RANKED CONGESTED CITIES:
NEW METHODOLOGY (INRIX)

<table>
<thead>
<tr>
<th>City</th>
<th>2017</th>
<th>2018</th>
</tr>
</thead>
<tbody>
<tr>
<td>Houston</td>
<td>14</td>
<td>13</td>
</tr>
<tr>
<td>Austin</td>
<td>12</td>
<td>14</td>
</tr>
<tr>
<td>DFW</td>
<td>20</td>
<td>21</td>
</tr>
</tbody>
</table>

Source: INRIX
Dallas-Fort Worth Congestion Levels and Population

Sources: TomTom Traffic Index 2013, 2014, 2015 and 2016 Data; North Central Texas Council of Governments
Federal Update

**FY 2019 Appropriations**

President signed bill to avert shutdown February 15

$325 billion to fund remaining departments and agencies – funding through Sept. 30 (end of FY 2019)

Transportation funding levels very similar to FY 2018

$26.5 billion in net discretionary budget authority for USDOT – decrease of $780 million

$900 million for BUILD grants – decrease of $600 million from FY 2018
Federal Update

President’s FY 2020 Proposed Budget

$84.1B for USDOT, $3.5B decrease from FY 2019

- Meets the FAST Act spending targets
- Proposed increases in BUILD, INFRA grant programs
- Cuts to FRA, Capital Investment Grants, Amtrak

$1 trillion infrastructure investment, down from proposed $1.5T, keeps promise of $200B in federal investment

Commits to a long-term transportation reauthorization bill
86th Texas Legislature

Recent Actions

Last Friday, March 8, Bill filing deadline, 8500+ bills filed
Speaker announced that all House bills will be referred by Thursday, March 21
Lt. Governor released priority bill list – 30 bills
Legislature acting on Governor’s priority list – teacher pay raise, school finance, property tax, funding for Hurricane Harvey recovery
86th Texas Legislature

House and Senate Transportation Committees

- Senate meets Wednesday mornings
- House meets Wednesday afternoons
- Organizational meetings complete, no RTC priority bills heard yet

House Appropriations and Senate Finance Committees

- Appropriations subcommittees made budget recommendations, initial voice vote taken, final committee vote expected next week
- Finance subcommittees have also made recommendations
86th Texas Legislature

Bill Topics of Interest

• Air Quality: TERP, LIRAP/LIP, Emissions
• CDAs/Tolls
• High Speed Rail
• New Revenue: Alternative Fuel Vehicle Fees, Local Option
• Safety: Speed Limits, Bike/Ped, Cell Phones & Driving, Red Light Cameras, Vehicle Inspections
• Technology: Autonomous Vehicles, Delivery Robots, Unmanned Aircraft
• Transit and Alternative Modes: Bus, Rail, Scooters, Electric Bikes
Questions and Comments

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Rebekah Hernandez
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Kyle Roy
Communications Coordinator
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kroy@nctcog.org

https://www.nctcog.org/legislative
CONGESTION MANAGEMENT PROCESS (CMP) UPDATE

Regional Transportation Council
March 14, 2019

Mike Galizio
Principal Transportation Planner
Federal Requirements

A regionally-accepted approach for managing congestion that provides accurate, up-to-date information on transportation system performance and assesses alternative strategies for congestion management that meet state and local needs.

Mandated in any urbanized area with a population exceeding 200,000 (known as Transportation Management Areas).

Federal regulations are not prescriptive regarding the methods and approaches that must be used to implement a CMP.

CMP References: 23 USC 134(k)(3) and 23 CFR 450.322
Federal Requirements

Focuses on Congestion Management Strategies which should include:

i. Demand management strategies;
ii. Traffic operational improvements;
iii. Public transportation improvements;
iv. ITS technologies; and
v. "Where necessary, additional system capacity"

Requires a process to demonstrate that Single Occupant Vehicle (SOV) capacity projects in nonattainment areas are justified and comply with the CMP by integrating congestion management strategies

The CMP shall be developed, established, and implemented as part of the Metropolitan Transportation Planning Process
1. Develop Regional Objectives
2. System Identification
3. Develop Performance Measures
4. System Performance Monitoring & Evaluation
5. Strategy Identification
6. Strategy Selection
7. Project & Program Implementation and Monitoring
8. Project Performance Evaluation

