

**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

BACKGROUND

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

Requests come from entities looking to relocate 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

EXAMPLES OF EXTERNAL AND “IN REGION” REQUESTS

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

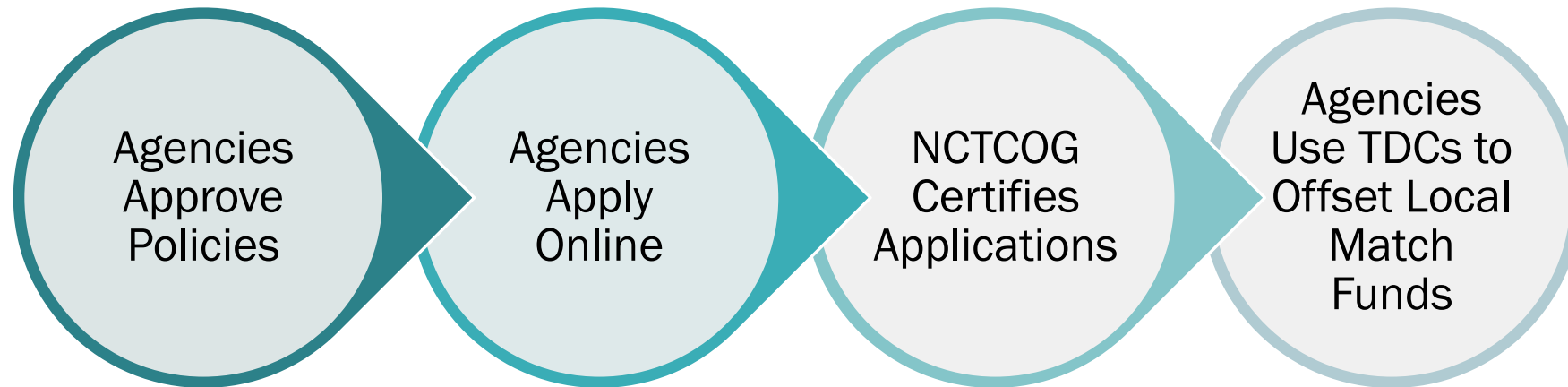
- May Receive Transportation Development Credits (TDCs)

- Use TDCs as Local Match for Federally Funded Projects

Must Be New Project

- Not Currently in Transportation Improvement Program (TIP)

Policy Bundle Process

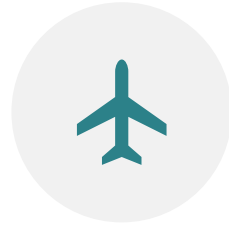


TDCS - TRANSPORTATION DEVELOPMENT CREDITS

Request an application at 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

DIFFICULTY

JOINT STAFF COORDINATION



RTC staff and local agency staff coordination.

GOVERNING BODY APPROVAL



Resolution, court order, minute order, or other instrument.

ORDINANCE



Ordinance or other locally enforceable rule or law.

ELECTION



An election is held to implement the measure.

Highlights from Round 3

100%
success rate

14 entities
applied, all
met the policy
requirements

79% return
rate

11 were
returning
entities from
Round 2

3 new
entities

applied and
met the policy
requirements

9 entities

were awarded
for the third
year in a row

Highlights from Round 3

successful applicants

12 LOCAL GOVERNMENTS

Coppell

Dallas

Denton

Fort Worth

Garland

Grapevine

Irving

Lewisville

McKinney

Mesquite

North Richland Hills

Richardson

2 TRANSIT AGENCIES

DCTA

Trinity Metro

Round 4 Changes

WHAT HAS CHANGED

Round 4 good for two years
(FY2021 and FY2022)

TDC award amounts will be
commensurate with longer time
period

WHAT REMAINS THE SAME

Must reapply every round

Same list of eligible policies from
Mobility 2045

Schedule

DATE	DESCRIPTION
January 9	RTC Presentation – Information
January 24	STTC Presentation – Information TIP Mods due for May 2020 Revision
February 3	Round 4 Opens
March 20	Early Submittal Deadline
April 27	Final Deadline
June 26	STTC – Action
July 9	RTC – Action
July 2020	Formal Notice of Awards
July 31	TIP Mods Due for November 2020 Revision

How do I use TDCs *awarded through the program?*



TDCs awarded in FY2020 may be used in FY2021 and FY2022

Contact the TIP team now to utilize TDCs previously awarded in FY2019



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.

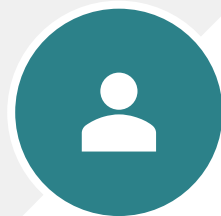
Contact Us



nctcog.org/policybundle



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Application Coordination

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Senior Transportation Planner

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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

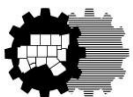
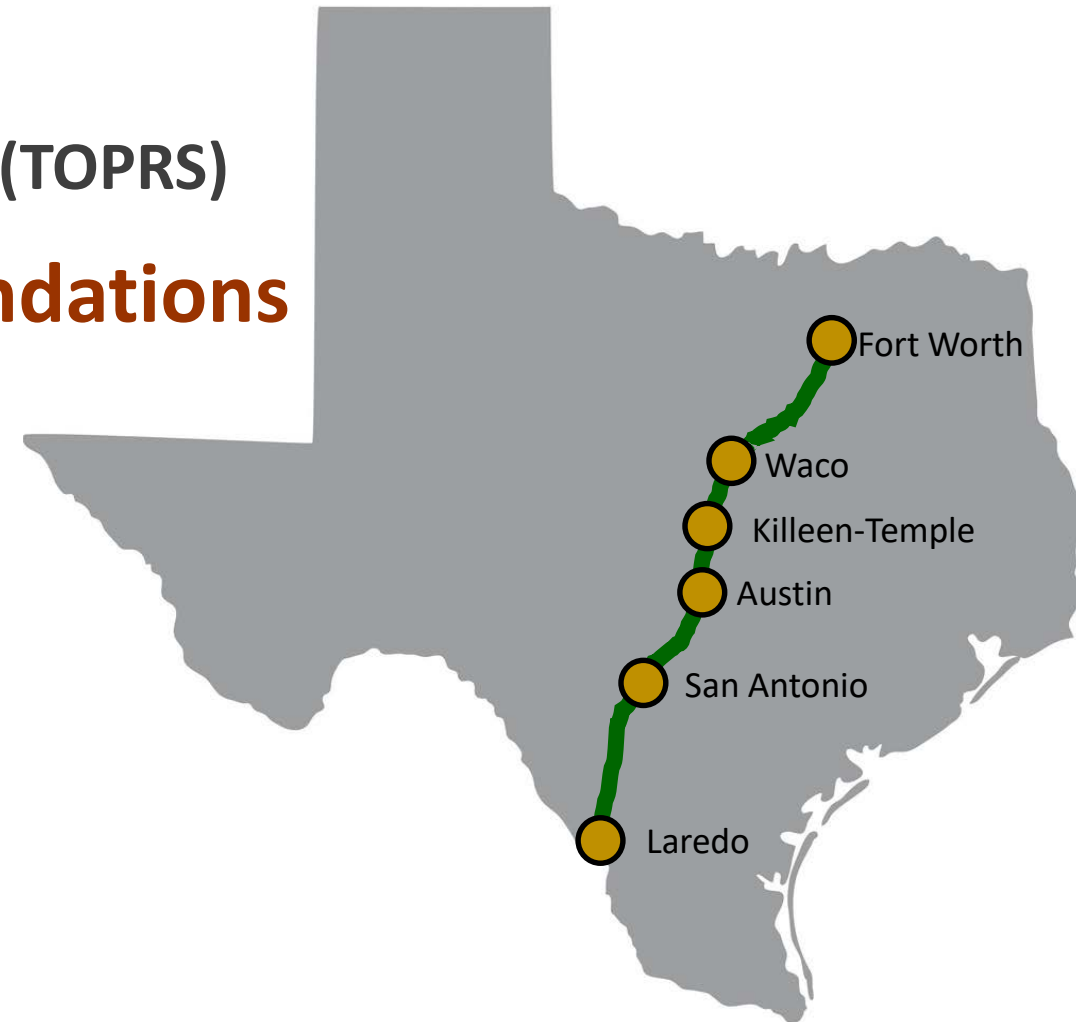
Corridors

Technology

Modes of Travel

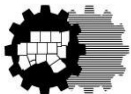
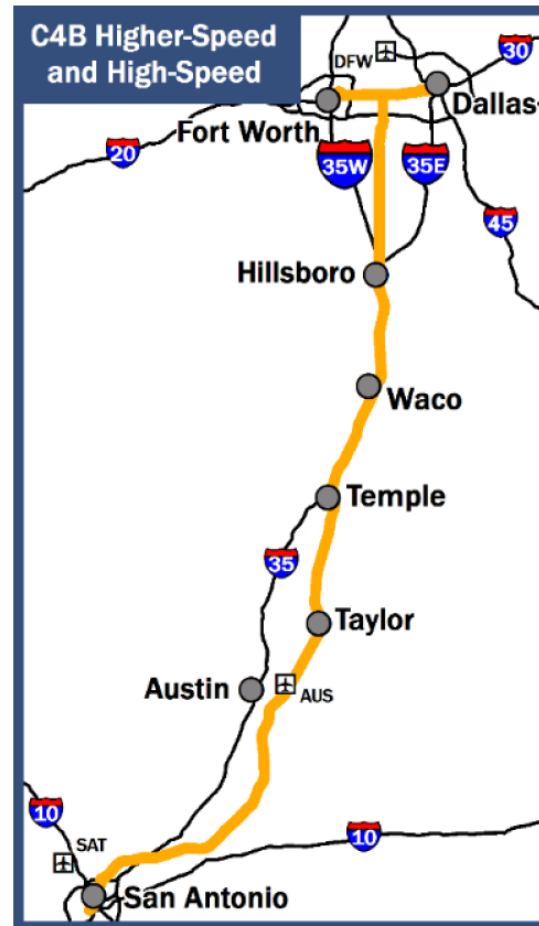
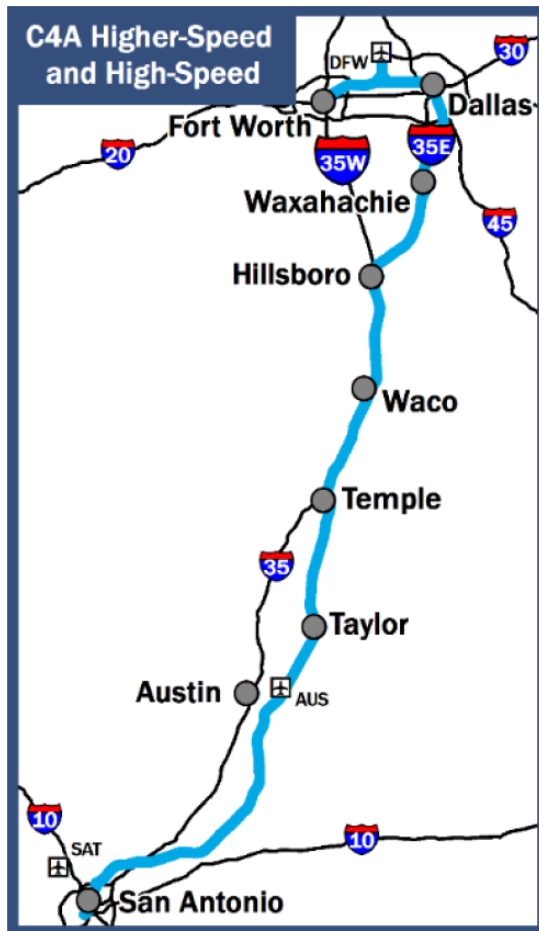
“Bridge” to Future Study

