



Transportation Alternatives Set-Aside Program

2022 Call for Projects Recommendations
for the North Central Texas Region

Surface Transportation Technical Committee

December 2, 2022



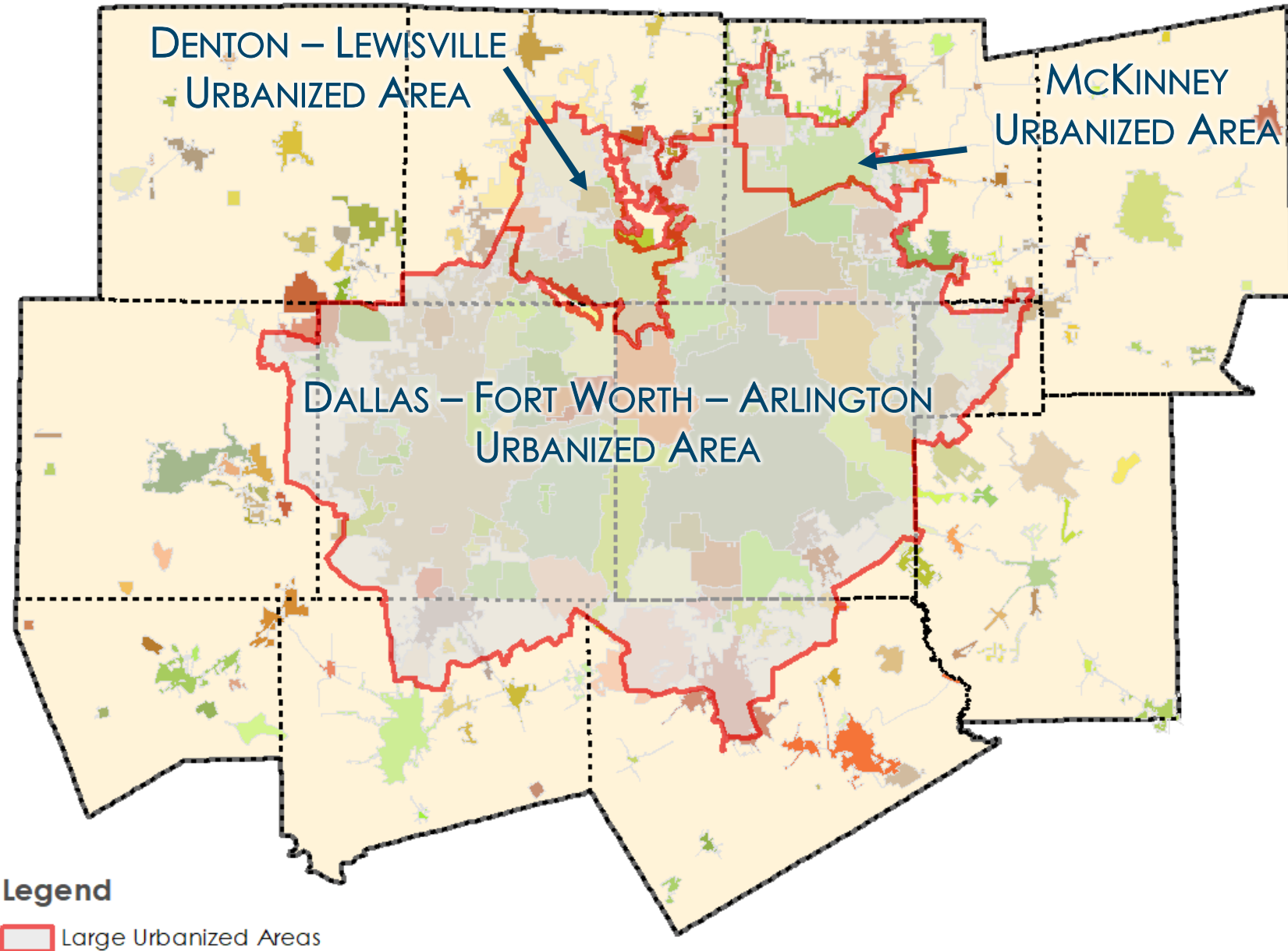
Eligible Project Activities

- Shared-Use Paths (Trails)
- On-Street Bikeways
- Sidewalks, Crosswalks, Curb Ramps
- Pedestrian and Bicycle Safety Countermeasures and Technology
- Protected Intersections
- Education Activities for Safe Routes to School Projects



Eligible Project Areas

All projects must be within one of the three Urbanized Areas (UA) exceeding 200K population



Application Categories and Evaluation Criteria

Four application categories:

- Active Transportation
- Safe Routes to School
- Safe Routes to Rail
- Safety and Technology

Evaluation criteria emphasis:

- Regional connectivity
- Access to major destinations
- Equity
- Projects identified in adopted plans
- Safety benefits
- Project readiness



Funding Overview

Project Activity	Minimum Federal Funding Award per Project	Maximum Federal Funding Award per Project
Construction	\$500,000	No Limit
Safe Routes to School Education Activities	\$250,000	



Funding Overview (cont.)

Construction-implementation projects

- Engineering and Environmental Phases: 100 percent locally funded
- Construction Phases: Minimum 20 percent local match

Local match must be cash or Transportation Development Credits (TDCs)

- No in-kind contributions
- Reimbursement up to 80 percent of eligible project costs (up to 100 percent if using TDCs)

Option to use TDCs (in lieu of local match)

if qualified through the MTP Policy Bundle process (with a remaining balance)

Option to request Regional Transportation Development Credits in lieu of a local match for projects implementing the Regional Veloweb as identified in Mobility 2045 (2022 Update)

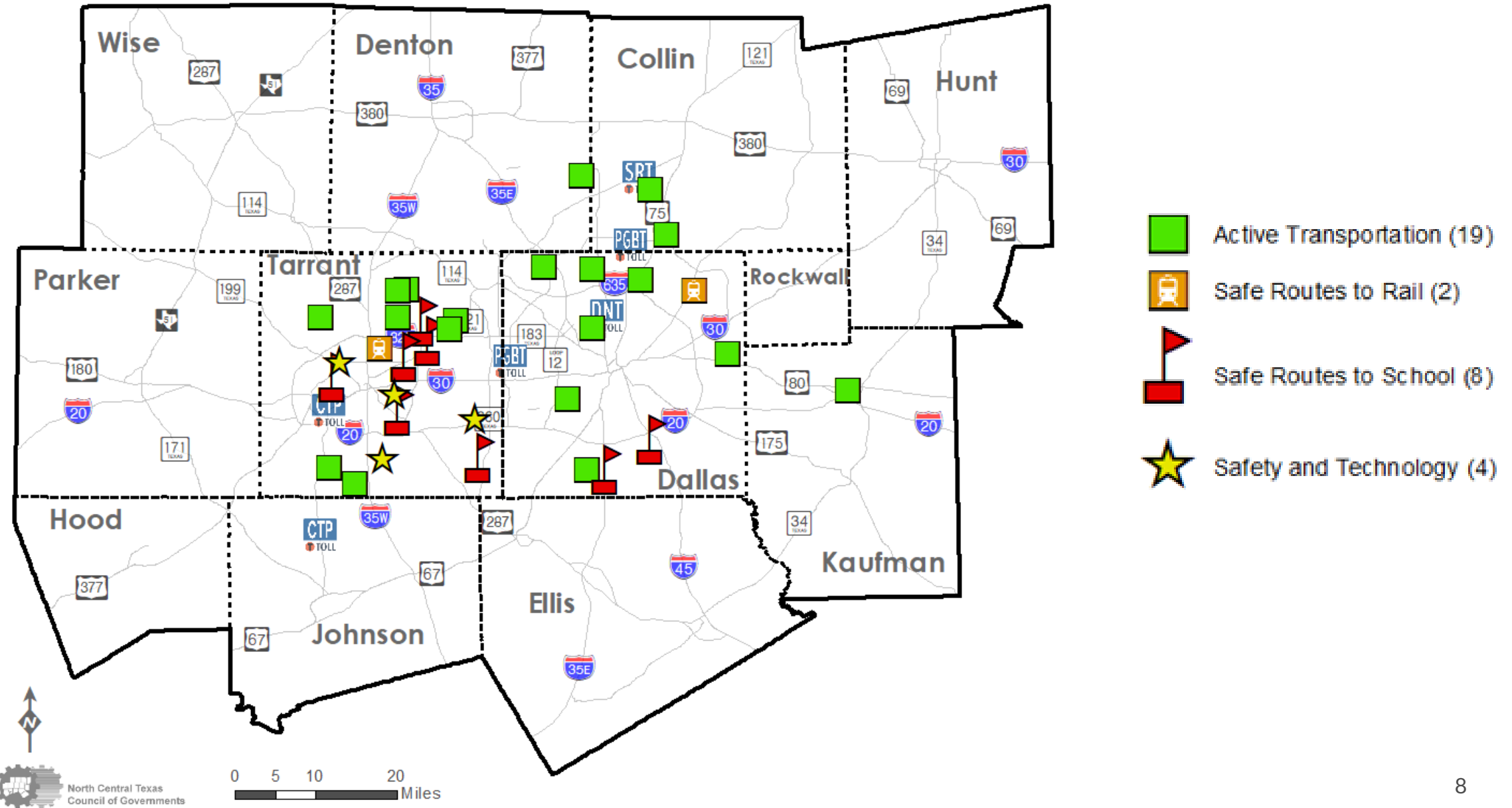


Applications and Requested Federal Funding 2022 Transportation Alternatives Set-Aside Program

	Western Subregion (Fort Worth District)	Eastern Subregion (Dallas District)	Total
Number of Applications Received	19	14	33
Active Transportation (19 Applications)	\$ 35,678,362	\$ 66,633,652	\$ 102,321,014
Safe Routes to School (8 Applications)	\$ 10,577,909	\$ 1,295,310	\$ 11,873,219
Safe Routes to Rail (2 Applications)	\$ 2,058,460	\$ 3,344,389	\$ 5,402,849
Safety and Technology (4 Applications)	\$ 14,531,188	\$ 0	\$ 14,531,188
Total Federal Funding Requested	\$ 62,854,919	\$ 71,273,351	\$ 134,128,270



Project Applications Received (33)



Funding Recommendations

2022 Transportation Alternatives Set-Aside Program

	Project Sponsor	Project Name	Application Category	Recommended Funding	
				TA Funds	TDCs
1	City of Allen	Rowlett Creek Trail Segments C-2, C-4, and C-5	Active Transportation	\$ 3,200,000	0
2	City of Arlington	Allen Avenue Sidewalk Project	Safety and Technology	\$ 957,427	0
3	City of Fort Worth	AM Pate Safe Routes to School Project	Safe Routes to School	\$ 1,043,908	0
4	City of Fort Worth	AV Cato Safe Routes to School Project	Safe Routes to School	\$ 1,570,248	0
5	City of Fort Worth	Oakland-Miller Safe Streets	Safety and Technology	\$ 2,000,000	0
6	City of Frisco	Iron Horse Trail	Active Transportation	\$ 4,200,000	0



