



Lead Applicant

North Central Texas Council of Governments (NCTCOG)

Submission Date

October 06, 2011

Abstract

Project Name

North Central Texas Sustainable Communities Regional Planning & Implementation:
"Creating a Sustainable Dallas-Fort (DFW) Worth Region"

Lead Applicant

The North Central Texas Council of Governments (NCTCOG)

Point of Contact

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Population Level

Large Metropolitan Region (500,000 or more within the proposed geographic area)

Category of Application

II, Detailed Execution Plans and Programs

Total Budget:

\$6,800,000 (HUD \$5,000,000 with a \$1,800,000 match)

Locations Included as Part of the Consortium

Cities: Dallas, Arlington, Fort Worth, Irving, Mansfield, McKinney, and Plano

Counties: Dallas and Tarrant

Metropolitan Planning Area of the MPO: Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant, and Wise

Eligible Geography: Jurisdiction of a single MPO (Metropolitan Planning Area – MPA)

Congressional Districts Covered

TX-003: Sam Johnson, TX-004: Ralph M. Hall, TX-005: Jeb Hensarling, TX-006: Joe Barton

TX-012: Kay Granger, TX-017: Bill Flores, TX-024: Kenny Marchant, TX-026: Michael C. Burgess

TX-030: Eddie Bernice Johnson, TX-032: Pete Sessions

The **North Central Texas Sustainability Consortium** (Consortium) is comprised of local governments and other vital regional stakeholders in North Central Texas. The Consortium respectfully submits a program, defined through a series of projects, to the U.S. Department of Housing and Urban Development's (HUD), Sustainable Communities Regional Planning Grant. The Consortium believes that these projects are vital to the sustainability and economic viability of the region. The work of the Consortium takes as its starting point two significant Regional Plans for Sustainable Development: Mobility 2035: the Metropolitan Transportation Plan for North Central Texas (Mobility 2035) developed by the North Central Texas Council of Governments' (NCTCOG) Transportation Department, the Metropolitan Planning Organization for the 12-county Metropolitan Planning Area (MPA) of the North Central Texas region.

The North Texas 2050 report, developed by the Vision North Texas (VNT) group. VNT is a broad-based private-public partnership, headed by the Charter Sponsors of the Urban Land Institute, NCTCOG, and the University of Texas at Arlington. Vision North Texas is extensively involved in community participation, outreach, and visioning for a more sustainable North Central Texas.

The Consortium will be comprised of the following members:

- **North Central Texas Council of Governments (NCTCOG) – Lead Applicant**
Departments: Transportation (Manager) - Metropolitan Planning Organization (MPO), Research and Information Services (RIS), and Environment & Development (E&D)
- **Municipalities**
Dallas (largest city), Arlington, Fort Worth, Irving, Mansfield, McKinney, & Plano
- **Counties**
Dallas & Tarrant County
- **Transit Agencies**
Dallas Area Rapid Transit (DART) & Fort Worth Transportation Authority (the-T)
- **Institution of Higher Learning**
University of Texas at Arlington (UTA)
- **Non-Profits**
The Urban Land Institute, North Texas Housing Coalition (NTHC), and Workforce Solutions for North Central Texas

Other integrated stakeholders in the coordination, development, and implementation of projects consist of:

- Dallas Independent School District
- DFW Health Coaches
- Vision North Texas (VNT)
- Metroplan — the Metropolitan Planning Organization for Little Rock, AR
NCTCOG and Metroplan have an exceptionally efficient partnership developed through a previous “interstate alliance.”

The North Central Texas Sustainability Consortium is submitting the “*Creating a Sustainable DFW Region*” Program under Category II to fund initiatives that will develop programs, projects, performance measures, and tools that can be replicated throughout the region and adopted for unique local jurisdictional needs. The Program will also develop several site-specific demonstration projects. The Program is based on promoting economy, diversity, equity, and quality of life through silo busting activities with a variety of stakeholders from perspective sensitive to needs of communities that are urban, suburban, and rural in nature. Projects will promote regional cooperation to combine resources and work holistically with a host of professional disciplines such as; housing, environmental, transportation, economic development, workforce development, education, energy, and health. Projects combine action tools and implementation strategies from the Regional Sustainability Plans which complement each other with the vision they provide. Projects are focused on the following four key concepts:

Balance—Housing/job balance; efficient housing and transportation investments in various types of transportation corridors

Partnerships—Coordination and resource sharing between states/regions for performance measures and sustainable development infrastructure programs; NCTCOG region (TX) and Little Rock region (AR)

Connectivity—Institutional silo busting; bringing disciplines and stakeholders together and developing tools and resources for the greater good

Urban Design—Addressing the school issue head on: changing development patterns and increasing coordination supported by new partnerships among municipalities and Independent School Districts

The NCTS Consortium is requesting funding of just under \$5 million from the Sustainable Communities Regional Planning Grant program and is providing a 36% match of in-kind local funds and will be leveraging additional federal funds and related activities.



Rating Factor 1:

Capacity of the Applicant and Relevant Organizational Experience

A. Organizational Capacity and Qualification (8 points)

- Organization and Function

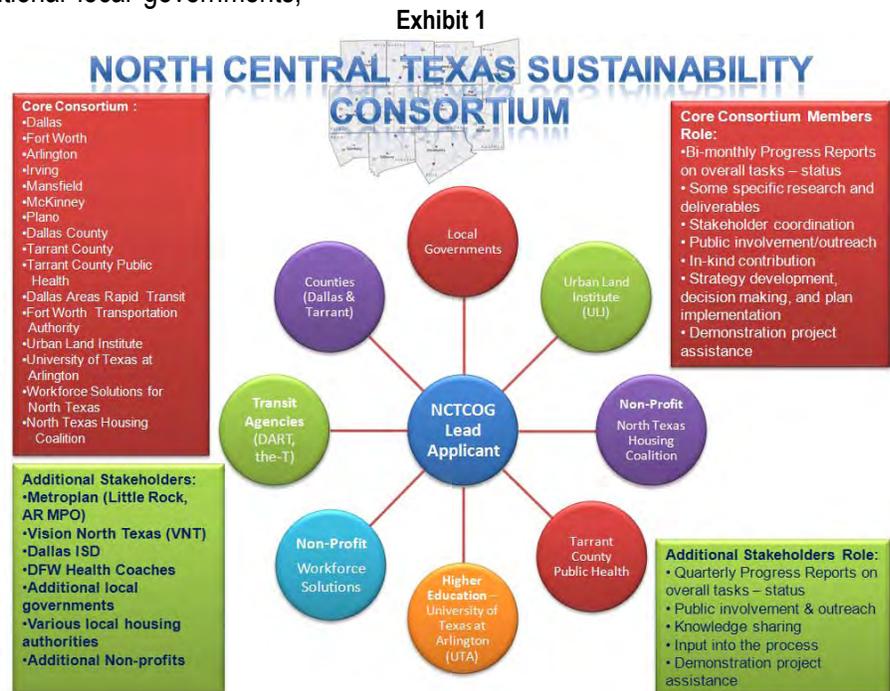
The North Central Texas Council of Governments (NCTCOG) will serve as the lead agency in the **North Central Texas Sustainability (NCTS) Consortium** and is submitting an application to the U.S. Department of Housing and Urban Development's (HUD), Sustainable Communities Regional Planning Grant on behalf of the consortium and various project stakeholders.

The Consortium will be made up of: local governments, counties, transit agencies, an institution of higher learning, a public health agency, non-profits closely related to Regional Housing and Workforce Development, and the Urban Land Institute (ULI). **Additional Stakeholders will be** included in the coordination, development, and implementation of projects and include the Little Rock, Arkansas Metropolitan Planning Agency (MPO) - Metroplan, the regional Vision North Texas organization, the Dallas Independent School District and other ISD's, the DFW Health Coaches, and additional local governments, non-profits, and various housing authorities identified during site specific demonstration projects.

The Consortium and stakeholders will oversee the development and implementation of broad overarching programs and tools that will be developed to support numerous communities. They will provide more directed input for location specific work. They will provide their networks of contacts and experience in regional partners with various interest and community groups to ensure the right mix of players in the process.

The North Central Texas Council of Governments (NCTCOG), specifically the Metropolitan Planning Organization (Transportation Department) will take a leadership role in contracting, grant management, and compliance for the North Central Texas Sustainability Consortium. NCTCOG will subcontract with Consortium partners & consultants providing professional services. Responsibilities and Tasks of members are outlined in the Organizational Chart Provided.

Procedurally, coordination has already occurred to divide the grant funding among various consortium members and determine resource needs for implementation, though funding has been identified as a placeholder for additional non-profits and special interest



groups to be brought into the process and the Consortium would weigh in on the need related to the various projects and any identified outreach deficiency.

The Consortium will coordinate on the prioritization of **Regional Goals** that have been adopted and endorsed by many of their agencies through the Long Range Transportation Plan Mobility 2035 and the Vision North Texas – North Texas 2050 report. Many of those identified goals are being implemented through the projects proposed in this funding request. The Consortium will be used for decision making & consensus related to overarching funding, project delivery, schedule, etc.. Questions on demonstration projects would be coordinated with focus area stakeholders and lead cities.

-Capacity and Relevant Experience/Support of the Project: The agencies and groups represented in the proposed North Central Texas Sustainability Consortium represent a diverse mix of organizations that will bring varying perspectives and experience to the implementation of projects.

The North Central Texas Council of Government (NCTCOG) serves as a regional planning agency in the Dallas- Fort Worth Metroplex that assists local governments in planning for common needs, cooperating for mutual benefit, and coordinating for sound regional development. NCTCOG also serves as the federally designated Metropolitan Planning Organization (MPO) for Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant, and Wise Counties. The NCTCOG region serves over 6.5 million people and has over 230 member governments including 16 counties, numerous cities, school districts, and special districts.

NCTCOG has a number of programs and initiatives that address the growing needs of the DFW area developed through land use, demographic, housing, employment, and air quality analyses. ***Developing sustainable opportunities is important to an area ranked third in population growth between 1990 and 2000 adding over one million persons, and is the fourth largest metropolitan area in the United States.*** NCTCOG also has extensive experience in grants management, procurement and compliance establishing the capacity NCTCOG possesses to serve as fiscal administrator of

the grant. The current annual budget of the NCTCOG Transportation Improvement Program (TIP) is estimated at more than two billion dollars, composed of federal, state, and various local funding sources. For Fiscal Year 2009-2010, the North Central Texas Council of Governments managed a combination of local, state, and federal funds of approximately \$241.5 million dollars comprised of 11 federal agencies and 15 state agencies.

The NCTCOG has a history of managing large-scale projects that engage a variety of stakeholders including local jurisdictions, state and federal agencies, and a number of representatives from the public and private sectors. NCTCOG has a proven track record of execution of these projects that produce tangible results and outcomes. One such example is the recent development of the Long Range Transportation Plan, Mobility 2035. Over a year of outreach, public involvement, and meetings were had with communities, local governments, and stakeholders to create the vision for the long range plan that was successfully adopted by the Regional Transportation Council (RTC) in early 2011 and approved by the Federal Highway Administration during the summer of 2011.

NCTCOG's support of the project, outside of grant management would include providing staff to organize outreach and coordination and oversee project development. NCTCOG staff would be developing certain tools that can be shared throughout the region, and overseeing any consultants or agencies performing various tasks and analysis.

Consortium member – DFW Regions largest City

The **City of Dallas** is the ninth-largest city in the United States and the third largest city in Texas with a population estimated near 1.2 million. Dallas is the Southwest's leading business and financial center, and boasts the largest wholesale market in the world. Dallas employs a variety of innovative comprehensive and strategic planning initiatives aimed at improving quality of life for its residents. The City's *forwardDallas! Comprehensive Plan*, the *Trinity River Corridor Land Use Plan*, and the *Strategic Engagement Plan* were developed using comprehensive land development and infrastructure plans which advance citywide land use and economic policy initiatives. A main component of comprehensive planning focuses on identification of trans-

portation-related infrastructure needed to support economic development. The City successfully adopted the 2011 Dallas Bike Plan which is a comprehensive plan of on- and off-street bicycle facilities with connections to major City destinations and developments.

Other Consortium Local Government Members

The **City of Arlington** is the third largest municipality in the DFW metropolitan area, and seventh largest city in the state of Texas. Arlington is home to several of the most popular entertainment destinations in DFW including the Texas Rangers' Ballpark, Cowboys Stadium, and the theme parks Six Flags Over Texas and Hurricane Harbor drawing more than 6 million visitors to the City each year. The City employs a variety of programs that provide strategic direction for the City including comprehensive planning, transportation and land use development, economic development and workforce solutions. The City of Arlington will provide a unique perspective as a City that grapples with distinctive challenges.

As the second largest City in the DFW metropolitan area, and the fifth largest city in Texas, the **City of Fort Worth** serves as a cultural gateway into the American West. The City has undertaken various sustainable growth planning initiatives, and has a proven track record of successful implementation, including award winning developments such as Montgomery Plaza, West Seventh Street, and Sundance Square. Fort Worth also has experience developing comprehensive planning efforts and will be as asset to the planning project team.

The **City of Irving** is a key regional partner that has long been committed to improving affordable housing options, integrating land use into transportation, and engaging a variety of stakeholders in comprehensive planning efforts. Irving is also a community with aging infrastructure and revitalization needs that has taken on planning challenges of repurposing the former Cowboy Stadium site and the congested highway 183 Corridor.

The **City of Mansfield** is developing from a rural, farming community to a bustling suburban city of more than 50,000 people. Despite the explosive growth this city has seen in recent years, Mansfield has maintained a vibrant atmosphere due in part to its economic development and comprehensive planning initiatives, yet faces

the challenges associated with high speed expansion.

Just thirty miles north of Dallas, the **City of McKinney** is one of the fastest-growing cities in the nation. McKinney will bring a many strengths to the project including the ability to understand the needs of diverse communities in a more suburban setting and the initial push towards stronger municipality and Independent School District (ISD) coordination in the region.

The **City of Plano** is the ninth largest city in the state of Texas and home to many corporate headquarters fostering a unique sense of community. In 2005, Plano was designated the best place to live in the Western United States by *CNN Money* magazine. It was also selected as the safest city to live in America with a population greater than 250,000 in 2010 by *Forbes* magazine. Plano will offer a distinct perspective to the project as a City that can offer insight on various economic development and comprehensive planning strategies.

Each local government will support the project through the development of broad regional tools and specific demonstration projects within their jurisdictions. They will assist with data collection and public outreach. Nearly all are providing in-kind match to the project.

Dallas County is the ninth most populous county in the United States and the second largest county in Texas with a population of over two million. Over fifty-percent of the population is identified as minority, and thirteen percent of the population is below the poverty line. Dallas County addressed these issues through a variety of programs aimed at economic development, community development, and fair housing. The County also undertakes special projects, analyzes population/economic data, and administers miscellaneous planning activities including outreach to low income and under-represented persons, facilitating focus groups and planning charettes, and conducting county-wide surveys. The County's ongoing success of implementation enables them to offer valuable insights and be an asset to the project team.

As the sixteenth most populous county in the United States and the third largest county in Texas with a population of over 1.8 million, **Tarrant County** is home

to a diverse spectrum of businesses and lifestyles. Much of Tarrant County's current development focus centers on the resurgence in business relocations and expansions, retail development and new housing construction. The County has established Community Development, Housing Assistance, and Transportation services which position them to play an integral role in the project team. *The two largest counties in the region will provide guidance and oversight to the overall implementation of grant tasks. They will assist with data collection and public outreach.*

Institution of Higher Learning

The **University of Texas at Arlington (UTA)** is the fifth largest university in Texas with nearly 34,000 students enrolled. Research activity at the University has nearly tripled to more than sixty-three million dollars over the past six years. The Schools of Engineering, Architecture, and Urban Affairs will assist in the project providing a range of expertise in economic development, infrastructure, civil engineering, and urban design. UTA will lead various efforts related to data collection and research.

Non-Profit Agencies

The **Urban Land Institute (ULI)** is the preeminent, multidisciplinary real estate forum. ULI facilitates an open exchange of ideas, information, and experience among local, national, and international industry leaders and policy makers dedicated to creating better places. ULI's research anticipates emerging land use trends and issues and proposes creative solutions that focus on the basics of retail and destination development, office and industrial development, and transportation. ULI's expertise in land use, transportation, and development will be a key asset to the project and they will provide training to stakeholders and the public on the tools being developed throughout the process.

The **North Texas Housing Coalition (NTHC)** is a non-profit organization made up of over 300 organizations and individuals united by the desire to improve and increase affordable housing in the North Texas region. NTHC provides leadership, guidance and education to both the public and private sectors on how housing affects issues such as healthcare, transportation, education and crime. NTHC will provide experience and expertise in the realm of housing and its effects on plan-

ning and development.

Workforce Solutions for North Central Texas provides leadership to an extensive network of Workforce Centers and service providers who are dedicated to assisting employers in finding the right employee. Their service area includes 14 counties, over 2.3 million residents, 47,000 businesses and over 1.2 million workers. They bring support to the projects through coordination with various employment centers and the identification of job sector growth opportunities, a topic very relevant to the coordination between housing, transportation, and the environment.

Regional Transportation Providers

The Dallas based transit agency, **Dallas Area Rapid Transit (DART)** operates buses, light rail, commuter rail, and high-occupancy vehicle lanes in Dallas and twelve of its suburbs. DART is the largest light rail operator in the United States with seventy-two miles of track including the Red Line, the Blue Line and the Green Line. DART's light rail system has a daily ridership of 57,700 average trips per weekday. DART partners with the Fort Worth Transportation Authority in the operation of the Trinity Railway Express (TRE), which offers commuter rail service from downtown Dallas to DFW Airport and downtown Fort Worth. DART will play a key role in assessing multimodal connection and accessibility opportunities taking into account the unique needs of the eastern side of the North Central Texas region.

The **Fort Worth Transportation Authority (FWTA)** is the operator of the bus system in Fort Worth and Richland Hills, TX. FWTA's operations involve 36 bus routes within the service area which run through downtown Fort Worth. FWTA also operates a vanpool/ carpool service and the Mobility Impaired Transportation Service (MITS), which offers door-to-door transportation. FWTA will play a key role in assessing multimodal connection and accessibility opportunities taking into account the diverse needs of the western side of the North Central Texas region.

Public Health Organization

Tarrant County Public Health (TCPH) is a valuable local resource providing services to all Tarrant County residents aimed at promoting, achieving and maintaining a healthy standard of living. With a client base and scope of services as diverse as the county's popula-

tion, a dedicated staff of more than 350 public health professionals and annual funding resources totaling approximately \$36 million. They will provide assistance for projects aimed at breaking down silos and coordinating healthy communities, safety, access to food and other health initiatives.

Additional Stakeholders

Metroplan acts as the voice of regionalism for the central Arkansas metropolitan area serving as the Metropolitan Planning Organization (MPO) and the Council of Governments (COG) for more than twenty-five local municipalities. Metroplan's MPO has coordinated a Memorandum of Understanding (MOU) with the NCTCOG MPO to support each other in information sharing and coordination of ideas and programs. Metroplan and NCTCOG will continue this commitment through an "Interstate Alliance" as NCTCOG assist Metroplan in the next level of implementation and prioritization of transportation funding for the construction of infrastructure to support sustainable communities. Metroplan will likewise share information on their school-ride share program to assist with DFW launching a similarly successful endeavor.

The **Dallas Independent School District (DISD)** is the second largest school district in Texas and the fourteenth largest in the United States with 230 schools and a diverse population of more than 157,000 students. DISD covers 312.6 square miles, and serves sixteen cities. Over eighty percent of students represent minority populations. DISD plays a key role as a project sponsor offering expertise in issues regarding school siting, school accessibility, community, and economic development. Coordination efforts between DISD and the City of Dallas will be catalytic in reshaping how multiple cities and ISD's break down barriers in our region.

The **Vision North Texas (VNT)** coalition will be integral in achieving success and is providing their extensive network and experience of stakeholder involvement. VNT is a private-public partnership, headed by the Charter Sponsors the ULI, NCTCOG, and UTA. This group is increasing public awareness about important regional issues that affect mobility, air quality, water supply and other economic and environmental resources. It brings diverse populations together to serve as a forum for discussion, education, research, and decision making regarding various actions that affect a better future. VNT has lead region wide visioning exer-

cises over several years and developed the North Texas 2050 report that provides direction of where and how residents and communities want to grow. The report recommends various action tools be developed to further these goals and the projects proposed in the grant application incorporate those ideas and more. The three charter sponsors of VNT are consortium members and will ensure cohesiveness in project coordination and sharing of resources.

Workforce Solutions Greater Dallas and Workforce Solutions for Tarrant County administer a broad range of programs to address local workforce issues with business-directed objectives, including job training, workplace education, child care and educational initiatives to provide the necessary support respectively for citizens of Greater Dallas and Tarrant County to be successful at work. They will add to the conversation and work lead by the Workforce Solutions for North Central Texas.

The **DFW Health Coaches** which collaborate on efforts of regional significance in order to promote and create health and wellness in the DFW area and will bring a diverse group of stakeholders to the project.

Additional local governments, non-profits, and housing authorities

The program will be structured to allow additional participation from other jurisdictions that make up the 230 municipalities in the region. They will be involved in stakeholder outreach to provide input into the planning and project development process. Additionally as the consortium moves forward with implementation, additional local area non-profits that are identified as integral to project success will be included. The North Texas Housing Coalition (NTHC) and NCTCOG will host coordination events between agencies such as the **Arlington Housing Authority (A.H.A.)**, the **Dallas Housing Authority**, the **Fort Worth Housing Authority**, the **McKinney Housing Authority**, and the **Tarrant County Housing Assistance Office**. Finally the consortium as already identified a need to reach out to the **North Texas Food Bank** which addresses the critical issue of hunger in the North Texas and provides foods and grocery products for distribution through a network of charitable organizations dedicated to feeding the hungry in thirteen North Texas Counties.

-Experience in Outreach Activities (Low Income

Persons, minorities, limited English, and persons with disabilities) .

The North Central Texas Area is a diverse region with citizens from all walks of life. There is wide mix of income levels, ethnicities, and local interest in how government is involved in each resident's daily lives. The North Central Texas Council of Governments (NCTCOG) engages in monthly outreach meetings on average one cycle of meetings a month, eight months out of the year and each cycle will include three meetings focusing on east, west, and central locations of a region that is 9,750 square miles. NCTCOG currently has a plan in place that is proactive, provides timely public notice, full public access to key decisions, and opportunities for early and continuing involvement for the public. NCTCOG is committed to incorporating Environmental Justice elements and Title VI considerations into its Public Participation outreach. During the public participation process, populations that have been traditionally underserved by existing infrastructure systems, including but not limited to low-income and minority households, are sought out and their needs considered.

As public involvement is carried out, special consideration is given to ensure all residents have reasonable access to information and opportunities to give input. Demographic data is analyzed to identify communities of concern that can be used for public meeting location and outreach event selection as well as identification of need for more targeted or diverse outreach efforts. NCTCOG annually publishes a report outlining how Environmental Justice concerns are addressed. Additionally a Language Assistance Plan (LAP) has been developed on how NCTCOG can make information available to limited English proficient (LEP) persons. Being a region with such a large Hispanic population and to ensure success with our most frequent LEP group all public meeting notices are sent to select newspapers to ensure regional coverage and translated notices are sent to Spanish periodicals. Notification is also sent to local libraries, city halls, county court houses, chambers of commerce (including minority chambers), and the Texas Register. NCTCOG ensures that special accommodations due to a disability or for language translation are available at each meeting. Consortium members also have resources and experience in reaching out to various underrepresented popu-

lations.

B. Capability and Qualification of Key Personnel (4 points):

The individual NCTCOG staff who will be responsible for implementation of funds awarded from this application have the necessary relevant experience in administering grants of a similar scope and nature as this request. It is anticipated that NCTCOG will procure consultants with expertise in planning and engineering to conduct a handful of the proposed tasks. The description below provides for the Overall Project Director and Day-to Day Project manager. All other bios are included in **Appendix 1**.

Natalie Bettger, Senior Program Manager - Natalie Bettger is a Senior Program Manager for NCTCOG. Natalie joined NCTCOG in 1999 and is currently the manager of the Congestion Management and System Operations Program Area. This area includes congestion management, safety, security, sustainable development, website development and computer services for North Central Texas Council of Governments. Natalie received her Master's Degree in Urban Planning from the University of Akron and a Bachelor's Degree in Geography from Northwest Missouri State University. **Natalie will serve as the Overall Project Director** and is familiar with large and complex planning activities. Natalie has lead coordination and development of the Regional Congestion Management Plan and has lead teams of staff members in developing portions of the Mobility 2035 Plan. She and her staff have been primary contributors to the Vision North Texas 2050 Plan.

Karla Weaver, AICP, Program Manager- Karla Weaver, AICP is a Program Manager with the NCTCOG. Karla joined NCTCOG in 2006 and is currently managing the Sustainable Development Program which is responsible programs that include: transit-oriented development (TOD) planning, an EPA revolving loan fund brownfield cleanup program, bicycle and pedestrian programs, alternative futures demographic scenarios, land use planning, and general funding and oversight of sustainable projects. Karla received her Master's Degree in Public Administration from Florida State University, as well as a Masters in Urban and Regional Planning with an emphasis on Land Use and Growth Management. **Karla will be the day-to-day program manager for this project** and is well versed

in the coordination of complex projects. Karla was also heavily involved in the development of the Regional Planning documents referenced above. She has also led several interdisciplinary studies while at COG, directing staff and consultants at examining topics from corridor redevelopment to intermodal freight/infrastructure/housing/economic development and growth scenarios for South Dallas which involved multiple jurisdictions and stakeholders in an area of the DFW with one of the largest low-income, predominantly African American Communities.

C. Capacity to Address Economic and Social Disparities (3 points): During the last decade (2000 to 2010), the 12-county Metropolitan Planning Area’s total population increased by 23 percent. At the same time, the minority population increased by 52 percent, of which the Hispanic population grew by 59 percent. The DFW region is demographically diverse with a total minority population of approximately 48 percent. According to 2007-2009 American Community Survey results, the largest Limited English Proficiency (LEP) group in North Central Texas was Spanish speaking individuals at 23 percent of the region’s total population.

The lead applicant, NCTCOG is committed to providing an equitable infrastructure system for all residents. Throughout the development of the long range transportation plan, Mobility 2035, nondiscrimination and environmental justice principles were incorporated so that no person is excluded from participation in, denied benefits of, or discriminated against in planning efforts. NCTCOG seeks to understand the impacts of programs and activities on the region and environmental justice populations through outreach and analysis efforts.

Analysis of economic and social disparities, community engagement and strategy development to address these disparities: Under federal law, the NCTCOG incorporates environmental justice into all policies, programs, and project activities. The three fundamental principles at the core of the NCTCOG’s environmental justice program are to:

- Avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority and low-income populations.
- Ensure the full and fair participation by all potentially affected communities in the decision-making process.

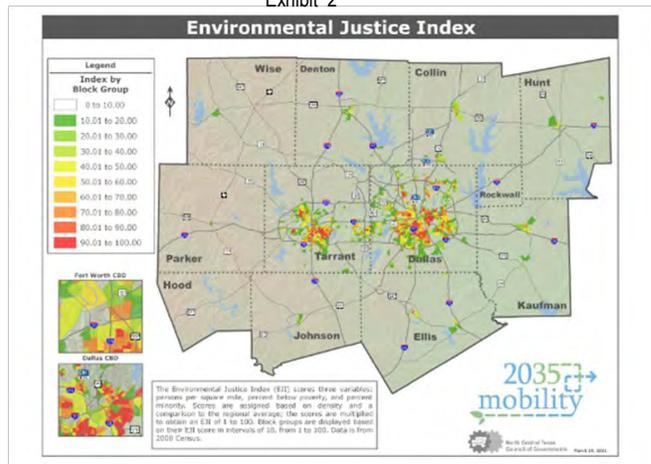
- Prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

NCTCOG seeks, at a minimum, to meet all state and federal regulations relating to nondiscrimination; however, it is the goal of the agency to go above and beyond basic requirements to engage in planning & project implementation that is beneficial to all residents of the region.

Integrating Nondiscrimination Principles into the Planning Process: Nondiscrimination is an integral concern during the planning and project development process. NCTCOG strives to address the needs of protected populations and assess the impacts of activities throughout the span of a project from planning to implementation. Previous outreach efforts and analyses serve as the foundation of NCTCOG’s decision-making process and guide further evaluations that address a multitude of social, environmental, and economic issues related to planning.

The NCTCOG promotes funding and implementation of projects to serve environmental justice areas and communities. The **Environmental Justice Index (EJI)** is used by NCTCOG and low-income and minority population status is aggregated and analyzed together in an effort to examine the effects of recommendations of the Regional Plan on the protected population as a whole. The EJI has been refined to reflect the demographic and development patterns of the North Central Texas region. Three variables, including percent below poverty, percent minority, and persons per square mile, are used to identify block groups with dense minority and low-income populations. The map below shows the Environmental Justice Index for the 12-County region.

Exhibit 2





Rating Factor 2:

Needs/Extent of the Problem (10 points)

A. Rating Factor 2 Form (4 points): Rating Factor 2 including the quantitative and qualitative data for the ten variables specified is attached to this proposal.

B. Narrative Statement of Need (5 points):

In 2010, the 12-county Dallas-Fort Worth Metropolitan Planning Area (MPA) had a population of approximately 6.5 million. By the year 2035, these same 12 counties are forecasted to grow to 9.8 million residents. This growth represents a 50 percent increase in the population of North Central Texas over the next 25 years. As shown by the North Texas 2050, if the continuation of current growth trends (Business-As-Usual) were to continue, the Dallas-Fort Worth region would experience a serious decline in our quality of life. Minority and disadvantaged residents would be at higher risk of problems related to traffic congestion, housing affordability, job availability, air quality, and other issues.