Final Report – February 2020

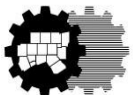
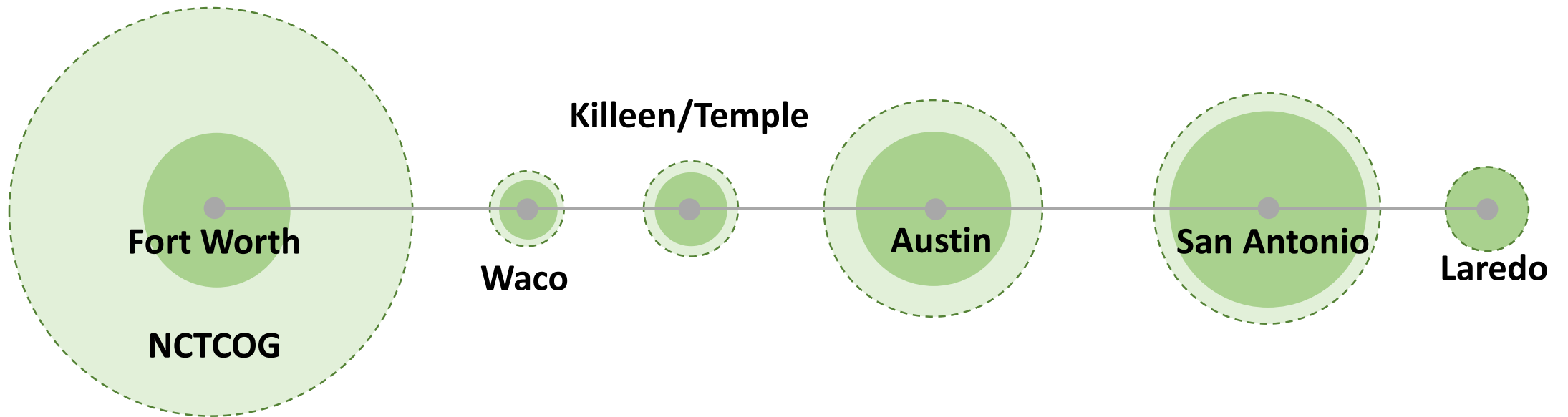


Project Background

TOPRS Tier I FEIS Corridors

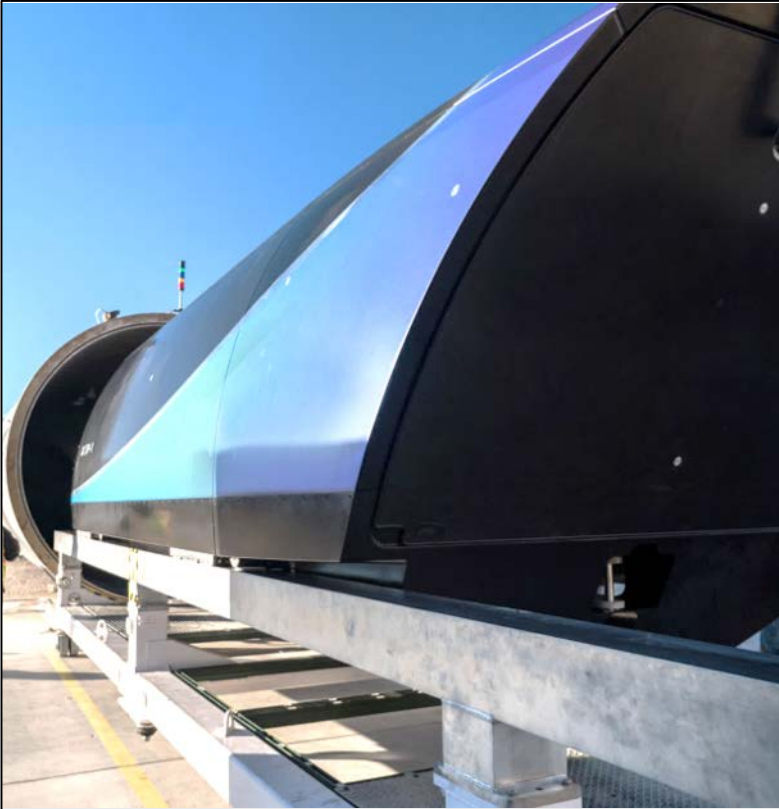


Service Area Population



Technologies/Modes Analyzed

● Hyperloop



● Maglev

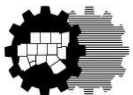


● High-Speed & Higher-Speed Trains



● Regional Rail

● Guaranteed Transit



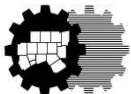
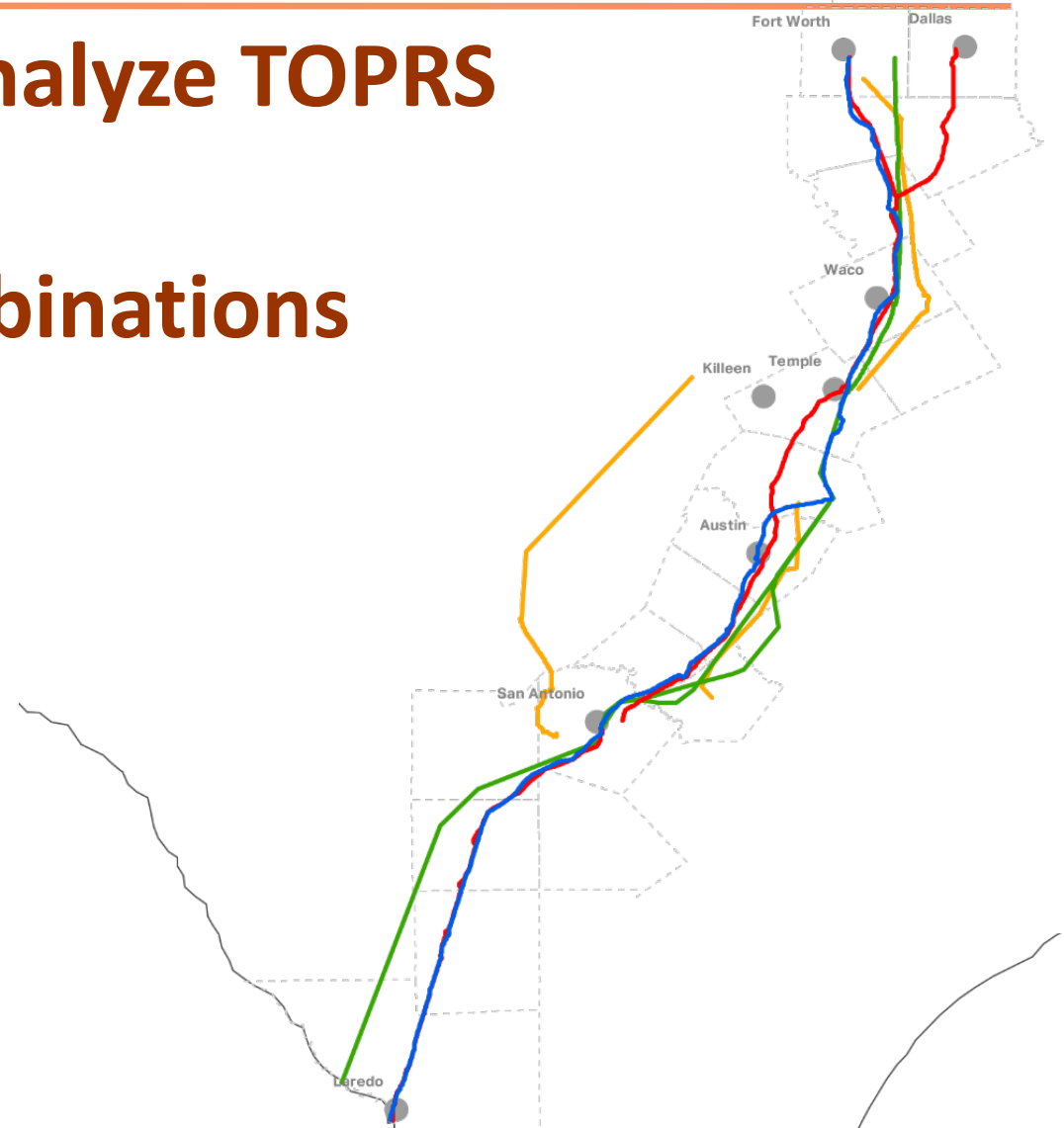
Corridor Analysis

Used High-Level Criteria to Analyze TOPRS Corridors

Analyzed 23 City-to-City Combinations

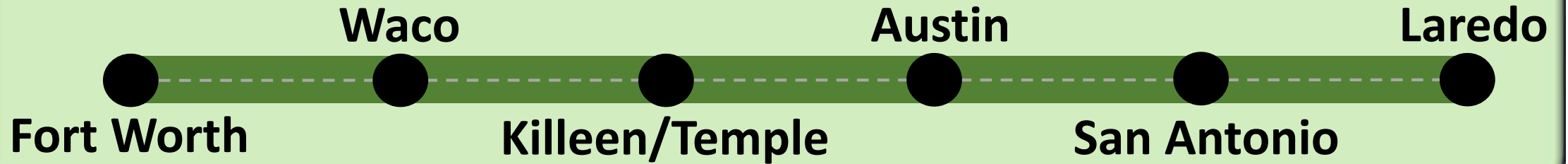
Corridor Types Analyzed

-  Greenfield (new location)
-  Existing Highway
-  Existing Railroad
-  Existing Utility

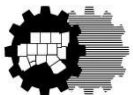
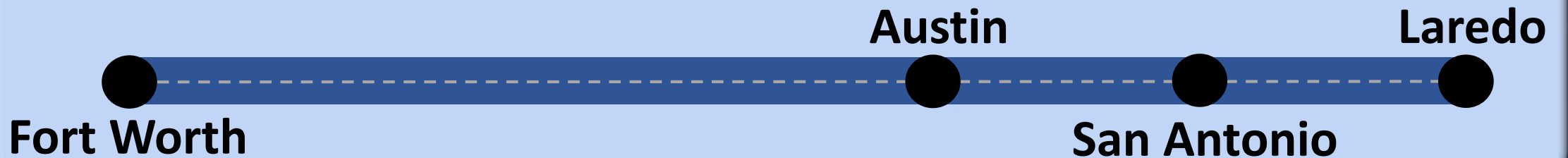


