

H. Policy Bundle

Metropolitan Transportation Plan Policy Bundle Incentive Program

Mobility 2045 recommendations consist of policies, programs, and projects that reflect regional priorities and support the continued development and implementation of a robust transportation system. Mobility 2045 includes a voluntary list of complementary policies that local governments and transportation agencies can choose to adopt. The policies in this initiative address a range of issues affecting transportation, including the siting of schools, land-use strategies, and transit support, among others. To encourage adoption of these policies, the North Central Texas Council of Governments (NCTCOG) has developed a program whereby applicants that adopt at least 50 percent of these complementary policies can receive Transportation Development Credits to help offset local matching funds for transportation projects.

Policy bundle policies can be adopted by applicants in several ways. They can be adopted as part of a regional effort led by NCTCOG; be passed by resolution, court order, minute order, or other instrument by a governing body; be created by ordinance or other enforceable rule or law; or by an election.

Transportation Development Credits

Transportation Development Credits (TDC) are a financing tool approved by the Federal Highway Administration that allows states to use federal obligation authority instead of matching funds. Credits are earned when the state, toll authority, or private entity entirely funds a capital transportation investment using toll revenues earned on existing toll facilities. In Texas, 75 percent of TDCs are allocated to Metropolitan Planning Organizations with the other 25 percent allocated on a competitive state-wide basis. In 2016, NCTCOG received 100 million TDCs from the Texas Department of Transportation (TxDOT).

Process:

The Policy Bundle process works as follows:

- NCTCOG receives TDCs from TxDOT
- Open call for applications requesting TDCs to all cities and transportation entities
- Workshop for all applicants
- Applications submitted
- Applications reviewed
- Recipients awarded TDCs
- Projects added to the Transportation Improvement Program

Restrictions:

Applicants can only receive TDC offset credits for new projects, and applicants' projects must be programmed within a year of receiving notices of award.

2017 Policy Bundle Summary

In 2017, NCTCOG received 17 applications for review. After vetting the applications, 11 cities and organizations were awarded 48 million TDCs.

Recipients included:

- The Fort Worth Transportation Authority
- Denton County Transportation Authority
- The cities of Dallas, Fort Worth, Arlington, Plano, Grapevine, McKinney, Lewisville, Mesquite, and Richardson

The following table details the policies, actions, and applicability to each entity for this initiative.

| Action Type | Program Area | Policy Name | Policy | Agencies to Adopt or Implement | | | | | |
|--|--------------------------|--|---|--------------------------------|----------|-------|------|---------------------|------|
| | | | | Cities | Counties | TxDOT | NTTA | Transit Authorities | ISDs |
| Existing Policy Tied to Funding | | | | | | | | | |
| Governing Body Approval | Air Quality | Clean Fleet | Required for clean fleet funding as contained in Regional Transportation Council Resolution R14-10 . Establish a framework for reducing emissions, reducing fuel consumption, partnering with NCTCOG/DFW Clean Cities, and training staff. | X | X | X | X | X | X |
| Proposed Policies for Bundling | | | | | | | | | |
| Joint Staff Coordination | Travel Demand Management | Employer Trip Reduction Program | Request local agency staff and NCTCOG staff to meet with all major employers (defined as employers with 250 or more employees) to discuss and encourage the implementation of voluntary Employer Trip Reduction Programs. | X | X | | | | |
| Joint Staff Coordination | Safety | Wrong-Way Driving | Work with NCTCOG staff and the Regional Transportation Council to implement safety strategies to reduce wrong-way driving crashes. | X | X | X | X | X | X |
| Joint Staff Coordination | Security | Securing Transportation Infrastructure | Participate in the identification and development of a security plan for the top 10 regionally identified transportation infrastructure components. | X | X | X | X | X | |
| Joint Staff Coordination | Operations/Safety | Integration | Integrate all traffic operations systems between public sector entities, including sharing of data and video. | X | | X | X | X | |
| Joint Staff Coordination | Operations/Safety | Copper Theft | Coordinate and share best practices to prevent copper wire theft supporting the operations and illumination of transportation infrastructure. | X | X | X | X | X | |
| Joint Staff Coordination | Sustainable Development | Parking Management | Work with NCTCOG staff to identify and develop parking management strategies within areas of higher density or trip generation. Strategies would include smart parking management policies to reduce excessive traffic circulation and to set standards for supply ratios that might encourage alternative modes of transportation such as: transit, shared parking, on-street parking provisions, bicycle parking, parking management technologies, parking districts, etc. | X | | | | X | |
| Joint Staff Coordination | Sustainable Development | Safe Access to Schools | Engage TxDOT, the city, and all Independent School Districts within their jurisdiction to partner, prepare, and implement Safe Routes to School plans for existing and future schools, to address the five Es of engineering, education, enforcement, encouragement, and evaluation. Plans would include topics such as traffic operations, safety, bicycle, walking access, etc. | X | X | X | | | X |
| Joint Staff Coordination | Freight | Railroad Safety | Improve railroad safety through public education, innovation, and partnering with local governments to address railroad crossing safety improvements. | X | X | X | | X | X |
| Governing Body Approval | Safety | Traffic Incident Management | Require a comprehensive, coordinated, interagency approach to traffic incident management in the North Texas region modeled after Regional Transportation Council Resolution R08-10 . This includes tracking performance measures based on regional definitions, collecting data, and monitoring progress (applies to local governments that respond to freeway incidents). | X | X | X | X | | |
| Governing Body Approval | Sustainable Development | Land-Use Strategies | Develop sustainable land-use strategies to support urban, rural, and suburban communities. A) Encourage form-based design, increased density, diversity of land uses, and multimodal transportation options for areas of infill, redevelopment, historic main streets, and/or those that are transit oriented; B) Develop strategies to protect rural land use and reduce suburban sprawl; or C) Encourage strategies that support areas of conservation, partnered with strategic economic growth and density. | X | X | | | | |
| Governing Body Approval | Sustainable Development | School Siting Coordination | Engage TxDOT, the city, and all Independent School Districts within their jurisdiction to collaborate on the Independent School Districts' growth plans, the city's Comprehensive Plan, and other general coordination. Discussions should be had regarding school siting, safety, etc. | | X | X | | | X |
| Governing Body Approval | Roadways | Complete Streets | Implement a local Complete Streets Policy including, but not limited to, the following: vision and intent, applicability, design, and implementation strategy. | X | X | X | | | |

