects: Drug and Alcohol Program, Satisfactory Continuing Control, Section 5307, Section 5310, Transit Asset Management, Americans with Disabilities Act, Title VI, and Maintenance. Performed oversight activities for six subrecipients to address compliance with FTA requirements. Procurement guidance and review was provided for five subrecipients. Periodic meetings were also held to ensure compliance with programmatic requirements.
8. Management and oversight of the Regional Vanpool Program continued. Coordinated with the Denton County Transportation Authority and Trinity Metro regularly to discuss and strategize growing the program, marketing and outreach as well as best practices. Provided data analysis, produced maps, documented origin/destination of vanpools, and tracked vanpool-related performance measures. At the end of FY2023, 245 vanpools were in operation, which contributed to vehicle miles (VMT) reductions, along with reducing volatile organic compound and nitrogen oxide emissions.

¹ NCTCOG Measure

² Federal Measure

³ State Measure

⁴ Local Measure

12. **Goal:** Successfully implement a performance-based planning and coordination process.

Funding Source: FY2023 Transportation Planning Funds (Federal Highway Administration [FHWA] Section 112 PL funds, Federal Transit Administration [FTA] Section 5303 funds, Texas Department of Transportation [TxDOT] matching funds in the form of Transportation Development Credits [TDCs]).

Attainment: Met

Primary Work Tasks:

1. Review evolving rules and regulations related to federal performance-based planning and coordinate with partners on development of targets.^{2,3} (FHWA, FTA, TxDOT)
2. Support local performance planning and initiatives to assist the region in congestion, air quality and safety priorities due to limited resources.^{1,2,3,4} (FHWA, FTA, TxDOT, Local Governments)
3. Strengthen the role of data and performance measurement in transportation decision-making processes.^{2,3} (FHWA, FTA, TxDOT)

Principal Performance Measures:

1. Coordinate internal meetings among staff and monthly meetings with staff and partners. Coordinate presentations and action items for committees as needed. Adopt federal performance measure targets as required.
2. Develop trends and analyses for use in strategic planning.
3. Enhance/expand data collection, databases, analysis methodologies, and other processes to support performance-based planning efforts in the metropolitan transportation planning process. Update web-based performance measure monitoring reports.

Results:

1. Met with internal staff and conducted monthly statewide coordination meetings to ensure all targets were met and plans for new goals developed. Adopted federal performance measure targets as required for the following rulemakings: Highway Safety (PM1) and Pavement/Bridge Condition (PM2).
2. Continued COVID-19 performance reporting and analyzed impacts to the transportation system. Continued to maintain performance measurement framework relative to the goals of Mobility 2045 Plan Update.
3. Worked to include updated analyses and performance data in analytical planning efforts including, but not limited to, project selection exercises. Maintain public facing COVID-19 performance metric dashboard.

¹ NCTCOG Measure

² Federal Measure

³ State Measure

⁴ Local Measure