TRANSPORTATION AND LAND USE INTERFACE – CHANGING INVESTMENT LANDSCAPE FOR MEGA DEVELOPMENTS: CITY OF PLANO COLLIN CREEK MALL REQUEST

Surface Transportation Technical Committee
January 24, 2020

Michael Morris, P.E.
Director of Transportation
North Central Texas Council of Governments
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 to 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.
EXTERNAL PARTNERSHIP OPPORTUNITIES

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

LOCAL PARTNERSHIP OPPORTUNITIES

- American Airlines
- Preston Center
- 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
COLLIN CREEK MALL MIXED-USE REDEVELOPMENT PARTNERSHIP OPPORTUNITY

• Proposal for STTC/RTC consideration:
  • Contribute $30 million in federal funds to garage
  • City to contribution $25 million to garage
  • Half of RTC funding would be a grant and the balance would be a loan
  • Include transit service using next generation electric vehicles to Downtown Plano Light Rail Station
    • Fund with additional FTA or CMAQ funding
    • Coordinate with DART regarding operations
  • Parking garage must include park and ride spaces
  • Development must include electric vehicle charging infrastructure
  • 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/transit
  • Garage must be owned by the public sector
  • RTC funding for construction only, no land acquisition
COLLIN CREEK MALL MIXED-USE REDEVELOPMENT PARTNERSHIP OPPORTUNITY

• Requested Action:
  • Recommend RTC approval for parking and transit
    • $30 million federal with a $15 million payback for parking garage
    • $25 million local
    • Approximately 3 transit vehicles for shuttle purposes
  • Anticipated funding source is either federal Congestion Mitigation Air Quality Improvement Program or Surface Transportation Block Grant funding (FTA funding may assist with Transit)
  • Specific agreement terms to be finalized, but would include elements highlighted in this presentation
  • Direct staff to administratively amend the Transportation Improvement Program and other planning/administrative documents to include this project and funding
MTP POLICY BUNDLE

ROUND 4

Amy Johnson
Surface Transportation Technical Committee
What is the MTP Policy Bundle?

List of 20 Voluntary Policies

50 Percent Adoption Rate to Qualify

Successful Applicants

- May Receive Transportation Development Credits (TDCs)
- Use TDCs as Local Match for Federally Funded Projects

Must Be New Project

- Not Currently in Transportation Improvement Program (TIP)
Agencies Use TDCs to Offset Local Match Funds

NCTCOG Certifies Applications

Agencies Apply Online

Agencies Approve Policies

TDCS - TRANSPORTATION DEVELOPMENT CREDITS

Request an application at [www.nctcog.org/policybundle](http://www.nctcog.org/policybundle)
Sample Policies

EMPLOYEE TRIP REDUCTION
PARKING MANAGEMENT
SAFE ACCESS TO SCHOOLS
RAILROAD SAFETY

LAND USE STRATEGIES
COMPLETE STREETS
IDLING RESTRICTIONS
FREIGHT-ORIENTED DEVELOPMENT
# Types of Action Required

<table>
<thead>
<tr>
<th>Requirement</th>
<th>Difficulty</th>
</tr>
</thead>
<tbody>
<tr>
<td>JOINT STAFF COORDINATION</td>
<td>⬤ ⬤ ⬤ ⬤</td>
</tr>
<tr>
<td>RTC staff and local agency staff coordination.</td>
<td></td>
</tr>
<tr>
<td>GOVERNING BODY APPROVAL</td>
<td>⬤ ⬤ ⬤ ⬤</td>
</tr>
<tr>
<td>Resolution, court order, minute order, or other instrument.</td>
<td></td>
</tr>
<tr>
<td>ORDINANCE</td>
<td>⬤ ⬤ ⬤ ⬤</td>
</tr>
<tr>
<td>Ordinance or other locally enforceable rule or law.</td>
<td></td>
</tr>
<tr>
<td>ELECTION</td>
<td>⬤ ⬤ ⬤ ⬤</td>
</tr>
<tr>
<td>An election is held to implement the measure.</td>
<td></td>
</tr>
</tbody>
</table>
# Highlights from Round 3

<table>
<thead>
<tr>
<th>100% success rate</th>
<th>79% return rate</th>
<th>3 new entities</th>
<th>9 entities</th>
</tr>
</thead>
<tbody>
<tr>
<td>14 entities applied, all met the policy requirements</td>
<td>11 were returning entities from Round 2</td>
<td>applied and met the policy requirements</td>
<td>were awarded for the third year in a row</td>
</tr>
</tbody>
</table>
## Highlights from Round 3

