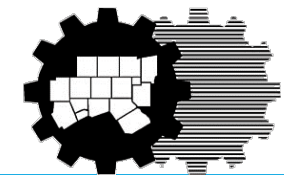


HIGH OCCUPANCY VEHICLE TRANSPORTATION CONTROL MEASURES: APPLICATION OF MANAGED LANES AND SUBSTITUTION OF TRAFFIC SIGNAL PROGRESSION

SURFACE TRANSPORTATION TECHNICAL COMMITTEE

DECEMBER 6, 2019

VIVEK THIMMAVAJHALA



North Central Texas
Council of Governments

HOV TCM SUBSTITUTION

OVERVIEW

Three Interim HOV lanes remain in the following State Implementation Plan (SIP) as TCMs:

Dallas-Fort Worth 1-Hour Ozone Attainment Demonstration State Implementation Plan Revision - April 2000

Dallas-Fort Worth 1997 8-Hour Ozone Attainment Demonstration and Reasonable Further Progress State Implementation Plan Revision - May 2007

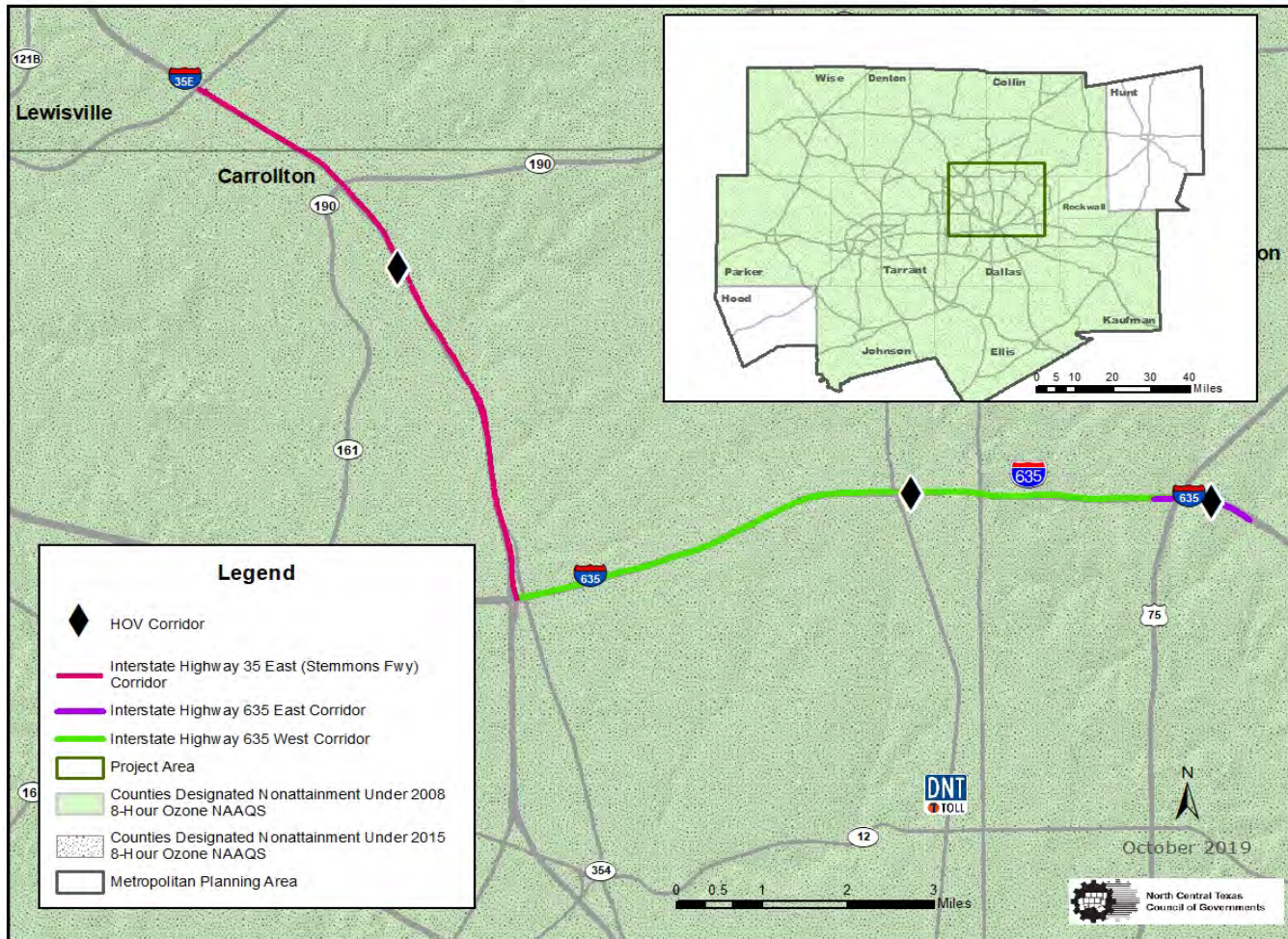
These Interim HOV lanes are being removed as a TCM in the SIP documentations due to being changed to Managed Lanes.

Removing them requires substituting alternate TCM projects that achieve equivalent emissions benefits.

