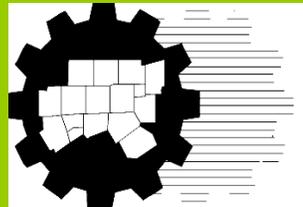


Southeast Area Transportation Alliance (SEATA)

**Sustainable Development Program and
2009 Call for Projects**

**Karla Weaver, AICP
May 28, 2009**

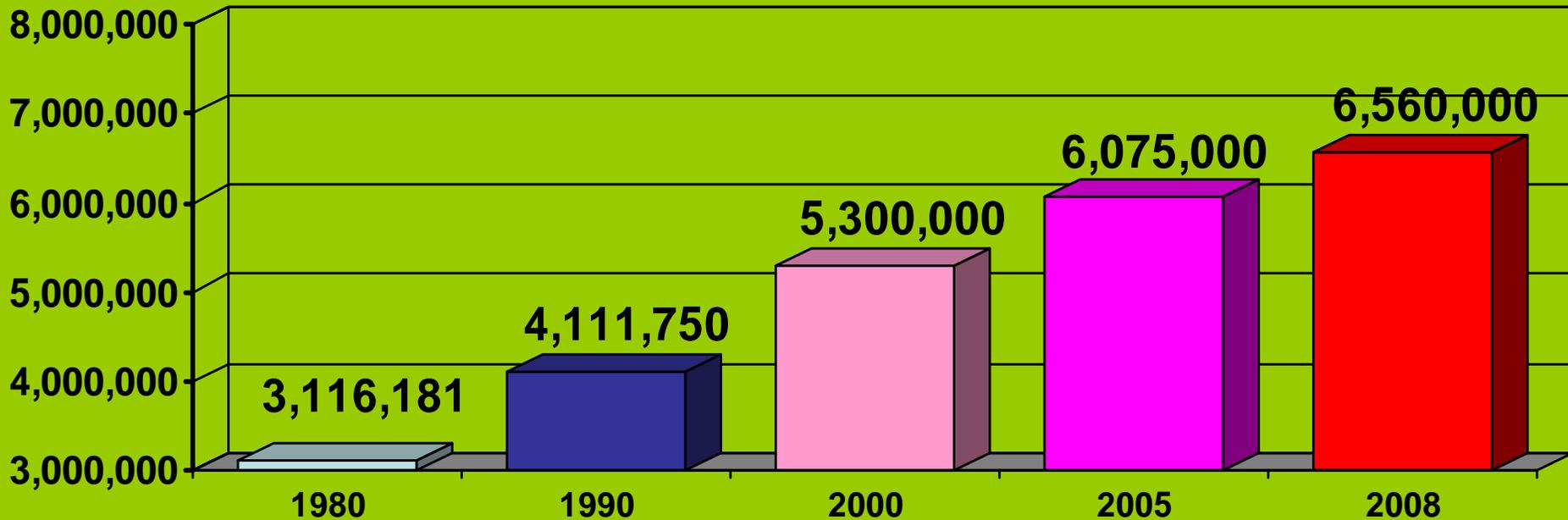


**North Central Texas Council of Governments
Transportation Department**

Regional Population Total 16 – County 2008 Estimate

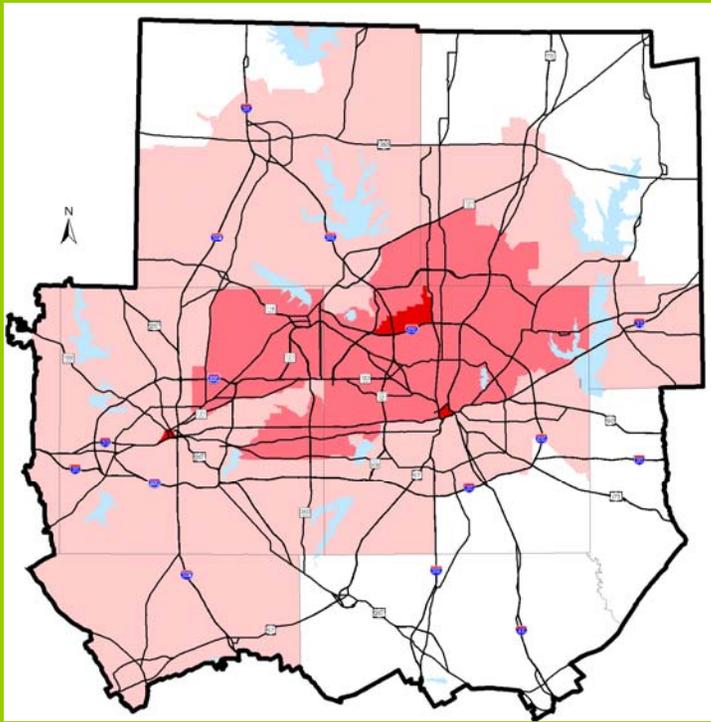
6,560,000

PERSONS



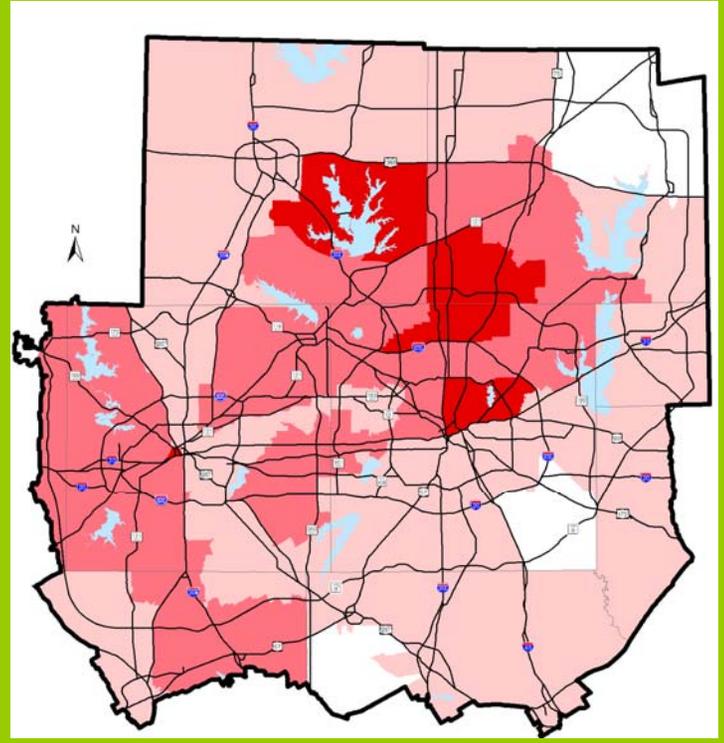
Currently + Add \$71 Billion = Year 2030

For Transportation Improvements:



2007

- Rail**
- HOV/ Managed**
- Tollways**
- Freeways**
- Intelligent Transportation Systems**



2030

Legend

- Areas with No Congestion
- Areas with Light Congestion
- Areas with Moderate Congestion
- Areas with Severe Congestion
- Roadways

Demographic Changes:

2.6 million additional persons

1.6 million new jobs

Growth: What Does It Mean?

