

Criterion Example:

Mobility 2035: The Metropolitan Transportation Plan for North Central Texas

Texas

Module: System Planning (INVEST Version 1.0)

Criterion: [SP-01 Integrated Planning: Economic Development and Land Use](#) (1-15 points)

Lead Agency: North Central Texas Council of Governments (NCTCOG)

Link: www.nctcog.org

Sources: To review the sources for criterion examples, including Case Studies, please refer to the Resources tab of www.sustainablehighways.org.

Description: NCTCOG serves as the council of governments for a 16-county region centered on Dallas and Fort Worth. NCTCOG, one of the agencies that pilot tested INVEST, assessed its adopted long-range transportation plan (LRTP), Mobility 2035, using INVEST's System Planning module. NCTCOG, scored well on the SP-01 criterion, but found through the INVEST self-evaluation that there was room for enhancing their work in this area in such a way that would both improve sustainability outcomes, and help the agency take more credit for the good work it was already doing.

Scoring Details:

Develop and Adopt Goals and Objectives (2/2)

NCTCOG gained both points available. NCTCOG's policy board adopted policies on how to prioritize sustainable development projects, as outlined in the LRTP. This includes policies for utilizing existing system capacity, improving rail mobility, promoting mixed use development, and improving access management.

Engage Partner Agencies (3/3)

NCTCOG scored all three points in this area as it works closely with the full range of partners in the area, including local governments, counties, the Texas Department of Transportation, and area transit agencies. It also utilizes institutional mechanisms such as the Bicycle and Pedestrian Advisory Committee to facilitate engagement, as specified in the criteria.

Use Best Practice Quantitative Methods (1/2)

NCTCOG gained partial points for using best practice quantitative methods. NCTCOG uses a best-practice transportation model (Dallas-Fort Worth Regional Travel Model) to analyze and evaluate the performance of alternative land use/transportation policies and scenarios. They also use an integrated land use model called G-LUM (Gravity Land Use Model), though it is not considered a best-practice model.

Provide Leadership (2/2)

To support scoring two points, NCTCOG cited its robust Sustainable Development Funding Program, through which it has allocated over \$120 million in funding through three calls for projects in 2001, 2006, and 2011.

Demonstrate Sustainable Outcomes (0/6)

NCTCOG did not score points on this criterion. For future improvement, NCTCOG plans to focus on this final sub-criterion, which offers six points for developing sustainability performance metrics, tracking these metrics, and demonstrating achievement.

Sustainability Improvements: NCTCOG realized that they were doing a lot of things in this area, but that it would be to their advantage to better document and measure outcomes. As NCTCOG begins work on their next LRTP, they plan to focus on developing sustainability performance measures. As the agency has allocated millions of dollars through sustainability-related programs, NCTCOG aims to quantify the benefit of these programs at meeting sustainability and mobility goals, such as air quality and reduced congestion.

NCTCOG plans to conduct work in four phases:

