

TRANSPORTATION DEPARTMENT FY2020 GOALS AND ACCOMPLISHMENTS

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

Funding Source: FY2020 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: Partially Met - Due to COVID-19 travel restrictions and guidelines, data collection for the 2020 Transit On-Board Survey was suspended and the Toll Road User Survey was postponed.

Primary Work Tasks:

1. Maintain and enhance the regional travel models (RTMs) for the metropolitan planning area.¹
2. Maintain and improve an information system for transportation data.¹
3. Design and conduct travel survey and data collection projects.¹
4. Develop and maintain demographic forecasts.¹

Principal Performance Measures:

1. Maintain and develop the existing and new Regional Travel Models, respectively called DFX and TAFT, ensuring usability and proper operation. Maintain the software applications, and archive system of model versions and model runs. Develop model description documentation and training materials and conduct user training sessions. Provide support in the use of RTMs through updates to the software application and technical assistance to model users.
2. 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.
3. Conduct 2020 Transit On-Board Survey. Expand and analyze data acquired from the 2017 National Household Travel Survey. Prepare and initiate the Toll Road User Survey.
4. Provide support for demographic data for the existing forecast. Coordinate with local governments, process data, and develop methods for the creation of the next demographic forecast.

Results:

1. The DFX model was maintained for operation through software maintenance and technical assistance. The TAFT model was developed and enhanced through improvement of software and backward compatibility with the existing system. User training was conducted using NCTCOG-developed materials. Model documentation is in progress. The file archiving system was also maintained for model versions and model runs.

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2. A new traffic counts website was developed and launched. This new website has several features that allows the user to easily access the data and provides access to several charts and tables. The bike and pedestrian data is displayed in the traffic counts website. Several datasets were assembled to calculate and illustrate the impact of COVID-19 on the regional transportation systems. The latest traffic counts collected by partner agencies were integrated in the centralized database. The traffic speed data provided by FHWA was integrated and used in several analyses.
3. A consultant for the 2020 Transit On-Board Survey was selected. The on-board data collection for the spring survey began in February 2020 and was suspended in March 2020 due to the COVID-19 pandemic. The survey data collected was reviewed, cleaned, and provided to NCTCOG. An initial analysis of trip length distribution and mode for the 2017 National Household Travel Survey data was created. The Toll Road User Survey was postponed due to travel restrictions caused by the pandemic.
4. The demographic forecasting process is advancing. A large employer data was updated, and small area population and employment were estimated for years 2005 and 2015 to be used in the forecasting model process for 2045. Land use data for the existing years will be gathered and integrated into the process. Coordination with local governments will continue to be implemented to approve the data estimates.

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

Funding Source: FY2020 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 Department of Energy (DOE) funds, federal Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds, public and/or private funds, and Transportation Development Credits.

Attainment: *Met*

Primary Work Tasks:

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

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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, electronic email list of users and surveys to quantify effectiveness of educational campaigns. Provide graphic, audio/visual, educational, social media messages, and informational services for local governments, as well as NCTCOG's Transportation Department, on transportation and air quality related-programs/campaigns.
4. Update the Public Participation Plan, as necessary, to ensure that it is current with federal guidelines, paying attention to Environmental Justice elements.
5. Hold public meetings, partner to jointly host meetings with other organizations, or offer online opportunities on relevant transportation topics to inform the public and seek input on the decision-making process.
6. Maintain current contact information for individuals, transportation partners, elected officials, businesses, chambers of commerce and others to whom public meeting notices and notices for online participation opportunities are sent by mail or email. Publicize opportunities for public involvement in newspapers, including minority and Spanish-language newspapers.
7. Select locations for public meetings based on physical accessibility and proximity to public transportation. When possible, provide an online viewing option for public meetings to help ensure resident participation in the decision-making process. Provide translation of materials when appropriate according to the Language Assistance Plan.

Results:

1. Transportation Department staff published monthly and semiannual newsletters, fact sheets and technical reports with information about regional transportation and air quality issues. These publications were distributed to partners and the public through the mail, at events 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 Connecting the Dots of Regional Transportation, using a narrative and performance measures to show how regional planning efforts affect communities. Approximately 7,000 hard copies were mailed to policymakers, elected officials, transportation partners and other interested parties, including school districts, civic organizations, businesses, and public libraries. Additional copies were shared electronically upon request. An online version was published in HTML and PDF formats. In addition, staff received and responded to dozens of inquiries from the media, matching reporters with subject-matter experts to assist them with their stories about transportation and air quality issues. Furthermore, staff wrote and distributed 23 press releases about a variety of projects

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and programs affecting the lives of residents.

2. Due to the COVID-19 pandemic, most in-person community events in FY2020 were either canceled or postponed. Department staff participated with partners in three community events across the region to distribute information about transportation and air quality issues. As 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 and/or meetings. Staff also produced air quality educational materials for partners, such as promotional items and outreach campaign elements.
3. For the Air North Texas campaign, staff used social media and coordinated with partners to increase air quality awareness. No in-person events were held due to the COVID-19 pandemic. Clean Air Corner, the Air North Texas blog, was distributed monthly to more than 4,300 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 Alert messages were disseminated to interested parties. Thirty-two Ozone Action Day Alerts and one Particulate Matter Action Alert were distributed to subscribers. Air North Texas website traffic was monitored; the website recorded more than 9,800 users and 13,000 sessions for the fiscal year. On August 5, Air North Texas celebrated the eleventh 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 440 North Texans made commitments to participate in Clean Air Action Day as a result. Communication services continued for other Department air quality-related programs and campaigns, such as the Try Parking It commuter tracking program, GoCarma, and bicycle/pedestrian education. Some materials developed include graphics, outreach campaign materials, original video series, and educational items. In response to the COVID-19 pandemic, NCTCOG created content and activities for families and individuals staying at home; this content was posted to a specific webpage and shared across the Department's digital accounts.
4. The Regional Transportation Council approved an amendment to the Public Participation Plan in March. The plan incorporates a Language Assistance Plan, Environmental Justice elements and Title VI considerations. The amendment provides rules for members of the public who wish to comment at the beginning of a Regional Transportation Council meeting in accordance with HB 2840 (86th Texas Legislature). Staff also monitored federal legislation and guidance to ensure the Public Participation Plan complied with regulations. Significant work researching and evaluating how to enhance outreach and communication was accomplished and will contribute to ongoing efforts to educate and involve North Texans in transportation planning.
5. Due to the COVID-19 pandemic, provisions of the Texas Open Meetings Act were suspended by the Governor on March 16, 2020. Consequently, staff held seven online public input opportunities. Three in-person public meetings took place prior to the Governor's declaration. Altogether, 10 public input opportunities were held 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

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about 15,000 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. Evening public meetings at the NCTCOG offices in Arlington were accessible to individuals with disabilities and located near public transportation. Each meeting was livestreamed while staff monitored an email account designated to receive questions and comments from the public in real time. A video recording of each meeting was also posted online at www.nctcog.org/video for anyone who could not participate in the meeting. The need and resources available for translation of materials were monitored. Each public meeting notice included information in English and Spanish about how to request language assistance. Also, the Department began an effort to translate major plans, reports, and other informational pieces into Spanish.