**successful applicants**

<table>
<thead>
<tr>
<th>12 LOCAL GOVERNMENTS</th>
<th>2 TRANSIT AGENCIES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Coppell</td>
<td>DCTA</td>
</tr>
<tr>
<td>Dallas</td>
<td>Trinity Metro</td>
</tr>
<tr>
<td>Denton</td>
<td></td>
</tr>
<tr>
<td>Fort Worth</td>
<td></td>
</tr>
<tr>
<td>Garland</td>
<td></td>
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<tr>
<td>Grapevine</td>
<td></td>
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<tr>
<td>Irving</td>
<td></td>
</tr>
<tr>
<td>Lewisville</td>
<td></td>
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<tr>
<td>McKinney</td>
<td></td>
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<tr>
<td>Mesquite</td>
<td></td>
</tr>
<tr>
<td>North Richland Hills</td>
<td></td>
</tr>
<tr>
<td>Richardson</td>
<td></td>
</tr>
</tbody>
</table>
## Round 4 Changes

### WHAT HAS CHANGED

<table>
<thead>
<tr>
<th>Changes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Round 4 good for two years (FY2021 and FY2022)</td>
</tr>
<tr>
<td>TDC award amounts will be commensurate with longer time period</td>
</tr>
</tbody>
</table>

### WHAT REMAINS THE SAME

<table>
<thead>
<tr>
<th>Remains The Same</th>
</tr>
</thead>
<tbody>
<tr>
<td>Must reapply every round</td>
</tr>
<tr>
<td>Same list of eligible policies from Mobility 2045</td>
</tr>
</tbody>
</table>
## Schedule

<table>
<thead>
<tr>
<th>DATE</th>
<th>DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>January 9</td>
<td>RTC Presentation – Information</td>
</tr>
<tr>
<td>January 24</td>
<td>STTC Presentation – Information</td>
</tr>
<tr>
<td></td>
<td>TIP Mods due for May 2020 Revision</td>
</tr>
<tr>
<td>February 3</td>
<td>Round 4 Opens</td>
</tr>
<tr>
<td>March 20</td>
<td>Early Submittal Deadline</td>
</tr>
<tr>
<td>April 27</td>
<td>Final Deadline</td>
</tr>
<tr>
<td>June 26</td>
<td>STTC – Action</td>
</tr>
<tr>
<td>July 9</td>
<td>RTC – Action</td>
</tr>
<tr>
<td>July 2020</td>
<td>Formal Notice of Awards</td>
</tr>
<tr>
<td>July 31</td>
<td>TIP Mods Due for November 2020 Revision</td>
</tr>
</tbody>
</table>
## How do I use TDCs awarded through the program?

<table>
<thead>
<tr>
<th>TDCs awarded in FY2020 may be used in FY2021 and FY2022</th>
<th>Contact the TIP team <strong>now</strong> to utilize TDCs previously awarded in FY2019</th>
</tr>
</thead>
</table>

- TDCs must be programmed in the TIP or allocated to projects through a Call for Projects of funding initiative prior to the end of the fiscal year, or they will be returned to the regional pool of TDCs.

- If you have candidate projects that you would like to have considered for funding, please contact a member of the TIP team.

- If you have previously been awarded TDCs through the Policy Bundle, you must reapply and resubmit your application to be eligible to receive new TDCs.
Contact Us

nctcog.org/policybundle

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Application Coordination

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(817) 704-5694
TDC and TIP Coordination
Fort Worth to Laredo High-Speed Transportation Study Update

Surface Transportation Technical Committee

January 24, 2020

Kevin Feldt
Project Purpose

Previous TxDOT Effort

Texas-Oklahoma Passenger Rail Study (TOPRS)

Review (TOPRS) Tier I Recommendations

Corridors
Technology
Modes of Travel

“Bridge” to Future Study

Final Report – February 2020
Project Background

TOPRS Tier I FEIS Corridors
Service Area Population

- Fort Worth
- Waco
- Killeen/Temple
- Austin
- San Antonio
- Laredo

NCTCOG
Technologies/Modes Analyzed

- Hyperloop
- Maglev
- High-Speed & Higher-Speed Trains
- Regional Rail
- Guaranteed Transit
Corridor Analysis

Used High-Level Criteria to Analyze TOPRS Corridors

Analyzed 23 City-to-City Combinations

Corridor Types Analyzed

- Greenfield (new location)
- Existing Highway
- Existing Railroad
- Existing Utility
Service Options Analyzed

All Stops

Fort Worth → Waco → Killeen/Temple → Austin → San Antonio → Laredo

Express

Fort Worth → Austin → San Antonio → Laredo
Alternatives Comparison

Corridor Alternative/Operation Pattern
1 to 12
OP1 – All Stops
OP2 – Express

Hyperloop
Maglev
HSR
Study Findings

Highest Upside Alternative

General Corridor Path
- Fort Worth to Waco – Utility
- Waco to San Antonio – IH 35
- San Antonio to Laredo – Greenfield

Technology
- Hyperloop

Operation
- All Stops

Warrants Further Analysis in Tier II Environmental Study
Waco MPO
Will Incorporate Findings into Long-Range Plan Update
Want to be Better Connected to Other Texas Metropolitan Areas
Concerns Regarding Need for Public Funding, Who Will Fund
Concerns Regarding Construction Costs and Project Timeline