Service Options Analyzed

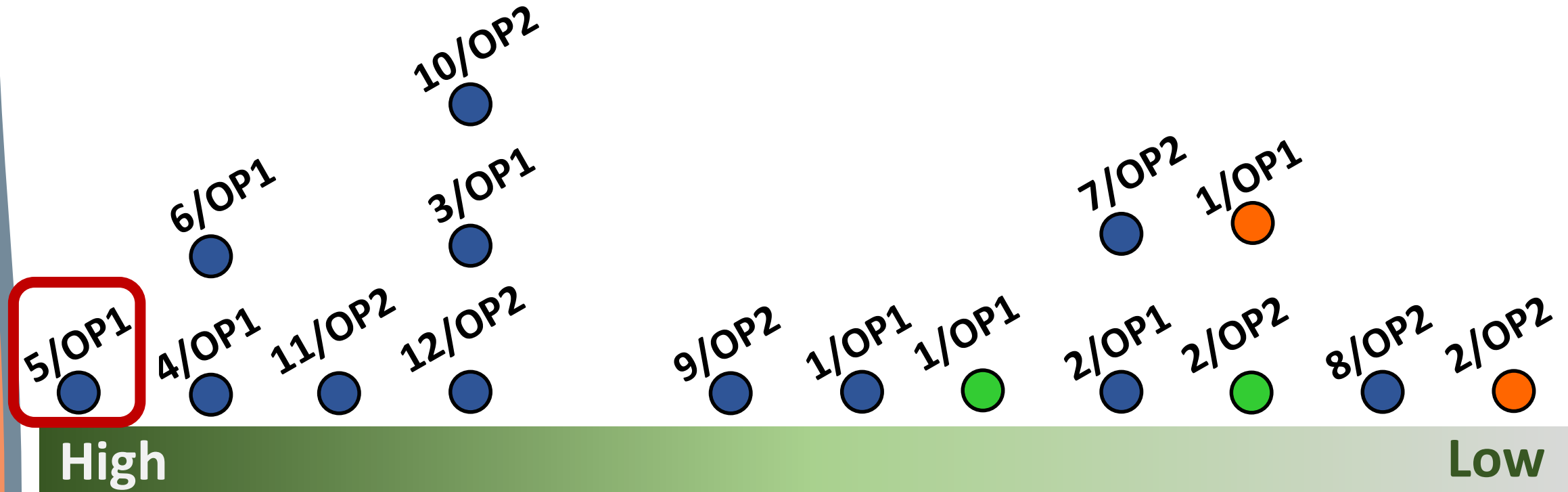
All Stops



Express



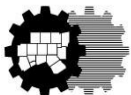
Alternatives Comparison



- Hyperloop
- Maglev
- HSR

Corridor Alternative/Operation Pattern

1 to 12 OP1 – All Stops
 OP2 – Express



Study Findings

Highest Upside Alternative

General Corridor Path

Fort Worth to Waco – Utility 

Waco to San Antonio – IH 35 

San Antonio to Laredo – Greenfield 

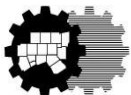
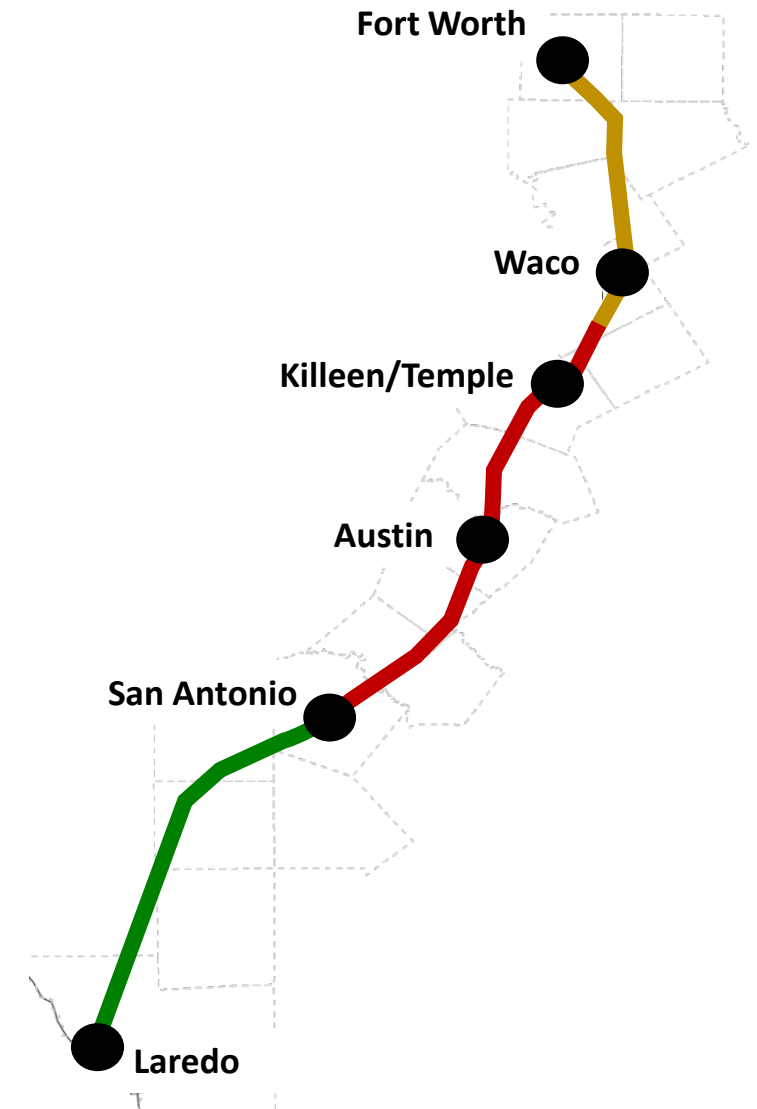
Technology

Hyperloop

Operation

All Stops

Warrants Further Analysis in Tier II
Environmental Study



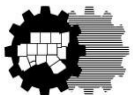
Partner Comments

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

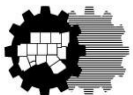
Concerns Regarding Construction Costs and Project Timeline

Engage Others to not Preclude Technologies in Existing ROW

Laredo MPO

Excited Study Being Done

Interested in all Technologies



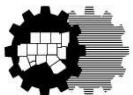
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**PERFORMANCE MEASURES TARGET SETTING:
ROADWAY SAFETY AND
TRANSIT ASSET MANAGEMENT**

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

Safety Performance Targets	2018 TxDOT Targets	2018 NCTCOG Targets	2019 TxDOT Targets	2019 NCTCOG Targets	2020 TxDOT Targets	2020 NCTCOG Targets	2021 Targets	2022 Targets
	0.4% Reduction		0.8% Reduction		1.2% Reduction		1.6% Reduction	2.0% Reduction
No. of Fatalities	3,703.08	665.2	3,791.0	599.2	4,068	589.3*	-	-
Fatality Rate	1.432	0.960	1.414	0.838	1.48	0.803*	-	-
No. of Serious Injuries	17,565.4	3,647.8	17,751.0	3999.6	18,602	3,514.7*	-	-
Serious Injury Rate	6.740	5.180	6.550	5.568	6.56	4.768*	-	-
No. of Non-motorized Fatalities and Serious Injuries	2,150.6	560.0	2,237.6	582.4	2,477	595.0*	-	-

* 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

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

*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

Safety Performance Targets Next Steps

Action	Date
Regional Safety Advisory Committee – Information	January 24, 2020
STTC Information	January 24, 2020
RTC Information	March 12, 2020
FHWA Reports Findings to States on Performance Status for 2018 Targets (Met, Significant Progress, or Did Not Meet)	March 2020
NCTCOG Reports Final Findings on Performance Status for 2018 Regional Targets	April 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)

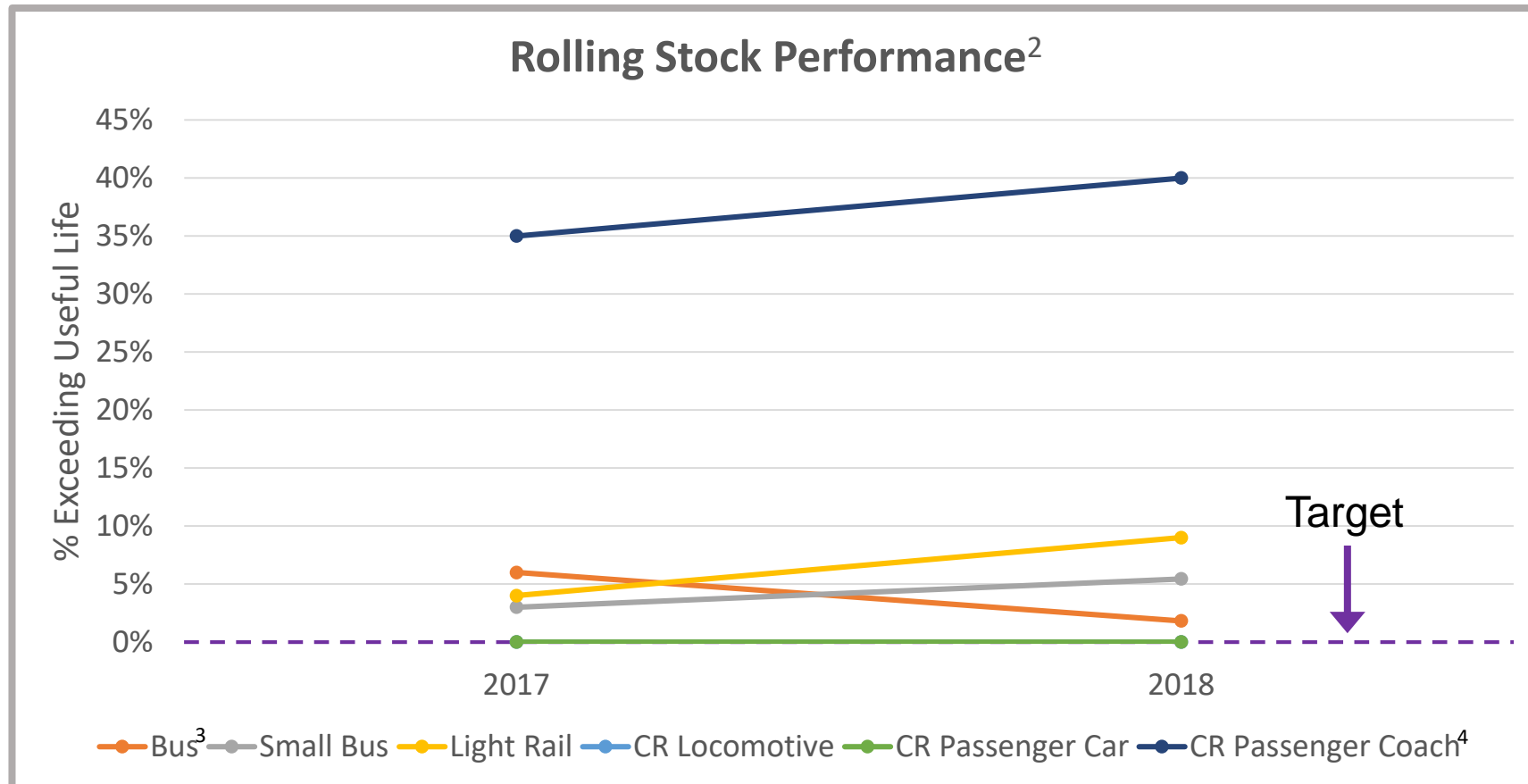


Images: DART, DCTA, FUTA, and NCTCOG

Transit Asset Management Regional Targets Adopted

	Asset Category	Target	Metric
 Emphasis Area #1	Rolling Stock (transit vehicles)	0%	Vehicles that meet or exceed the industry standard, defined as the Federal Transit Administration's Default Useful Life Benchmark
 Emphasis Area #2	Infrastructure (rail track)	0%	Rail track segments with performance restrictions
	Equipment (transit support vehicles)	0%	Vehicles that meet or exceed the industry standard, defined as the Federal Transit Administration's Default Useful Life Benchmark
	Facilities (buildings, stations, park and rides)	0%	Transit facilities rated below "Adequate" (3.0) on the industry standard Transit Economic Requirements Model (TERM) scale.