3. Goal: Reduce congestion on the roadway system and improve reliability.

Funding Source: FY2020 Transportation Planning Funds (Federal Highway Administration [FHWA] Section 112 PL funds, Federal Transit Administration [FTA] Section 5303 funds, and Texas Department of Transportation [TxDOT] matching funds in the form of Transportation Development Credits [TDCs]), federal Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds, federal Surface Transportation Block Grant Program (STBG) funds, Texas Department of Transportation (TxDOT) funds, Regional Transportation Council (RTC) Local funds, and Transportation Development Credits.

Attainment: Partially Met – The Congestion Management Process was not completed due to staff turnover.

Primary Work Tasks:

1. Complete update of the Congestion Management Process (CMP) for the Dallas-Fort Worth Metropolitan Area.^{2,3} (FHWA, FTA, TxDOT)
2. Monitor the integration of CMP in the Metropolitan Transportation Plan (MTP) and the Transportation Improvement Program (TIP) and improve related processes and documentation.^{2,3} (FHWA, FTA, TxDOT)
3. Monitor, implement, and promote Travel Demand Management (TDM) strategies outlined in the CMP and MTP. Coordinate TDM activities within the region and implement TDM projects.^{2,3} (FHWA, FTA, TxDOT)
4. Monitor, implement, and promote Transportation System Management and Operations (TSMO) strategies outlined in the CMP and MTP. Coordinate TSMO activities within the region and implement TSMO projects.^{2,3} (FHWA, FTA, TxDOT)

Principal Performance Measures:

1. Complete update of the CMP document. Track, evaluate, and respond to CMP Project Implementation documents submitted for projects that add roadway capacity. Perform planning analysis for added-capacity roadway projects.

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2. Continue to monitor new project requests and project modification requests that add capacity for MTP conformity. Hold new project and project modification requests for added capacity in the TIP until congestion mitigation strategies are included in the TIP or other funding program. Track and monitor projects in the TIP. Complete process update of CMP compliance activities as part of CMP Update effort.
3. Continue to manage and oversee the Regional Trip Reduction Program, the Try Parking It Program, Vanpool reimbursement on managed lane activities, and HOV rewards program. Promote TDM strategies and participate in employer and community outreach activities. Monitor and track TDM-related performance measures.
4. Support and assist regional partners to plan and implement strategies, promote cooperation, and participate in committee meetings, and develop and support existing and new TSMO projects in the region. Provide project oversight and management for the Regional Traffic Signal Retiming Program and Minor Improvement Program.

Results:

1. Substantial progress was made toward the update to the Congestion Management Process (CMP), although it was not completed. Capacity projects were evaluated with accompanying CMP project implementation documents and discussions were facilitated with TxDOT and internal groups on refining documents and the implementation process. Analysis of capacity projects includes all capacity projects including Freeways, Tollways, and regionally significant and nonsignificant arterials.
2. All projects being entered into the TIP through the modification process were evaluated for added capacity and confirmed through communication with TIP staff. As part of the CMP Update effort, related processes and documentation of CMP compliance activities are being evaluated.
3. Staff managed and administered the Regional Trip Reduction Program including oversight of the Try Parking It (TPI) website and application and participated in active communication and outreach with regional employers and commuters. Due to COVID-19 related restrictions, staff discontinued in-person outreach efforts in mid-March 2020. Staff continued to review and process reimbursement requests for the Vanpool Managed Lane Toll Reimbursement Program and communicated with program participants regarding reimbursement requests and documentation when needed. Regional TDM-related performance measures continued to be tracked and maintained and the regional annual TDM Performance Report was published. A regional trip reduction resolution was developed to promote the implementation of TDM strategies amongst regional employers and public agencies. Maintenance continued on the regional Park-and-Ride facility inventory listing and the regional listing was updated with new locations. Staff continued to coordinate with the newly established Legacy Connect Transportation Management Association (TMA) in Plano, TX, and assisted with development activities for a new TMA in the South Dallas Inland Port area. Regional Vanpool Program activities included development of an annual work plan and interlocal agreement, coordination of program budgets, review of invoice and payment activities for the Dallas Area Rapid Transit (DART) Vanpool Program, and regular communications with vanpool program staff from DART, Denton County Transportation Authority (DCTA), Trinity Metro, and regional private vanpool providers. Recent meetings with the transit agencies have focused on COVID 19 related issues/impacts and post COVID strategies, clarifying

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boundaries, as well as creating a more streamlined Regional Vanpool Program. At the end of FY2020, 173 total vanpools were in operation, which reduced vehicle miles traveled (VMT) and volatile organic compounds and nitrogen oxide emissions.

4. Support and assistance were provided to regional partners in the planning and implementation of strategies for existing TSMO projects and development of new TSMO projects in the region. Staff provided general contract management and project oversight of the Regional Traffic Signal Retiming Program including invoice approval, hosting monthly status meetings with consultants and TxDOT staff, and participation in committee meetings. Staff also facilitated interlocal agreements for the Minor Intersection Improvement Program with participating agencies. Support and coordination continued for the permanent dynamic message signs, including hours of operations for the IH 30 reversible lane, during events at AT&T Stadium and Globe Life Field, when requested.

4. Goal: Enhance the safety and security of the transportation system.

Funding Source: FY2020 Transportation Planning Funds (Federal Highway Administration [FHWA] Section 112 PL funds, Federal Transit Administration [FTA] Section 5303 funds, and Texas Department of Transportation [TxDOT] matching funds in the form of Transportation Development Credits [TDCs]), federal Surface Transportation Block Grant Program (STBG) funds, federal Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds, Regional Transportation Council (RTC) Local funds, other local funds, and Transportation Development Credits.

Attainment: Met

Primary Work Tasks:

1. Coordinate and oversee committee meetings, educational events, and activities.^{1,2,3} (FHWA, FTA, TxDOT)
2. Enhance the Regional Safety Information System; collect and analyze regional crash, fatality, and Hazardous Materials data.^{1,2,3} (FHWA, FTA, TxDOT)
3. Manage the regional Traffic Incident Management Training Program.^{1,2} (FHWA)
4. Coordinate and support the Mobility Assistance Patrol Program (MAPP) and Commercial Vehicle Enforcement (CVE) programs and projects.^{1,2} (FHWA)
5. Participate in projects/activities that will reduce traffic incident clearance times and reduce crash injuries and fatalities within the region.¹
6. Provide transportation security planning services to agency and regional partners.^{2,3} (FHWA, FTA, TxDOT)

Principal Performance Measures:

1. Coordinate and oversee the activities of the Regional Safety Advisory Committee, holding four meetings per year. Identify, coordinate, and host safety and/or security-related events, training and/or groups, as needed. Participate in PWERT (Public Works Emergency Response Team) committee meetings and assist with Continuity of Operations Plan as requested.
2. Coordinate with TxDOT related to the State Crash Records Information System (CRIS) and procure Web-based mapping software application(s) to house the Regional Safety

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Information System data. Request, analyze, and maintain regional safety data including: crash data from TxDOT's Crash Records Information System (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 MPO coordination; and set targets, monitor, and report on FHWA Safety Performance Measures.