KT MPO – Killeen/Temple
Excited for High-Speed Travel Connecting the Region
Anticipating Economic Benefits from High-Speed System
Will Incorporate Findings into Long-Range Plan Update
Partner Comments

CAMPO – Austin
- Pleased with Study Being Done
- Concerns Regarding Maturity and Expectations for Technologies

AAMPO – San Antonio
- Concerns Regarding Need for Public Funding
- Concerns Regarding Construction Costs and Project Timeline
- Engage Others to not Preclude Technologies in Existing ROW

Laredo MPO
- Excited Study Being Done
- Interested in all Technologies
Kevin Feldt
Program Manager
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PERFORMANCE MEASURES TARGET SETTING: ROADWAY SAFETY AND TRANSIT ASSET MANAGEMENT

Surface Transportation Technical Committee

Kevin Kroll and David Garcia
North Central Texas Council of Governments
Information Item
January 24, 2020
Background

Federal legislation specifies quantitative performance measures that must be tracked and reported annually or biennially.

• 2018 Performance Targets approved by RTC in December 2017
• Performance Targets Reaffirmed by RTC February 2019
  • Highway Safety Improvement Program (PM1)
  • Transit Asset Management

Established Regional Safety Position:

Even one death on the transportation system is unacceptable. Staff will work with our partners to develop projects, programs, and policies that assist in eliminating serious injuries and fatalities across all modes of travel.

• Re-emphasized focus on safety-related improvements and funding
• RTC approved funding for future Safety project implementations
Roadway Safety Performance Targets

- Target: Number of Fatalities
- Target: Rate of Fatalities
- Target: Number of Serious Injuries
- Target: Rate of Serious Injuries
- Target: Number of Non-motorized Fatalities plus Serious Injuries

(Targets based on a five-year rolling average)
# TxDOT Safety Performance Targets and Projections

<table>
<thead>
<tr>
<th></th>
<th></th>
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<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>No. of Fatalities</td>
<td>3,703.08</td>
<td>665.2</td>
<td>3,791.0</td>
<td>599.2</td>
<td>4,068</td>
<td>589.3*</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Fatality Rate</td>
<td>1.432</td>
<td>0.960</td>
<td>1.414</td>
<td>0.838</td>
<td>1.48</td>
<td>0.803*</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>No. of Serious Injuries</td>
<td>17,565.4</td>
<td>3,647.8</td>
<td>17,751.0</td>
<td>3999.6</td>
<td>18,602</td>
<td>3,514.7*</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Serious Injury Rate</td>
<td>6.740</td>
<td>5.180</td>
<td>6.550</td>
<td>5.568</td>
<td>6.56</td>
<td>4.768*</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>No. of Non-motorized Fatalities and Serious Injuries</td>
<td>2,150.6</td>
<td>560.0</td>
<td>2,237.6</td>
<td>582.4</td>
<td>2,477</td>
<td>595.0*</td>
<td>-</td>
<td>-</td>
</tr>
</tbody>
</table>

* Indicates preliminary estimate.

Targets are based on a five-year rolling average (2016 – 2020) for 2020. Proposed reduction from original trend line projections.
### NCTCOG Actual Safety Performance 2018 - Preliminary

<table>
<thead>
<tr>
<th>Safety Performance Targets</th>
<th>NCTCOG 2018 Targets</th>
<th>NCTCOG PY 2018 Actual Performance*</th>
<th>NCTCOG PY 2012-2016 Baseline Performance</th>
<th>Met Target?</th>
<th>Better than the Baseline?</th>
<th>Met or Made Significant Progress?</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of Fatalities</td>
<td>665.2</td>
<td>541.6</td>
<td>496.2</td>
<td>Yes</td>
<td>No</td>
<td></td>
</tr>
<tr>
<td>Rate of Fatalities</td>
<td>0.960</td>
<td>0.783</td>
<td>0.768</td>
<td>Yes</td>
<td>No</td>
<td></td>
</tr>
<tr>
<td>Number of Serious Injuries</td>
<td>3,647.8</td>
<td>3,717.6</td>
<td>3,754.0</td>
<td>No</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>Rate of Serious Injuries</td>
<td>5.180</td>
<td>4.768</td>
<td>5.399</td>
<td>Yes</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Number of Non-motorized Fatalities and Serious Injuries</td>
<td>560.0</td>
<td>543.2</td>
<td>497.2</td>
<td>Yes</td>
<td>No</td>
<td></td>
</tr>
</tbody>
</table>

*PY Actual Performance calculated as PY 2014-2018 five-year rolling average

Final 2018 Safety Performance for NCTCOG region will be presented in late spring 2020
A state has met or made significant progress towards its safety performance targets if the actual performance is less than or equal to the target or if the performance is better than the baseline performance (2012-2016). Either of these must be true for four of the five safety performance measures.