HOV TCM SUBSTITUTION

HOV LANES TO BE SUBSTITUTED

Location of HOV Lanes to be Substituted



**IH 35E corridor (Stemmons Fwy)
between IH 635 and SH 121**

**IH 635 east corridor (LBJ Fwy)
between Coit Rd and Greenville Ave**

**IH 635 west corridor (LBJ Fwy)
between Luna Rd/IH 35E and US 75**

HOV TCM SUBSTITUTION

TRAFFIC SIGNALIZATION PROJECTS TO BE USED AS SUBSTITUTES

6 Corridors:

Parker Rd (Midway Rd to Preston Rd)
9 signals

Park Blvd (Midway Rd to Coit Rd)
16 signals

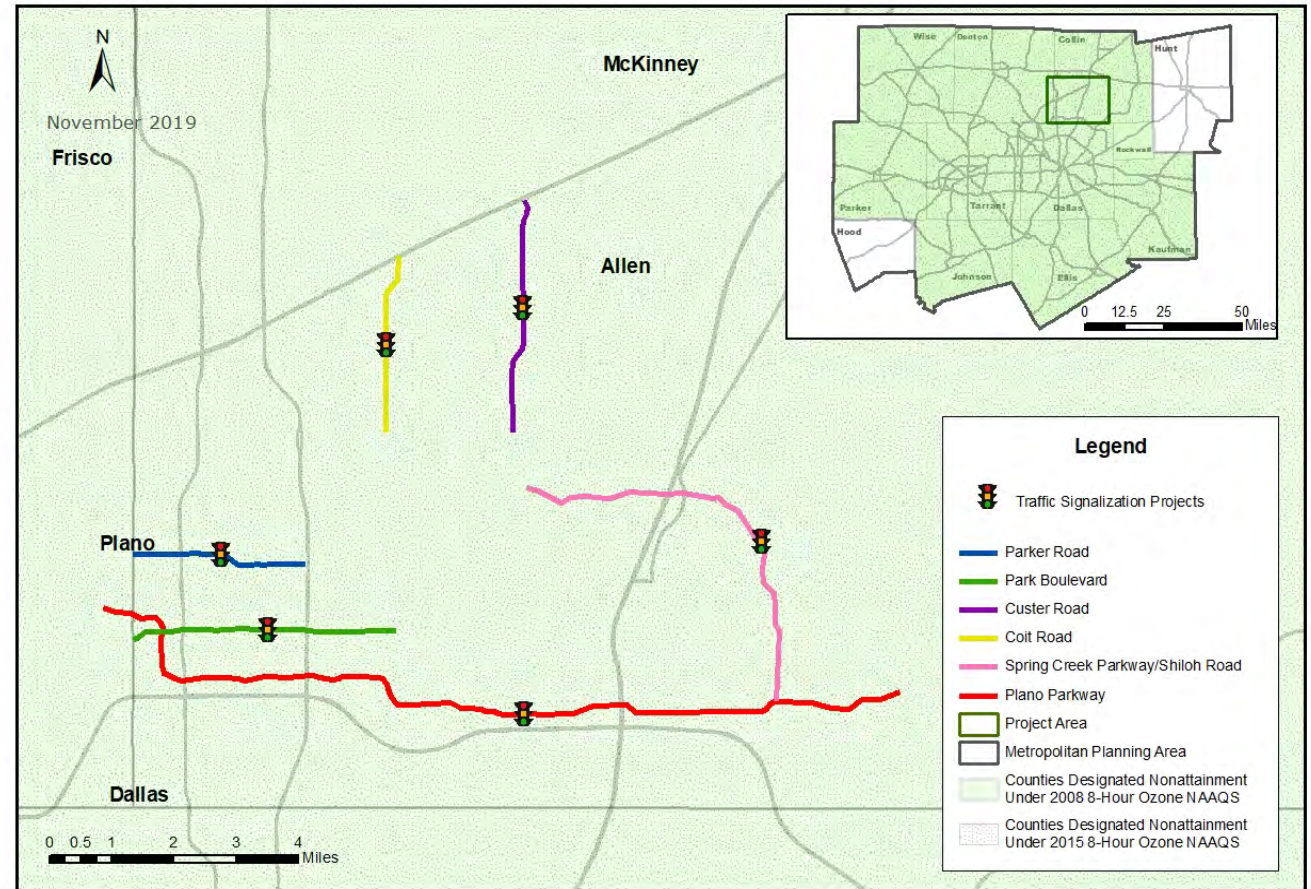
Custer Rd (Legacy Dr to SH 121 NB)
8 signals

Coit Rd (Legacy Dr to SH 121 NB)
8 signals

Spring Creek Pkwy/Shiloh Rd (Custer Rd to Plano Pkwy)
14 signals

Plano Parkway (Dublin Rd to Marsh Ln)
30 signals

Location of Traffic Signals



HOV TCM SUBSTITUTION

Transportation Control Measure Substitution

Transportation Control Measures (TCM) specified in an implementation plan may be replaced with Control Measures if the substitute measures achieve equivalent or greater emissions reductions than the TCMs to be replaced.

Pollutants	Emissions Impact of three HOV Projects	Emissions Impact of Corridor Signalization Projects	Difference
NO _x	-0.108 tpd	+0.117 tpd	+0.009 tpd
VOC	-0.061 tpd	+0.075 tpd	+0.014 tpd

HOV TCM SUBSTITUTION

TIMELINE

STTC – HOV TCM Substitution – Information	October 25 th , 2019
RTC – HOV TCM Substitution – Information	November 14 th , 2019
STTC – HOV TCM Substitution – Action	December 6th, 2019
RTC – HOV TCM Substitution – Action	December 12th, 2019
Interagency Consultation Concurrence Letters	February, 2020
Approved HOV TCM Substitution	May, 2020

HOV TCM SUBSTITUTION

Request for Action

Recommend Regional Transportation Council approval on the TCM substitution of three HOV projects listed below with traffic signalization projects.

IH 35E corridor (Stemmons Fwy) between IH 635 and SH 121

IH 635 east corridor (LBJ Fwy) between Coit Rd and Greenville Ave

IH 635 west corridor (LBJ Fwy) between Luna Rd/IH 35E and US 75

The traffic signalization projects are mentioned on slide 4.

HOV TCM SUBSTITUTION

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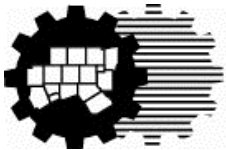
Partnership with DFW International Airport to Enable Electric Bus Purchase

Surface Transportation Technical Committee

December 6, 2019

Chris Klaus

Senior Program Manager



**North Central Texas
Council of Governments**



Project Background

Additional Airside Buses Needed to Support Growing Number of Daily Flights

Buses Available in Diesel and Electric Options

Buses Expected to Operate for 20+ Years

Higher Capital Cost and Longer Lead Time for Electric Buses

Up to \$3.5 Million Additional Expenses for 4 Electric Buses, Associated Infrastructure, Equipment, and Temporary Lease of Airside Buses Prior to Electric Bus Delivery

Grant Funds Not Available

Constraints Include Buy America and Scrappage Requirements

Electric Airside Bus



Regional Significance of Electric Buses

Avoid Increase in Ozone-Forming Pollutants

Maintain Compliance with General Conformity as Airport Expands

Reduce Passenger & Employee Exposure to Exhaust Emissions from Diesel Buses

Sustain Airport Carbon-Neutral Accreditation

Action Requested

Endorse RTC Approval Of:

Contribution of Up to \$3.5 Million in Regional Toll Revenue Funds (Dallas County and Regional Accounts) to DFW International Airport to Support Purchase of 4 Electric Airside Buses, Associated Infrastructure, Equipment, and Temporary Lease of Airside Buses Prior to Electric Bus Delivery

Flexibility for Staff to do a Funding Swap if Determined to be More Appropriate

Administratively Amending the ~~2020-2019~~-2022 Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and Other Planning/Administrative Documents as Needed

Timeline

Milestone	Estimated Timeframe
Regional Transportation Council Approval	November 2019
Surface Transportation Technical Committee Endorsement	December 2019
Submittal to Statewide Transportation Improvement Program (STIP)	February 2020
Anticipated Approval of STIP Revision	Late March/Early April 2020
Anticipated Approval of Regional Toll Revenue Funds by the Texas Transportation Commission*	April 2020
Anticipated Electric Bus Delivery	Fall 2020

*To maximize investment, funding source may change, thus adjusting estimated timeframe.

For More Information

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METROPOLITAN PLANNING ORGANIZATION (MPO) MILESTONE POLICY (ROUND 2)

Surface Transportation Technical Committee

December 6, 2019

BACKGROUND

- ❖ The Regional Transportation Council (RTC) has been selecting projects since 1992.
- ❖ The first Metropolitan Planning Organization (MPO) Milestone Policy was adopted by the RTC in June 2015, and it reviewed projects selected from 1992 to 2005 that had not yet gone to construction.
- ❖ That initiative was successful in getting 46 projects to construction.
- ❖ Staff has been directed to initiate a second round of the Milestone Policy to review projects currently over 10 years old that have not been implemented.

MILESTONE POLICY ROUND 2

- ❖ Affected projects:
 - ❖ Funded between 2006 and 2010 that have not let or obligated
 - ❖ Funded prior to 2006 that had let, but have had implementation issues (e.g., re-bid, utility delays)
 - ❖ Funded with RTC-selected sources
 - ❖ Locally funded and added to the Transportation Improvement Program (TIP) prior to 2010
 - ❖ Funded with Congressional Earmarks that are subject to rescission
- ❖ 41 projects will need to be reconfirmed or cancelled
- ❖ Projects have \$605,904,439 in total funding

INTENDED OUTCOMES OF THE MILESTONE POLICY

- ❖ Providing a realistic assessment of project status for decision-making
- ❖ Balancing project construction schedule capacity within the current financial constraints
- ❖ Increasing the amount of available funds for priority, “ready-to-go” projects, rather than long delayed projects

PROPOSED REAPPROVAL PROCESS

- ❖ Agencies with projects on the Milestone Policy Project List will be notified via letter (in addition to STTC & RTC agenda items)
- ❖ Agencies must reconfirm the projects as a priority by:
 - ❖ Providing a realistic and achievable schedule, which must receive NCTCOG & TxDOT concurrence
 - ❖ Providing documentation of policy board support
 - ❖ If projects are advancing imminently or have policy board approval within the last six months, new action is not needed (just submit latest approval documentation)
 - ❖ If policy support documentation is greater than six months old, new action is requested
- ❖ Documenting the availability of local matching funds

LESSONS LEARNED – SUGGESTIONS FOR AGENCIES TO CONSIDER

- ❖ Review timeline with “20/20 vision,” not “Rose-Colored Glasses”
 - ❖ Include review of start and end dates for STIP approval, funding agreement execution, engineering, environmental clearance, right-of-way acquisition, utility relocations, bidding process, railroad or other interagency agreements
 - ❖ Include time for TXDOT review
 - ❖ Do not assume phases can run concurrently
 - ❖ Build in reasonable, but not excessive, contingency timing
- ❖ Coordinate with TxDOT & NCTCOG staff in advance to ensure timelines are realistic

TIMELINE

- ❖ January 2020 – Notify implementing agencies
- ❖ May 1, 2020 – Formal responses due to NCTCOG staff
- ❖ Summer 2020 – Bring the Milestone Policy Project List to STTC/RTC for review and approval

UPDATE ON NOVEMBER 2019 RTC ACTION

- ❖ At its November 2019 meeting, the RTC action differed from the STTC recommendation regarding one Milestone Policy project in the City of Dallas
- ❖ A temporary extension was granted for TIP 11258.9 and staff was directed to work with the City of Dallas staff to develop a specific deadline in time for the December 2019 RTC meeting
- ❖ STTC recommendations for the other projects were approved as is.
- ❖ City of Dallas committed to implementing a system to track projects that are identified as part of the Milestone Policy

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Virgin Hyperloop One Certification Center Status Report

6 Mile Section, Begin Construction in 2021

University Coalition with Some Starter Funding

4 Options

8/9? Corridors, Business Response?

VHO Request for Proposal

	OPTION 1	OPTION 2	OPTION 3	OPTION 4
Focus	Private Sector	Base Public Sector	Public Sector with Applications	Public Sector Hybrid Construction with Applications
Corridors	1?	6	1	1

High Occupancy Verification Technology

STTC

December 2019

Natalie Bettger



Project Overview

Project Purpose:

Regional Transportation Council instructed staff to replace manual enforcement (self-declaration through Drive On TEXpress app/website) with more advanced technology verification equipment

Work Completed:

Pilot Test on DFW Connector Corridor

- 98.4% exact match in reported occupancy
- 1.6% indicates an “over count”

Proposed Phases:

Phase 1 – Managed Lanes

- HOV Discount
- Support for all managed lanes in DFW (LBJ, NTE, DFW Connector, IH 30, IH 35E and IH 635)