3. Offer six TIM First Responder and Manager training classes; and two Executive-Level training courses. Review monthly invoices and performance reports, maintain course material as needed, and implement instructor recruitment strategies. Implement and/or oversee activities related to the 2020 Incident Management Equipment Purchase Call for Projects.
4. Track MAPP program performance, monitor program budget, and evaluate and monitor patrol routes and efficiency. Continue coordination efforts with regional CVE Working Group agencies to initiate projects/programs to improve commercial vehicle safety; and initiate the CVE Equipment and Training Procurement Process.
5. Continue efforts to promote and track regional incident management performance measures; monitor intersection improvements of locations included in the Regional Intersection Safety Implementation Plan (ISIP) and the Texas ISIP; monitor activities for the Wrong-Way Driving Mitigation Project; and monitor performance of the Safety Patrol/Incident Management Project.
6. Provide data and refine methodologies for Critical Infrastructure/Key Resources (CIKR). Develop transportation infrastructure nominations for inclusion in the CIKR database.

Results:

1. Hosted four quarterly Regional Safety Advisory Committee meetings. Hosted two TxDOT Highway Safety Improvement Program (HSIP) Call workshops in coordination with both the Dallas and Fort Worth Districts, for regional partner agencies.
2. Continued to request, receive, and employ TxDOT's Crash Records Information System data to analyze crash trends and identify methods to reduce crashes within the metroplex. Utilized CRIS data along with Fatality Analysis Reporting System and reported in federally mandated safety performance targets. Completed crash data requests for NCTCOG staff and member agencies as needed. Collected hazardous materials data from the National Response Center for incidents that occurred on limited access facilities. Staff also developed and published the annual Regional Safety Performance Report, along with a new Crash Fact sheet, for the North Central Texas region.
3. Hosted four Traffic Incident Management First Responder and Manager training classes and one Executive Level training courses (two First Responder and Manager's classes and one Executive Level class was cancelled due to COVID-19 restrictions). Hosted two Photogrammetry workshops (including Basic and Advanced training tracks). Staff reviewed and processed monthly invoices, monitored, and tracked course performance statistics, maintained the First Responder and Manager's Course material, and continued instructor recruitment efforts. A new funding agreement to support expanded TIM activities and projects was initiated and executed. Staff also developed and released the 2020 Incident Management Equipment Purchase Call for Projects; 21 agencies were approved for a total of \$1,242,942 in funding.

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4. Tracked and assessed Mobility Assistance Patrol Program performance measures and operations changes for both the Dallas County and Tarrant County Sheriffs' patrols and coordinated with the North Texas Tollway Authority and the private operators on the LBJ and North Tarrant Express managed lanes. Began the process of re-evaluating Dallas and Tarrant County operations including possible route expansions and late-night coverage. A Request for Proposals was issued for the Commercial Vehicle Enforcement Equipment and Training Program, which will provide portable weighing scales to North Texas CVE departments. A contractor was selected and the contracting process to procure scales is near completion.
 5. Tracked low-cost systemic intersection safety improvements related to Wrong-Way Driving Mitigation countermeasures in the Dallas and Fort Worth TxDOT Districts. Continued to monitor WWD warning technologies. A before and after analysis of intersections identified by the ISIP was initiated.
 6. Provided technical transportation data needed to support transportation security and emergency preparedness planning efforts. Implemented Mobility 2045 policy bundles outlining policies related to transportation security and reviewed policy bundle applications. Staff did not receive a request in FY2020 to develop transportation infrastructure nominations for inclusion in the CIKR database.
5. **Goal:** Support access to and expansion of general aviation facilities and increased awareness regarding the safe use of unmanned aircraft systems (UAS) in the region.

Funding Source: FY2021 Transportation Planning Funds (Federal Highway Administration [FHWA] Section 112 PL funds, Federal Transit Administration [FTA] Section 5303 funds, and Texas Department of Transportation [TxDOT] matching funds in the form of Transportation Development Credits [TDCs]), 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. Assess the viability of the current North Central Texas General Aviation and Helicopter System Plan.¹
4. Collaborate with regional educators, industry partners, and governments to seek and provide innovative ways to sustain regional aviation education and workforce programs.¹
5. Support the UAS Safety and Integration Task Force and Working Groups.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

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chapter in the MTP related to implementation of programs and policies.

3. Review and initiate an update to the North Central Texas General Aviation and Heliport System plan for accuracy.
4. Participate on committees to share data and resources with stakeholders and support curriculum development to assist and facilitate aviation programs. Maintain, enhance, and promote NCTaviationcareers.com at aviation education outreach events.
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. Hosted 4 quarterly meetings to include briefings for elected officials at the local, State, and federal levels and provided status reports on ATAC activities to other NCTCOG committees. Monitored and tracked aviation funding provided to the region by inventorying Texas Transportation Commission funding and reporting back to ATAC. Fostered more communication and collaboration amongst ATAC members by encouraging general aviation airport representatives to provide committee presentations and scheduling staff briefings on UAS Task Force activities.
2. Monitored regional aviation goals and strategies outlined in Mobility 2045: The Metropolitan Transportation Plan for North Central Texas. Staff reviewed and scored the Aviation section of the Mobility 2045 policy bundle applications that were submitted by local governments, transit agencies, and independent school districts. Staff was not required to update travel-time contours to regional aviation facilities in FY2020.
3. In FY2020, staff continued to monitor the system plan by examining the Southeast subregion for potential recommendations to mitigate its lack of aviation-related growth.
4. Staff participation on the DFW Regional Aerospace Consortium continued. The Consortium monitors aerospace and aviation workforce data. A new survey of aviation education initiatives was administered to assess the current state of aviation-related programs in the region. Work with career and technology education programs continued within area independent school districts to promote aviation education. Participation in these programs was provided through presentations, speaking engagements, and other outreach events, as well as membership on various committees. Staff participated on the Tarrant County Community College Advisory Committee, Game of Drones Planning Committee, Bell Aerial Robotics Advisory Committee, Fort Worth Drone Advisory Committee, NCTX Aerial Robotics Leadership Committee, Fort Worth ISD UAS Workforce Steering Group, Irving ISD Aviation Advisory Board, Crowley ISD CTE Advisory Board and the Midlothian ISD Advisory Board.
5. Nine Unmanned Aircraft Systems Safety and Integration Task Force meetings were completed. Staff also organized four UAS working groups focused on issues and opportunities associated with legislation, education, integration, and training as it continued to monitor, inventory, and share efforts to implement UAS initiatives within the region.

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

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Attainment: Met

Primary Work Tasks:

1. Develop and implement the 2021-2024 Transportation Improvement Program (TIP).^{2,3} (FHWA, FTA, TxDOT)
2. Modify the 2019-2022 and the 2021-2024 TIPs 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. Finalize the TIP document and submit to TxDOT for approval.
2. Refine projects in the 2019-2022 and the 2021-2024 TIP/STIPs through coordination with cities, counties, and transportation agencies throughout the region. These project modifications will be submitted to TxDOT for inclusion in quarterly STIP revision cycles, as appropriate.
3. Revise project details each quarter following STIP revision cycles and as updates are made available. These changes are made in both the internal TIP database and the internet-based Revenue and Project Tracking System (RAPTS). Tasks related to development of the new project tracking system planned for completion by the end of FY2020 include testing and deploying enhancements to both the TIP Modification Edit and Geographic Information Systems (GIS) modules and beginning creation and testing of the TIP Development module.
4. Track the implementation of RTR-funded projects by reviewing RTR-funded TIP modifications, coordinating with local government entities and TxDOT, monitoring fund balances to ensure financial constraint, and submitting Texas Transportation Commission (TTC) minute order change requests after each quarterly TIP Modification cycle.