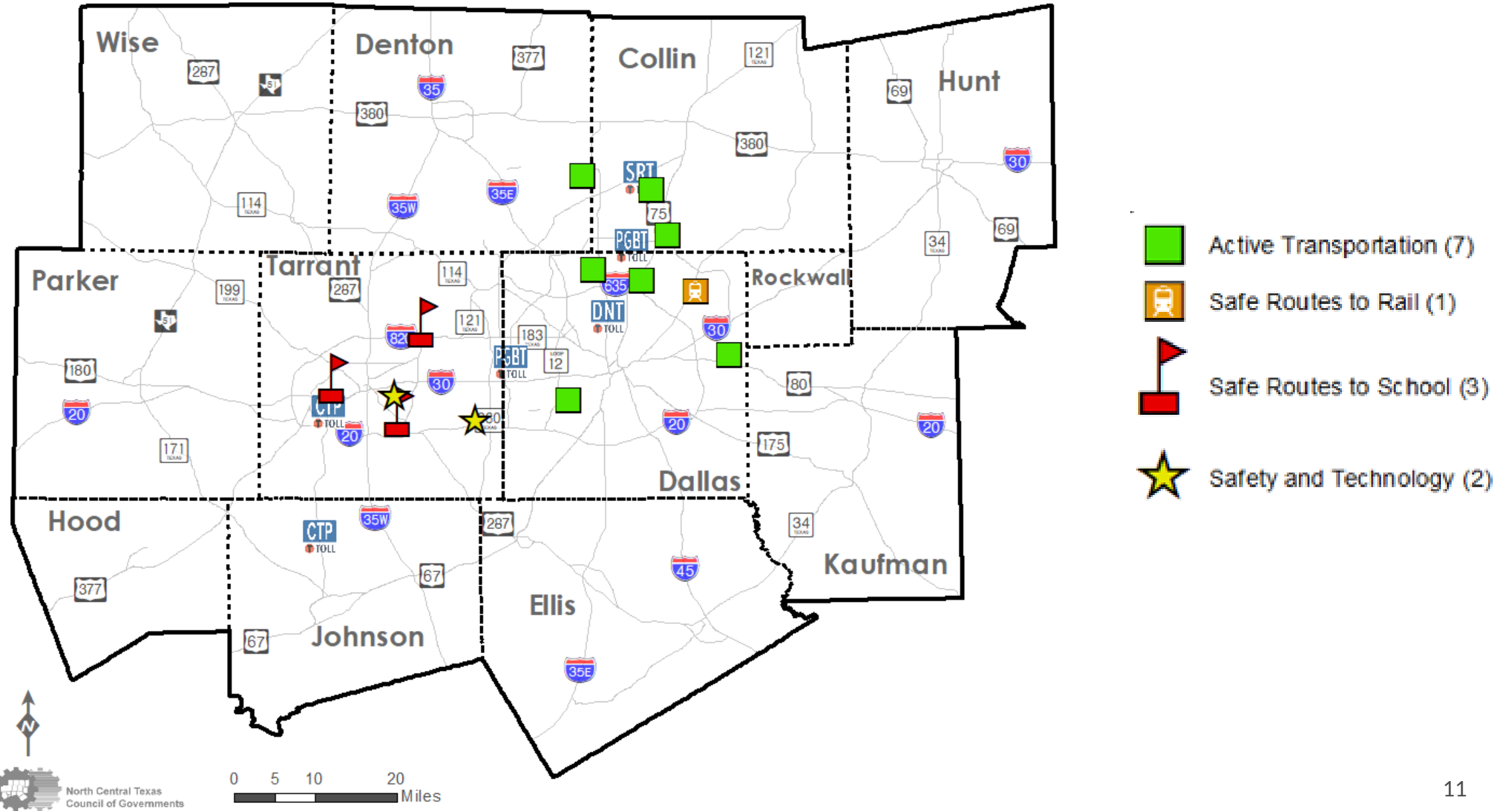
Funding Recommendations (cont.)

2022 Transportation Alternatives Set-Aside Program

	Project Sponsor	Project Name	Application Category	Recommended Funding	
				TA Funds	TDCs
7	City of Garland	Downtown Garland DART Station area sidewalks	Safe Routes to Rail	\$ 3,344,389	0
8	City of North Richland Hills	Smithfield Middle Safe Routes to School Project	Safe Routes to School	\$ 663,596	132,719
9	Dallas Area Rapid Transit	Cotton Belt Trail Bridge at Jupiter Rd (Plano)	Active Transportation	\$ 14,050,998	2,810,199
10	Dallas County	Central Trail Extension (Richardson)	Active Transportation	\$6,473,650	1,294,730
11	Dallas County	Chalk Hill Trail Phase 1A (Dallas)	Active Transportation	\$ 3,412,553	0
12	Town of Addison	Cotton Belt Trail Bridge at Midway Rd (Addison)	Active Transportation	\$ 12,274,826	2,454,965
13	Town of Sunnyvale	Sunnyvale Rails to Trails	Active Transportation	\$ 1,791,299	0



Recommended Projects (13)



Recommended Funding (All Sources)

Subregion	Federal	Local Match	Transportation Development Credits	Total
Eastern Total	\$ 48,747,715	\$ 6,237,059	6,559,894	\$ 54,984,774
Western Total	\$ 6,235,179	\$ 1,784,713	132,719	\$ 8,019,892
Grand Total	\$ 54,982,894	\$ 8,021,772	6,692,613	\$ 63,004,666



Schedule

Milestone	Date
Bicycle and Pedestrian Advisory Committee - Information	May 18, 2022
Surface Transportation Technical Committee – Action	June 24, 2022
Regional Transportation Council – Action	July 14, 2022
Call for Projects Opens	July 18, 2022
Call for Projects Workshop	July 19, 2022
Call for Projects Closes (Applications Due by 5PM)	Sept 9, 2022
Review of Projects/Scoring by NCTCOG Staff	Sept – Oct 2022
Public Meeting	Nov 2022
Surface Transportation Technical Committee – Action to Recommended Project Funding Awards	Dec 2, 2022
Regional Transportation Council – Action to Approve Project Funding Awards	Dec 8, 2022
Submittal Deadline for TIP Modifications	Jan. 27, 2023
Deadline for Project Sponsors to Execute Agreements with TxDOT	December 2023
Deadline for Project Sponsors to Open Bids and Obligate Funds	December 2026



Requested Action

Recommend Regional Transportation Council Approval:

- The list of projects to fund through the 2022 Transportation Alternatives Set-Aside Call for Projects, as provided in Electronic Item 3.1.
- To administratively amend the TIP/STIP and other planning/administrative documents to incorporate these changes.
- Per Program rules that:
 - Project Sponsors must execute an Advanced Funding Agreement with TxDOT within one year of project selection.
 - Projects must advance to construction within three years from selection or the funding may be reprogrammed.



Contact Us



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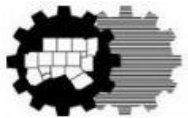
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RTC/DART FEDERAL/LOCAL FUNDING PARTNERSHIP

Surface Transportation Technical Committee

December 2, 2022



North Central Texas
Council of Governments
Transportation Department

BACKGROUND

- The North Central Texas Council of Governments (NCTCOG)/Regional Transportation Council (RTC) is required to pay for expenses associated with projects and programs it implements before federal reimbursement can be requested.
- With the recent award of numerous federal discretionary grants (e.g., BUILD, RAISE) that NCTCOG will be administering, the amount of funding needed to cash flow projects has increased significantly.
- NCTCOG would also like to expand the pool of RTC Local funds available to implement projects outside of the restrictive federal process.
- The RTC does not have taxing authority to generate revenue to pay these invoices and fund these projects, so a source of local dollars is needed.
- The MPO Revolver Fund and RTC Local funds are typically used for these purposes, but those funds are being utilized, leading to the need for more local dollars.
- In July 2022, the RTC directed staff to pursue a funding partnership with DART or Dallas to accomplish these goals.

MPO REVOLVER AND RTC/LOCAL PARTNERSHIP

- The Dallas Area Rapid Transit (DART) Board recently approved a program to send approximately \$234 million back to its member cities.
- Two methods yielding different amounts were considered for how to disburse those funds: population and the proportion of sales tax paid to DART.
- To allow DART to return the higher of the two amounts to each city, a proposal is being made for the RTC to provide federal funds to offset the difference between the two methods at a cost of \$19.674 million.*
- In return for providing this solution and funding, an exchange of \$44 million* in federal funds for \$40 million of local funds from DART is being proposed.
- This funding would be used to: 1) expand the Revolver Fund to cash flow federal grant projects, and 2) replenish the RTC Local funding pool for use on projects and programs across the region. The shares in each account will be brought back later for action.

* Anticipate DART using existing local funds on Silver Line to match these federal funds.

PARKING GARAGE PARTNERSHIP FOLLOW UP

- In July 2022, the RTC funded two parking garages in proximity to DART Stations.
 - Dallas Zoo Station Garage - \$10 million
 - SMU/Mockingbird Station Garage - \$20 million
- The RTC approved a federal-for-local funding exchange concept for either DART or Dallas to fund these projects with local dollars since parking garages are easier to implement with non-federal funds.
 - Today, a DART Exchange is proposed.
 - Federal funding of \$30 million will be placed on the DART Silver Line Rail project
 - DART will utilize \$30 million of DART local funds to implement the two garages

SUMMARY OF PROPOSED PARTNERSHIP

(\$ IN MILLIONS)

Partnership Component	RTC Payment (Federal) ¹	RTC Receipt (Local)	DART Payment (Local)	DART Receipt (Federal) ²	City of Dallas Receipt (Local)
DART Partnership with Cities	-\$19.674 M			+\$19.674 M	
DART/RTC/Local Partnership	-\$44.00 M	+\$40.00 M	-\$40.00 M	+\$44.00 M	
DART/RTC/Dallas Garage Partnership ³	-\$30.00 M		-\$30.00 M	+\$30.00 M	+\$30.00 M
Total	-\$93.674 M	+\$40.00 M	-\$70.00 M	+\$93.674 M	+\$30.00 M

1: Surface Transportation Block Grant (STBG) or Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds

2: Projects that federal funds would be used on to be determined (likely Silver Line Rail Project)

3: Item already approved, contingent upon receipt of local payment received per this item

TIMELINE/ACTION

Meeting/Task	Date
STTC Action	December 2, 2022
RTC Action	December 8, 2022
Executive Board Approval to Receive Funds	January 26, 2023

RECOMMENDED ACTION

- Recommend RTC approval of:
 - Proposed partnership with DART
 - \$19.674 million federal for member city reimbursement (to be awarded to the Silver Line)*
 - \$44 million federal for MPO Revolver/RTC Local trade on the Silver Line*
 - Receive \$40 million local for MPO Revolver and RTC Local pool
 - Federal funding for Garage Exchange to be applied to the Silver Line (\$30 million federal)*
 - Administratively amending the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and other planning/administrative documents to incorporate these changes

* Anticipate DART using existing local funds on Silver Line to match these federal funds.

CONTACT/QUESTIONS?