Phase 2 and Beyond – Other Corridors, Modes, & Events

Current HOV Enforcement

Register



Pre-Declare
Every Trip



Occupancy Declaration
Sent to Field



Officers
Watch for Red
Light



Violation:
Legal Process



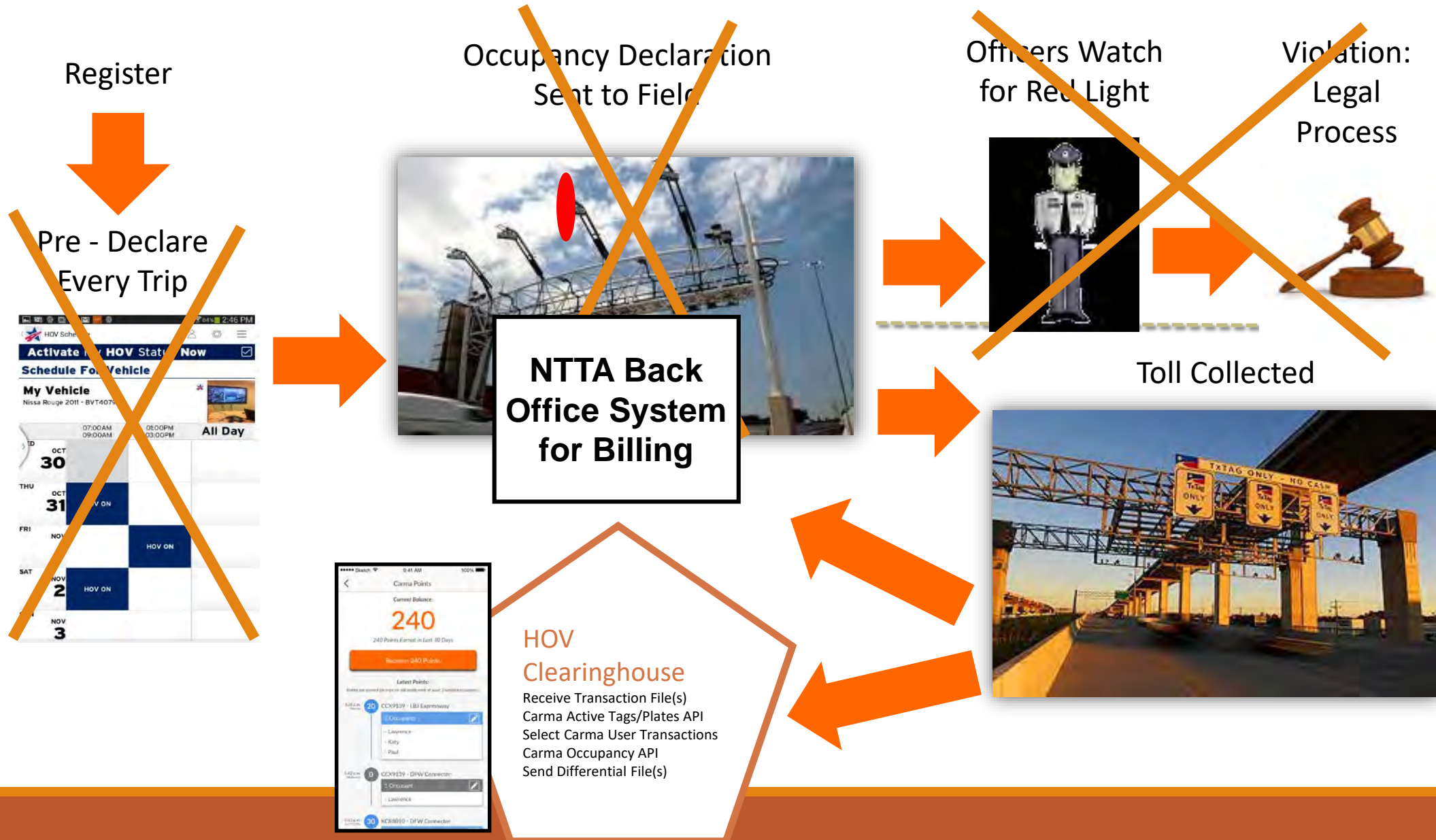
Toll Collected



NTTA Back Office
System for Billing



Proposed HOV Program





Get the GoCarma App

Each person in the car has the GoCarma app on their phone.



Setup a GoCarma Pass

A small Bluetooth device that you keep in your car's glove box.



Drive in a TEXpress Lane

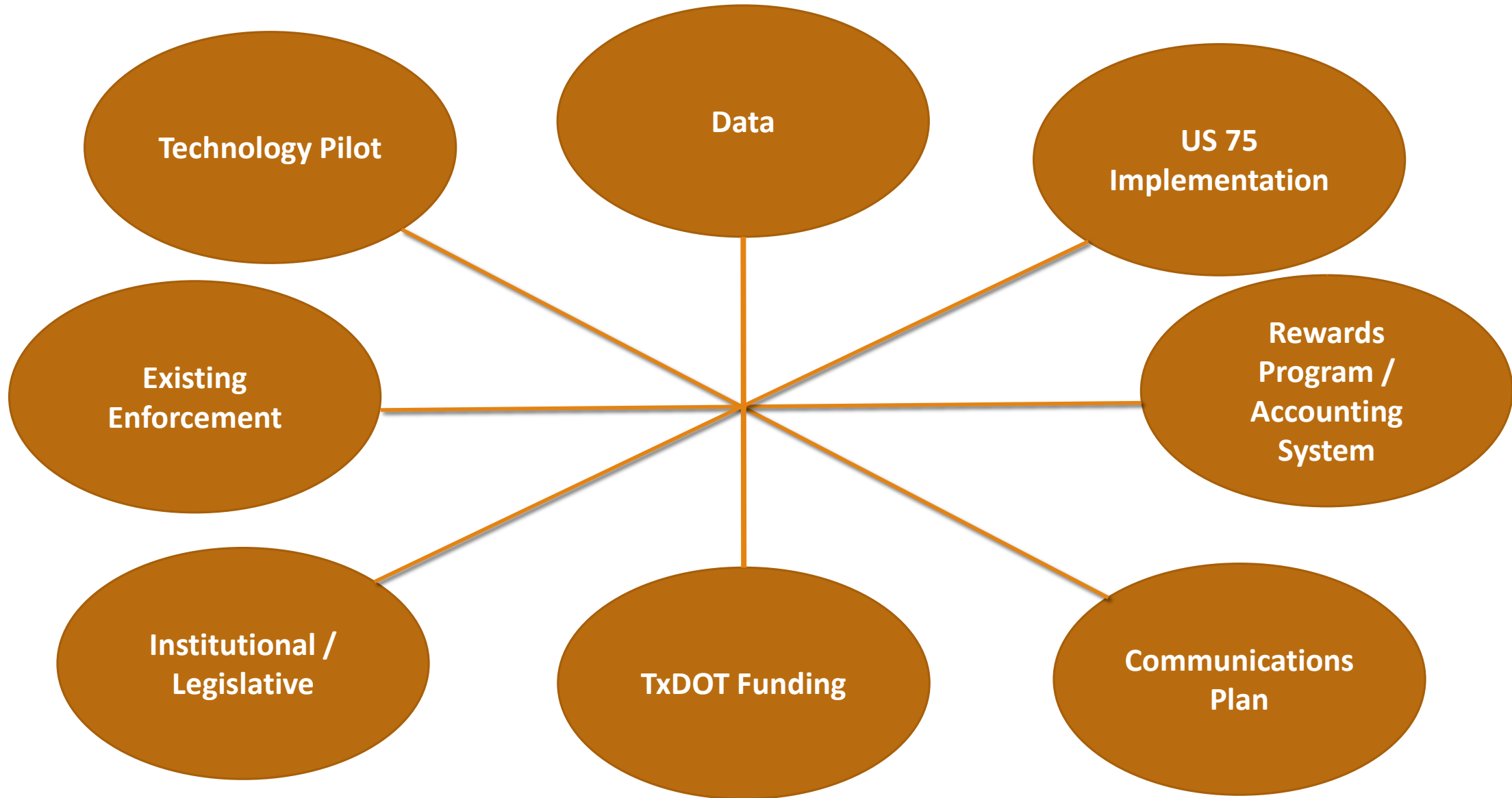
The app automatically verifies the number of people in the car.