Results:

1. The 2021-2024 TIP was developed and submitted to TxDOT for inclusion in the STIP in July 2020. This TIP contained \$13.1 billion of funding for 428 projects.
2. A total of 194 roadway and 50 transit modifications were processed in the 2019-2022 TIP in FY2020, and 180 of these modifications were submitted to TxDOT as STIP revisions. The first round of modifications to the 2021-2024 TIP were initiated and will be completed in FY2021. These project changes included a review of financial constraint, confirmation of consistency with Mobility 2045 and the air quality conformity determination, and public involvement.

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3. Project information was updated in the regional project tracking databases for each of the 244 TIP/STIP modifications. In addition, updates to project let and completion dates and funding obligations were entered as TxDOT and local agencies reported this data. An updated database schema was tested, verified, and deployed in RAPTS to accommodate storing phase level data at a more robust level. The project status of all projects was updated to the phase level in the Projects module based on revised validation logic. Requirements gathering continued for development of TIP Development module. Furthermore, 35 enhancements to the TIP Modification Submission, TIP Modification Editing, and Projects modules were released, and 24 data entry and reporting issues were resolved in the system.
 4. Projects selected with RTR funds continued to be tracked and progress noted. Over the last year, coordination occurred with local agencies to fulfill the monthly RTR reporting requirement and process four project closeouts bringing the total number of completed project closeouts to 50 percent of completed projects funded with RTR funds. Project modifications to RTR funded projects were submitted quarterly for inclusion in the Texas Transportation Commission (TTC) minute order for TTC approval.
7. **Goal:** Expedite the advancement and delivery of regional transportation projects resulting from a coordinated, comprehensive, data-driven, and performance-oriented linkage of transportation and environmental planning processes based on equity, stewardship, and sustainability.

Funding Source: FY2020 Transportation Planning Funds (Federal Highway Administration [FHWA] Section 112 PL funds, Federal Transit Administration [FTA] Section 5303 funds, and Texas Department of Transportation [TxDOT] matching funds in the form of Transportation Development Credits [TDCs]), federal Surface Transportation Block Grant Program (STBG) funds, Regional Toll Revenue (RTR) funds, and Texas Department of Transportation (TxDOT) funds.

Results: Met

Primary Work Tasks:

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

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Department staff to maintain compliance and expand applications with appropriate nondiscrimination laws and regulations among plans, programs, and projects in pursuit of transportation equity objectives.^{1,2,3} (FHWA, FTA, TxDOT)

4. Continue to develop, implement, review, and refine multi-faceted analytical tools, data governance measures, and communication techniques to help inform the transportation planning and investment decision-making processes.^{1 2,3} (FHWA, FTA, TxDOT)

Principal Performance Measures:

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

Results:

1. An online tool to streamline mitigation was launched and promoted. An online tool that streamlines environmental planning processes for transportation projects was also created. Existing tools that promote equity, stewardship, and sustainability were updated. These tools were promoted to transportation partners and local governments. Staff worked with federal, state, and local entities to complete and implement BUILD and INFRA grant projects. Supported TxDOT reviews on numerous freeway and arterial on-system projects like US 380 in Collin and Denton Counties and IH 30 across multiple counties. RTR and other funds enabled continued development of the Collin County Outer Loop and additional off-system roadway projects/studies for local partners, as well as USACE collaboration through the Section 214 program to support water permitting for all entities.
2. An online tool that identifies the economic benefits of addressing environmental priorities was promoted to transportation providers, environmental non-profit groups, and local

¹ NCTCOG Measure

² Federal Measure

³ State Measure

⁴ Local Measure

governments. Preliminary coordination, task development, and funding applications were completed in support of preparing a multi-year integrated regional transportation and stormwater management study which would create a comprehensive framework linking asset management, performance management, resiliency, and project planning/programming.

3. Regional transit providers were provided training on federal nondiscrimination requirements and on tools available to assist in meeting those requirements. Data for those tools, which can be used in environmental justice and Title VI analyses, was updated. Staff also reviewed metrics that could best measure the equity of transportation planning processes.
4. State and local entities were surveyed about environmental data needs and applications that could assist them during transportation project development and decision-making. Existing data products were updated. Collaboration was conducted with other NCTCOG staff to determine data needs. Options such as Sequel Server and CartoVista were reviewed and tested for their capabilities to create a database linking data from all program areas. Training opportunities were investigated, and the Transportation Department was surveyed to determine training needs for Sequel Server. GIS work and transportation toolbar launch to support transportation activities.

8. Goal: Improve air quality and ensure compliance with federal standards.

Funding Source: FY2020 Transportation Planning Funds (Federal Highway Administration (FHWA) Section 112 PL funds, Federal Transit Administration (FTA) Section 5303 funds, and Texas Department of Transportation (TxDOT) matching funds in the form of Transportation Development Credits [TDCs]), federal Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds, federal Surface Transportation Block Grant Program (STBG) funds, 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, Transportation Development Credits, 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, and provide research, technical, and educational air quality related projects.^{1,2,3,4} (FHWA, FTA, TCEQ, TxDOT)
2. Develop, implement, assist, and promote strategies and policies/best practices that reduce emissions from fleets and other commercial vehicles.^{2,3} (EPA, DOE, FHWA, TCEQ)
3. Develop, implement, assist, and promote policies and other measures available to local governments and businesses that help facilitate deployment of lowest-emissions and efficient technologies.^{2,3} (DOE, FHWA)
4. Develop, implement, assist, and promote initiatives to reduce emissions from consumer vehicles.^{2,3,4} (DOE, FHWA, TCEQ, Nonattainment Counties)

Principal Performance Measures:

1. As necessary, ensure success of a regional air quality conformity analysis by incorporating new or updated projects proposed for inclusion in the Metropolitan Transportation Plan and

¹ NCTCOG Measure

² Federal Measure

³ State Measure

⁴ Local Measure

Transportation Improvement Program (TIP) to ensure that on-road emission levels are consistent with the State Implementation Plan (SIP). Update and maintain a Mobile Source Emission Reduction Strategies database that will ensure the nonattainment area continues to meet federal requirements of timely transportation control measure implementation. Prepare and submit CMAQ annual report(s) of funded projects for use by the USDOT. Respond to technical and research requests from local municipalities, federal government agencies, policy committee members, 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.