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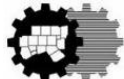
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METROPOLITAN PLANNING ORGANIZATION (MPO) MILESTONE POLICY ROUND 2: STATUS UPDATE

Surface Transportation Technical Committee

December 2, 2022



North Central Texas
Council of Governments
Transportation Department

BACKGROUND

- The objective of the MPO Milestone Policy is to ensure that projects that have been funded for at least 10 years and have not gone to construction are being implemented in a timely manner.
- In February 2021, the Regional Transportation Council (RTC) approved the second round Milestone Policy, including:
 - Establishing deadlines by which projects must go to construction
 - A revamped project tracking process
- Periodic status reports are required on projects until they go to letting and staff evaluation of progress made will be considered when making recommendations about whether to cancel a project.

SUMMARY OF PROJECTS THAT HAVE NOT GONE TO CONSTRUCTION (DECEMBER 2022)¹

PROJECT CATEGORIES	NUMBER OF PROJECTS	TOTAL FUNDING OF PROJECTS
Scheduled Letting FY2022	1	\$24,529,721
Scheduled Letting FY2023	9	\$93,435,636
Scheduled Letting FY2024 or Beyond	4	\$242,201,031
Total	14	\$360,166,388

1: To date, six projects have let by their established deadlines and three have been removed from the TIP at the request of the implementing agency.

PROJECT RISK BY FISCAL YEAR

PROJECT CATEGORY	PROJECT RATING		
	Green (Low Risk of Delay)	Yellow (Medium Risk of Delay)	Red (High Risk of Delay)
Scheduled Letting FY2022	0	0	1
Scheduled Letting FY2023	4	5	0
Scheduled Letting FY2024 or Beyond	2	2	0
TOTAL	6	7	1

REQUESTED ACTION

- Conflans Road from SH 161 to Valley View Lane
 - Project missed the original letting deadline at the end of FY2022
 - A request for the Federal Project Authorization and Agreement (FPAA) needed to obligate funds has been made by TxDOT and is pending Federal Highway Administration approval.
 - Staff recommends that the RTC extend the project's deadline to the end of March 2023 and leave the funding on the project. The project will be monitored to ensure that it proceeds to construction.
- Administratively amending the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and other administrative/planning documents as needed

QUESTIONS/COMMENTS?

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Temporary Backstop For Transit Cooperative Vehicle Procurement

SURFACE TRANSPORTATION TECHNICAL COMMITTEE

December 2, 2022

Background

- The RTC previously approved Federal Transit Administration funding to design, manufacture, and deliver over 60 light-duty buses and small transit vehicles to support urban transportation services.
- NCTCOG's Executive Board approved a contract on June 24, 2021, with Creative Bus Sales, Inc. for the purchase of vehicles for the small transit providers.
- Staff discovered funding for the vehicles was programmed incorrectly, which requires a Transportation Improvement Program (TIP) modification before all work orders can be released. Funding resolution expected January 2023.
- Creative Bus Sales, Inc. notified NCTCOG of an additional price increase for work orders released after November 30, 2022.

Backstop Request

- How Much:** \$1,500,000 in existing Regional Toll Revenue (RTR) funds previously approved for Transit Projects (\$500,000) and RTC Local funds (\$1,000,000)
- What:** Temporary backstop to fund the Transit Cooperative Vehicle Procurement to prevent additional vehicle price increases and further vehicle delivery delays
- Next Steps:** Staff is currently working through the needed TIP modifications and anticipates resolution in January 2023

Action Requested

STTC Recommendation for RTC:

Ratification of emergency funding authorization of \$1,500,000 (\$500,000 RTR Funds and \$1,000,000 RTC Local Funds) for a temporary backstop for the Transit Cooperative Vehicle Procurement (CVP) to secure vehicle prices and avoid an additional price increase.

For More Information

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CHANGING MOBILITY

**DATA, INSIGHTS, AND DELIVERING INNOVATIVE
PROJECTS DURING COVID RECOVERY**

**Surface Transportation Technical Committee
November/December 2022**

**Michael Morris, P.E.
Director of Transportation**

TRAVEL BEHAVIOR BY MODE



Toll Road (+6%, Aug)

Airport Passengers (+3%, Sep)

Bicycle/Pedestrian (+2%, Sep)

Freeway Volumes (+1%, Sep)

0

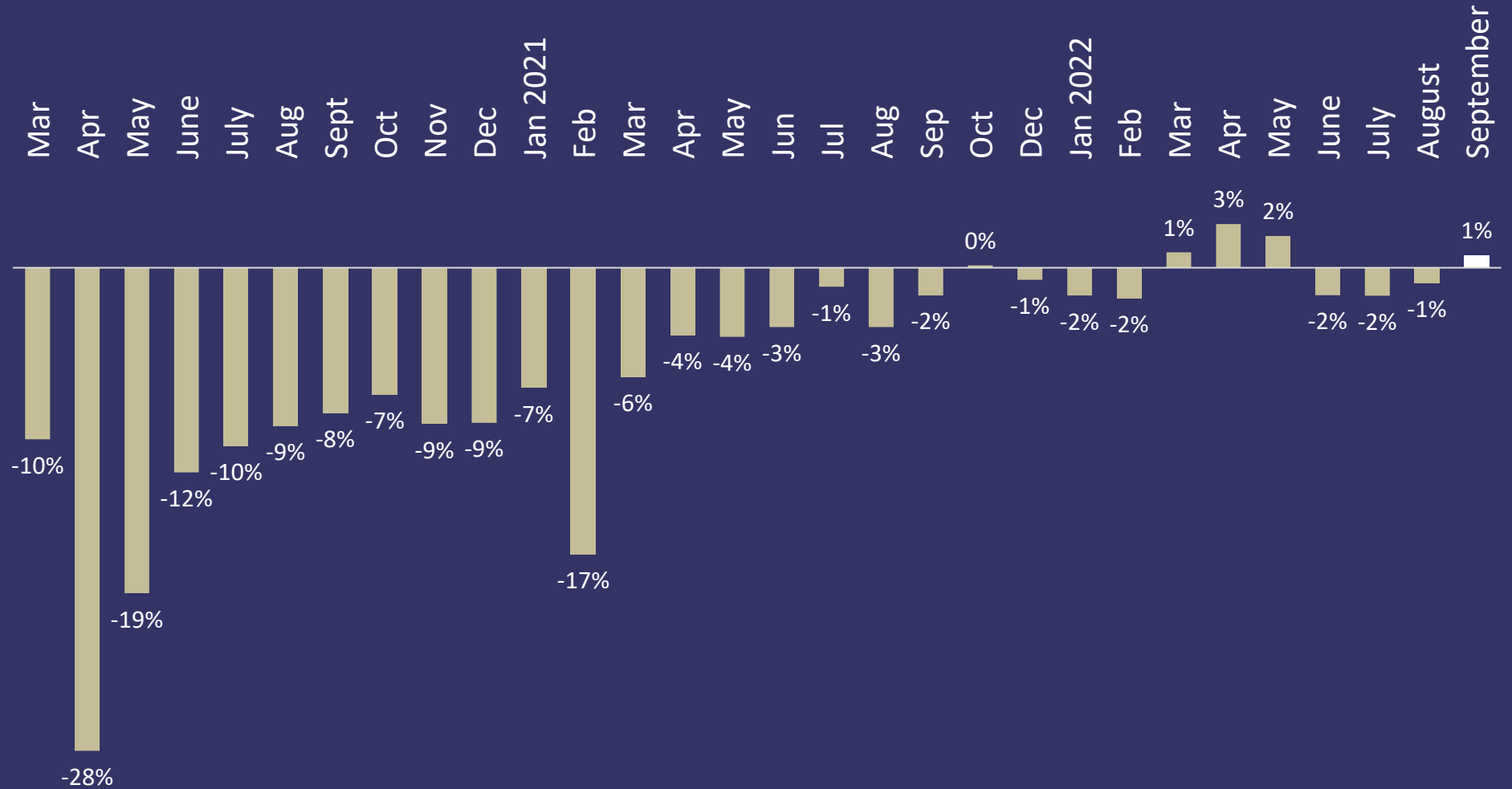
Transit Ridership (-39%, Sep)



ROADWAY TRENDS

Average
Weekday
Freeway
Volumes

Traffic Decrease vs Baseline



Source: TxDOT Dallas/TxDOT Fort Worth Radar Traffic Counters. As of October 2020, growth was calculated based on Fort Worth.

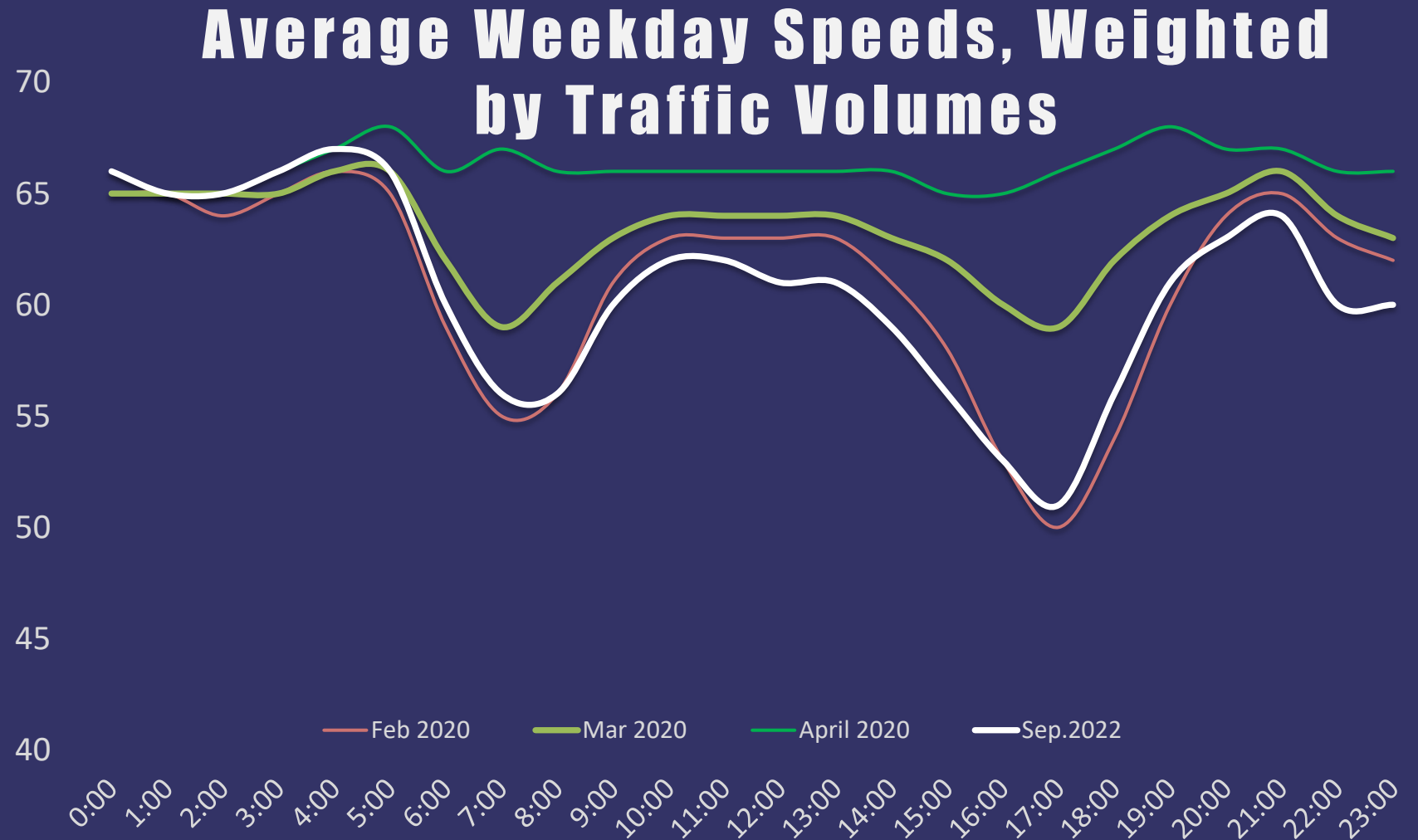
Note: Baseline is March 2019-February 2020.