Earn HOV Discounts

Each HOV transaction will result in a discount being applied by NTTA.

Continue Monitoring through Implementation Process



Ramp Up to Implementation

Cooperative effort between:

- TxDOT/Transcore
- NTTA
- LBJE/NTE Mobility Partners

Back-office integration testing

Public education and outreach plan developed

Coordinated switchover schedule

Violation process

Customer service scenarios and business rules

Schedule

December 4, 2019	December 4, 2019 – LBJ/NTE will begin communications with current TEXpress Users and Partner Website Updates with GoCarma; 2 nd Pre-Launch Meeting with Partners
December 6, 2019	STTC Update Item
December 12, 2019	RTC Update Item
January 6, 2020	GoCarma App Release
January 9, 2020	RTC Reminder – Director’s Report
January 10, 2020	3 rd and Final Pre-Launch Meeting with Partners
January 13, 2020	NCTCOG Press Release
January 24, 2020	STTC Fast Fact
January 24, 2020	Go Live (focus on existing TEXpress users)
February 13, 2020	RTC Update Item
February 28, 2020	STTC Update Item
April 2020	Paid Outreach and Education (new recruitment)

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Performance End Dates (PED) for Federally Funded Transportation Projects

SURFACE TRANSPORTATION TECHNICAL
COMMITTEE

DECEMBER 6, 2019



North Central Texas
Council of Governments
Transportation Department

Background

- On December 2, 2014, the Office of Management and Budget (OMB) published Code of Federal Regulations (CFR) Title 2 Part 200.
- The regulation imposes a period of performance during which costs can be incurred and reimbursed for federally funded transportation projects (2 CFR 200.309).
- It became effective on December 26, 2014, requiring all Federal Project Authorization Agreements (FPAAs) thereafter to include a PED.
- Several of the PEDs established soon after this regulation was implemented have expired, and at least one project in the region has been affected negatively.

What is a Performance End Date?

- A PED is the termination date of the period of performance.
- Costs incurred on a project after this date are not eligible for federal reimbursement.
- The PED is listed in the FPAA.
- A PED is applicable to both state and locally let projects funded with federal dollars.
- If a project phase exceeds the PED, the Federal Highway Administration (FHWA) will no longer reimburse that phase with federal funding.

Establishing and Modifying the Performance End Date

- The period of performance is determined by the Texas Department of Transportation (TxDOT), in coordination with FHWA division offices, for each phase of a project.
- The period is based on a project's estimated schedule, including any closeout procedures after the actual work is finished.
- A PED can be modified in limited circumstances if there is a change that affects the completion schedule of a project, such as:
 - Change orders that affect scope
 - Delays in award or advertisement
 - Adding a new project phase to the agreement
- Requests to adjust the PED should be submitted to FHWA through TxDOT within the period of performance, not after it has expired.

Example of Performance End Dates in Older FPAA's

Federal Project Authorization and Agreement

District: DAL State Code: 48 FAFOS Proj Nbr: 16180 FMIS Proj Nbr: 1602592

Federal Project Number: STP 1602(582)TP County: Collin Control Section-Job (SPN): 0918-24-214

Add'l CSJs:

Project Description:

Action Type: Oversight: On NHS System: Financing:

TxDOT is authorized to proceed with the following work: PE ROW Construction Other

State Remarks	FHWA Remarks
<p>Amending to add Construction phase and associated funding</p> <p>Amending PED to reflect the addition of the Construction phase of work</p> <p>DAL District</p> <p>LG City of Plano, DUNS No. 0743853573, Zip Code 75066-0358</p> <p>For PE, PED 12/30/2019</p> <p>CFDA Number 20 205 IDC =0</p> <p>This agreement is subject to the following award terms: http://edocket.access.gpo.gov/2010/pdf/2010-22705.pdf and http://edocket.access.gpo.gov/2010/pdf/2010-22706.pdf</p>	<p>1</p>

Example of Performance End Dates in Recent FPAAAs

State: Texas State Code: 48 Project Number: STP 2020(428)MM Project End Date: 03/28/2025

Project Description: VARIOUS LOCATIONS WITHIN COLLIN, DALLAS AND TARRANT COUNTIES. IDENTIFY TRANSIT SERVICES OUTSIDE TRANSPORTATION AUTHORITY SERVICE AREAS.

Standard Place Code: NA

Env Clearance Type: _____

Env Clearance Date: _____

Why is the Performance End Date Important?

- The date is listed at the end of the FPAA with no explanation of its importance, so it can be overlooked until the project exceeds the date.
- If a project surpasses the PED and costs are incurred after that date, the implementing agency will be responsible for 100% of those costs.
- The PED can be modified after the previously approved date has passed, but work performed during the lapse period will not be reimbursed.