Transit Performance Measure: Rolling Stock¹



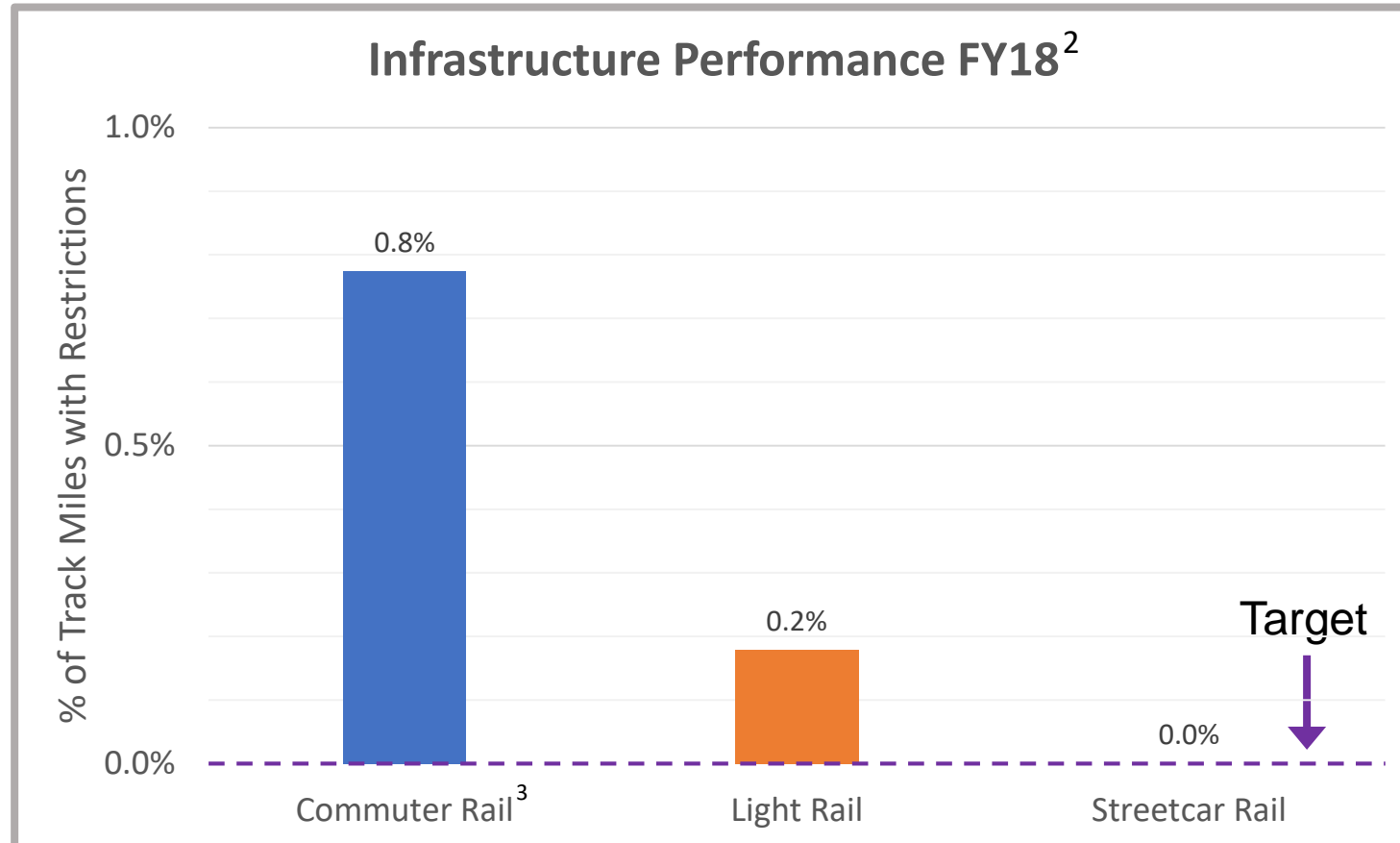
¹RTC Policy Emphasis Area

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

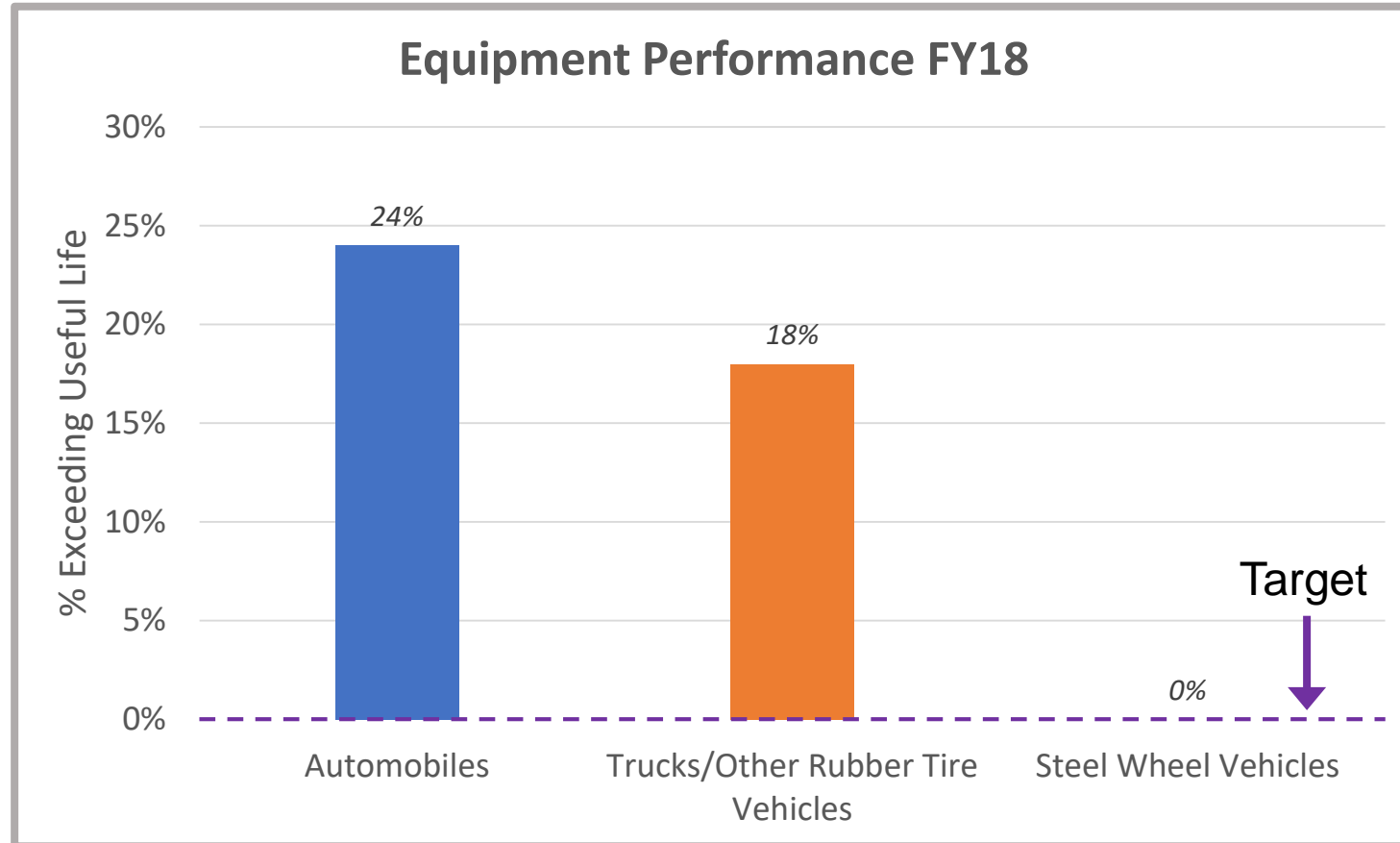


¹RTC Policy Emphasis Area

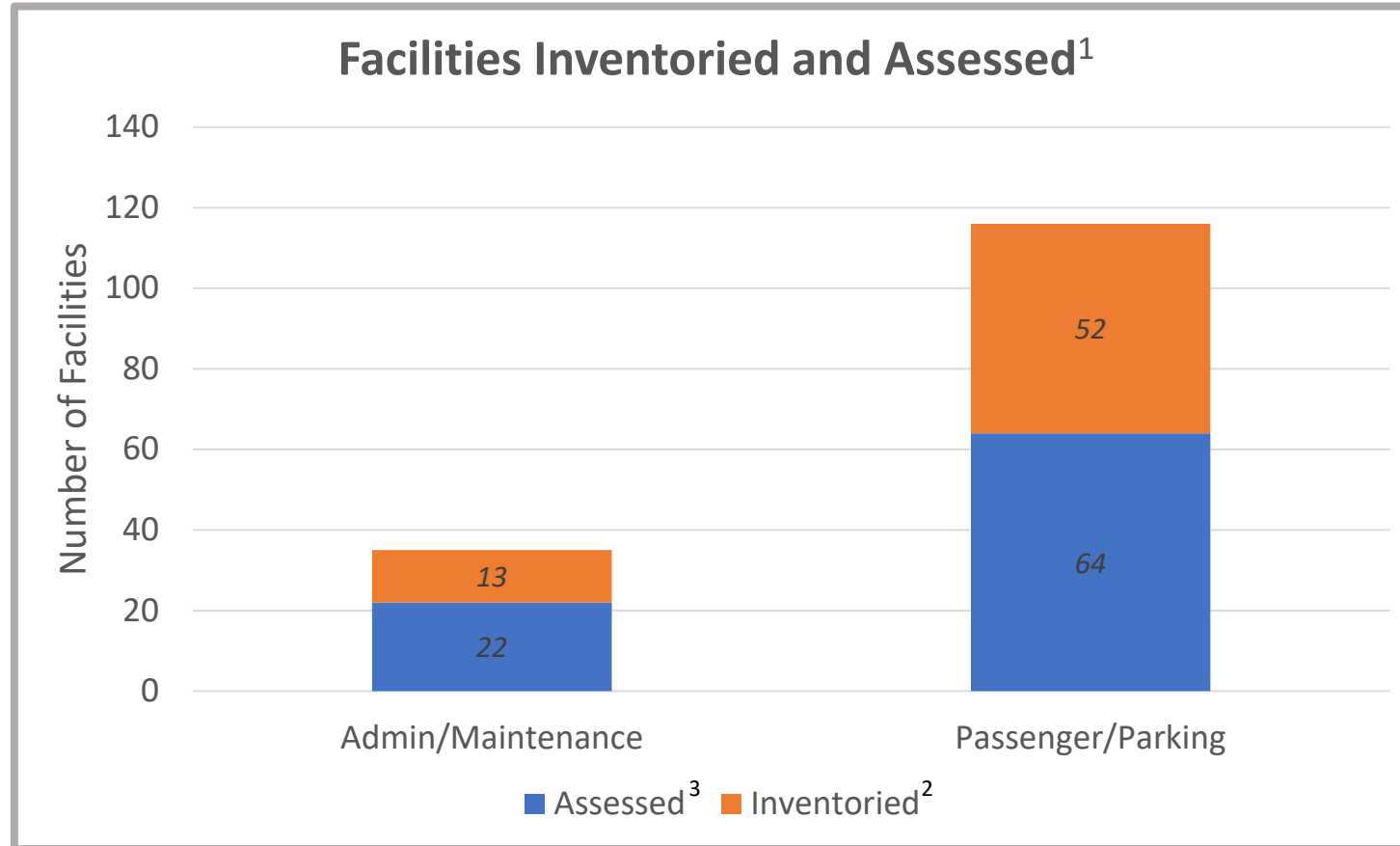
²Total refers to revenue track miles

³Trinity Metro data not included. Also, "hybrid rail" as defined by NTD was combined with "commuter rail" for simplification purposes.

Transit Performance Measure: Equipment



Transit Performance Measure: Facilities



All assessed facilities meet the target of 0%

¹Trinity Metro's rail facilities not included

²Total facilities for which transit providers have capital responsibility and require a conditions assessment.

³Total facilities that have undergone a conditions assessment to determine facility performance. Overall, 42% of reported facilities have undergone a conditions assessment.

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

Action	Date
STTC Information: Roadway Safety & Transit Asset Management	January 24, 2020
RTC Information: Roadway Safety & Transit Asset Management	March 12, 2020
STTC Information: Public Transportation Agency Safety Plan (PTASP)	Summer 2020
RTC Workshop/Information: All Performance Measures	Summer 2020
STTC Action: PTASP, Pavement, Bridge, and System Performance	October 23, 2020
RTC Action: PTASP, Pavement, Bridge, and System Performance	November 12, 2020

Contacts

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Performance Measures Website

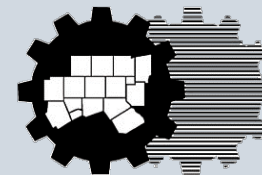
www.nctcog.org/pm/fed

Draft Rules for Public Comments at Regional Transportation Council Meetings (HB 2840)

SURFACE TRANSPORTATION TECHNICAL COMMITTEE

JANUARY 24, 2020

AMANDA WILSON, AICP



**North Central Texas
Council of Governments**

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

Milestone	Date
Draft Rules Presented to RTC for Information (Action to Take to Public Input Opportunity)	January 9, 2020
Public Input Opportunity (45-Day Comment Period)	January 13-February 26, 2020
STTC Information Item	January 24, 2020
STTC Action Item	February 28, 2020
RTC Action Item	March 12, 2020

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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Legal Counsel

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TEXAS VOLKSWAGEN ENVIRONMENTAL MITIGATION PROGRAM UPDATE