Note: Drop in freeway volumes in Feb 2021 due in large part to week-long winter storm.

Note: Data for November 2021 was not collected for the majority of the locations.

ROADWAY TRENDS

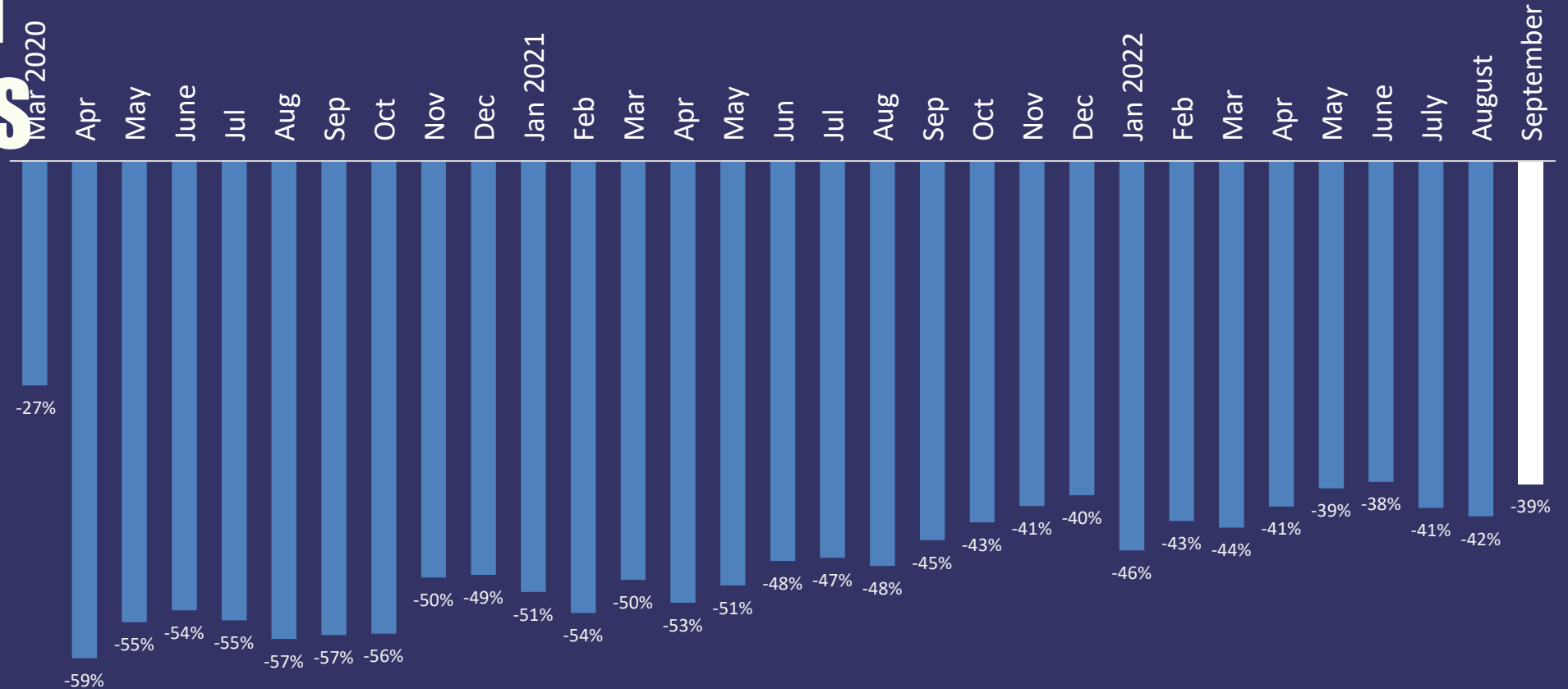
Regional Average
Freeway Speeds



TRANSIT IMPACTS

Weekday
Ridership

Passenger Decrease vs Baseline



Source: DART, DCTA, and Trinity Metro

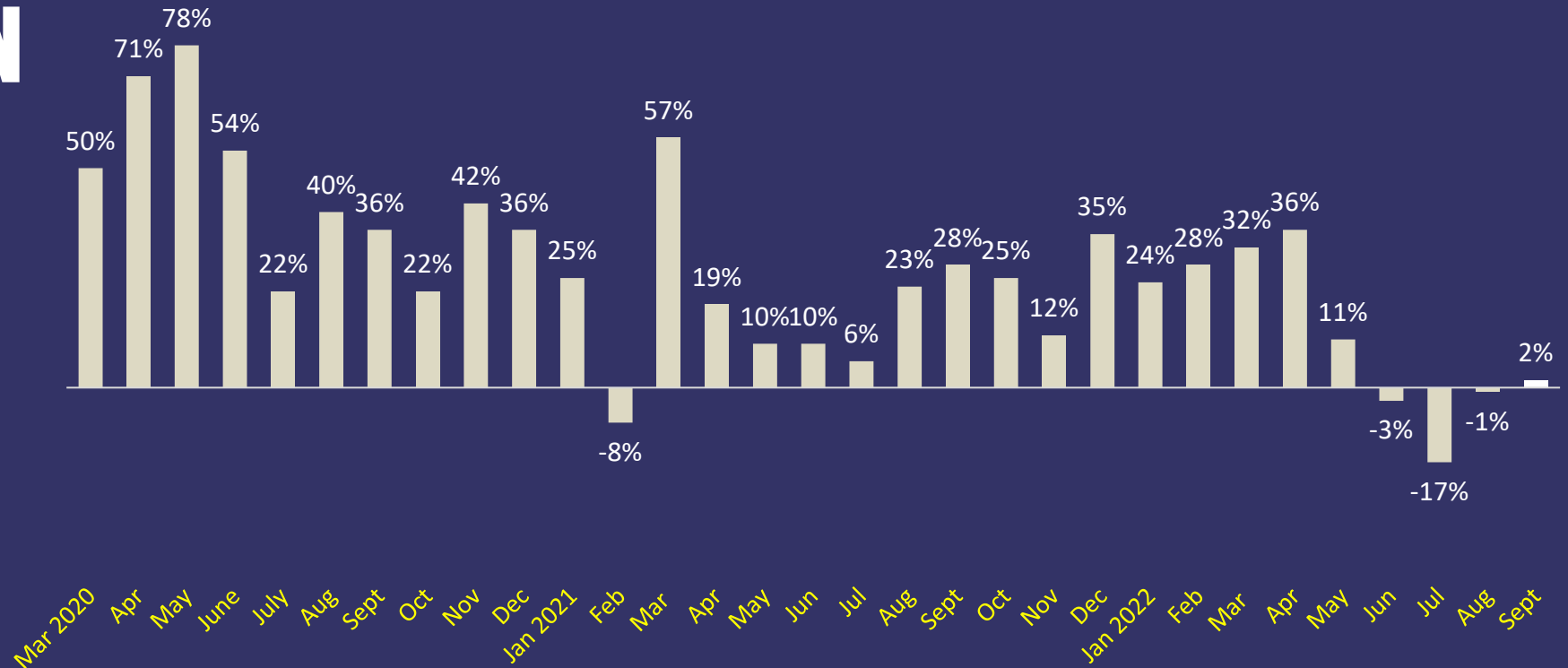
Note: Baseline is March 2019-February 2020.

Note: Transit ridership impacted in Feb 2021 by week-long winter storm.

BICYCLE AND PEDESTRIAN IMPACTS

Trail Counts

Increase in Full Week Trail Usage vs Baseline



Source: NCTCOG - collected at sites located in Plano, North Richland Hills, Denton, Dallas, Fort Worth, and Allen

Note: Baseline is March 2019-February 2020; No adjustments for weather were applied.

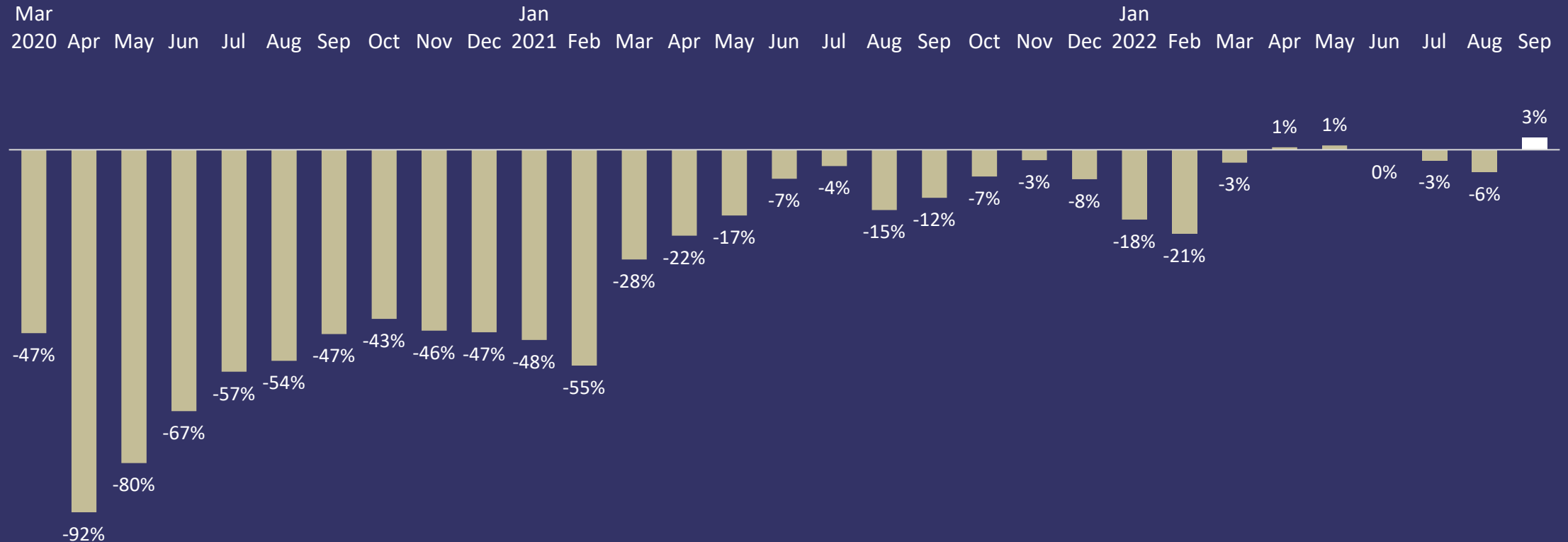
Note: Trail usage impacted in Feb 2021 by week-long winter storm.