Growth Projections for 2030

500 New Schools



570,000 New Homes



28 New Hospitals



11 New Malls

267 New Neighborhood Retail Centers



315,000 New Multi-Family Units



\$70+ Billion of New Transportation Facilities

46 Million Square Feet of Class A Office Space



Growth Affects Important Assets

Energy



Water Supply



Water Quality



Open Spaces



Air Quality



Storm Water Management

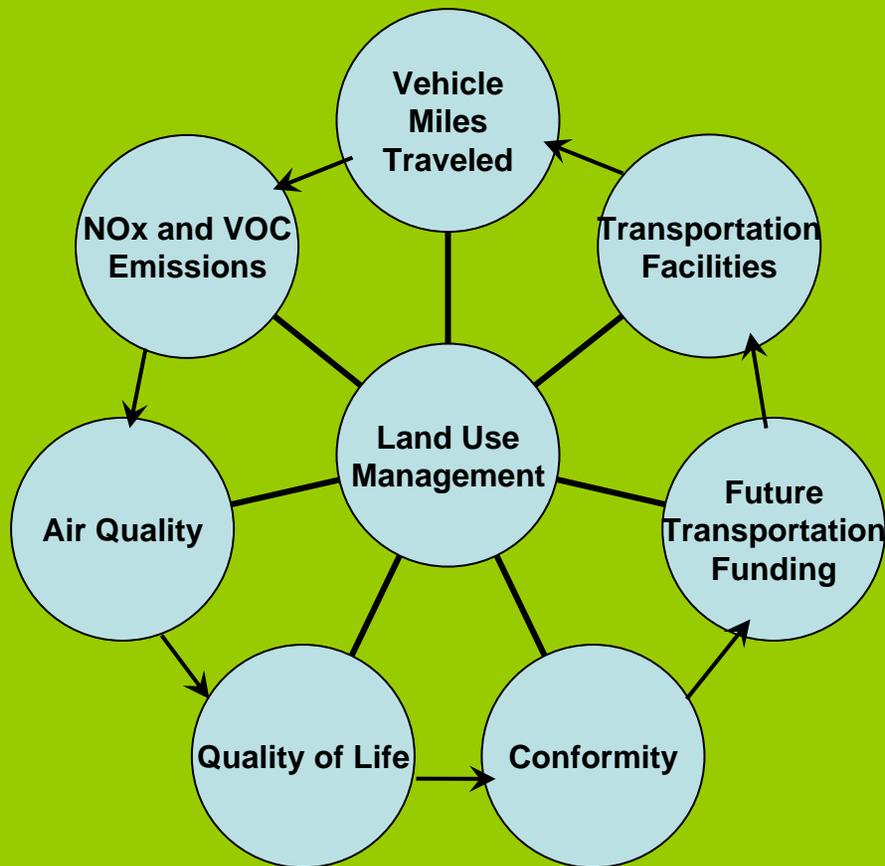
Urban Forest

Agricultural Lands

Sustainable Development

Land Use Connection

Relationship between Land Use, Mobility, Financial Constraints, Air Quality, and Quality of Life



Sustainable Development Defined

Land use and transportation practices that promote economic development while using limited resources in an efficient manner.

Transportation decision making based on impacts on land use, congestion, vehicle miles traveled (VMT), and the viability of alternative transportation modes.

Planning efforts which seek to balance access, finance, mobility, affordability, community cohesion, and environmental quality.

Sustainable Development Initiatives



Bicycle and Pedestrian Coordination



General Sustainable Development



Demographics/ Alternative Scenarios



Transit Oriented Development/Brownfields



Sustainable Development Initiative

Recent NCTCOG Actions

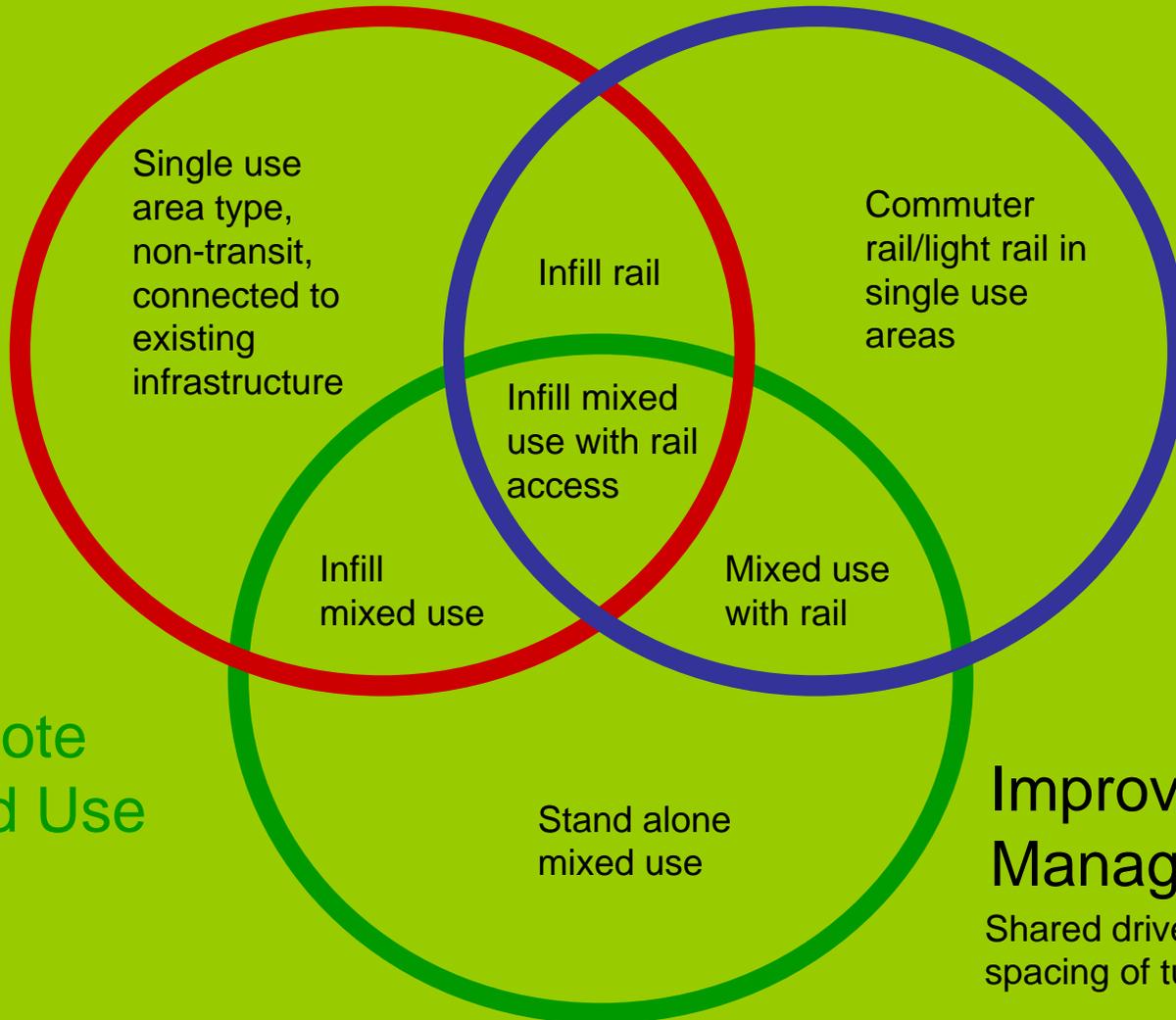
- Regional Transportation Council (RTC) adopts region-wide Sustainable Development Policy
- NCTCOG Executive Board begins the Center of Development Excellence Initiative
- RTC awarded \$40.8M to the Sustainable Development Program in 2001
- RTC awarded \$40M of the RTC Local Funds to the 2005-06 Sustainable Development Call for Projects
- RTR funds of \$40M total for Sustainable Development Program in 2009