MTP

Progress North Texas

Federal Performance Measures

NEPA, Corridor & Other Studies

TIP

Routes of Significance

NHS

FFCS
CMP History

1991  Congestion Management System (CMS) is required as part of the Intermodal Surface Transportation Efficiency Act

1994  First CMS was Adopted

2005  CMS was Amended through MTP Update

2007  CMS was Updated and Renamed Congestion Management Process (CMP)

2013  RTC Approved CMP Update

2019  Update Efforts are Underway
CMP Benefits

- Creates a Structured Process for Analyzing Congestion Issues
- Fosters an Objectives-Driven, Performance-Based Approach
- Advocates for Increased Collaboration and Coordination
- Facilitates Strategy Selection and Project/Program Implementation
- Provides a Linkage to Project Development/Environmental Review
Key Questions for the Next CMP Update

1. Keep or update the CMP Goals and Objectives?
2. Expand or reduce the CMP Performance Measures?
3. Maintain or change the CMP Network?
4. Retain or revise the CMP Scoring Criteria?
5. Keep or replace the CMP Corridor Rankings?
6. Add or reduce the number of CMP Policies?
7. Expand or downsize the number of CMP Strategies?
8. Retain or replace the CMP Corridor Fact Sheets?
Roadway Corridors in 2013 CMP Update

<table>
<thead>
<tr>
<th>Highway Name</th>
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<tbody>
<tr>
<td>DNT</td>
</tr>
<tr>
<td>IH 20</td>
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<td>SH 161</td>
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<td>US 287</td>
</tr>
<tr>
<td>Month</td>
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<tr>
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</tr>
<tr>
<td>February 2019</td>
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<tr>
<td><strong>March 2019</strong></td>
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<td>April-Aug 2019</td>
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<td>October 2019</td>
</tr>
<tr>
<td>October 2019</td>
</tr>
<tr>
<td>November 2019</td>
</tr>
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</table>
Contacts

Natalie Bettger, Senior Program Manager  
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www.nctcog.org/cmp
2017-2018 CMAQ/STBG* FUNDING: REGIONAL/AIR QUALITY AND MANAGEMENT AND OPERATIONS PROGRAMS

Regional Transportation Council
March 14, 2019

*Congestion Mitigation and Air Quality Improvement Program/Surface Transportation Block Grant
## CMAQ/STBG Funding Programs

<table>
<thead>
<tr>
<th>Status</th>
<th>Program</th>
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<tbody>
<tr>
<td>✓</td>
<td>Federal/Local Funding Exchanges</td>
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<tr>
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<td>Strategic Partnerships</td>
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<tr>
<td>✓ Round 3</td>
<td>✓ Intersection Improvements/MTP Policy Bundle</td>
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<td>✓</td>
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<td>Local Bond Program Partnerships</td>
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<tr>
<td>✓</td>
<td>Safety, Innovative Construction, and Emergency Projects</td>
</tr>
<tr>
<td>■</td>
<td>Management and Operations (M&amp;O), NCTCOG-Implemented, &amp; Regional/Air Quality Programs</td>
</tr>
</tbody>
</table>

- ✓ = Project Selection Completed
- ■ = Pending STTC/RTC Approval
Regional Transportation Council (RTC) and Surface Transportation Technical Committee (STTC) typically consider extending existing and funding new Air Quality and Management and Operations projects/programs every few years.

Last review occurred in 2014-2015 and projects were funded through Fiscal Year (FY) 2018.

Using Transportation Improvement Program (TIP) Action last year, projects were extended into FY 2019 if carryover funds were insufficient.
PURPOSE AND NEED

Ensures that programs and projects continue without interruption in FY 2020-2022

Enables staff to respond to certain planning and implementation assistance requests (e.g., environmental justice and data collection efforts)

Assigns resources for RTC priorities

Improves air quality initiatives
IMPORTANCE OF REGIONAL AIR QUALITY AND M&O PROJECTS

Air Quality Conformity test results must be below Environmental Protection Agency’s (EPA) Motor Vehicle Emission Budget (MVEB)

Previous RTC Initiatives (air quality projects and programs) have allowed our region to pass Conformity

Upon MVEB reset, which is scheduled for later this year, Conformity approval is uncertain and these programs can help tip the scales
PROGRAM AND PROJECT TYPES

Regional/Air Quality
(Vanpool Program, Clean Air Programs/Projects, Traffic Signal Retiming, etc.)