Note: Trail usage impacted in July 2022 by extreme hot weather.

AIRPORT TRENDS

Passengers

Change in Airport Passengers vs Baseline



Source: Dallas Love Field and DFWIA Websites

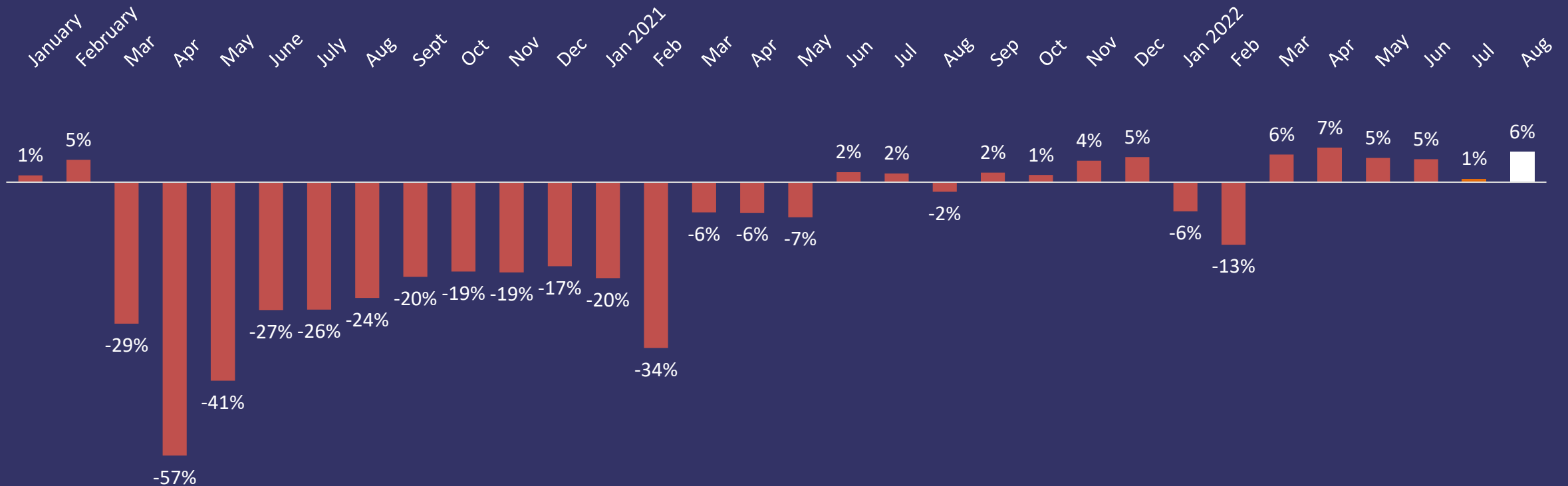
Note: Baseline is March 2019-February 2020.

Note: Airlines experienced many flight cancellations in Dec. 2021 due to omicron variant affecting staff.

FUNDING IMPACT

NTTA Transactions

Change in Tollway Transactions vs Baseline



Source: NTTA

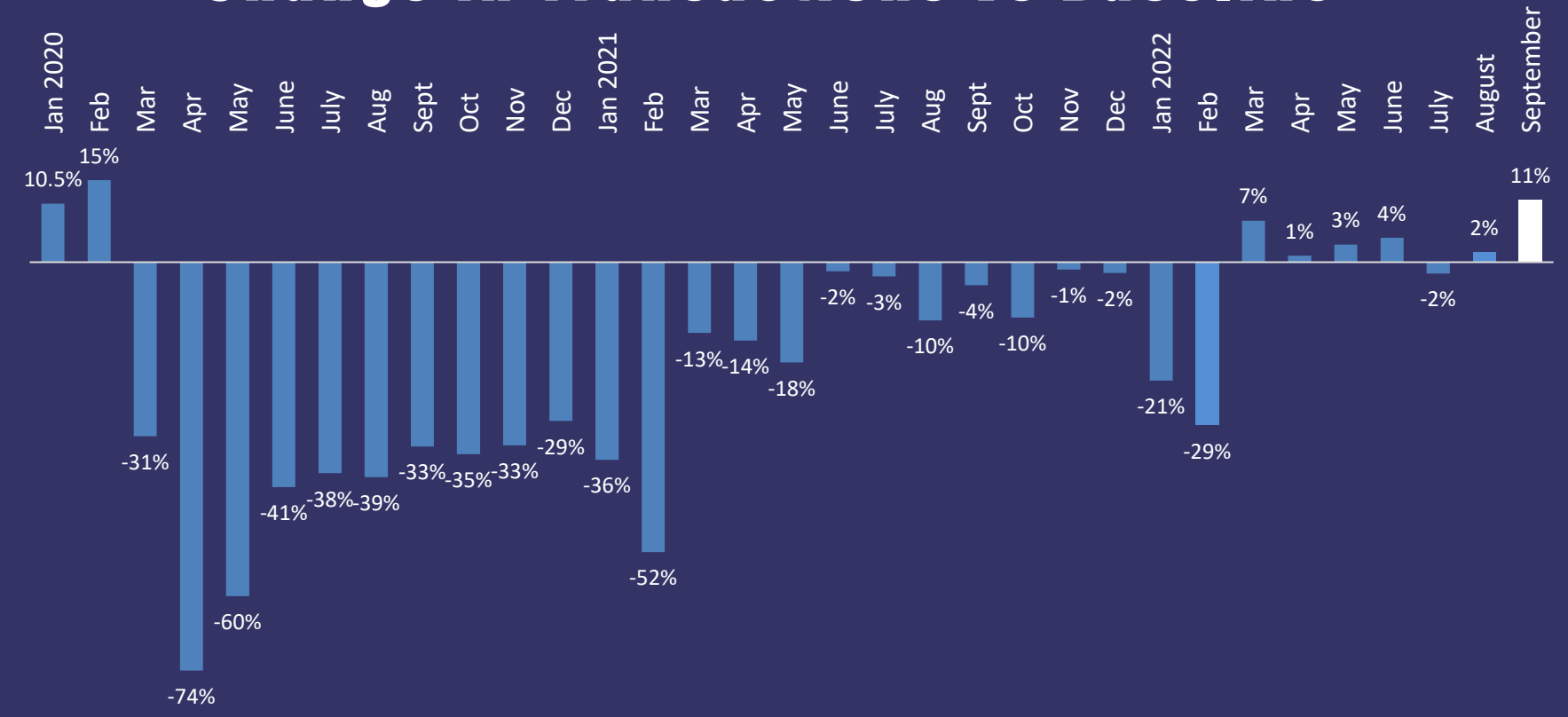
Note: Baseline is March 2019-February 2020.

Note: Drop in transactions in Feb 2021 due in large part to week-long winter storm.

FUNDING IMPACT

I-35E TEXpress Lane Transactions

Change in Transactions vs Baseline



Source: TxDOT

Note: Baseline is March 2019-February 2020.

Note: Drop in transactions in Feb 2021 due in large part to week-long winter storm.



Regional Transportation Council Bylaws and Operating Procedures

Ken Kirkpatrick, NCTCOG

Surface Transportation Technical Committee
December 2, 2022

RTC Bylaws Revision Subcommittee Members

Andy Eads, Chair
County Judge, Denton County

Rick Grady, Vice Chair
Councilmember, City of Plano

Gyna Bivens
Mayor Pro Tem, City of Fort Worth

Dianne Costa
Board Member, Denton County
Transportation Authority

George Fuller
Mayor, City of McKinney

Mike Leyman
Councilmember, City of Mansfield

Adam McGough
Councilmember, City of Dallas

Phillip Ritter
Citizen Representative, City of Dallas

Oscar Trevino
Mayor, City of North Richland Hills

Glen Whitley
County Judge, Tarrant County



Schedule

June 9	Subcommittee Meeting
August 18	Subcommittee Meeting
October 5	Subcommittee Meeting
October 13	Regional Transportation Council Meeting (First Reading/Information)
November 10	Regional Transportation Council Meeting (Second Reading/Approval)

Summary of Significant Revisions

Membership

- Add 13 new cities over 5,000 in population (Appendix A) (pgs. 7-8)
- Maintain number of Dallas seats (includes Dallas Love Field) (pg. 7)
- Add a seat for City of Fort Worth (pg. 8)
- Increase membership from 44 to 45 members (pgs. 7, 9)

Appointees

- In county/city groups, require mandatory rotation of primary seat (pg. 10)
- In county/city groups, permit cities over 30,000 population to hold primary or alternate seat if appointed by county (pg.10)

Bylaws Subcommittee Recommendations for Perimeter County/City Cluster Seats

- Mandatory rotation of the seat between the Counties
 - Roughly proportional to population
 - Measured over a 10-year Period
 - Two Categories:
 - Rotate on a 70/30 Basis
 - Johnson/Hood (Eligible Cities: Burleson, Cleburne)
 - Parker/Wise (Eligible Cities: Weatherford)
 - Rotate on a 50/50 Basis
 - Ellis/Kaufman (Eligible Cities: Midlothian, Waxahachie)
 - Rockwall/Hunt (Eligible Cities: Greenville, Rockwall)
 - If City is appointed, location of City is used to determine whether rotation requirement is met

Summary of Significant Revisions (continued)

Voting Structure

- Clarify teleconferencing, in person and videoconferencing (pgs. 11-12)

Officers

- Clarify that members of the Nominating Subcommittee are eligible to be nominated as an RTC officer (pg. 14)

Council Functions

- RTC maintain a set of public involvement procedures, including public comment rules and decorum requirements, as part of the Public Participation Plan (pg. 18)

RTC Action (November 10, 2022)

The Regional Transportation Council approved the Bylaws and Operating Procedures, including direction for staff to work with the Cities of Dallas and Fort Worth over the next two years to determine if Regional Transportation Council membership could be reduced to 40 members with a weighted vote for each city.

Action also included direction for staff to develop a summary of best practices regarding the selection of group members and communication between RTC members representing groups of entities and all the entities within the group.

Rotation of County/City Cluster Seats

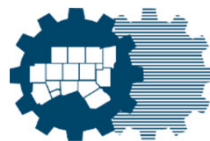
2022 Population

<u>County/City Cluster</u>	<u>Population</u>	<u>Percent</u>
Rockwall	119,900	53%
Hunt	104,900	47%
	224,800	
Ellis	207,620	58%
Kaufman	153,130	42%
	360,750	

50/50 Rotation

Johnson	193,500	75%
Hood	62,120	25%
	255,620	
Parker	152,930	68%
Wise	69,740	32%
	222,670	

70/30 Rotation



NCTCOG PRESENTATION

WALK TO SCHOOL DAY 2022

SHAWN CONRAD, PhD | SURFACE TRANSPORTATION
TECHNICAL COMMITTEE | 12.2.2022

SCHOOLS-RELATED COLLABORATION

- School Siting Technical Assistance
 - Take advantage of existing infrastructure
 - Enable active transportation to school
 - Avoid hazardous traffic conditions
 - Promote orderly and efficient development
 - Select school sites that best serve our region's students and families
- Joint Use Agreement Inventory
 - Formal agreements between government entities to share public property and/or facilities



SCHOOLS-RELATED COLLABORATION

- NCTCOG Policy Bundles
 - School Siting Coordination
 - Partnerships to secure best locations for new schools
 - Safe Access to School
 - Partnerships to encourage SRTS activities for current and future schools
- **Encouragement!**
 - Walk to School Day



WHAT IS WALK TO SCHOOL DAY?