2. Facilitate fleet and commercial vehicle technology improvements, such as vehicle/equipment replacements, alternative fuel or electrified parking infrastructure development, and other technology upgrades that reduce emissions, by administering Calls for Projects to subaward grant funding, implementing and monitoring awarded project performance; promoting financial assistance programs offered by other agencies; identifying potential grant projects; and providing one-on-one application assistance. Provide opportunities such as workshops/meetings, trainings, webinars, loaner programs, and ride-and-drives for local fleets and commercial vehicle stakeholders to be exposed to and educated about advanced technologies and emissions-reducing strategies. Evaluate regional fleet data to identify needs and opportunities to optimize use of advanced technologies. Support fleets in adopting policies and goals to minimize emissions and optimize efficiency. Perform on-site auditing and monitoring visits of subrecipients and participating parties to ensure grant compliance. Engage fleets and commercial vehicle stakeholders through collaborative programs. Evaluate oversized/overweight heavy-duty diesel vehicle compliance by identifying and assessing associated emissions. Procure, operate, and maintain department vehicles for staff use in department business. Identify and pursue opportunities for demonstration of new measures to improve efficiency and reduce emissions as appropriate.
3. Collaborate with local, state, and national stakeholders to identify and execute policy-related and community readiness strategies related to reducing emissions impacts from a variety of sources. Promote local government adoption of RTC-recommended policies that influence operations within their jurisdictions. Develop template documents and guidance for regulatory changes that support deployment of the lowest-emissions technologies. Maintain websites to provide technical and policy resources to regional stakeholders. Evaluate new areas where regional policy development may be appropriate and incorporate policy statements in the Metropolitan Transportation Plan policy bundle, as applicable.
4. Develop and implement projects to inform the public and seek behavior change to reduce vehicle emissions. Host events to educate and expose the public to new vehicle technologies. Support the Regional Emissions Enforcement Program by partnering with local law enforcement agencies to conduct on-road enforcement and covert investigations, and pursuing improvements through local, regulatory, and legislative means. Identify and pursue opportunities for demonstration of new measures to improve efficiency and reduce emissions as appropriate.

Results:

- ¹ NCTCOG Measure
- ² Federal Measure
- ³ State Measure
- ⁴ Local Measure

1. Planning was initiated to conduct a Transportation Conformity analysis in 2022 for the NCTCOG Metropolitan Transportation Plan, Mobility 2045: The Metropolitan Transportation Plan for North Central Texas and associated Transportation Improvement Program for North Central Texas. A TCM substitution was completed to substitute three high occupancy vehicle (HOV) TCM commitments with traffic signalization projects via receipt of final concurrence from EPA and TCEQ. Staff also provided to TxDOT results on sensitivity analyses for updated vehicle registration data. Both the TCM substitution and updated vehicle registration data are anticipated to be included in the upcoming 2022 Transportation Conformity analysis. Staff evaluated EPA's new MOVES3 model as NCTCOG was selected to test sensitivities on the beta version not yet released. 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 2019 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. Review was conducted to ensure CMAQ emissions reductions for federal Performance Measures targets were met for FY2020 and on track for FY2022, with adjustments made to FY2022 targets based on current data. In addition, the revised MoSERS technical guidance and the associated calculation spreadsheets review was continued by staff. Sensitivities were conducted on required air quality tools to ensure output and implementation impacts. Assistance was provided to local governments by estimating emissions benefits for different strategies and grant applications as requested. This included work done for the Better Utilizing Investments to Leverage Development (BUILD) and Infrastructure for Rebuilding America (INFRA) grant projects, the Meadows Foundation and USDN Mini Grant submittals to prepare for work done on the comprehensive multipollutant emission inventory, Greenhouse gas (GHG) emission factors for the City of Denton, and light- and heavy-duty vehicle emission factors for DFW Airport. Staff began planning for the region's reclassification from serious to severe under the 2008 ozone NAAQS and from marginal to moderate under the 2015 ozone NAAQS. This included coordination with EPA and TCEQ to understand upcoming requirements. Participation continued in statewide and national efforts, including those of the Association of Metropolitan Planning Organizations (AMPO) Air Quality Workgroup, Transportation Research Board's Transportation and Air Quality Committee, Advisory Council of the Texas Air Quality Research Program, the Coordinating Research Council, Motor Vehicle Emission Simulator (MOVES) Review Work Group, and Statewide Technical Working Group for Mobile Source Modeling. During ozone season, daily updates were made to allow public awareness to real-time ozone levels and trends. Tracking was also conducted on relation of COVID-19 and impacts to air quality.
2. Calls for Projects were administered to subaward funds for vehicle replacement projects. Seven heavy-duty diesel vehicle and four diesel non-road equipment replacements were awarded through the Clean Fleets North Texas 2019 Call for Projects, and project implementation began. In addition, implementation of projects previously awarded through the Clean Fleets North Texas 2018 Call for Projects continued, including reimbursement of seven heavy-duty vehicle replacements. Site visits and monitoring was performed on subrecipients to ensure grant compliance. Twenty email blasts promoting or announcing various funding opportunities were distributed throughout the year to the "Air Quality Funding" email list, which added 30 subscribers throughout the year. NCTCOG continued to serve as the Dallas-Fort Worth Clean Cities (DFW Clean Cities) coalition. Seven meetings, webinars, and/or workshops were hosted or co-hosted by DFW Clean Cities to educate fleets on emissions-

¹ NCTCOG Measure

² Federal Measure

³ State Measure

⁴ Local Measure

reducing technologies, alternative fuel vehicles, and funding opportunities relevant to these options. Staff analyzed five local fleet inventories to guide fleets toward well-suited technologies and funding programs. Four additional organizations adopted the RTC Clean Fleet Policy during the fiscal year, bringing the total number of adopting entities to 73. Engagement with fleets and commercial freight stakeholders continued through the Saving Money and Reducing Truck Emissions Program and the EPA SmartWay Transport Program activities. NCTCOG completed evaluation of oversize/overweight heavy-duty diesel vehicles through a study implemented by a partnering agency. One low-emissions vehicle was purchased for staff use in department business.

3. NCTCOG continued to collect information on adoption of, and encouraged adoption of, Clean Construction Contract Language and Locally Enforced Idling Restrictions through the Metropolitan Transportation Plan policy bundle effort. Websites related to these three policies were maintained. Policy implications of electric vehicle (EV) adoption, particularly with regard to transportation revenue and community readiness to support EVs, continued to be evaluated. Collaboration with local and state stakeholders continued to address policy-related and community readiness strategies related to reducing emissions impacts of idling vehicles. Substantial progress was made in fulfilling statutory electricity consumption reporting requirements, with the number of reporting entities in the region increasing from 29 to 80. A funding award was received from the Federal Highway Administration to develop an infrastructure deployment plan to enable a Zero-Emission Vehicle Corridor along Interstate 45 with focus on heavy-duty vehicle fleets. Staff initiated work, including assembly and convening of stakeholder groups. Staff supported the North Texas Stewardship Forum, which transitioned into the Regional Integration of Sustainability Efforts (RISE) Coalition, and launched a working group related to discussing the impacts of transportation-related air pollution on public health.
4. Consumer-facing initiatives to promote EVs were completed, including attempts to organize two EV ride and drives at city-hosted events. These events were cancelled due to the COVID-19 pandemic, but plans will be carried into the next year. Staff helped organize the annual National Drive Electric Week event – held virtually on September 26 – which reached over 4,500 livestream viewers. NCTCOG provided presentations about air quality and vehicle technologies at two events held by cities for their citizens. Regional Smoking Vehicle Program and car care tips to inform the public how consumer behaviors impact vehicle emissions. Staff continued to partner with local law enforcement agencies through the Regional Emissions Enforcement Program.

9. **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, and community schools and transportation.

Funding Source: FY2020 Transportation Planning Funds (Federal Highway Administration [FHWA] Section 112 PL funds, Federal Transit Administration [FTA] Section 5303 funds, and Texas Department of Transportation [TxDOT] matching funds in the form of Transportation Development Credits [TDCs]), federal Surface Transportation Block Grant Program (STBG) funds, federal Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds, federal Highway Administration (FHWA) Transportation Investment Generating Economic Recovery (TIGER) grant funds, Federal Transit Administration (FTA) funds, Regional Toll Revenue (RTR) funds, Regional Transportation Council (RTC) Local funds, other local funds, and

¹ NCTCOG Measure

² Federal Measure

³ State Measure

⁴ Local Measure

Transportation Development Credits.

Attainment: Met

Primary Work Tasks:

1. Contract and implement Sustainable Development infrastructure projects.¹
2. Continue coordination and implementation on existing planning studies and focus on completion and close-out procedures.¹
3. Provide planning assistance for land-use and transportation projects, including transit-oriented development (TOD) projects and parking.¹
4. Provide meeting opportunities for coordination on TOD for cities and transit agencies.¹
5. Develop products for the FTA TOD Planning Project.^{1,2} (FTA)
6. Advance the Regional School Siting policy and program.^{1,2} (FHWA)
7. Host quarterly Regional Bicycle and Pedestrian Advisory Committee (BPAC) meetings.¹
8. Provide planning assistance for bicycle and pedestrian projects and continue mapping efforts.¹
9. Continue bicycle and pedestrian data collection and reporting.^{1,2} (FHWA)
10. Provide training and webinar opportunities to stakeholders on sustainable development principles such as Bicycle and Pedestrian Safety and Accessibility, Land Use, School Siting and Safe Route to School, Green Infrastructure, Parking, etc.¹
11. Provide Regional Bicycle and Pedestrian Safety education and outreach.^{1,2,3,4} (FHWA, TxDOT, local governments in the Metropolitan Planning Area)
12. Continue developing a Regional Pedestrian Safety Plan.^{1,2,4} (FHWA, local governments in the Metropolitan Planning Area)

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.
2. Continue to monitor and manage existing consultant planning studies, review deliverables as available, and participate in the public involvement process. As studies are concluded, complete close-out procedures.
3. Perform work related to planning technical assistance, workshops, land-use and demographic analysis, parking, review of existing conditions, policies, zoning, and code requirements.
4. Host a minimum of two TOD Task Force meetings or trainings during the year.
5. Complete work to identify needs at the 28 stations of the study, develop priority corridors and improvement recommendations and costs, and conduct a parking utilization review and survey of nearby employers and residents. Continuous coordination with city partners and DART will occur throughout.
6. Develop tools and resources and provide technical assistance. Host one to two large summits and trainings to discuss regional issues related to school siting and transportation connections. Develop additional safe route to school plans and a regional safe route to school action plan.
7. Prepare meeting information and advertise for four BPAC meetings annually. Develop agendas and presentations that provide educational information and updates on programs, projects, and funding opportunities.
8. Continue efforts to develop and fund regional trails. Provide updated mapping to the regional Veloweb, community pathways, and on-street bikeways, and provide technical assistance on

¹ NCTCOG Measure

² Federal Measure

³ State Measure

⁴ Local Measure

community plan and project development.

9. Produce an annual bicycle and pedestrian count report.
10. Host a minimum of two workshops/training sessions on sustainable development principles.
11. Continue regional safety outreach by providing education materials and items at events throughout the year.
12. Continue development of a regional pedestrian safety plan, including analysis and recommendations to improve safety and connectivity.

Results:

1. Staff continued to work with local governments to implement projects in the Sustainable Development funding program. Eleven infrastructure projects and one land banking project are currently underway, and staff reviewed invoices and progress reports throughout the year. One project, Dallas Collective, received a Notice to Proceed during the year. Two projects, Connecting Kennedale and Dallas Mockingbird Plaza were completed. Two projects were cancelled due to a change in project scope.
2. Several consultant and project partner-led studies were managed by the team. Staff reviewed various project deliverables and hosted stakeholder meetings throughout the planning process. Invoices and progress reports were also reviewed and approved. The design plans for a pilot bicycle parking project was completed; the Midlothian-to-Waxahachie Regional Veloweb Preliminary Engineering was completed; and preliminary engineering was completed for the Regional Trails-to-Rail Stations in Denton and Dallas Counties project through the cities of Lewisville, Carrollton, Coppell, and Dallas in collaboration with DART and DCTA. Farmers Branch Green Bus Stop and DART Hatcher Station Community Garden projects as well as the Parking Garage and Transportation Facility Interface Study were also completed. Ongoing consultant-led studies include the Fort Worth Bomber Spur Regional Trail Preliminary Engineering Study; the Southern Dallas County Regional Veloweb Alignment Study through the cities of Cedar Hill, Duncanville, DeSoto, and Lancaster; and the Federal Transit Administration Pilot Program for Transit-Oriented Development (TOD) Planning project which includes multiple consultant studies.
3. Staff reviewed and scored agency applications for the NCTCOG policy bundle program which enables agencies to use credits earned through the adoption of certain policies as match on transportation infrastructure projects. Technical assistance was provided and members of the team facilitated coordination meetings on Federal Opportunity Zones. Planning activities were continued to develop a downtown vision plan for the City of Wylie. Work began on a regional guide for developing community gardens on public land and near transit stations. Staff provided technical assistance by reviewing value capture strategies to fund complete streets and active transportation. Work continued on development of a regional green infrastructure training and update of the regional Walkable Places brochure. Staff developed a scope of work for assistance with Kennedale Parkway corridor planning in the City of Kennedale, and also reviewed corridor and multimodal funding requests and provided recommendations. The local parking studies website database was updated with five new planning documents to serve as a parking policy resource for cities.
4. The regional TOD Task Force held a meeting on March 4, 2020, that focused on examples of public/private development partnerships supporting TOD with city and transit agency partners. A new task force was launched in the Summer of 2020, as referenced in item #10 that absorbed the TOD task force and incorporated its audience with an expanded focus.
5. Recommended improvements and implementation phasing priorities were identified for

¹ NCTCOG Measure

² Federal Measure

³ State Measure

⁴ Local Measure

first/last mile pedestrian improvements at the 28 DART rail stations, and draft summary reports were prepared for review by local community stakeholders and DART. The final report for the study of parking utilization at 16 TODs near the DART Red and Blue Line Stations was completed and published on the NCTCOG website. Presentation of findings was made to regional committees and stakeholders. A survey of TOD residents, businesses, and employees was completed, and a final report was published online. The survey collected responses from over 1,500 residents, 1,000 businesses, and 500 employees on their travel behavior, preferences, and location decisions relative to transit.