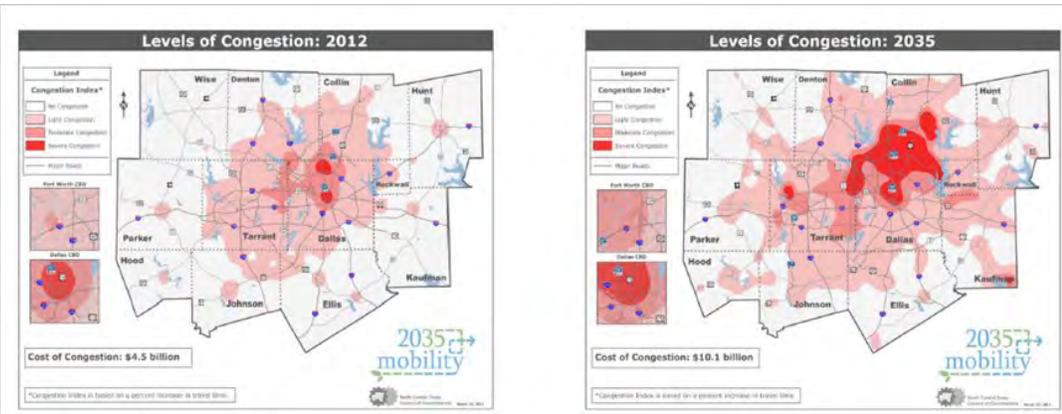
Mobility 2035, the Regional Transportation Plan for the Dallas Fort Worth Region, shows that congestion would increase markedly over the next 25 years, with 45 percent more hours lost to travel delay, and the cost of congestion would be \$10.5 in 2035. The DFW region was classified as an 8-hour ozone nonattain-

ment area and this pattern of increase in traffic congestion would make air quality attainment more challenging. Exhibit 3 shows the increase in congestion in the DFW region by 2035.

The growth projections in the North Texas 2050 Plan based on the current trends would put more than 50 percent of all new homes in the rural watersheds of the major drinking water supply lakes in the region. This residential growth will consume 900,000 acres of agricultural land, as well as substantial areas of natural habitat. Impervious surface area in the region would double (buildings and pavement), increasing runoff and affecting water quality in streams, severity of floods and temperatures experienced by people in the region's urban areas. In 2050, existing water supplies are not sufficient to meet the needs of this urban area and North Texans will need 21 percent more electricity production capacity than is currently available.

Due to the availability of land at relatively lower costs in the outer ring suburban areas current growth is focused on the newer, outlying urban areas supported by better quality school system and newer infrastructure. Minority and underserved populations which are principally located in this inner core of Dallas and Tarrant Counties, as shown on the Environmental Justice area map (Exhibit 2), are most impacted due to lower quality school system, older infrastructure and amenities. The

Exhibit 3



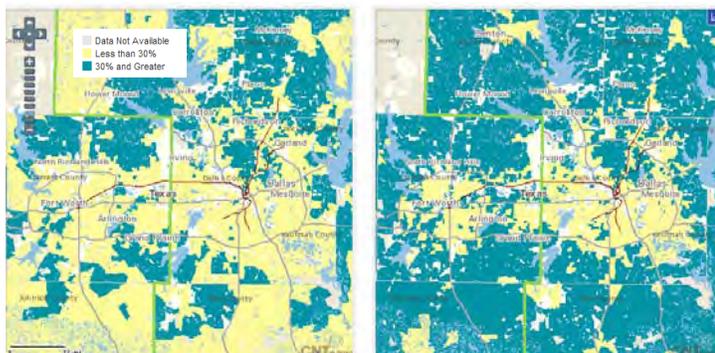
total minority population in the DFW region is approximately 48 percent and the minority population increased by 52 percent in the past decade. The dissimilarity index (which can serve as a measure of inequality) be-

tween Whites and all Minorities is 32.7 region wide and approaching 60 in the two most urbanized counties, meaning there are significant socioeconomic inequalities in the region. About 39 percent of enrollment in grades K-12 in the region qualify for free lunch eligibility. The number of subsidized housing units for economically disadvantaged citizens within 2 miles of the region's five largest employers is just 3 percent. Low birth weight, which is an indicator of socioeconomic marginalization among minorities, is 3 out of 10 in Tarrant County. About one of every five residents of the region is foreign-born, and 12 percent of all residents are at or below the poverty level. Several of our proposed HUD work elements are specifically directed at improved housing, employment, school and transportation opportunities for area residents, with many targeted towards traditionally marginalized populations.

In summary there are considerable environmental, economic, and social barriers in place that ultimately affect the people of this region, now and into the future. With the help of HUD and the Sustainable Communities Regional Planning Grant, the North Central Texas Sustainability Consortium can continue its regional planning effort and implement the recommendations found in North Texas 2050 and Mobility 2035 regional plans.

Need-Housing/Job Balance: The current housing and employment growth patterns in the DFW region do not offer adequate affordable housing and transportation choices and residents of this region are under severe cost burden. According to the Center for Neighborhood Transportation, the cost burden figures show that the residents of the Dallas region spend 33 percent of household income on housing expenses and 57 percent of household income on housing and transportation expenses. These figures are 32 and 59 percent, respectively, for the Fort Worth-Arlington region in 2000 (**Exhibit 4**).

Exhibit 4: Housing Transportation Index-Dallas Fort Worth Region



Need-Coordination between States/Regions: The NCTCOG's Sustainable Development Funding Program conducted three calls for projects in 2001, 2006, and 2010 to fund sustainable Infrastructure, Landbanking, and Planning projects and approximately \$124 million was awarded to date for over 80 projects. The Little Rock's MPO has identified several catalyst projects that promote land use transportation coordination and is planning to create and implement a similar program and has expressed a strong need for capacity building to learn from the experiences in the NCTCOG region.

Need-Institutional Silo Busting: The NCTCOG has over 230 member governments including 16 counties, numerous cities, school districts, and special districts. Many local governments have comprehensive plans and strive to meet their growth and development vision. Also, each county, city, school district in the region have their strategic plans based on the specific work area such as housing, transportation, workforce, energy, food, development, etc. There is strong need for a collaborative institutional structure and implementation program that can dissolve "silos" at policy, organizational, and implementation levels is a key goal of the Livability Initiative.

Need-Addressing the School Issues: RPSDs have identified a critical need for neighborhood schools located in the centers of communities or along well connected street networks, with bike and pedestrian connections to reduce peak hour traffic congestion, improve air quality, and health of children. Lack of adequate quality and affordable housing for lower income and working group families in inner-city areas near public, charter, and magnet schools exacerbates the disconnect between transportation, neighborhoods, and schools, while the faster growing suburban cities and Independent School Districts (ISD) face problems related to lack of land availability, higher prices of land, and lack of adequate infrastructure and planning for future school development. A sizeable portion of enrolled students in our schools (39 percent) qualify for special programs such as free school lunch. On average, 14.3 percent of low income people live more than a mile from a grocery store.

C. Area of Severe Economic Distress (1 point).
 (1) *Experiencing a poverty rate exceeding 12.5 percent:* The Dallas-Fort Worth Region meets this criteria; the 2009 rate for Dallas-Fort Worth-Arlington, TX was 14.5 percent. (source: Brookings Institution). The DFW region does not meet the other 2 factors.



Rating Factor 3:

Soundness of Approach (50 points)

(1) General Description of Proposed Execution Plan and Programs for RPSD (8pts):

A. Contents of the Regional Plans or Visions and how proposed projects further and complete:

RPSD - North Texas 2050

North Texas 2050 is a Regional Plan for Sustainable Development (RPSD) for the Dallas-Fort Worth Region released in March 2010 through a five-year long Vision North Texas regional visioning process (**Exhibit 1**). The **North Texas 2050** document describes the preferred future envisioned by Vision North Texas participants. It is the result of collaboration of experts in many professional fields, input of interested residents and direction from regional leaders.

North Texas 2050 identifies five policy areas (natural, rural, separate community, outer tier and inner tier), and two types of important centers (employment centers and mixed use centers) as focal points for the region and its communities. This physical development pattern is served by an investment framework that integrates eight areas of investment – regional ecosystem, community character and form, economy, housing, mobility, climate resilience, education and health. A set of policy recommendations addresses the role of this investment framework throughout the region and in each policy area and type of center. North Texas 2050 also includes a detailed Action Package that identifies the tools and techniques needed for action to achieve this vision. Please refer to Attachments for the details on this RPSD.

RPSD - Mobility 2035: The Metropolitan Transportation Plan for North Central Texas

The Metropolitan Transportation Plan (MTP), Mobility 2035 is aimed at identifying policies, programs, and projects for development that respond to adopted goals and to guide expenditures for state and federal funds over the next 25 years in the 12-county Dallas-Fort Worth Metropolitan Planning Area (MPA). Goals

define the purpose of Mobility 2035 and support and advance the development of a transportation system that contributes to the region’s mobility, quality of life, system sustainability, and continued project implementation. The Mobility 2035 Plan’s goals include **Mobility** to Improve the availability of transportation options for people and goods; **Quality of Life** to preserve and enhance the natural environment, improve air quality, and promote active lifestyles; **System Sustainability** to ensure adequate maintenance and enhance the safety and reliability of the existing transportation system; and **Implementation** to provide for timely project planning and implementation.

Proposed Program in HUD application: The North Central Texas Sustainability Consortium is proposing the following Execution Plan under the Category II to fund initiatives that will develop programs, projects, performance measures, and tools that can be replicated throughout the region and adopted for unique local jurisdictional needs. As shown in Exhibit 5, the Creating a Sustainable DFW Region program is based on promoting economy, diversity, equity, and quality of life through silo busting activities with a variety of stakeholders to promote regional cooperation to combine and work holistically with a host of professional disciplines such as; housing, environmental, transportation, economic development, workforce development, education, and health. Projects combine these action tools & implementation strategies from the Regional Sustainability Plans which complement each other with the Vision they provide and will range from an analysis of job/housing balance along various types of transportation corridors, to school siting programs involving municipalities and Independent School Districts. Projects will also include creating sustainability performance measures and including Little Rock region into a Sustainability Metrics Network. Work will refine and move towards implementation of the regional visions and

plans for Sustainable Development that have been created in the Dallas-Fort Worth Metroplex.

B. Gaps in RPSDs and the proposed Program addresses those gaps: The North Texas 2050 outlines long-term vision and includes action tools that are encouraged to be implemented by various partners but does not allocate funding or create catalytic projects for implementation. The proposed program includes specific implementation activities that will be completed in the immediate future of three-years and is requesting \$5 million of funds with 36 percent of matching funds from Consortium members to make those specific activities that will further the goals of RPSD’s happen. North Texas 2050 provides a concept diagram of a preferred scenario. The proposed project activities further the implementation of preferred scenario through the implementation activities shown in the work plan.

Mobility 2035 is a fiscally constrained regional transportation plan and does not include programs and projects related to non-transportation disciplines. The Sustainable Development & Active Transportation sections of the Mobility 2035 incorporate land use, transportation components and many associated facets, but does not fully address health, energy, water, and other components. The proposed project activities incorporate and also leverage funds from variety of work areas and disciplines such as housing, transportation, environment, economic development, education, food, water, energy, etc. which will be more fully incorporated.

C. Description on RPSDs and Proposed Program incorporating Livability Principles:

North Texas 2050: North Texas 2050 includes 12 guiding-principles that promote the following elements: Development Diversity, Efficient Growth, Pedestrian Design, Housing Choice, Developments around Activity Centers, Environmental Stewardship, Quality Places, Efficient Mobility Options, Resource Efficiency, Educational Opportunity, Healthy Communities, Implementation of guiding principles. **These guiding principles mirror HUD-DOT-EPA Interagency Partnerships’ six Livability Principles.**

RPSD-Mobility 2035

As shown in Exhibit 3, Mobility 2035 development process included key considerations to strategic transportation infrastructure investments though funding transit, HOV/managed lanes, freeway/toll

roads and arterials; and maximizing existing transportation system through infrastructure maintenance, management, and operation, projected growth and land use strategies. The impacts to system safety and security, environmental justice, environmental mitigation, and intermodal planning are additional aspects that were considered throughout the development of Mobility 2035. Overall Mobility 2035 Plan focuses on livability principles that have transportation components such as providing more transportation choices, value neighborhoods through bike and pedestrian connections, etc.

Mobility 2035 Sustainable Development Policies and Programs: Mobility 2035 supports the following sustainable development policies (Exhibit 4):

1. **Support mixed-use, infill, and transit-oriented developments** that utilize system capacity, reduce vehicle miles of travel, and improve air quality through improved rail mobility and access management;
2. **Promote livable communities** that offer safe, reliable, and economical transportation choices; contain equitable and affordable housing; and enhance economic competitiveness **which support the HUD-DOT-EPA Interagency Partnership Principles of Livability;**
3. **Plan and implement multimodal transportation options** that connect and compliment a variety of land uses while serving diverse demographic groups;
4. **Encourage sustainability through a cooperative process** of preservation, integration, and development of land which support healthy transitions between ranges of development possibilities from natural areas

Exhibit 5: Proposed Program – Creating a Sustainable DFW Region



to the urban core. Sustainable Development Chapter of Mobility 2035 incorporates and promotes the six Livability Principles from the perspective of improving land use transportation connections and promoting developments that decrease vehicle-miles travelled. Sustainable Development Funding Program funds transportation infrastructure, landbanking, and planning projects to implement those activities. The proposed program, Creating a Sustainable DFW Region, includes four projects and various outcomes and deliverables that are consistent with the goals of six “Livability Principles”. For more details on the tasks and deliverables, please refer to the Work Plan. The following description outlines the alignment of the proposed projects with the Livability Principles:

Provide more transportation choices- Projects included in the application will evaluate housing-job balance for efficient housing and transportation investments in selected transportation corridors. Projects will analyze and coordinate activities related to vehicle mile and emission reduction, traffic safety, and efficient transportation connections to schools. Other education and outreach efforts to promote: emissions reduction, consideration of alternative fuels, and electric vehicle supply equipment locations and delivery.

Promote equitable, affordable housing – Proposed projects will include coordination with HUD on updated Regional Comprehensive Housing Market Analysis of the broader Dallas-Arlington-Fort Worth Region that will contain an affordability component and can inform future Community Redevelopment Strategies and a Regional Workforce Strategy. Projects include planning and coordination efforts for inner-city, infill, and affordable housing developments connected to quality school locations. Silo Busting and Regional Partnership project

included in the application will coordinate with public housing authorities, affordable housing agencies, and various other disciplines such as transportation, economic development, workforce development, education, and health to improve connections between those activities and services.

Enhance economic competitiveness – Projects will evaluate income distribution of housing and employment along transportation corridors to review the need for certain employment sectors or housing options and coming development trends. The outcomes include creation of a Comprehensive Economic Development Strategy (CEDS) for the Dallas-Fort Worth region to improve the economic competitiveness of the region and to be a model for the Region to implement housing/job balance development.

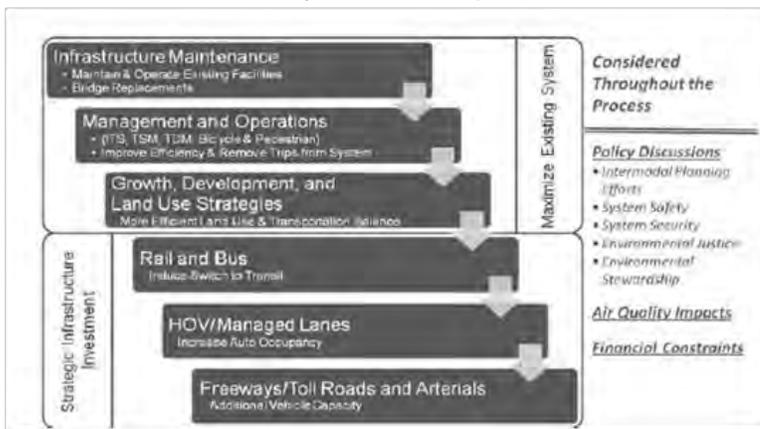
Support existing communities – Proposed projects will identify safety issues and disconnect between location choice of schools and transportation connections. Project will create program for tax incentives for infill development and/or green housing options. Projects will reach out to a broad base of stakeholders including disadvantaged populations and various grass root organizations through a strong emphasis on public involvement, outreach, and education.

Coordinate policies and leverage investment - Proposed projects will leverage previous studies and efforts funded by the NCTCOG, Cities, Counties, non-profit-agencies, and other stakeholders included in the Consortium. Through the interstate alliance project, NCTCOG will share sustainable development implementation efforts with Little Rock region to leverage the resources and replicate the process in other regions.

Value communities and neighborhoods – Projects will further development and analysis of regional mixed-use centers and their associated regional benefits, and will develop incentive programs for green developments in multi-family housing and other developments. Projects will develop a Regional Comprehensive Housing Market Analysis and Affordability Plan. Project will include coordination of bike and pedestrian planning for schools focusing on retrofitting and improving connectivity of sidewalks, trails, and other options for connecting schools to key locations.

D. Leverage critical regional economic assets: The type of work to be accomplished utilizing the HUD Sustainable Communities grant funds will integrate well with current coordination activities and take them

Exhibit 6: Mobility Plan 2035 – Development Process



to the next level through the development of better connections and links between disciplines and stakeholders involved in various disciplines. Transportation will balance its roll in sustainability through coordination with regional housing issues, economic development, and community. With these funds we can incorporate a more grass roots approach of outreach utilizing traditional planning tools and resources, combined with new partnerships. Current activities providing planning and education for transportation and land use, bicycle and pedestrian issues, and funds for brownfields revolving loan funds can be partnered with these efforts. The HUD Sustainable Development program and current programs will reinforce each other in that outreach to communities on livability principles can identify needs and then current programs can bring real world dollars to help clean up blight (brownfields cleanup remediation) and improve transportation connections between housing and employment through prioritization of future sustainability transportation funding.

Through the proposed program, the NCTCOG will leverage funding and work performed on behalf of the Federal Highway Administration (FHWA) and the Texas Department of Transportation (TXDOT) directed towards implementation of the long range transportation plan and general land use activities funded through Transportation Planning Funds (TPF), bicycle and pedestrian education and outreach activities funded through Surface Transportation Planning Metropolitan Mobility (STP-MM) funds, and current Environmental Protection Agency (EPA) brownfields revolving loan funds will also be leveraged for approximately \$2,683,536 to support and enhance the proposed work tasks. We understand these dollars are not included into the overall credit for local match contributions, being federal funds but are merely provided to show a commitment of staff time from partners to produce the proposed deliverables. NCTCOG will assess pursuing and leveraging additional funding opportunities, as they arise and as they are applicable to achieving regional objectives.

E. Build inclusive communities free from discrimination and advance economic access to all groups:

The proposed projects in the work plan include various activities that promote social equity, reduce community discrimination, and advance access to economic opportunity. The following are some of the list of activities that

further the above objectives: Proposed projects will include coordination with HUD on updated Regional Comprehensive Housing Market Analysis of the broader Dallas-Arlington-Fort Worth Region that will contain an affordability and fair housing component and can inform future Community Redevelopment Strategies and a Regional Workforce Strategy. Projects include planning and coordination efforts for inner-city, infill, and affordable housing developments connected to quality school locations. Silo Busting and Regional Partnership project included in the application will coordinate with public housing authorities, affordable housing agencies, and various other disciplines such as transportation, economic development, workforce development, education, and health to improve connections between those activities and services. Projects will reach out to a broad base of stakeholders including disadvantaged populations and various grass root organizations through a strong emphasis on public involvement, outreach, and education. Project will include coordination of bike and pedestrian planning for schools focusing on retrofitting and improving connectivity of sidewalks, trails, and other options for connecting schools to key locations. Please refer to the work plan for more details on the above activities.

(2) Process to Improve or Further Develop Your Existing Sustainable Regional Plan or Vision (15 points).

A. Engage broad section of local communities, minorities, low-income communities:

To ensure diverse perspectives and input from traditionally underrepresented populations, a team will be constructed to do bi-annual evaluations of public involvement and outreach that has occurred and that are planned, to see if strategies and tools to reach underrepresented populations are being effective and to recommend modifications to the approach. Additional strategies include community meetings in the heart of typically marginalized populations in areas they feel comfortable like community religious institutions, VA halls, libraries, and other community type centers, not your typical City Hall. Hispanic Chambers of Commerce will be coordinated with to bring in the business leaders that can assist in the development of tools and resources and also identify additional project stakeholders. Challenges in the past have been incorporation of the Independent School Districts into the Discus-

sion and through outreach to Dallas ISD and their willingness to participate, we are now on the right track. Political challenges will come through the constant tension and fight for resources. Focusing on numerous broad overarching tools and resources will allow everyone to feel included in the project and not just those with site specific demonstration projects.

B. Gaps in RPSDs and the proposed program will address those: There are several examples of gaps or next steps that need to be achieved in implementing the Regional RPSDs. A next step includes the lack of a strong affordability discussion related to housing and the realities of the market and where our region is headed. The Proposed Program will look at an overarching regional comprehensive housing policy with more data behind it and the resources and input from various Housing Authorities. Gaps have also included minimal focus on food source/healthy communities and the importance of the transportation and supply chain, freight implications and more local sustainable options. Those connections for our region will be explored. A final example would include the lack of a data driven; overarching Regional Comprehensive Economic Development Strategy (CEDS) which is needed to keep our cities competitive with other parts of the state and other parts of the Country. The proposed program will develop that Strategy.

C. Lessons learned from existing conditions, plans, and policies: The following lessons learned from the assessments of existing conditions, plans, and policies in the region:

1. The DFW region has a disconnect between housing and employment locations and there is a severe need to establish housing job balance in the region to reduce housing and transportation cost burden, vehicle miles traveled, and improve air quality.
2. Through the Sustainable Development Funding Program, the Regional Transportation Council has funded over \$124 million and there is a need for quantitative studies and performance measures to evaluate the successes of this program and share with other regions embarking on similar programs such as Little Rock Region.
3. The NCTCOG region's MPA has 230 local governments, 12 counties, and other school districts, and special districts and various agencies have plans, policies, programs, and projects that need collaboration and coordination to avoid gaps and overlaps in funding and

implementation activities.

4. The NCTCOG region has 230 cities and corresponding Independent School Districts that are facing numerous issues such as lack of affordable housing near quality schools, traffic congestion, land scarcity to develop schools, lack of walkability to schools, increasing transportation costs, lack of coordination in healthy food choices and programs. These agencies need planning and coordination in terms of school location choice, land preservation for school locations in neighborhoods, coordination on growth projections, connections to affordable housing, bike and pedestrian connections, and coordination among food programs.

Work remaining on the assessments: Various area specific assessments need to be performed to implement the above goals of the regional plans and the lessons learned. Some of the examples of such assessments and work that will be furthered:

- Identification of the need for certain employment sectors or housing options/types and coming development trends through development of a Regional Comprehensive Economic Development Strategy (CEDS).
- Coordination with HUD on updated Regional Comprehensive Housing Market Analysis of the broader Dallas-Arlington-Fort Worth Region that will contain an affordability component and can inform future Community Redevelopment Strategies and a Regional Workforce Strategy.
- Development of performance measures for sustainable development projects and sharing of information between agencies to measure the effects of sustainable development in both regions.
- Inventory of overlaps and gaps in policies programs and projects among various work disciplines and agencies
- Evaluation of transportation connections between housing and schools in existing inner-tier cities and fast growing outer-tier cities to identify needs for school location choice and coordination.

D. Specific steps to move RPSD to action: Various specific steps were identified to move RPSDs to implementation. The following description identifies the specific challenges, description of projects, and proposed steps to further RPSD into action:

[Project 1 Balance: Housing/Job Balance: Efficient Housing and Transportation Investments in Various Types of Transportation Corridors](#)

Regional Challenges Addressed:

- Lack of adequate affordable and quality housing accessible to employment centers.
- Lack of adequate jobs accessible to housing locations.

Project Description: As shown in **Exhibit 7**, the project’s goal is to analyze the dynamics of housing/job balance in transportation corridors, and to develop a model and strategies to create efficient and affordable transportation, housing, and employment options. The project will examine income distribution of housing and employment. The project will review need for certain employment sectors or housing options and coming development trends. The project will include analysis of reduction of vehicle miles travelled (VMT) in transportation corridors and possible value capture opportunities. The project will create strategies to link housing and transportation investments to employment and job creation.

Specific Regional Steps:

1. Identification of the need for certain employment sectors or housing options/types and coming development trends thorough development of a Regional Comprehensive Economic Development Strategy (CEDS).
2. Coordination with HUD on updated Regional Comprehensive Housing Market Analysis of the broader Dallas-Arlington-Fort Worth Region that will contain an affordability component and can inform future Community Redevelopment Strategies and a Regional Workforce Strategy.
3. Analysis of reduction of VMT opportunities in transportation corridors and possible value capture opportunities.
4. Development of strategies and recommendations to link housing and transportation investments to employment and job creation, including funding and financing options.

Project 2. Partnerships: Partnerships and Sharing between States/Regions NCTCOG Region (TX) and Little Rock Region (AR)

Regional Challenges Addressed:

- Lack of adequate analytical studies and quantitative measure to track the progress and impact of sustainable development projects in the DFW region.
 - Lack of adequate experience to implement and fund sustainable development projects in the Little Rock Region.
- An opportunity for inter-state alliance for creating per-

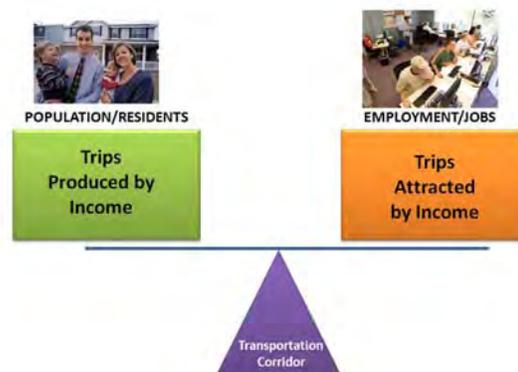
formance metrics and knowledge sharing on sustainable development.

Program Description: The project will include an inter-state alliance between the Metropolitan Planning Organizations (MPOs) from the Dallas Fort Worth Region and Little Rock region to share program guidelines, contracting process, implementation steps, and best practices. NCTCOG will develop performance measures, and quantitative information and processes related to the existing Sustainable Development Funding Program to share with the Little Rock MPO. The Little Rock’s MPO has identified several catalyst projects that promote land use transportation coordination and is planning to create and implement a similar program and is exploring options to develop implementation process and performance measures. NCTCOG will share implementation process and experiences from the Sustainable Development Funding Programs, as well as improve upon and develop performance measures for sustainability funding and projects in DFW, to help with development and implementation of Little Rock/Metroplan catalyst projects (**Exhibit 8**).

Specific Regional Steps:

1. Development of performance measures for sustainable development projects and sharing of information between agencies to measure the effects of sustainable development in both regions.
2. Creating, compiling, and providing examples/documents/procedures/ of existing and previous Sustainable Development projects and funding programs to help with development and implementation of Little Rock/Metroplan catalyst projects for design and/or construction.
3. Training and capacity building workshops conducted by NCTCOG staff to Metroplan to share program

Exhibit 7: Project 1. Balance: Housing/Job Balance: Efficient Housing and Transportation Investments in Various Types of Transportation



guidelines, contracting process, implementation steps, and best practices, related to sustainable development infrastructure, planning, and landbanking projects. Opportunities, constraints, possible outcomes, and established results will be compared between large metropolitan and mid-sized metropolitan areas.

4. Preparation of best practice guidebook to facilitate information sharing on implementation of sustainable development projects and transit oriented developments. This guidebook can be used by Little Rock and potentially other MPO's.

5. Examine new innovative funding alternatives for future infrastructure and/or Landbanking programs, including a possible multi-jurisdictional program focus or emphasis on capacity building and stronger support for urban redevelopment, infill, and job/housing balance.

Project 3. Connectivity: Institutional Silo Busting – Bringing Disciplines and Stakeholders Together and Developing Tools and Resources for the Region

Regional Challenges Addressed:

- Lack of coordination among plans and investments across jurisdictions and across disciplines (housing, transportation, air quality, workforce development, health, water, utilities, energy efficiency, green infrastructure, context sensitive design, etc.).
 - Conflicting policies among various departments and work areas.
 - Lack of adequate coordination between funding and timelines of projects among different work areas.
- Gaps or overlap among various public and private policies, programs, and projects, among jurisdictions and different levels of governments.

Project Description: As shown in Exhibit 8, the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth Region proposes to create an Partnership Program to coordinate the implementation of multi-jurisdictional regional plans that integrate housing, transportation, and environmental decision-making in a manner that empowers jurisdictions to consider the interdependent challenges of economic growth, community development, and environmental impact. The project seeks a collaborative effort and partnership among multiple jurisdictions, and multiple disciplines (housing, transportation, air quality, workforce development, health, water, utilities, energy efficiency, green infrastructure, context sensitive design, etc.). There will be broader efforts and a development of tools and pro-

cesses that will benefit a broader range of communities and stakeholders. Simultaneously there will be three focused pilot communities that will develop sites for project coordination of all disciplines within specific areas (**Exhibit 9**).

Specific Regional Steps:

1: Outreach to various stakeholders, community groups, special interest, disadvantaged communities, non-profits, and other grass root organization in various disciplines, starting with community groups and organizations already established through the Vision North Texas (VNT) process. Information will be collected and shared through a series of workshops and meetings.

2: Tools and resource development in 9 various fields through coordination and stakeholder input to the process.