The Regional Transportation Council's Sustainable Development Policy

Utilize
Existing
System
Capacity

Improve
Rail
Mobility



Promote
Mixed Use

Improve Access
Management

Shared drives/parking,
spacing of turns/signals

Funding Program Goals

- Respond to local initiatives for Town Centers, Mixed Use Growth Centers, Transit Oriented Developments, Infill/Brownfield Developments, and Pedestrian Oriented Projects.
- Complement rail investments with coordinated investments in park-and-ride, bicycle, and pedestrian facilities.
- Reduce the growth in vehicle miles traveled per person.
- Promote economic development throughout the region through public/private partnerships.



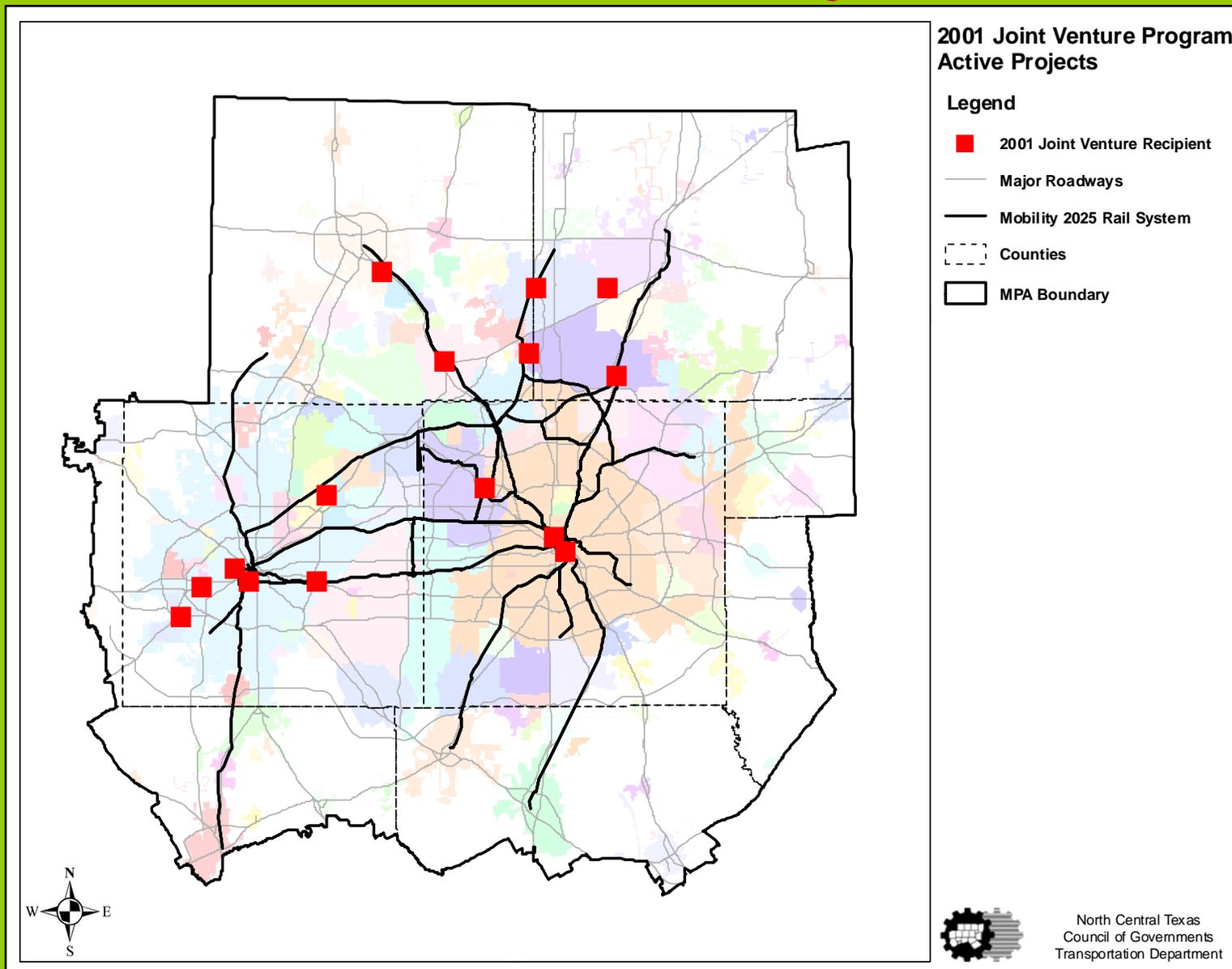
Sustainable Development Initiatives

2001 and 2005-06 Sustainable Development Projects



2001 Sustainable Development Program

Distribution of Projects



2001 Sustainable Development Program

\$40.8 Million in Federal Funds (CMAQ and STP-MM)

Project Status

19 Infrastructure Projects

- 5 – Cancelled**
- 9 – Underway**
- 5 – Completed**

2 Planning/Outreach Projects

- Regional Rail Corridor Study – Completed**
- Center of Development Excellence – Completed**

NCTCOG Sustainable Development Projects, 2001

Mockingbird Station (Dallas)



Private Investment: \$150 million

Public Investment: \$2.4 million
CMAQ Funds for Katy Trail
improvements

Rail Investment: about \$50 million
for station construction

Mockingbird Station has created an urban environment that offers living, shopping, and dining directly accessible by DART light rail.