Recommended Agency Actions

- Local agencies should coordinate with their TxDOT districts to do the following:
 - Establish a PED that is realistic on future projects
 - Verify PEDs that have already been established
 - Extend a PED if it is not realistic
- Visit the PED guidance on FHWA's website:
https://www.fhwa.dot.gov/cfo/projfundsmgt_qa.cfm#a7

Questions?

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TRAIL OF THE MONTH

Highlighted Regional Trails

Surface Transportation Technical Committee

Matt Fall

Sustainable Development

December 6, 2019



**North Central Texas
Council of Governments**

OUTREACH INITIATIVE

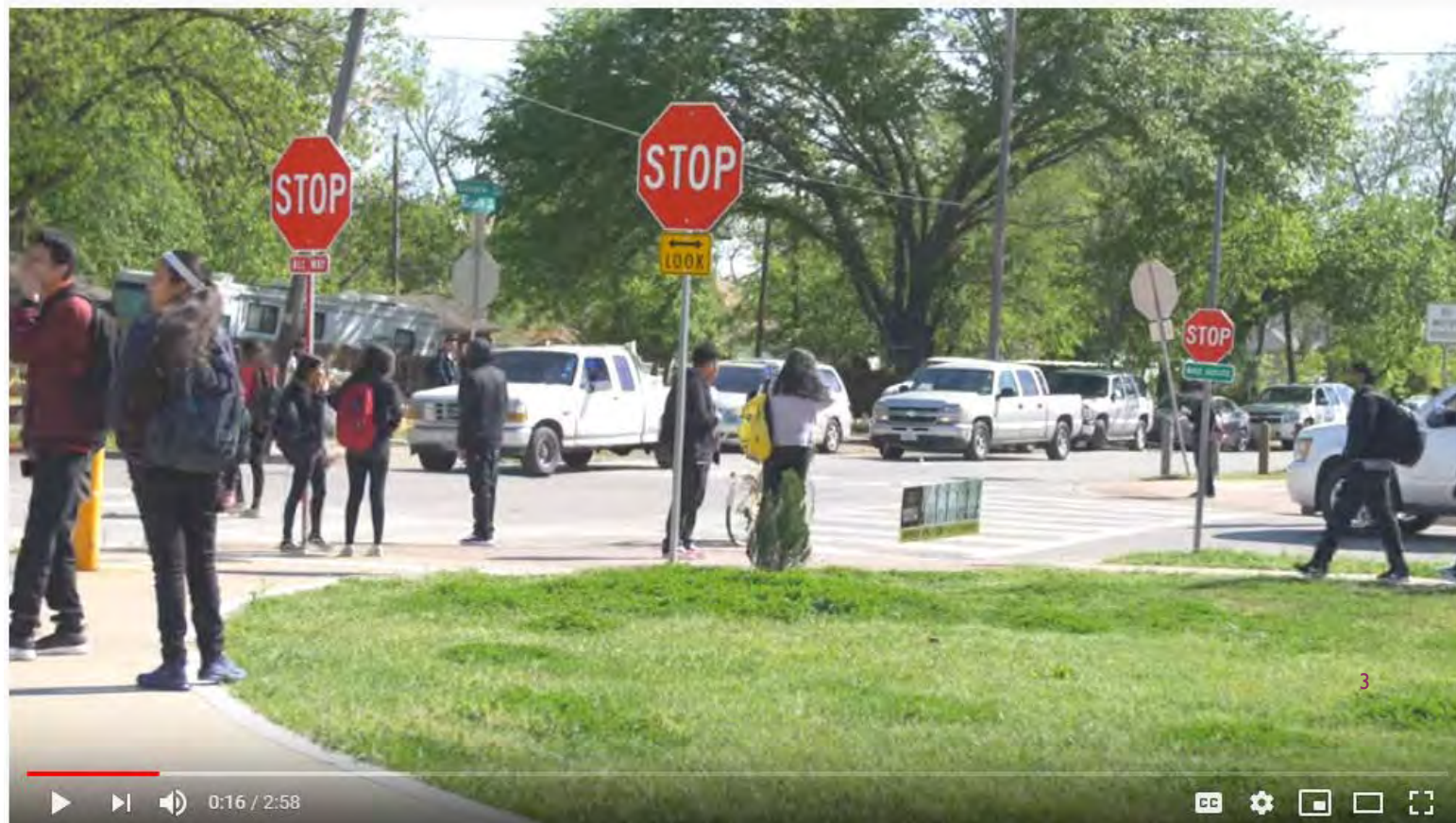
- **Make the public aware of the many great trail systems in the Dallas-Fort Worth region**
- **Over 773 miles built and 3,869 miles planned**
- **Highlight current and future investment by cities and the Regional Transportation Council**





Videos highlight the benefits of our trail system, such as:

- Transportation
- Regional connectivity
- Access to job centers and schools
- Community enhancement
- History of the trails



Videos include interviews with:

- Local government leaders and staff
- Trail users
- Organizations, such as *Friends of the Trail* groups



The image shows a YouTube video player interface. At the top, there is a search bar and the YouTube logo. The video content shows two men walking on a paved trail outdoors. The man on the left is wearing a dark blue polo shirt and is speaking. The man on the right is wearing a pink long-sleeved shirt and is listening. Below the video, there is a red progress bar and a timestamp of 1:19 / 2:58. The video title is "Trail of the Month: Santa Fe Trail". Below the title, it says "92 views • Aug 2, 2019". At the bottom right, there are icons for likes (2), dislikes (0), share, save, and a menu icon.

YouTube

Search

Adam Medrano

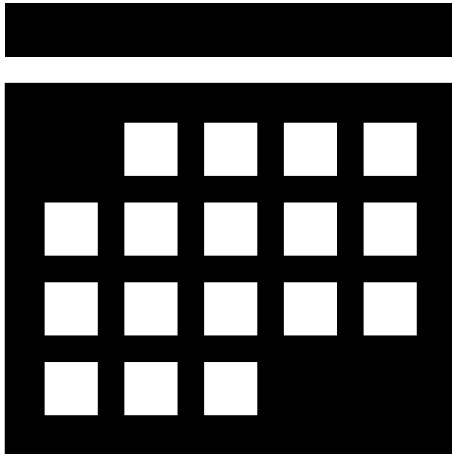
Mayor Pro Tem
City of Dallas

Trail of the Month: Santa Fe Trail

92 views • Aug 2, 2019

2 0 SHARE SAVE ...