**Surface Transportation Technical Committee
January 24, 2020**

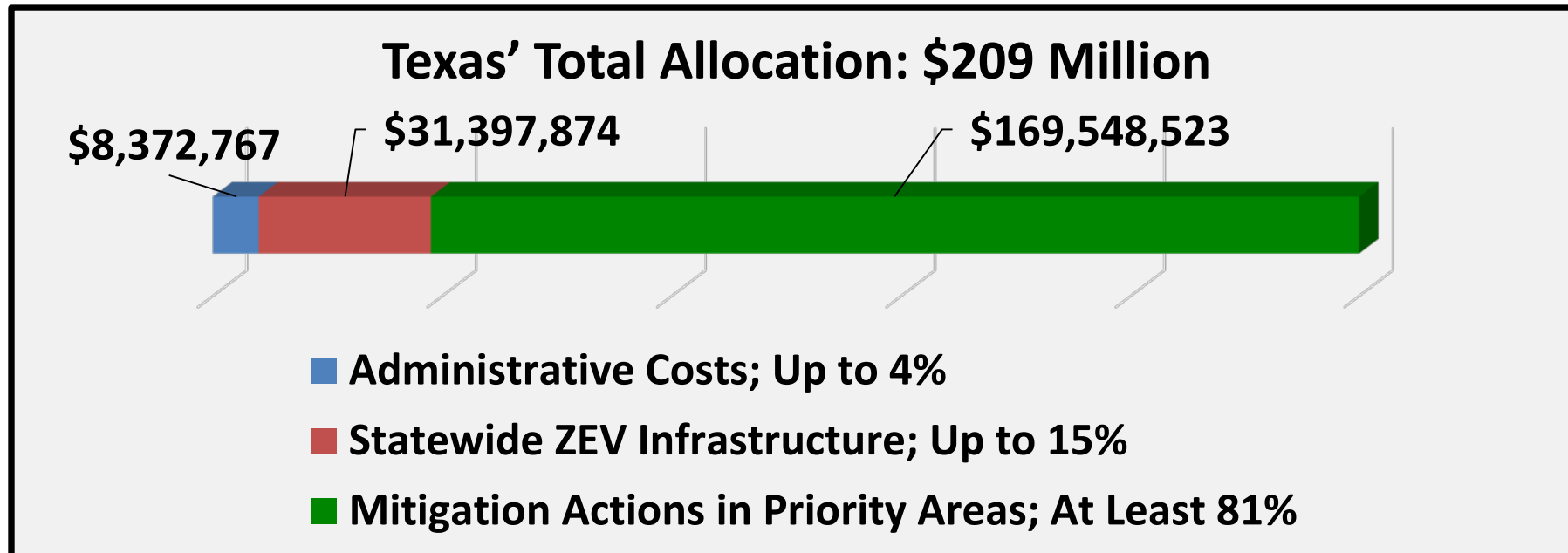
**Amy Hodges
Air Quality Planner**

BENEFICIARY MITIGATION PLAN FOR TEXAS

www.TexasVWFund.org

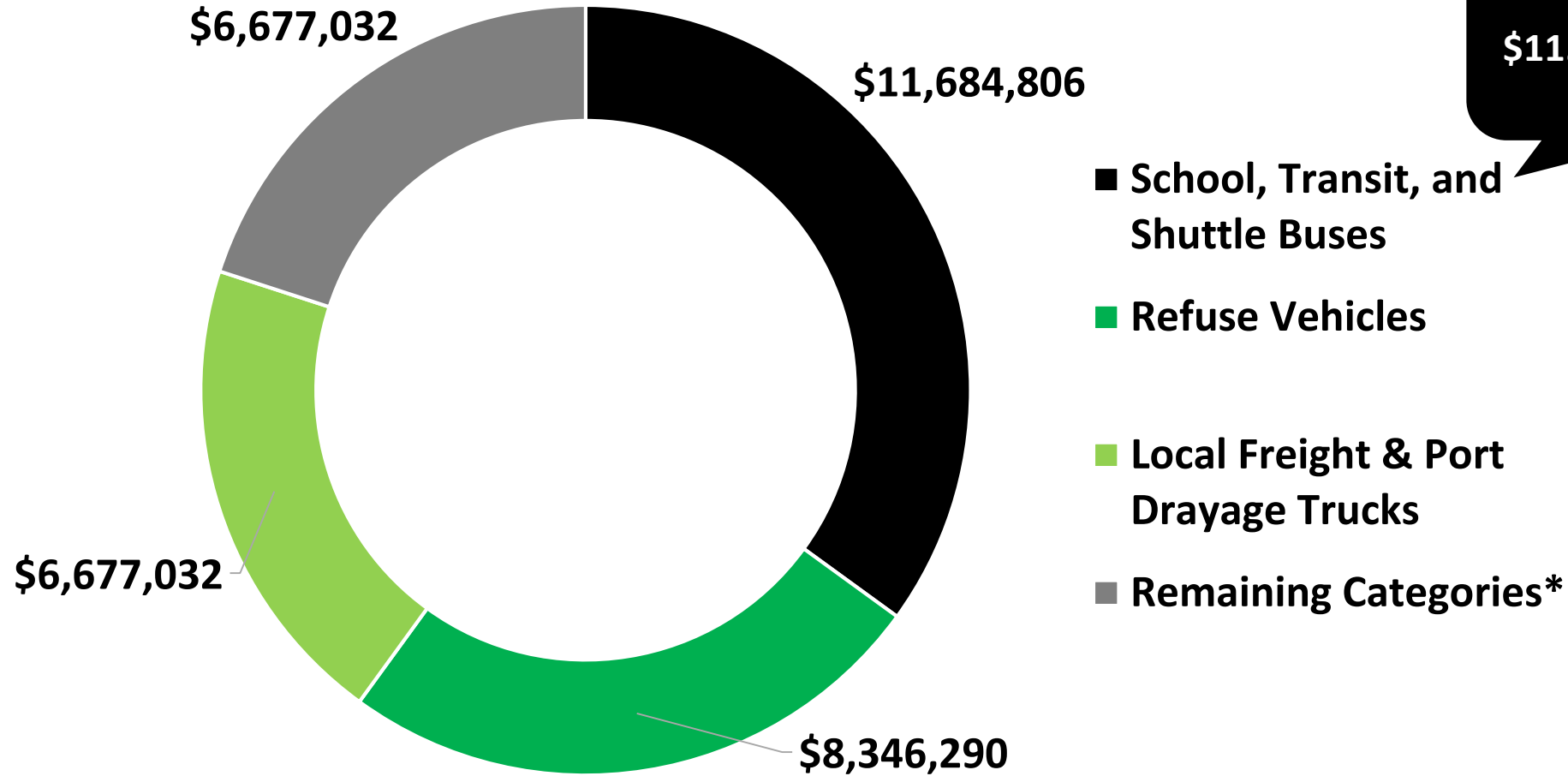
Texas Commission on Environmental Quality (TCEQ) Goals

1. Reduce Nitrogen Oxides (NO_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



FUNDING DISTRIBUTION FOR MITIGATION ACTIONS

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



\$17.6 Million Requested
\$11.7 Million Awarded to Date

*Remaining Categories Include: Electric Airport Ground Support Equipment; Electric Forklifts and Port Cargo Handling Equipment; Ocean-Going Vessel Shorepower

REFUSE VEHICLE FUNDING AVAILABLE

Replace or Repower Refuse Vehicles Configured To Collect And Transport Municipal Solid Waste
Garbage Trucks, Roll-off Trucks, Dump Trucks, Sweeper Trucks, Chipper Trucks, Grapple Trucks

Criteria: Diesel Engine Model Year 1992 – 2009; Gross Vehicle Weight Over 26,000 Pounds

Grants To Be Awarded on First-Come, First-Served Basis

Funding Levels:

Government-Owned
Vehicles: 80%

Privately-Owned
Vehicles:

50% for Electric Projects
40% for Other Repowers
25% for Other
Replacements

Priority Area	Funds Available	Funds Requested as of 12/30/19
Dallas-Fort Worth	\$8,346,290	\$2,455,398 (29%)
Houston-Galveston-Brazoria	\$7,558,741	\$917,435 (12%)
San Antonio	\$15,396,379	\$836,463 (5%)
Austin	\$4,074,401	\$473,284 (12%)
El Paso	\$4,203,508	\$1,154,682 (27%)
Beaumont-Port Arthur	\$1,794,756	\$199,693 (11%)
Bell County	\$520,766	\$0 (0%)
Total	\$41,894,841	\$6,036,955 (14%)

LOCAL FREIGHT & PORT DRAYAGE TRUCK FUNDING

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

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

Funding Levels:

Government-Owned Vehicles: 80%

Privately-Owned Vehicles:
50% for Replacement/Repower with Electric

50% for all Drayage Replacements

40% for Other Repowers

25% for Other Replacements

MAJOR TAKEAWAYS AND NEXT STEPS

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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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 Overview

Project Purpose:

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

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.