Management & Operations
(Mobility Assistance Patrol, Transit Operations, etc.)

Regional Projects/Programs
(Aviation, Freeway Incident Management, Data Collection, etc.)
### SUMMARY OF PROPOSED FUNDING

<table>
<thead>
<tr>
<th>Funding Category</th>
<th>RTC Share ($ in Millions)</th>
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</thead>
<tbody>
<tr>
<td>CMAQ</td>
<td>$7.90</td>
</tr>
<tr>
<td>STBG</td>
<td>$52.83</td>
</tr>
<tr>
<td>Regional Toll Revenue (RTR)</td>
<td>$4.74</td>
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<tr>
<td>RTC Local</td>
<td>$1.93</td>
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<tr>
<td><strong>Subtotal</strong></td>
<td><strong>$67.40</strong></td>
</tr>
<tr>
<td>Funds Proposed for Removal*</td>
<td>($1.23)</td>
</tr>
<tr>
<td><strong>Net Additional Funds Being Requested</strong></td>
<td><strong>$66.17</strong></td>
</tr>
</tbody>
</table>

*This funding will be used to offset funds requested in overall program. Please reference mailout for a list of projects from which staff is proposing to remove funding.*
Funding is being requested for fiscal years 2020-2022. $15.41M of carryover funding from existing projects reduced the overall funding need. A portion of the requested funding is to be used by NCTCOG staff to implement regional projects and programs. The balance will be passed through to other agencies in the region (for projects like the Vanpool Program, Mobility Assistance Patrol, etc.).

<table>
<thead>
<tr>
<th>Category of Expenditure</th>
<th>Funding Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>NCTCOG-Implemented (staff time and consultants)</td>
<td>$28.78M</td>
</tr>
<tr>
<td>Pass-Through to Local Transportation Agencies</td>
<td>$37.39M</td>
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<tr>
<td><strong>Total</strong></td>
<td><strong>$66.17M</strong></td>
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## APPROVAL TIMELINE

<table>
<thead>
<tr>
<th>Meeting/Task</th>
<th>Date</th>
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<tbody>
<tr>
<td>STTC Information</td>
<td>February 22, 2019</td>
</tr>
<tr>
<td>Public Meetings</td>
<td>March 11, 2019</td>
</tr>
<tr>
<td><strong>RTC Information</strong></td>
<td><strong>March 14, 2019</strong></td>
</tr>
<tr>
<td>STTC Action</td>
<td>March 22, 2019</td>
</tr>
<tr>
<td>RTC Action</td>
<td>April 11, 2019</td>
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</tbody>
</table>
QUESTIONS?

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Community College Partnership
Regional Transportation Council
March 14, 2019

Shannon Stevenson
Program Manager, Transit Planning & Operations
Holistic Approach to Addressing Poverty

Housing  Health & Wellness  Transportation  Education
Background

Meeting: NCTCOG, Dr. Ben Carson, Secretary of Housing and Urban Development & Dr. Eugene Giovannini, Tarrant County College (TCC) Chancellor

- Discussions on Addressing Poverty Holistically
- Transportation Initiatives
  - Project A: Student Transit Passes
  - Project B: Explore Shuttle for AISD Students to TCC and UTA

Conclusion: Improve Transportation Options for Students

AISD: Arlington Independent School District | UTA: University of Texas at Arlington
Project A: Student Transit Passes

- **Concept:** Provide transit passes for TCC students* giving TCC ability to use resources for additional scholarships

- **Partnership:** NCTCOG, TCC, and Trinity Metro

- **Where:** Tarrant County

- **When:** Fall 2019

- **How Much:** $300,000 for Two Years ($150,000 each year)

- **Proposed Funding Source:** RTC Local Funds

*TCC currently provides transit passes for students
Project B: AISD-TCC-UTA Shuttle

► Concept: Provide transit for students (and others) between AISD campuses, TCC, UTA, and Park & Ride Lots

► Partnership: NCTCOG, the City of Arlington, AISD, TCC, and UTA

► Where: Arlington

► When: Fall 2019

► How Much: $500,000 for Two Years ($250,000 each year)

► Proposed Funding Source: Existing FTA Funds Previously Set Aside

FTA: Federal Transit Administration
Tentative Schedule

February 22, 2019
February/March 2019
March 14, 2019
March 22, 2019
April 11, 2019
May/June 2019
Fall 2019
Summer 2020
January 2021

STTC Information
Partner Coordination
RTC Information
STTC Action
RTC Action
Project Development
Project Implementation
Project Evaluation
Possible Project Expansion to Dallas County
For More Information

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Start of 2019 Ozone Season

Regional Transportation Council ● March 14, 2019

Jenny Narvaez, Program Manager
Ozone Standards

2015 8-Hour Ozone NAAQS (70 ppb)

EPA Signed Final Rule Classifying 9 Counties as Marginal Nonattainment (Collin, Dallas, Denton, Ellis, Johnson, Kaufman, Parker, Tarrant, and Wise)

No SIP Implementation Rule Required

Attainment Deadline: August 3, 2021

2008 8-Hour Ozone NAAQS (75 ppb)

Did Not Achieve Attainment by July 2018 Deadline for EPA Moderate Designated 10-County Region

Proposal to Reclassify DFW Area to Serious Published in Federal Register

SIP Revision 12 Months After Classification Effective Date

Attainment Deadline based on Effective Date of Initial Designation (3 More Years to Attain – July 20, 2021)
Exceedance Level indicates daily maximum eight-hour average ozone concentration. Exceedance Levels are based on Air Quality Index (AQI) thresholds established by the EPA for the revised ozone standard of 70 ppb.
Based on ≤70 ppb (As of November 30, 2018)
Monitor Locations

2008 and 2015 Ozone NAAQS

Legend
- Metropolitan Planning Area
- Counties Designated Nonattainment Under 2008 8-Hour Ozone NAAQS
- Counties Designated Nonattainment Under 2015 8-Hour Ozone NAAQS
- Ozone Monitoring Sites

Map indicating monitor locations in various counties, including Wise, Collin, Denton, Dallas, Rockwall, and others.
Sample of Air Quality Initiatives
Air Quality Initiatives

Local Government Opportunities to Get Involved

Evaluate/Apply for Funding Opportunities to Upgrade Fleet Vehicles

www.nctcog.org/aqfunding

Participate in DFW Clean Cities Events to Learn Strategies to Reduce Emissions

Next Event at EarthX on April 26

www.dfwcleancities.org/dfw-clean-cities-meetings

Participate in Regional Energy Manager Project – Sign Up for Notices

https://nctcog.activehosted.com/f/11

Adopt RTC-Recommended Air Quality Related Policies

www.nctcog.org/policybundle

Educate Citizens and Businesses About Air Quality
Air Quality Education

Air North Texas

Website:  www.airnorthtexas.org

Sign up for air pollution alerts

Find air quality and ozone information

Commit to clean air actions for individuals, businesses, governments

If a local government, business, or transit agency, become a partner
Air Quality Education

Air North Texas Partners

American Lung Association - DFW Region
Brookhaven College
City of Anna
City of Arlington
City of Bedford
City of Cedar Hill
City of Dallas
City of Denton
City of Fort Worth
City of Garland
City of Grand Prairie
City of Grapevine
City of Kennedale
City of Mesquite
City of North Richland Hills
City of Plano
City of Richardson
Cedar Valley College
DART
DCTA

DFW Airport
Health and Wellness Alliance for Children
Hood County
Insta-brite Technologies
NCTCOG
The North Texas Commission
Dallas County
Parker County
Tarrant County
Trinity Metro
TxDOT - Dallas
TxDOT - Fort Worth
U.S. Green Building Council - North Texas Chapter
University of North Texas Health Science Center
University of Texas at Dallas
University of Texas at Arlington
UT Southwestern
Air North Texas 2019 Plans

Campus Clean Air Action Days to take place at participating universities throughout March and April

Staff presence at regional outreach events throughout the spring

Social media campaign for Air Quality Awareness Week, April 29-May 3

Clean Air Action Day (June 21)