States that did not meet or make significant progress toward meeting 2014-2018 HSIP targets must submit an HSIP Implementation Plan to FHWA and use obligation authority equal to the Fiscal Year 2017 HSIP apportionment only for highway safety improvement projects.

FHWA does not make determinations for MPO targets.
Transit Asset Management (TAM)

Images: DART, DCTA, FWTA, and NCTCOG
### Transit Asset Management Regional Targets Adopted

<table>
<thead>
<tr>
<th>Asset Category</th>
<th>Target</th>
<th>Metric</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rolling Stock (transit vehicles)</td>
<td>0%</td>
<td>Vehicles that meet or exceed the industry standard, defined as the Federal Transit Administration’s Default Useful Life Benchmark</td>
</tr>
<tr>
<td>Infrastructure (rail track)</td>
<td>0%</td>
<td>Rail track segments with performance restrictions</td>
</tr>
<tr>
<td>Equipment (transit support vehicles)</td>
<td>0%</td>
<td>Vehicles that meet or exceed the industry standard, defined as the Federal Transit Administration’s Default Useful Life Benchmark</td>
</tr>
<tr>
<td>Facilities (buildings, stations, park and rides)</td>
<td>0%</td>
<td>Transit facilities rated below “Adequate” (3.0) on the industry standard Transit Economic Requirements Model (TERM) scale.</td>
</tr>
</tbody>
</table>
Transit Performance Measure: Rolling Stock

1RTC Policy Emphasis Area

2Rolling stock assets include a small number of vehicles reported to the National Transit Database as “inactive”

3Bus group also includes “Articulated Bus” group

4Includes assets rebuilt near the end of their useful life with the assumption of a minimum extension of 10 years of useful life, which may be too conservative (i.e. vehicles may be in better condition than expected based on rebuild)
Transit Performance Measure: Infrastructure¹

Infrastructure Performance FY18²

<table>
<thead>
<tr>
<th>Percentage</th>
<th>Commuter Rail³</th>
<th>Light Rail</th>
<th>Streetcar Rail</th>
</tr>
</thead>
<tbody>
<tr>
<td>0.8%</td>
<td></td>
<td>0.2%</td>
<td>0.0%</td>
</tr>
</tbody>
</table>

¹RTC Policy Emphasis Area
²Total refers to revenue track miles
³Trinity Metro data not included. Also, “hybrid rail” as defined by NTD was combined with “commuter rail” for simplification purposes.
Transit Performance Measure: Equipment

Equipment Performance FY18

- **Automobiles**: 24% exceeding useful life
- **Trucks/Other Rubber Tire Vehicles**: 18% exceeding useful life
- **Steel Wheel Vehicles**: 0% exceeding useful life

Target
Transit Performance Measure: Facilities

1 Trinity Metro’s rail facilities not included
2 Total facilities for which transit providers have capital responsibility and require a conditions assessment.
3 Total facilities that have undergone a conditions assessment to determine facility performance. Overall, 42% of reported facilities have undergone a conditions assessment.

All assessed facilities meet the target of 0%
Transit Asset Management Next Steps

Continue to Coordinate with Transit Providers

Consistent Transit Asset Management Definitions

Consistent Transit Asset Management Targets

Potential Enhanced Performance Measures for the Region’s Transit System

Public Transportation Agency Safety Plans

Observe Data and Adjust Actions Based on Performance
Performance Measures Tentative Schedule

<table>
<thead>
<tr>
<th>Action</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>STTC Information: Roadway Safety &amp; Transit Asset Management</td>
<td>January 24, 2020</td>
</tr>
<tr>
<td>RTC Information: Roadway Safety &amp; Transit Asset Management</td>
<td>March 12, 2020</td>
</tr>
<tr>
<td>STTC Information: Public Transportation Agency Safety Plan (PTASP)</td>
<td>Summer 2020</td>
</tr>
<tr>
<td>RTC Workshop/Information: All Performance Measures</td>
<td>Summer 2020</td>
</tr>
<tr>
<td>STTC Action: PTASP, Pavement, Bridge, and System Performance</td>
<td>October 23, 2020</td>
</tr>
<tr>
<td>RTC Action: PTASP, Pavement, Bridge, and System Performance</td>
<td>November 12, 2020</td>
</tr>
</tbody>
</table>
Contacts

Roadway Safety

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Transit Asset Management

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Shannon Stevenson
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Performance Measures Website

www.nctcog.org/pm/fed
Draft Rules for Public Comments at Regional Transportation Council Meetings (HB 2840)

SURFACE TRANSPORTATION TECHNICAL COMMITTEE
JANUARY 24, 2020

AMANDA WILSON, AICP
Overview of HB 2840

Members of the public must be allowed to make comments to a governmental body before or during the body’s consideration of an item.

A governmental body may adopt reasonable rules regarding public comments, including rules that limit the amount of time for each public comment.

If no simultaneous translation equipment is used, a member of the public using a translator must be given double the amount of time to comment.

A governmental body may not prohibit public criticism of the body.

