

What topic would you like to hear about at the April Task Force meeting?

Please submit ideas at:

www.menti.com

Code: 2719 4508





North Central Texas Council of Governments

Coordinated Land Use and Transportation Planning Task Force

Virtual Meeting | 01/25/2024



2024 Task Force Meeting Schedule

January 25

April 25

July 18

October 17

www.NCTCOG.org/LUTTF



Today's Meeting

Local Updates

DART Park and Ride TOD Redevelopment Partnership

Local Government and MPO Coordination

- Regional Transportation Planning and MPO Overview
- Transportation Funding Opportunities
- Transportation Improvements Program Processes and Requirements
- Policy Bundles Program

Panel Discussion

Announcements



A blue-tinted photograph of a city street scene. In the foreground, two women are walking towards the left. The background shows a street lined with buildings, trees, and other pedestrians. A sign for 'PATRIZIO' is visible on a building to the right.

Local Updates



DART / Member City TOD Partnerships

Coordinated Land Use and
Transportation Planning Task Force
January 25, 2024

Jack Wierzenski, DART, Assistant Vice President
Economic Development



DART Overview

- DART formed in 1983 by voters
- 13-city Service Area of about 700 square miles
- Each city contributes 1% of their sales tax to fund infrastructure, operations & maintenance (O&M)



DART's Policy & Program

Strategies

- Foster cooperative relationships with other governmental entities and private sector...
- ... reallocating surface parking spaces to incorporate eventual TOD...
- ... expanding opportunities for a broad range of housing and employment options serving increasingly diverse populations.
- ... incorporate service area cities housing goals....



Transit Oriented Development Policy

Exhibit 1

Section 3. Goals

DART recognizes that Transit Oriented Development can be a means to accomplish the following goals:

- 3.1 Enhance the quality of life through the coordinated development of accessible pedestrian and non-motorized environments at transit stops and stations.
- 3.2 Increase transit ridership through the coordinated planning of land use and quality development projects on and around DART station properties and along DART transit routes and corridors.
- 3.3 Enhance the value of DART real property and other assets by designing transit facility access, and circulation to accommodate future TOD while maintaining accessibility and visibility to transit.
- 3.4 Contribute to the on-going economic vitality of service area cities while expanding opportunities for a broad range of housing and employment options serving increasingly diversified populations.

Section 4. TOD Strategies

- 4.1 DART seeks to foster cooperative relationships with other governmental entities, local communities, and the private sector for the development of comprehensive development plans, station area plans, innovative approaches to parking, property acquisition and disposition, and development of financial strategies and tools such as assessment districts, tax increment finance districts, or improvement districts, any of which may be located on and off DART property.
- 4.2 DART seeks to coordinate the development of livable communities at or around DART transit facilities through planning efforts with other governmental entities and communities

in the DART service area early on in the development process to enhance multi-modal access to and from DART stops and stations and ensure appropriate transit supportive uses.

- 4.3 DART seeks to enhance the future value of planned DART facilities for TOD through one or more of the following:
 - a. strategic acquisition of property and/or use of underutilized parking spaces to capture potential TOD opportunities;
 - b. early design of transit facility elements such as, parking, circulation, and access;
 - c. platform and infrastructure placement and orientation, in anticipation of reallocating surface parking spaces to incorporate eventual transit oriented uses. When feasible, these spaces should be integrated into TOD through the use of shared parking structures designed for alternative future uses.
- 4.4 DART seeks to encourage direct connections, including pedestrian and alternative modes, to transit stops and stations from surrounding development. Projects shall be consistent with City/Community TOD policies and plans.
- 4.5 DART seeks to use the appropriate method of disposing of DART real property for Transit Oriented Development projects to achieve specific development objectives, incorporate service area cities' housing goals, and demonstrate a financial benefit to DART.

Section 5. Implementation Process

The President/Executive Director or his designee shall develop written procedures necessary to fully implement this Policy.

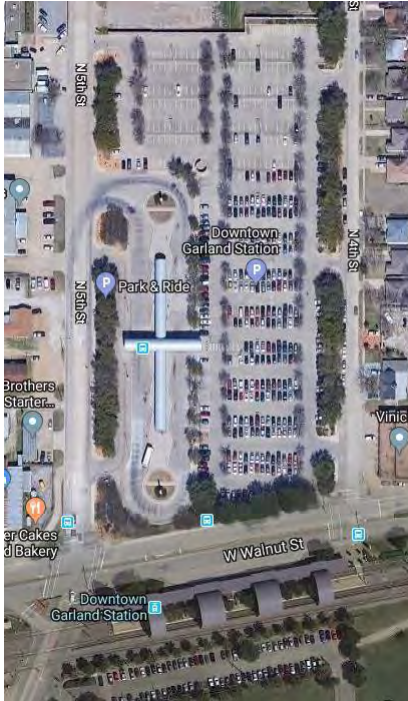
Overview of DART TOD Agreements

- Master Development Agreement
 - Traditional DART Led RFP process focused on developer proposal
 - Long Term Lease with selected developer
- Memorandum of Understanding (MOU)
 - Develop a TOD Plan and Zoning
 - Initiate ILA process
 - Non-Binding
- Inter Local Agreement (ILA)
 - Based on existing TOD Plan
 - City leases property with TOD potential from DART
 - Set financial terms
 - RFP and selection process in partnership with DART
 - City subleases property to developer and any negotiates financial incentives

Benefit of an MOU

- Creates an understanding between the City and DART to identify common TOD goals and review opportunities for Transit Oriented Development on and off City and DART property
- Formalizes a relationship between both parties to move forward with determining future TOD possibilities at each site, ultimately leading to a coordinated Request for Proposal(s) (RFP) for one or more of the site(s)
- Non-Binding

DART/Garland Parking Lot Post-Covid Occupancy Rates



Downtown Garland
Station 540 spaces



Forest/Jupiter Station 563 spaces

Downtown Garland Station— 63% parking
utilization (Q4 2023, 130 occupied)

Forest/Jupiter Station— 18% parking
utilization (49 occupied)

Lake Ray Hubbard Transit Center— 8%
parking utilization (61 occupied)

South Garland Transit Center— 2% parking
utilization (10 occupied)



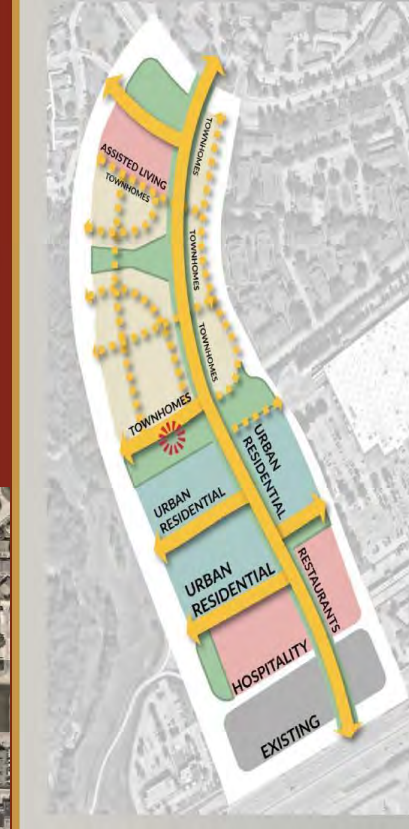
Lake Ray Hubbard Transit Center
557 spaces



South Garland Bus Transit
Center 603 spaces

Garland Lake Ray Hubbard Transit Center – MOU Concept

DEVELOPMENT CONCEPT 2



DART and City of Dallas Collaboration - TOD MOU and ILA

- DART and City of Dallas approved an MOU for these 6 DART properties November 2021
- COD advertised an RFP September 29, 2022 for 6 separate DART properties
- Several development teams were interviewed by a panel made up of City and DART staff
- City of Dallas Council approved the selected development teams June 14th 2023
- City staff and DART will be working with development teams to refine their TOD plans, land use, entitlements and Planning approvals, financing and financial feasibility, terms and conditions for a long term lease from DART, urban design, community engagement and outreach, and accommodating existing transit activities and access near the stations, and acquire the appropriate zoning.
- Upon finalization of the TOD Plan, the DART Board will review each of the plans and consider entering into an ILA with the City of Dallas to implement the respective TOD plans

DART/Dallas TOD MOU Sites

Royal Lane



8th & Corinth



Hampton



Westmoreland



Lake June



Buckner



Buckner Station



Lake June Station



Hampton Station



Westmoreland Station



Royal Lane Station



TOD Interlocal Agreement – Deal Points

- The ILA commits each City to reflect Transit Oriented Development performance requirements reflected in DART's 2020 TOD Guidelines and TOD Policy and DART participation in the process
- Reflect a well developed TOD Plan which incorporates DART operations and anticipated parking needs
- Lease requirements are defined securing economic rent and market rate statutory obligations with escalations as development occurs