6. Staff completed Safe Routes to School plans for four schools in the cities of Arlington and Dallas. Staff created a scope for development of a regional Safe Routes to School action plan. Development of a regional carpool platform to facilitate shared rides to school began and staff completed a regional Walk to School Day promotion effort. Staff coordinated with the City of Kennedale to program funding for Safe Routes to School safety improvements. Development of unique project review and prioritization criteria to facilitate review of Safe Routes to School infrastructure projects seeking funding continued, and staff continued to provide technical assistance to cities and independent school districts regarding planned or proposed school siting and Safe Routes to School projects.
7. Four quarterly meetings of the Bicycle and Pedestrian Advisory Committee were held in FY2020. 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 the Bicycle Pilot Parking Project, an overview of the TxDOT Dallas District Pedestrian Safety study, a pilot intersection improvement in Dallas to improve pedestrian safety, the Greenville Avenue Road project in Richardson to address bicycle safety, overview of the City of McKinney Safety Committee Coordination, overview of TxDOT's Memorandum on Rectangular Rapid Flashing Beacons and Pedestrian Hybrid Beacons, overview of TxDOT's Southeast Connector Highway project with bicycle and pedestrian accommodations, Dallas Slow Streets Pilot Program, and various local community updates of active transportation projects and implementation.
8. Ongoing updates continued throughout the year related to the regional database of trails and bikeways which are provided on an online interactive map and used for multiple ongoing plans and studies throughout the region, and which will ultimately be included in Mobility 2050. Provided planning and technical support for the City of Garland Trails Master Plan Update, participated on the stakeholder committee for the Lancaster Trails Master Plan Update, and provided trail and bikeway master plan GIS files to consultants coordinating various TxDOT highway improvement planning/projects.
9. The 2019 Bicycle and Pedestrian Traffic Data and Annual Report was finalized and distributed in July 2020. The Report highlights bicycle and pedestrian facility user count data collected in 28 locations throughout the region.
10. NCTCOG also coordinated with Federal Highway Administration to host two workshops for regional stakeholders related to the Bikeway Selection Guide held at the TxDOT Dallas and Fort Worth District training centers. A new task force was developed to streamline public partnership through the Coordinated Land Use and Transportation Planning Task Force. This task force will focus on the influence land use has on transportation system performance and how transportation practices shape the development and design of land uses. The first meeting of this task force was held on July 8, 2020, where over 60 public sector transit, county, and municipal staff participated.
11. The regional safety campaign "Look Out Texans Bike-Walk-Drive Safely" continued throughout the year via the campaign website, www.lookouttexans.org. In addition, the Regional Trails of North Texas brochure was updated and distributed to stakeholders around the region, and various education and outreach materials were provided for community

¹ NCTCOG Measure

² Federal Measure

³ State Measure

⁴ Local Measure

events and coordinated with regional partners to promote the safety tips. Eight videos were produced to highlight regionally significant trails and the videos were promoted through social media, media, and local stakeholders.

12. The development of a regional pedestrian safety plan continued throughout the year. A coordination meeting was conducted with regional stakeholders, draft goals and policies were prepared, data analysis was completed for areas and corridors with high concentrations of crashes, and a draft action plan was initiated. The project website was also updated.

10. Goal: Coordinate and support the planning for and deployment of automated vehicles in order to improve the region's transportation system.

Funding Source: FY2020 Transportation Planning Funds (Federal Highway Administration [FHWA] Section 112 PL funds, Federal Transit Administration [FTA] Section 5303 funds, and Texas Department of Transportation [TxDOT] matching funds in the form of Transportation Development Credits [TDCs]), federal Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds, federal Surface Transportation Block Grant Program (STBG) funds, Texas Department of Transportation (TxDOT) funds, Regional Transportation Council (RTC) Local funds, and Transportation Development Credits.

Attainment: Met

Primary Work Tasks:

1. Sustain and expand current efforts to implement transportation innovations across the region.¹
2. Continue to establish initiatives to enhance and accelerate both planning and deployment of automated vehicles 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.
2. Introduce and receive approval from the Regional Transportation Council (RTC) for implementation of a multi-purpose automated vehicle planning and deployment support initiative.
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 Measure

² Federal Measure

³ State Measure

⁴ Local Measure

1. Supported numerous smart city and transportation innovation conferences and participated in ongoing state- and nation-wide transportation technology working groups. Advised cities in North Texas on possible automated vehicle solutions for mobility problems they have identified. Work continued between NCTCOG and TxDOT for the IH 30 Technology Corridor project as part of TxDOT's Connected Freight Corridor program which includes piloting new communications technologies (e.g., direct short-range radio communications and 5G wireless) along significant corridors. Engaged three major automated vehicle developers regarding possible large-scale deployments in North Texas. Staff made more than 30 presentations to groups and associations across Texas and the United States.
2. Work began in FY2020 on a joint effort to develop a scope for a multi-purpose automated vehicle deployment that will be capable of addressing urban and industrial environments, moving people and goods/freight. RTC approval for this effort was received previously by another department program participating in this project.
3. Issued a Request for Proposals to launch a regionwide planning exercise that will prepare the area for increasing vehicle and roadway automation; this initiative will equip NCTCOG and local partners with modeling and data tools necessary to prepare for mobility innovations. Initiated new University Partnership Program research programs, all focusing on emerging transportation technologies and their impacts on a range of governmental scales.

11. Goal: Develop and monitor the Metropolitan Transportation Plan (MTP) and perform planning studies to evaluate and refine roadway, transit, and freight projects recommended in the MTP.

Funding Source: FY2020 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. Conduct regular coordination with transportation planning partners and providers to identify potential modifications to the projects currently 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 2020 and 2045.^{1,2,3} (FHWA, FTA, TxDOT)
3. Evaluate transportation system needs and develop potential alternatives on major travel corridors between 2018 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 development of future Metropolitan Transportation Plans.^{1,2,3} (FHWA, FTA, TxDOT)
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)

¹ NCTCOG Measure

² Federal Measure

³ State Measure

⁴ Local Measure

Principal Performance Measures:

1. Engage with transportation partners regarding projects to identify, evaluate, recommend, and develop freight and multimodal improvements.
2. Document estimates of future-year revenue availability using tax and revenue estimates from federal, State, and local government 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 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. Quarterly coordination meetings and other project-specific ad hoc meetings were held with transportation partners to monitor the progress of ongoing studies and evaluate the effectiveness of design concept and design scope. Staff also collaborated with multiple freight railroads, the Texas Department of Transportation, cities, and counties on regional/corridor freight studies, including truck corridor studies, truck parking reviews, at-grade rail crossing safety initiatives, truck lane restrictions, and freight/passenger rail mobility. Staff coordinated and participated in public meetings, technical team meetings, and conference calls.
2. Revenue sources were tracked monthly and monitored next to COVID-19 impacts. Revenue sources at greatest risk, due to COVID-19, were identified and yearly estimates were regularly adjusted. Findings and estimates were reported monthly to department management.
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 travel demand model was utilized to assess roadway performance for new and previously recommended freeway/tollway improvement projects as staff worked to implement the recommendations in Mobility 2045. Preliminary testing for new roadway modeling processes for the upcoming plan update began as well. Work continued on general performance measure implementation, including target-setting and progress monitoring activities related to federal performance measures. New targets were adopted for the required Highway Safety, Transit Asset Management, and System Performance/Freight/CMAQ performance measures as required in FY2020. Staff prepared analyses and other materials for upcoming target-setting action for the Infrastructure Condition, Highway Safety, and Transit Safety measures currently anticipated for early FY2021. Staff continued to build a cooperative framework for agency and plan-specific performance measurement activities, including updates to a white paper and implementation plan for additional performance management in future Metropolitan

¹ NCTCOG Measure

² Federal Measure

³ State Measure

⁴ Local Measure

Transportation Plans.