Sustainable Development Initiatives

2005 Sustainable Development Call For Projects

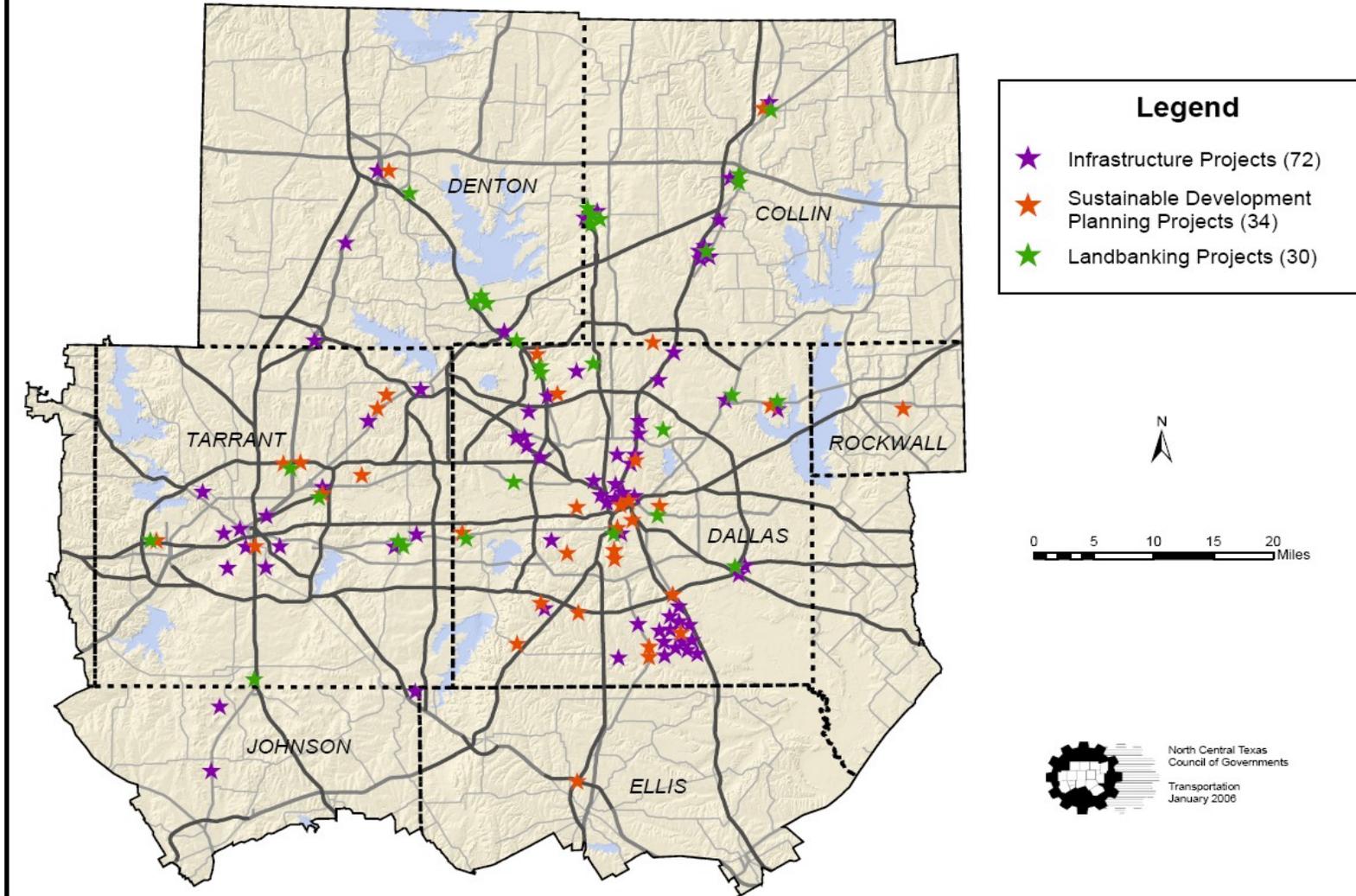
The Regional Transportation Council Approved \$40.61 million to promote development types that reduce the overall demand for transportation infrastructure and improve air quality in 2005.



2005 Sustainable Development Call for Projects

Distribution of Project Submittals

Sustainable Development Funding Program:
Locations of Project Applications



2005 Sustainable Development Call for Projects

Distribution of Applications Received

Project Type	Number of Projects Submitted	RTC Local Funds Requested
Transportation Infrastructure	72	\$217,316,596
Landbanking	30	\$65,067,998
Planning	34	\$6,250,625
Total	136	\$288,635,219
Funds Available	Dallas TxDOT District	\$28,020,000
Funds Available	Fort Worth TxDOT District	\$12,590,000
Total		\$40,610,000
Shortfall		(\$248,025,219)

2005 Sustainable Development Call for Projects

Summary of Funded Projects

Approved by RTC on April 13, 2006

Project Type	Number of Projects Funded	RTC Local Funds Approved
Transportation Infrastructure	28	\$34,155,375
Landbanking	4	\$3,500,000
Planning	8	\$954,625
Total	40	\$38,610,000
 		
TOD Implementation Group	52	\$1,000,000

2005 Sustainable Development Call for Projects

\$40 Million in Local Funds

Project Status

28 Infrastructure Projects

22 – ILA in Place/Projects in Progress

2 – NTP Pending

4 – Cancelled

10 Planning/Outreach Projects

5 – Local Planning Projects (In Progress)

3 – Local Planning Projects (Pending RFP)

TOD Implementation (In Progress)

Center of Development Excellence (In Progress)

4 Land Banking Projects

3 – ILA in Place

1 – Cancelled

NCTCOG Sustainable Development Projects, 2005

West Berry/ Grand Marc Streetscape Project

Project Description

Streetscape enhancements adjacent to the Grandmarc development project, located in the heart of the Berry/University Urban Village and Texas Christian University.