Air North Texas advertisements and marketing will appear on radio, online, print, etc. (May-October)

Air North Texas Air Pollution Alert emails

www.airnorthtexas.org
For More Information

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Trey Pope  
Air Quality Operations Analyst  
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tpope@nctcog.org

https://www.nctcog.org/trans/quality/air/ozone
Transportation System Implementation
(US 287 – SH 114)

- SH 114/SH 170 Interchange (TxDOT – Completed)
- SH 170 "Super-Street" Concept (CAT 12 Funds)
- IH 35W North Tarrant Express – Segment 3C
- AllianceTexas/Haslet Accessibility Improvement Project – BUILD Grant
- Fort Worth Bond Program (Avondale-Haslet Road)
2017-2018 CMAQ/STBG* FUNDING: ASSESSMENT POLICY PROGRAM

Regional Transportation Council
March 14, 2019

*Congestion Mitigation and Air Quality Improvement Program/
Surface Transportation Block Grant
## CMAQ/STBG FUNDING PROGRAMS

<table>
<thead>
<tr>
<th>STATUS</th>
<th>PROGRAM</th>
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<tbody>
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<td>Federal/Local Funding Exchanges</td>
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<tr>
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<td>Automated Vehicle Program</td>
</tr>
<tr>
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<td>Round 1 ✓ Round 2</td>
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<td>✓</td>
<td>Strategic Partnerships</td>
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<tr>
<td>✓</td>
<td>Round 1 ✓ Round 2 ✓ Round 3/Intersection Improvements/Policy Bundle TDCs</td>
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<td>Sustainable Development Phase 4: Turnback Program, Context Sensitive, Transit Oriented Development (TOD) Projects</td>
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<td>Transit Program</td>
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</tr>
</tbody>
</table>

✓ = Project Selection Completed  ■ = Pending STTC/RTC Approval
## ASSESSMENT POLICY PROGRAM PROJECTS

<table>
<thead>
<tr>
<th>Description/ Purpose</th>
<th>Implementation of a policy to assess the increased value of transportation improvements to adjacent property, so as development occurs along the project area the RTC is repaid for improvements funded along the corridor.</th>
</tr>
</thead>
</table>
| Initial Requests     | • Ferguson Parkway in city of Anna  
• Avondale-Haslet Road in city of Haslet                                                                                           |
## Proposed Funding Summary

### Draft

<table>
<thead>
<tr>
<th>Project</th>
<th>Agency</th>
<th>Proposed New RTC Funding¹</th>
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<tbody>
<tr>
<td>Ferguson Parkway</td>
<td>City of Anna</td>
<td>$1,072,481</td>
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<tr>
<td>SH 360 Frontage Road</td>
<td>TxDOT Fort Worth</td>
<td>$10,192,426</td>
</tr>
<tr>
<td>Avondale-Haslet Road/Haslet</td>
<td>TxDOT Fort Worth</td>
<td>$7,947,200</td>
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<tr>
<td></td>
<td></td>
<td>$14,659,200</td>
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<tr>
<td>Butler Housing Project</td>
<td>City of Fort Worth</td>
<td>$2,400,000</td>
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<tr>
<td>Dallas Central Business District</td>
<td>City of Dallas</td>
<td>$6,400,000</td>
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<tr>
<td>(High-Speed Rail Station Area)/Oak Farms</td>
<td></td>
<td></td>
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<tr>
<td>Project (Street Car, Roadway, Bike/Ped.)</td>
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</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td><strong>$28,012,107</strong></td>
</tr>
<tr>
<td></td>
<td></td>
<td><strong>$34,724,107</strong></td>
</tr>
</tbody>
</table>

¹Proposed funding includes the RTC share only for both the amounts proposed to be a grant and the funding to be paid back to the RTC; does not include engineering funding previously approved by the RTC on the project in the City of Haslet.
FERGUSON PARKWAY – CITY OF ANNA

Staff proposes to fund the engineering phase while other funding partners are finalized.

A proposal for additional funding for future phases that would include a repayment component will be brought back at a later date.

Value capture mechanism: Roadway Impact Fee
Staff proposes to fund part of the project as a grant as there are reliability and mobility benefits.