A. Transportation (effects on various disciplines incorporated throughout)

B. Housing (further development and analysis of regional mixed-use centers and their associated regional benefits, develop incentive programs for green developments in multi-family housing and other developments, and develop a guide for green building and infrastructure techniques)

C. Workforce Development-Employment (coordination of employment opportunities and job growth sectors for the region and distribution of the regional comprehensive economic development (CEDS) strategy from task #1)

D. Context Sensitive Design (focus on coordination and application of local thoroughfare plans, hike and bike trail and on street plans, and complete street policies to affect land use decisions)

E. Water (coordination of regional conservation pro-

Exhibit 8: Project 2. Partnerships: Partnerships and Sharing between States/Regions NCTCOG Region (TX) and Little Rock Region (AR)



grams and water pay structures in DFW, development of incentives/ordinances/codes for conservation, and education programs for xeriscape and other sustainable water management practices to reduce sprawl.

F. Air Quality (education and outreach efforts to promote emissions reduction, consideration of alternative fuels, and electric vehicle supply equipment locations and delivery.)

G. Energy Efficiency & Alternative Energy Plans (Develop template Building Energy Codes and a regional energy policy and alternative energy plan)

H. Health (development of transportation outreach & education materials, related to safety, regional sustainable food source strategies, and community garden program development)

I. Green Infrastructure (Development of programs and/or education of the use of bioswales / Green Medians / active Stormwater Retention ponds, and a permeable pavement education campaign)

Project 4. Urban Design: Addressing the School Issue Head On: Changing Development Patterns and Increasing Coordination Based on New Partnerships

Regional Challenges Addressed:

- Lack of adequate quality and affordable housing near Public, Charter, and Magnet schools.
- Lack of adequate transit, bike, and pedestrian connections to schools.
- Traffic safety and health Issues and issues related to school locations.
- Lack of adequate and affordable land availability for school development at suitable locations.
- Lack of adequate healthy food options for school children in inner city schools.

Project Description: As shown in **Exhibit 10**, the project plans to analyze transportation connections between housing and schools in existing inner-tier cities and fast growing outer-tier cities to identify needs for school location choice and coordination and also housing needs in areas experiencing flight

(inner city to suburbs). This project proposes to create a pilot Landbanking Program for future school siting, and possibly housing development to integrate quality schools, reasonably priced housing, and transportation connections to improve safety, mobility, housing choice, health, and air quality. The project will create performance measures for well performing school locations and will create programs through tax incentives and other tools to implement for infill development and/or green housing options accessible to quality school locations. The project will coordinate with current efforts such as the Safe Routes to School Program and look at filling the gaps of connecting schools to community. This will include coordination of pathway and possible trail development and coordination with utility companies. There will be a focus on retrofitting existing infrastructure to improve connections, which will provide multi-modal access options to help relieve overall congestion, improve air quality through anti-idling policies, and provide wellness benefits of activity. There will also be coordination with various healthy food Initiatives through coordination with the North TX Food Bank. Finally, the project will evaluate and implement innovative pilot programs such as ridematching service for parents of children who attend same schools. As funding becomes more limited for bussing and more families are driving their children to school each day,

Exhibit 9: Project 3. Connectivity: Institutional Silo Busting – Bringing Disciplines and Stakeholders Together and Developing Tools and Resources for the Region



this tool can be used to provide alternatives to traditional modes of transportation.

Specific Regional Steps:

1. Evaluate transportation connections between housing and schools in existing inner-tier cities and fast growing outer-tier cities to identify needs for school location choice and coordination.
2. Development of a landbanking program for schools and/or housing to connect missing elements once funding is available to implement.
3. Create case study and best practice handbook for development of sustainable schools and green infrastructure, including opportunities for resource sharing between municipalities and ISD’s for features such as parks and libraries, as well as the identification of performance measures based on national guidelines and examples of well functioning/coordinating schools in DFW.
4. Create program for tax incentives for infill development and/or green housing options near inner city schools.
5. Create a pilot website for ridematching service for parents of children who attend same schools.
6. Coordination of food service agencies and backpack programs for inner-city school locations.

E. Catalytic projects: No specific catalytic projects have been identified to be direct results of the execution of the RPSDs, though programs to identify the types of projects that should be prioritized for funding is a task of the grant. It is envisioned that a final result of the impact of the HUD funding and associated tools, research, programs, etc will be a list of priority projects for the Re-

gion and will help decision makers from various disciplines prioritize funds. The program will attempt to create master projects that can be combine funds for infrastructure (water & wastewater), housing, transportation, community, conservation, schools, etc and those demonstrated multi-disciplinary development projects would be implemented throughout the region, developing a new way to do business and break down silos.

F. Input from other public agencies (state and special district)

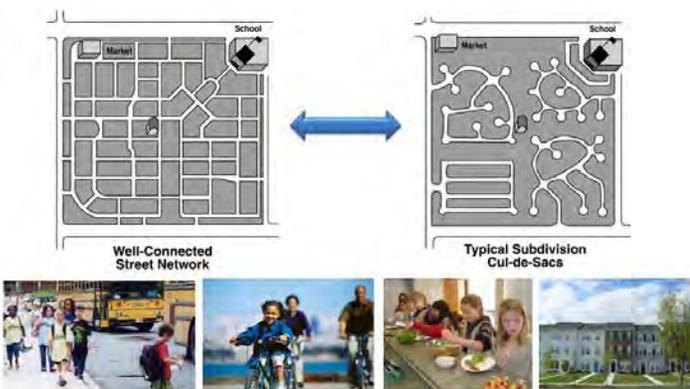
The Dallas-Fort Worth Region is well positioned to coordinate with stakeholders at various levels of government. Within our area we have the benefit of EPA Region VI offices in Dallas and the HUD and FTA Region VI offices, in Fort Worth. We would like to host annual or bi-annual meetings with all three agencies, inviting FHWA from Austin to join us, to get feedback on progress and the alignment of projects and programs with national goals. Additionally we would like to bring the Texas Department of Transportation (TxDOT), the Texas Commission on Environmental Quality (TCEQ), the Texas Department of State Health Services, the Texas Education Agency, and the Texas Department of Housing and Community Affairs together to get their input into the process and feedback on the opportunities and challenges for the Dallas-Fort Worth Region. There can be a high added value to have our Region work more closely with various disciplines at the State level or to know who the players are in various fields. Finally we believe that the North Texas Municipal Water District, a special district of the State will be instrumental in discussing growth, expansion, and the impacts of sprawl to our communities.

(3) Governance and Management (15 points).

A. Why “these” partners, what is their commitment, and how do additional people join?

When determining who would be an integral resource to reach out to for inclusion as part of the North Central Texas Sustainability Consortium, effort was made to include members from a variety of disciplines. A focus was of course on meeting the requirements of the grant notice to have partners including the largest principle city and other local governments to represent at least half of your planning area, and a non-profit. Yet from there a direction was followed that brought in a diversity of municipalities from a wide geography of the region. Cities, more so than other levels of government must think of planning holistically and between disci-

Exhibit 10: Project 4. Urban Design: Addressing the School Issue Head On: Changing Development Patterns and Increasing Coordination Based on New Partnerships



plines (housing, transportation, environment, economic development, etc), and that is a key focus of this grant funding and our projects.

Bringing in cities that were inner tier and more established and those that were faster growing, suburban in nature and experiencing a different set of “growth issues”. In addition, incorporating local governments that are still predominantly rural in nature but are met with intense development pressures. **All municipalities will be involved in general oversight and direction for work tasks and deliverables that are being developed at broader levels for multiple communities to utilize, and will then take the lead on direct project/task development and implementation of site specific demonstration projects within their communities. Local government have also commitment to be heavily involved in community outreach for site specific projects.**

Dallas is our region’s largest city and is interested in our jobs/housing balance analysis and the need for smart planning in conjunction with the Streetcar being planned and implemented through TIGER I funds. They are also interested in developing programs that will provide for better coordination with Dallas Independent School District (DISD) since inner City schools is a primary reason many families give for relocating to the suburbs, even though the Central Business District (CBD) of Dallas is one of the largest employment hubs of the metroplex. How housing and schools interact and developing incentive programs to focus redevelopment around identified demographics of possible growth areas will be an exciting program for the City. Dallas staff will be taking the lead on implementing site specific demonstration projects for the job/housing analysis and school project

The **City of Arlington** is interested in site specific work to focus on silo busting and cross cutting disciplines for project development. Arlington wants to develop a plan that looks at their downtown entertainment area, how to create infill opportunities for housing and employment that connects to the University and entertainment sustainably. Additionally Arlington, like Dallas is interested in pursuing coordination between the City and the associated ISD’s to improve school location siting and safety and access to those locations and proximity to where housing is located. Arlington staff will be taking the lead

on implementing site specific demonstration projects for the silo busting and school siting projects.

Fort Worth is similar to Arlington in that a site specific silo busting project will be developed and school siting coordination with their primary ISD’s is a focus. For silo busting Fort Worth wants to examine the City’s various department structures, hierarchies, process and procedures to see how housing, economic development, transportation, planning, parks, water/waste water management and other disciplines interact within the City and then make changes to process and procedures as needed and then develop a coordinated project utilizing input and specializations from the various fields. The **City of Irving** is located in the heart of the State Highway 183 corridor, is centrally located in the Region and is a community focused on revitalizing aging infrastructure that has lost a high impact generator of the Cowboy Stadium. They are looking for revitalization techniques and opportunities to identify high quality multi-family housing and other development needs that will meet the demands of the users of this high volume corridor and balance jobs and housing. **Mansfield** is a community that is fast growing, but is still at its heart embracing a rural, family oriented focus. Mansfield is look for tools, resources and a plan to focus growth and development towards their historic downtown and to prepare them for future light rail. They will develop a site specific demonstration project plan for silo busting within the heart of their community and look at ways to incorporate housing options, transportation, workforce development, health, air quality, energy efficiency, and a host of other disciplines into the process for development and infill in a sustainable manner.

The **City of McKinney** has been leading the charge in our region in recognizing that school siting and coordination between ISD’s and local governments is critical. There have been conflicts between their community and growth plans of the school district and McKinney is committed to having those tough conversations and coming up with a process that includes everyone in the growth, development, infrastructure, and shared resources discussion. McKinney staff is committed to planning assistance, coordination and hosting workshops to bring various stakeholders together for input into the school siting situation.

The **City of Plano** is interested in all projects and wants to provide lessons learned on Transit Oriented Development, school coordination and other coordina-

tion efforts that can be useful in the development of regional tools and programs.

Dallas & Tarrant County are committed to participate in project development, coordination and broader community outreach in the developing of general project tools and participating with local governments as technical experts if project specific demonstrations are located within their jurisdictions. Their network and connections and history of reaching out to underserved populations will be valuable to the Consortium.

In addition to local government perspective, charter members of the Vision North Texas initiative and key contributors to the North Texas 2050 report will be included. Those agencies that were closely involved in developing that planning document where the University of Texas at Arlington, the Urban Land Institute, the North Texas Housing Coalition, and Tarrant County Public Health.

The **University of Texas at Arlington (UTA)** is an Institute of higher learning and will provide valuable research and analysis for a variety of projects proposed for implementation. UTA will bring the skills of three department areas, Architecture, Engineering, and Urban and Public Affairs which are interrelated disciplines that will complement each other well.

The **Urban Land Institute (ULI)** has committed to bring in the developer perspective. They will assist in a series of meetings to get real world perspective from the development and finance communities and they will assist with a series of trainings and educational outreach efforts to disseminate the tools that are developed through the Plan.

The **North Texas Housing Coalition** is a critical stakeholder to the Consortium. They bring the knowledge and resources of who are the key players in the housing finance and location choices being made in the region. Their input on the job/housing balance project and silo busing project that cuts across disciplines will be invaluable. They have committed staff to research, data collection, and outreach. They will also be important in bringing individual housing authorities to the discussion. Finally they will provide input into the **Regional Comprehensive Housing Market Analysis** of the DFW region we are planning to develop.

Workforce Solutions for North Central Texas is a non-profit group that has the pulse of employment, job growth, and emerging industries. They will help us iden-

tify key employment growth sectors, as well as provide valuable input into the **Regional Comprehensive Economic Development Strategy (CEDS)**. We are the only larger metro area within the State of Texas without a CEDS and this puts us out of the running for certain state and federal funds. This will also be a valuable tool for all communities within our region.

Dallas Area Rapid Transit (DART) & Fort Worth Transportation Authority (the-T) are transportation agencies that are important to our Consortium and the region in the conversation of public transit, light rail, bus, streetcar, etc. They are committed to general oversight, outreach, and input into various projects that are developed, specifically the job/housing analysis of transportation corridors, specifically the DART light rail, the joint operated TRE Commuter Rail, and the Dallas Streetcar. **Tarrant County Public Health** will provide insight into health and safety concerns and has committed staff time to assist with silo busting and the development of regional sustainable food source strategies and programs. They were identified due to their current activities and forward thinking approach to the connections of health, transportation, recreation, housing, and the economy.

The **NCTCOG/MPO** as the lead applicant brings the strength of transportation planning and air quality analysis, a huge factor for a sprawling region such as Dallas-Fort Worth and also expertise in Research and Information Services (RIS) which leads regional efforts in data collection and finally the Environment & Development Department which brings an expertise in water quality, waste management, development codes & regulation, and other green infrastructure initiatives. The NCTCOG departments are committed to staffing, project development, outreach, grant management, leading consultant procurements and general overall program and project coordination.

It is already anticipated that additional people will be brought into the Consortium. Funds have been allocated for additional non-profits so that community specific grass roots organizations can be identified through the planning process and included. Specifically Hispanic chambers of commerce, additional "green infrastructure" and energy experts will be reached out to and input will be received from consortium members of specific needs that can be addressed. Additionally not only Consortium members but general stakeholders will

be identified and brought into project development through consensus of the Consortium members.

B. Roles for consortium members and adjustments to existing structures: Specific roles were identified in the previous section which discussed partner commitment. Adjustments to existing structures are not needed for implementation of the Mobility 2035 plan. As far as implementation of the North Texas 2050 document, the Vision North Texas group will be involved in the development of the North Central Texas Sustainability Consortium projects through public outreach and education. VNT will bring their vast array of stakeholders to the table to participate in the development of regional tools for silo busting that will meet the needs of the plans actions and recommendations to create tools for specific disciplines.

C. Structure of Consortium, Decision Making Mechanisms, Strategies for diverse perspectives and input from traditionally underrepresented populations: The Consortium will be structured formally through a memorandum of understanding (MOU) executed by all members following receipt of the grant funds. Commitments have been secured from proposed members of the North Central Texas Sustainability Consortium to enter into such an Understanding. Core consortium members will be included in overall project oversight and project review. Additionally technical committees made up of representatives from a variety of disciplines will be developed to participate in site specific demonstration projects.

Decision Making Mechanisms will be more formally defined by the Consortium Members through the MOU development, but will generally involve oversight from COG on grant management tasks, including general consultant procurements for broad general tool development tasks and input and consensus. Questions of priorities, schedule for implementation, and other general guidance will be brought to the consortium for consensus. To ensure diverse perspectives and input from traditionally underrepresented populations, a team will be constructed to do bi-annual evaluations of public involvement and outreach that has occurred and that are planned, to see if strategies and tools to reach underrepresented populations are being effective and to recommend modifications to the approach. Additional strategies include community meetings in the heart of typically marginalized populations in areas they feel

comfortable like community religious institutions, VA halls, libraries, and other community type centers, not your typical City Hall. Hispanic Chambers of Commerce will be coordinated with to bring in the business leaders that can assist in the development of tools and resources and also identify additional project stakeholders.

D. Budget & Resources to deepen diversity: The grant currently has budgeted and envisions \$300,000 available to outreach to various stakeholders and interest groups in specific disciplines that will be examined through silo busting such as housing, workforce development, water, context sensitive design, air quality, housing, transportation, energy efficiency and alternative energy plans, health, and green infrastructure. Those funds would be utilized by COG and ULI staff for community meetings, outreach events, and trainings, many of which would reach out to diverse stakeholders and people groups, with translation services provided. An additional \$300,000 has been identified for project coordination and communication specifically to community groups, non-profits, and other grass roots organizations. A placeholder has been created so that non-profits that are identified during the project development process and necessary to the discussion can participate. Outreach efforts may include social media and notices in Spanish publications. Additionally \$100,000 has been set aside for publications and educational material (for adults and children) that will be developed for English and Spanish speaking audiences, including newsletters. \$50,000 has been set aside for website development and information for those with limited English proficiency or non-English speakers.

E. Data Management Plan (collected & shared): Data collection and dissemination is a strength of the North Central Texas Council of Governments (NCTCOG). The NCTCOG Research and Information Services (RIS) Department is a data clearing house for the Region and performs demographic research on such topics as population, housing, and employment estimates; population, household, and employment projections; development monitoring; major employers; land use; and tabulation/analysis of Census data. The department also provides support to a regional Geographic Information System (GIS) and NCTCOG's internal computer network.

NCTCOG will establish an electronic data clearing house using a network FTP for large data drops and will also utilize SharePoint which is a multi-purpose platform that allows for managing and provisioning of websites, document and file management. It creates collaboration spaces, social networking tools, and enterprise search features for data. SharePoint is already being utilized by COG and is capable of supporting multiple organizations. Information collected will be available to all consortium members and interested parties and various tools and resources will be actively disseminated to potential users.

F. How implementation of RPSD will be ensured and the identification of existing/future funding commitments: The Regional Plan's for Sustainable Development are visioning documents with planning horizons to 2035 and 2050. The projects proposed within this grant application will take great steps in the right direction of seeing those plans move forward and create tools and resources to empower local governments and communities to make changes that they have supported and espoused.

The NCTCOG is committed to completing the projects proposed and will make efforts, specifically through Project 2, Regional Partnerships to tailor and develop priorities for future Sustainable Development funding programs (\$120 Million awarded to the Region to date) to meet criteria and performance measures established and development through this activity that meet the RPSD principles. Additionally the development of a landbanking program associated with housing/transportation/school siting will be developed for future funding and once a program is in place it will have the momentum needed to move forward. Implementation strategies and possible funding sources will be identified for all of the site specific demonstration funding and the identification of non-traditional partnerships and opportunities for public-private partnerships is a focus for our Region.

(4) Project Completion Schedule (4 points).

A. Description of implementation schedule and milestones: The timeline identifies a general schedule of major tasks in the planning process by six-month intervals for the three-year grant period. The timeline also shows Broad Regional Tasks and Area Specific Tasks. Please note that there will be some overlap among major activities. Interim reports that will be pub-

lished and made available to the public at key milestones shown in **Exhibit 11. Appendix 2** shows timelines and describes major milestones and metrics and outcomes for each major task.

B. Link between regional issues, RPSD tasks and the proposed program: Table A in Appendix shows the four proposed projects and the regional challenges each project will address and the connection between each project to the RPSD strategies.

C. Mechanisms to advance economic opportunity for low-income populations: The proposed projects aim to provide fair and affordable housing opportunities, improve housing and neighborhood conditions, and provide employment opportunities for populations performing below the regional median. The Housing/Job Balance project will evaluate income distribution of housing and employment along transportation corridors to reduce the housing and transportation cost burden for lower income persons. This project will create a Comprehensive Economic Development Strategy (CEDS) for the Dallas-Fort Worth region that will include action steps for small and minority business development, job creation, business recruitment and retention for lower income and minority populations. Proposed projects will include coordination with HUD on updated Regional Comprehensive Housing Market Analysis that will contain fair housing and affordable housing components and can inform future Community Redevelopment Strategies and a Regional Workforce Strategy. Activities will also include community mobilization, SWOT analysis, neighborhood assessment and monitoring, resulting in targeted neighborhood plans and community monitoring agreements in lower income communities for community development. Projects will create programs for tax incentives for infill and affordable housing development and/or green housing options to improve access to magnet schools in inner-cities and low to moderate income neighborhoods. Projects will include coordination of bike and pedestrian planning for schools focusing on retrofitting and improving connectivity of sidewalks, trails, and other options for connecting schools to lower income neighborhoods.

c. Category 1 and Category 2 Applications - Budget Proposal (4 points) - see uploaded budget & narrative.

d. HUD’s Departmental Policy Priorities (4 Points).

Capacity Building and Knowledge Sharing:

A. Increase the skills and technical expertise of partner organization: The proposed project will involve the consortium members and other key stakeholders with staff that are experts in specific fields. Teams will interact & learn from each other. Individual meetings with the consortium members and stakeholders will be held on regular intervals to discuss progress and needs of partner and supporting agencies and is where a performance assessment and evaluation will occur. Additionally trainings and workshops will be held and hosted by the Urban Land Institute (ULI) and other non-profits and outreach groups on specific tools. These will occur at least four times annually, starting in year two. **Additionally an annual sustainable summit will be had to bring in Cities to highlight their planning area studies and areas for reinvestment, developers and builders who may be interested in investing, financial institutions for “reality” checks on the market and current lending options, and vendors of green and sustainable construction materials and products.**

B. Share knowledge among partners: Regular meetings held by the partner agencies involved in the proposed project through a Working Group and structured peer exchanges, bi-annually starting in year two. Additionally, Project Review Committees, subcommittees, and other partner dialogues, like individual meetings and conference calls with the consortium members and stakeholders will be held on regular intervals to discuss progress and needs of partner and supporting agencies on each major task. NCTCOG staff posts resources and meeting information to NCTCOG’s website for the partner agencies to view and share. Knowledge will not

only be shared by immediate partners but with outside stakeholders.

Outputs:

- Bi-Monthly Working Group Meetings or conference calls, 15 meetings or conference calls in 36 months
- Workshops/Training Sessions – including training materials (8)
- Sustainable Summit (1)
- Subcommittee meetings related to specific studies, as necessary.
- Peer Exchange (4)
- Web Postings of Data and Resources (Quarterly)

Expand Cross-Cutting Policy Knowledge

Data to Collect on Outcomes for Study Area:

NCTCOG serves as the Regional Data Clearinghouse for the Dallas-Fort Worth region. In this capacity, NCTCOG’s RIS Department has and provides the public access to multiple data sets including housing, demographic, development, transportation, and environmental data. The datasets will be collected on outcomes for the proposed project. Performance measures of sustainable development policies and infrastructure investments are a specific project task that will be undertaken as part of the RPSD implementation. For the housing/job balance along transportation corridors project, consultant services will be utilized for survey development and sampling and data collection of those living and working in various corridors. This information will be provided to the affected communities.

Disseminating Policy Lessons: The resulting findings from the planning studies, policies from pilot programs, and experiences from pilot projects will be replicated in other Cities within the DFW region. The policies, programs, and experiences will be shared with the member governments and private sector organizations. The data generated will be shared with research organizations through appropriate data agreements. Distribution of studies to applicable entities and policy boards and City Councils will take place. Presentations and partnerships will be formed to implement steps to implement related activities. There is a specific project tasks of data sharing of programs and lessons learned with our “sister” MPO Metroplan in Little Rock. The information collected and provided on the development of sustainable development infrastructure investment programs could be replicated to multiple MPO’s across the country. NCTCOG has developed innovative funding strategies, written contracts, and created a program that allows local implementation of projects.

Exhibit 11: Timeline for Creating a Sustainable DFW Region





Rating Factor 4:

Match, Leveraging Resources, and Program Integration (7 points)

Match – The North Central Texas Sustainability Coalition will provide a 36% match of \$1,800,000 to accompany the funding request of \$5 million dollars. All dollars included within the 36% are from local revenue sources. NCTCOG has a firm commitment of funds and has included a letter from the Executive Director of the agency stating that the local funds of \$1,172,542 of in-kind contributions will be provided to support the HUD funding request based on staff time, coordination of meetings, and development and implementation of the proposed projects over the three year life of the grant funds. Funding is available through local revenue sources with the Transportation Department (MPO) providing \$911,807, the Environment and Development (E&D) Department providing \$152,206, and the Research & Information Services (RIS) Department providing \$108,529.

The North Central Texas Sustainability Coalition has established working partnerships with several entities to receive additional resources or commitments to increase the effectiveness of the proposed program activities. To document consortium member contributions, NCTCOG solicited letters of commitment from the partners participating in the proposed project activities and requested an estimate of the in-kind hours their staff anticipates contributing over three years. Consortium members will contribute a total of \$627,459 of in-kind services comprised of labor hours for project coordination and implementation. Consortium members providing match include a combination of local governments, transit agencies, universities, non-profits such as housing and Regional Workforce Development Board, along with Public Health agencies, and research and training specialist such as the Urban Land Institute.

Leveraging Resources & Program Integration - Additionally The NCTCOG will also leverage funding and work done on behalf of the Federal Highway Administration (FHWA) and the Texas Department of Transportation (TXDOT) directed towards implemen-

tation of the long range transportation plan and general land use activities funded through Transportation Planning Funds (TPF), bike/ped education and outreach activities funded through Surface Transportation Planning Metropolitan Mobility (STP-MM) funds, and current Environmental Protection Agency (EPA) brownfields revolving loan funds will also be leveraged for approximately \$2,683,536 to support and enhance the proposed work tasks. NCTCOG will also leverage \$3,495,943 of Texas Department of Transportation (TXDOT) state funds that support efforts related to Mobility Assistance Patrol Programs (MAPP) which help mitigated congestion in the region. We understand these dollars are not included into the overall credit for local match contributions, being federal funds but are merely provided to show a commitment of staff time from partners to produce the proposed deliverables. NCTCOG will assess pursuing and leveraging additional funding opportunities, as they arise and as they are applicable to achieving regional objectives.

The work to be accomplished utilizing the HUD grant funds will take plans to the next level through the development of better connections and links between disciplines and stakeholders involved in various disciplines. Transportation will balance its roll in through coordination with regional housing issues, economic development, and community. These funds can incorporate a more grass roots approach of outreach utilizing traditional planning tools and resources, combined with new partnerships. Current activities providing planning & education for transportation and land use, mobility, and funds for brownfields RLF can be partnered with these efforts. The HUD Sustainable Development program and current programs will reinforce each other in that outreach to communities on livability principles can identify needs and then current programs can bring real world dollars to clean up blight (brownfields cleanup remediation) and improve transportation connections between housing and employment through prioritization of future sustainability transportation funding.



Rating Factor 5 and 6:

5. Rating Factor 5: Achieving Results and Program Evaluation (18 points) and 6. Preferred Sustainability Status

a. Mandatory Outcomes from the Creation of a Regional Plan for Sustainable Development :

As shown in Factor 5 Form completed with the application, various outcomes are addressed by the proposed projects in the application: (1) The Housing-job balance project proposes to create a Regional Housing Plan and Comprehensive Economic Development Strategy that are aligned and tied to local comprehensive land use and capital investment plans. Various silobusting activities and workshops proposed in the application ensure that this coordination occurs between agencies.

(2) The leveraged federal and state amounts show the alignment of federal planning and investment resources that mirror the local and regional strategies for achieving sustainable communities.

(3) NCTCOG is committed to incorporating Environmental Justice elements and Title VI considerations into its Public Participation outreach. During the public participation process, populations that have been traditionally underserved by existing infrastructure systems, including but not limited to low-income and minority households, are sought out and their needs considered.

(4) Project Tasks such as Regional Workforce Strategy and Housing Job Balance project will include action steps such as small and minority business development, job creation, business recruitment and retention for lower income and minority populations which will improve employment opportunities for traditionally marginalized populations.

(5) Housing job balance will include specific data collection, VMT, and air quality analysis to create strategies to decrease in per capita VMT and transportation-related emissions for the region.

(6) The Schol siting project and Housing Job balance projects plan to improve connections between housing, jobs, and schools to decrease in overall combined housing and transportation costs per household.

(7) The proposed tasks include regional Housing Strategy that will provide input into Revitalization and Re-

development Strategies in inner-city locations.

(8) Housing/Job Balance will examine location of transportation corridors such as rail and streetcar to improve the proportion of low and very low-income households within a 30-minute transit commute of major employment centers.

Additional Potential Outcomes

(2) Our job/housing balance project is intended to analyze existing conditions and increase the proportion of homes and rental units affordable to a full range of household incomes close to high-quality transit service in urban areas. There will be an examination of price points and location choices and incentive programs developed to diversify housing stock at transit oriented developments.

(5) Through our school siting program, municipalities will examine the connections of housing to school to green space and trail facilities. Gaps in service or connections will be documented for project specific demonstration areas and a handful of various types of neighborhoods, those with affordable housing being examined.

(8) Seeing a decrease in the rate of conversion of undeveloped land into utilization across the DFW region will be a focus of the silo busting project. Infill redevelopment strategies will be explore and incentives for increased densities and upgrades to aging infrastructure versus Greenfield development will be documented.