Bill took effect on September 1, 2019.
Draft Rules

Single public comment period, following the pledges, before any action items
Public comments will be taken on any agenda item
Establishes a 3-minute time limit; 6-minute time limit if using a translator
Large delegations may be encouraged to have one spokesperson speak for the group; in this case a 5-minute time limit is provided (10 minutes if using a translator)
Translation will be provided by RTC, if requested, 72 hours in advance
Provisions for warning speakers if time exhausted or removal, if necessary
Draft Rules, continued

Speaker Request Card must be completed prior to the start of the RTC meeting

Speakers must provide the following information:

- Name
- City of Residence
- Zip Code
- Agenda item(s) on which the speaker plans to speak
- Indication if speaking on/for/against the agenda item(s)
- Any other information requested by RTC staff

Opportunity to provide written comments rather than speak at the meeting
Additional Items

Benchmarked local governments on a number of topics

RTC Rules will be added to Public Participation Plan as an appendix when adopted; will be added to RTC Bylaws when next updated (2022)

Considered room layout, personnel and technology needs to effectively implement the public comments

Information will be provided on the RTC website regarding the public comment opportunity, as well as ability to request translation

Comments received will be documented in RTC minutes

Written comments will be provided to RTC prior to item consideration; individuals may state only for/against an item and that will be provided to the RTC at the end of the comment period
## Schedule

<table>
<thead>
<tr>
<th>Milestone</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Draft Rules Presented to RTC for Information (Action to Take to Public Input Opportunity)</td>
<td>January 9, 2020</td>
</tr>
<tr>
<td>Public Input Opportunity (45-Day Comment Period)</td>
<td>January 13-February 26, 2020</td>
</tr>
<tr>
<td>STTC Information Item</td>
<td>January 24, 2020</td>
</tr>
<tr>
<td>STTC Action Item</td>
<td>February 28, 2020</td>
</tr>
<tr>
<td>RTC Action Item</td>
<td>March 12, 2020</td>
</tr>
</tbody>
</table>
Action Requested

Approve staff to take Draft Rules for Public Comments at Regional Transportation Council Meetings (Electronic Item 5.1) to public input opportunity for a 45-day public comment period.
Questions/Comments

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Ken Kirkpatrick
Legal Counsel
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TEXAS VOLKSWAGEN ENVIRONMENTAL MITIGATION PROGRAM UPDATE

Surface Transportation Technical Committee
January 24, 2020

Amy Hodges
Air Quality Planner
Texas Commission on Environmental Quality (TCEQ) Goals

1. Reduce Nitrogen Oxides (NO\textsubscript{x}) Emissions
2. Reduce the Potential for Exposure of the Public to Pollutants
3. Prepare for Increased and Sustained Use of Zero Emission Vehicles (ZEV)
4. Complement Other Incentive Funding Programs

Texas’ Total Allocation: $209 Million

- Administrative Costs; Up to 4%
- Statewide ZEV Infrastructure; Up to 15%
- Mitigation Actions in Priority Areas; At Least 81%
FUNDING DISTRIBUTION FOR MITIGATION ACTIONS

Dallas-Fort Worth Area Allocation: $33,385,160

- School, Transit, and Shuttle Buses: $17.6 Million Requested, $11.7 Million Awarded to Date
- Refuse Vehicles
- Local Freight & Port Drayage Trucks
- Remaining Categories*

*Remaining Categories Include: Electric Airport Ground Support Equipment; Electric Forklifts and Port Cargo Handling Equipment; Ocean-Going Vessel Shorepower
替换或重新利用垃圾车，用于收集和运输市政固体废物

垃圾车、翻转垃圾车、压路机、扫路机、粉碎机、抓斗车

标准：柴油机型号1992-2009；总重量超过26,000磅

根据先到先得的原则发放补助

补助水平：

政府拥有的车辆：80%

私人拥有的车辆：

- 电能项目50%
- 其他重置40%
- 其他更换25%

<table>
<thead>
<tr>
<th>优先区域</th>
<th>可用资金</th>
<th>要求资金（截至12/30/19）</th>
</tr>
</thead>
<tbody>
<tr>
<td>达拉斯-沃思堡</td>
<td>$8,346,290</td>
<td>$2,455,398 (29%)</td>
</tr>
<tr>
<td>休斯顿-加尔维斯顿-朗维拉</td>
<td>$7,558,741</td>
<td>$917,435 (12%)</td>
</tr>
<tr>
<td>圣安东尼奥</td>
<td>$15,396,379</td>
<td>$836,463 (5%)</td>
</tr>
<tr>
<td>奥斯汀</td>
<td>$4,074,401</td>
<td>$473,284 (12%)</td>
</tr>
<tr>
<td>埃尔帕索</td>
<td>$4,203,508</td>
<td>$1,154,682 (27%)</td>
</tr>
<tr>
<td>贝阿蒙特-波特阿瑟</td>
<td>$1,794,756</td>
<td>$199,693 (11%)</td>
</tr>
<tr>
<td>瓦利县</td>
<td>$520,766</td>
<td>0 (0%)</td>
</tr>
<tr>
<td>总计</td>
<td>$41,894,841</td>
<td>$6,036,955 (14%)</td>
</tr>
</tbody>
</table>
Replace or Repower On-Road or Drayage Trucks Used to Deliver Cargo and Freight