Location: West Berry Street, between University and Waits Avenue

Acres: 2.9 (Grandmarc)

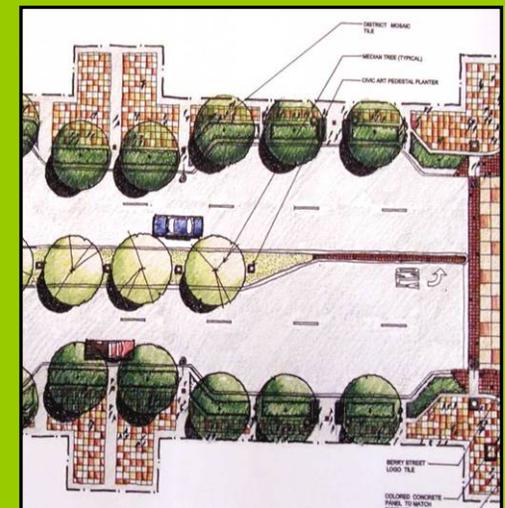
Project Uses: Ground Floor Retail; Residential

Housing Units: 212

Number of Jobs: 1,300 (including construction)

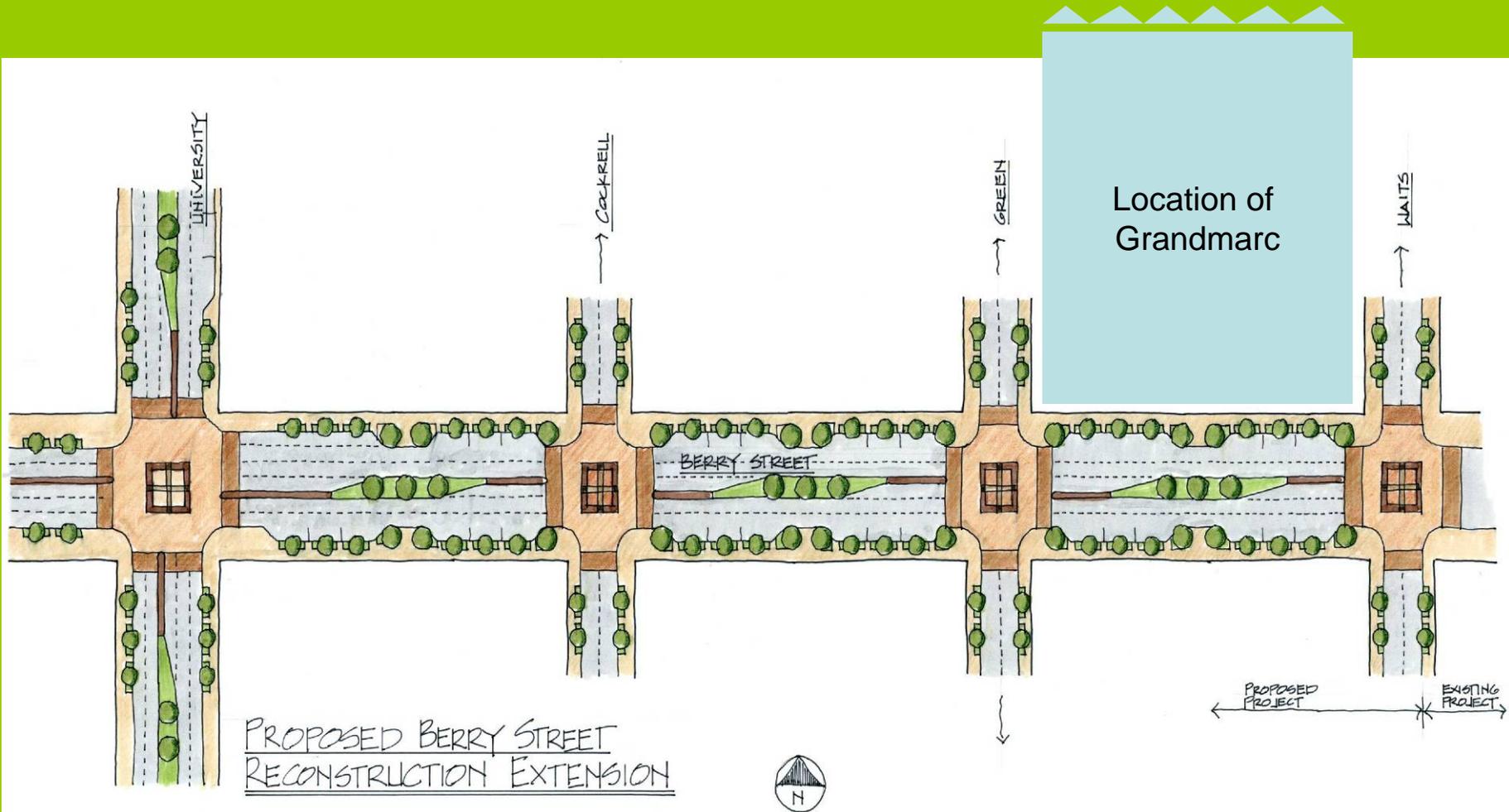
Impacts on congestion and air quality:

- Provides needed student housing
- Decreases campus commutes, VMT
- Streetscape enhancements encourage pedestrian activity, safety, comfort, and connectivity



NCTCOG Sustainable Development Projects, 2005

West Berry/ Grand Marc Streetscape Project



NCTCOG Sustainable Development Projects, 2005

West Berry/ Grand Marc Streetscape Project



April 16, 2007



April 22, 2008

NCTCOG Sustainable Development Projects, 2005

Grapevine Fairfield on Main Street Project

The project is a pedestrian friendly complex of three buildings, two of which accommodate ground level commercial/retail with residential units above. The buildings are surrounded by public sidewalks and form an outdoor plaza between them. The plaza will have bench seating, potential outdoor dining patios for adjacent restaurants and landscaping and trees. Streetscape and walkway improvements are included along Main Street extending from the development site north to Franklin Street in the Main Street Historic District.

- Located in Downtown Grapevine on the southeast corner of Dallas Road and Main Street
- 5.5 acre parcel
- Mixed Use development
- 251 residential units
- 62 area jobs provided
- Close access to future regional rail service