TOD Interlocal Agreement

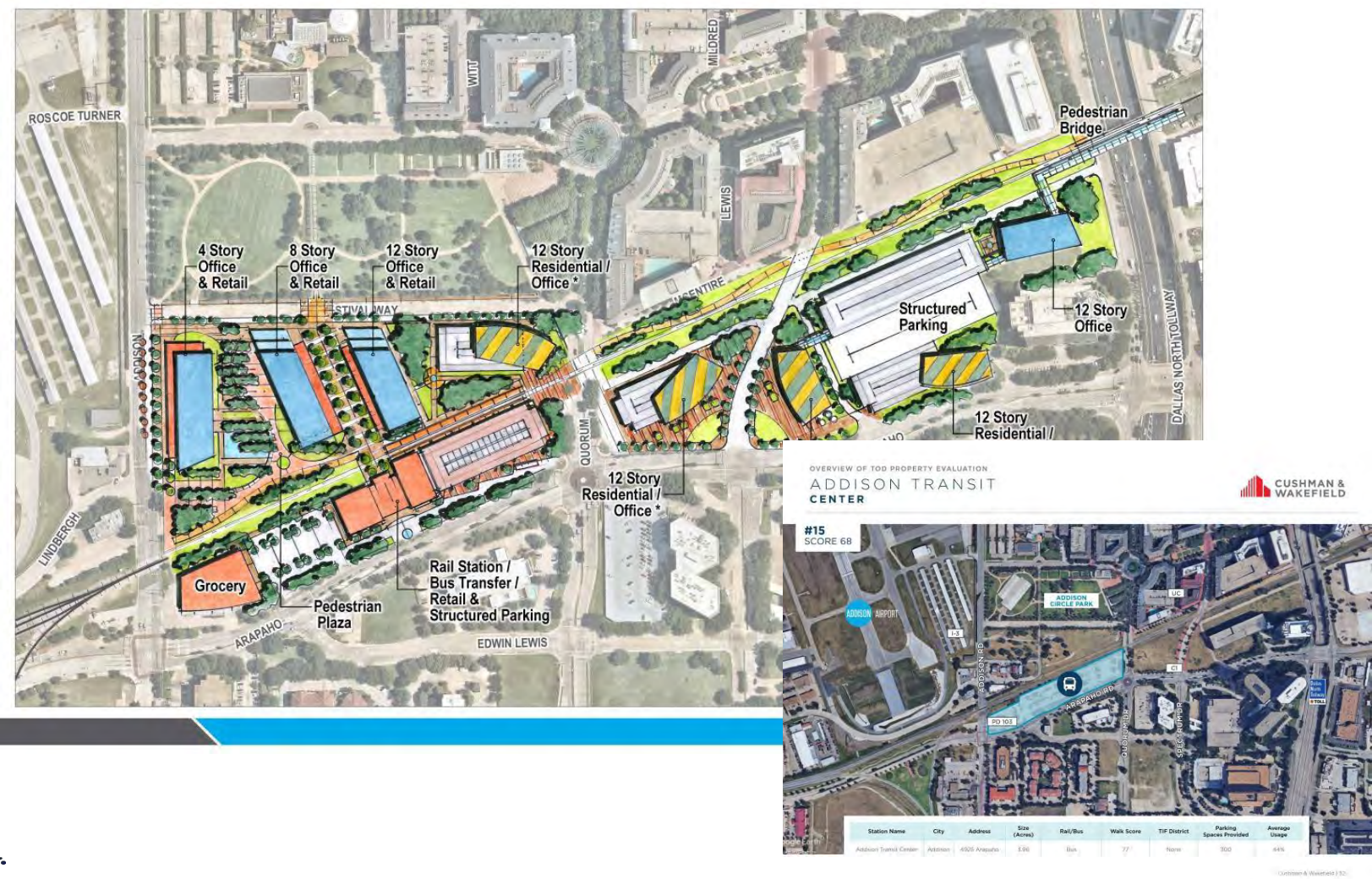
- Each City would initiate a Request For Proposal (RFP) process which would result in a Master Development Agreement and sub-lease with the selected developer
- Each City would have 24 months to complete this process with one 12-month extension if needed
- The DART Board approved entering into an Interlocal Agreement (ILA) with the City of Richardson and Town of Addison June 22, 2021

Addison/DART ILA- Transit Center

ADDISON CENTRAL / COMMONS

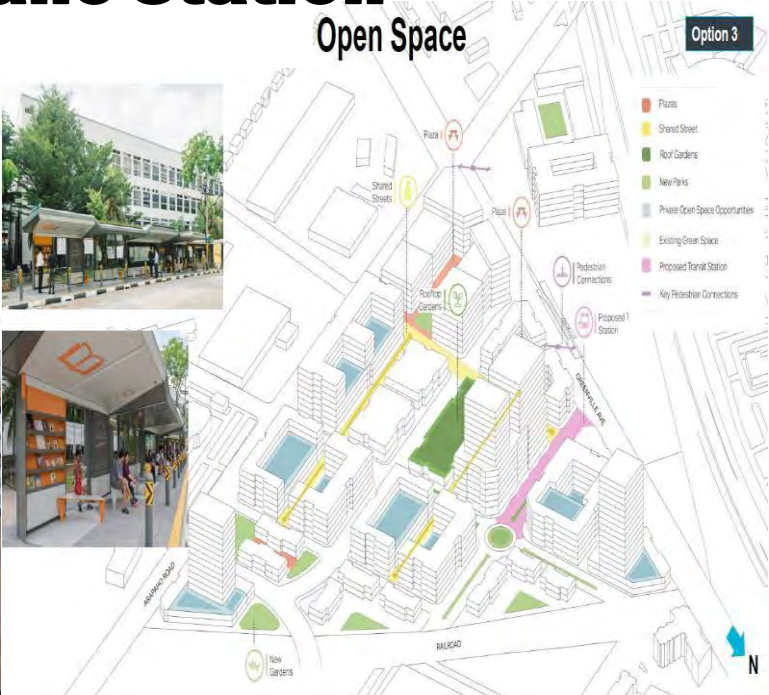
Addison Circle Special Area Study

ADDISON



Richardson/DART ILA –Arapaho Station

OVERVIEW OF TOD PROPERTY EVALUATION
ARAPAHO CENTER
STATION





Local Government and MPO Coordination

What do you want to know about working with COG?

Please respond in the chat



WHAT IS THE NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS?

A council of governments is a regional coordinating body consisting of representation from local governments with a region.

NCTCOG region: 16 counties (12,800 square miles)

Primary Tasks

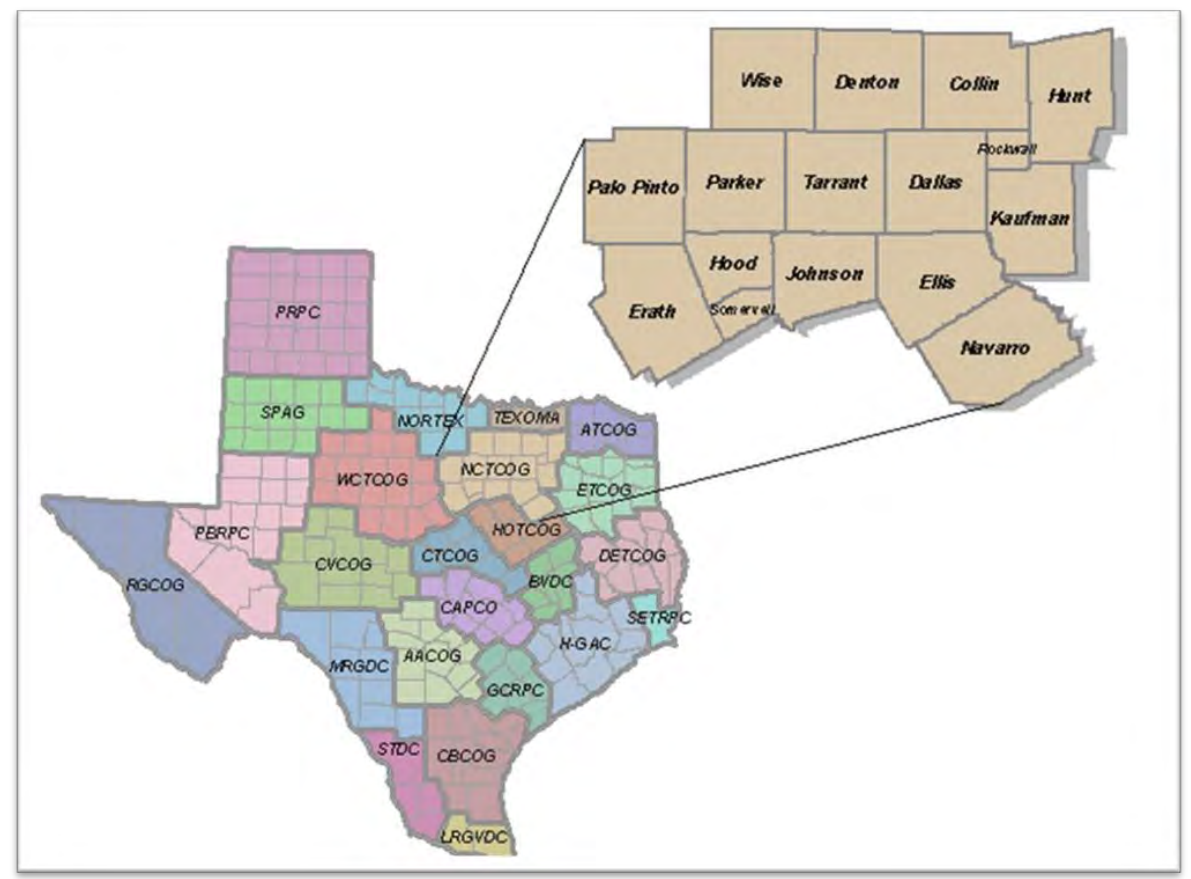
Strengthen individual and collective power of local governments by recognizing regional opportunities, eliminating duplication, and making joint decisions