Criteria: Diesel Engine Model Year 1992 – 2009; Gross Vehicle Weight Over 14,000 Pounds; Operate at Least 51% In Priority Areas

Grants Awarded on First-Come, First-Served Basis

<table>
<thead>
<tr>
<th>Priority Area</th>
<th>Funds Available</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dallas-Fort Worth</td>
<td>$6,677,032</td>
</tr>
<tr>
<td>Houston-Galveston-Brazoria</td>
<td>$6,446,993</td>
</tr>
<tr>
<td>San Antonio</td>
<td>$12,317,103</td>
</tr>
<tr>
<td>Austin</td>
<td>$3,259,521</td>
</tr>
<tr>
<td>El Paso</td>
<td>$3,362,806</td>
</tr>
<tr>
<td>Beaumont-Port Arthur</td>
<td>$1,435,805</td>
</tr>
<tr>
<td>Bell County</td>
<td>$416,613</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$33,515,873</strong></td>
</tr>
</tbody>
</table>

**Funding Levels:**

<table>
<thead>
<tr>
<th></th>
<th>100%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Government-Owned</td>
<td>80%</td>
</tr>
<tr>
<td>Privately-Owned</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Privately-Owned Vehicles:

- 50% for Replacement/Repower with Electric
- 50% for all Drayage Replacements
- 40% for Other Repowers
- 25% for Other Replacements

50% for all Drayage Replacements
40% for Other Repowers
25% for Other Replacements
Local Governments Strongly Encouraged to Apply for Refuse Vehicle Funding

- No Federal Requirements
- First-Come, First-Served = Opportunity for Quick Implementation
- 80% Funding Level

North Texas Applicants as of December 30, 2019:
- City of Cleburne
- City of Dallas
- City of Midlothian
- City of River Oaks
- Tarrant County
- Town of Hickory Creek
- RWS Texas Leasing Company, LLC

Staff Continues to Monitor Rate of Requests to Inform Future Allocation Comments
FOR MORE INFORMATION

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817-704-2508
ahodges@nctcog.org

Lori Clark
Program Manager
817-695-9232
lclark@nctcog.org

Go To www.nctcog.org/airquality; Select “Funding and Resources”
Auto Occupancy Verification Technology Update

Surface Transportation Technical Committee
January 24, 2020

Natalie Bettger
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.

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

Go-Live:
LBJ East – Friday, January 24 at 6:30 pm
All Other Managed Lanes – Monday, January 27 at 6:30 am
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.
# Registration Data Summary

**As of January 21, 2020**

<table>
<thead>
<tr>
<th>Step</th>
<th>Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>TEXpress Emails Sent (2x)</td>
<td></td>
</tr>
<tr>
<td>1\textsuperscript{st} Email – December 4, 2019</td>
<td></td>
</tr>
<tr>
<td>2\textsuperscript{nd} Email – December 16, 2019</td>
<td></td>
</tr>
<tr>
<td>3\textsuperscript{rd} and Final – January 21, 2020</td>
<td>50,000</td>
</tr>
<tr>
<td>Website Visitors</td>
<td>30,835</td>
</tr>
<tr>
<td>Registrations</td>
<td>8,670</td>
</tr>
<tr>
<td>Vehicles / Occupant Passes</td>
<td>8,771 / 1,587</td>
</tr>
</tbody>
</table>

**Top Questions:**
- Occupant Passes/People without Smartphones
- General How to Use
Current Efforts

Ramp Up to Implementation
  Final Acceptance Testing
  Communication Plan Implementation
  Customer Service Monitoring

Post Launch
  Evaluate Go-Live Process
  On-Going Performance Measures
  Customer Service Monitoring

Project Partners
LBJ/NTE Mobility Partners, NCTCOG, NTTA, and TxDOT
<table>
<thead>
<tr>
<th>Date</th>
<th>Event Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>December 4, 2019</td>
<td>December 4, 2019 – LBJ/NTE will begin communications with current TEXpress Users</td>
</tr>
<tr>
<td></td>
<td>and Partner Website Updates with GoCarma; 2\textsuperscript{nd} Pre-Launch Meeting</td>
</tr>
<tr>
<td></td>
<td>with Partners</td>
</tr>
<tr>
<td>December 6, 2019</td>
<td>STTC Update Item</td>
</tr>
<tr>
<td>December 12, 2019</td>
<td>RTC Update Item</td>
</tr>
<tr>
<td>December 2019</td>
<td>Public Meeting</td>
</tr>
<tr>
<td>January 7, 2020</td>
<td>GoCarma App Release</td>
</tr>
<tr>
<td>January 9, 2020</td>
<td>RTC Reminder</td>
</tr>
<tr>
<td>January 10, 2020</td>
<td>3\textsuperscript{rd} and Final Pre-Launch Meeting with Partners</td>
</tr>
<tr>
<td>January 13, 2020</td>
<td>NCTCOG Press Release</td>
</tr>
<tr>
<td>January 24, 2020</td>
<td>STTC Reminder</td>
</tr>
<tr>
<td>January 24, 2020</td>
<td>Go-Live (focus on existing TEXpress users)</td>
</tr>
<tr>
<td>February 27, 2020</td>
<td>RTC Update Item</td>
</tr>
<tr>
<td>February 28, 2020</td>
<td>STTC Update Item</td>
</tr>
<tr>
<td>April 2020</td>
<td>Paid Outreach and Education (new recruitment)</td>
</tr>
</tbody>
</table>
Contacts