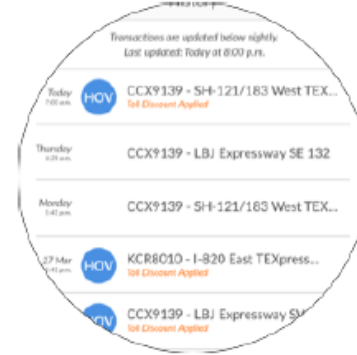
Setup a GoCarma Pass

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

Step	Count
TEXpress Emails Sent (2x) 1 st Email – December 4, 2019 2 nd Email – December 16, 2019 3 rd and Final – January 21, 2020	50,000
Website Visitors	30,835
Registrations	8,670
Vehicles / Occupant Passes	8,771 / 1,587

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

Schedule

December 4, 2019	December 4, 2019 – LBJ/NTE will begin communications with current TEXpress Users and Partner Website Updates with GoCarma; 2 nd Pre-Launch Meeting with Partners
December 6, 2019	STTC Update Item
December 12, 2019	RTC Update Item
December 2019	Public Meeting
January 7, 2020	GoCarma App Release
January 9, 2020	RTC Reminder
January 10, 2020	3 rd and Final Pre-Launch Meeting with Partners
January 13, 2020	NCTCOG Press Release
January 24, 2020	STTC Reminder
January 24, 2020	Go-Live (focus on existing TEXpress users)
February 27, 2020	RTC Update Item
February 28, 2020	STTC Update Item
April 2020	Paid Outreach and Education (new recruitment)

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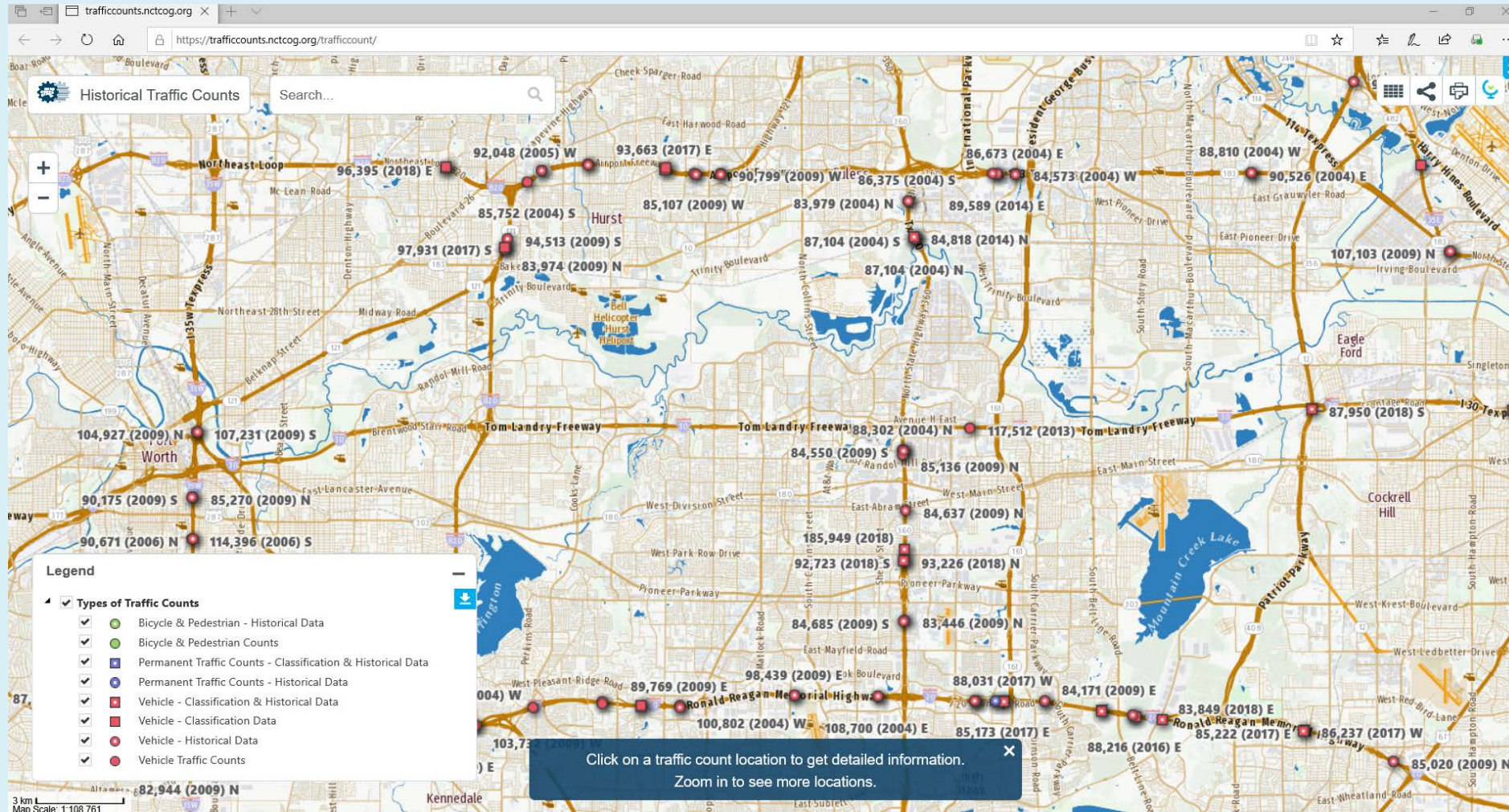
NEW TRAFFIC COUNTS WEBPAGE

Presented by
Francisco Torres

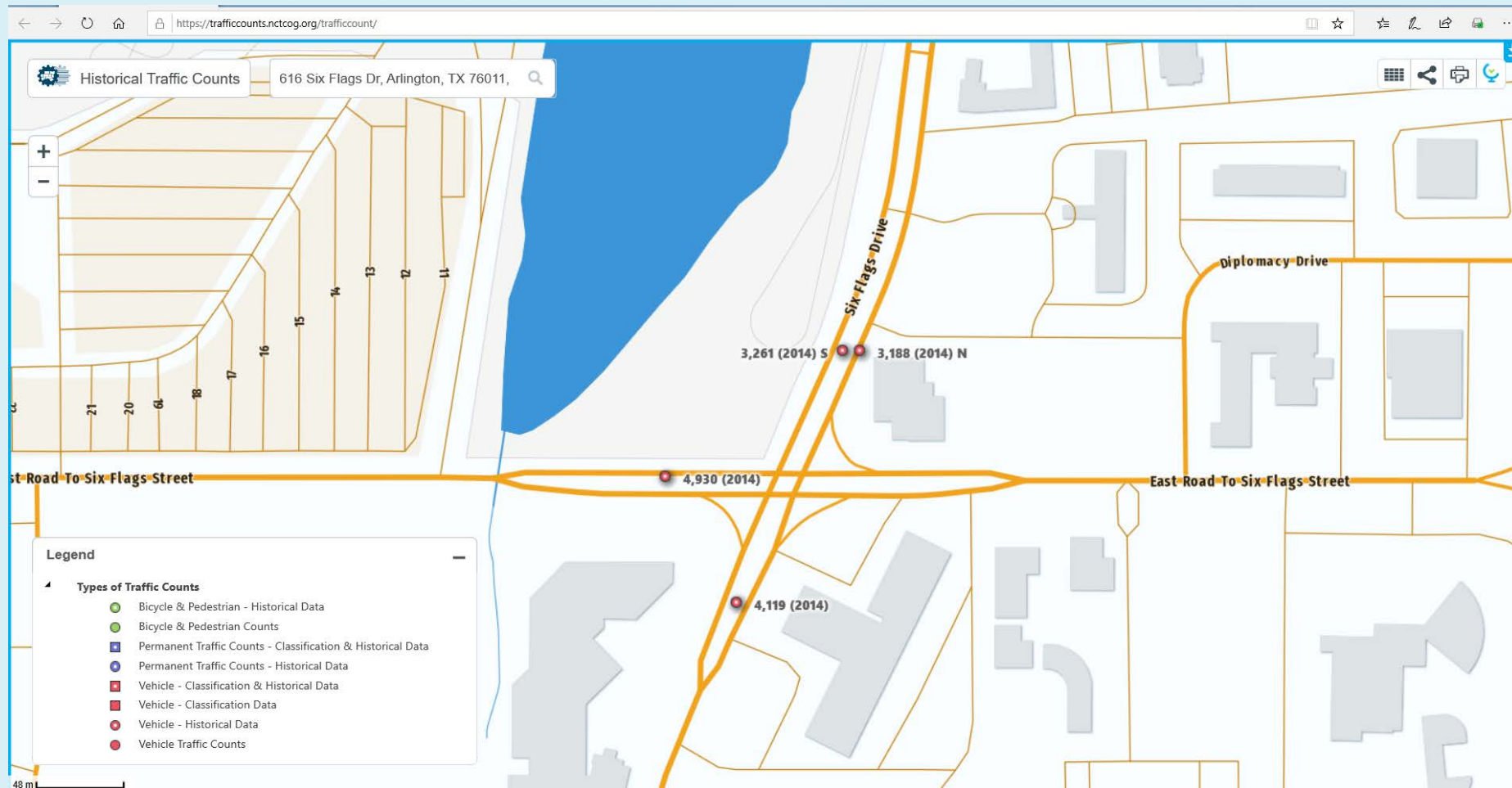
Surface Transportation Technical Committee