Assists local governments in planning for common needs, cooperating for mutual benefit, and coordinating for sound regional development

NCTCOG Departments

Aging Services
Economic Development
Emergency Preparedness
Environment & Development
NCT 9-1-1

Public Safety
Regional Data
Transportation
Workforce Solutions

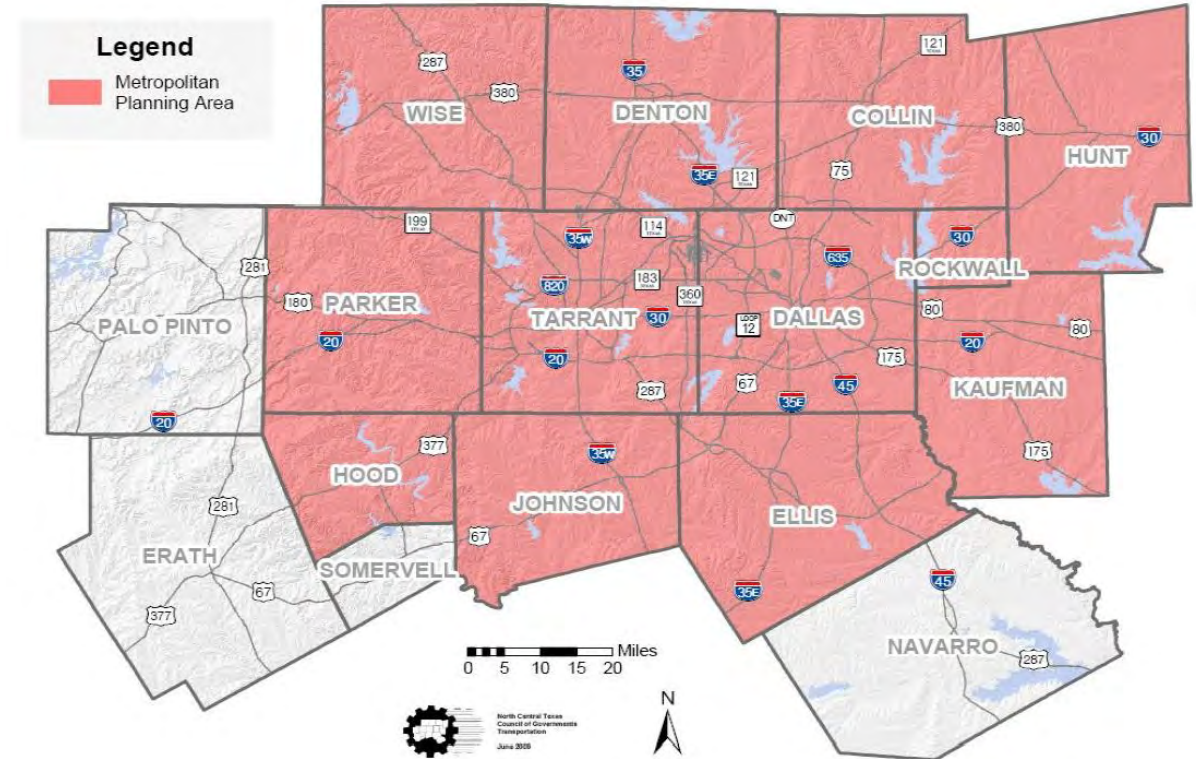


WHAT IS THE METROPOLITAN PLANNING ORGANIZATION?

Federally mandated transportation policymaking and planning body in 12-county Metropolitan Planning Area (MPA)

Governed by the Regional Transportation Council (RTC) made up of 45 elected officials and representatives from local governments and local transportation providers

NCTCOG's **Transportation Department** is lead agency for the Metropolitan Planning Organization (MPO) and conducts regional transportation planning and funding processes



MPO Overview

12-county Dallas-Fort Worth
Metropolitan Planning Area

9,300 square miles

165+ municipalities

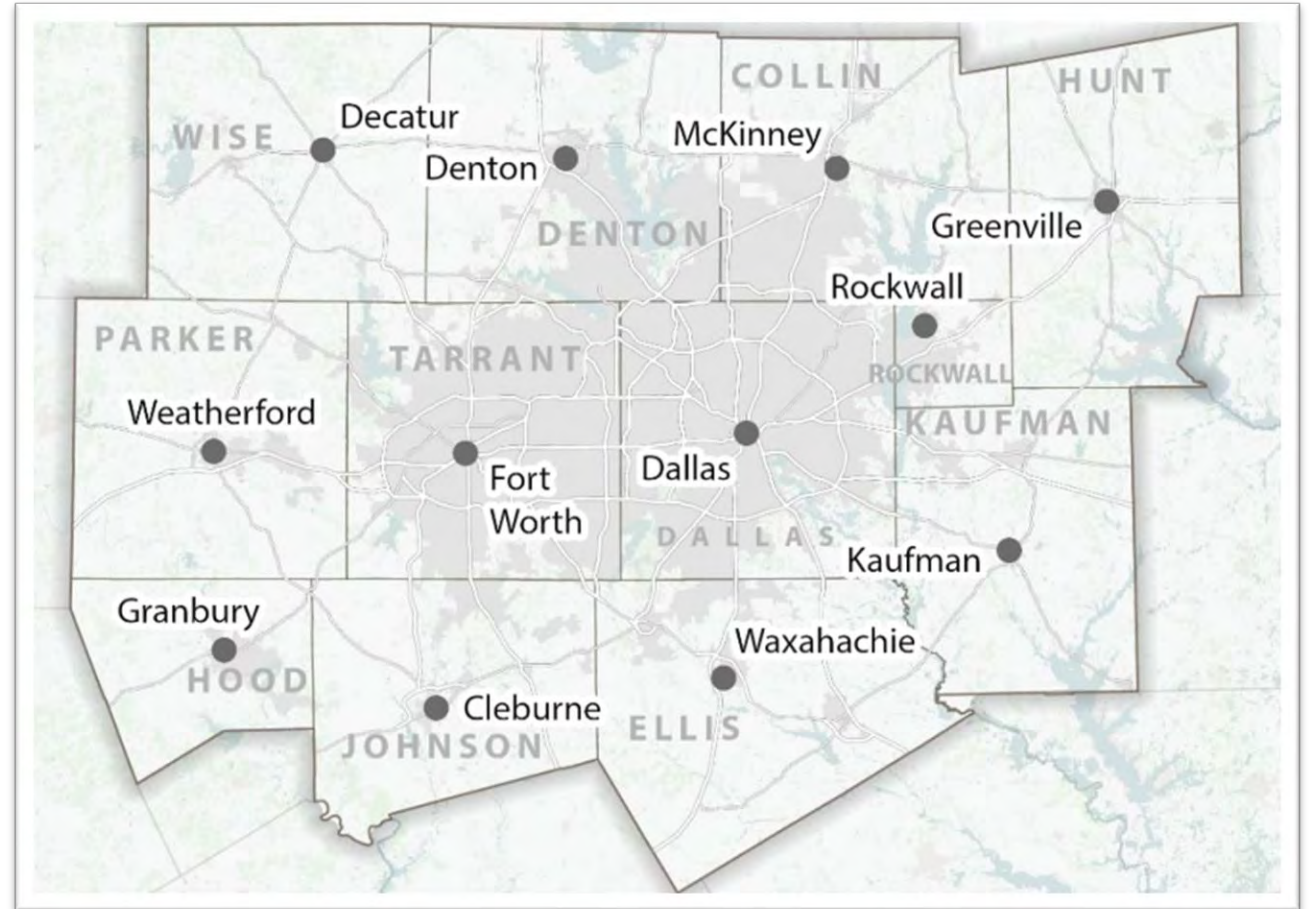
127 school districts

Population 1970: **~2 million**

Population 2022: **~8 million**

85 commuter and light rail stations
(+6 under construction)

19 transit member cities



Key Boards & Committees

NCTCOG Executive Board

- Fiscal and budgetary policy-making body for NCTCOG
- Fiduciary body; approval of funds coming in and going out
- 17 locally elected officials and one ex-officio non-voting member of the legislature