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Amanda Wilson
Program Manager
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Dan Lamers
Senior Program Manager
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817-695-9263
NEW TRAFFIC COUNTS WEBPAGE

Presented by
Francisco Torres

Surface Transportation Technical Committee

January 24, 2020
Initial Screen
Latest counts shown
Detailed Data
Historical Counts
Counts by Time of Day

Traffic Count Details
ROADWAY
IH 30
CITY: Fort Worth  COUNTY: Tarrant
ID: 49417  LAT: 32.7599  LON: -97.1765
DIRECTION FROM TO
W  Coosy Eastchase

COUNT (Vehicles/DAY) DATE
70,819 Wednesday, February 28, 2018

Historical Time Of Day Classification
Traffic Counts by Time

SOURCE: North Tarrant Express for TxDOT
Counts by Class

Traffic Count Details
ROADWAY
IH 30
CITY: Fort Worth  COUNTY: Tarrant
ID: 49477  LAT: 32.7599  LON: -97.1765
DIRECTION  FROM  TO
W  Coors  Eastchase

COUNT (VEHICLES/DAY)  DATE
70,819  Wednesday, February 28, 2018

Historical  Time Of Day  Classification

Classification

Large Trucks: 3,305 (5%)

Other Vehicles:
- Motorcycles
- Cars and Pickups
- Medium Trucks and Buses
- Large Trucks

Source: North Tarrant Council for TxDOT
Types of Traffic Counts

- Bicycle & Pedestrian - Historical Data
- Bicycle & Pedestrian Counts
- Permanent Traffic Counts - Classification & Historical Data
- Permanent Traffic Counts - Historical Data
- Vehicle - Classification & Historical Data
- Vehicle - Classification Data
- Vehicle - Historical Data
- Vehicle Traffic Counts
Bike/Pedestrian Counts
Compatible with Mobile Devices
Characteristics

• NCTCOG has full ownership of the interface and its development tools
• Use of a new technology to display large datasets on the web.
• The datasets remain at NCTCOG
• Portions of the data can be downloaded
• https://trafficcounts.nctcog.org/trafficcount/
Contact Staff

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Project Management Specialist
elewis@nctcog.org
(817) 695-9163

Francisco J. Torres, P.E.
Data Applications Manager
FTorres@nctcog.org
Phone: (817) 608-2356
THANKS!
Transportation Alternatives

2020 Call for Projects for the North Central Texas Region

Surface Transportation Technical Committee
January 24, 2020
Daniel Snyder
Eligible Project Activities

May include:
- Shared-Use Paths (Trails)
- On-Street Bikeways
- Bicycle/Pedestrian Signalization
- Protected Intersections
- Sidewalks, Crosswalks, Curb Ramps
- Traffic Controls and Calming Measures
- Signage
- Road Diets
- Bicycle/Pedestrian Counters
Eligible Project Sponsors

• Local Governments
• Regional Transportation Authorities
• Transit Agencies
• School Districts, Local Education Agencies, or Schools
• Tribal Governments
• Other local or regional governmental entity with responsibility for oversight of transportation or recreational trails
Funding Overview

Funding Allocation for FY21*, FY22, and FY23 (conditional upon receipt of federal funding)

<table>
<thead>
<tr>
<th>Western Subregion</th>
<th>Eastern Subregion</th>
<th>Total Funding Available</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fort Worth District (34%)</td>
<td>Dallas and Paris Districts (66%)</td>
<td>$19,864,799</td>
</tr>
<tr>
<td>$8,102,880</td>
<td>$11,761,919*</td>
<td></td>
</tr>
</tbody>
</table>

* $3,967,201 of FY21 Eastern Subregion funds already awarded by RTC on 6/13/19 and reduced proportionally in FY21 funds.