Main Street Perspective



Dallas Road Perspective

NCTCOG Sustainable Development Projects, 2005

Grapevine Fairfield on Main Street Project

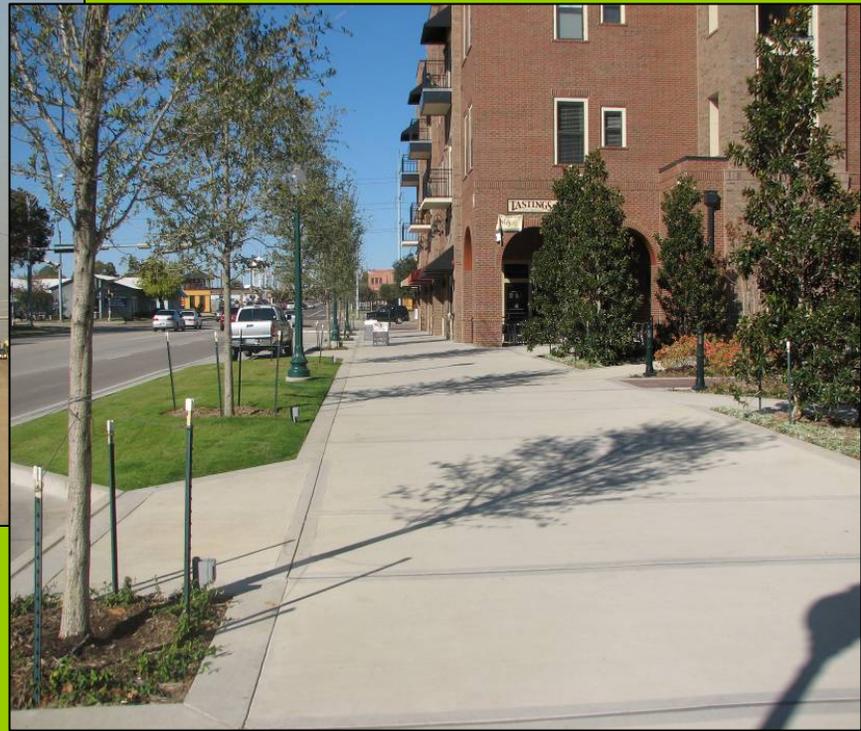


NCTCOG Sustainable Development Projects, 2005

Grapevine Fairfield on Main Street Project



July 2005



November 7, 2008

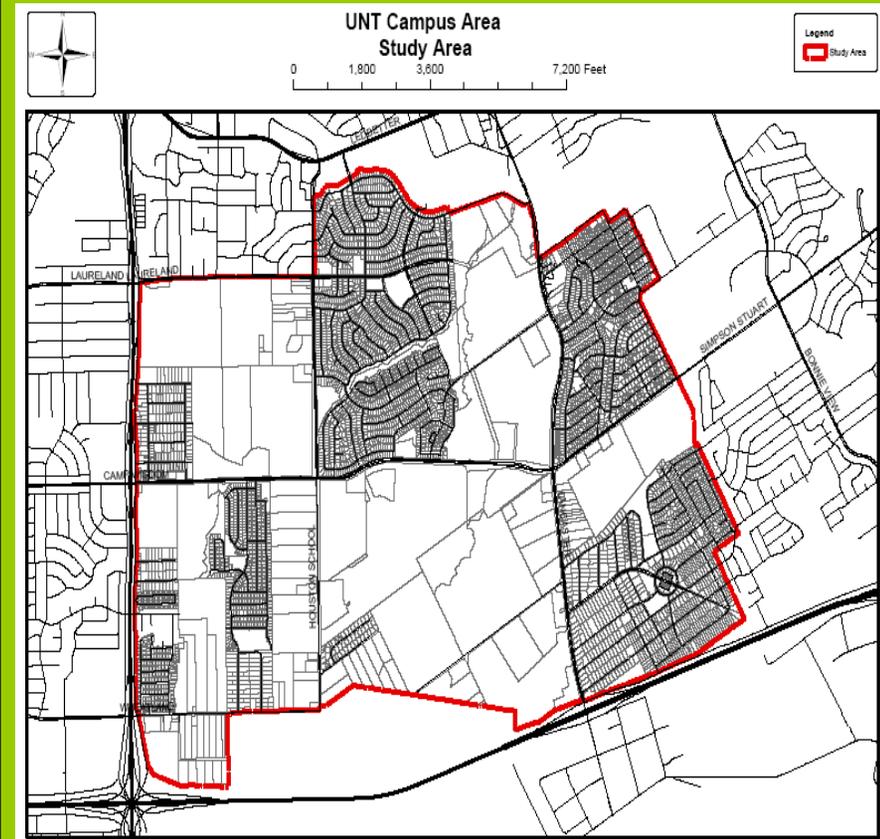
2005 NCTCOG Sustainable Development Projects

UNT – Dallas Area Context Sensitive Transportation Study (Planning)

The UNT-Dallas Area Plan calls for a Context Sensitive transportation study based on the future circulation vision to provide specific guidance for all future transportation improvements in the area.

Project Objectives:

- Conducting a comprehensive area-wide review of transportation needs within the context of the UNT Campus Area Plan
- Integrating existing roadway, trail, and transit plans in the UNT-Dallas Area
- Developing specific context sensitive design standards for roadways, light rail, and trails within the area.



2009 Sustainable Development Call for Projects

Rules and General Conditions

How to Apply

- On-line applications available April 2, 2009.
- Deadline for submission: **Friday, October 2, 2009, at 5 p.m.**
 - Electronic/on-line applications and attachments
 - Two paper copies of a completed and signed application with all the required attachments to be submitted and in-hand
- Post marked applications not received by the deadline are considered late and will not be reviewed.
- Incomplete applications will not be reviewed and supplemental information will not be accepted after the deadline.



Eligible Applicants

• Infrastructure

- Primary Sponsor: Local Government with Land Use Authority (required)
 - County (unincorporated areas)
- Secondary Sponsor: For-profit developers (required)
- Additional Sponsors: Other local governments, counties, non-profits, colleges and universities, transit authorities, special districts, not-for-profit home builders, independent school districts, housing authorities, TIRZ, and PID's (optional)

• Planning

- Primary Sponsor: Local Governments, County District, or a Transit Agency (required)
- Secondary Sponsors: Open (optional)



Funding

- **Infrastructure**

- \$40 Million RTR funds (or other federal funds) (80% of program funds)
 - \$12.4 M in the Western subregion
 - \$27.6M in the Eastern subregion
 - (The entire request of a local government cannot exceed the subregional amount.)
- Maximum award per project - \$3M
- 20% local match required
- Total project costs \$3,750,000
- Partial project funding not allowed

- **Planning**

- \$1M RTC local funds (80% of program funds)
- Maximum award per project - \$300K
- 20% local match required
- Total project costs \$375K



Funding continued...

- All funding may be handled on a reimbursement basis and expenditures made prior to signing an agreement on a project may not be eligible for reimbursement.
- Cost overruns will not be the responsibility of the Regional Transportation Council (RTC). Local partners will be responsible for any and all cost overruns.
- The RTC will approve all final projects and funding levels.
- The RTC reserves the right to remove funding from a project that is no longer supported by local partners.
- The RTC reserves the right to remove funding from a project for which the local sponsor is unable or unwilling to sign an agreement to implement the project or cannot provide the required 20% local match.
- All funds that are unexpended or removed from a project return to the regional Sustainable Development Program for future funding initiatives.