Regional Transportation Council (RTC)

- Independent transportation policy body of the MPO
- Determine allocation of federal, state, regional transportation funds
- Local elected or appointed officials from the MPA and representatives from each transportation provider

Surface Transportation Technical Committee (STTC)

- Recommendations regarding surface transportation planning and the funding of transportation improvements in the region
- 80 members consisting of engineers and technical staff from local entities



MPO Subcommittees

Bicycle and Pedestrian Advisory Committee (BPAC)

- Provides technical expertise and public outreach support for local government technical staff and transportation providers
- Members appointed by STTC designation; one representative per membership organization

Coordinated Land Use and Transportation Planning Task Force (LUTTF)

- Forum for local governments to highlight best practices around coordinating land use and transportation plans, policies, and projects
- Focus on interaction between transportation and land use and how they affect development and the transportation system

Regional Safety Advisory Committee (RSAC)

- Assist in the development of regional safety policies, programs, procedures, projects, and activities to improve regional traffic safety
- Transportation professionals and TxDOT representatives from the region

Other opportunities for local government involvement and participation:

- Other committees: <https://www.nctcog.org/trans/about/committees>
- NCTCOG meeting calendar: <https://nctcog.publicinput.com/#events>



Key Plans and Documents



Metropolitan Transportation Plan (MTP)

- Long-range planning document recommending projects, plans, and policies to meet regional goals
- Blueprint for region's multimodal transportation system
- Themes: mobility, quality of life, system sustainability, and implementation



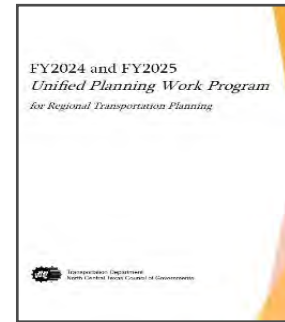
Transportation Improvement Program (TIP)

- Staged, multi-year funding program of approved regional projects
- New TIP developed every two years



Congestion Management Process (CMP)

- Regional approach for managing congestion to provide updated, accurate information on multimodal transportation and strategies for mitigating congestion



Unified Planning Work Plan (UPWP)

- Guide for NCTCOG transportation and air quality planning activities to be conducted over the course of specified fiscal years
- Includes detailed descriptions of work tasks and a summary of funding amounts and sources

Documents available at: <https://www.nctcog.org/trans/study>



UPWP Overview

Includes:

- NCTCOG's internal work tasks
- Work NCTCOG commits to for outside organizations
- Significant planning funds received by members
- Updated quarterly

UPWP requests:

- Member cities can request technical assistance
- Emails sent soliciting requests every two years in January/February to all cities in the MPA in advance of the next two-year UPWP
- Letters go to mayors, county judges, city managers, county administrators, and transportation/planning/public works directors for all cities/counties in the MPA with population >5,000
- Rarely give money direct - NCTCOG staff completes work or can hire consultant
- Screen for projects/plans that are outside of typical purview of city activities (e.g., ADA Transition Plans), regionally significant, innovative, and/or align with RTC goals for the region



Sustainable Development Program

Regional Initiatives to Promote Great Urban Places

Major Program Areas:

Land Use and Transportation Planning

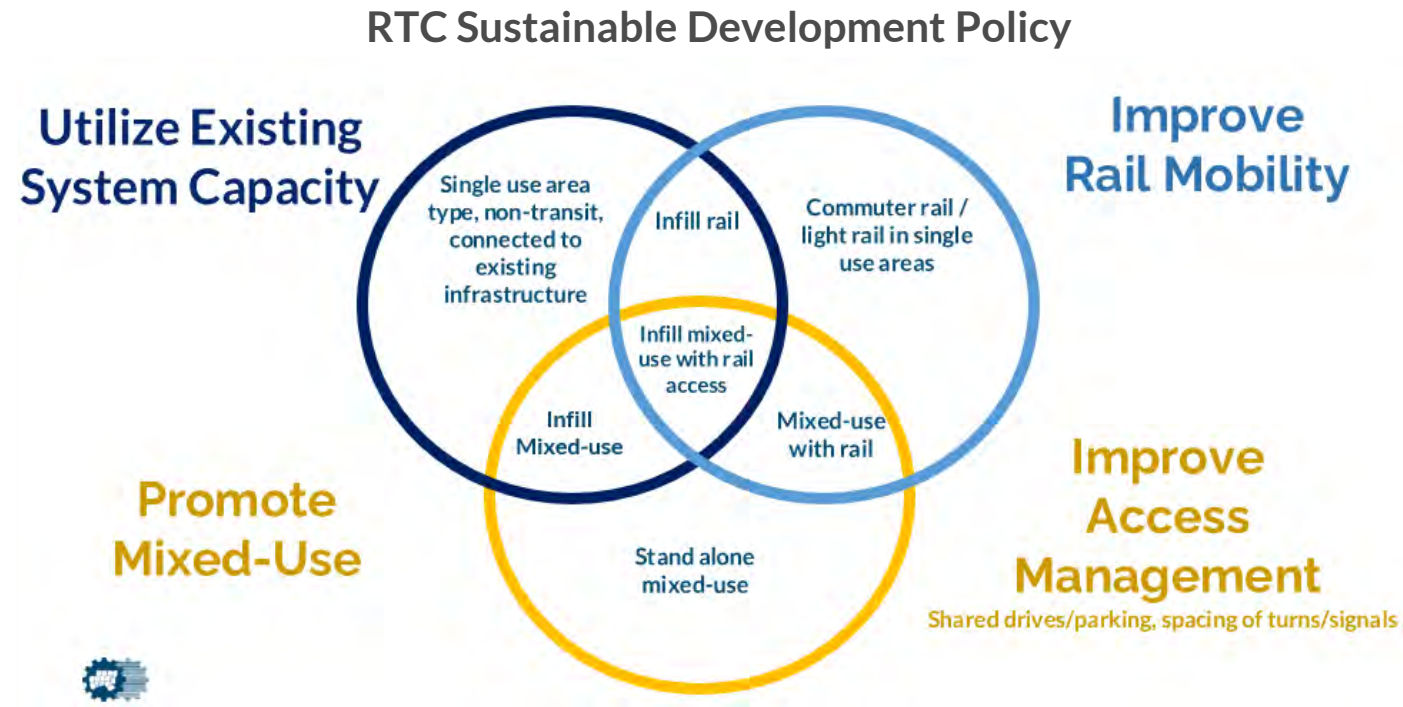
Transit-Oriented Development (TOD)

Parking Management

Bicycle and Pedestrian Planning

Community Schools and Transportation

Sustainable Development Funding Program
(Infrastructure, Planning, Landbanking)



Sustainable Development Programs

Program Activities:

- Plan development
- Infrastructure funding
- Technical assistance
- Regional studies
- Education / Training
- Public Outreach and Encouragement



SD Team Recent Projects and Activities

Project/Plan Name	Description	Scope	Status	Link
North Texas Value Capture Report	Evaluation of how effectively value capture tools have been used in the region and recommendations for improving transportation funding capacity in the future	Regional	Complete	Full Report
Public Community Gardens Program Guide	Provides information, resources, and tools for city staff, decision-makers, and others to develop and implement a public community gardens program	Regional	Complete	Project Web Page
Deep Ellum Parking Study	Study evaluating parking demand and district management options with goal of efficiently using current supply and minimizing excess parking, while improving overall transportation to reduce congestion	Local	Near Complete – Draft report sent to stakeholders	N/A
DCTA Routes to Rail Study	Study analyzing pedestrian first/last mile connectivity around six Denton County Transportation Authority (DCTA) A-Train commuter rail stations in Denton, Lewisville, and Carrollton	Regional	Complete	Project Web Page



CONTACT US

Karla Windsor, AICP
Senior Program Manager
kwindsor@nctcog.org



Travis Liska, AICP
Principal Planner
tliska@nctcog.org

Shawn Conrad , PhD
Principal Planner
sconrad@nctcog.org

Stu Burzette
Transportation Planner
sburzette@nctcog.org

Sydnee Mangini
Transportation Planner
smangini@nctcog.org



The background is a dark blue collage featuring various transportation and urban infrastructure elements. On the left, a bicycle is visible. In the center, there are faint, glowing lines and shapes that suggest a network or map. On the right, there are images of a city skyline at night and a red train car with the 'transdev' logo. The overall theme is modern, interconnected urban mobility.