The remaining portion will be repaid to the RTC as there are economic development benefits as well.

The city of Grand Prairie will repay half of the RTC’s contribution.

   The proposed loaned amount will be repaid with 2.4% interest.

   Payback period no greater than 10 years.

Value capture mechanism: Tax Increment Financing (TIF)
Project was selected to receive a Better Utilizing Investments to Leverage Development (BUILD) grant of $20,000,000.

The city of Haslet will repay $6,900,000 to the RTC.

The proposed loaned amount will be repaid with 2.4% interest.

Payback period no greater than 20 years.

Value capture mechanisms: Tax Increment Reinvestment Zone (TIRZ), TIF, City, Private Sector, Other
ADDITIONAL PROJECTS

Butler Housing

Staff proposes to fund engineering and right-of-way at this time.
A proposal for additional funding for future phases that would include a repayment component will be brought back at a later date.

Dallas CBD (HSR Station Area)/Oak Farms Project (Street Car, Roadway, Bike/Ped.)

Staff proposes to fund engineering at this time.
A proposal for additional funding for future phases that would include a repayment component will be brought back at a later date.
Funding will be divided among the Dallas CBD HSR Station Area and Oak Farms projects.
## TIMELINE

<table>
<thead>
<tr>
<th>MEETING/TASK</th>
<th>DATE</th>
</tr>
</thead>
<tbody>
<tr>
<td>STTC Information</td>
<td>February 22, 2019</td>
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<tr>
<td>Public Involvement</td>
<td>March 11, 2019</td>
</tr>
<tr>
<td>RTC Information</td>
<td>March 14, 2019</td>
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<tr>
<td>STTC Action</td>
<td>March 22, 2019</td>
</tr>
<tr>
<td>RTC Action</td>
<td>April 11, 2019</td>
</tr>
</tbody>
</table>
QUESTIONS?

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Explore the meaning and implications of gentrification for North Texas.

Summarize a variety of policy/legislative examples and programs implemented across the country.

Provide a resource guide on strategies that various levels of government may use to best facilitate positive equitable outcomes for all residents and businesses potentially affected by gentrification.
“Gentrification is the process by which higher-income households displace lower-income residents of a neighborhood, changing the essential character and flavor of that neighborhood.”

- The Brookings Institution Center on Urban and Metropolitan Policy
### Revitalization

**Community and Regional Goal: Achieve Revitalization**

<table>
<thead>
<tr>
<th>Gentrification</th>
<th>Revitalization</th>
</tr>
</thead>
<tbody>
<tr>
<td>Physically upgrades the housing stock</td>
<td>Creates affordable options for original residents and upgrades housing</td>
</tr>
<tr>
<td>Displaces original residents with affluent households</td>
<td>Adds employment and other opportunities for existing residents</td>
</tr>
<tr>
<td>Changes the character of a neighborhood and disrupts social networks</td>
<td>Retains neighborhood character. Provides physical upgrades and enhances social components of the community</td>
</tr>
</tbody>
</table>
Transportation investments can impact communities, but the context of overall community condition must be considered.

- Public Infrastructure Investment
- Socioeconomic Factors
- Location Context
- Real Estate Market
Strategies

- Create Affordable Housing
- Maintain Affordable Housing
- Encourage Community Empowerment
- Afford & House
Nineteen strategies applicable to four levels of government – city, county, region, state.

- Creating
  - Inclusionary Zoning
  - By-Right Zoning

- Maintaining
  - Property Tax Strategies
  - Renter Protections

- Empowering
  - Neighborhood Plans
  - Community Land Trusts
Recommendations

Actions at all levels of government: City, County, Region, State

**Planning** – Prepare for growth and empower community

**Education and Coordination** – Leveraging tools like community land trusts

**Legislation and Policy** – Expanding the legal capacity of local governments to use housing tools and strategies
Gentrification Study
Link and Contacts

https://www.nctcog.org/housing

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Metropolitan Transportation Plan (MTP) Policy Bundle: Round 3

Regional Transportation Council

Kevin Feldt
March 14, 2019

North Central Texas Council of Governments
FY2020 Policy Bundle Initiative

Contained in Mobility 2045
  Voluntary Policies
  Incentive Program
  Mechanism to Qualify for Transportation Development Credits (TDC)