- Annual event that involves schools and communities across the country and the world walking to school on the same day
 - Community presence on the streets reminds us to help create calm, safe routes to school for students to walk and bicycle.
- This year, Walk to School Day was held on October 12
- Typically held the first Wednesday of October but was postponed due to Yom Kippur Holiday
- Students who safely walk to school are more likely to arrive at school ready to learn!



Bledsoe Elementary
Courtesy of the City of Frisco



NCTCOG'S WALK TO SCHOOL DAY PROMOTION

Prizes and Raffles for Participating Students!

- Prizes were awarded to schools based on the planned events and the order of applications received
- Walk to School Day banner
- Bike raffle entries for participating students
- Draw-string bag “Prize Packs”



Taylor Elementary

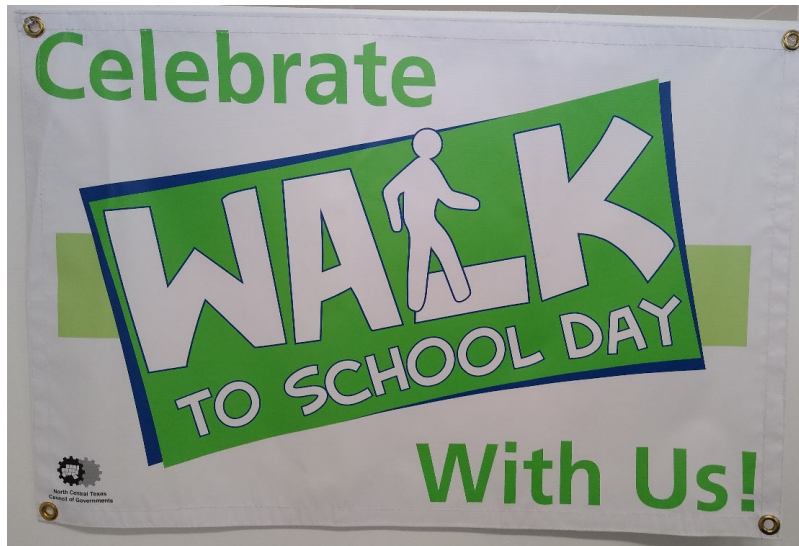


AV Cato Elementary



PRIZE PACKS

Due to overwhelming interest, schools that received prize packs were given a limited number to raffle off/distribute as worked best for their events



NCTCOG BIKE RAFFLE

- To incentivize participation in Walk to School Day, NCTCOG raffled off four bikes to participating students in Walk to School Day
- Students signed the Look Out Texans “Promise to Street Safety” Pledge
- Pledge was offered in English and Spanish
- Two 20” bikes and two 24” bikes
- **973 total entries into the bike raffle from 14 schools!**



Walk to School Day 2022 | www.nctcog.org/SRTS



PROMISE TO STREET SAFETY

I promise to **BE ALERT** for people biking and walking on sidewalks, trails and streets.

I will also **LOOK OUT** for cars in the street. No matter what, it is never worth endangering my safety or the safety of other people to get somewhere.



I **RESPECT** the rights of all people to use our streets safely.

I will **OBEY** all traffic signs and signals for my own safety.



I will **PROTECT** myself by wearing a helmet when I ride my bicycle.

I will **PROTECT** my friends and loved ones by encouraging them to bike, walk and drive safely by following traffic laws and looking out for other people.

I will show my parent or caregiver the 21 Safety Tips at www.LookOutTexans.org.

Together, we can keep our streets safe and build respect for each other.

By signing this card, I promise to do my part to look out for, respect and protect my fellow Texans.

✂----- Cut here and keep the top! -----

Circle which bike you'd like to enter to win! (choose one)

20" Bike: Age 5-10, 45in-54in tall		24" Bike: Age 8-13, 49in-59in tall	
Red/Orange	Grey with Purple Tires	Green	Pink

Student Name _____ Parent or Guardian Signature _____

Student Age _____ Student Grade _____

Student's Teacher _____ School Name _____

NCTCOG WALK TO SCHOOL DAY PHOTO CONTEST



Second Place Winner:
Pink Elementary School



First Place Winner:
Nichols Elementary School



Third Place Winner:
Nichols Elementary School

- Participating schools were encouraged to submit photos from their event to NCTCOG
- Some of our favorites are featured in this presentation and will be featured in future Safe Routes to School-related publications!



BY THE NUMBERS



TEXAS

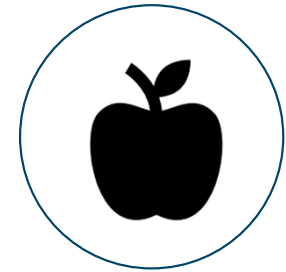
198 events, up from 166 last year and 164 in 2019, were registered with the event tracker on WalkBikeRollToSchool.org for the state of Texas

2,789 events were registered nationwide!



DFW

104 events were registered with the event tracker from Collin, Dallas, Denton, Ellis, Hunt, and Tarrant Counties



NCTCOG

NCTCOG helped 20 schools celebrate Walk to School Day with special prizes!



SCHOOL ACTIVITIES:



Pink Elementary



Bledsoe Elementary
Courtesy of the City of
Frisco



Nichols Elementary



Comanche Springs Elementary

Greeting Events

- Fun activities or prizes to students and families who walk or bike to school
- Schools had band members, cheerleaders, firefighters, city mascots, and others greet students
- Decorating school entrance, breakfast giveaways, etc.

Remote Walking Events

- Schools organized a "meet up point" at a public place close to the school
- Students, families, and staff safely walked to school together
- Created an accessible event for families who live too far to walk the whole way to school



FRISCO – CITY/ISD COORDINATION

- **City of Frisco Transportation Engineering Division**
- **Frisco Police Department**
- **Frisco Fire Department**
- **Frisco Independent School District**

- Partnership to raise awareness of pedestrian safety and celebrate benefits of walking and biking
- Registered schools had a SRO onsite on October 12 to hand out stickers
- **City of Frisco staff created a toolkit to promote Walk to School Day and published materials on city website: www.FriscoTexas.gov/SchoolZoneSafety**
- Participation up from 21 schools in 2021 (year one) to 30 in 2022
- FISD promoted event to individual school PTAs



PROCLAMATION

WHEREAS, National Walk 'n Roll to School Day promotes pedestrian safety and the importance of daily physical activity for children's health and wellbeing; and

WHEREAS, a lack of physical activity plays a leading role in rising rates of obesity, diabetes, and other health problems among children. Walking to school provides an opportunity to build activity into a daily routine because active children learn better; and

WHEREAS, walking to school reduces traffic congestion, vehicle emissions, fuel consumption and encourages a cleaner and greener Frisco; and

WHEREAS, celebrating the 26th Annual National Walk 'n Roll to School Day creates awareness of the need for walkable communities and making our community a safe place for pedestrians; and

WHEREAS, this day allows for children, parents, community leaders, school representatives, and neighborhoods to come together and build a sense of community, to inspire families to walk 'n roll to school more often, and to practice good pedestrian habits which are important life skills; and

WHEREAS, the City of Frisco's Police Department, Fire Department, Transportation Engineering Division, and Frisco Independent School District partnered together with the National Center for Safe Routes to School and the Vision Zero for Youth initiative to promote Walk 'n Roll to School Day in Frisco; and

NOW THEREFORE, I, Jeff Cheney, Mayor of the City of Frisco, Texas, do hereby proclaim October 12th, 2022, as "National Walk 'n Roll to School Day" in Frisco and encourage everyone to consider pedestrian safety today and every day.

Jeff Cheney
Mayor

Proclamation read by Mayor at
Oct 4 City Council Meeting

Courtesy of the City of Frisco 11



Walk to School Day 2022 | www.nctcog.org/SRTS

WALK TO SCHOOL ALL YEAR LONG!

- Visit www.WalkBiketoSchool.com for more information about Walk to School Day, and year-round activities for walking and biking!
- Miss Walk to School Day this school year? **Consider planning a Bike to School Day Event on May 4, 2023!**
- Contact us for assistance in planning your Walk to School/Bike to School Day!
- Consider an event for **Bike to Work Day on May 19, 2023** during National Bike Month



Pink Elementary: Top Left; Bledsoe Elementary: Bottom Left, Right
(Bledsoe Photos Courtesy of the City of Frisco)



NEXT STEPS

**Save the date for next year's Walk to School Day:
Wednesday, October 4, 2023**

- Event preparation will begin in Spring 2023
- To be added to the Walk to School Day 2023 mailing list, fill out the interest form on www.nctcog.org/WalkToSchool
- Full summary of the 2022 events will be released later this year



Taylor Elementary



CONTACT US



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NCTCOG | Transportation Department

Parking Management Resources

STTC | 12.2.2022

Outline

- ✓ Regional parking context and MTP goals
- ✓ Why study parking?
- ✓ NCTCOG Parking Projects and Resources
- ✓ Input opportunity



Mobility 2045 Background

Mobility 2045 Goals

- Travel efficiency measures and system enhancements targeted at congestion reduction
- Encourages livable communities which support sustainability and economic vitality

Mobility 2045: emphasizes the relationship between **land use** and **transportation**, an important strategy in improving operational efficiency as the region continues to develop

SD02-001: Land Use-Transportation Connections Program

- Addresses land use-transportation connections by utilizing parking management strategies and innovative parking technologies



RTC Parking Garage Funding Policy

RTC Approval - August 2022

Policy: RTC directs NCTCOG staff to support publicly owned surface and structured parking for limited purposes that generally meet criteria including, but not limited to:

- provide gap funding
- advancing safety
- support of technology solutions and/or economic development
- support special event use or location needs
- significantly changes the transportation/land use balance of an area and solves a transportation problem using land use solutions
- supports transit operation
- provides environmental, air quality, and/or equity benefits



Why Manage Parking?

Regional growth: 11.4 million by 2045

Challenges from unmanaged parking:



LOST public revenue from excess land used for parking

COSTLY real estate development

LESS land for housing/other development

CONGESTION and **FRUSTRATION** when parking rules, navigation, and wayfinding are difficult

We need updated information to grow more efficiently



What are your parking challenges?

Parking Supply – Too much/too little, drivers have trouble finding existing spaces?

Demand Management – When you can't easily build more, how to encourage alternatives?

Coordination – Sharing spaces in main street districts, walkable areas, or mixed-use developments. How best to communicate with drivers on wayfinding?

Efficient Facility Design/Operations – Best practices for technology and sustainability in a lot/garage?

Competing Demand for Curb Space – How to best manage on-street parking for changing street design needs?