TRANSPORTATION FUNDING OPPORTUNITIES

Coordinated Land Use and Transportation Planning Task Force

January 25, 2024

Brian Dell

North Central Texas Council of Governments

Regional Perspective



North Central Texas
Council of Governments

Population

- 2021: 7.7 Million
- 2045: 11.7 Million
- 4th Largest Metropolitan Area by Population
- 1 Million People Added Per Decade Since 1960
- Larger than 35 States in Population

Area

- 12 Counties
- 9,441 Square Miles
- 2nd Largest Metropolitan Planning Area by Land Area
- Larger than 5 States in Area

Lane Miles

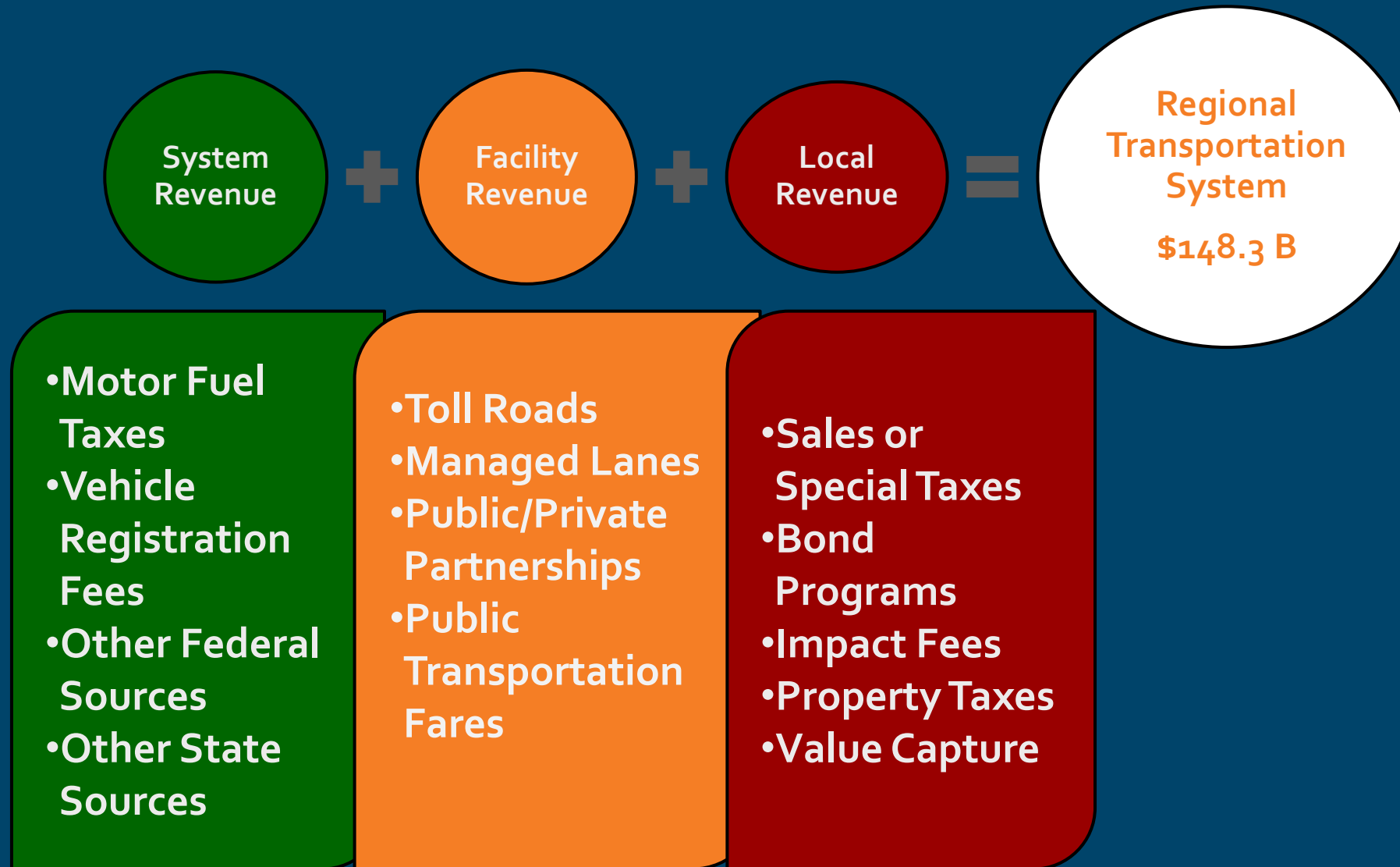
- Freeways: 4,665 in 2013 / 5,253 by 2035
- Priced Facilities: 672 in 2013 / 2,000 by 2035



Economy

- Home to 18 Fortune 500 Firms
- Ranked 12th globally in metro GDP
- Represents 32% of State's Economy

Transportation Funding Basics



Funding Emphasis Areas

- Interested in funding projects that address the following:
 - The region's air quality
 - Safety issues (i.e., addressing areas with high rates of fatal/incapacitating crashes)
 - Regional Veloweb recommendations and other bike/pedestrian improvements
 - Congestion relief
 - Transit improvements
 - Implementation of connected vehicle and other advanced technology into existing transportation infrastructure

Traditional Funding Options

- Federal/State Funding
 - Strings attached
 - Timing challenges
 - Insufficient funding available to meet needs
 - Requires minimum 20 percent match (or Transportation Development Credits if available to your agency)
- Local Funding – City or County
 - Fewer strings attached
 - Potential for faster implementation
 - Insufficient funding available to meet needs



Upcoming Project Selection

- The next round of project selection for the following funding programs began in late 2023.
- \$512.12 million of funding being proposed across the following categories:
 - Surface Transportation Block Grant
 - Congestion Mitigation and Air Quality Improvement Program
 - Carbon Reduction Program
 - Regional Toll Revenue
 - Regional Transportation Council (RTC) Local

Federal Discretionary Funding Opportunities

- Numerous discretionary grants are available from the United States Department of Transportation. Examples include:
 - Rebuilding American Infrastructure with Sustainability and Equity Discretionary Grant Program (February 28, 2024 deadline)
 - Reconnecting Communities and Neighborhoods Grant Program
 - Railroad Crossing Elimination Grant Program
 - Safe Streets and Roads for All
- More information can be found at:
<https://www.transportation.gov/bipartisan-infrastructure-law/key-notices-funding-opportunity>

Points To Consider

- Matching transportation funding to transportation need
 - We do not all need to be experts in funding options
 - Regional focus is on finding solutions to transportation problems
 - We are looking to fund the Mobility Plan
 - Are you implementing goals outlined in the Mobility Plan?
- Finding and getting money for regional needs
 - Research options
 - Explain the need
 - Explain funding you are bringing to the table

Biggest Obstacles/Mistakes

- Asking for funding too late
- Project readiness
 - Promising delivery dates that are unachievable
 - Not understanding the federal process and timelines
- Staff turnover within implementing agencies
- Waiting for Texas Department of Transportation (TxDOT) to contact you about your project
 - TxDOT is not responsible for initiating your project agreement
 - TxDOT is not responsible for submitting your documentation

Denton County Model

- Local agency funds and leads pre-construction activities
 - Advantages
 - Gets projects “shovel ready”
 - Projects are more competitive in limited funding environment
 - Potentially advances projects by several years
 - Disadvantages
 - Local agency pays for design, environmental, right-of-way, and/or utilities up front (with no possibility of reimbursement)
- Focuses on getting projects ready for the next round of funding

Innovative Financing

- At the regional level, constantly working to identify future, non-federal funding sources and ways to use federal funds faster
- Examples:
 - PGBT Eastern Extension (20 percent of future gross revenues committed to the region)
 - Dallas Area Rapid Transit/RTC Partnerships (trade of federal funding for local funding)
 - Irving Blvd/SH 356 Project (100 percent loan to be repaid with TIF dollars over time)

How To “Plug In” To The Process?

- Monitor monthly Surface Transportation Technical Committee and RTC meetings
- Submit project ideas when they arise
- Engage with the Mobility Plan team to ensure anticipated city/agency projects are included in the Metropolitan Transportation Plan
- Be ready to apply when funding programs are announced
- Get your projects ready for construction