6. Preferred Sustainability Status (2 Points): The NCTCOG is a recipient of the HUD Challenge Grant in 2010 and was determined by HUD to have the Preferred Sustainability Status. The NCTCOG as the lead applicant and the Consortium members are committed to maintain an on-going relationship with various other members of the Consortium , stakeholders, public, and other HUD preferred sustainability status communities for the purposes of planning and implementation processes of the projects in the designated area. The NCTCOG is submitting a signed HUD 2995 Form

Factor I – Capacity of the Applicant and Relevant Organizational Experience			
1. Key Personnel			
Name and Position Title (please include the organization position titles in addition to those shown)	Percent of Time Proposed for this Grant	Percent of Time to be spent on other HUD grants	Percent of time to be spent on other activities
1.1 Overall Project Director			
Name: Natalie Bettger	11%	0%	81%
Organization Position Title: Senior Program Manager			
Address: 616 Six Flags Drive			
City: Arlington			
State: Texas			
Zip Code: 76005			
Phone Number: 817-695-9280			
Fax Number: 817-640-3028			
Email: NBettger@nctcog.org			
1.2 Day-to-Day Program Manager			
Name: Karla Weaver, AICP	55%	5%	40%
Organization Position Title: Program Manager			
Address: 616 Six Flags Drive			
City: Arlington			
State: Texas			
Zip Code: 76005			
Phone Number: 817-608-2376			
Fax Number: 817-640-3028			
Email: KWeaver@NCTCOG.org			
1.3 Other			
Name: Patrick Mandapaka, AICP	100%	0%	0%
Organization Position Title: Senior Transportation Planner			
Address: 616 Six Flags Drive			
City: Arlington			
State: Texas			
Zip Code: 76005			
Phone Number: 817-704-2503			
Fax Number: 817-640-3028			
1.4 Other			
Name: Deborah Humphreys	100%	0%	0%
Organization Position Title: Transportation Planner			
Address: 616 Six Flags Drive			
City: Arlington			
State: Texas			
Zip Code: 76005			
Phone Number: 817-608-2394			
Fax Number: 817-640-3028			
1.5. Other			
Name: Jack Tidwell	36%	0%	64%
Organization Position Title: Manager of Environment and Development			
Address: 616 Six Flags Drive			
City: Arlington			
State: Texas			
Zip Code: 76005			
Phone Number: 817-695-9220			
Fax Number: 817-695-9191			
1.6 Other			
Name: Emily Beckham	25%	0%	75%
Organization Position Title: Senior Grant Coordinator			
Address: 616 Six Flags Drive			
City: Arlington			
State: Texas			
Zip Code: 76005			
Phone Number: 817-608-2308			
Fax Number: 817-640-3028			
1.7 Other			
Name: Donna Coggeshall	34%	0%	66%
Organization Position Title: Research Manager			
Address: 616 Six Flags Drive			
City: Arlington			
State: Texas			

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OMB Approval Number: 2501-0024
Expiration Date: 07/31/2014

Zip Code: 76005			
Phone Number: 817-695-9168			
Fax Number: 817-640-4428			
1.8 Other			
Name: Michael Morris	5%	0%	95%
Organization Position Title: Director of Transportation			
Address: 616 Six Flags Drive			
City: Arlington			
State: Texas			
Zip Code: 76005			
Phone Number: 817-695-9241			
Fax Number: 817-640-3028			
1.3 Other			
Name:			
Organization Position Title:			
Address:			
City:			
State:			
Zip Code:			
Phone Number:			
Fax Number:			
1.3 Other			
Name:			
Organization Position Title:			
Address:			
City:			
State:			
Zip Code:			
Phone Number:			
Fax Number:			
2. Partners			
Name and contact information	Description of Commitment	Proposed Activities to be Conducted by Partner	Resource and leveraged resource commitment (\$ value for services)
Name: City of Dallas- Peer Chacko	In-kind match, MOU with NCTCOG, and participation in proposed activities	Participation on Housing/Job Balance and Addressing School Issues projects. Community outreach and development of strategies.	\$125,735
Organization Position Title: Assistant Director of Strategic Planning			
Sub-recipient: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No			
Address: 1500 Marilla Street, Dallas, TX 75201			
Phone Number: 214-670-3972			
Email: peer.chacko@dallascityhall.com			
Name: City of Fort Worth- Dana Burghdoff	In-kind match, MOU with NCTCOG, and participation in proposed activities	Participation on Housing/Job Balance, Silo busting, and Addressing School Issues projects. Community outreach and development of strategies.	\$103,500
Organization Position Title: Deputy Director of Planning			
Sub-recipient: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No			
Address: 1000 Throckmorton St. Fort Worth TX 76102			
Phone Number: 817-392-8018			
Email: Dana.Burghdoff@fortworthgov.org			

**U.S. Department of Housing and Urban Development
Office of Sustainable Housing and Communities
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**OMB Approval Number: 2501-0024
Expiration Date: 07/31/2014**

Partners (Cont'd)			
Name and contact information	Description of Commitment	Proposed Activities to be Conducted by Partner	Resource and leveraged resource commitment (\$ value for services)
Name: City of Arlington – Alicia Winkelblech, AICP Organization Position Title: Chief Transportation Planner Sub-recipient: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Address: 101 W. Abram St., Arlington, TX 76004-3231 Phone Number: 817-459-6686 Email: alicia.winkelblech@arlingtontx.gov	In-kind match, MOU with NCTCOG, and participation in proposed activities	Participation on Addressing School Issues project. Community outreach and development of strategies.	\$99,265
Name: City of Irving – Doug Janeway Organization Position Title: Chief Development Officer in Real-estate and Development Sub-recipient: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Address: 825 W. Irving Boulevard Irving, TX 75060 Phone Number: 972-721-2790 Email: djaneway@cityofirving.org	In-kind match, MOU with NCTCOG, and participation in proposed activities	Participation on Housing/Job Balance project. Community outreach and development of strategies.	\$19,853
Name: City of Mansfield – Felix Wong Organization Position Title: Director of Planning Sub-recipient: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Address: 1200 East Broad Street Mansfield Texas, 76063 Phone Number: 817-276-4228 Email: felix.wong@mansfield-tx.gov	In-kind match, MOU with NCTCOG, and participation in proposed activities	Participation on Silo busting project. Community outreach and development of strategies.	\$66,167
Name: City of McKinney – Gary Graham, PE Organization Position Title: Transportation Engineering Manager Sub-recipient: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Address: 222 N. Tennessee St. McKinney, Texas 75069 Phone Number: 972- 547-7438 Email: ggraham@mckinneytexas.org	In-Kind match, MOU with NCTCOG, and participation in proposed activities	Participation on Addressing School Issues project. Community outreach and development of strategies.	\$26,471
Name: City of Plano- Frank Turner Organization Position Title: Deputy City Manager Sub-recipient: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Address: P.O. Box 860358 Plano, TX 75086-0358 Phone Number: (972)941-7465 Email: frankt@plano.gov	In-kind match, MOU with NCTCOG, and participation in proposed activities	Stakeholder participation in silobusting activities.	\$0
Name: Dallas County – Jonathan Toffer, E.I.T. Organization Position Title: Transportation Engineer Sub-recipient: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Address: 411 Elm Street Dallas, TX 75202 Phone Number: 214-653-6417 Email: JONATHAN.TOFFER@dallascounty.org	In-Kind match, MOU with NCTCOG, and participation in proposed activities	Stakeholder participation in silobusting activities.	\$0
Name: Tarrant County – Patricia Ward Organization Position Title: Director of Community Development and Housing Sub-recipient: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Address: 100 E. Weatherford, Fort Worth, Texas 76196 Phone Number: 817-850-7940 Email: PWard@TarrantCounty.com	In-kind match, MOU with NCTCOG, and participation in proposed activities	Stakeholder participation in silobusting activities.	\$0
Name: University of Texas at Arlington – Donald Gatzke A.I.A. Organization Position Title: Dean and Professor at the School of Architecture Sub-recipient: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Address: 601 W. Nedderman Dr., Suite 203 Arlington, TX 76019-0108 Phone Number: 817.272.2801 Email: Gatzke@uta.edu	In-kind match, MOU with NCTCOG, and participation in proposed activities	Research, technical assistance, and peer review	\$92,647
Name: University of Texas at Arlington – Dr. Barbara Becker Organization Position Title: Dean and Professor at the School of Urban and Public Affairs Sub-recipient: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Address: 501 University Hall, Arlington, TX 76019 Phone Number: 817-272-3071 Email: bbecker@uta.edu	MOU with NCTCOG and participation in proposed activities	Research, technical assistance, and peer review	\$0
Name: University of Texas at Arlington – Dr. Sia Ardekani, P.E. Organization Position Title: Professor at the School of Engineering Sub-recipient: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Address: Box 19308 Arlington, TX 76019-0308 Phone Number: (817) 272-3762 Email: ardekani@uta.edu	MOU with NCTCOG and participation in proposed activities	Research, technical assistance, and peer review	Combined w/match commitment from UTA, School of Architecture
Name: Urban Land Institute – John Walsh	In-kind match, MOU	Stakeholder participation	\$13,235

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Organization Position Title: ULI North Texas Governance Chair Sub-recipient: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Address: 5050 Quorum Dr, Suite 400 Dallas, TX 75254 Phone Number: 972-661-0232 Email: JWalsh@tigusa.com	with NCTCOG, and participation in proposed activities	in silobusting activities. Workshops and training.	
Name: North Texas Housing Coalition – Albert Martin Organization Position Title: Executive Director Sub-recipient: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Address: 2900 Live Oak, Dallas, TX 75205 Phone Number: 214-946-3500 Email: Amartin@nthcinc.org	In-kind match, MOU with NCTCOG, and participation in proposed activities	Research, technical assistance, and peer review. Coordination with housing agencies in silobusting and regional housing market analysis projects.	\$46,324
Name: Workforce Solutions for North Central Texas – David Setzer Organization Position Title: Director of Workforce Solutions Sub-recipient: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Address: P.O. Box 5888 Arlington, TX 76005-5888 Phone Number: 817-695-9187 Email: dsetzer@dfwjobs.com	MOU with NCTCOG and participation in proposed activities	Data collection, technical assistance, and peer review. Coordination with workforce agencies in silobusting activities.	\$0
Name: Dallas Area Rapid Transportation (DART) – Jack Wierzenski, AICP Organization Position Title: Director of Economic Development and Planning Sub-recipient: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Address: P.O. Box 660163, Dallas, TX 75266-7213 Phone Number: 214-749-2881 Email: wierzens@dart.org	In-kind match, MOU with NCTCOG, and participation in proposed activities	Participation on Housing/Job Balance project. Stakeholder participation in silobusting activities and peer review.	\$19,853
Name: Fort Worth Transportation Authority (The T) – Curvie Hawkins Organization Position Title: Director of Planning Sub-recipient: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Address: 1601 E. Lancaster Avenue, Fort Worth, TX 76102 Phone Number: 817-215-8600 Email: chawkins@the-t.com	MOU with NCTCOG, and participation in proposed activities	Participation on Housing/Job Balance project. Stakeholder participation in silobusting activities and peer review.	\$0
Name: Tarrant County Public Health – Lou Brewer Organization Position Title: Health Director Sub-recipient: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Address: 1101 S. Main Street, Fort Worth, TX 76104 Phone Number: 817-321-5300 Email: lkbrewer@tarrantcounty.com	In-kind match, MOU with NCTCOG, and participation in proposed activities	Stakeholder participation in silobusting activities and peer review.	\$14,400

Factor 2 – Need and Extent of the Problem												
1. Housing Costs				5. Economic Opportunity								
2. Environmental Quality				6. Fresh Food Access								
3. Transportation Access				7. Healthy Communities								
4. Socioeconomic Inequity												
1. Housing Costs												
1.1 Median Regional Housing Costs Relative to Household Income					1.2 Proportion of Regional Population Paying More than 45 percent of Income to Combined Housing and Transportation Costs							
YEAR	median monthly regional rental prices	Median monthly regional household income	ratio: median monthly housing cost/income	Location	regional housing and transportation cost (AVERAGE PER HOUSEHOLD)	regional income level (MEDIAN HOUSEHOLD INCOME, 2010)	households spending more than 45% of income					
1990	\$447	\$32,825	NA	Region-wide	\$22,767*	\$55,415 [^]	927,583/1,877,960.00 = 49.4%*					
2000	\$649	\$47,418	23.8	Community 1: Dallas	\$19,530	\$40,650	108,918/450,935 = 24.2%					
2008	\$775	\$47,163	28.8	Community 2: Fort Worth	\$20,190	\$48,224	69,426/195,145 = 35.6%					
				Community 3: Arlington	\$21,752	\$48,752	64,286/122,331 = 52.6%					
				Community 4: Plano	\$27,620	\$79,234	66,687/82,112 = 81.2%					
				Community 5: Garland	\$20,904	\$52,114	24,805/73,667 = 33.7%					
				Community 6: Irving	\$19,333	\$46,526	15,993/75,164 = 21.3%					
				Community 7: Grand Prairie	\$21,607	\$50,030	17,731/43,331 = 40.9%					
				Community 8: Mesquite	\$21,890	\$46,183	16,056 / 43,350 = 37.0%					
				Community 9: McKinney	\$27,756	\$73,826	11,940 / 18,150 = 65.8%					
				Community 10: Carrollton	\$23,841	\$67,069	26,097 / 38,662 = 67.5%					
Source: http://www.hud.gov/sustainability				Source: http://htaindex.cnt.org/ ; U.S. Census Bureau								
Date Documented: 10/03/2011				Date Documented: 9/30/2011 * figures do not include Wise County (data not available) [^] figure does not include Wise or Hood counties (data not available)								
2. Environmental Quality												
2.1 Urbanized Land per Capita					2.2 Total Miles of Distribution of Water Infrastructure per Population Served							
YEAR	urbanized land (acres)	population of region	urbanized land per capita	year	miles of distribution of water infrastructure	population of region	water distribution service population	miles of water distribution infrastructure per 1000				
1990	905,269	4,013,415	0.226	1990	NA	4,013,415	NA	NA				
2000	1,112,072	5,197,319	0.214	2000	NA	5,197,319	NA	NA				
				2008	24,930	6,345,121	6,002,300	3.93				
Source: http://www.hud.gov/sustainability				Source: Public Utilities; Local Public Utilities Departments; U.S. Census/ACS, NCTCOG								
Date Documented: 09/16/2011				Date Documented: 9/28/2011								
3. Transportation Access												
3.1 Vehicle Miles Traveled per Capita				3.2 Portion of Regional Trips: Automobile, Transit, Walking, and Bicycling								
Year	total road mileage (all modes)	vehicle miles traveled	vehicle miles traveled per capita	Years	Automobile		Transit		Walking		Bicycling	
					trips	% of total	trips	% of total	trips	% of total	trips	% of total
1990	18,946	80,200,000	26.4	1990								
2000	17,829	116,549,000	31.1		1,879,213	92.63	44,739	2.21	38,098	1.88	2,702	0.13
2008	19,940	123,087,000	24.9		2,336,605	95.55	45,798	1.87	37,350	1.53	3,441*	0.14*
				2008	2,774,082*	91.47 [^]	48,583 [^]	1.60 [^]	38,689 [^]	1.28 [^]	5,305 [^]	0.17 [^]
Source: FHWA; data is for urbanized area				Source: http://www.hud.gov/sustainability								
Date Documented: 9/19/2011				Date Documented: 09/16/2011 *Data for Hood and Rockwall counties not available and thus not included [^] Data for Hood County not available and thus not included								
4. Socioeconomic Inequity												
4.1 Segregation by County												
County Name		2009 Black/White Dissimilarity Index		2009 Asian/White Dissimilarity Index		2009 Hispanic/White Dissimilarity Index						

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1	Dallas, TX PMSA	62.1	61.4	50.8
2	Fort Worth-Arlington, TX PMSA	65.4	57.2	47.0
3				
4				
5				

Notes: Data is from 1999, not 2009; the two MSAs shown above correspond to the 12 counties included in this application, with the following exceptions:
the Dallas, TX PMSA includes Henderson County, which is not part of this application, and Wise County is not included in either of the MSAs but is part of this application

4.2 School Lunch Eligibility

	County Name	2009 School Lunch Eligibility (pct.)		
1	Collin	26,032/147,807 = 17.6%		
2	Dallas	281,654/446,041 = 63.1%		
3	Denton	30,916/105,196 = 29.4%		
4	Ellis	12,914/32,746 = 39.4%		
5	Hood	2,857/7,760 = 36.8%		
6	Hunt	7,574/14,576 = 52.0%		
7	Johnson	12,610/29,765 = 42.4%		
8	Kaufman	9,440/21,732 = 43.4%		
9	Parker	5,821/18,781 = 31.0%		
10	Rockwall	3,549/17,208 = 20.6%		
11	Tarrant	148,279/322,956 = 45.9%		
12	Wise	3,944/8,953 = 44.1%		

Source: <http://www.s4.brown.edu/cen2000/SchoolPop/SPDownload.html>; <http://www.nces.ed.gov/>; instructions at <http://www.hud.gov/sustainability>
Note: include a regional figure if the data is available, if raw numbers of eligible students are available by county, please include them as well.
Date Documented: 9/29/2011

5. Economic Opportunity

5.1 Availability of Subsidized Affordable Housing near Employment Centers
(Note: please list the five largest employers and the housing conditions related to it. List specific locations (e.g. company HQ) rather than a regionally dispersed employers (e.g. school district))

	employment center (name / SIC designation)	# of employees	number of housing units within 2 miles of the employment center	percentage of housing near employment center that is subsidized
1	Lockheed Martin Aeronautics Company (Fort Worth) NAICS: 336411/Aircraft Manufacturing	13,500	7,453	1.9%
2	American Airlines/AMR (DFW Airport) NAICS: 481111/Scheduled Passenger Air Transportation	11,709	0	Not applicable
3	NAS Fort Worth Joint Reserve Base (Fort Worth) NAICS: 928110/National Security	11,350	6,685	3.1%
4	Texas Instruments HQ (Dallas) NAICS: 334413/Semiconductor and Related Device Manufacturing	9,800	27,919	3.3%
5	Parkland Health & Hospital System (Dallas) NAICS: 622110/General Medical and Surgical Hospitals	9,178	25,173	3.6%

Source: Local Economic Development Departments, Offices of Housing.		
TOTAL REGIONAL WORKFORCE: 3,281,323 (civilian labor force, 8/11) Date Documented: 9/20/2011		
6. Fresh Food Access		
6.1 Proximity of Full-Service Grocery Stores for Low-Income and Auto-Dependent Households		
	% households with no car and > 1 mile to grocery store	% low-income people living > 1 mi to grocery store
Regional Average	1.52 (weighted)	7.96 (weighted)
County 1: Collin	0.67	4.05
County 2: Dallas	1.48	6.46
County 3: Denton	0.84	6.19
County 4: Ellis	2.44	15.51
County 5: Hood	2.08	20.29
County 6: Hunt	4.12	24.89
County 7: Johnson	2.38	18.31
County 8: Kaufman	3.77	20.98
County 9: Parker	2.36	18.54
County 10: Rockwall	0.95	9.96
County 11: Tarrant	1.6	7.65
County 12: Wise	2.7	20.58
Source : http://www.ers.usda.gov/foodatlas/		
Date Documented: 9/20/2011		

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7. Healthy Communities							
7.1 Prevalence of Preventable Disease							
County: Collin							
Race and Ethnicity	White	American Indian or Alaska Native	Black or African American	Hispanic or Latino	Native Hawaiian or Other Pacific Islander	Asian	Two or More Races
Indicator	Incidence Per 1000	Incidence Per 1000	Incidence Per 1000	Incidence Per 1000	Incidence Per 1000	Incidence Per 1000	Incidence Per 1000
Asthma hospitalization	1.03	1.18	3.32	0.75		0.59	
Childhood Obesity	NA						
Diabetes (2007)	69 (All races)^						
Heart Disease	30		68.3	28.5		18.7	
Lead Poisoning	6^						
Low birth weight (2008)	75.7	*	113.3	61.8	*	*	93.6 (Other)*
Source : County and State Health Departments also http://www.communityhealth.hhs.gov ^Do not have data broken down by race; instead, a rate for all races is shown under the "White" column *Do not have separate figures for these races; instead, a number for all "others" is shown under the "Two or More Races" column							
Date Documented: 10/03/2011							
County: Dallas							
Race and Ethnicity	White	American Indian or Alaska Native	Black or African American	Hispanic or Latino	Native Hawaiian or Other Pacific Islander	Asian	Two or More Races
Indicator	Incidence Per 1000	Incidence Per 1000	Incidence Per 1000	Incidence Per 1000	Incidence Per 1000	Incidence Per 1000	Incidence Per 1000
Asthma hospitalization	1.25	1.14	3.34	0.60		1.12	
Childhood Obesity	NA						
Diabetes	114(All races)^						
Heart Disease	36.3	50.1	92.8	28.9		32.9	11.9 (Other)
Lead Poisoning	5^						
Low birth weight	73.8	*	132.3	66.0	*	*	82.5 (Other)*
Source: County and State Health Departments also http://www.communityhealth.hhs.gov ^Do not have data broken down by race; instead, a rate for all races is shown under the "White" column *Do not have separate figures for these races; instead, a number for all "others" is shown under the "Two or More Races" column							
Date Documented: 10/03/2011							
County: Denton							
Race and Ethnicity	White	American Indian or Alaska Native	Black or African American	Hispanic or Latino	Native Hawaiian or Other Pacific Islander	Asian	Two or More Races
Indicator	Incidence Per 1000	Incidence Per 1000	Incidence Per 1000	Incidence Per 1000	Incidence Per 1000	Incidence Per 1000	Incidence Per 1000
Asthma hospitalization	1.63		4.10	0.61		1.33	
Childhood Obesity	NA						
Diabetes	78 (All races)^						
Heart Disease	46.0	49.7	101.6	51.1		28.5	
Lead Poisoning	4^						
Low birth weight	73.9	*	110.2	59.1	*	*	80.5 (Other)*
Source : County and State Health Departments also http://www.communityhealth.hhs.gov ^Do not have data broken down by race; instead, a rate for all races is shown under the "White" column *Do not have separate figures for these races; instead, a number for all "others" is shown under the "Two or More Races" column							
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County: Ellis							
Race and Ethnicity	White	American Indian or Alaska Native	Black or African American	Hispanic or Latino	Native Hawaiian or Other Pacific Islander	Asian	Two or More Races
Indicator	Incidence Per 1000	Incidence Per 1000	Incidence Per 1000	Incidence Per 1000	Incidence Per 1000	Incidence Per 1000	Incidence Per 1000
Asthma hospitalization	0.95		2.25	0.63			
Childhood Obesity	NA						
Diabetes	47 (All races)^						
Heart Disease	38.8	44.7	108.2	41.3			
Lead Poisoning	19^						
Low birth weight	71.5	*	149.3	67.3	*	*	52.6 (Other)*
Source : County and State Health Departments also http://www.communityhealth.hhs.gov ^Do not have data broken down by race; instead, a rate for all races is shown under the "White" column *Do not have separate figures for these races; instead, a number for all "others" is shown under the "Two or More Races" column							
Date Documented: 10/03/2011							
County: Hood							
Race and Ethnicity	White	American Indian or Alaska Native	Black or African American	Hispanic or Latino	Native Hawaiian or Other Pacific Islander	Asian	Two or More Races
Indicator	Incidence Per 1000	Incidence Per 1000	Incidence Per 1000	Incidence Per 1000	Incidence Per 1000	Incidence Per 1000	Incidence Per 1000
Asthma hospitalization	NA						
Childhood Obesity	NA						
Diabetes	124 (All races)^						
Heart Disease	62.3	76.8	198.2				
Lead Poisoning	4^						
Low birth weight	64.0	*	Not applicable	55.6	*	*	61.5 (Other)*
Source : County and State Health Departments also http://www.communityhealth.hhs.gov ^Do not have data broken down by race; instead, a rate for all races is shown under the "White" column *Do not have separate figures for these races; instead, a number for all "others" is shown under the "Two or More Races" column							
Date Documented: 10/03/2011							
County: Hunt							
Race and Ethnicity	White	American Indian or Alaska Native	Black or African American	Hispanic or Latino	Native Hawaiian or Other Pacific Islander	Asian	Two or More Races
Indicator	Incidence Per 1000	Incidence Per 1000	Incidence Per 1000	Incidence Per 1000	Incidence Per 1000	Incidence Per 1000	Incidence Per 1000
Asthma hospitalization	2.07		3.42	0.16			
Childhood Obesity	NA						
Diabetes	NA^						
Heart Disease	54.2	73.6	153.1	60.3			
Lead Poisoning	16^						
Low birth weight	60.5	*	107.4	58.6	*	*	55.6 (Other)*
Source : County and State Health Departments also http://www.communityhealth.hhs.gov ^Do not have data broken down by race; instead, a rate for all races is shown under the "White" column *Do not have separate figures for these races; instead, a number for all "others" is shown under the "Two or More Races" column							
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County: Johnson							
Race and Ethnicity	White	American Indian or Alaska Native	Black or African American	Hispanic or Latino	Native Hawaiian or Other Pacific Islander	Asian	Two or More Races
Indicator	Incidence Per 1000	Incidence Per 1000	Incidence Per 1000	Incidence Per 1000	Incidence Per 1000	Incidence Per 1000	Incidence Per 1000
Asthma hospitalization	2.47	2.08	1.79	0.87			
Childhood Obesity	NA						
Diabetes	150 (All races)^						
Heart Disease	68.3	76.8	198.2				
Lead Poisoning	5^						
Low birth weight	73.5	*	207.5	53.8	*	*	108.7 (Other)*

County: Kaufman							
Race and Ethnicity	White	American Indian or Alaska Native	Black or African American	Hispanic or Latino	Native Hawaiian or Other Pacific Islander	Asian	Two or More Races
Indicator	Incidence Per 1000	Incidence Per 1000	Incidence Per 1000	Incidence Per 1000	Incidence Per 1000	Incidence Per 1000	Incidence Per 1000
Asthma hospitalization	1.73		2.91				
Childhood Obesity	NA						
Diabetes	NA^						
Heart Disease	164.0	36.6	121.7	44.0			
Lead Poisoning	8^						
Low birth weight	55.3	*	128.0	71.1	*	*	90.9 (Other)*

Source : County and State Health Departments also <http://www.communityhealth.hhs.gov>
^Do not have data broken down by race; instead, a rate for all races is shown under the "White" column
*Do not have separate figures for these races; instead, a number for all "others" is shown under the "Two or More Races" column

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County: Parker							
Race and Ethnicity	White	American Indian or Alaska Native	Black or African American	Hispanic or Latino	Native Hawaiian or Other Pacific Islander	Asian	Two or More Races
Indicator	Incidence Per 1000	Incidence Per 1000	Incidence Per 1000	Incidence Per 1000	Incidence Per 1000	Incidence Per 1000	Incidence Per 1000
Asthma hospitalization	1.02			0.97			
Childhood Obesity	NA						
Diabetes	98 (All races)^						
Heart Disease	43.7	48.1		62.9			
Lead Poisoning	2^						
Low birth weight	69.1	*	100.0	40.7	*	*	66.9 (Other)*

Source : County and State Health Departments also <http://www.communityhealth.hhs.gov>
^Do not have data broken down by race; instead, a number for all "others" is shown under the "White" column
*Do not have separate figures for these races; instead, a number for all "others" is shown under the "Two or More Races" column

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County: Rockwall							
Race and Ethnicity	White	Race and Ethnicity	White	Race and Ethnicity	White	Race and Ethnicity	White
Indicator	Incidence Per 1000	Indicator	Incidence Per 1000	Indicator	Incidence Per 1000	Indicator	Incidence Per 1000
Asthma hospitalization	0.77	Asthma hospitalization	0.77	Asthma hospitalization	0.77	Asthma hospitalization	0.77
Childhood Obesity	NA	Childhood Obesity	NA	Childhood Obesity	NA	Childhood Obesity	NA
Diabetes	NA^	Diabetes	NA^	Diabetes	NA^	Diabetes	NA^
Heart Disease	46.1	Heart Disease	46.1	Heart Disease	46.1	Heart Disease	46.1
Lead Poisoning	NA	Lead Poisoning	NA	Lead Poisoning	NA	Lead Poisoning	NA
Low birth weight	81.1	Low birth weight	81.1	Low birth weight	81.1	Low birth weight	81.1
Source : County and State Health Departments also http://www.communityhealth.hhs.gov ^Do not have data broken down by race; instead, a rate for all races is shown under the "White" column *Do not have separate figures for these races; instead, a number for all "others" is shown under the "Two or More Races" column							
Date Documented: 10/03/2011							
County: Tarrant							
Race and Ethnicity	White	Race and Ethnicity	White	Race and Ethnicity	White	Race and Ethnicity	White
Indicator	Incidence Per 1000	Indicator	Incidence Per 1000	Indicator	Incidence Per 1000	Indicator	Incidence Per 1000
Asthma hospitalization	1.02	Asthma hospitalization	1.02	Asthma hospitalization	1.02	Asthma hospitalization	1.02
Childhood Obesity	NA	Childhood Obesity	NA	Childhood Obesity	NA	Childhood Obesity	NA
Diabetes	83 (All races)^	Diabetes	83 (All races)^	Diabetes	83 (All races)^	Diabetes	83 (All races)^
Heart Disease	54.0	Heart Disease	54.0	Heart Disease	54.0	Heart Disease	54.0
Lead Poisoning	5^	Lead Poisoning	5^	Lead Poisoning	5^	Lead Poisoning	5^
Low birth weight	73.4	Low birth weight	73.4	Low birth weight	73.4	Low birth weight	73.4
Source : County and State Health Departments also http://www.communityhealth.hhs.gov ^Do not have data broken down by race; instead, a rate for all races is shown under the "White" column *Do not have separate figures for these races; instead, a number for all "others" is shown under the "Two or More Races" column							
Date Documented: 10/03/2011							
County: Wise							
Race and Ethnicity	White	Race and Ethnicity	White	Race and Ethnicity	White	Race and Ethnicity	White
Indicator	Incidence Per 1000	Indicator	Incidence Per 1000	Indicator	Incidence Per 1000	Indicator	Incidence Per 1000
Asthma hospitalization	0.47	Asthma hospitalization	0.47	Asthma hospitalization	0.47	Asthma hospitalization	0.47
Childhood Obesity	NA	Childhood Obesity	NA	Childhood Obesity	NA	Childhood Obesity	NA
Diabetes	NA^	Diabetes	NA^	Diabetes	NA^	Diabetes	NA^
Heart Disease	10.9	Heart Disease	10.9	Heart Disease	10.9	Heart Disease	10.9
Lead Poisoning	8^	Lead Poisoning	8^	Lead Poisoning	8^	Lead Poisoning	8^
Low birth weight	81.8	Low birth weight	81.8	Low birth weight	81.8	Low birth weight	81.8
Source : County and State Health Departments also http://www.communityhealth.hhs.gov ^Do not have data broken down by race; instead, a rate for all races is shown under the "White" column *Do not have separate figures for these races; instead, a number for all "others" is shown under the "Two or More Races" column							
Date Documented: 10/03/2011							