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|--------------------------------------|---------------|-----------------------------------|---|--------------------------------|-----------|-----------|----------|---------------------|----------|
| | | | | Cities | Counties | TxDOT | NTTA | Transit Authorities | ISDs |
| Governing Body Approval | Roadways | Urban Thoroughfare Revitalization | Implement land-use and transportation programs and policies to revitalize and redevelop aging infrastructure (at least 20+ years old) to provide context sensitive solutions for urban thoroughfares on the state roadway systems and other important community roadways that have significant development of commercial, retail, and other uses. | X | X | X | | | |
| Governing Body Approval | Environmental | Stormwater Management | Implement sustainable stormwater practices for transportation improvements and site development to promote improved water quality, flood control, and reduced run-off effects. | X | X | X | X | X | X |
| Governing Body Approval | Air Quality | Clean Construction | Encourage use of lower-emission construction equipment on transportation projects which are awarded federal funding by the Regional Transportation Council and conduct comparison studies to compare regular contracts. | X | X | X | X | X | X |
| Governing Body Approval | Transit | Transit Funding: Level 1 | Allocate local funds to support public transit (e.g. participate as a member of a transit authority, contract for transit service, build transit-oriented developments). | X | X | | | X | |
| Ordinance | Air Quality | Idling Restrictions | Implement and enforce Locally Enforced Motor Vehicle Idling Limitations, consistent with Regional Transportation Council Resolution R08-03 , which limits the idling of certain vehicles to five minutes or less and provides for enforcement mechanisms. | X | X | | | | X |
| Ordinance | Freight | Freight-Oriented Development | Enhance freight-oriented land-use sustainability by requiring local governments to adopt compatible zoning requirements to property adjacent to freight-oriented development land uses. | X | | | | | |
| Ordinance | Aviation | Unmanned Aircraft Systems | Implement operational restrictions and other requirements of Unmanned Aircraft Systems around regionally significant aviation facilities. | X | X | | | | |
| Election | Transit | Transit Funding: Level 2 | Participate in some form of membership with a transportation authority that results in rail transportation investments and more efficient land-use development. | X | X | | | X | |
| Total | | | | 20 | 17 | 12 | 7 | 10 | 7 |
| Need 50% of Eligible Policies | | | | 10 | 8 | 6 | 3 | 5 | 3 |

Joint Staff Coordination: Regional Transportation Council staff and local agency staff work together to implement and encourage within the region.

Governing Body Approval: Resolution, Court Order, Minute Order or other instrument reflecting governing body approval.

Ordinance: Ordinance or other locally enforceable rule or law. **Election:** Requires an election in order to implement.

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