SCHEDULE/CALENDAR OF TRAIL VIDEOS



- **Santa Fe (August 2019)**
- **Cottonwood Creek (September 2019)**
- **River Legacy Trail (October 2019)**
- **Cotton Belt Trail (November 2019)**
- **Preston Ridge Trail (December 2019)**
- **DCTA Rail to Trail (January 2020)**
- **Trinity Trails – Ft. Worth – Benbrook – Westworth Village (February 2020)**
- **SoPac Trail (March 2020)**
- **Lone Star/Campion/Delaware Creek to Downtown Irving (April 2020)**
- **Central Trail (May 2020)**
- **Regional Trails Overview (June 2020)**



Trail of the Month

Dallas

Santa Fe Trail



THANK YOU!

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Matt Fall

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Trail of the Month Videos:
nctcog.org/bikeweb





Community Development Block Grant - Mitigation (CDBG-MIT)



Source: Texas General Land Office – State Action Plan – Mitigation Funding: <https://recovery.texas.gov/action-plans/mitigation-funding/index.html>

December 6, 2019

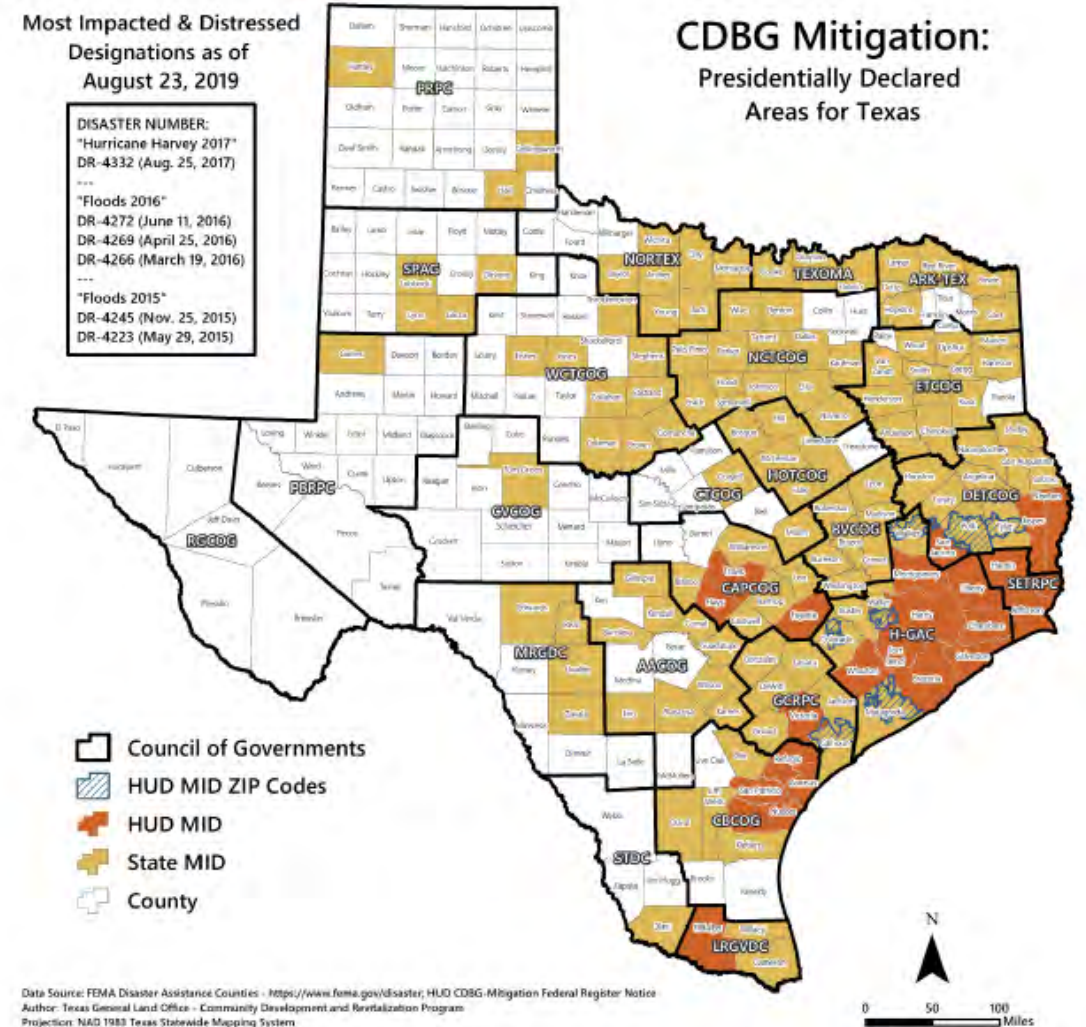
Surface Transportation Technical Committee (STTC)
Other Business (New) – Notice of State Action Plan Public Hearing (Dallas, TX)

CDBG-MIT Funds – State Action Plan

Program Overview and Notice of Public Hearing

2

- Federal Register Notice Published: August 30, 2019
- Draft State Action Plan Released: November 21, 2019
- Department of Housing and Urban Development (HUD) CDBG-MIT Texas Allocation: **\$4,297,189,000**
 - ▣ 2015 Flood, 2016 Flood, and 2017 Hurricane Harvey impacts
 - ▣ Funding programs covering infrastructure, housing, buyouts/acquisition, economic development, and planning activities
 - ▣ 13 of 16 NCTCOG counties currently eligible to compete for **\$193,777,710** in **flood mitigation** and **\$344,859,450** in **planning** activities (pending public comments)
- Notice of Public Hearing:
 - ▣ **Monday, December 9, 2019: 10:00am-2:00pm**
 - ▣ **Dallas County Community College District (DCCCD) Bill J. Priest Institute – 1402 Corinth Street Road, Dallas, TX 75215**
- **Public Comment Deadline: January 6, 2020**
- **Final State Action Plan Due: February 3, 2020**



CDBG-MIT Funds – State Action Plan *(cont.)*

Focus on Mitigation and Resiliency

3



HUD's Mitigation Definition

“Those activities that increase resilience to disasters and reduce or eliminate the long-term risk of loss of life, injury, damage to and loss of property, and suffering and hardship, by lessening the impact of future disasters.”