More Than Infrastructure Improvements Needed to Achieve Regional Goals
Seeks Solutions Beyond Infrastructure Improvements
TDCs Awarded to Successful Applicants
FY2020 TDC Amount To Be Determined
Policy Bundle Concept

Participation is Governmental Entity’s Decision

Program Participation is Voluntary
Decide Preference Regarding Policies to Adopt
New Projects Only (Not in TIP)
Project Must Be Eligible for Federal Transportation Funds
50 Percent Policy Adoption Target

<table>
<thead>
<tr>
<th>Agency Type</th>
<th>Applicable Policies</th>
<th>Required For Acceptance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cities</td>
<td>20</td>
<td>10</td>
</tr>
<tr>
<td>Counties</td>
<td>17</td>
<td>8</td>
</tr>
<tr>
<td>TxDOT</td>
<td>12</td>
<td>6</td>
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<tr>
<td>NTTA</td>
<td>7</td>
<td>3</td>
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<tr>
<td>Transit Agencies</td>
<td>10</td>
<td>5</td>
</tr>
<tr>
<td>ISDs</td>
<td>7</td>
<td>3</td>
</tr>
</tbody>
</table>
Sample Policies

Idling Restrictions
  Implement and Enforce Motor Vehicle Idling Limitations

Stormwater Management
  Implement Sustainable Stormwater Practices

Railroad Safety
  Improve Safety at Railroad Crossings

Complete Streets
  Implementation of Local Complete Streets Policy

Land-Use Strategies
  Encourage Strategies To Support Urban, Rural, and Suburban Communities

Transit Funding
  Participate in Membership With a Transportation Authority Resulting in Rail Transportation Investments
<table>
<thead>
<tr>
<th>Cities: 10 Policies Required</th>
<th>FY2018</th>
<th>FY2019</th>
</tr>
</thead>
<tbody>
<tr>
<td>Arlington</td>
<td>12</td>
<td>13</td>
</tr>
<tr>
<td>Coppell (did not apply in FY2018)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Dallas</td>
<td>15</td>
<td>17</td>
</tr>
<tr>
<td>Duncanville (did not meet</td>
<td>8</td>
<td>12</td>
</tr>
<tr>
<td>Farmers Branch (did not apply in</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fort Worth</td>
<td>14</td>
<td>16</td>
</tr>
<tr>
<td>Garland (did not apply in FY2018)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Grapevine</td>
<td>12</td>
<td>16</td>
</tr>
<tr>
<td>Lewisville</td>
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<tr>
<td>McKinney</td>
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<td>Mesquite</td>
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<tr>
<td>Plano</td>
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<td>16</td>
</tr>
<tr>
<td>Richardson</td>
<td>12</td>
<td>13</td>
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<tr>
<td>Transit Agencies: 5 Policies</td>
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<tr>
<td>Denton County Transportation</td>
<td>8</td>
<td>10</td>
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<tr>
<td>Trinity Metro</td>
<td>5</td>
<td>9</td>
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</tbody>
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Submittal Process

• **Online Application**
• **Early Submittal**
  • March 15 (Tomorrow)
• **NCTCOG Review and Comment**
  • Comments to Applicant by March 29
• **Final Application**
  • April 15 (Tax Day)
• **“Use It or Lose It”**
• **FY2019 TDCs Expire September 30, 2019**
  • Need to Reapply If TDCs Not Spent By September 30, 2019
Additional Information

Policy Bundle

http://www.nctcog.org/trans/mtp/policybundle/

Transportation Development Credits (TDCs)

https://www.nctcog.org/trans/funds/tip/funding-programs/transportation-development-credits-frequently-asked
Contacts

• Policy Bundle Process (Applications)
  • Brian Crooks, Senior Transportation Planner, 682.443.0445
    • bcrooks@nctcog.org
  • DJ Hale, Risk and Compliance Coordinator, 817.608.2373
    • dhale@nctcog.org

• TDC Eligible Projects and TIP Inclusion
  • Brian Dell, Senior Transportation Planner, 817.704.5694
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www.nctcog.org/trans/plan/policybundle