Factor 4 – Leveraging Resources				
Name and contact information of the organization or entity that will partner with applicant	Work To Be Accomplished In Support of the Program	Value of In-Kind or Cash Match Contribution*	Additional Leveraged Funds Contribution	Total of Match and Leveraged Contributions
Name: NCTCOG Type of Organization Regional Planning Agency/MPO Partner Receiving Award Grant Funds: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Address: 616 Six Flags Drive City: Arlington State: Texas Zip Code: 76005 Phone Number: 817-695-9168 Fax Number: 817-640-4428 Email: kweaver@nctcog.org	Contract management, program oversight and administration, sub-allocator to Consortium members, program and project reporter.	\$1,172,542	\$6,179,479	\$7,352,021
Name: City of Dallas (Main Contact: Theresa O'Donnell) Type of Organization Local Government Partner Receiving Award Grant Funds: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Address: 1500 Marilla Street City: Dallas State: Texas Zip Code: 75201 Phone Number: 214 671 9293 Fax Number: Email: theresa.odonnell@dallascityhall.com	Participation on Housing/Job Balance and Addressing School Issues projects. Community outreach and development of strategies.	\$125,735	N/A	\$125,735
Name: City of Arlington (Main Contact: Alicia Winkelblech, AICP) Type of Organization Local Government Partner Receiving Award Grant Funds: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Address: 101 W. Abram St. City: Arlington State: Texas Zip Code: 76004-3231 Phone Number: 817-459-6686 Fax Number: Email: alicia.winkelblech@arlingtontx.gov	Participation on Addressing School Issues project. Community outreach and development of strategies.	\$99,265	N/A	\$99,265
Name: City of Fort Worth (Main Contact: Dana Burghdoff) Type of Organization Local Government Partner Receiving Award Grant Funds: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Address: 1000 Throckmorton St. City: Fort Worth State: Texas Zip Code: 76102 Phone Number: 817-392-8018 Fax Number: Email: Dana.Burghdoff@fortworthgov.org	Participation on Housing/Job Balance, Silo busting, and Addressing School Issues projects. Community outreach and development of strategies.	\$103,500	N/A	\$103,500
Name: City of Irving (Main Contact: Doug Janeway) Type of Organization Local Government Partner Receiving Award Grant Funds: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Address: 825 W. Irving Boulevard City: Irving State: Texas Zip Code: 75060 Phone Number: 972-721-2790 Fax Number: Email: djaneway@cityofirving.org	Participation on Housing/Job Balance project. Community outreach and development of strategies.	\$19,853	N/A	\$19,853
Name: City of Mansfield (Main Contact: Felix Wong) Type of Organization Local Government Partner Receiving Award Grant Funds: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Address: 1200 East Broad Street City: Mansfield State: Texas Zip Code: 76063 Phone Number: 817-276-4228 Fax Number: Email: felix.wong@mansfield-tx.gov	Participation on Silo busting project. Community outreach and development of strategies.	\$66,167	N/A	\$66,167
Name: City of McKinney (Main Contact: Gary Graham, PE) Type of Organization Local Government Partner Receiving Award Grant Funds: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Address: 222 N. Tennessee St.	Participation on Addressing School Issues project. Community	\$26,471	N/A	\$26,471

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City: McKinney State: Texas Zip Code: 75069 Phone Number: 972- 547-7438 Fax Number: Email: ggraham@mckinneytexas.org	outreach and development of strategies.			
Name: University of Texas at Arlington- Architecture (Main Contact: Donald Gatzke A.I.A.) Type of Organization University Partner Receiving Award Grant Funds: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Address: 601 W. Nedderman Dr., Suite 203 City: Arlington State: Texas Zip Code: 76019-0108 Phone Number: 817-272-2801 Fax Number: Email: Gatzke@uta.edu	Research, technical assistance, and peer review	\$92,647	N/A	\$92,647
Name: University of Texas at Arlington- Engineering (Main Contact: Dr. Sia Ardekani, P.E.) Type of Organization University Partner Receiving Award Grant Funds: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Address: Box 19308 City: Arlington State: Texas Zip Code: 76019-0308 Phone Number: 817-272-3762 Fax Number: Email: ardekani@uta.edu	Research, technical assistance, and peer review	Combined w/match commitment from UTA, School of Architecture	N/A	Combined w/match commitment from UTA, School of Architecture
Name: Urban Land Institute (Main Contact: John Walsh) Type of Organization Partner Receiving Award Grant Funds: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Address: 5050 Quorum Dr, Suite 400 City: Dallas State: Texas Zip Code: 75254 Phone Number: 972-661-0232 Fax Number: Email: JWalsh@tqusa.com	Stakeholder participation in silobusting activities.	\$13,235	N/A	\$13,235
Name: North Texas Housing Coalition (Main Contact: Albert Martin) Type of Organization Partner Receiving Award Grant Funds: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Address: 2900 Live Oak City: Dallas State: Texas Zip Code: 75205 Phone Number: 214-946-3500 Fax Number: Email: Amartin@nthcinc.org	Research, technical assistance, and peer review. Coordination with housing agencies in silobusting and regional housing market analysis projects.	\$46,324	N/A	\$46,324
Name: Dallas Area Rapid Transit Agency (Main Contact: Jack Wierzenski, AICP) Type of Organization Transit Agency Partner Receiving Award Grant Funds: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Address: P.O. Box 660163 City: Dallas State: Texas Zip Code: 75226-7213 Phone Number: 214-749-2881 Fax Number: Email: wierzens@dart.org	Participation on Housing/Job Balance project. Stakeholder participation in silobusting activities and peer review.	\$19,853	N/A	\$19,853
Name: Workforce Solutions for North Central Texas (Main Contact: David Setzer) Type of Organization Partner Receiving Award Grant Funds: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Address: P.O. Box 5888 City: Arlington State: Texas Zip Code: 76005-5888 Phone Number: 817-695-9187 Fax Number: Email: dsetzer@dfwjobs.com	Data collection, technical assistance, and peer review. Coordination with workforce agencies in silobusting activities.	\$0	N/A	\$0

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Name: Tarrant County Public Health (Main Contact: Lou Brewer)		Stakeholder participation in silobusting activities and peer review.	\$14,400	N/A	\$14,400
Type of Organization					
Partner Receiving Award Grant Funds:	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No				
Address: 1101 S. Main Street					
City: Fort Worth					
State: Texas					
Zip Code: 76104					
Phone Number: 817-321-5300					
Fax Number:					
Email: lkbrewer@tarrantcounty.com					

Factor 5 – Achieving Results and Program Evaluation							
Regional planning issue to be addressed	Long-term outcome desired	Livability Principle(s) addressed	Applicable Activity in the Regional Plan for Sustainable Development	Anticipated Progress and Forms of Measurement			
				6 months	12 months	24 months	36 months
<p>Project 1 Title: Balance - Housing/ Job Balance - Efficient Housing and Transportation Investments in Various Types of Transportation Corridors</p> <p>Lack of adequate affordable and quality housing accessible to employment centers.</p> <p>Lack of adequate jobs accessible to housing locations.</p>	<p>Decrease in overall combined housing and transportation costs per household.</p> <p>Increased proportion of low and very low-income households within a 30-minute transit commutes of major employment centers.</p> <p>Decrease in per capita VMT and transportation-related emissions for the region; and improvement in air quality.</p> <p>Reduced social and economic disparities for the low-income, minority communities, and other disadvantaged populations within the target region.</p>	<p>Provide more transportation choices.</p> <p>Promote equitable, affordable housing.</p> <p>Enhance economic competitiveness.</p> <p>Support existing communities.</p> <p>Coordinate and leverage federal policies and investment.</p> <p>Value communities and neighborhoods.</p>	<p>Implementation for housing with action on other issues including environment, transportation and overall economic impact</p> <p>Implementation of affordable and location-efficient housing choices for people of all demographics</p> <p>Coordination of investments with regional partners to align, public, private, academic, and civic investments</p>	<p>Broader Regional Focus Task Progress: Completion of the identification of the need for certain employment sectors or housing options/types and coming development trends thorough development of a Regional Comprehensive Economic Development Strategy (CEDS) Measure: Availability of housing and employment data for varying types of transportation corridors in DFW and establishing common definitions and methods of determination of benchmarks and measurements for the region. Draft Regional Comprehensive Economic Development Strategy (CEDS)</p> <p>Project Specific Focus Task Progress: Completion of the data collection and survey of income distribution of housing and employment along DFW pilot project corridors. Measure: Draft report on Existing conditions, opportunities, and constraints for each corridor.</p>	<p>Broader Regional Focus Task Progress: Coordination with HUD on updated Regional Comprehensive Housing Market Analysis of the broader Dallas-Arlington-Fort Worth Region that will contain affordability and fair housing components and can inform future Community Redevelopment Strategies and a Regional Workforce Strategy. Measures: Draft of Regional Comprehensive Housing Market Analysis and Affordability Plan.</p> <p>Project Specific Focus Task Progress: Identification of the dynamics of housing/job balance in the four pilot projects transportation corridors.</p> <p>Measures: Draft of housing/job balance dynamics in the four pilot projects transportation corridors.</p>	<p>Broader Regional Focus Task Progress: Analysis of reduction of VMT opportunities in transportation corridors and possible value capture opportunities. Measure: Regional Air Quality and VMT reduction opportunities analysis.</p> <p>Project Specific Focus Task Progress: Analysis of reduction of VMT opportunities in transportation corridors and possible value capture opportunities. Measure: Project specific Air Quality and VMT reduction opportunities analysis.</p>	<p>Broader Regional Focus Task Progress: Development of strategies and recommendations to link housing and transportation investments to employment and job creation, including funding and financing options. Measure: Regional strategies to promote and implement a better housing/job balance in the DFW Region, specifically in the four pilot projects and focus on creative financing such as public-private partnerships and public investment districts (PID's).</p> <p>Project Specific Focus Task Progress: Development of strategies and recommendations to link housing and transportation investments to employment and job creation, including funding and financing options. Measure: Project specific strategies to promote and implement a better housing/job balance in the DFW Region, specifically in the four pilot projects and focus on creative financing such as public-private partnerships and public investment districts (PID's).</p>

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Factor 5 – Achieving Results and Program Evaluation (Cont'd)							
Regional planning issue to be addressed	Long-term outcome desired	Livability Principle(s) addressed	Applicable Activity in the Regional Plan for Sustainable Development	Anticipated Progress and Forms of Measurement			
				6 months	12 months	24 months	36 months
<p>Project 2 Title: Partnerships: Coordination and Resource Sharing between States/Regions – NCTCOG Region (TX) and Little Rock Region (AR):</p> <p>Lack of adequate analytical studies and quantitative measure to track the progress and impact of sustainable development projects in the DFW region.</p> <p>Lack of adequate experience to implement and fund sustainable development projects in the Little Rock Region.</p> <p>An opportunity for inter-state alliance for creating performance metrics and knowledge sharing on sustainable development.</p>	<p>Aligned federal planning and investment resources that mirror the local and regional strategies for achieving sustainable communities.</p> <p>Decrease in per capita VMT and transportation-related emissions for the region.</p> <p>Decrease in overall combined housing and transportation costs per household.</p> <p>Increase in the share of residential and commercial construction on underutilized infill development sites that encourage revitalization, while minimizing displacement in neighborhoods with significant disadvantaged populations.</p> <p>Increased proportion of low and very low-income households within a 30-minute transit commutes of major employment centers.</p> <p>Decrease in the rate of conversion of undeveloped land into utilization across the region.</p>	<p>Promote equitable, affordable housing.</p> <p>Enhance economic competitiveness.</p> <p>Support existing communities.</p> <p>Coordinate and leverage federal policies and investment.</p> <p>Value communities and neighborhoods.</p>	<p>Coordination of investments with regional partners to align, public, private, academic, and civic investments.</p> <p>Implementation for housing with action on other issues including environment, transportation and overall economic impact.</p> <p>Implementation of affordable and location-efficient housing choices.</p>	<p>Broader Regional Focus Task Progress: Development of performance measures for sustainable development projects and sharing of information between agencies to measure the effects of sustainable development in both regions.</p> <p>Measure: Performance measures from the implementation of the NCTCOG Sustainable Development Funding Program.</p> <p>Creating, compiling, and providing examples/documents/procedures/ of existing and previous Sustainable Development projects and funding programs to help with development and implementation of Little Rock/Metroplan catalyst projects for design and/or construction.</p> <p>Measure: Summary of information on program development, calls for projects, successes, and lessons learned, contracts, rules, and other implementation factors. Training and capacity building workshop for Metroplan on NCTCOG Program</p>	<p>Broader Regional Focus Task Progress: Training and capacity building workshops conducted by NCTCOG staff to Metroplan to share program guidelines, contracting process, implementation steps, and best practices, related to sustainable development infrastructure, planning, and landbanking projects.</p> <p>Measures: Number of training and capacity building workshops conducted by NCTCOG staff to Metroplan.</p> <p>Number of attendees in training workshops, meeting materials, minutes, and material on lessons learned.</p>	<p>Broader Regional Focus Task Progress: Preparation of best practice guidebook to facilitate information sharing on implementation of sustainable development projects and transit oriented developments. This guidebook can be used by Little Rock and potentially other MPO's.</p> <p>Measure: Draft Best practice guidebook to facilitate information sharing on the implementation of sustainable development projects and transit oriented developments.</p>	<p>Broader Regional Focus Task Progress: Examine new innovative funding alternatives for future infrastructure and/or Landbanking programs, including a possible multi-jurisdictional program focus or emphasis on capacity building and stronger support for urban redevelopment, infill, and job/housing balance.</p> <p>Measure: Whitepaper on the analysis of new funding options and program development for future NCTCOG calls for projects and implementation.</p>

Factor 5 – Achieving Results and Program Evaluation (Cont'd)							
Regional planning issue to be addressed	Long-term outcome desired	Livability Principle(s) addressed	Applicable Activity in the Regional Plan for Sustainable Development	Anticipated Progress and Forms of Measurement			
				6 months	12 months	24 months	36 months
<p>Project 3 Title: Connectivity: Institutional Silo Busting – Bringing Disciplines and Stakeholders Together and Developing Tools and Resources for the Region:</p> <p>Lack of coordination among plans and investments across jurisdictions and across disciplines (housing, transportation, air quality, workforce development, health, water, utilities, energy efficiency, green infrastructure, context sensitive design, etc.).</p> <p>Conflicting policies among various departments and work areas.</p> <p>Lack of adequate coordination between funding and timelines of projects among different work areas.</p> <p>Gaps or overlap among various public and private policies, programs,</p>	<p>Creation of regional transportation, housing, water, and air quality plans that are deeply aligned and tied to local comprehensive land use and capital investment plans.</p> <p>Aligned federal planning and investment resources that mirror the local and regional strategies for achieving sustainable communities.</p>	<p>Provide more transportation choices.</p> <p>Promote equitable, affordable housing.</p> <p>Enhance economic competitiveness.</p> <p>Support existing communities.</p> <p>Coordinate and leverage federal policies and investment.</p> <p>Value communities and neighborhoods.</p>	<p>Coordination of investments with regional partners to align, public, private, academic, and civic investments.</p> <p>Conduct outreach and engage regional partners to develop a coordinated action steps to implement North Texas 2050.</p>	<p>Broader Regional Focus Task Progress:</p> <p>Task 1: Outreach to various stakeholders in various disciplines starting with community groups and organizations already established through the Vision North Texas (VNT) process. Information will be collected and shared through a series of workshops and meetings.</p> <p>Measure: Letters of commitment from participating agencies and number of meetings held for coordination. Number of meetings held, meeting minutes, and number of attendees.</p> <p>Project Specific Focus Task Progress:</p> <p>Task 1. Review policies/plans/jurisdictions/missions of each agency related to various disciplines.</p> <p>Measure: Review policies/plans/jurisdictions/missions of each agency.</p>	<p>Broader Regional Focus Task Progress:</p> <p>Task 2: Tools and resource development in various fields through coordination and stakeholder input to the process.</p> <p>Measures:</p> <p>Tools and resource development in nine various fields through coordination and stakeholder input to the process. Products to include:</p> <ul style="list-style-type: none"> - A draft report on the development and analysis of regional mixed-use centers - An on-line resource center for green building and infrastructure techniques - Coordination meetings for the implementation of the regional Comprehensive Economic Development Strategy (CEDS) from task #1, number of meetings held, meeting minutes, and number of partnerships and agencies - Draft report including strategies for coordination and application of complete street policies to affect land use decisions 	<p>Broader Regional Focus Task Progress:</p> <p>Task 3: Public Outreach where applicable to various stakeholders, community groups, special interest, disadvantaged communities, non-profits, and other grass root organizations.</p> <p>Measure:</p> <p>Number of outreach events conducted and the number of agencies and attendees; and meeting minutes.</p> <p>Project Specific Focus Task Progress:</p> <p>Start application of Guidelines to regional coordination.</p> <p>Measure: Number of improvements made to local ordinances and plans as a result of the tools and coordination</p>	<p>Project Specific Focus Task Progress:</p> <p>Coordination among plans and investments across jurisdictions and across disciplines.</p> <p>Measure:</p> <p>Number of improvements made to local ordinances and plans as a result of the tools and coordination</p>

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<p>and projects, among jurisdictions and different levels of governments.</p>					<ul style="list-style-type: none"> - Coordination of regional water conservation programs and water pay structures in DFW region - Template of Sustainable/Green Building Energy Codes and General Education Regional energy policy and alternative energy plan - Safety, related to transportation outreach education materials - Regional sustainable food source strategies - Development of programs and/or education of the use of bioswales, green medians, and active stormwater retention ponds - Permeable pavement education campaign <p>Project Specific Focus Task Progress: Review and develop focused planning studies within identified communities of project areas and the integration of the various disciplines needed during implementation.</p> <p>Measure: Number of project specific silo-busting planning projects identified and progressed.</p>		
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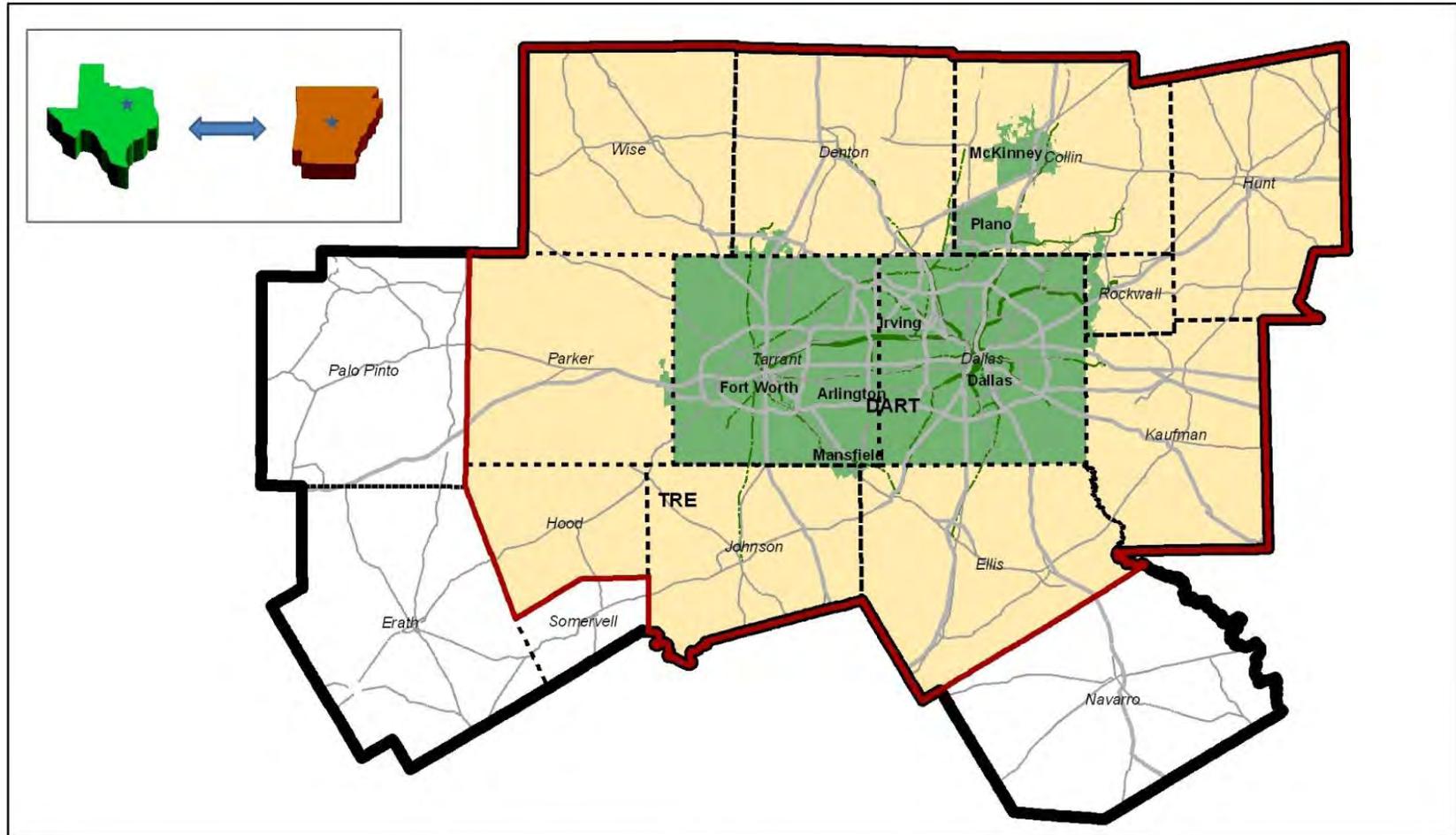
Factor 5 – Achieving Results and Program Evaluation (Cont'd)							
Regional planning issue to be addressed	Long-term outcome desired	Livability Principle(s) addressed	Applicable Activity in the Regional Plan for Sustainable Development	Anticipated Progress and Forms of Measurement			
				6 months	12 months	24 months	36 months
<p>Project 4 - Urban Design: Addressing the School Issue Head On- Changing Development Patterns and Increasing Coordination Based on New Partnerships:</p> <p>Lack of adequate quality and affordable housing near Public, Charter, and Magnet schools.</p> <p>Lack of adequate transit, bike, and pedestrian connections to schools.</p> <p>Traffic safety and health issues and issues related to school locations.</p> <p>Lack of adequate and affordable land availability for school development at suitable locations.</p> <p>Lack of adequate healthy food options for school children in inner city schools.</p>	<p>Decrease in overall combined housing and transportation costs per household.</p> <p>Increase in the share of residential and commercial construction on underutilized infill development sites that encourage revitalization, while minimizing displacement in neighborhoods with significant disadvantaged populations.</p> <p>Reduced social and economic disparities for the low-income, minority communities, and other disadvantaged populations within the target region.</p> <p>Decrease in per capita VMT and transportation-related emissions for the region.</p> <p>Increased proportion of low and very low-income households within a 30-minute transit commutes of major employment centers.</p> <p>Transformation of isolated, opportunity-poor, highly segregated areas into diverse neighborhoods that are open and accessible to good jobs, good schools and good environments.</p>	<p>Promote equitable, affordable housing; Support existing communities.</p> <p>Provide more transportation choices.</p> <p>Coordinate and leverage federal policies and investment.</p> <p>Value communities and neighborhoods.</p>	<p>Recommend changes to institutional and financial structures that will improve inner tier area public schools so that families with children can reasonably choose to live in these areas.</p> <p>Implement the Active Transport to and from school initiative to promote walking or biking to and from school.</p>	<p>Broader Regional Focus Progress: Evaluate transportation connections between housing and schools in existing inner-tier cities and fast growing outer-tier cities to identify needs for school location choice and coordination. Measure: Draft report of the analysis of transportation connections between housing and schools in existing inner tier cities and fast growing outer tier cities to identify needs for school location choice and coordination.</p> <p>Development of a landbanking program for schools and/or housing to connect missing elements once funding is available to implement. Measure: A framework for Landbanking program for schools and local governments to aid in site development once funding is available to implement.</p> <p>Project Specific Focus Progress: Evaluate transportation connections between housing and schools in existing inner tier cities and fast growing outer-tier cities to identify needs for school location</p>	<p>Broader Regional Focus Progress: Create case study and best practice handbook for development of sustainable schools and green infrastructure, including opportunities for resource sharing between municipalities and ISD's in DFW. Measure: Case study and best practice handbook for development of sustainable schools and green infrastructure, including opportunities for resource sharing between municipalities and ISD's.</p> <p>Project Specific Focus Progress: Coordination between ISD, City, and regional demographic projections for future demand for schools and housing. Measure: Methodology for coordination between ISD, City, and regional demographic projections for future demand for schools and housing.</p>	<p>Broader Regional Focus Progress: Create program for tax incentives for infill development and/or green housing options near inner city schools. Measure: Program/Process for tax incentives for infill development and/or green housing options near inner city schools.</p> <p>Create a pilot website for ride-matching service for parents of children who attend same schools. Measure: Website for ride-matching service for parents of children who attend same schools.</p> <p>Project Specific Focus Progress: Analysis of traffic congestion and travel flow patterns for access, air quality and emission reduction initiatives such as anti-idling policies and reduction of VMT opportunities, and safety issues at pilot locations in partnering cities. Measure: White paper including an analysis of traffic congestion and travel flow patterns for access, air quality (anti-idling policies and reduction of VMT opportunities), and safety</p>	<p>Broader Regional Focus Progress: Coordination of food service agencies and backpack programs for inner-city school locations. Measure: A framework for a program for coordination of food service agencies and backpack programs for inner-city school locations.</p> <p>Project Specific Focus Progress: Coordination of bike and pedestrian planning for schools focusing on retrofitting and improving connectivity of sidewalks, trails, and other options for connecting schools to key destinations. Measure: Identification of pilot projects and framework for coordination of bike and pedestrian planning for schools focusing on retrofitting and improving connectivity of sidewalks, trails, and other options for connecting schools to key locations.</p>

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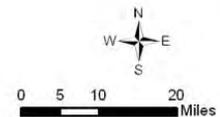
				choice and coordination. Measure: Draft report including a list of issues to identify disconnect between schools, transportation, and housing and a whitepaper outlining the issues and strategies to address those problems.		issues at pilot locations in partnering cities.	
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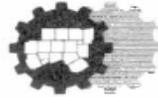
Map 1: Project Area – North Central Texas Sustainability Consortium



- Legend**
- MPA Boundary
 - NCTCOG Boundary
 - County Boundaries
 - Government Consortium Jurisdictions
 - Consortium Lead/MPO Planning Area
 - Highways
 - Rail lines

**Project Locations - HUD Sustainable Communities
Regional Planning Grant Application**





North Central Texas Council Of Governments

October 5, 2011

The Honorable Shaun Donovan
Secretary
U.S. Department of Housing and Urban Development
451 7th Street S.W.
Washington, DC 20410

SUBJECT: Support for the North Central Texas Sustainability Consortium's
2011 Sustainable Communities Regional Planning Grant Application

Dear Secretary Donovan:

The North Central Texas Council of Governments (NCTCOG) serves as a regional planning agency that assists local governments in planning for common needs, cooperating for mutual benefit, and coordinating for sound regional development, as well as the federally designated Metropolitan Planning Organization (MPO) for Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant, and Wise Counties. The NCTCOG region serves over 6.5 million people and has 230 member governments including 16 counties, numerous cities, school districts, and special districts.

NCTCOG will be the lead agency in the North Central Texas Sustainability Consortium and is submitting a grant application to the U.S. Department of Housing and Urban Development's (HUD) Sustainable Communities Regional Planning Grant on behalf of the consortium and various project partners.

The economic, environmental, and community benefits of the proposed projects included in the grant application are important to the Dallas-Fort Worth region. To implement the Livability Principles of HUD, the Department of Transportation, and the Environmental Protection Agency (EPA), the North Central Texas Sustainability Consortium proposes a project containing the following elements:

- **Balance:** Housing/Job Balance: Efficient Housing and Transportation Investments in Various Types of Transportation Corridors
- **Partnerships:** Coordination and Resource Sharing between States/Regions – NCTCOG Region (TX) and Little Rock Region (AR)
- **Connectivity:** Institutional Silo Busting – Bringing Disciplines and Stakeholders Together and Developing Tools and Resources for the Region
- **Urban Design:** Addressing the School Issue Head On: Changing Development Patterns and Increasing Coordination Based on New Partnerships

This letter expresses our willingness to formally join the North Central Texas Sustainability Consortium through a Memorandum of Understanding (MOU) within three months of award of the Sustainable Communities Regional Planning Grant.

Additionally, NCTCOG is committed to provide \$1,172,542 of local in-kind contributions based on staff time, coordination of meetings, and development and implementation of the proposed projects over the three year life of the grant funds. Funding is available through local revenue sources with the Transportation Department (MPO) providing \$911,807; the Environment and Development Department providing \$152,206; and the Research and Information Services Department providing \$108,529. NCTCOG will also leverage over a three-year period funding and work directed towards implementation of the long-range transportation plan and general land use planning, bicycle and pedestrian education and outreach, and implementation of an EPA brownfields revolving loan fund program for approximately \$2,683,536 to support and enhance the proposed work tasks.

NCTCOG looks forward to advancing collaborative regional planning efforts that focus on the integration of multi-modal transportation, affordable housing, land use, and economic development for the communities in North Central Texas. Thank you for your consideration.

North Central Texas
Council of Governments

Sincerely,

Mike Eastland
Executive Director



LINDA L. KOOP
Councilmember
District 11

Committees:
Transportation & Environment, Chair
Economic Development
Housing
Legislative Ad Hoc
Trinity River Corridor Project

September 26, 2011

The Honorable Shaun Donovan
Secretary
U.S. Department of Housing and Urban Development
451 7th Street S.W.
Washington, DC 20410

SUBJECT: Support for the North Central Texas Sustainability Consortium's
2011 Sustainable Communities Regional Planning Grant Application

Dear Secretary Donovan:

This letter of intent expresses the City of Dallas support and confirms our participation in the North Central Texas Sustainability Consortium, led by the North Central Texas Council of Governments (NCTCOG) in seeking funds through the Sustainable Communities Regional Planning Grant Application from the U.S. Department of Housing and Urban Development (HUD). The City of Dallas is the largest economic center of the 12-county Dallas-Fort Worth-Arlington Northeastern Texas metropolitan area and home to about over 1.2 million residents.