Others?



Possible Technical Solutions

Communication

- District Wayfinding/Signage
- Facility Wayfinding/Signage
- Mobile Applications
- Websites

Managing New Supply (Code)

- Minimum requirements
- Maximums
- Fee-in-lieu of spaces
- Off-site Credits
- Shared Parking Allowances

Managing Existing Supply

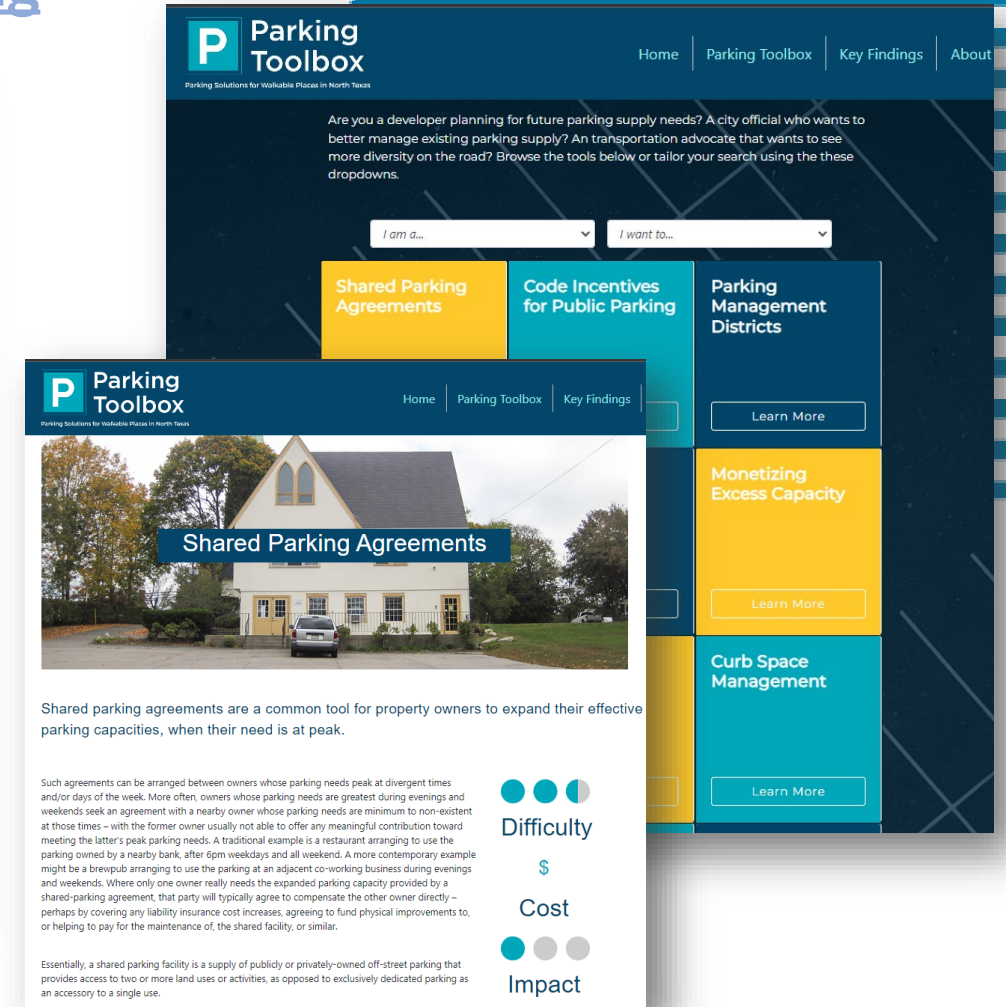
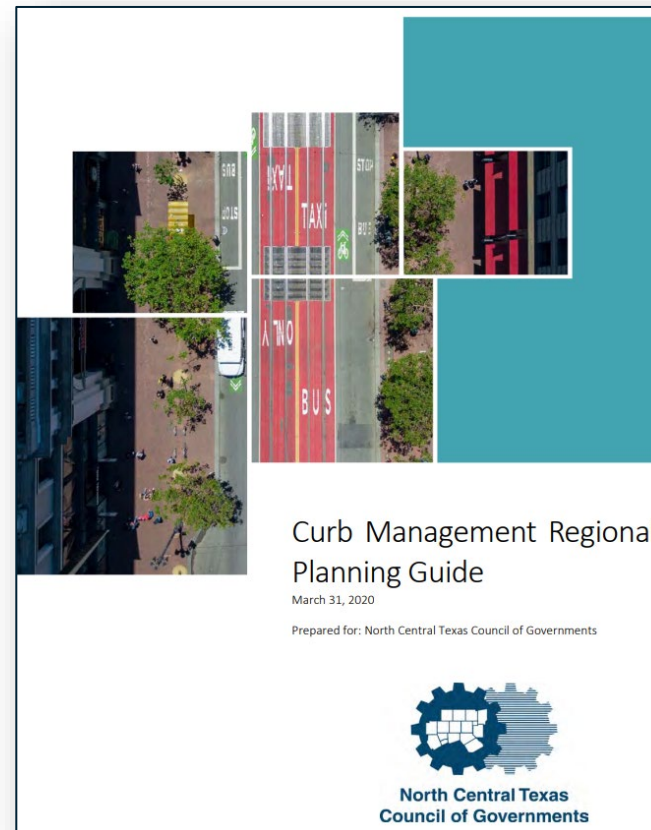
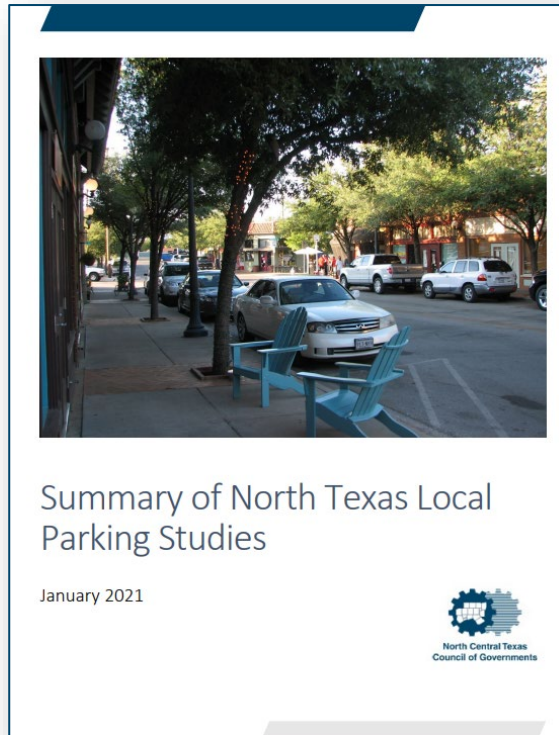
- Enforcement
- Restrictions/Permits
- Utilization Data Monitoring and Sharing
- Monetizing Excess Supply
- Future Re-Use (redevelopment)
- Unbundled parking fees
- Shared Parking Agreements
- Dynamic Pricing
- District level coordination (Parking Management/Benefit Districts)

Recommend resource guides and tools to support local implementation.



NCTCOG Resources – Existing

www.NCTCOG.org/Parking



NCTCOG Resources – Ongoing and Upcoming

- Parking Technology Applications Guide*
- Regional Parking Database*
- Case Studies & Best Practices (Local & National)

**In progress*



Tell us...

What are your parking challenges?

New Resources:

Topic-specific factsheets?

Other ideas based on your challenges?

Which tools would be most valuable?

Survey coming soon



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www.NCTCOG.org/Parking



End of 2022 Ozone Season

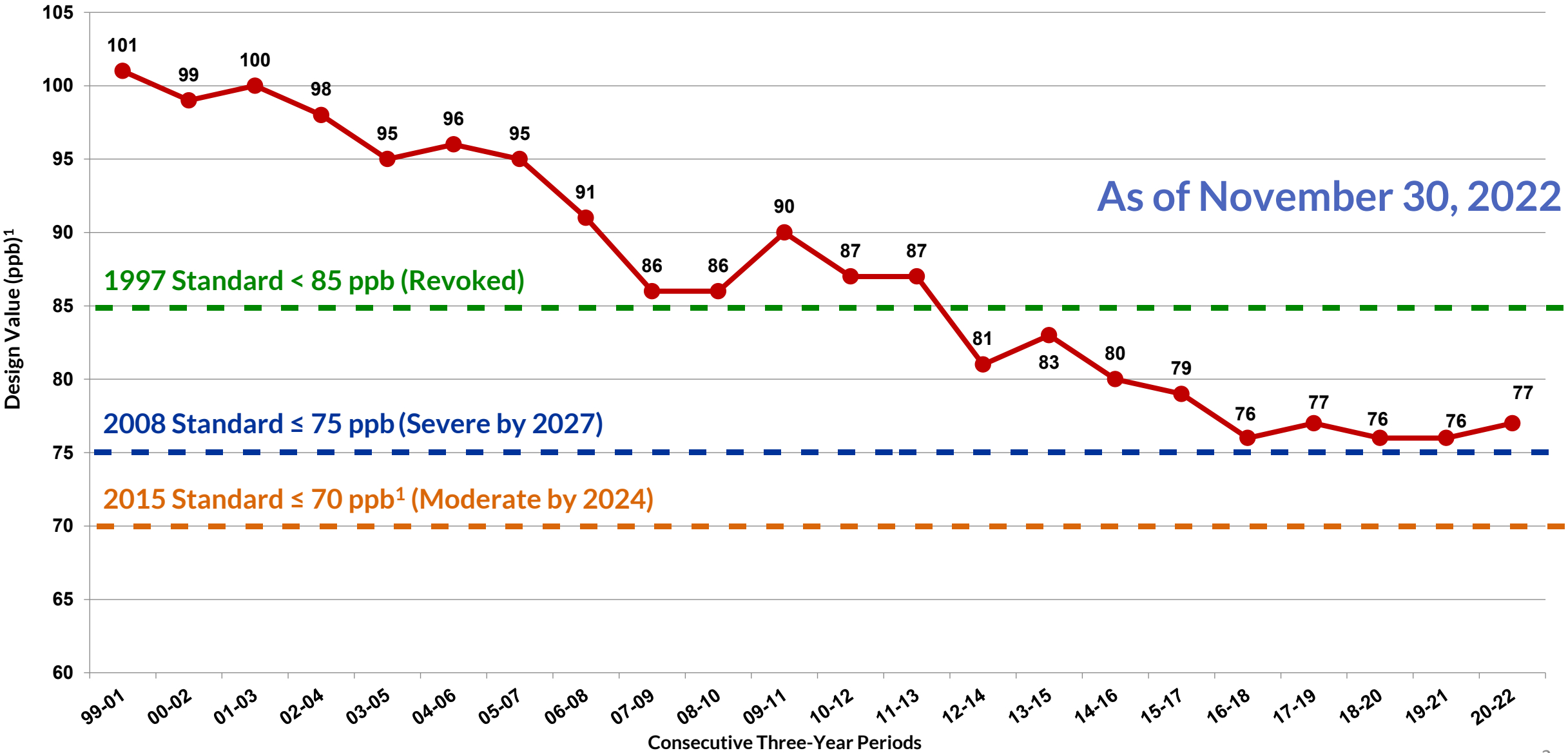
SURFACE TRANSPORTATION TECHNICAL COMMITTEE • DECEMBER 2, 2022

JENNY NARVAEZ, PROGRAM MANAGER



North Central Texas
Council of Governments

Ozone Design Value Trends

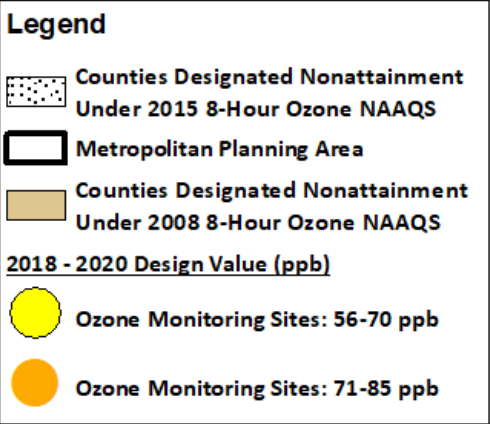


¹Attainment Goal - According to the US EPA National Ambient Air Quality Standards, attainment is reached when, at each monitor, the *Design Value* (three-year average of the annual fourth-highest daily maximum eight-hour average ozone concentration) is equal to or less than 70 parts per billion (ppb).