<table>
<thead>
<tr>
<th>Maximum Federal Funding Award per Project</th>
<th>Minimum Federal Funding Award per Project</th>
</tr>
</thead>
<tbody>
<tr>
<td>$5,000,000</td>
<td>$300,000</td>
</tr>
</tbody>
</table>
Funding Overview

- Construction-implementation focus. Engineering/design and environmental will be **100 percent locally funded**.
- **Minimum 20 percent local match is required for construction.**
- Local match must be cash or TDCs – no in-kind contributions.
- Agencies are eligible to request TDCs in lieu of a local match if qualified through the MTP Policy Bundle process.
- A resolution by the project sponsor’s governing body confirming the availability of the local match contribution is required with each application.
Eligible Project Locations

- **Active Transportation:** Urbanized area
- **Safe Routes to School:** 12-county region, within 2 miles of K-8 school
<table>
<thead>
<tr>
<th>Category</th>
<th>Scoring</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Regional Network Connectivity</td>
<td>20</td>
<td>Improves connectivity of Mobility 2045 regional paths and bikeways between cities and counties.</td>
</tr>
<tr>
<td>Transit Accessibility</td>
<td>15</td>
<td>Improves connections and access to transit.</td>
</tr>
<tr>
<td>Safety</td>
<td>15</td>
<td>Improves safety and provides facilities for pedestrians and bicyclists with a high level of comfort and suitability for users of all ages and abilities.</td>
</tr>
<tr>
<td>Congestion Reduction</td>
<td>15</td>
<td>Provides alternative travel options as an option to motor vehicle trips in areas with greater opportunity for walking and bicycling, thus improving air quality.</td>
</tr>
<tr>
<td>Equity</td>
<td>10</td>
<td>Improves access to disadvantaged populations and underserved communities.</td>
</tr>
<tr>
<td>Reducing Barriers</td>
<td>5</td>
<td>Provides safe crossing of existing travel obstacles such as major roadways, interchanges, railroads, and bodies of water.</td>
</tr>
<tr>
<td>Project Readiness and Other Factors</td>
<td>20</td>
<td>Project readiness / ability to obligate funds and initiate construction quickly. Other factors related to innovation, project impact, and local match percent.</td>
</tr>
</tbody>
</table>
# Safe Routes to School Category

## Evaluation and Scoring Criteria

<table>
<thead>
<tr>
<th>Category</th>
<th>Scoring</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Problem Identification</td>
<td>20</td>
<td>Addresses an identified problem, and the problem is significant.</td>
</tr>
<tr>
<td>Planning Support</td>
<td>20</td>
<td>Supported by a SRTS Plan or local planning effort, and supportive municipal policies and plans (ADA Transition Plan and Complete Streets Policy).</td>
</tr>
<tr>
<td>Potential to Increase Walking and Bicycling</td>
<td>15</td>
<td>Likely to increase the number of students that walk or bicycle to school.</td>
</tr>
<tr>
<td>Equity</td>
<td>15</td>
<td>Improves school access and safety for disadvantaged populations and underserved communities.</td>
</tr>
<tr>
<td>Community Support</td>
<td>10</td>
<td>Community support is demonstrated through letters of support, a public meeting, and past participation in encouragement or education events.</td>
</tr>
<tr>
<td>Project Readiness and Other Factors</td>
<td>20</td>
<td>Project readiness / ability to obligate funds and initiate construction quickly. Other factors related to innovation, project impact, and local match percent.</td>
</tr>
</tbody>
</table>
## Schedule

<table>
<thead>
<tr>
<th>Milestone</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bicycle and Pedestrian Advisory Committee (BPAC) – Info on CFP</td>
<td>November 20, 2019</td>
</tr>
<tr>
<td>Call for Projects Public Workshop</td>
<td>January 21, 2020</td>
</tr>
<tr>
<td><strong>Surface Transportation Technical Committee (STTC) – Info on CFP</strong></td>
<td>January 24, 2020</td>
</tr>
<tr>
<td>Regional Transportation Council (RTC) – Action on CFP</td>
<td>February 27, 2020</td>
</tr>
<tr>
<td><strong>Call for Projects Opens</strong></td>
<td>March 2, 2020</td>
</tr>
<tr>
<td>Deadline for Meetings to Review Applications for Completeness</td>
<td>April 10, 2020</td>
</tr>
<tr>
<td><strong>Call for Projects Closes</strong></td>
<td>May 15, 2020, 5 PM</td>
</tr>
<tr>
<td>Review of Projects / Scoring by NCTCOG</td>
<td>May-July 2020</td>
</tr>
<tr>
<td>Public Meetings</td>
<td>August 2020</td>
</tr>
<tr>
<td>STTC – Action on Selected Projects</td>
<td>August 28, 2020</td>
</tr>
<tr>
<td>RTC – Action on Selected Projects</td>
<td>September 10, 2020</td>
</tr>
<tr>
<td>Individual Meetings with TxDOT District Staff</td>
<td>September - October 2020</td>
</tr>
<tr>
<td>Submittal Deadline for TIP Modifications</td>
<td>October 23, 2020</td>
</tr>
<tr>
<td>Approval of Statewide Transportation Improvement Program (STIP)</td>
<td>March / April 2021</td>
</tr>
</tbody>
</table>
Contact Information:

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