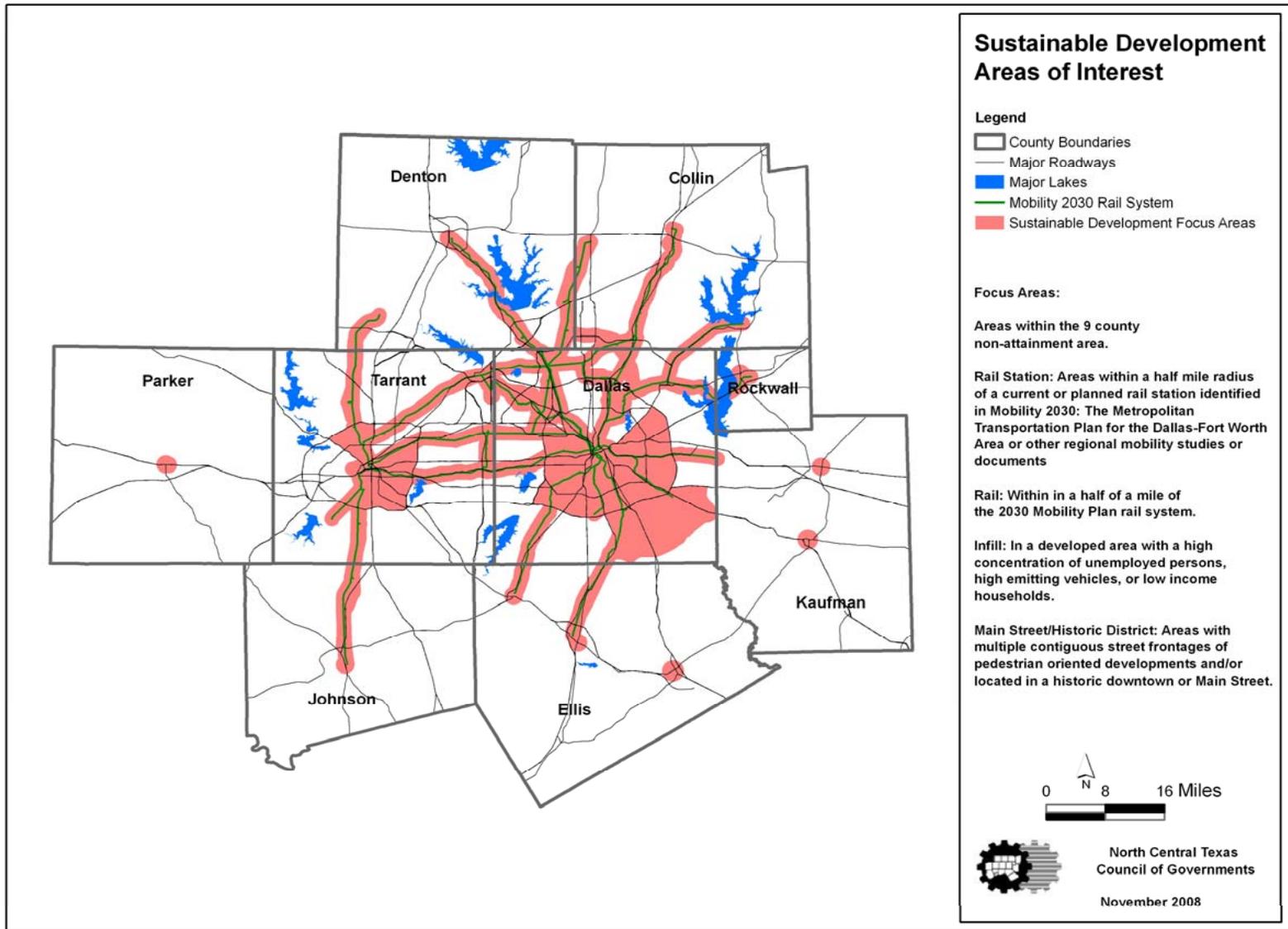


General Conditions



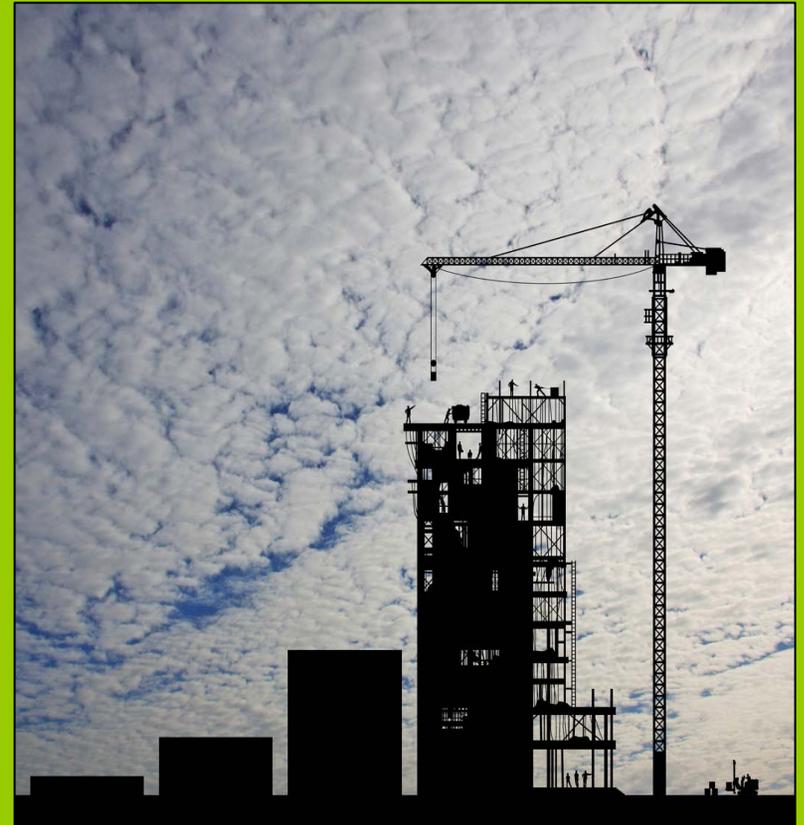
- Funds can only be applied in the NCTCOG nine county non-attainment area.
- Projects must fall within at least one of the Areas of Interest for the 2009 Sustainable Development Call for Projects.
 - Rail Station – Areas within a half mile radius of a current or planned rail station identified in Mobility 2030: The Metropolitan Transportation Plan for the Dallas-Fort Worth Area, 2009 Amendments or other regional mobility studies or documents.
 - Passenger Rail – Areas within a half mile radius of a current or planned passenger rail line identified in Mobility 2030: The Metropolitan Transportation Plan for the Dallas-Fort Worth Area, 2009 Amendments or other regional mobility studies or documents.
 - Infill – In a central city developed area with a high concentration of unemployed persons, high emitting vehicles, or low income households.
 - Main Street/Historic District – Areas with multiple contiguous street frontages of pedestrian oriented developments and/or located in a historic downtown or Main Street.