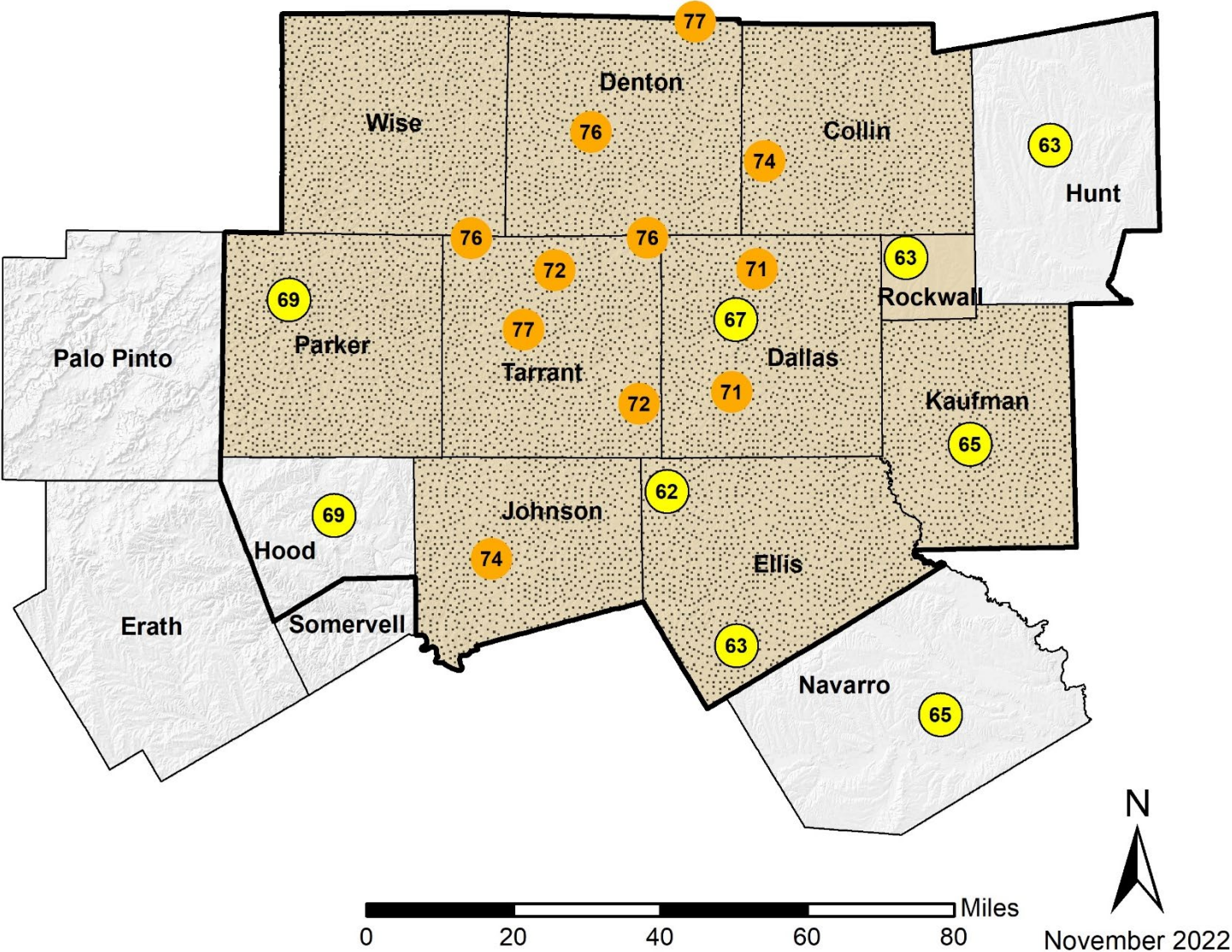
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Source: NCTCOG TR Dept

Monitor Locations with Associated 4th Highest Value

As of November 30, 2022



Colors represent Air Quality Index Breakpoints



2022 Ozone Season Monitor Data

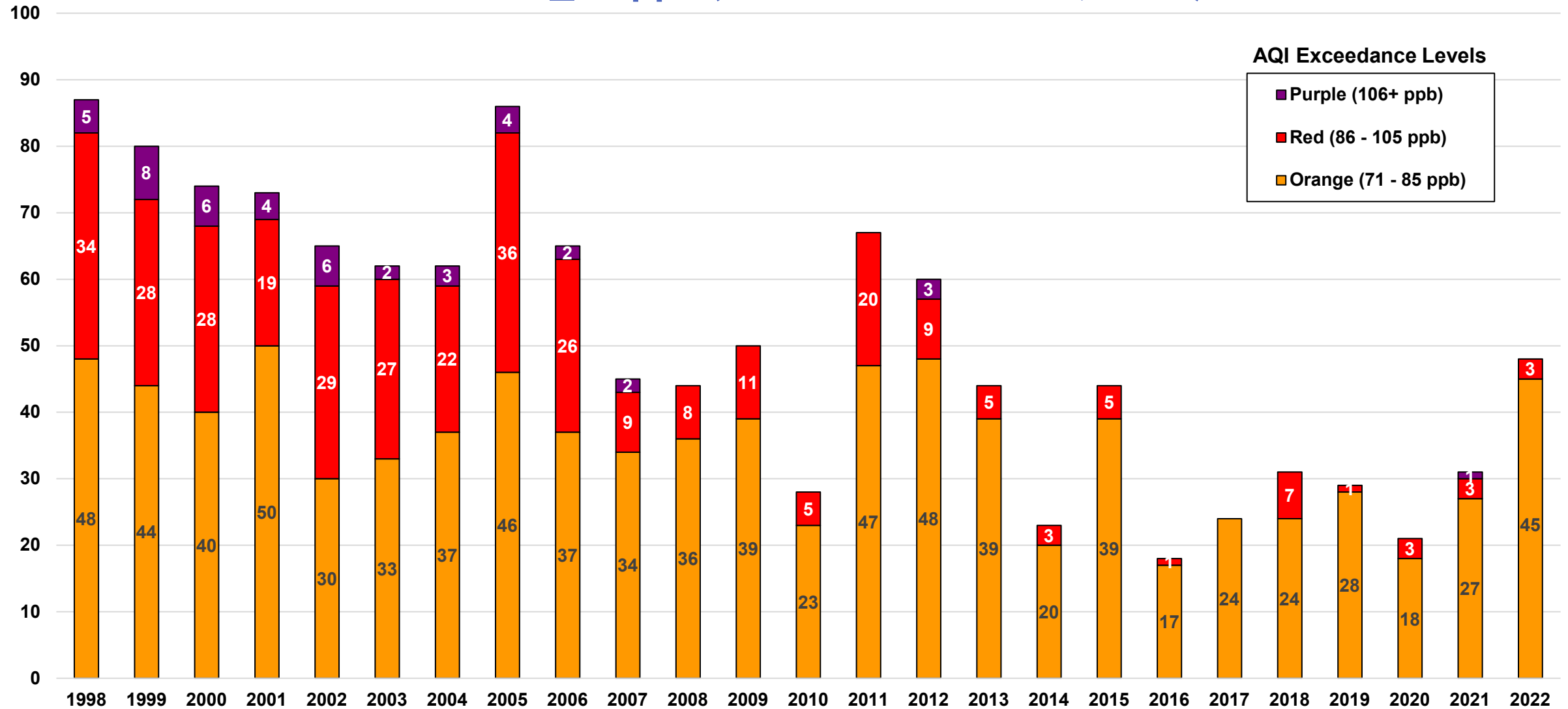
Five Highest Monitors

Five Highest Monitors	4 th Highest Value for Season			2022 Ozone Season Design Value
	2020	2021	2022	
Denton Airport South	71	81	78	76
Eagle Mountain Lake	76	76	77	76
Grapevine Fairway	74	70	81	76
Ft. Worth Northwest	75	76	80	77 ←
Pilot Point	71	85	77	77 ←

Design Value = 3-Year Average of Fourth Highest Value

8-Hour Ozone NAAQS Exceedance Trends

Based on ≤ 70 ppb (As of November 30, 2022)



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.

Source: TCEQ, http://www.tceq.state.tx.us/cgi-bin/compliance/monops/8hr_monthly.pl
ppb = parts per billion

2015 Ozone NAAQS Attainment Scenario

Monitor Values to Reach Attainment

Five Highest Monitors	4 th Highest Value for Season			2023 Ozone Season Design Value
	2021	2022	2023	
Cleburne Airport	75	82	55	70
Denton Airport South	81	78	53	70
Frisco	81	73	58	70
Ft. Worth Northwest	76	80	56	70
Pilot Point	85	77	50	70

Based on 2021-2023 Ozone Monitor Data

Ongoing/Additional Efforts

Emission Reduction Programs

Management & Operations (M&O) and Air Quality and Safety Program

Federal Performance Measures (PM3) CMAQ Targets

Appendix H: Weight of Evidence (Voluntary Measures)

RTC Legislative Agenda for Air Quality
Programs

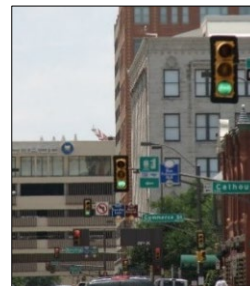
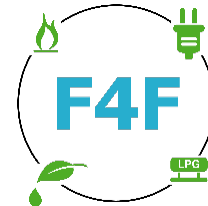
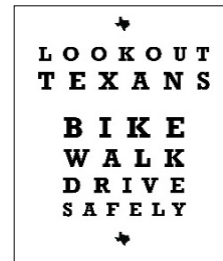
TERP – Diesel Retrofit Program

Fraudulent Paper Registration Tags
and Vehicle Emissions Inspections

Sample of Air Quality Initiatives



Rideshare. Record. Reward.



For More Information

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<https://www.nctcog.org/trans/quality/air/ozone>