January 24, 2020

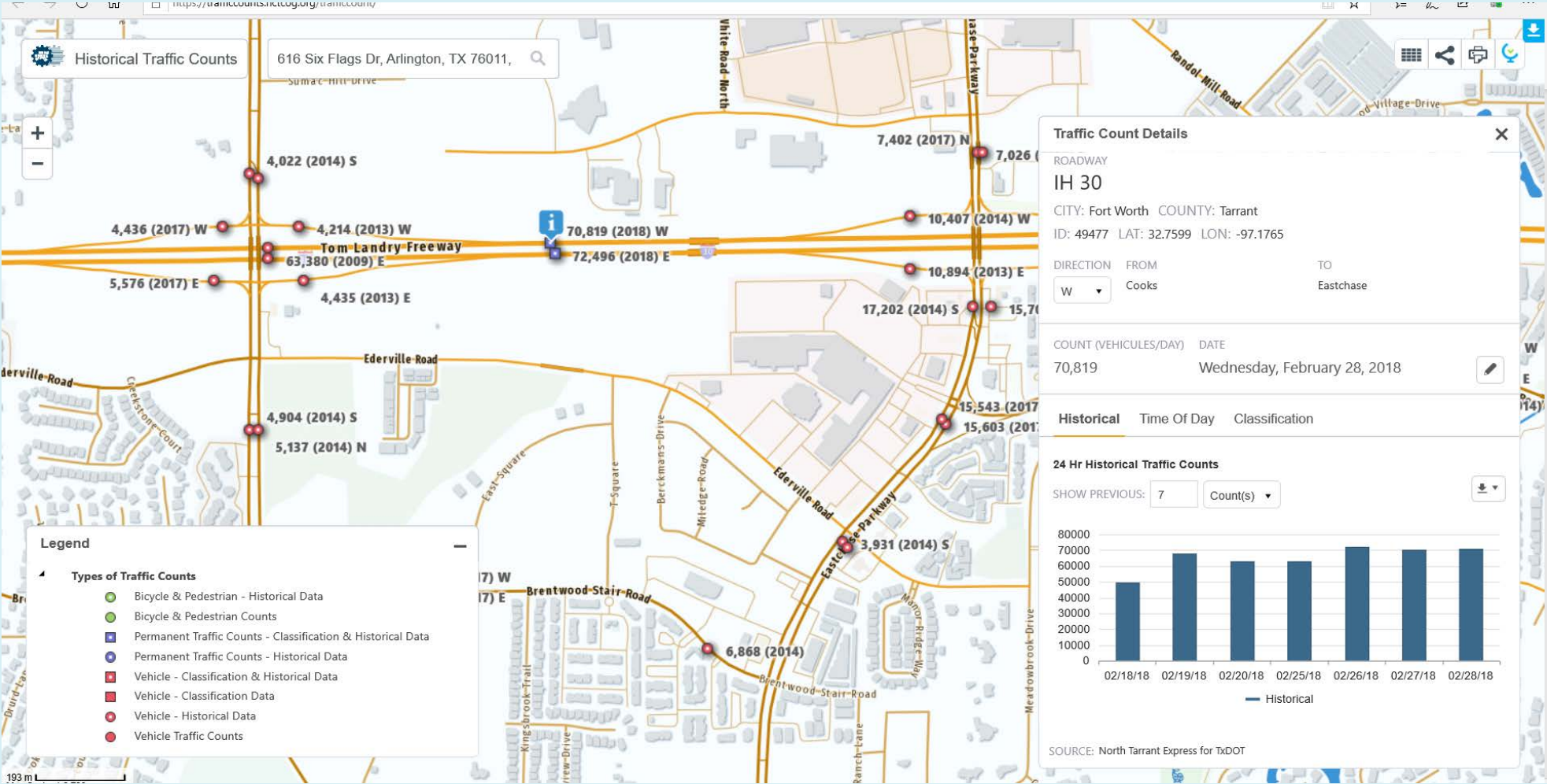
Initial Screen



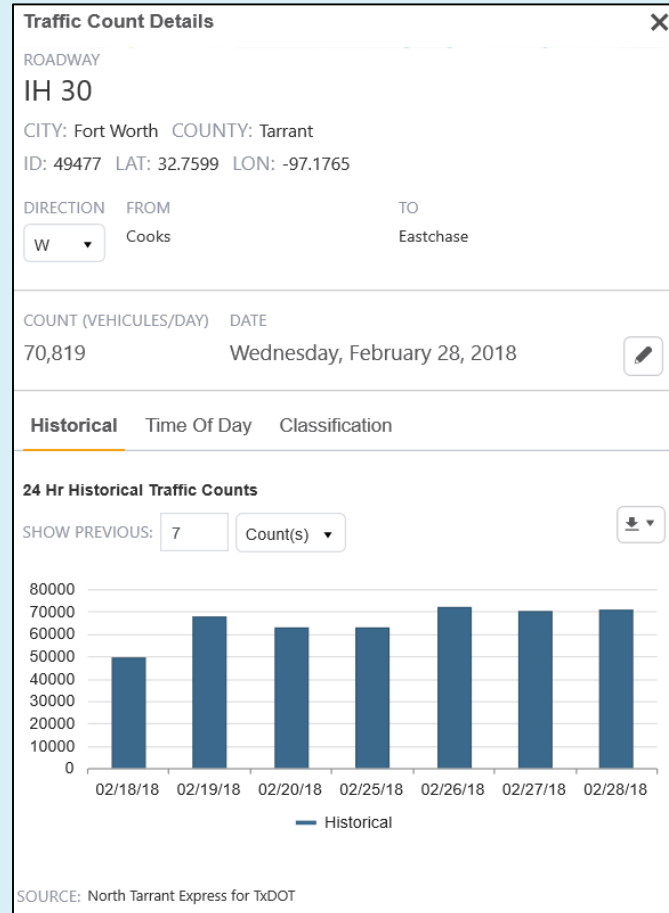
Latest counts shown



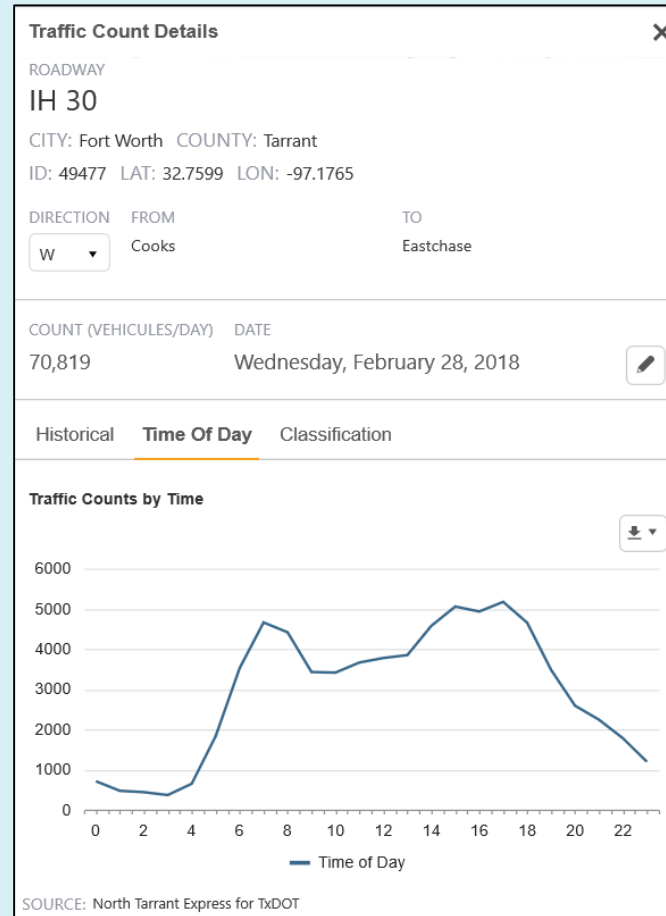
Detailed Data



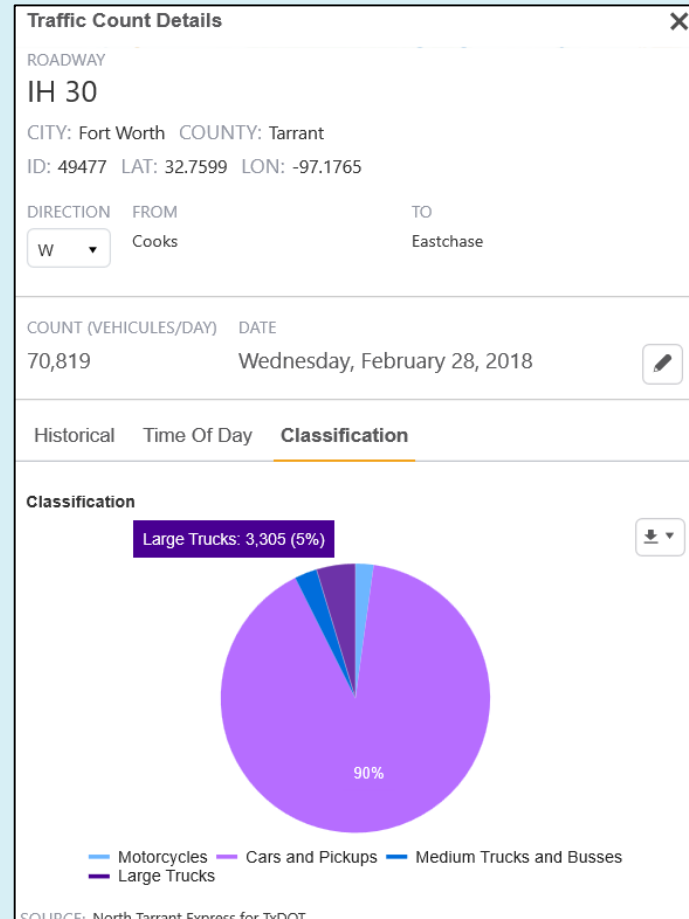
Historical Counts











Counts by Time of Day



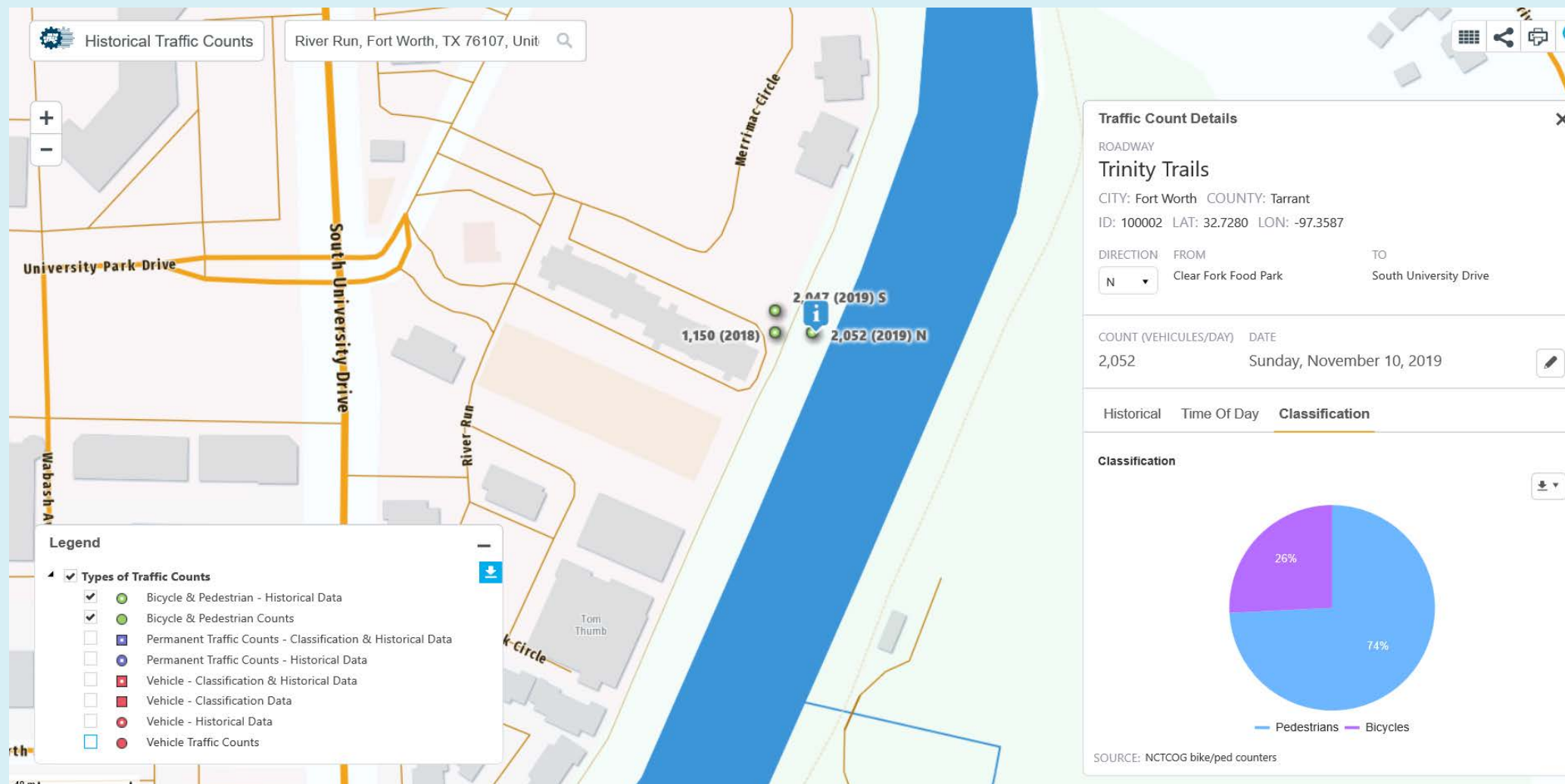
Counts by Class



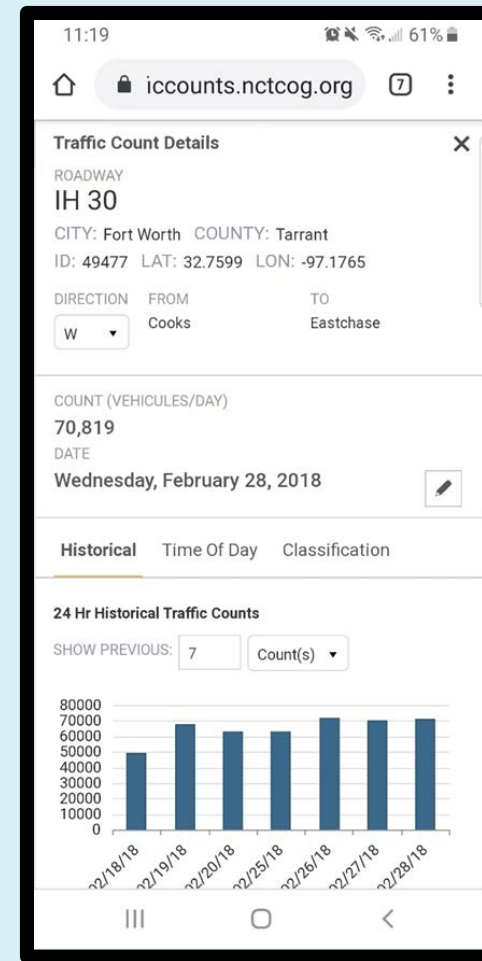
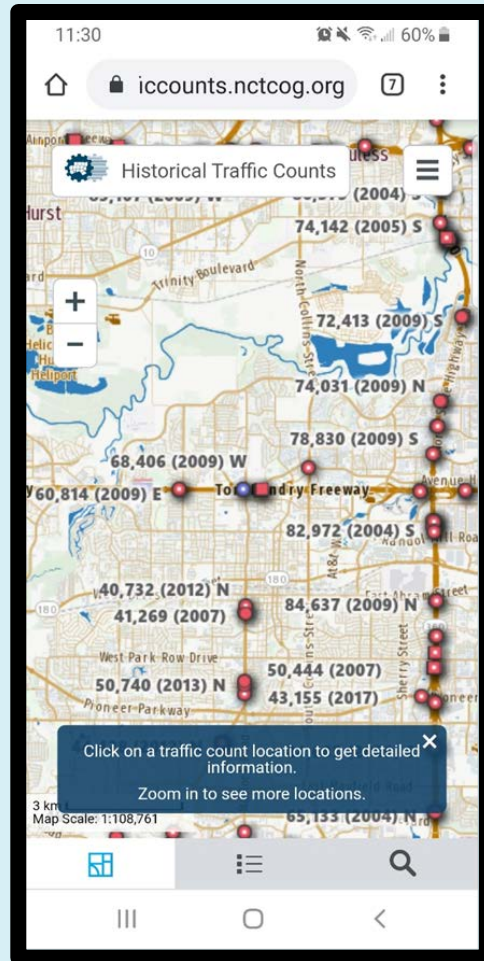
Types of Traffic Counts

- ▾ **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 download
- <https://trafficcounts.nctcog.org/trafficcount/>

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THANKS!

Transportation Alternatives

2020 Call for Projects
for the North Central Texas Region

Surface Transportation Technical Committee

January 24, 2020

Daniel Snyder



**North Central Texas
Council of Governments**

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)

Western Subregion Fort Worth District (34%)	Eastern Subregion Dallas and Paris Districts (66%)	Total Funding Available
\$8,102,880	\$11,761,919*	\$19,864,799

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

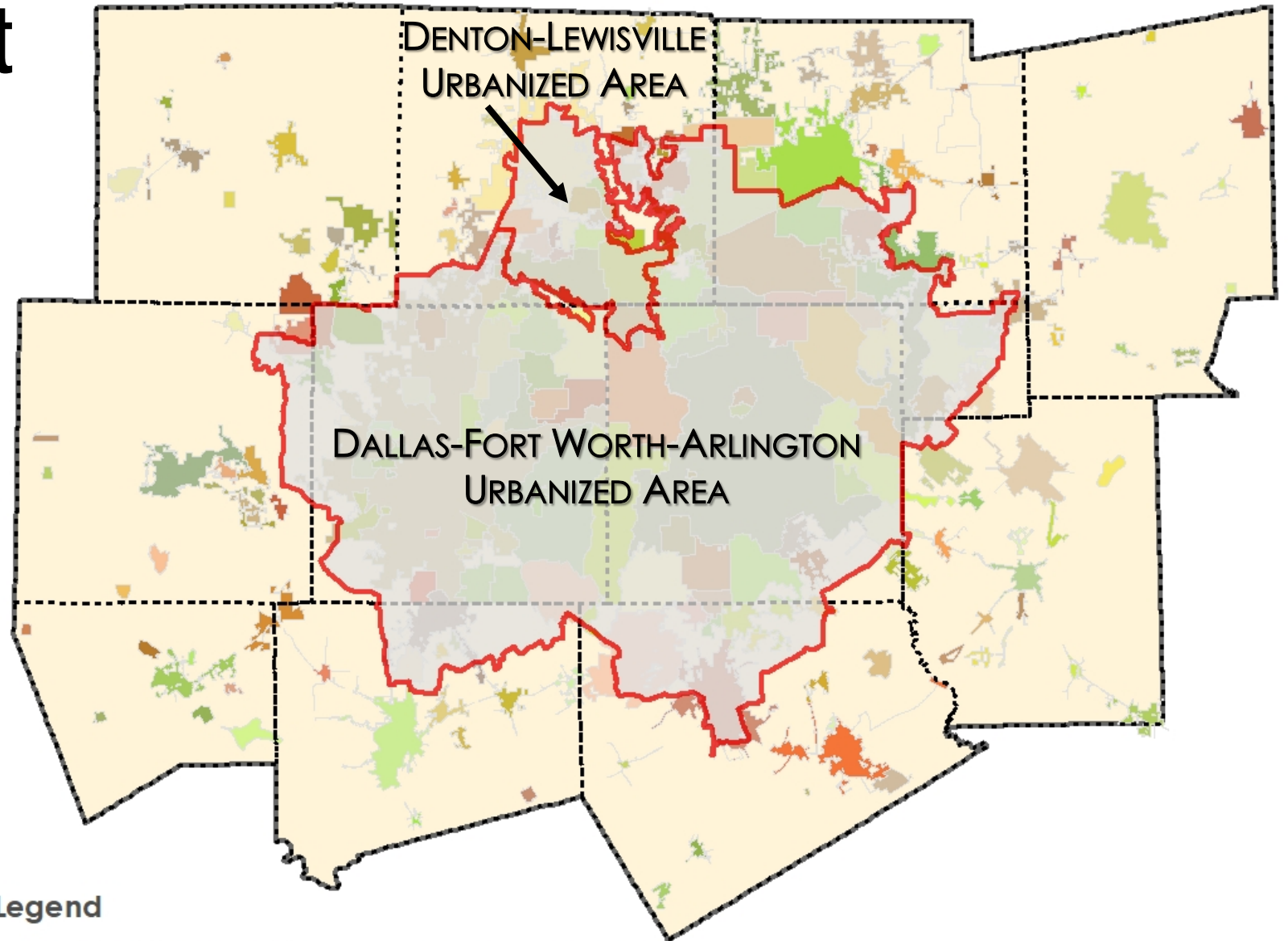
<i>Maximum</i> Federal Funding Award <i>per Project</i>	<i>Minimum</i> Federal Funding Award <i>per Project</i>
\$5,000,000	\$300,000

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



Legend

- Urbanized Area Eligible for Active Transportation
- 12-County Area Eligible for Safe Routes to School



Active Transportation Category Evaluation and Scoring Criteria

Category	Scoring	Description
Regional Network Connectivity	20	Improves connectivity of Mobility 2045 regional paths and bikeways between cities and counties.
Transit Accessibility	15	Improves connections and access to transit.
Safety	15	Improves safety and provides facilities for pedestrians and bicyclists with a high level of comfort and suitability for users of all ages and abilities.
Congestion Reduction	15	Provides alternative travel options as an option to motor vehicle trips in areas with greater opportunity for walking and bicycling, thus improving air quality.
Equity	10	Improves access to disadvantaged populations and underserved communities.
Reducing Barriers	5	Provides safe crossing of existing travel obstacles such as major roadways, interchanges, railroads, and bodies of water.
Project Readiness and Other Factors	20	Project readiness / ability to obligate funds and initiate construction quickly. Other factors related to innovation, project impact, and local match percent.

Safe Routes to School Category Evaluation and Scoring Criteria

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

Schedule

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

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