Areas of Interest Map



General Conditions continued...

- The primary public sector sponsor must provide, to NCTCOG, a resolution of its governing body, endorsing receipt of the award, and confirming any secondary or additional partnerships within 90 days of RTC action to select the project.
- Local sponsors will have one year after RTC project selection and award to enter into an agreement.
- Projects must begin construction by March 2013.



Infrastructure Rules



Definition

- Infrastructure Project – An infrastructure project is a construction project that provides public infrastructure in the public right-of-way and can be used to support private vertical development. Examples include pedestrian amenities, landscaping, intersection improvements, lighting, street construction, traffic signalization, etc.



General Conditions



- Funds can be used for public infrastructure in the public right-of-way of a mixed use development.
- Must have a letter of support from the City Manager or County Administrator expressing the agency's support for the project. (example on SD website)
- Must have a letter of support from the active secondary private sector sponsor working on the development in the project area.
- Additional sponsors should also provide a letter of support.

Eligible Items

- Expanding roadway capacity
- Intersection improvements
- Traffic signalization
- Transit amenities & access projects
- Sidewalks
- Shade trees – landscaping
- Bicycle/pedestrian amenities – paths and trails
- Crosswalks
- ROW or easements needed for transportation/infrastructure purposes
- Retrofit projects that do not reduce capacity*
- Storm water
- Some utility relocation
- PS&E – Plans Specifications & Engineering for infrastructure components (not to exceed 10%)
- Other soft costs (not to exceed 10%)



Ineligible Items

- Roadway reconstruction
- Construction or rehabilitation of private buildings
- Artwork
- Fountains
- Installation and/or rehabilitation of water & sewer lines
- Retrofit projects that reduce capacity
- Burying utilities
- Parking garages
- Extensions to transit lines
- Earthwork necessary to raise proposed buildings out of the floodplain
- Other items not directly related to mobility



Reconstruction vs. Retrofit

- **Roadway Reconstruction** – Roadway reconstruction is the rebuilding of a new pavement structure, which usually involves complete removal and replacement of the existing pavement structure, including new and/or recycled materials (Texas Department of Transportation)
- **Retrofit** – The addition of new technology and/or features to an existing roadway that were not available or required at the time of construction. Retrofit projects that reduce roadway capacity are not eligible. Examples of eligible retrofit projects include, but are not limited to: lane reconfiguration, the addition of right and left turn lanes, and raised cross walks.



General Conditions

- Contract implementation of RTR funds is to be determined.
- All projects must provide a demonstrable air quality benefit.
- The correct zoning must be in place at the project site when the application is submitted.
- All site parcels must be acquired prior to RTC final selection of projects (or under option to buy).
- All on-system projects must follow Texas Department of Transportation procedures.
- Projects funded with federal funds may be subject to Texas Department of Transportation engineering and contingency fees.



Planning Rules



Definition



- Planning Project – Planning projects include market, housing, and economic analyses, transit station planning, Transit Oriented Development (TOD) Planning, General Planning (subdivision regulations, creation of new code/zoning regulations, master planning, updates to pedestrian and/or bicycle plans, etc.), and others.

General Conditions

- Projects will require an Interlocal Cooperative Agreement between NCTCOG and the project sponsor.
- Planning projects and consultant contracts will be managed by NCTCOG.
- Cities prepare the scope for the Request for Proposal (RFP) and participate in consultant selection and project management.



Meetings and Important Dates

- Stakeholder meeting at NCTCOG offices - January 26
- Application workshop at NCTCOG offices - March 16
- Two regional application workshops - March 25 and 26
- Application release – April 2
- Deadline for applications - October 2, 2009, 5 p.m.



2009 Sustainable Development CFP Schedule

December 8-9, 2008	Public Meeting
January 26, 2009	Stakeholder Meeting - Feedback on SDCFP
February 27, 2009	STTC Action Item
March 5, 2009	RTC Action Item
March 16, 2009	Workshop to Review Application and Rules
March 25 and 26, 2009	Eastern and Western Sub district Workshops
April 2, 2009	Release On-line Application
October 2, 2009	Application Deadline
October - December 2009	Review of Applications
January 2010	Public Meetings
January 2010	STTC Information Item
February 2010	RTC Information Item
February 2010	STTC Approval
March 2010	RTC Approval
March - April 2010	Award of Funds - Begin Contracting

Questions & Comments?



2009 Sustainable Development Call for Projects

For more information please contact:

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(817) 704-2505**

www.nctcog.org/trans/sustdev/landuse/funding/CFP09.asp

Sustainable Development Initiatives

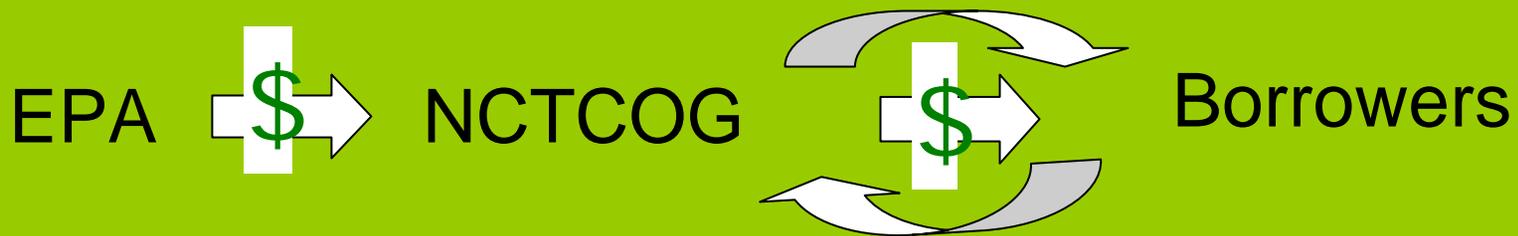
Brownfield Revolving Loan Fund (RLF)

A Brownfield is defined as “real property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant.”



Brownfields Revolving Loan Fund

- NCTCOG received \$3 million grant from the EPA for cleanup activities at brownfields.
- Cleanup activities can include for example: asbestos, petroleum, other hazardous materials or contamination.
- NCTCOG loans the money to eligible borrowers.



- Local governments are eligible borrowers and can partner with private sector
- Subgrants may be eligible on select projects

Brownfields Revolving Loan Fund

- **Loan Conditions:** zero interest, no fees, repayment starting in 2012 at the earliest
- **20% Match Required:** cash, in-kind, donated time/fees
- *Local governments may be able to receive a portion of cleanup funds in the form of a grant.*
- **Ideal for cleanup of sites for future use tied to transit (rail/bus) or other mixed use development**
- **Deadline to submit an application June 26, 2009**

Application and more details can be found at
www.nctcog.org/brownfields