Questions/Contact Information

Brian Dell


Principal Transportation Planner

NCTCOG

817-704-5694

bdell@nctcog.org

www.nctcog.org/trans/tip



Transportation Improvement Program Processes and Requirements

Coordinated Land Use and Transportation Planning Task Force

January 25, 2024

Charles Marsh

North Central Texas Council of Governments

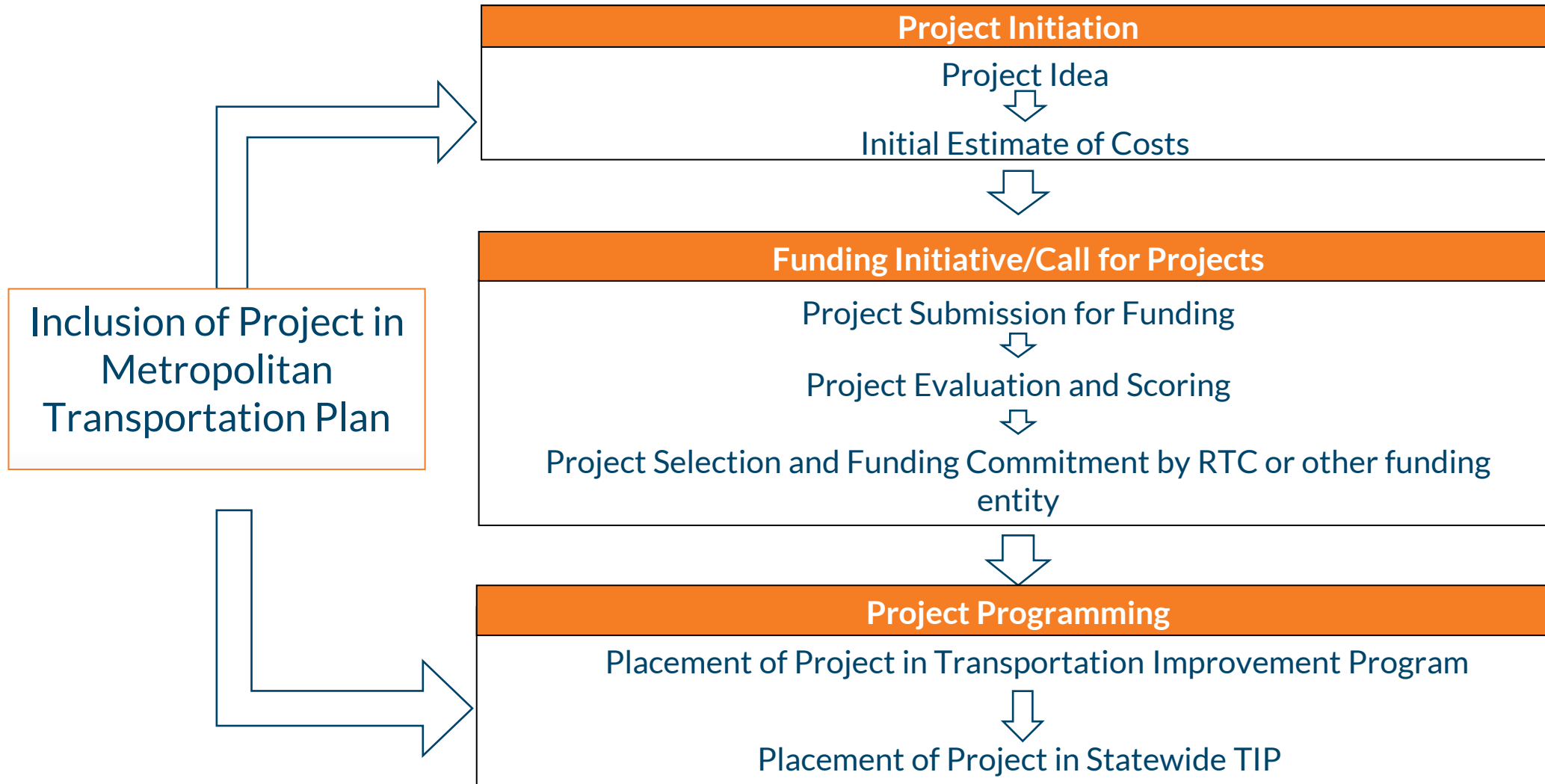
What is the Transportation Improvement Program?

- Short-term planning document that lists all the projects approved to receive funding over a period of four years.
 - Transportation Improvement Program (TIP) = Regionwide
 - Statewide Transportation Improvement Program (STIP) = Statewide
- Final step in the federal planning process and first step in receiving federal reimbursement.
- Ensures that the region is financially constrained, and projects conform with the Metropolitan Transportation Plan (MTP).

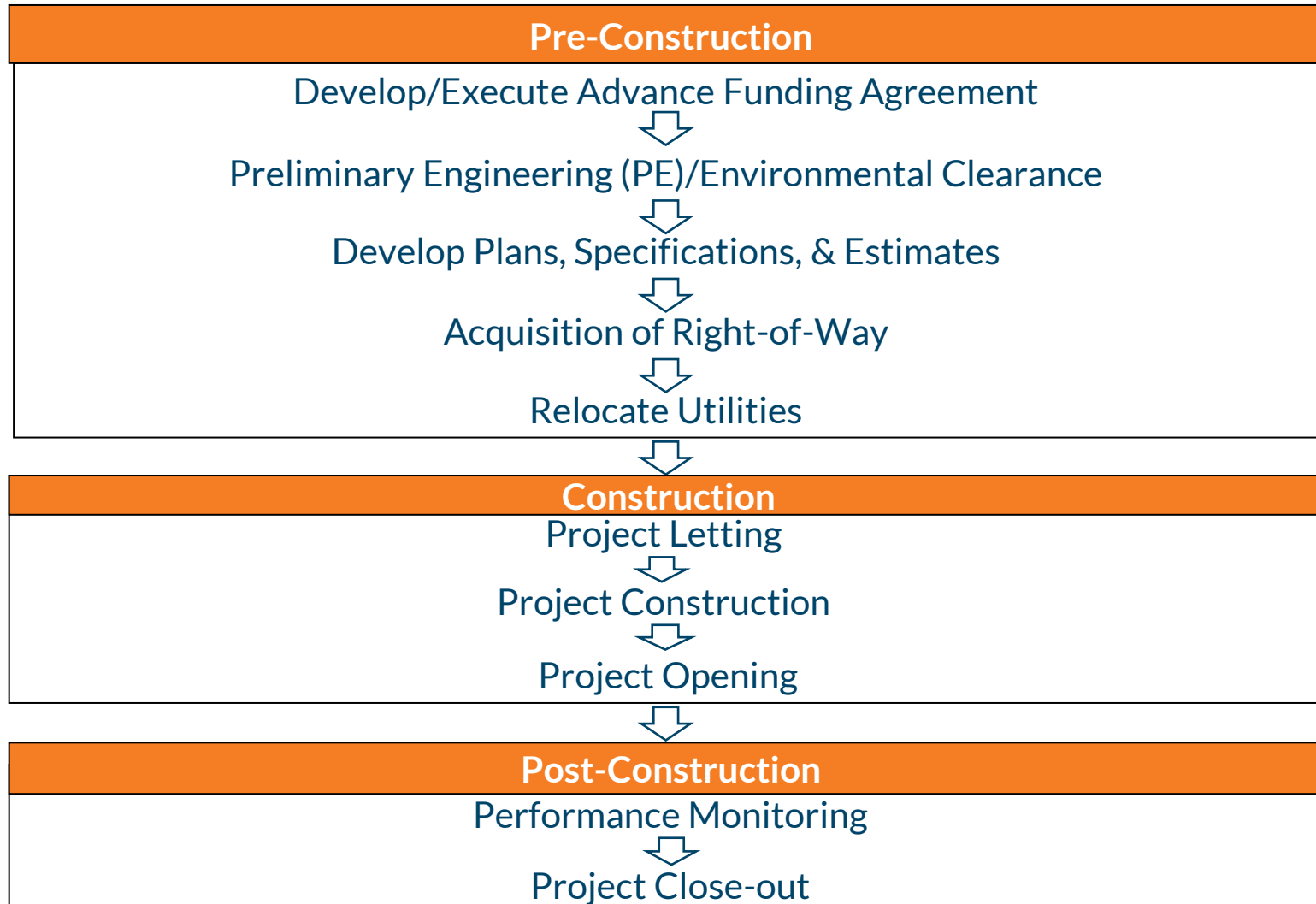
Development/Maintenance of the TIP

- A new TIP is developed every two years and modifications to the current TIP are made quarterly.
- Types of project changes that should be reflected include:
 - Addition of approved project
 - Changes to funding amounts
 - Changes to the schedule
 - Changes to scope and/or limits
- Updates take approximately six months to receive formal approval (four months for TIP + two months for STIP).
- Inaccurate project information can significantly delay federal approval and the availability of funding.