5. Several interactive online mapping tools were developed and posted on the Mobility 2045 webpage to inform the public of the transportation planning process and the challenges of providing mobility within the region. Other ArcGIS online and mapping tools provide information regarding the mode-specific recommendations, corridor fact sheets and performance reports. The schedule for the Mobility 2045 Update was presented to the Surface Transportation Technical Committee, the Regional Transportation Council and through public meetings.

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

Funding Source: FY2020 Transportation Planning Funds (Federal Highway Administration [FHWA] Section 112 PL funds, Federal Transit Administration [FTA] Section 5303 funds, and Texas Department of Transportation [TxDOT] matching funds in the form of Transportation Development Credits [TDCs]), Federal Transit Administration (FTA) funds, federal Surface Transportation Block Grant Program (STBG) funds, Texas Department of Transportation (TxDOT) funds and in-kind matching funds in the form of Transportation Development Credits, Regional Transportation Council (RTC) Local funds, and other public or private funds.

Attainment: Met

Primary Work Tasks:

1. Provide recommendations to the Regional Transportation Council for programming of FTA funds to support the operation of public transportation services in the region.^{1,2} (FTA)
2. Serve as the FTA Designated Recipient for Urbanized Area Formula Program (Section 5307), Bus and Bus Facilities Program (Section 5339), State of Good Repair Program (Section 5337), and Enhanced Mobility of Seniors and Individuals with Disabilities Program (Section 5310) funds on behalf of public transportation providers in the Dallas-Fort Worth-Arlington Urbanized and Denton-Lewisville Urbanized Areas.² (FTA)
3. Manage projects awarded Job Access/Reverse Commute Program (Section 5316) and New Freedom Program (Section 5317) funds in the Dallas-Fort Worth-Arlington and Denton-Lewisville Urbanized Areas.² (FTA)
4. Serve as the lead agency for regional public transportation coordination and planning activities in the 16-county North Central Texas region.^{2,3} (FTA, TxDOT)
5. Identify and implement new and revised federal transit regulations.^{1,2} (FTA)
6. 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} (FHWA, FTA, TxDOT)

Principal Performance Measures:

1. Develop annual Transit Section program of projects, and coordinate programming of funds in an approved Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP).
2. Administer the Urbanized Area Formula Program (Section 5307), Bus and Bus Facilities Program (Section 5339), State of Good Repair Program (Section 5337), and Enhanced Mobility of Seniors and Individuals with Disabilities Program (Section 5310).
3. Obtain reimbursements for project implementation and reports summarizing project

¹ NCTCOG Measure

² Federal Measure

³ State Measure

⁴ Local Measure

compliance including any needed corrective actions for subrecipients awarded funding for Job Access/Reverse Commute and New Freedom projects.

4. Conduct meetings; participate in task forces, working groups, and coordinating committees; and facilitate partnerships. Present data analyses, participate in public involvement activities, produce maps, document needs, identify gaps in transit service, and provide solutions to improve public transportation.
5. Provide plans and guidance to subrecipients in response to new regulations; assist transportation providers to revise policies, procedures, and plans based on new regulations.
6. Continue to manage and oversee the Regional Vanpool Program. Promote vanpool strategies and participate in employer and community outreach activities. Monitor and track vanpool-related performance measures.

Results:

1. Coordinated with 11 public transportation providers to process 25 FY2020 Programs of Projects for a combined total of approximately \$129.2 million in federal funds through Federal Transit Administration (FTA) programs. Finalized the scope of work and contract for the 2017 Cooperative Camera Procurement to purchase and install transit camera systems on behalf of four subrecipients. In FY2020, the contractor completed work for all four subrecipients and satisfied all other additional requirements of the agreement. Prepared agreements with three agencies to transfer three vehicles through Vehicle Loaner Program.
2. Managed 28 FTA grants on behalf of 13 subrecipients. Coordinated and submitted 67 quarterly progress reports, four charter service reports, and six National Transit Database (NTD) annual reports, as well as 48 NTD monthly ridership and safety and security reports.
3. Managed two existing Job Access/Reverse Commute (JA/RC) and three New Freedom grants. Administrative functions associated with all projects continued and monthly requests for reimbursements were processed totaling approximately \$137,881 in federal JA/RC funds and \$114,001 in federal New Freedom funds.
4. NCTCOG was awarded \$511,106 from FTA's Access and Mobility Partnership Grant to implement a regional mobility management program and improve coordination of transportation services in the region. Agreements were executed with two subrecipients to provide travel navigational services and established a centralized 1800 number for the 16-county region and provide transportation information. In FY2020, travel navigators received approximately 100 calls per month from a total of seven counties in North Texas. Coordinated two quarterly regional mobility manager meetings with 13 transit partners throughout the region and hosted discussions on regional equitable fares initiatives and impacts of COVID-19 on transit. Also, three county-level transit planning studies were initiated for the following areas: Collin County, Tarrant County, and the southern portion of Dallas County. Each study procured a consultant team for assistance in analyzing existing conditions and transit needs, developing future transit scenarios, preparing funding and implementation strategies, and engaging stakeholders and the public.
5. Provided oversight activities for 13 subrecipients to address compliance with FTA requirements. Procurement guidance and review was provided for seven subrecipients. Periodic meetings were also held to ensure compliance with programmatic requirements. Continued to monitor Transit Asset Management (TAM) regional performance and evaluate target methodology. Incorporated the most recent available data to analyze progress toward meeting regional TAM targets. Coordinated with regional Section 5307 recipients in collecting Public Transportation Agency Safety Plans (PTASP) and historical transit data to

¹ NCTCOG Measure

² Federal Measure

³ State Measure

⁴ Local Measure

develop regional transit safety performance targets. Staff have also coordinated the disbursement of emergency assistance awarded by the FTA through the Coronavirus Aid, Relief, and Economic Security (CARES) Act signed into law on March 27, 2020. CARES Act funding for \$10.8 million is being utilized by five subrecipients to support costs necessary to operate, maintain, and manage the public transportation providers in seven counties within the urbanized area. NCTCOG staff provided guidance to the five subrecipients on eligible expenses and new regulations based on guidance from CARES Act legislation.

6. Monitored and administered the Regional Vanpool Program with the transit agencies through regular communication with vanpool program staff and meetings to address boundary issues. Regional Vanpool Program activities included annual work plan and interlocal agreement development, coordination of program budgets, invoice review and payment activities for the Dallas Area Rapid Transit (DART) Vanpool Program. At the end of FY2020, 173 total vanpools were in operation. COVID-19 significantly affected many vanpools, with some put on hold and others terminated altogether. Staff began to reassess the regional program in FY2020 and worked with partner agencies on ways to improve the program in the coming years.

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