– CDBG-MIT Federal Register Notice (8/30/2019)



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December 6, 2019

Surface Transportation Technical Committee (STTC)
Other Business (New) – Notice of State Action Plan Public Hearing (Dallas, TX)

TRANSPORTATION AND LAND USE INTERFACE – CHANGING INVESTMENT LANDSCAPE FOR MEGA DEVELOPMENTS

Surface Transportation Technical Committee

December 6, 2019

Michael Morris, P.E.

**Director of Transportation
North Central Texas Council of Governments**

BACKGROUND

The region continues to receive infrastructure funding requests for assistance in redeveloping major retail and economic centers/nodes.

Requests come from entities looking to relocate within our region and from local partners seeking new opportunities to revitalize existing areas

Anticipate these requests to be a part of our future

Creates an opportunity to use transportation investment to change land use and promote economic vitality of the region for mobility and air quality purposes

EXAMPLES OF EXTERNAL AND “IN REGION” REQUESTS

External Partnership Opportunities

- Stadler
- Tesla Battery
- GE Test Track
- Amazon
- Uber

Local Partnership Opportunities

- American Airlines
- Northwest Highway Parking
- Midtown/Valley View Redevelopment
- Katy Lofts
- Butler Housing
- Opportunity Zones in Dallas
- General Motors
- Collin Creek Mall

ELEMENTS & METHODS TO IMPLEMENT

What:

- Support of sustainable, mixed-use, and transit-oriented development
- Economic development, redevelopment opportunities, modernizing retail
- Parking garages/parking management
- Transit interface
- Urban/suburban/rural context

How:

- Context sensitive design analysis and feedback
- Investment via both grants and loans
- Partnering with the Governor's Office on economic development projects

CURRENT LOCAL PARTNERSHIP OPPORTUNITY

Collin Creek Mall Mixed-Use Redevelopment

- City of Plano has requested RTC participation in construction of a parking garage
- Total cost
 - Public Parking = \$30 million (50% Greater/50% Less)
- Transit Shuttle

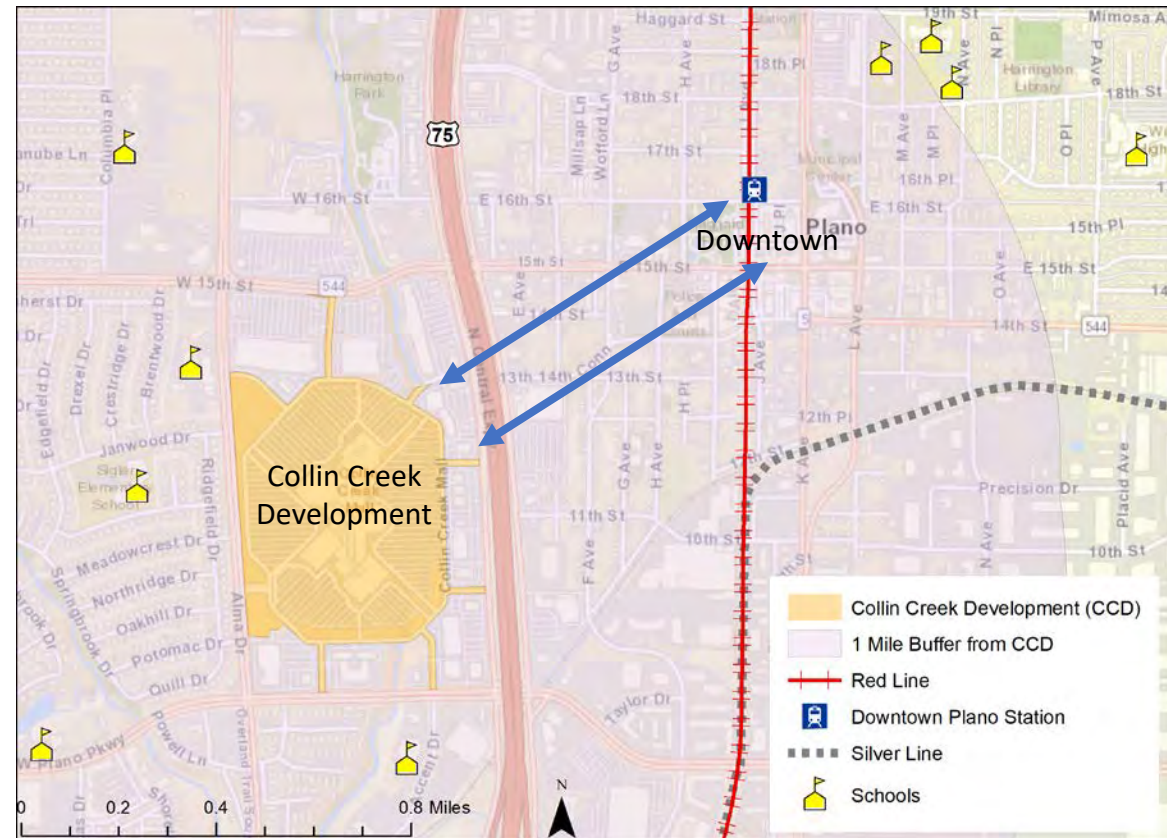
TRANSIT OPPORTUNITY AT COLLIN CREEK

Transit Demand Market

Market Segment	Destination(s)
Residents	Downtown, Collin Creek, DART Rail
Students	Downtown, Collin Creek, DART Rail
Visitors	Downtown, Collin Creek, DART Rail
Commuters	Downtown, Collin Creek, DART Rail

Funding Sources: CMAQ and FTA

Circulator Route via Electric Vehicle



CURRENT LOCAL PARTNERSHIP OPPORTUNITY

Collin Creek Mall Mixed-Use Redevelopment

- Proposal for RTC consideration:
 - Contribute \$30 million in federal funds to garage
 - Include transit shuttle using next generation electric vehicles to Downtown Plano Light Rail Station
 - Fund with additional FTA or CMAQ funding
 - Need to coordinate with DART regarding operations
 - Parking garage must include park and ride spaces
 - Half of funding would be a grant and the balance would be a loan
 - Need assurances that the proposed development will materialize
 - Use standard interest rate (2.4%) on loan
 - RTC funding would only pay for publicly available parking
 - RTC funding for construction only, no land acquisition