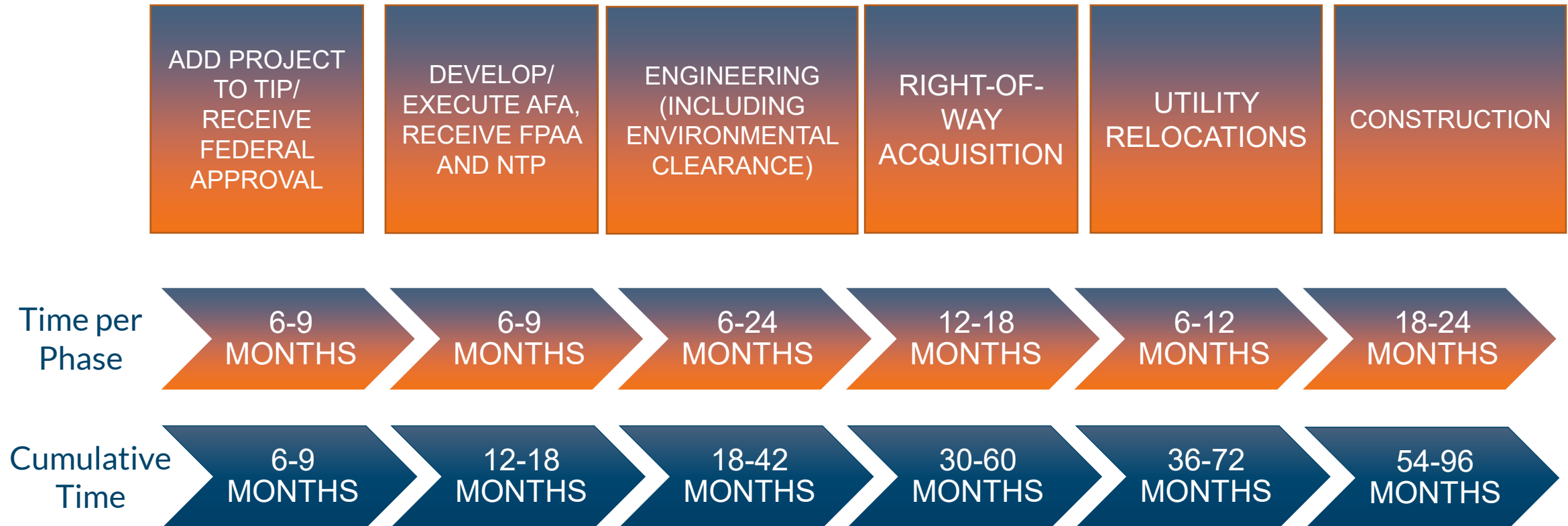
Project Development Process



Project Development Process



Total Time To Complete A Project (Once Selected)



This timeline assumes the project stays on track and does not experience any significant changes/delays.

Common Mistakes

- Asking for funding too late. Ideally, three to four years before the need for funding.
 - Submit project ideas as they arise. Do not wait for calls for projects.
- Project readiness
 - Promising delivery dates that are unachievable.
 - Not understanding the federal process and timelines.
- Loss of institutional knowledge via staff turnover within implementing agencies.
- Waiting for TxDOT to contact you about your project
 - TxDOT is not responsible for initiating your project agreement or submitting your documentation.

Questions/Contact Information

Charles Marsh

Transportation Planner III

NCTCOG

817-704-2506

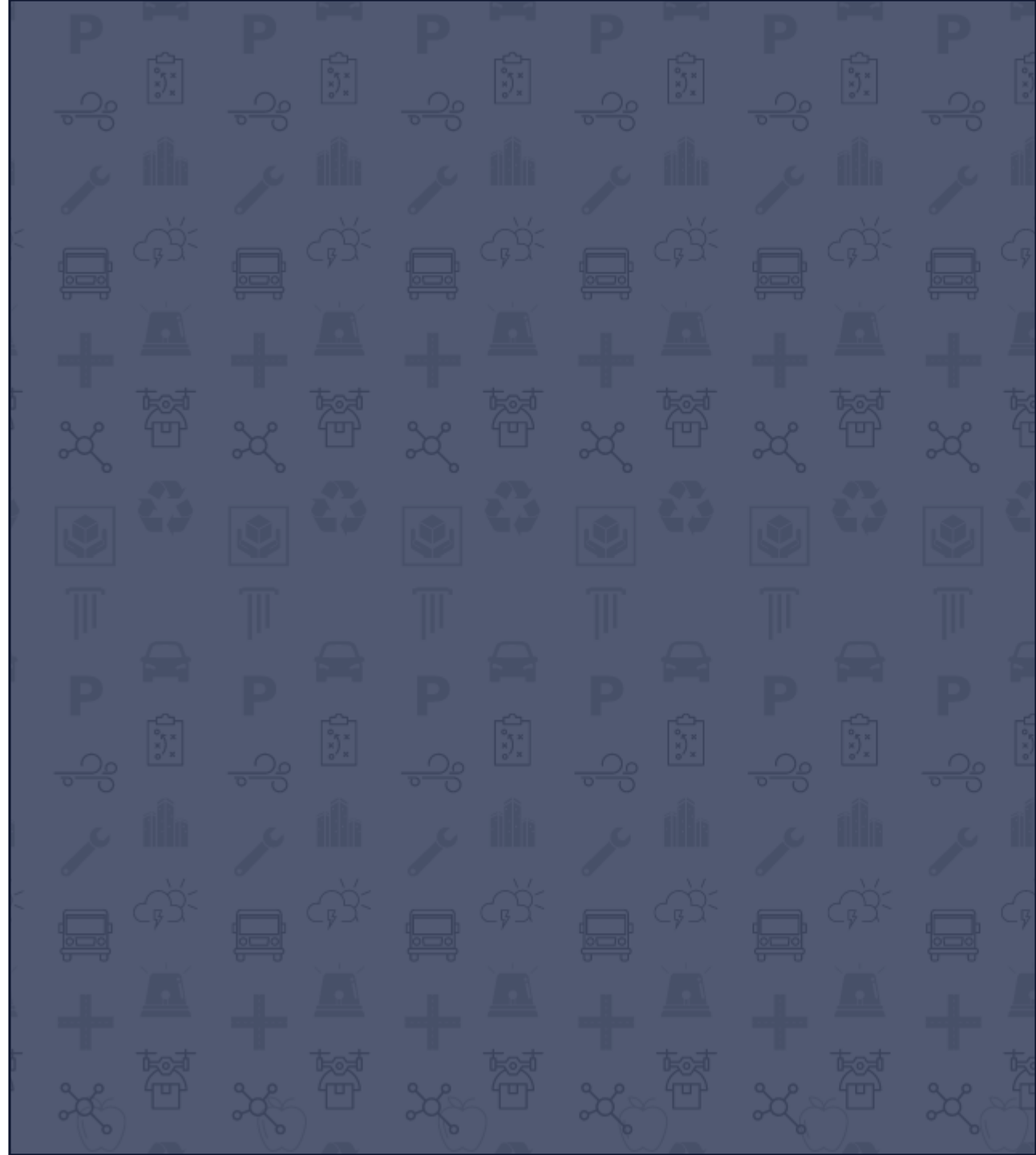
cmarsh@nctcog.org

www.nctcog.org/trans/tip



POLICY BUNDLE

COORDINATED LAND USE AND TRANSPORTATION PLANNING TASK FORCE



WHAT IS THE METROPOLITAN TRANSPORTATION PLAN (MTP)?



A blueprint for the region's transportation system



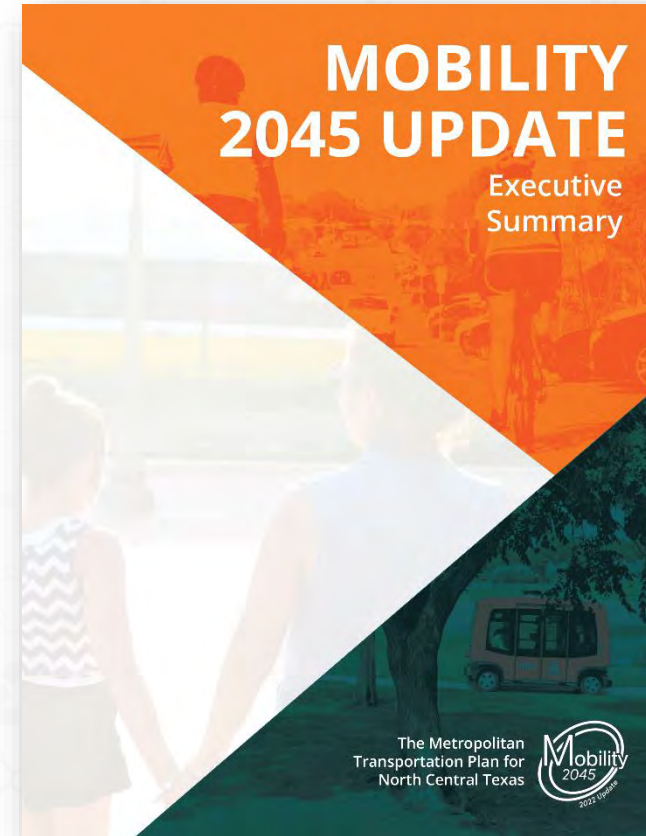
Responds to the region's goals



Guides expenditure of federal and state funds



Recommends programs, policies, and projects



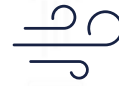
MTP POLICY BUNDLE



Set of 20 policies from the MTP



Voluntary participation



Advances regional priorities like safety, air quality, transit



Rewards qualifying entities with TDCs

TRANSPORTATION DEVELOPMENT CREDITS (TDC)



Toll road investment ~a decade ago incentivized by federal government



Regional pot of TDCs available for use in the Policy Bundle Program



Substitute for required local match for federal projects



Frees up local cash to use for other priorities

WHY APPLY FOR THE POLICY BUNDLE?



Frees up local funds that would have gone to match federal projects, so the local funds can be used for other local priorities.