The economic, environmental, and community benefits of the proposed projects included in the grant application are important not only to our community, but to the Dallas-Fort Worth region. To implement the Livability Principles of HUD, the Department of Transportation, the Environmental Protection Agency, and the North Central Texas Sustainability Consortium propose a project containing the following elements:

- **Balance:** Housing/Job Balance: Efficient Housing and Transportation Investments in Various Types of Transportation Corridors
- **Partnerships:** Coordination and Resource Sharing between States/Regions – NCTCOG Region (TX) and Little Rock Region (AR)
- **Connectivity:** Institutional Silo Busting – Bringing Disciplines and Stakeholders Together and Developing Tools and Resources for the Region
- **Urban Design:** Addressing the School Issue Head On: Changing Development Patterns and Increasing Coordination Based on New Partnerships

This letter expresses our willingness to formally join the North Central Texas Sustainability Consortium through a Memorandum of Understanding (MOU) within three months of award of the Sustainable Communities Regional Planning Grant.

Additionally, the City of Dallas is committed to provide \$125,735 in-kind contributions based on staff time, coordination of meetings, and participation towards the implementation of the proposed North Central Texas Sustainability Consortium's project. Specifically, the City of Dallas will be able to provide this important regional planning project with essential staffing time for such project tasks as research and analysis, media outreach, community outreach, survey assistance, as well as professional expertise on urban planning/design, transportation, economic development and infrastructure. Additional in-kind services provided will include project office support, meeting facilities, and essential local project coordination with Dallas-based businesses, neighborhood organizations and community non-profits.

The City of Dallas looks forward to advancing collaborative regional planning efforts that focus on the integration of multi-modal transportation, affordable housing, land use, and economic development for the communities in North Central Texas. Thank you for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read 'Linda L. Koop'.

Linda Koop
City Councilmember, District 11 and Chair of Council
Transportation and Environment Committee
City of Dallas
Dallas City Hall
1500 Marilla Street, Room 5FN
Dallas, TX 75201

City of Dallas



September 30, 2011

The Honorable Shaun Donovan
Secretary
U.S. Department of Housing and Urban Development
451 7th Street S.W.
Washington, DC 20410

SUBJECT: Support for the North Central Texas Sustainability Consortium's
2011 Sustainable Communities Regional Planning Grant Application

Dear Secretary Donovan:

This letter of intent expresses the City of Fort Worth's support and confirms our participation in the North Central Texas Sustainability Consortium, led by the North Central Texas Council of Governments (NCTCOG) in seeking funds through the Sustainable Communities Regional Planning Grant Application from the U.S. Department of Housing and Urban Development (HUD). The City of Fort Worth is a local government serving nearly 750,000 residents and a member of NCTCOG and Vision North Texas.

The economic, environmental, and community benefits of the proposed projects included in the grant application are important not only to our community, but to the Dallas-Fort Worth region. To implement the Livability Principles of HUD, the Department of Transportation, and the Environmental Protection Agency, the North Central Texas Sustainability Consortium proposes a project with the following elements:

- **Balance:** Housing/Job Balance: Efficient Housing and Transportation Investments in Various Types of Transportation Corridors
- **Partnerships:** Coordination and Resource Sharing between States/Regions – NCTCOG Region (TX) and Little Rock Region (AR)
- **Connectivity:** Institutional Silo Busting – Bringing Disciplines and Stakeholders Together and Developing Tools and Resources for the Region
- **Urban Design:** Addressing the School Issue Head On: Changing Development Patterns and Increasing Coordination Based on New Partnerships

The HUD Sustainable Communities grant would help us to promote sustainable development in our region by implementing the recommendations of North Texas 2050 and Mobility 2035. North Texas 2050 describes the region's preferred future and is supported by Mobility 2035, the region's multimodal transportation plan. The guiding principles and action items to achieve the region's vision are fully consistent with Fort Worth's Comprehensive Plan.

This letter expresses our willingness to formally join the North Central Texas Sustainability Consortium through a Memorandum of Understanding (MOU) within three months of award of the Sustainable Communities Regional Planning Grant. Additionally, the City of Fort Worth is committed to provide a minimum of \$99,265 of in-kind contributions based on staff time, coordination of meetings, and participation towards the implementation of the proposed projects.

Planning Manager	\$90,000/year x 5% of time x 3 years =	\$ 13,500
Senior Planners (4)	\$75,000/year x 10% of time x 4 staff x 3 years =	<u>90,000</u>
		\$103,500

The City of Fort Worth looks forward to advancing collaborative regional planning efforts that focus on the integration of multi-modal transportation, quality affordable housing, land use, and economic development for the communities in North Central Texas. Thank you for your consideration.

Sincerely,

for 
Fernando Costa
Assistant City Manager

City of Fort Worth



September 29, 2011

The Honorable Shaun Donovan
Secretary
U.S. Department of Housing and Urban Development
451 7th Street S.W.
Washington, DC 20410

SUBJECT: Support for the North Central Texas Sustainability Consortium's
2011 Sustainable Communities Regional Planning Grant Application

Dear Secretary Donovan:

This letter of intent expresses the City of Arlington's support and confirms our participation in the North Central Texas Sustainability Consortium, led by the North Central Texas Council of Governments (NCTCOG) in seeking funds through the Sustainable Communities Regional Planning Grant Application from the U.S. Department of Housing and Urban Development (HUD). The City of Arlington measures 100 square miles and has a population of 365,000. Located in the heart of the North Central Texas region, it is home to the Entertainment District which includes the Cowboys Stadium, Texas Ranger's Ballpark, Six Flags over Texas, Hurricane Harbor, the Arlington Convention Center, and the International Bowling Museum and Hall of Fame. The University of Texas-Arlington is also located in Downtown Arlington and has a student population of approximately 34,000.

The economic, environmental, and community benefits of the proposed projects included in the grant application are important not only to our community, but to the Dallas-Fort Worth region. To implement the Livability Principles of HUD, the Department of Transportation, the Environmental Protection Agency, and the North Central Texas Sustainability Consortium propose a project containing the following elements:

- **Balance:** Housing/Job Balance: Efficient Housing and Transportation Investments in Various Types of Transportation Corridors
- **Partnerships:** Coordination and Resource Sharing between States/Regions – NCTCOG Region (TX) and Little Rock Region (AR)
- **Connectivity:** Institutional Silo Busting – Bringing Disciplines and Stakeholders Together and Developing Tools and Resources for the Region
- **Urban Design:** Addressing the School Issue Head On: Changing Development Patterns and Increasing Coordination Based on New Partnerships

This letter expresses our willingness to formally join the North Central Texas Sustainability Consortium through a Memorandum of Understanding (MOU) within three months of award of the Sustainable Communities Regional Planning Grant.

Additionally, the City of Arlington is committed to provide, \$99,265 in in-kind contributions based on staff time, coordination of meetings, and participation towards the implementation of the proposed projects. The City's locally-funded contribution will come from positions, equipment and services funded through several City department budgets over the three year timeframe.

The City of Arlington looks forward to advancing collaborative regional planning efforts that focus on the integration of multi-modal transportation, affordable housing, land use, and economic development for the communities in North Central Texas. Thank you for your consideration.

Sincerely,

City of Arlington


Robert S. Byrd
Interim City Manager



September 28, 2011

The Honorable Shaun Donovan
Secretary
U.S. Department of Housing and Urban Development
451 7th Street S.W.
Washington, DC 20410

SUBJECT: Support for the North Central Texas Sustainability Consortium's
2011 Sustainable Communities Regional Planning Grant Application

Dear Secretary Donovan:

This letter of intent expresses the City of McKinney support and confirms our participation in the North Central Texas Sustainability Consortium, led by the North Central Texas Council of Governments (NCTCOG) in seeking funds through the Sustainable Communities Regional Planning Grant Application from the U.S. Department of Housing and Urban Development (HUD). The City of McKinney is a city government that provides services to a community of over 133,000 people.

The economic, environmental, and community benefits of the proposed projects included in the grant application are important not only to our community, but to the Dallas-Fort Worth region. To implement the Livability Principles of HUD, the Department of Transportation, the Environmental Protection Agency, and the North Central Texas Sustainability Consortium propose a project containing the following elements:

- **Balance:** Housing/Job Balance: Efficient Housing and Transportation Investments in Various Types of Transportation Corridors
- **Partnerships:** Coordination and Resource Sharing between States/Regions – NCTCOG Region (TX) and Little Rock Region (AR)
- **Connectivity:** Institutional Silo Busting – Bringing Disciplines and Stakeholders Together and Developing Tools and Resources for the Region
- **Urban Design:** Addressing the School Issue Head On: Changing Development Patterns and Increasing Coordination Based on New Partnerships

This letter expresses our willingness to formally join the North Central Texas Sustainability Consortium through a Memorandum of Understanding (MOU) within three months of award of the Sustainable Communities Regional Planning Grant.

Additionally, the City of McKinney is committed to provide, \$26,471 in-kind contributions based on staff time, in coordination of meetings, leading the data collection process, review of technical analysis, and project oversight. In addition to these efforts City Staff will lead the implementation process for the proposed project.

The City of McKinney looks forward to advancing collaborative regional planning efforts that focus on the integration of multi-modal transportation, affordable housing, land use, and economic development for the communities in North Central Texas. Thank you for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "Jason Gray".

Jason Gray
City Manager

City of McKinney



1200 E. Broad St.
Mansfield, Texas 76063
817-276-4200
www.mansfield-tx.gov

September 27, 2011

The Honorable Shaun Donovan
Secretary
U.S. Department of Housing and Urban Development
451 7th Street S.W.
Washington DC 20410

SUBJECT: Support for the North Central Texas Sustainability Consortium's
2011 Sustainable Communities Regional Planning Grant Application

Dear Secretary Donovan:

This letter of intent expresses the City of Mansfield's support and confirms our participation in the North Central Texas Sustainability Consortium, led by the North Central Texas Council of Governments (NCTCOG) in seeking funds through the Sustainable Communities Regional Planning Grant Application from the U.S. Department of Housing and Urban Development (HUD). The City of Mansfield is located in the middle of the Dallas-Fort Worth Metroplex and has a population of approximately 57,000.

The economic, environmental, and community benefits of the proposed projects included in the grant application are important to our community and also to the Dallas-Fort Worth region. To implement the Livability Principles of HUD, the Department of Transportation, and the Environmental Protection Agency, the North Central Texas Sustainability Consortium proposes a project containing the following elements:

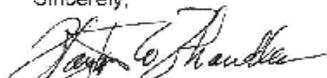
- **Balance:** Housing/Job Balance – Efficient housing and transportation investments in various types of transportation corridors
- **Partnerships:** Coordination and resource sharing between states/regions – the NCTCOG Region (TX) and the Little Rock Region (AR)
- **Connectivity:** Institutional Silo Busting – Bringing disciplines and stakeholders together and developing tools and resources for the region
- **Urban Design:** Addressing the school issue head on, changing development patterns and increasing coordination based on new partnerships

This letter expresses our willingness to formally join the North Central Texas Sustainability Consortium through a Memorandum of Understanding (MOU) within three months of award of the Sustainable Communities Regional Planning Grant.

Additionally, the City of Mansfield is committed to provide \$66,176 of in-kind contributions based on staff time, coordination of meetings, and participation towards the implementation of the proposed projects. The contribution will come from the City's General Fund over the three-year grant project period.

The City of Mansfield looks forward to advancing collaborative regional planning efforts that focus on the integration of multi-modal transportation, affordable housing, land use, and economic development for the communities in North Central Texas. Thank you for your consideration.

Sincerely,


Clayton Chandler
City Manager

City of Mansfield



P.O. Box 880356 Plano, Texas 75086-0358
972-941-7000 www.plano.gov

August 22, 2011

Ms. Shelley R. Poticha
Director
Office of Sustainable Housing and Communities
Department of Housing and Urban Development
451 7th Street SW, Room 10180
Washington, DC 20410

Dear Ms. Poticha:

The City of Plano is pleased to support the application submitted by the North Central Texas Council of Governments (NCTCOG) for the Department of Housing and Urban Development's Sustainable Communities Regional Planning Grant Program.

The City of Plano will partner with NCTCOG as a member of the Regional Consortium created to apply for and oversee the tasks outlined in the grant application should funding be awarded. Once funds are awarded, the City of Plano, subject City Council approval, will enter in to a Memorandum of Understanding (MOU) with NCTCOG to advance the partnership.

The projects submitted will help foster attainment of regional development goals, coordination among varying interest and disciplines, and provide tools to help foster economic development for the region. Thank you for your consideration.

Sincerely,

Frank F. Turner
Deputy City Manager

FFT/sj

Phil Dyer Mayor Pat Miner Mayor Pro Tem Lissa Smith Deputy Mayor Pro Tem Ben Harris Place 2 André Davidson Place 3 Jim Duggan Place 5 Patrick Gallagher Place 7 Lee Dunlap Place 8 Bruce D. Glasscock City Manager

City of Plano



October 4, 2011

The Honorable Shaun Donovan
Secretary
U.S. Department of Housing and Urban Development
451 7th Street S.W.
Washington, DC 20410

SUBJECT: Support for the North Central Texas Sustainability Consortium's
2011 Sustainable Communities Regional Planning Grant Application

Dear Secretary Donovan:

This letter of intent expresses the City of Irving's support and confirms our participation in the North Central Texas Sustainability Consortium, led by the North Central Texas Council of Governments (NCTCOG) in seeking funds through the Sustainable Communities Regional Planning Grant Application from the U.S. Department of Housing and Urban Development (HUD). The City of Irving is a city government that provides public services to a population over 200,000.

The economic, environmental, and community benefits of the proposed projects included in the grant application are important not only to our community, but to the Dallas-Fort Worth region. To implement the Livability Principles of HUD, the Department of Transportation, the Environmental Protection Agency, and the North Central Texas Sustainability Consortium propose a project containing the following elements:

- **Balance:** Housing/Job Balance: Efficient Housing and Transportation Investments in Various Types of Transportation Corridors
- **Partnerships:** Coordination and Resource Sharing between States/Regions – NCTCOG Region (TX) and Little Rock Region (AR)
- **Connectivity:** Institutional Silo Busting – Bringing Disciplines and Stakeholders Together and Developing Tools and Resources for the Region
- **Urban Design:** Addressing the School Issue Head On: Changing Development Patterns and Increasing Coordination Based on New Partnerships

This letter expresses our willingness to formally join the North Central Texas Sustainability Consortium through a Memorandum of Understanding (MOU) within three months of award of the Sustainable Communities Regional Planning Grant.

Additionally, the City of Irving is committed to provide, \$19,900 in-kind contributions based on staff time, coordination of meetings, and participation towards the implementation of the proposed projects.

The City of Irving looks forward to advancing collaborative regional planning efforts that focus on the integration of multi-modal transportation, affordable housing, land use, and economic development for the communities in North Central Texas. Thank you for your consideration.

Sincerely,

Ramiro Lopez
Public Works Team Director

City of Irving



**Tarrant County
PUBLIC HEALTH**
*Safeguarding our
community's health*

Lou K. Brewer, RN, MPH
Director

- 1 -

September 29, 2011

The Honorable Shaun Donovan
Secretary
U.S. Department of Housing and Urban Development
1515 7th Street S.W.
Washington, DC 20410

**SUBJECT: Support for the North Central Texas Sustainability Consortium's
2011 Sustainable Communities Regional Planning Grant
Application**

Dear Secretary Donovan:

This letter of intent expresses the Tarrant County Public Health (TCPH) support and confirms our participation in the North Central Texas Sustainability Consortium, led by the North Central Texas Council of Governments (NCTCOG) in seeking funds through the Sustainable Communities Regional Planning Grant Application from the U.S. Department of Housing and Urban Development (HUD). The TCPH Department is a county government agency that provides disease prevention and control as well as health promotion services to 1.8 million people living in Tarrant County. TCPH headquarters is located in Fort Worth but there are 20 additional clinics across the county. Our mission is to safeguard the community's health and our vision is to have healthy people in healthy communities.

The economic, environmental, and community benefits of the proposed projects included in the grant application are important not only to our community, but to the Dallas-Fort Worth region. To implement the Livability Principles of HUD, the Department of Transportation, the Environmental Protection Agency, and the North Central Texas Sustainability Consortium propose a project explaining the following elements:

- **Balance:** Housing/Job Balance: Efficient Housing and Transportation Investments in Various Types of Transportation Corridors
- **Partnerships:** Coordination and Resource Sharing between States/Regions – NCTCOG Region (TX) and Little Rock Region (AR)
- **Connectivity:** Institutional Silo Busting – Bringing Disciplines and Stakeholders Together and Developing Tools and Resources for the Region
- **Urban Design:** Addressing the School Issue Heat On: Changing Development Patterns and Increasing Coordinator Based on New Partnerships

This letter expresses our willingness to formally join the North Central Texas Sustainability Consortium through a Memorandum of Understanding (MOU) within three months of award of the Sustainable Communities Regional Planning Grant. TCPH will take the lead in the process of reconvening the Health Research Team (HRT) established for the recently awarded recognized Vision North Texas regional initiative and recruit additional key members to include public and private sector planners and from the community development area. These individuals will comprise the health council which will provide the leadership and enrich the community collaborative regional planning process.

The focus of establishing this regional health council will be to implement healthy initiatives that pull from evidence-based policies and best practice strategies to address food availability issues for the communities in North Central Texas. The public health effort emphasis will be advancing collaborative regional planning efforts for identification of evidence-based policies that translate into customization of policy development to facilitate establishment of farmer's markets and food co-ops and to emphasize the sustainable community gardening and develop a system for transporting of people to quality food sources for the communities in this region. Learning resources integral to the success of the initiative and which do not only focus on gardening but on related issues such as land use will include maximizing space and water harvesting so crops can be harvested throughout most of the year.

Additionally, the TCPH is committed to provide, \$14,400 in-kind contributions based on staff time, coordination of meetings, and participation towards the implementation of the proposed projects. The contributed resources will include educational trainings, community meetings and policy advocacy.

The TCPH looks forward to advancing collaborative regional planning efforts that focus on the integration of multi-modal transportation, affordable housing, land use, and economic development for the communities in North Central Texas. Thank you for your consideration.

Sincerely,

Lou K. Brewer, RN, MPH
Health Director

Tarrant County Public Health



DALLAS COUNTY JUDGE CLAY LEWIS JENKINS

October 4, 2011

The Honorable Shaun Donovan
Secretary
U.S. Department of Housing and Urban Development
451 7th Street S. W.
Washington, DC 20410

Re: Support for the North Central Texas Sustainability Consortium's 2011
Sustainable Communities Regional Planning Grant Application

Dear Secretary Donovan:

This letter of intent expresses the Dallas County support of the North Central Texas Sustainability Consortium, led by the North Central Texas Council of Governments (NCTCOG) in seeking funds through the Sustainable Communities Regional Planning Grant Application from the U.S. Department of Housing and Urban Development (HUD). Dallas County is a county government agency that provides a wide array of services to the Citizens of Dallas County.

The economic, environmental, and community benefits of the proposed projects included in the grant application are important not only to our community, but to the Dallas-Fort Worth region. To implement the Livability Principles of HUD, the Department of Transportation, the Environmental Protection Agency, and the North Central Texas Sustainability Consortium propose a project containing the following elements:

- **Balance:** Housing/Job Balance: Efficient Housing and Transportation Investments in Various Types of Transportation Corridors
- **Partnerships:** Coordination and Resource Sharing between States/Regions—NCTCOG region (TX) and Little Rock Region (AR)
- **Connectivity:** Institutional Silo Busting – Bringing Disciplines and Stakeholders Together and Developing Tools and Resources for the Region
- **Urban Design:** Addressing the School Issue Head On: Changing Development Patterns and Increasing Coordination Based on New Partnerships

This letter also expresses our willingness to join the North Central Texas Sustainability Consortium through a Memorandum of Understanding (MOU) within three months of award of the Sustainable Communities Regional Planning Grant. It is our understanding that a commitment to participate does not obligate Dallas County to any determined level of staff time or match participation. Any potential financial participation by Dallas County would require

approval by County Commissioners Court. Dallas County is willing to work closely with reviewing and supporting project work, especially aspects related to our next Major Capital Improvement Program call for projects.

Dallas County looks forward to advancing collaborative regional planning efforts that focus on the integration of multi-modal transportation, affordable housing, land use and economic development for the communities in North Central Texas. Thank you for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "Clay Jenkins", written over a horizontal line.

Judge Clay Lewis Jenkins

Dallas County



TARRANT COUNTY
COMMISSIONERS COURT

ADMINISTRATOR'S OFFICE
COMMUNITY DEVELOPMENT DIVISION
Patricia Ward, Director

September 27, 2011

The Honorable Shaun Donovan
Secretary
U.S. Department of Housing and Urban Development
451 7th Street S.W.
Washington, DC 20410

SUBJECT: Support for the North Central Texas Sustainability Consortium's
2011 Sustainable Communities Regional Planning Grant Application

Dear Secretary Donovan:

This letter of intent expresses Tarrant County's support through the Tarrant County Community Development and Housing Division. The North Central Texas Sustainability Consortium, led by the North Central Texas Council of Governments (NCTCOG) is seeking funds through the Sustainable Communities Regional Planning Grant Application from the U.S. Department of Housing and Urban Development (HUD) in which we support. Tarrant County Community Development and Housing is a division of the Tarrant County Administrator's office that administers several development and housing programs, including those funded under the following U.S. Department of Housing and Urban Development (HUD) grants: Community Development Block Grant, HOME Investment Partnership, Emergency Solutions Grant, Housing Opportunities for Persons with HIV/AIDS grant, Supportive Housing Program grant and Housing Choice vouchers for Tarrant County.

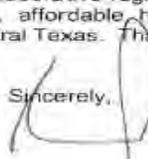
The economic, environmental, and community benefits of the proposed projects included in the grant application are important not only to our community, but to the Dallas-Fort Worth region. To implement the Livability Principles of HUD, the Department of Transportation, the Environmental Protection Agency, and the North Central Texas Sustainability Consortium has proposed a project containing the following elements:

- **Balance:** Housing/Job Balance: Efficient Housing and Transportation Investments in Various Types of Transportation Corridors
- **Partnerships:** Coordination and Resource Sharing between States/Regions – NCTCOG Region (TX) and Little Rock Region (AR)
- **Connectivity:** Institutional Silo Busting – Bringing Disciplines and Stakeholders Together and Developing Tools and Resources for the Region
- **Urban Design:** Addressing the School Issue Head On: Changing Development Patterns and Increasing Coordination Based on New Partnerships

We believe that the outcomes from this grant will lead us to greater information and collaboration needed to maximize decreasing HUD resources received by HUD entitlement funding by cities and counties throughout the region. This letter expresses our enthusiasm to join the North Central Texas Sustainability Consortium through a Memorandum of Understanding (MOU) within three months of award of the Sustainable Communities Regional Planning Grant.

Tarrant County looks forward to advancing collaborative regional planning efforts that focus on the integration of multi-modal transportation, affordable housing, land use and economic development for the communities in North Central Texas. Thank you for your consideration.

Sincerely,


Patricia Ward

Tarrant County Commissioners Court



THE UNIVERSITY
OF TEXAS
AT ARLINGTON

Office of
Research Administration

Box 19188
202 E. Border St., Suite 201
Arlington, Texas
76019-0188
T 817.272.3723
F 817.272.1111
<http://www.uta.edu/research>
Expertise at UTA Arlington
www.uta.edu/expertise

September 29, 2011

The Honorable Shaun Donovan
Secretary
U.S. Department of Housing and Urban Development
451 7th Street S.W.
Washington, DC 20410

SUBJECT: Support for the North Central Texas Sustainability Consortium's
2011 Sustainable Communities Regional Planning Grant Application

Dear Secretary Donovan:

This letter of intent expresses the University of Texas at Arlington supports and confirms our participation in the North Central Texas Sustainability Consortium, led by the North Central Texas Council of Governments (NCTCOG) in seeking funds through the Sustainable Communities Regional Planning Grant Application from the U.S. Department of Housing and Urban Development (HUD). The sum of \$257,351 is requested with the cost share of \$92,647 making the total project cost \$349,998.

The economic, environmental, and community benefits of the proposed projects included in the grant application are important not only to our community, but to the Dallas-Fort Worth region. To implement the Livability Principles of HUD, the Department of Transportation, the Environmental Protection Agency, and the North Central Texas Sustainability Consortium propose a project containing the following elements:

- **Balance:** Housing/Job Balance: Efficient Housing and Transportation Investments in Various Types of Transportation Corridors
- **Partnerships:** Coordination and Resource Sharing between States/Regions – NCTCOG Region (TX) and Little Rock Region (AR)
- **Connectivity:** Institutional Silo Busting – Bringing Disciplines and Stakeholders Together and Developing Tools and Resources for the Region
- **Urban Design:** Addressing the School Issue Head On: Changing Development Patterns and Increasing Coordination Based on New Partnerships

This letter expresses our willingness to formally join the North Central Texas Sustainability Consortium through a Memorandum of Understanding (MOU) within three months of award of the Sustainable Communities Regional Planning Grant.

Additionally, the University of Texas at Arlington is committed to provide, \$92,647 in-kind contributions based on staff time, coordination of meetings, and participation towards the implementation of the proposed projects.

The University of Texas at Arlington looks forward to advancing collaborative regional planning efforts that focus on the integration of multi-modal transportation, affordable housing, land use, and economic development for the communities in North Central Texas.

We look forward to the opportunity of working with you on this vital and exciting venture. If you require additional information or assistance in finalizing the award, please do not hesitate to contact Una Delgado, Grant and Contract Specialist, in the Office of grant and Contract Services at area code (817) 272-3884 or via email at udelgado@uta.edu.

Sincerely,

Jeremy Forsberg
Assistant Vice President for Research

The University of Texas at Arlington



September 30, 2011

The Honorable Shaun Donovan
Secretary
U.S. Department of Housing and Urban Development
451 7th Street S.W.
Washington, DC 20410

SUBJECT: Support for the North Central Texas Sustainability Consortium's
2011 Sustainable Communities Regional Planning Grant Application

Dear Secretary Donovan:

This letter of intent expresses the Urban Land Institute's support and confirms our participation in the North Central Texas Sustainability Consortium, led by the North Central Texas Council of Governments (NCTCOG) in seeking funds through the Sustainable Communities Regional Planning Grant Application from the U.S. Department of Housing and Urban Development (HUD). The Urban Land Institute is a non-profit organization that provides leadership in the responsible use of land and in creating and sustaining thriving communities worldwide. ULI examines land use issues, impartially reports findings, and convenes forums to find solutions to complex land use problems, collaborating with industry and stakeholder groups worldwide.

The economic, environmental, and community benefits of the proposed projects included in the grant application are important not only to our community, but to the Dallas-Fort Worth region. To implement the Livability Principles of HUD, the Department of Transportation, the Environmental Protection Agency, and the North Central Texas Sustainability Consortium propose a project containing the following elements:

- **Balance:** Housing/Job Balance: Efficient Housing and Transportation Investments in Various Types of Transportation Corridors
- **Partnerships:** Coordination and Resource Sharing between States/Regions – NCTCOG Region (TX) and Little Rock Region (AR)
- **Connectivity:** Institutional Silo Busting – Bringing Disciplines and Stakeholders Together and Developing Tools and Resources for the Region
- **Urban Design:** Addressing the School Issue Head On: Changing Development Patterns and Increasing Coordination Based on New Partnerships

This letter expresses our willingness to formally join the North Central Texas Sustainability Consortium through a Memorandum of Understanding (MOU) within three months of award of the Sustainable Communities Regional Planning Grant.

Additionally, the Urban Land Institute is committed to provide, \$13,235 in-kind contributions based on staff time, coordination of meetings, and participation towards the implementation of the proposed projects.

The Urban Land Institute looks forward to advancing collaborative regional planning efforts that focus on the integration of multi-modal transportation, affordable housing, land use, and economic development for the communities in North Central Texas. Thank you for your consideration.

Sincerely,

John M. Walsh, III

ULI North Texas Governance Chair

Urban Land Institute



NORTH TEXAS HOUSING COALITION

Strengthening our communities with housing solutions.

2900 Live Oak Street
2nd Floor
Dallas, Texas 75204
Office 214.946.3500
Fax 214.826.5181
www.nthcinc.org

October 3, 2011

The Honorable Shaun Donovan
Secretary
U.S. Department of Housing and Urban Development
451 7th Street S.W.
Washington, DC 20410

Board of Directors
Gilbert Gerst
Chairman of the Board
Monique S. Allen
Galileo Jumao-As
Dr. Tim Bray
Steve Brown
Steven Carriker
Stephanie Couser
Mike Eastland
Carlos Herrera
Angela Kelcher
David W. Long
Ann Lott
Karen Riley
Sherman Roberts
Robert Voelker

SUBJECT: Support for the North Central Texas Sustainability Consortium's
2011 Sustainable Communities Regional Planning Grant Application

Dear Secretary Donovan:

This letter of intent expresses the North Texas Housing Coalition, Inc. support and confirms our participation in the North Central Texas Sustainability Consortium led by the North Central Texas Council of Governments (NCTCOG) in seeking funds through the Sustainable Communities Regional Planning Grant Application from the U.S. Department of Housing and Urban Development (HUD). The North Texas Housing Coalition, Inc. is a city non-profit organization/for-profit organization that provides advocacy, research, and information along with home ownership counseling and education to residents of North Central Texas.

The economic, environmental, and community benefits of the proposed projects included in the grant application are important not only to our community, but to the Dallas-Fort Worth region. To implement the Livability Principles of HUD, the Department of Transportation, the Environmental Protection Agency, and the North Central Texas Sustainability Consortium propose a project containing the following elements:

Albert Martin,
Executive Director

- **Balance:** Housing/Job Balance: Efficient Housing and Transportation Investments in Various Types of Transportation Corridors
- **Partnerships:** Coordination and Resource Sharing between States/Regions – NCTCOG Region (TX) and Little Rock Region (AR)
- **Connectivity:** Institutional Silo Busting – Bringing Disciplines and Stakeholders Together and Developing Tools and Resources for the Region
- **Urban Design:** Addressing the School Issue Head On: Changing Development Patterns and Increasing Coordination Based on New Partnerships

This letter expresses our willingness to formally join the North Central Texas Sustainability Consortium through a Memorandum of Understanding (MOU) within three months of award of the Sustainable Communities Regional Planning Grant.

Additionally, the North Texas Housing Coalition, Inc. is committed to provide, \$46,364 in-kind contributions based on staff time, coordination of meetings, and participation towards the implementation of the proposed projects. In-kind contributions are expected to come from consultants and staff time attributed directly to providing support for work required under the MOU.

These services includes, providing housing analysis of regional mixed-use centers and their associated regional benefits, develop incentive programs for green developments in multi-family housing and other developments, and develop an on-line resource for green building and infrastructure techniques.

The North Texas Housing Coalition, Inc. looks forward to advancing collaborative regional planning efforts that focus on the integration of multi-modal transportation, affordable housing, land use, and economic development for the communities in North Central Texas. Thank you for your consideration.

Sincerely,

Albert Martin
Executive Director

North Texas Housing Coalition



600 Six Flags Dr., Centerpoint Three
P.O. Box 5888, Arlington, Texas 76005-5888
Phone: 817-695-9184 • Fax: 817-640-6480
E-mail: workforce@dfwjobs.com
www.dfwjobs.com
In Partnership with North Central Texas Council of Governments

September 29, 2011

The Honorable Shaun Donovan
Secretary
U.S. Department of Housing and Urban Development
451 7th Street S.W.
Washington, DC 20410

SUBJECT: Support for the North Central Texas Sustainability Consortium's
2011 Sustainable Communities Regional Planning Grant Application

Dear Secretary Donovan:

This letter of intent expresses Workforce Solutions for North Central Texas' support and confirms our participation in the North Central Texas Sustainability Consortium, led by the North Central Texas Council of Governments (NCTCOG) in seeking funds through the Sustainable Communities Regional Planning Grant Application from the U.S. Department of Housing and Urban Development (HUD). Workforce Solutions for North Central Texas is a non-profit organization that provides Workforce Investment Act services such as job search assistance, job training and support services such as child care and transportation to assist individuals in becoming self sufficient through employment, education and economic development.

The economic, environmental, and community benefits of the proposed projects included in the grant application are important not only to our community, but to the Dallas-Fort Worth region. To implement the Livability Principles of HUD, the Department of Transportation, the Environmental Protection Agency, and the North Central Texas Sustainability Consortium propose a project containing the following elements:

- **Balance:** Housing/Job Balance: Efficient Housing and Transportation Investments in Various Types of Transportation Corridors
- **Partnerships:** Coordination and Resource Sharing between States/Regions – NCTCOG Region (TX) and Little Rock Region (AR)
- **Connectivity:** Institutional Silo Busting – Bringing Disciplines and Stakeholders Together and Developing Tools and Resources for the Region
- **Urban Design:** Addressing the School Issue Head On: Changing Development Patterns and Increasing Coordination Based on New Partnerships

This letter expresses our willingness to formally join the North Central Texas Sustainability Consortium through a Memorandum of Understanding (MOU) within three months of award of the Sustainable Communities Regional Planning Grant.

Workforce Solutions for North Central Texas looks forward to advancing collaborative regional planning efforts that focus on the integration of multi-modal transportation, affordable housing, land use, and economic development for the communities in North Central Texas. Thank you for your consideration.

Sincerely,

David K. Setzer, C.P.M., CWE
Executive Director

Workforce Solutions
North Central Texas



FORT WORTH TRANSPORTATION AUTHORITY

1800 E. Lancaster Avenue ■ Fort Worth, Texas 76102-5720 ■ (817) 215-9700

September 30, 2011

The Honorable Shaun Donovan, Secretary
U.S. Department of Housing and Urban Development
451 7th Street S.W.
Washington, DC 20410

**SUBJECT: Support for the North Central Texas Sustainability Consortium's
2011 Sustainable Communities Regional Planning Grant Application**

Dear Secretary Donovan:

This letter of intent expresses the full support of the Fort Worth Transportation Authority (The T) for the North Central Texas Sustainability Consortium, led by the North Central Texas Council of Governments (NCTCOG). NCTCOG is seeking funds through the Sustainable Communities Regional Planning Grant Application from the U.S. Department of Housing and Urban Development (HUD). The T provides public transportation services for member cities in Tarrant County, Texas. Our services include commuter rail, bus and trolley route service, car and vanpool programs, mobility impaired transportation services, and commute programs for employers.

The economic, environmental, and community benefits of the proposed projects included in the grant application are important not only to our community, but to the Dallas-Fort Worth Region as a whole. To implement the Livability Principles of HUD, the U.S. Department of Transportation, and the Environmental Protection Agency, the North Central Texas Sustainability Consortium proposes a project containing the following elements:

- Balance:** Housing/Job Balance—Efficient Housing and Transportation Investments in Various Types of Transportation Corridors
- Partnerships:** Coordination and Resource Sharing between the NCTCOG Region in Texas and the Little Rock Region in Arkansas
- Connectivity:** Institutional Silo Busting—Bringing Disciplines and Stakeholders Together and Developing Tools and Resources for the Region
- Urban Design:** Addressing School Issues Head On—Changing Development Patterns and Increasing Coordination Based on New Partnerships.

This letter also expresses our willingness to join the North Central Texas Sustainability Consortium through a Memorandum of Understanding (MOU) within three months of award of the Sustainable Communities Regional Planning Grant.

The T looks forward to advancing collaborative regional planning efforts that focus on the integration of multi-modal transportation, affordable housing, land use and economic development for the communities in North Central Texas. Thank you for your thoughtful consideration of their grant application.

Sincerely,

Shawna Russell
Assistant Vice President, Governmental Relations

CITY BUS SERVICE ■ COMMUTER RAIL SERVICE ■ SERVICE FOR THE MOBILITY IMPAIRED ■ CARPOOL & VANPOOL MATCHING

Fort Worth Transportation Authority



Dallas Area Rapid Transit
P.O. Box 660163
Dallas, Texas 75266-0163
214/749-3278

October 4, 2011

The Honorable Shaun Donovan Secretary
U.S. Department of Housing and Urban Development
451 7th Street S.W.
Washington, DC 20410

RE: Support for the North Central Texas Sustainability Consortium's 2011 Sustainable Communities Regional Planning Grant Application

Dear Secretary Donovan:

This letter of intent expresses the Dallas Area Rapid Transit (DART) support and confirms our participation in the North Central Texas Sustainability Consortium, led by the North Central Texas Council of Governments (NCTCOG) in seeking funds through the Sustainable Communities Regional Planning Grant Application from the U.S. Department of Housing and Urban Development (HUD). DART is a transit agency made up of 13 member cities and providing bus, light rail, commuter rail, paratransit, and High Occupancy Vehicle (HOV) accessibility throughout a 700 square mile service area within the D/FW Metroplex.

The economic, environmental, and community benefits of the proposed projects included in the grant application are important not only to our community, but to the Dallas-Fort Worth region. To implement the Livability Principles of HUD, the Department of Transportation, the Environmental Protection Agency, and the North Central Texas Sustainability Consortium propose a project containing the following elements:

- **Balance:** Housing/Job Balance: Efficient Housing and Transportation Investments in Various Types of Transportation Corridors
- **Partnerships:** Coordination and Resource Sharing between States/Regions – NCTCOG Region (TX) and Little Rock Region (AR)
- **Connectivity:** Institutional Silo Busting – Bringing Disciplines and Stakeholders Together and Developing Tools and Resources for the Region
- **Urban Design:** Addressing the School Issue Head On: Changing Development Patterns and Increasing Coordination Based on New Partnerships

This letter expresses our willingness to formally join the North Central Texas Sustainability Consortium through a Memorandum of Understanding (MOU) within three months of award of the Sustainable Communities Regional Planning Grant.

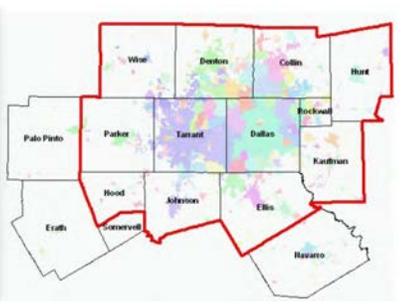
Additionally, DART will participate with the other transit agencies with up to \$19,853 in-kind contributions based on staff time, coordination of meetings, and participation towards the implementation of the proposed projects.

DART looks forward to advancing collaborative regional planning efforts that focus on the integration of multi-modal transportation, affordable housing, land use, and economic development for the communities in North Central Texas. Thank you for your consideration.

Sincerely,

Jack Wierzenski, AICP
Director, Economic Development
Dallas Area Rapid Transit

Dallas Area Rapid Transit



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

Regional Plans for Sustainable Development - Summaries

The work of the Consortium takes as its starting point two significant Regional Plans for Sustainable Development (RPSD), Mobility 2035: the Metropolitan Transportation Plan for North Central Texas (Mobility 2035) developed by the North Central Texas Council of Governments (NCTCOG) Transportation Department, which is also the MPO, and the North Texas 2050 report, developed by the Vision North Texas (VNT) group. Projects submitted combine action tools & implementation strategies from both Regional Sustainability Plans which complement each other with the Vision they provide.

RPSD - North Texas 2050

North Texas 2050 is a Regional Plan for Sustainable Development (RPSD) for the Dallas-Fort Worth Region released in March 2010 through a five-year long Vision North Texas regional visioning process (**Exhibit 1**). Vision North Texas is a public, private, and academic partnership created to serve as a forum for dialogue and action on the Dallas Fort Worth Region’s sustainable growth and plan for quality of life for residents. The **North Texas 2050** document describes the preferred future envisioned by Vision North Texas participants. It is the result of collaboration of experts in many professional fields, input of interested residents and direction from regional leaders.

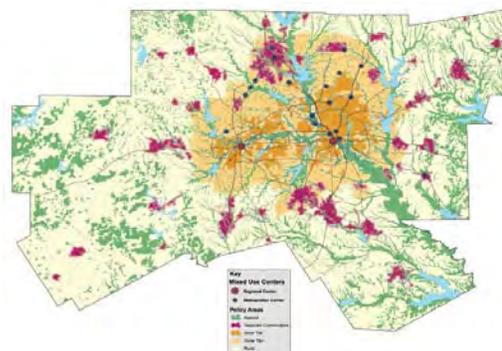
Exhibit 1. Vision North Texas Planning Process and Workshops



Vision Statement: North Texas is recognized worldwide as a region that sustains its economic success and vitality because it contains many distinctive and highly desirable communities, supports innovative people and businesses and nurtures its varied natural assets. The North Texas 2050 vision contains diverse neighborhoods, mixed use centers and communities that appeal to people of all income levels and at all stages of their lives; a preferred location for the broad-based and innovative local economy; offers residents and businesses access to resources and opportunities that lead to their long-term success; protects, manages and enhances critical natural areas and uses energy and natural resources responsibly; and supports resilient and effective responses to change through collaboration and cooperation within the region.

Guiding Principles and Preferred Scenario: Guiding Principles supplement the Vision Statement by providing a more precise description of the region’s preferred future. These guiding principles promote the following 12-elements: Development Diversity, Efficient Growth, Pedestrian Design, Housing Choice, Developments around Activity Centers, Environmental Stewardship, Quality Places, Efficient Mobility Options, Resource Efficiency, Educational Opportu-

Exhibit 2: Preferred Future Scenario



nity, Healthy Communities, and Implementation of guiding principles. **These guiding principles mirror HUD-DOT-EPA Interagency Partnerships’ six Livability Principles.** Benefits and costs of various alternative growth scenarios, Connected Centers Scenario, Return on Investment Scenario, Diverse, Distinct Communities Scenario, Green Region Scenario were analyzed through the planning process and a Preferred Future Diagram was developed to synthesize the choices expressed by the stakeholders. **Exhibit 2** shows the conceptual diagram that illustrates the preferred physical development pattern for the Year 2050. North Texas 2050 describes a preferred future for North Texas by identifying five policy areas (natural, rural, separate community, outer tier and inner tier), and two types of important centers (employment centers and mixed use centers) as focal points for the region and its communities. This physical development pattern is served by an investment framework that integrates eight areas of investment – regional ecosystem, community character and form, economy, housing, mobility, climate resilience, education and health. A set of policy recommendations addresses the role of this investment framework throughout the region and in each policy area and type of center. North Texas 2050 also includes a detailed Action Package that identifies the tools and techniques needed for action to achieve this vision.

RPSD - Mobility 2035: The Metropolitan Transportation Plan for North Central Texas As the Metropolitan Planning Organization for the Dallas-Fort Worth area, the North Central Texas Council of Governments (NCTCOG) is required to maintain a long-range transportation plan that defines a vision for the region’s multimodal transportation system. This plan is known as the Metropolitan Transportation Plan (MTP) and its aim is to identify policies, programs, and projects for development that respond to adopted goals and to guide expenditures for state and federal funds over the next 25 years in the 12-county Dallas-Fort Worth Metropolitan Planning Area. As Mobility 2035 was being prepared, the Regional Transportation Council held over 30 public meetings and outreach events, along with numerous meetings with local, state, and federal agency staff

and elected officials. The policies, programs, and projects were discussed in these meetings over an 18-month timeframe and a Website was established to convey information and to enable additional input. As the regional and national economic, social, and environmental circumstances change, the North Central Texas Council of Governments will monitor the recommendations in this mobility plan and make adjustments as necessary.

Mobility 2035 Supported Goals: Goals define the purpose of Mobility 2035 and guide efforts that accommodate the multimodal mobility needs of a growing region. These goals support and advance the development of a transportation system that contributes to the region’s mobility, quality of life, system sustainability, and continued project implementation. The Mobility 2035 Plan’s goals include **Mobility** to Improve the availability of transportation options for people and goods; **Quality of Life** to preserve and enhance the natural environment, improve air quality, and promote active lifestyles; **System Sustainability** to ensure adequate maintenance and enhance the safety and reliability of the existing transportation system; and **Implementation** to provide for timely project planning and implementation.

Metropolitan Transportation Plan Development Process: As shown in **Exhibit 3**, Mobility 2035 development process included key considerations to strategic transportation infrastructure investments though funding transit, HOV/managed lanes, freeway/toll roads and arterials; and maximizing existing transportation system through infrastructure maintenance, management, and operation, projected growth and land use

Exhibit 3: Mobility Plan 2035 – Development Process

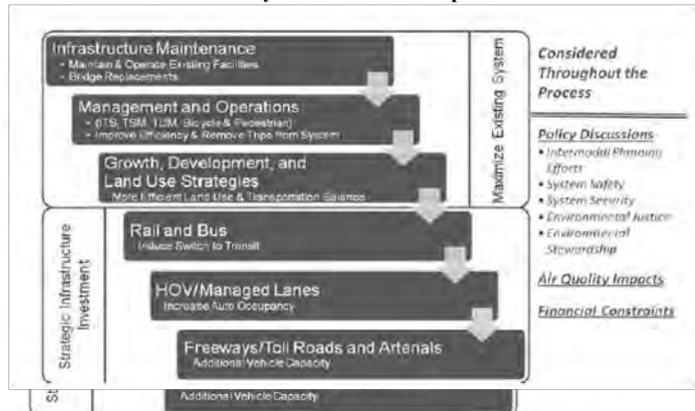


Table 1: Mobility 2035 Expenditures

Infrastructure Maintenance	\$27.30
Management and Operations Strategies	\$4.80
Growth, Development, and Land-use Strategies	\$3.90
Public Transportation	\$18.90
Freeway, Tollway, HOV/Managed Lane, and Arterial System	\$46.20
Total (Actual \$, Billions)	\$101.10

strategies. The impacts to system safety and security, environmental justice, environmental mitigation, and intermodal planning are additional aspects that were considered throughout the development of Mobility 2035. The Expanded Dallas-Fort Worth Regional Travel Model serves as the source for forecasting vehicle miles of travel and other travel characteristics for the area.

Policies, Programs, and Projects: The Mobility 2035 recommendations consist of policies, programs, and projects that reflect regional priorities and support Mobility 2035 goals. These policies, programs, and projects support the continued development and implementation of a high quality transportation system. The major expenditures for Mobility 2035 are summarized in Table 1 and detailed recommendations are provided throughout the document.

An Integral Part of the Mobility Plan is the Sustainable Development Section found under the Operational Efficiency Chapter.

The goals and programs in Mobility 2035 and Sustainable Development support and echo the six Livability Principles and are additionally supported by regional policy and programs.

Mobility 2035 Sustainable Development Policies and Programs: Mobility 2035 supports the following sustainable development policies (**Exhibit 4**):

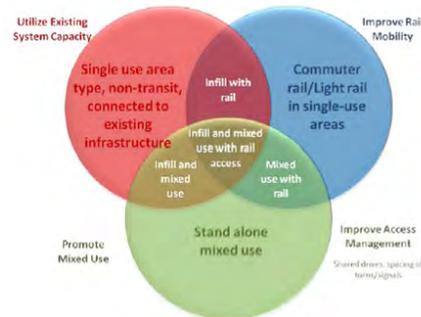
1. **Support mixed-use, infill, and transit-oriented developments** that utilize system capacity, reduce vehicle miles of travel, and improve air quality through improved rail mobility and access management;
2. **Promote livable communities** that offer safe, reliable, and economical transportation choices; contain equitable and affordable housing; and enhance eco-

economic competitiveness which support the HUD-DOT -EPA Interagency Partnership Principles of Livability;

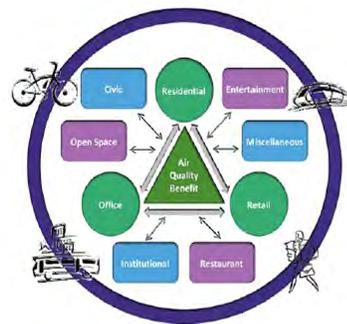
3. **Plan and implement multimodal transportation options** that connect and compliment a variety of land uses while serving diverse demographic groups;
4. **Encourage sustainability through a cooperative process** of preservation, integration, and development of land which support healthy transitions between ranges of development possibilities from natural areas to the urban core.

Mobility 2035 supports the following sustainable development programs: Sustainable Development Funding Program, Alternative Future Program, Center for Development Excellence, Transit-oriented Development Implementation Program, Brownfields Revolving Loan Fund, Resource Efficiency and Sustainable Growth Management, Land Use/Transportation Connection, and Livability and Transportation.

Exhibit 4: Mobility 2035 - Sustainable Development Policy



Mixed Use Development, Multimodal Transportation Access, and Air Quality benefit





Appendix

Appendix 1. NCTCOG Contributing Staff Biographies

Michael Morris P.E., Director of Transportation - Mr. Morris has been at the North Central Texas Council of Governments (NCTCOG) since 1979 and Director since 1990. He is responsible for coordinating plans, programs, and projects to improve mobility and reduce vehicle emissions. Mr. Morris received his Masters in Civil Engineering from State University of New York at Buffalo in 1979 and is a registered Professional Engineer in the State of Texas. Mr. Morris would act in an advisory capacity on this project.

Natalie Bettger, Senior Program Manager - Natalie Bettger is a Senior Program Manager for NCTCOG. Natalie joined NCTCOG in 1999 and is currently the manager of the Congestion Management and System Operations Program Area. This area includes congestion management, safety, security, sustainable development, website development and computer services for North Central Texas Council of Governments. Natalie received her Master's Degree in Urban Planning from the University of Akron and a Bachelor's Degree in Geography from Northwest Missouri State University. **Natalie will serve as the Overall Project Director** and is familiar with large and complex planning activities. Natalie has lead coordination and development of the Regional Congestion Management Plan and has lead teams of staff members in developing portions of the Mobility 2035 Plan. She and her staff have been primary contributors to the Vision North Texas 2050 Plan.

Karla Weaver, AICP, Program Manager- Karla Weaver, AICP is a Program Manager with the NCTCOG. Karla joined NCTCOG in 2006 and is currently managing the Sustainable Development Program which is responsible programs that include: transit-oriented development (TOD) planning, an EPA revolving loan fund brownfield cleanup program, bicycle and pedestrian programs, alternative futures demographic scenarios, land use planning, and general funding and oversight of sustainable projects. Karla received her Master's Degree in Public Administration from Florida State University, as well as a Masters in

Urban and Regional Planning with an emphasis on Land Use and Growth Management. **Karla will be the day-to-day program manager for this project** and is well versed in the coordination of complex projects. Karla was also heavily involved in the development of the Regional Planning documents referenced above. She has also led several interdisciplinary studies while at COG, directing staff and consultants at examining topics from corridor redevelopment to intermodal freight/infrastructure/housing/economic development and growth scenarios for South Dallas which involved multiple jurisdictions and stakeholders in an area of the DFW with one of the largest low-income, predominantly African American Communities.

Patrick Mandapaka, AICP, Senior Transportation Planner - Patrick Mandapaka serves as a Senior Transportation Planner for NCTCOG. Patrick is part of the Sustainable Development team. Patrick received his Bachelor's Degree in Architecture from Andhra University (India) and Master's Degree in City and Regional Planning from the University of Texas at Arlington (UTA). He is currently pursuing his Doctoral Degree in Urban Planning and Public Policy at UTA.

Deborah Humphreys, Planner – Deborah serves as a Transportation Planner for NCTCOG. Deborah is part of the Sustainable Development team. Deborah is the Bicycle and Pedestrian Planner for the NCTCOG. Deborah received her Bachelor of Arts degree in Geography with an emphasis in Urban Planning and a minor in Political Science from the University of Texas at Austin. She received a Personal Certification in GIS from ESRI and is currently pursuing her Juris Doctorate degree from Texas Wesleyan University Law School.

Emily Beckham, Senior Grants and Contracts Coordinator- Emily Beckham has been at NCTCOG since 2008. Her current responsibilities include the coordination of all financial, legal and compliance activities for the Congestion Management Program; including Sustainable Development, Bicycle and Pedestrian initiatives, Brownfields, and Transportation Safety projects. Emily received her Bachelor of Business Administration in Marketing and her Master of Business Administration in Project Management both from Dallas Baptist Uni-

versity. She is currently pursuing her Doctoral Degree in Urban Planning and Public Policy with an emphasis in Sustainability from the University of Texas at Arlington.

John E. Tidwell, Jr., AICP, CFM, Manager of Environment and Development - Jack Tidwell is a Department of Environment and Development Manager with NCTCOG. He holds a B.S. in Environmental Science and Master of Urban Planning from Texas A&M University at College Station. During his 22 year tenure with NCTCOG, Jack's work has centered on watershed/floodplain management issues and community development.

Donna Coggeshall, Research Manager- Donna is Research Manager in the Research and Information Services Department of NCTCOG. Her team is responsible for a variety of research activities including estimating population, housing, and employment; monitoring development; and providing technical assistance for demographic analysis. She holds a Master's Degree in Business Administration with a concentration in economics from the University of Texas at Arlington.

The **City of Dallas – Peer Chacko, AICP**, is the Assistant Director of the Strategic Planning Division within the Sustainable Development and Construction Department in the City of Dallas, and will be the project lead to manage the activities related to the City in the proposed projects.

The **City of Arlington – Alicia Winkelblech, AICP**, is the Chief Transportation Planner in the Community Development and Planning Department at the City of Arlington, and will be the project lead on the implementation activities related to the city.

The **City of Fort Worth – Dana Burghdoff, AICP**, is the Deputy Director for the Planning Division in the Planning and Development Department at the City of Fort Worth will be the project lead to manage the implementation activities related to the city. **Eric Fladager, AICP** is the Comprehensive Planning Manager in this Department and is available to assist with project management and direct implementation of the projects.

The **City of Irving – Doug Janeway** is the Chief Development Officer in the Real Estate and Development department at the City of Irving and will be the project lead on the implementation activities related to the city.

The **City of Mansfield – Felix Wong** is the Director of Planning at the City of Mansfield and will be the project lead on the implementation activities related to the city.

The **City of McKinney – Gary Graham, P.E.**, is the

Transportation Engineering Manager at the City of McKinney's Transportation Engineering Department and will be the project manager on the implementation activities related to the city.

The **City of Plano – Frank Turner** is the Deputy City Manager and the Executive Director of the Development Business Center for the City of Plano and will be the project manager on the implementation activities related to the city.

Dallas County – Jonathan Toffer, E.I.T., is a Transportation Engineer in this department and is available to assist with project management and direct implementation of the projects.

Tarrant County– Patricia Ward is the Director of Community Development and Housing Division at Tarrant County and will be the project lead on the implementation activities related to the county.

University of Texas at Arlington (UTA) – Donald Gatzke, AIA, Dean and Professor at the School of Architecture, **Dr. Barbara Becker**, Dean and Professor at the School of Urban and Public Affairs, and **Dr. Sia Ardekani, P.E.** Professor at the School of Engineering, at the University of Texas at Arlington (UTA) will lead the project activities performed by their departments to support the proposed projects.

Urban Land Institute (ULI) – John Walsh, ULI North Texas Governance Chair will be the project lead on the implementation activities related to the organization.

North Texas Housing Coalition – Albert Martin is the Executive Director of the North Texas Housing Coalition and will be the project lead on the implementation activities related to the organization.

Workforce Solutions for North Central Texas – David Setzer is the Director of Workforce Solutions for North central Texas and will be the project lead for the proposed tasks related to this organization.

Dallas Area Rapid Transit (DART) - Jack Wierzenski, AICP, is the Director of Economic Development and Planning at DART and will be the project lead on the proposed implementation activities related to the transit agency.

Fort Worth Transportation Authority (The T) – Curvie Hawkins, AICP, is the Director of Planning at the T and will be the project lead on the proposed implementation activities related to the transit agency.

Tarrant County Public Health – Lou Brewer is the Health Director at the Tarrant County Public Health and will be the project lead on the proposed implementation activities related to the agency.