HISTORY

2016 | Round 1 11 awardees

2017 | Round 2 15 awardees

2018 | Round 3 14 awardees

2020 | Round 4 22 awardees

2023 | Round 5 16 awardees

← Changed from
annual to biennial
program

← Mobility 2045
Update adopted

POLICY BUNDLE APPLICATION PROCESS

ELIGIBLE ENTITIES



Cities



Transit Authorities



- ▶ Counties
- ▶ Independent School Districts
- ▶ North Texas Tollway Authority
- ▶ Texas Department of Transportation

PROCESS & CHANGES FOR ROUND 5



The policies included in Round 6 may be updated as part of the Mobility 2050 planning process.

Scoring: TDCs are allocated by points. There are multiple points available for most policies.

HOW TO QUALIFY

POLICIES NEEDED TO QUALIFY

	CITIES	COUNTIES	TRANSIT AUTHORITIES	ISDs	TxDOT	NTTA
Total eligible policies	20	15	11	7	11	9
50% of policies needed to qualify for baseline points	10	7	5	3	5	4

SCORING & TDC TIERS

AGENCY SIZE	BASLINE EFFORT UP TO 19 POINTS	ADVANTAGE TIER 1 20-29 POINTS	ADVANTAGE TIER 2 30+ POINTS
SMALL pop. up to 200,000	500,000	750,000	1,000,000
MEDIUM up to 800,000	1,000,000	1,500,000	2,000,000
LARGE over 800,000	1,500,000	2,250,000	3,000,000

RULES

- One application accepted per entity
- You must apply each round if interested, even if you've been awarded in the past
- TDCs awarded must be used within two fiscal years of RTC approval of awards
- Eligible projects that can utilize TDCs are new federal projects which are eligible for federal roadway or air quality funds

GETTING STARTED

1

Request an application on our website (www.nctcog.org/policybundle)

2

A link to the online application will be emailed to you

3

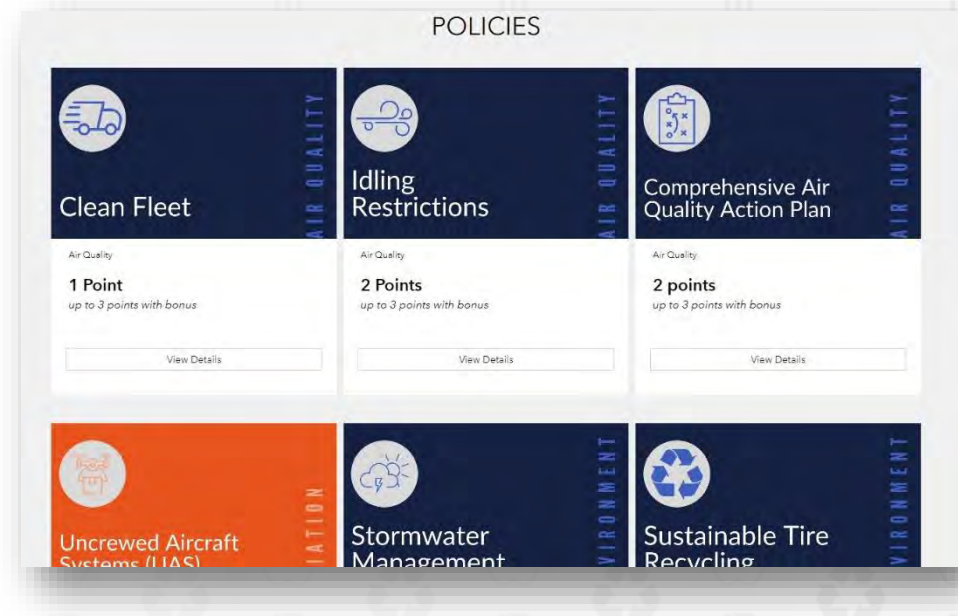
Download list of policies on website or view [Policy Explorer](#)

4

Gather documentation

5

Submit application



POLICIES INCLUDED

Bold = Updated Policy

Orange = New Policy for Mobility Plan



Clean Fleets



Idling Restrictions



**Comprehensive Air Quality
Action Plan**



Uncrewed Aircraft Systems



Stormwater Management



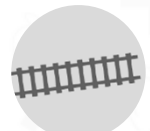
Sustainable Tire Recycling



Equity



Freight-Oriented Development



Railroad Safety



Intelligent Transportation
Systems Integration

POLICIES INCLUDED

Bold = Updated Policy

Orange = New Policy for Mobility Plan



Roadway Safety Improvement



Traffic Incident Management



Asset Management



Travel Demand Management



Context-Sensitive Complete Streets



Street Connectivity



Land Use



Parking Management



Access to Schools and School Siting



Transit Funding

POLICY SCORING ELEMENTS



Items required to qualify for the policy




Bonus points available once required items submitted



Any of the options chosen will qualify for the policy

EXAMPLES



Land Use Strategies

Staff Contact
Travis Liska
tliska@nctcog.org
(817) 704-2512


Resources

- [Land Use/Transportation Task Force](#)
- [Sustainable Zoning Guidebook](#)

Land Use Details Land Use Points X

Documentation and Points

One required element for this policy. Documentation must include all criteria to receive points.


**REQUIRED**

Required
Submit documentation of:

- form based design concepts
- allowance of greater density (properties developed at a floor to area ratio of 1 or greater)
- allowance of mixing of residential and commercial land uses
- streetscape standards set in code supporting pedestrians

3 points

Maximum Possible Points: 3




Parking Management

Staff Contact
Travis Liska
tliska@nctcog.org
(817) 704-2512

Resources


- [NCTCOG Parking Management](#)

Parking Details Parking Points - Cities Parking Points - Transit Auth > X

**REQUIRED**


Required
Zoning: City has existing ordinances permitting a reduction in minimum required parking off street spaces through zero minimum required parking off street spaces and/or allowances for reductions in multiple zoning districts in the city, such as shared parking.

2 points

**BONUS**

Bonus Option 1
Studies: City performed a parking study for at least one area in the last 5-years.

+1 point

**BONUS**

Bonus Option 2
Management: City adopts smart parking management policies to reduce excessive traffic circulation and set standards for supply ratios.

+1 point

UPCOMING OPPORTUNITIES

- Next round: 2025-2026 timeframe
- Biennial program, last awarded in 2023
- Due to development of Mobility 2050, likely to be scheduled for 2026

CONTACT US



Amy Johnson

Principal Transportation Planner

ajohnson@nctcog.org

817-704-5608



www.nctcog.org/policybundle



mobilityplan@nctcog.org



Q&A



Announcements

Federal Loans for TOD

- Recently increased eligibility for TOD public/private partnerships
- Low interest rate



<https://www.transportation.gov/buildamerica/TOD>

	TIFIA (Transportation Infrastructure Finance & Innovation Act)	RRIF (Railroad Rehabilitation & Improvement Financing)
Lending Capacity (end of 2023)	> \$70 Billion	> \$30 Billion
Eligibility with ½ mile of transit:	Public infrastructure/ economic development (can public/private)	Economic development (public and railroads)
TOD loans as % of total cost:	49% of project (min \$10M project)	75% of project (no minimum)

Upcoming Federal Grant Opportunities

Date	USDOT Grant
<u>Due:</u> January 30, 2024	All Stations Accessibility Program Fiscal Year 2024 All Stations Accessibility Program Notice of Funding Opportunity FTA (dot.gov)
<u>Due:</u> February 28, 2024	Rebuilding American Infrastructure with Sustainability and Equity https://www.transportation.gov/RAISEgrants
<u>Open:</u> February 2024	Safe Streets and Roads for All Safe Streets and Roads for All (SS4A) Grant Program US Department of Transportation



Community Schools and Transportation Announcements

Walk Bike and Roll to School

- Bike and Roll to School Day: May 8, 2024
- Walk and Roll to School Day: October 9, 2024
- NCTCOG will provide safety-themed giveaways and host raffles for new bicycles. Stay tuned for more info!
- Engagement survey of schools that have not participated in Walk to School Day – please share! tinyurl.com/WTSD23



Crossing Guards Initiative

- Goal is to provide assistance on crossing guard practices for schools
- Hosted a regional coordination meeting to update and receive feedback
- Take our updated survey to inform us about your jurisdiction's crossing guard practices. Please share! tinyurl.com/SchoolCrossingGuards



APA - Great Places in Texas

Nominations DUE February 1

Does your community have a great street, neighborhood, or public space? Submit a nomination today!

American Planning Association
Texas Chapter webpage:

<https://texas.planning.org/community-outreach/great-places-texas/>



After Today's Meeting

Access Meeting Recording and Slides:
www.NCTCOG.org/LUTTf

Next meeting scheduled for April 25, 2024

CONTACT US

Karla Windsor, AICP
Senior Program Manager
kwindsor@nctcog.org



Travis Liska, AICP
Principal Planner
tliska@nctcog.org

Shawn Conrad , PhD
Principal Planner
sconrad@nctcog.org

Stu Burzette
Transportation Planner
sburzette@nctcog.org

Sydnee Mangini
Transportation Planner
smangini@nctcog.org