Appendix 2. Regional issues addressed, timelines for completion of tasks, and deliverables

Project and Regional Issues Addressed	6 months	12 months	24 months	36 months
<p>Project 1 Title: Balance - Housing/ Job Balance - Efficient Housing and Transportation Investments in Various Types of Transportation Corridors</p> <p>Regional Issues addressed:</p> <p>Lack of adequate affordable and quality housing accessible to employment centers.</p> <p>Lack of adequate jobs accessible to housing locations.</p> <p>Applicable RPSD Activities: Implementation for housing with action on other issues including environment, transportation and overall economic impact</p> <p>Implementation of affordable and location-efficient housing choices for people of all demographics</p> <p>Coordination of investments with regional partners to align, public, private, academic, and civic investments</p>	<p>Broader Regional Focus Task Progress: Completion of the identification of the need for certain employment sectors or housing options/types and coming development trends through development of a Regional Comprehensive Economic Development Strategy (CEDS)</p> <p>Measure: Availability of housing and employment data for varying types of transportation corridors in DFW and establishing common definitions and methods of determination of benchmarks and measurements for the region.</p> <p>Draft Regional Comprehensive Economic Development Strategy (CEDS)</p> <p>Project Specific Focus Task Progress: Completion of the data collection and survey of income distribution of housing and employment along DFW pilot project corridors.</p> <p>Measure: Draft report on Existing conditions, opportunities, and constraints for each corridor.</p>	<p>Broader Regional Focus Task Progress: Coordination with HUD on updated Regional Comprehensive Housing Market Analysis of the broader Dallas-Arlington-Fort Worth Region that will contain affordability and fair housing components and can inform future Community Redevelopment Strategies and a Regional Workforce Strategy.</p> <p>Measures: Draft of Regional Comprehensive Housing Market Analysis and Affordability and Fair Housing Plan.</p> <p>Project Specific Focus Task Progress: Identification of the dynamics of housing/job balance in the four pilot projects transportation corridors.</p> <p>Measures: Draft of housing/job balance dynamics in the four pilot projects transportation corridors.</p>	<p>Broader Regional Focus Task Progress: Analysis of reduction of VMT opportunities in transportation corridors and possible value capture opportunities.</p> <p>Measure: Regional Air Quality and VMT reduction opportunities analysis.</p> <p>Project Specific Focus Task Progress: Analysis of reduction of VMT opportunities in transportation corridors and possible value capture opportunities.</p> <p>Measure: Project specific Air Quality and VMT reduction opportunities analysis.</p>	<p>Broader Regional Focus Task Progress: Development of strategies and recommendations to link housing and transportation investments to employment and job creation, including funding and financing options.</p> <p>Measure: Regional strategies to promote and implement a better housing/job balance in the DFW Region, specifically in the four pilot projects and focus on creative financing such as public-private partnerships and public investment districts (PID's).</p> <p>Project Specific Focus Task Progress: Development of strategies and recommendations to link housing and transportation investments to employment and job creation, including funding and financing options.</p> <p>Measure: Project specific strategies to promote and implement a better housing/job balance in the DFW Region, specifically in the four pilot projects and focus on creative financing such as public-private partnerships and public investment districts (PID's).</p>

Project and Regional Issues Addressed	6 months	12 months	24 months	36 months
<p>Project 2 Title: Partnerships: Coordination and Resource Sharing between States/Regions – NCTCOG Region (TX) and Little Rock Region (AR):</p>	<p>Broader Regional Focus Task Progress: Development of performance measures for sustainable development projects and sharing of information between agencies to measure the effects of sustainable development in both regions.</p> <p>Measure: Performance measures from the implementation of the NCTCOG Sustainable Development Funding</p>	<p>Broader Regional Focus Task Progress: Training and capacity building workshops conducted by NCTCOG staff to Metroplan to share program guidelines, contracting process, implementation steps, and best practices, related to sustainable development infrastructure, planning, and landbanking projects.</p> <p>Measures: Number of training and capacity building</p>	<p>Broader Regional Focus Task Progress: Preparation of best practice guidebook to facilitate information sharing on implementation of sustainable development projects and transit oriented developments. This guidebook can be used by Little Rock and potentially other MPO's.</p> <p>Measure: Draft Best practice guidebook to facilitate information sharing on the implementation of sustainable</p>	<p>Broader Regional Focus Task Progress: Examine new innovative funding alternatives for future infrastructure and/or Landbanking programs, including a possible multi-jurisdictional program focus or emphasis on capacity building and stronger support for urban redevelopment, infill, and job/housing balance.</p> <p>Measure: Whitepaper on</p>

Appendix 2 (Cont'd). Regional issues addressed, timelines for completion of tasks, and deliverables

<p>Regional Issues addressed: Lack of adequate analytical studies and quantitative measure to track the progress and impact of sustainable development projects in the DFW region.</p> <p>Lack of adequate experience to implement and fund sustainable development projects in the Little Rock Region.</p> <p>An opportunity for inter-state alliance for creating performance metrics and knowledge sharing on sustainable development.</p> <p>Applicable RPSD Activities: Coordination of investments with regional partners to align, public, private, academic, and civic investments.</p> <p>Implementation for housing with action on other issues including environment, transportation and overall economic impact.</p> <p>Implementation of affordable and location-efficient housing choices.</p>	<p>Program.</p> <p>Creating, compiling, and providing examples/ documents/procedures/ of existing and previous Sustainable Development projects and funding programs to help with development and implementation of Little Rock/Metroplan catalyst projects for design and/or construction.</p> <p>Measure: Summary of information on program development, calls for projects, successes, and lessons learned, contracts, rules, and other implementation factors.</p> <p>Training and capacity building workshop for Metroplan on NCTCOG Program</p>	<p>workshops conducted by NCTCOG staff to Metroplan.</p> <p>Number of attendees in training workshops, meeting materials, minutes, and material on lessons learned.</p>	<p>development projects and transit oriented developments.</p>	<p>the analysis of new funding options and program development for future NCTCOG calls for projects and implementation.</p>
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Project and Regional Issues Addressed	6 months	12 months	24 months	36 months
<p>Project 3 Title: Connectivity: Institutional Silo Busting – Bringing Disciplines and Stakeholders Together and Developing Tools and Resources for the Region:</p> <p>Regional Issues addressed: Lack of coordination among plans and investments across jurisdictions and across disciplines (housing, transportation, air quality, workforce development, health, water, utilities, energy efficiency, green infrastructure, context sensitive design, etc.).</p> <p>-Conflicting policies among various departments and work</p>	<p>Broader Regional Focus Task Progress: Outreach to various stakeholders in various disciplines starting with community groups and organizations already established through the Vision North Texas (VNT) process. Information will be collected and shared through a series of workshops and meetings. Measure: Letters of commitment from participating agencies and number of meetings held for coordination. Number of meetings held, meeting minutes, and number of attendees.</p> <p>Project Specific Focus Task Progress: Review policies/plans/jurisdictions/mi ssions of each agency related to various disciplines. Measure: Review policies/plans/jurisdictions/mi ssions of each agency.</p>	<p>Broader Regional Focus Task Progress: Tools and resource development in various fields through coordination and stakeholder input to the process. Measures: Tools and resource development in nine various fields through coordination and stakeholder input to the process. Products to include:</p> <ul style="list-style-type: none"> - A draft report on the development and analysis of regional mixed-use centers - An on-line resource center for green building and infrastructure techniques - Coordination meetings for the implementation of the regional Comprehensive Economic Development Strategy (CEDS) from task #1, number of meetings held, meeting minutes, and number of partnerships and agencies - Draft report including strategies for coordination and application of complete street policies to affect land use decisions - Coordination of regional 	<p>Broader Regional Focus Task Progress: Public Outreach where applicable to various stakeholders, community groups, special interest, disadvantaged communities, non-profits, and other grass root organizations. Measure: Number of outreach events conducted and the number of agencies and attendees; and meeting minutes.</p> <p>Project Specific Focus Task Progress: Start application of Guidelines to regional coordination. Measure: Number of improvements made to local ordinances and plans as a result of the tools and coordination</p>	<p>Project Specific Focus Task Progress: Coordination among plans and investments across jurisdictions and across disciplines. Measure:Number of improvements made to local ordinances and plans as a result of the tools and coordination</p>

Appendix 2 (Cont'd). Regional issues addressed, timelines for completion of tasks, and deliverables

<p>areas.</p> <p>Lack of adequate coordination between funding and timelines of projects among different work areas.</p> <p>Gaps or overlap among various public and private policies, programs, and projects, among jurisdictions and different levels of governments.</p> <p>Applicable RPSD Activities: Coordination of investments with regional partners to align, public, private, academic, and civic investments.</p> <p>Conduct outreach and engage regional partners to develop a coordinated action steps to implement North Texas 2050.</p>	<p>ssions of each agency.</p>	<ul style="list-style-type: none"> - Coordination of regional water conservation programs and water pay structures in DFW region - Template of Sustainable/Green Building Energy Codes and General Education Regional energy policy and alternative energy plan - Safety, related to transportation outreach education materials - Regional sustainable food source strategies - Development of programs and/or education of the use of bioswales, green medians, and active stormwater retention ponds - Permeable pavement education campaign <p>Project Specific Focus Task Progress: Review and develop focused planning studies within identified communities of project areas and the integration of the various disciplines needed during implementation. Measure: Number of project specific silo-busting planning projects identified and progressed.</p>		
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Project and Regional Issues Addressed	6 months	12 months	24 months	36 months
<p>Project 4 - Urban Design: Addressing the School Issue Head On- Changing Development Patterns and Increasing Coordination Based on New Partnerships:</p> <p>Regional Issues Addressed: Lack of adequate quality and affordable housing near Public, Charter, and Magnet schools.</p> <p>Lack of adequate transit, bike, and pedestrian connections to schools.</p> <p>Traffic safety and health Issues and issues related to school locations.</p> <p>Lack of adequate and affordable land availability for school development at</p>	<p>Broader Regional Focus Progress: Evaluate transportation connections between housing and schools in existing inner-tier cities and fast growing outer-tier cities to identify needs for school location choice and coordination. Measure: Draft report of the analysis of transportation connections between housing and schools in existing inner-tier cities and fast growing outer-tier cities to identify needs for school location choice and coordination.</p> <p>Development of a landbanking program for schools and/or housing to connect missing elements once funding is available to implement. Measure: A framework for Landbanking program for schools and local governments</p>	<p>Broader Regional Focus Progress: Create case study and best practice handbook for development of sustainable schools and green infrastructure, including opportunities for resource sharing between municipalities and ISD's in DFW. Measure: Case study and best practice handbook for development of sustainable schools and green infrastructure, including opportunities for resource sharing between municipalities and ISD's.</p> <p>Project Specific Focus Progress: Coordination between ISD, City, and regional demographic projections for future demand for schools and housing. Measure: Methodology for coordination between ISD, City, and regional demographic projections for future demand for schools and</p>	<p>Broader Regional Focus Progress: Create program for tax incentives for infill development and/or green housing options near inner city schools. Measure: Program/Process for tax incentives for infill development and/or green housing options near inner city schools.</p> <p>Create a pilot website for ride-matching service for parents of children who attend same schools. Measure: Website for ride-matching service for parents of children who attend same schools.</p> <p>Project Specific Focus Progress: Analysis of traffic congestion and travel flow patterns for access, air quality and emission reduction initiatives such as anti-idling policies and reduction of VMT</p>	<p>Broader Regional Focus Progress: Coordination of food service agencies and backpack programs for inner-city school locations. Measure: A framework for a program for coordination of food service agencies and backpack programs for inner-city school locations.</p> <p>Project Specific Focus Progress: Coordination of bike and pedestrian planning for schools focusing on retrofitting and improving connectivity of sidewalks, trails, and other options for connecting schools to key destinations. Measure: Identification of pilot projects and framework for coordination of bike and pedestrian planning for schools focusing on retrofitting and improving connectivity of sidewalks, trails, and other options for connecting schools</p>

Appendix 2 (Cont'd). Regional issues addressed, timelines for completion of tasks, and deliverables

<p>suitable locations.</p> <p>Lack of adequate healthy food options for school children in inner city schools.</p> <p>Applicable RPSD Activities: Recommend changes to institutional and financial structures that will improve inner tier area public schools so that families with children can reasonably choose to live in these areas.</p> <p>Implement the Active Transport to and from school initiative to promote walking or biking to and from school.</p>	<p>once funding is available to implement.</p> <p>Project Specific Focus Progress: Evaluate transportation connections between housing and schools in existing inner tier cities and fast growing outer-tier cities to identify needs for school location choice and coordination. Measure: Draft report including a list of issues to identify disconnect between schools, transportation, and housing and a whitepaper outlining the issues and strategies to address those problems.</p>		<p>issues at pilot locations in partnering cities. Measure: White paper including an analysis of traffic congestion and travel flow patterns for access, air quality (anti-idling policies and reduction of VMT opportunities), and safety issues at pilot locations in partnering cities.</p>	<p>to key locations.</p>
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Alan King, CPA
Interim Superintendent of Schools



September 26, 2011

The Honorable Shaun Donovan
Secretary
U.S. Department of Housing and Urban Development
451 7th Street SW
Washington, DC 20410

Dear Secretary Donovan:

I would like to express my support for the application for the US Department of Housing and Urban Development (HUD) Sustainable Communities Regional Planning Grant submitted by the North Central Texas Council of Governments (NCTCOG), the Metropolitan Planning Organization for the Dallas-Fort Worth region.

If awarded funding, NCTCOG intends to develop programs, projects, performance measures and tools that support metropolitan and multi-jurisdictional planning efforts, integrating a variety of professional disciplines and planning areas. The projects and programs proposed by NCTCOG will range from an analysis of job/housing balance along various types of transportation corridors to school siting programs involving municipalities and Independent School Districts.

Projects will be coordinated with a variety of stakeholders to promote regional cooperation and combine a host of professional disciplines such as housing, environmental, transportation, economic development, workforce development, education and health. Supporting multi-jurisdictional planning efforts and integrating planning areas will not only produce benefits to the Dallas-Fort Worth area, but it will also benefit the entire nation. Regional planning coordination can result in reduced congestion, improved air quality and higher quality of life in any region.

Again, regional planning efforts that integrate housing, economic development, and transportation will help the region bring sustainable communities to life and I fully support NCTCOG's application for the 2011 HUD Sustainable Communities Regional Planning Grant. Thank you for your full and fair consideration of this application.

Sincerely,

Phil Jimeron
Deputy Chief of Operations

3700 Ross Ave.
Dallas, TX 75204
(972) 925-3700
www.dallasisd.org

Dallas Independent School District



September 29, 2011

The Honorable Shaun Donovan, Secretary
U.S. Department of Housing and Urban Development
451 7th Street S.W.
Washington, DC 20410

SUBJECT: Support for the North Central Texas Sustainability Consortium's 2011 Sustainable Communities Regional Planning Grant Application

Dear Secretary Donovan:

We are pleased to support North Central Texas Council of Governments (NCTCOG) in their proposal through the Sustainable Communities Regional Planning Grant Application from the U.S. Department of Housing and Urban Development (HUD).

Workforce Solutions Greater Dallas is non-profit organization and a premier workforce Board in Texas. This proposal perfectly complements the vision of the Dallas Workforce Board by developing strategies to create efficient and affordable transportation, housing, and employment options in the Dallas area.

The economic, environmental, and community benefits of the proposed projects included in the grant application are important not only to our community, but to the Dallas-Fort Worth region. To implement the Livability Principles of HUD, the Department of Transportation, the Environmental Protection Agency, and the North Central Texas Sustainability Consortium propose a project containing the following elements:

- Balance:** Housing/Job Balance: Efficient Housing and Transportation Investments in Various Types of Transportation Corridors
- Partnerships:** Coordination and Resource Sharing between States/Regions – NCTCOG Region and Little Rock Region (TX) and Little Rock Region (AR)
- Connectivity:** Institutional Silo Busting – Bringing Disciplines and Stakeholders Together and Developing Tools and Resources for the Region
- Urban Design:** Addressing the School Issue Head On: Changing Development Patterns and Increasing Coordination Based on New Partnerships

Workforce Solutions Greater Dallas fully supports the North Central Texas Council of Governments in their efforts to help create efficient and affordable transportation, housing, and employment options. If you should have any questions, please contact Connie Martinez at (214) 290-1008.

Sincerely,

Laurie Boulton Carrea
President

achieving competitive solutions...for employers through quality people and for people through quality jobs
1901 Main St., Suite 2700 | Dallas, TX 75202 | www.wfsdallas.com | 214-290-1000 | Fax: 214-745-1110 | TDD 214-745-1054

Workforce Solutions
Greater Dallas



JUDY McDONALD
Executive Director

September 30, 2011

The Honorable Shaun Donovan
Secretary
U.S. Department of Housing and Urban Development
451 7th Street S.W.
Washington, DC 20410

SUBJECT: Support for the North Central Texas Sustainability Consortium's 2011 Sustainable Communities Regional Planning Grant Application

Dear Secretary Donovan:

This letter of intent expresses our support of the North Central Texas Council of Governments (NCTCOG) in seeking funds through the Sustainable Communities Regional Planning Grant Application from the U.S. Department of Housing and Urban Development (HUD). Workforce Solutions for Tarrant County is a local Workforce Investment Board that provides workforce development services to the businesses and citizens of Tarrant County, Texas.

The economic, environmental, and community benefits of the proposed projects included in the grant application are important not only to our community, but to the Dallas-Fort Worth region. To implement the Livability Principles of HUD, the Department of Transportation, the Environmental Protection Agency, and the North Central Texas Sustainability Consortium propose a project containing the following elements:

- Balance:** Housing/Job Balance: Efficient Housing and Transportation Investments in Various Types of Transportation Corridors
- Partnerships:** Coordination and Resource Sharing between States/Regions – NCTCOG Region (TX) and Little Rock Region (AR)
- Connectivity:** Institutional Silo Busting – Bringing Disciplines and Stakeholders Together and Developing Tools and Resources for the Region
- Urban Design:** Addressing the School Issue Head On: Changing Development Patterns and Increasing Coordination Based on New Partnerships

Workforce Solutions for Tarrant County looks forward to advancing collaborative regional planning efforts that focus on the integration of multi-modal transportation, affordable housing, land use and economic development for the communities in North Central Texas. Thank you for your consideration.

Sincerely,

Judy McDonald
Executive Director

1320 S. University Dr., Suite 609 • Fort Worth, TX 76107 • Voice 817 413-4400 • Fax 817 511-0751 • www.wfsolutions.org

Workforce Solutions for Tarrant County a proud partner of Texas Workforce Solutions
An Equal Opportunity Employer/Program whose auxiliary aids and services are available upon request to individuals with disabilities.
TDD: 817 511-0751

Workforce Solutions
Tarrant County



October 1, 2011

The Honorable Shaun Donovan
Secretary
U.S. Department of Housing and Urban Development
451 7th Street S.W.
Washington, DC 20410

SUBJECT: Support for the North Central Texas Sustainability Consortium's 2011 Sustainable Communities Regional Planning Grant Application

Dear Secretary Donovan:

This letter of intent expresses our support of the North Central Texas Council of Governments (NCTCOG) in seeking funds through the Sustainable Communities Regional Planning Grant Application from the U.S. Department of Housing and Urban Development (HUD). The DFW Health Coaches represents local Health Coaches, many of whom have specific areas of expertise. Our mission is to collaborate on efforts of regional significance in order to promote and create health and wellness in the DFW area.

The economic, environmental, and community benefits of the proposed projects included in the grant application are important not only to our community, but to the Dallas-Fort Worth region. To implement the Livability Principles of HUD, the Department of Transportation, the Environmental Protection Agency, and the North Central Texas Sustainability Consortium propose a project containing the following elements:

- Balance:** Housing/Job Balance: Efficient Housing and Transportation Investments in Various Types of Transportation Corridors
- Partnerships:** Coordination and Resource Sharing between States/Regions – NCTCOG Region (TX) and Little Rock Region (AR)
- Connectivity:** Institutional Silo Busting – Bringing Disciplines and Stakeholders Together and Developing Tools and Resources for the Region
- Urban Design:** Addressing the School Issue Head On: Changing Development Patterns and Increasing Coordination Based on New Partnerships

The DFW Health Coaches look forward to advancing collaborative regional planning efforts that focus on developing and promoting Healthy Communities, including integration of multi-modal transportation, affordable housing and healthy food options, land use and economic development for the communities in North Central Texas. Thank you for your consideration.

Sincerely,

Ruth U. Antebi-Guren, P.E., CHC, AADP
Founder, DFW Health Coaches/
Retired Public Works Director

DFW Health Coaches



October 4, 2011

The Honorable Shaun Donovan, Secretary
U.S. Department of Housing & Urban Development
451 Seventh Street, SW
Washington, D.C. 20410

Dear Secretary Donovan:

MetroPlan is pleased to support the application of the North Central Texas Council of Governments (NCTCOG) for funding from the Sustainable Communities Regional Planning Grant Program. MetroPlan, the metropolitan planning organization/council of governments for Central Arkansas, and the NCTCOG have a longstanding history of interregional cooperation, cemented in 2008 by a Joint Memorandum of Understanding that pledges, among other things, to coordinate on best practices for issues such as sustainable development, congestion management and travel demand management.

Currently we are partnering with the NCTCOG on an inter-state alliance project to share best practices related to the implementation of sustainable development projects. The outcomes of projects planned by both regions will demonstrate the application of the Livability Principles in both a major metropolitan area and medium-sized metropolitan area, sharing knowledge with a broader audience and helping to build the capacity of other regions to become more livable.

Thank you for your consideration of this application.

Sincerely,

Jim McKenzie
Executive Director

800 W. Main Street, Suite 500, B • Little Rock, Arkansas 72201 • 501-372-3300 • metroplan.org

MetroPlan



September 30, 2011

The Honorable Shaun Donovan
Secretary
US Department of Housing and Urban Development
451 7th Street SW
Washington, DC 20410

Dear Secretary Donovan:

I would like to express my support for the application for the US Department of Housing and Urban Development (HUD) Sustainable Communities Regional Planning Grant submitted by the North Central Texas Council of Governments (NCTCOG), the Metropolitan Planning Organization for the Dallas-Fort Worth region.

If awarded funding, NCTCOG intends to develop programs, projects, performance measures and tools that support metropolitan and multi-jurisdictional planning efforts, integrating a variety of professional disciplines and planning areas. The projects and programs proposed by NCTCOG will range from an analysis of job/housing balance along various types of transportation corridors to school siting programs involving municipalities and Independent School Districts.

Projects will be coordinated with a variety of stakeholders to promote regional cooperation and combine a host of professional disciplines such as housing, environmental, transportation, economic development, workforce development, education and health. Supporting multi-jurisdictional planning efforts and integrating planning areas will not only produce benefits to the Dallas-Fort Worth area, but it will also benefit the entire nation. Regional planning coordination can result in reduced congestion, improved air quality and higher quality of life in any region.

Again, regional planning efforts that integrate housing, economic development, and transportation will help the region bring sustainable communities to life and the City of North Richland Hills fully supports NCTCOG's application for the 2011 HUD Sustainable Communities Regional Planning Grant.

Thank you for your full and fair consideration of this application.

Sincerely,

Mike Curtis, P.E.
Managing Director

MC/mvl/pw2011-052

City of North Richland Hills

PETE SESSIONS
Special District, Texas
COMMITTEE ON RULES
COMMITTEE ON FINANCIAL SERVICES
ON LEAVE



1102 HAYBURN HOUSE OFFICE BUILDING
WASHINGTON, DC 20515-4302
TELEPHONE: (301) 435-2271
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WASHINGTON, DC 20515-4302
TELEPHONE: (301) 435-2271
FAX: (301) 951-5152
E-MAIL: pete.sessions@house.gov

September 26, 2011

The Honorable Shaun L.S. Donovan
Secretary
Department of Housing and Urban Development
451 7th Street SW, Room 10000
Washington, D.C. 20410-0002

Dear Shaun:

I am writing to in referenced to the 2011 Sustainable Communities Regional Planning Grant application submitted by the North Central Texas Council of Governments (NCTCOG).

As you may know from the 2010 Census, the Texas population has increased significantly. The Dallas/Fort Worth region is booming and there is a growing need to address transportation and housing issues in North Texas. With this funding, NCTCOG seeks to develop programs, projects, performance measures, and tools that support metropolitan and multi-jurisdictional planning efforts. NCTCOG's proposal details four projects to facilitate greater coordination, create innovative pilot programs, and integrate a variety of professional disciplines by using an interdisciplinary approach to planning. The projects and programs range from an analysis of the job/housing balance along different types of transportation corridors to school siting programs.

Their proposal demonstrates the vision required for careful and strategic planning. NCTCOG understands that regional planning needs to address current problems as well as deal with future issues that may arise with population growth. Their dedicated efforts to integrate housing, economic development, and transportation will help the North Texas region bring sustainable communities to life.

Thank you for your full and fair consideration of their application. Please do not hesitate to contact me if I can be of further assistance.

Sincerely,

Pete Sessions
Member of Congress

Congressman Pete Sessions
House of Representatives



OFFICE OF THE UNDER SECRETARY OF DEFENSE
3000 DEFENSE PENTAGON
WASHINGTON, DC 20301-3000

ACQUISITION
TECHNOLOGY
AND LOGISTICS

SEP 29 2011

Ms. Shelley R. Poticha
Director
Office of Sustainable Housing and Communities
U.S. Department of Housing and Urban Development
451 7th St. SW, Room 10180
Washington, DC 20410

Dear Ms. Poticha:

The Office of Economic Adjustment supports the North Central Texas Council of Governments' application for Sustainable Communities Regional Planning Program funding. The Greater Fort Worth region has closely worked with leadership at Naval Air Station Joint Reserve Base Fort Worth to carry out cooperative land use planning activities designed to prevent urban encroachment near military installations and protect the public health, safety, and welfare of the surrounding communities. The resources available through your program will enable many communities to support these efforts.

If you have any questions, please contact Mr. Michael Wilson, Office of Economic Adjustment Project Manager, at (703) 604-5146 or michael.wilson@wso.whs.mil.

Sincerely,

Patrick J. O'Brien
Director
Office of Economic Adjustment

Office of Economic Adjustment



215 E. MCKINNEY DENTON, TEXAS 76201 • (940) 349-2207 • FAX (940) 349-9226
OFFICE OF THE MAYOR

September 28, 2011

The Honorable Shaun Donovan
Secretary
US Department of Housing and Urban Development
451 7th Street SW
Washington, DC 20410

Re: Support for the NCTCOG's Sustainable Communities Regional Planning Grant Application

Dear Secretary Donovan:

I would like to express my support for the application for the US Department of Housing and Urban Development (HUD) Sustainable Communities Regional Planning Grant submitted by the North Central Texas Council of Governments (NCTCOG), the Metropolitan Planning Organization for the Dallas-Fort Worth region.

If awarded funding, NCTCOG intends to develop programs, projects, performance measures and tools that support metropolitan and multi-jurisdictional planning efforts, integrating a variety of professional disciplines and planning areas. The projects and programs proposed by NCTCOG will range from an analysis of job/housing balance along various types of transportation corridors to school location programs involving municipalities and Independent School Districts.

Projects will be coordinated with a variety of stakeholders to promote regional cooperation and combine a host of professional disciplines such as housing, environmental, transportation, economic development, workforce development, education and health. Supporting multi-jurisdictional planning efforts and integrating planning areas will not only produce benefits to the Dallas-Fort Worth area, but it will also benefit the entire nation. Regional planning coordination can result in reduced congestion, improved air quality and higher quality of life in any region.

As the Chair of the North Texas Clean Air Steering Committee (NTCASC), I am well aware that air quality is one of the most difficult and challenging environmental issues we face today. The Dallas-Fort Worth Metroplex (DFW) has significant problems with ground level ozone, and continues to be in "non-attainment" status. Multi-jurisdictional grants such as the HUD Sustainable Communities Regional Planning Grant can help provide the resources needed to develop more effective transportation and housing options, which can in turn help us improve air quality, promote education and workforce development, and increase overall economic vitality.

In 2002, the voters in Denton County approved creation of the Denton County Transportation Authority (DCTA). After much work, the DCTA A train began full service between Denton and Carrollton in June 2011, including an interface with Dallas Area Rapid Transit's (DART) Green Line in Carrollton. The A-train service has improved multi-modal transportation access along the congested I-35 E corridor, and includes pedestrian and bicycle trails along a portion of the train corridor. I anticipate that the Sustainable Communities Regional Planning Grant funding, if awarded, can provide resources for the NCTCOG to assist the DFW region in planning for how this outstanding example of regional transportation, and similar projects, can be implemented and improved.

Again, regional planning efforts that integrate housing, economic development, and transportation will help the region bring sustainable communities to life and I fully support NCTCOG's application for the 2011 HUD Sustainable Communities Regional Planning Grant. Thank you for your full and fair consideration of this application.

Sincerely,

Mayor

"Dedicated to Quality Service"
www.cityofdenton.com

City of Denton



B. GLEN WHITLEY
COUNTY JUDGE
of
TARRANT COUNTY
September 21, 2011

The Honorable Shaun Donovan
Secretary
US Department of Housing and Urban Development
451 7th Street SW
Washington, DC 20410

Dear Secretary Donovan:

I would like to express my support for the application for the US Department of Housing and Urban Development (HUD) Sustainable Communities Regional Planning Grant submitted by the North Central Texas Council of Governments (NCTCOG), the Metropolitan Planning Organization for the Dallas-Fort Worth region.

If awarded funding, NCTCOG intends to develop programs, projects, performance measures and tools that support metropolitan and multi-jurisdictional planning efforts, integrating a variety of professional disciplines and planning areas. The projects and programs proposed by NCTCOG will range from an analysis of job/housing balance along various types of transportation corridors to school siting programs involving municipalities and Independent School Districts.

Projects will be coordinated with a variety of stakeholders to promote regional cooperation and combine a host of professional disciplines such as housing, environmental, transportation, economic development, workforce development, education and health. Supporting multi-jurisdictional planning efforts and integrating planning areas will not only produce benefits to the Dallas-Fort Worth area, but it will also benefit the entire nation. Regional planning coordination can result in reduced congestion, improved air quality and higher quality of life in any region.

Again, regional planning efforts that integrate housing, economic development, and transportation will help the region bring sustainable communities to life and I fully support NCTCOG's application for the 2011 HUD Sustainable Communities Regional Planning Grant. Thank you for your full and fair consideration of this application.

Sincerely,

B. Glen Whitley
Tarrant County Judge

County Administration Building, 100 East Weatherford Street Fort Worth, Texas 76106-0101 • (817) 884-1441 • FAX: (817) 884-2793
bwhitley@tarrantcountycourts.com

Tarrant County

SENIOR DEMOCRATIC WRIF

COMMITTEE ON TRANSPORTATION
AND INFRASTRUCTURE
SUBCOMMITTEE ON WATER
RESOURCES & ENVIRONMENT
SUBCOMMITTEE ON AVIATION
SUBCOMMITTEE ON HIGHWAYS AND TRANSPORT
COMMITTEE ON ENERGY AND TECHNOLOGY
RESOURCES MEMBER
CONGRESSIONAL BLACK CAUCUS
CHAIR, 107th CONGRESS



Eddie Bernice Johnson
Congress of the United States
2011 District, Texas

PLEASE RETURN TO:
WASHINGTON OFFICE
2100 BENTLEY BUILDING
WASHINGTON, DC 20515-4330
(202) 225-8888

DALLAS OFFICE
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SUITE 600
DALLAS, TX 75201
(214) 923-8888

WWW.EDDIEBERNICEJOHNSON.CC
E.BERNEJOHNSON@HOUSE.EDU

September 30, 2011

Michael Morris, P.E.
Director of Transportation
North Central Texas Council of Governments
616 Six Flags Drive
Arlington, Texas 76005-5888

Dear Mr. Morris:

It is my sincere pleasure to lend my support to the Metropolitan Planning Organization for the Dallas-Fort Worth region of North Central Texas Council of Governments (NCTCOG) in your efforts to secure a US Department of Housing and Urban Development (HUD) Sustainable Communities Regional Planning Grant.

I have known for some time that there is a great need for programs such as yours that will develop and improve programs, projects, performance measures and tools that support metropolitan and multi-jurisdictional planning efforts by integrating a variety of professional disciplines and planning areas. The most significant projects and programs proposed by NCTCOG range from an analysis of job/housing balance, along various types of transportation corridors, to school siting programs involving municipalities and Independent School Districts.

It is my understanding that said Projects will be coordinated with a variety of stakeholders to promote regional cooperation and combine a host of professional disciplines such as housing, environmental, transportation, economic development, workforce development, education and health. Your support in the multi-jurisdictional planning efforts and integrating planning areas will not only produce benefits to the Dallas-Fort Worth area, but it could potentially benefit the entire nation. If provided the necessary resources, your regional planning coordination efforts can result in reduced congestion, improved air quality, and higher quality of life in many nearby areas, but especially those located in the 10th Congressional District of Texas.

Again, regional planning efforts like those at NCTCOG that integrate housing, economic development, and transportation will help the region bring sustainable communities to life. Therefore, I fully support NCTCOG's application for the 2011 HUD Sustainable Communities Regional Planning Grant and wish you much success in your efforts.

Sincerely,

Eddie Bernice Johnson
Member of Congress

PHOTO BY GARY LEE BREWSTER

Congressman Johnson