

The meeting will begin shortly



Please mute your microphone until called on for questions.



Please enter your name and title in the chat.



Questions will be addressed at end of each section. Please insert questions in chat or raise hand to speak.



This meeting will be recorded.



The presentation will be shared after the meeting: www.NCTCOG.org/LUTTF





Coordinated Land Use and Transportation Planning Task Force

Virtual Meeting | July 21, 2021



**North Central Texas
Council of Governments**

2021 Task Force Meeting Schedule

Wednesday, July 21, 2021

Wednesday, October 20, 2021

www.NCTCOG.org/LUTTF



Today's Meeting

Local Updates

DART Red and Blue Line Corridors TOD Study

Regional Parking Database

Equity in Land Use and Transportation Planning

NCTCOG, City of Fort Worth, City of Dallas

Panel Discussion

All

Announcements



Local Updates



**North Central Texas
Council of Governments**



NCTCOG

Coordinated Land Use and Transportation
Task Force

DART RED & BLUE LINE CORRIDORS TOD STUDY

Travis Liska, AICP | July 21, 2021

BACKGROUND

GOAL: Advance TOD

Federal Transit Administration (FTA) Transit-Oriented Development (TOD) Planning Pilot

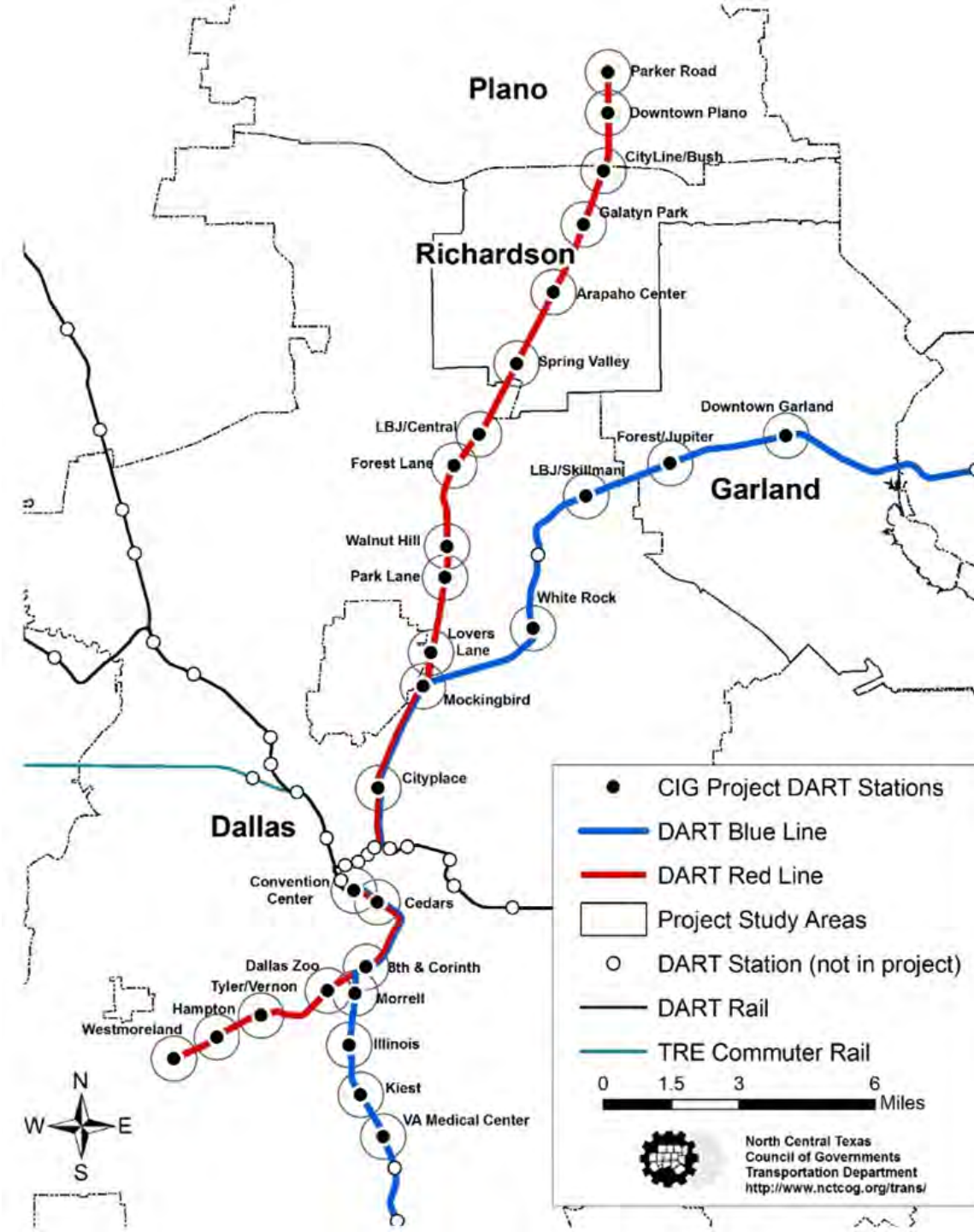
- 28 DART Stations
- Related to FTA Capital Funded project – awarded in 2017

Dallas, Richardson, Garland, Plano, and Dallas Area Rapid Transit (DART)

Strategic Studies:

1. First/Last Mile Pedestrian Routes to Rails Connectivity
2. TOD Parking Study
3. TOD Survey

Summary and Corridor Strategy



THREE STRATEGIC STUDIES



Last Mile Connects Project

- Mapped out existing bicycle and sidewalk network in the one-half-mile radius area of stations
- Identified improvements to first/last mile connections
- Estimated \$152 million needed to complete connections to the 28 stations
- Prioritized improvements, provided cost to advance to implementation



TOD Parking Study

- Parking space utilization/occupancy data on 16 private TODs
- Nearly all TODs provided more parking than was required or was used
- Recommend management strategies – www.parkingtoolboxntx.org



TOD Survey

- Sample of 1,500 residents; 1,000 employers, 500 employees within one mile of stations on transportation behaviors, preferences, and related land use choices
- Those closer to station are more likely to use transit, strong preference for walkability regardless of transit
- Majority of respondents are **not** likely to take transit for errands or commuting

SUMMARY CONTENT

PERFORMANCE

Ridership

TOD Project Inventory



Cityplace/Uptown Station

CONTEXT

Previous Planning Efforts

TOD Zoning District Inventory

Economic Development and Incentives

Demographics, Housing, and Environmental Justice

Land Use & Density

Existing Sidewalk Inventory

Development Market

SUMMARY OF MAJOR FINDINGS

MAIN THEMES:

1. TOD Readiness

Policy and market for TOD impacting availability of land

Private capital making station areas ready for TOD

2. Station Area Connections and Travel Behaviors

People and Infrastructure around stations interact to shape TOD outcomes



TOD READINESS

ZONING

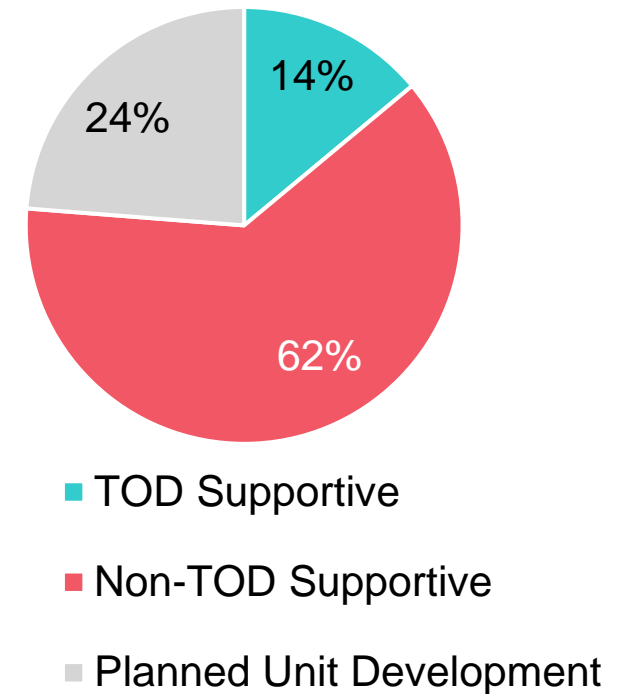
Inventory of all zoning districts within half-mile radius of stations

62% of corridor is not zoned to be TOD supportive

All four cities on corridor have made efforts to improve zoning on project by project or special district basis

- Planned development zoning appears to be favorite method

Zoning is primary tool to influence parking policy



TOD READINESS

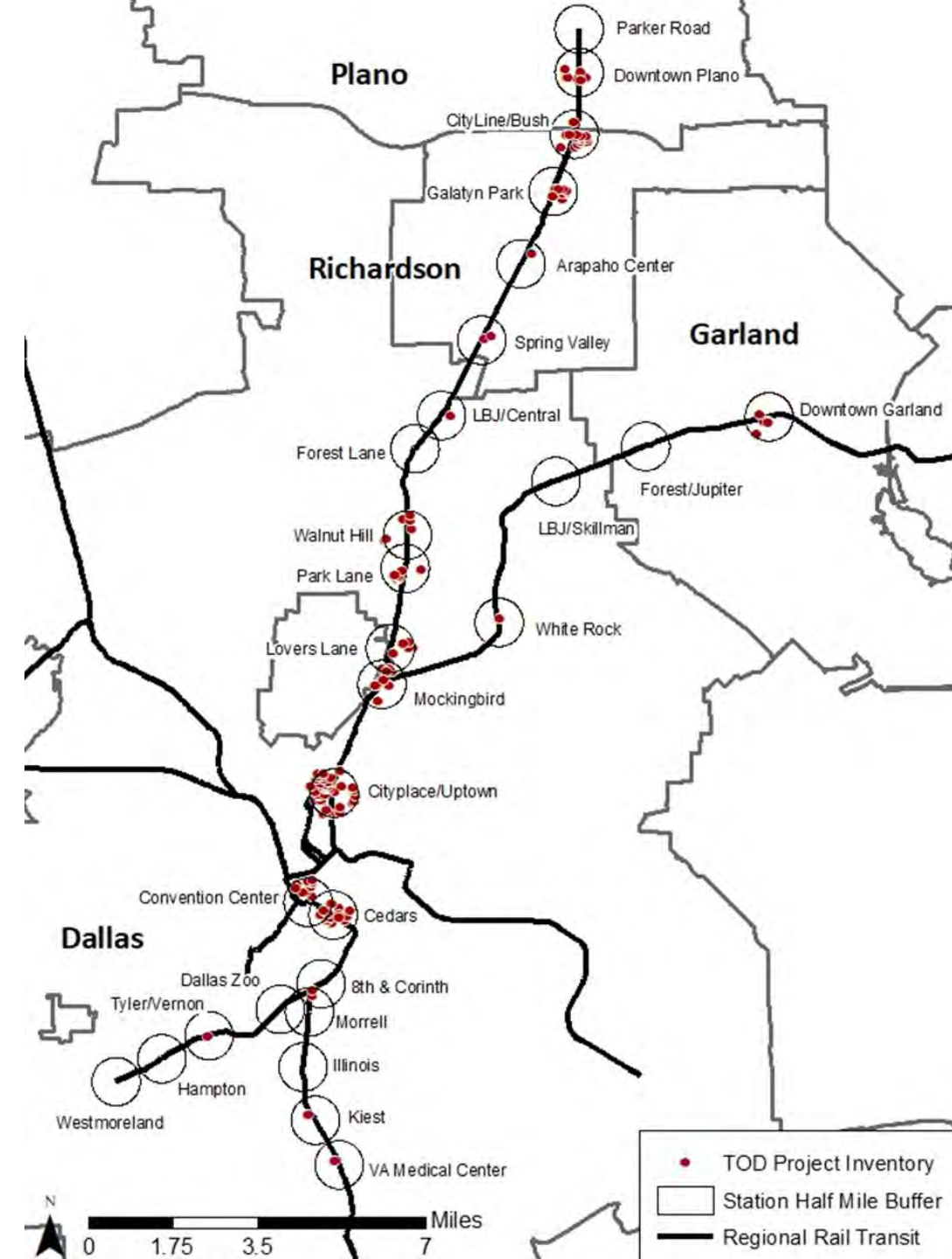
DEVELOPMENT INCENTIVES AND MARKET

Inventoried 138 TODs along the corridors

Most TODs are in station areas with strong development markets

Financial incentives (e.g., Tax Increment Finance, public-private partnerships) have been significant for TOD in the corridor

- Especially in areas/times of lower market strength



CONNECTIONS AND TRAVEL BEHAVIORS

BEHAVIOR AND DEMOGRAPHICS

Over the past 20 years, the Corridors...

- Have grown in number of people and jobs
- Grown wealthier
- Decreased in share of owner-occupied housing supply

38% of residents indicated that **physical barriers** prevented them from using DART for non-commuting trips

People who live along the Corridors are...

- More likely to commute by transit than the rest of the region
- Majority still commute by SOV (89%)
- Not likely to take transit for errands – report too limited an area accessible by transit for daily needs

Those who are most likely to use transit are **low-income households** – who are not largest group living in the corridor

CONNECTIONS AND TRAVEL BEHAVIORS

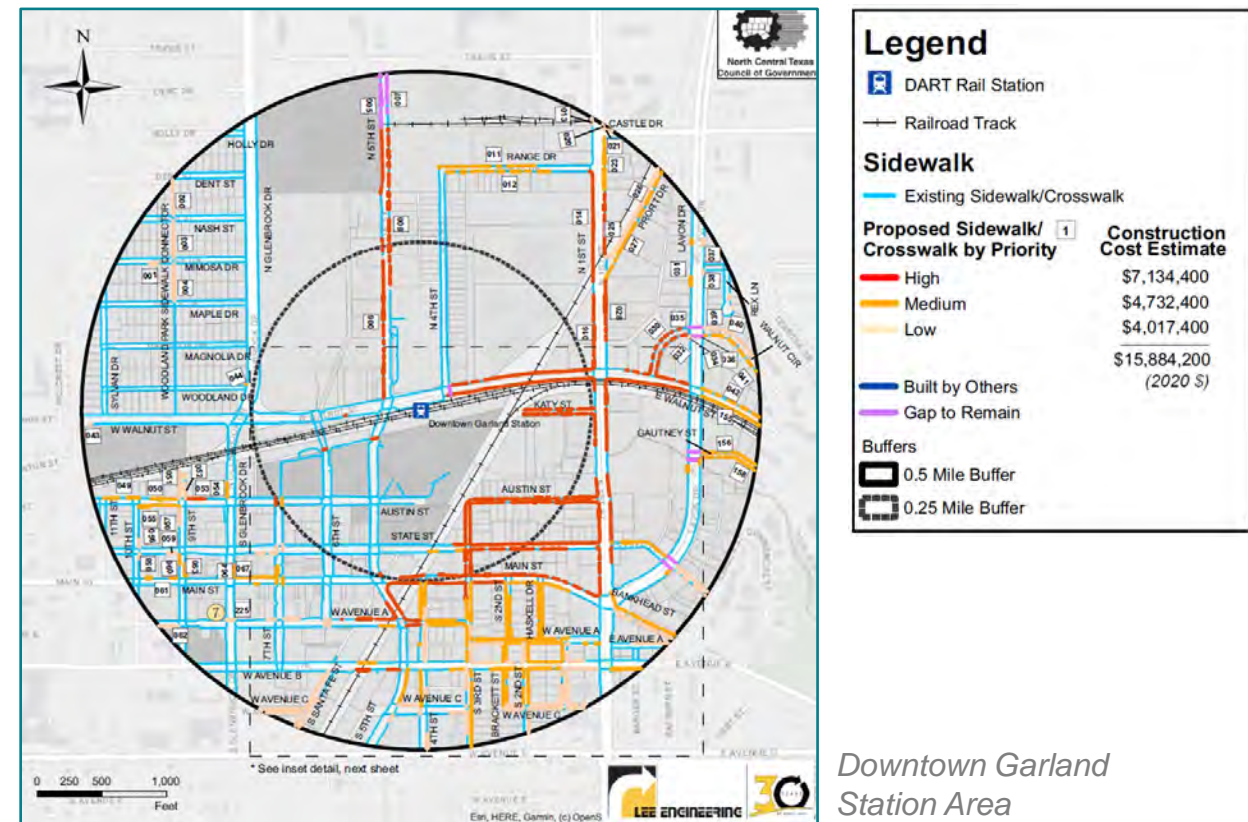
SIDEWALK AND BICYCLE INFRASTRUCTURE NEEDS

An estimated **\$152 million** is needed to safely connect the area within a ½ mile radius area of the 28 stations by pedestrian and bicycle infrastructure.

67% of all parcels located within a ½ mile are **inaccessible** by sidewalk.

Stations with low sidewalk connectivity may be more likely to have automobile-oriented street geometry:

- Large blocks and fewer street connections.

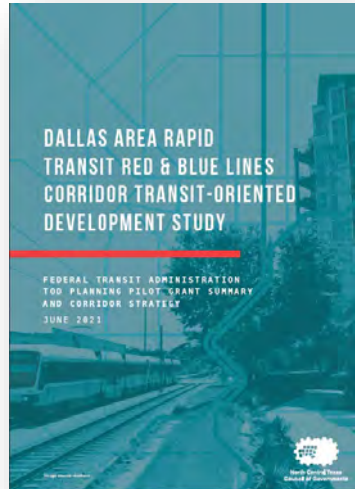


RECOMMENDATIONS

1. Increase TOD housing choice to better match current transit users
2. Improve pedestrian connections to stations
3. Reduce parking for TODs
4. Permit and guide TOD design through zoning
5. Prioritize development incentives for TOD projects
6. New plans and update existing station area plans



CONTACTS & REPORT ACCESS



www.nctcog.org/tod

*** To be posted soon**
“FTA Pilot – DART Red Line and Blue Line”



Travis Liska, AICP
Senior Transportation Planner
tliska@nctcog.org



Catherine Osborn, AICP Candidate
Transportation Planner
cosborn@nctcog.org

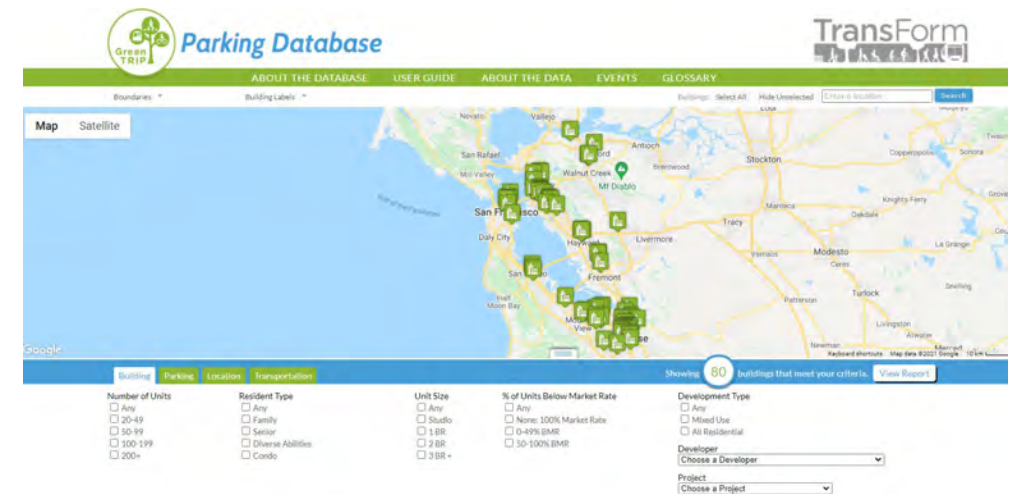
Regional Parking Database

An upcoming initiative to develop a data resource of observed parking use at various North Texas developments that will:

- Better inform city parking requirements – goal of more efficient supply
- Provide data driven context for parking management strategies
- Help address oversupply of parking that drives up cost of development (housing) and challenges walkability



Boston, MA - <https://perfectfitparking.mapc.org/>



San Francisco, CA – <http://database.greentrip.org/>



Regional Parking Database



STEP ONE:

Parking Data Advisory Group that will:

- Discuss how to make data most useful to municipalities
- Review methods for data collation
- Assist in recruiting/identifying properties/sites for study
- Inform and assist with communication of insights and findings

Send your recommendations to NCTCOG staff.

Invitations for advisory group will be sent out.



Regional Parking Database

Contacts and more info

www.NCTCOG.org/parking

Travis Liska, AICP

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Catherine Osborn, AICP Candidate

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Equity in Land Use and Transportation Planning



**North Central Texas
Council of Governments**

NCTCOG Gentrification Report

Transportation and
Gentrification: A Toolbox for
Positive Neighborhood Change



Explore the meaning and implications of gentrification for North Texas.



Summarize a variety of policy/legislative examples and programs implemented across the country.



Provide a resource guide on strategies that various levels of government may use to best facilitate positive equitable outcomes for all residents and businesses potentially affected by gentrification.

www.NCTCOG.org/Housing



Equity and Environmental Justice at NCTCOG

Coordinated Land Use and Transportation Planning
Task Force — July 21, 2021



Requirements for MPOs

Take action to prevent discrimination – including unintentional discrimination – based on:

- Race, color, or national origin (including individuals who have limited ability to communicate in English)
- Sex
- Age
- Disability

Submit a Title VI Program to Federal Transit Administration, address Title VI complaints, and ensure transit subrecipients comply with Title VI.

Seek out and consider the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households.

Address any disproportionately high and adverse effect on low-income or minority communities.

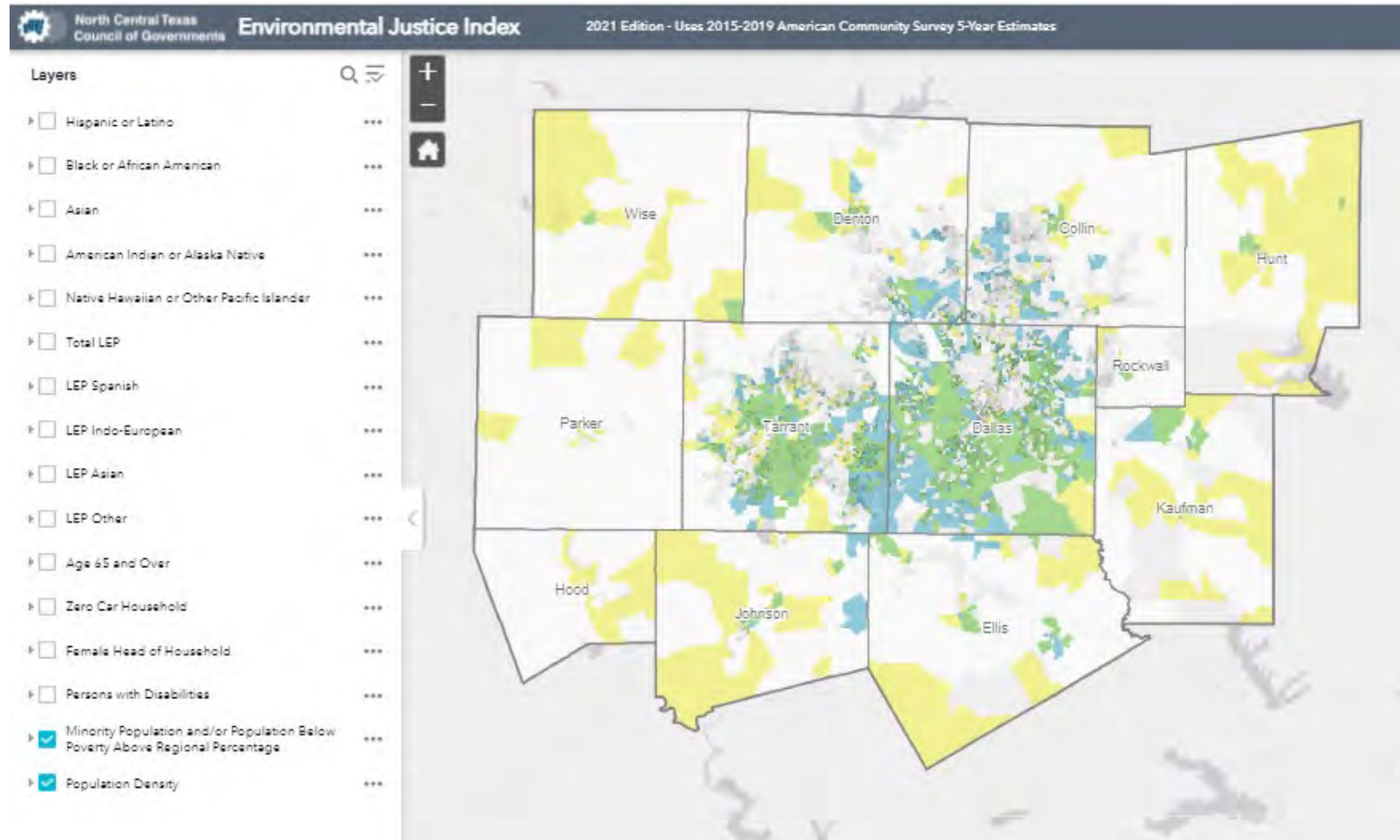
Ensure full and fair participation in transportation decision-making.

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

Implement a Disadvantaged Business Enterprise (DBE) Program and assist cities in developing their own DBE Program and goals.



Equity-Relevant Demographic Data Available Online



www.nctcog.org/EJ

Online mapping tool

Downloadable GIS layers

User Guide

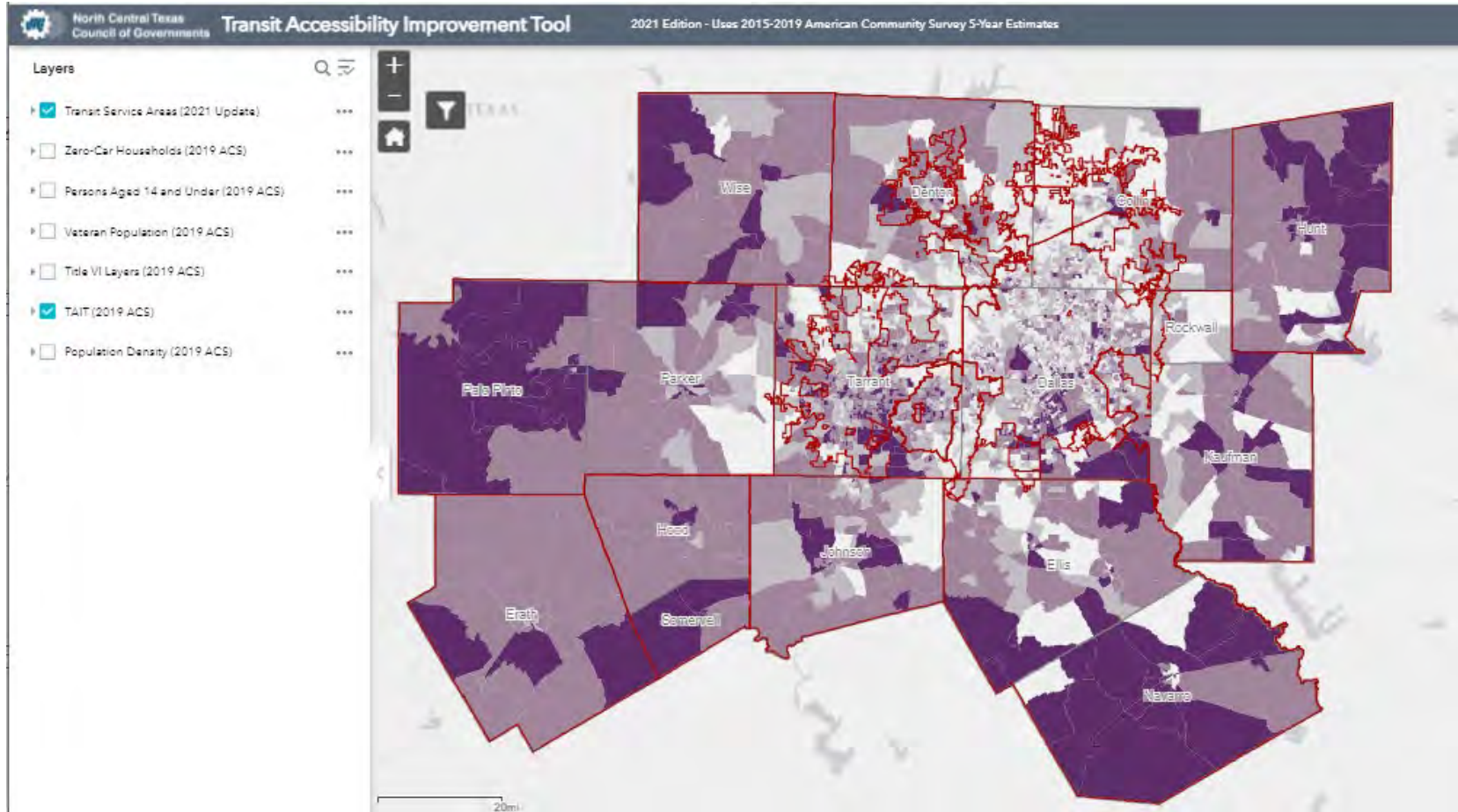
Technical Tips

Layer Definitions

Index Uses

Data and Links

Potential Transit Need Data Available Online



www.nctcog.org/trans/plan/transit-management-and-planning/transit-provider-resources

Online mapping tool

Downloadable GIS layers

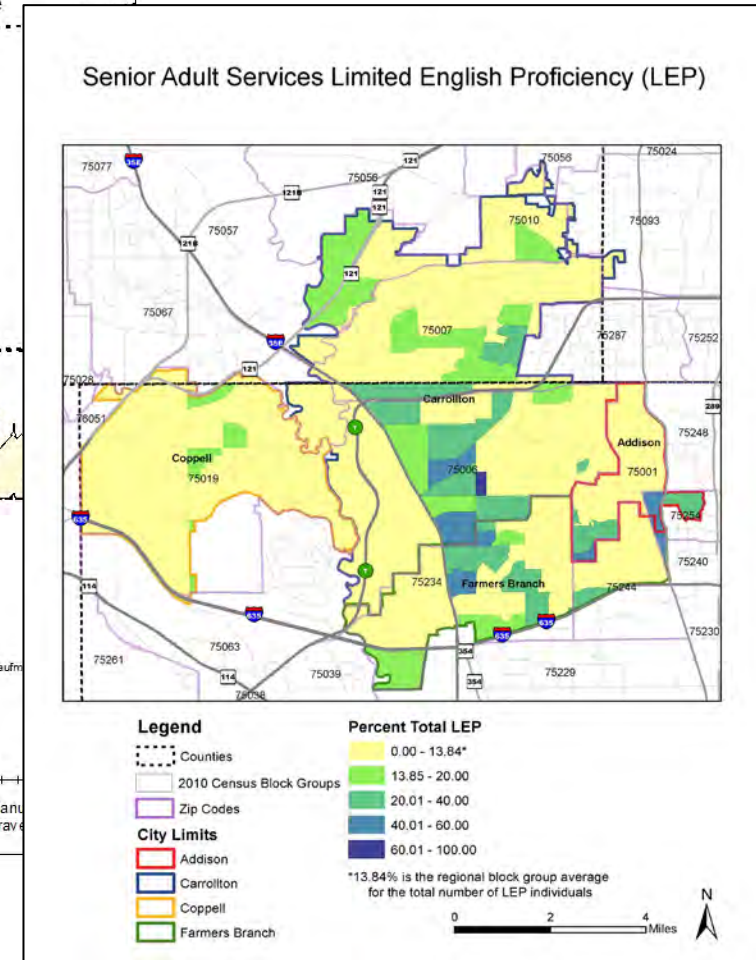
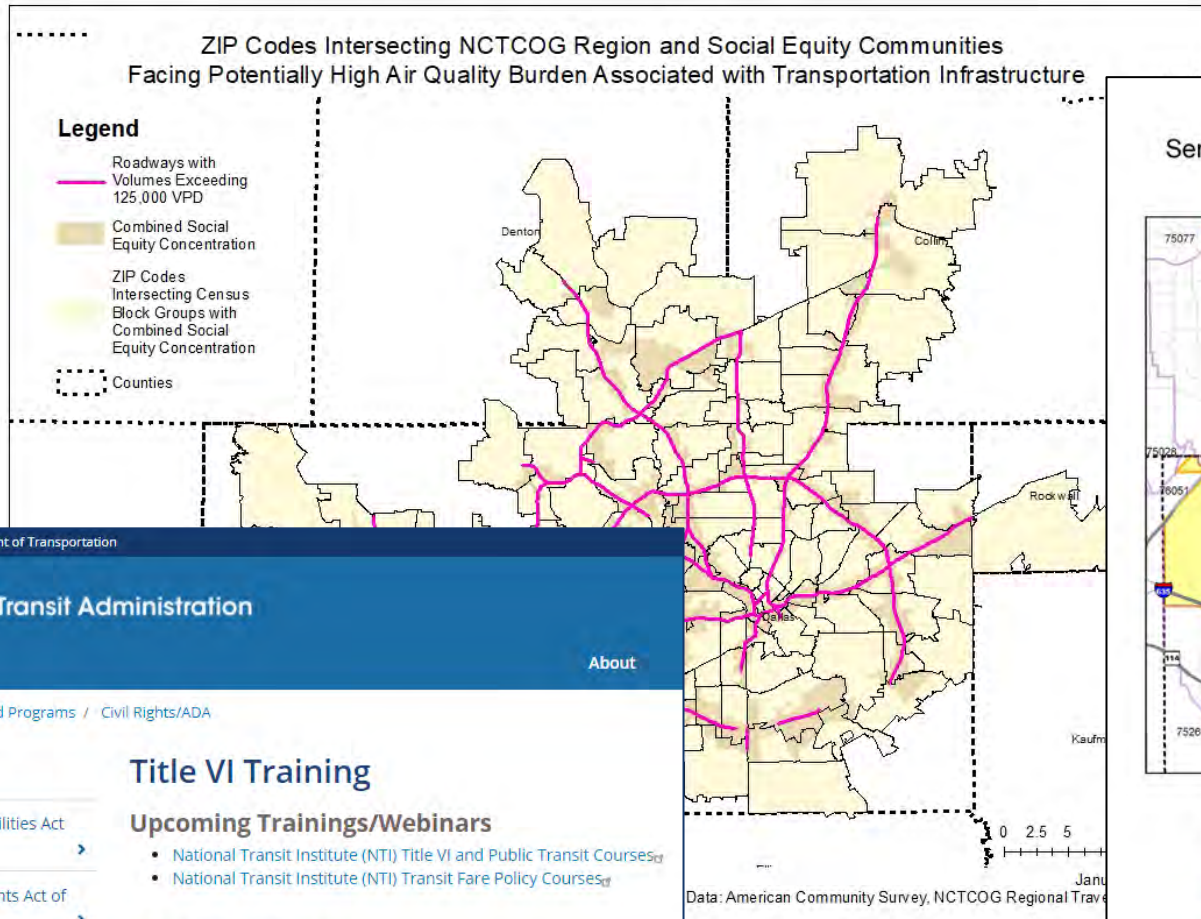
User Guide

Technical Tips

Layer Definitions

Data and Links

Assistance to Partners



United States Department of Transportation

Federal Transit Administration

About

Home / Regulations and Programs / Civil Rights/ADA

Civil Rights/ADA

Americans with Disabilities Act (ADA) >

Title VI of the Civil Rights Act of 1964 >

Disadvantaged Business Enterprise (DBE) >

Equal Employment Opportunity (EEO) >

Training Materials v

Title VI Training

Upcoming Trainings/Webinars

- National Transit Institute (NTI) Title VI and Public Transit Courses
- National Transit Institute (NTI) Transit Fare Policy Courses

Training Materials

Presentation Slides

- Title VI Overview
- Service Equity
- Fare Equity
- Public Outreach

Equity-Related Projects

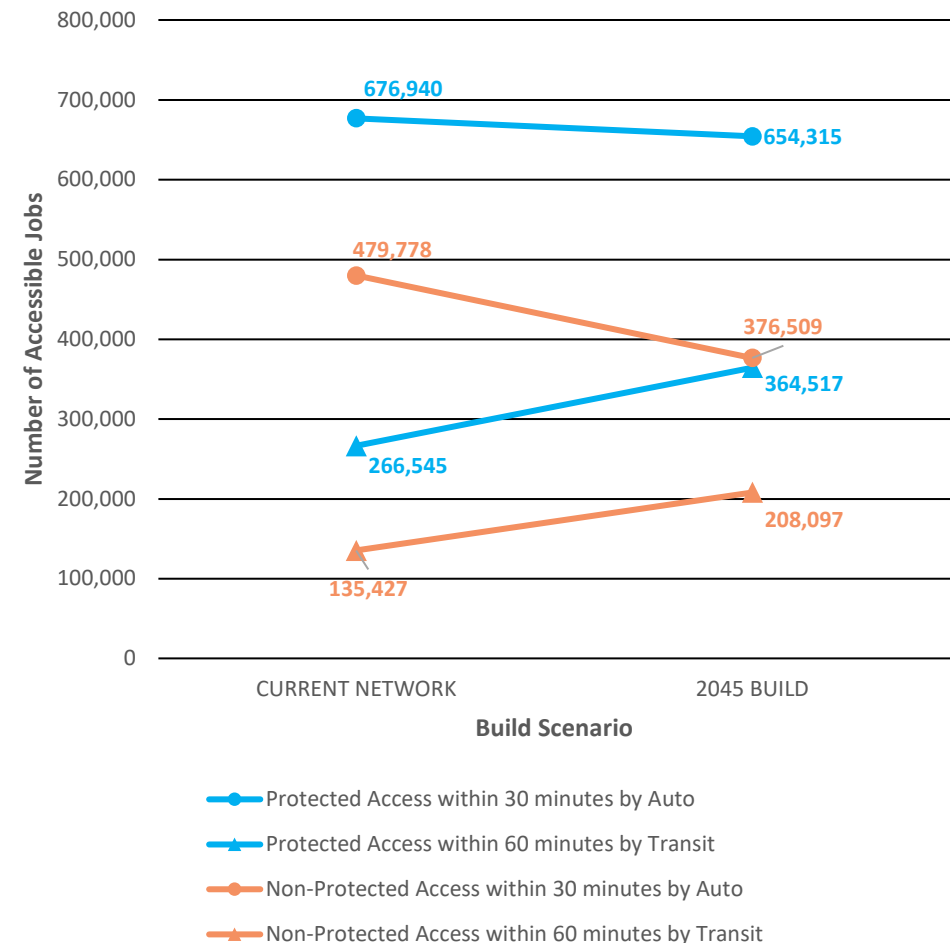
Equity analysis of projects in metropolitan transportation plan,

www.nctcog.org/nctcg/media/Transportation/DocsMaps/Plan/MTP/3-Social-Considerations.pdf

Seeking transportation solutions to community challenges:

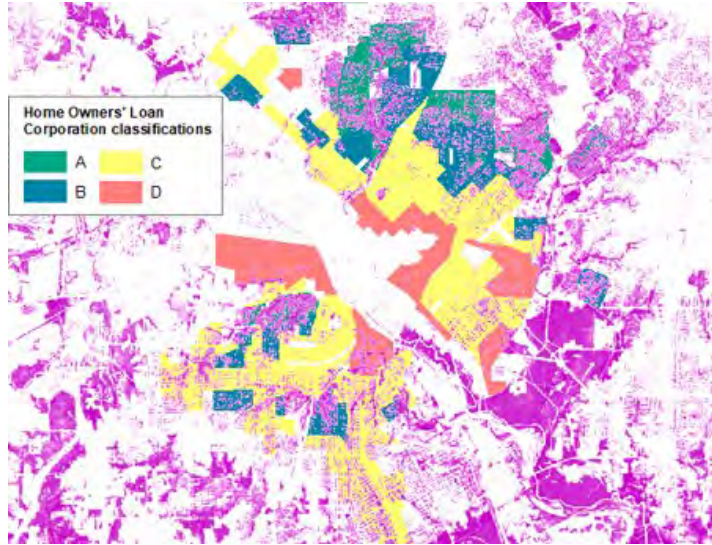
- Transportation and Gentrification: A Toolbox for Positive Neighborhood Change, www.nctcog.org/nctcg/media/Transportation/DocsMaps/Plan/GentrificationStudy.pdf
- Joppa, Dallas
- Bachman Lake area
- 10th Street Historic District
- Paul Quinn College robot food delivery
- Attendance at community events
- Food deserts

Job Access by Auto and Transit, Current to 2045 Build

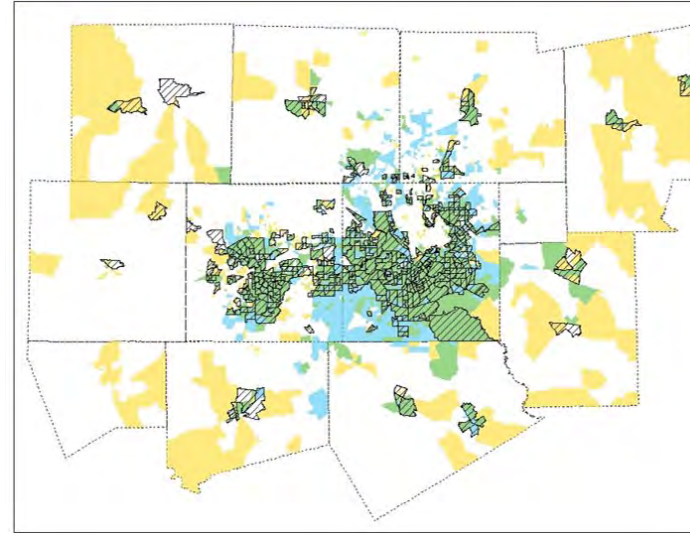


NCTCOG Needs Assessment

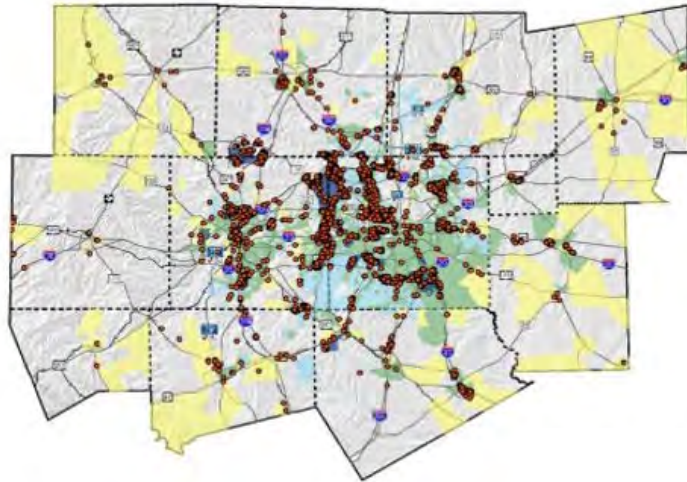
Tree canopy



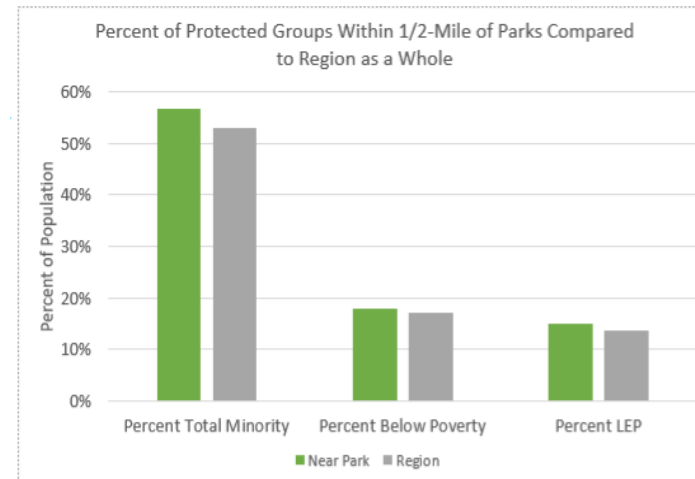
Food deserts



Freight development



Park access



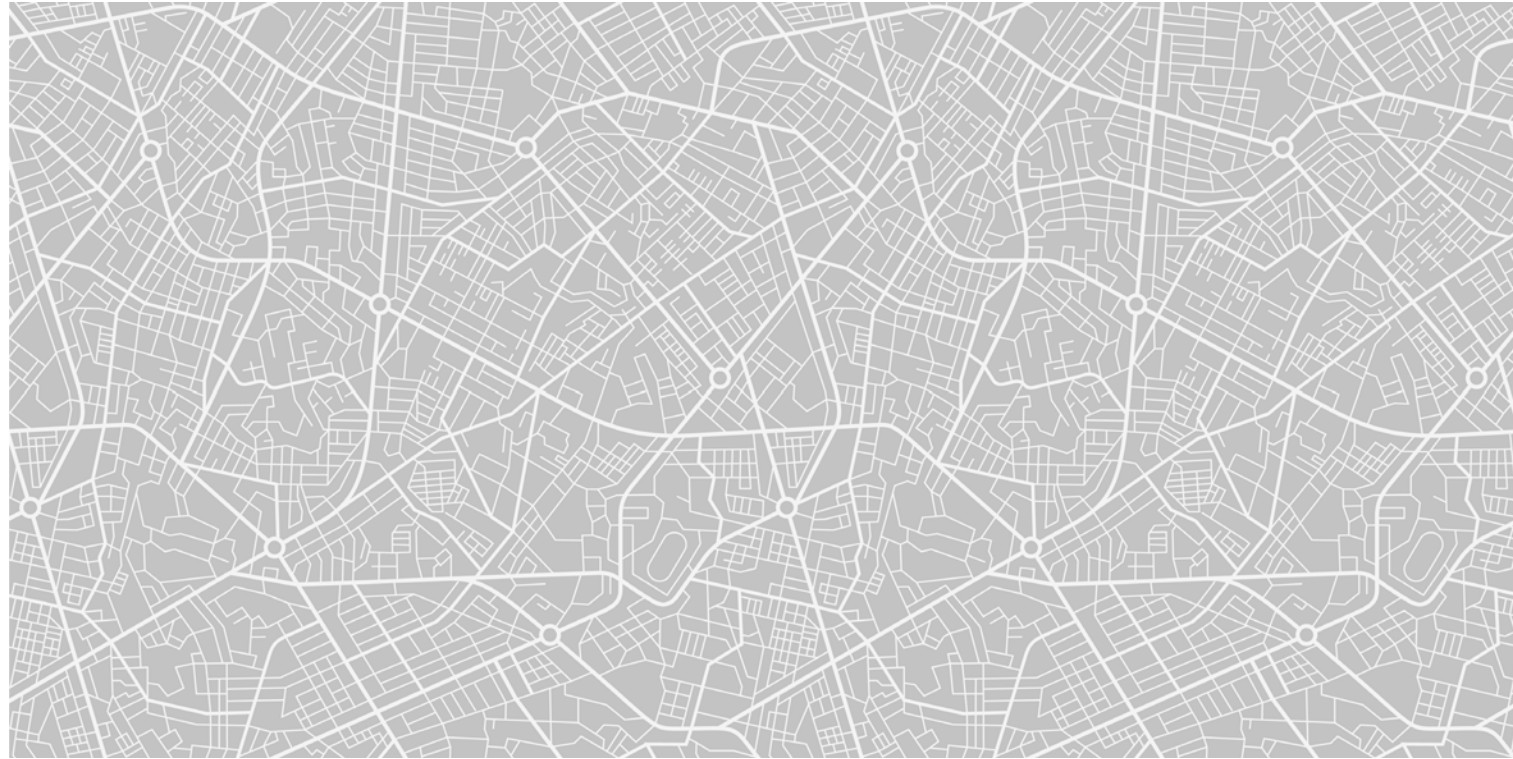
2021 Executive Orders



Executive Order 13985 (Racial Equity), directs federal agencies to “pursue a comprehensive approach to advancing equity for all,” including people of color, religious minorities, LGBTQ+ persons, people with disabilities, people who live in rural areas, and people otherwise adversely affected by persistent poverty and inequality.

Executive Order 13990 (Public Health & Climate Crisis), requires all federal agencies to review and address previous actions that conflict with principles of environmental justice, such as improving public health, protecting the environment, ensuring access to clean air and water, limiting exposure to dangerous chemicals and pesticides, holding polluters accountable, reducing greenhouse gas emissions, bolstering resilience to impacts of climate change....

What can NCTCOG do to help cities incorporate Equity into their Transportation and Land Use Work?



Getty Images

Kate Zielke, Principal Transportation Planner
kzielke@nctcog.org

Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) Initiative

Seeking projects that address environmental justice impacts, improve racial equity, or remove barriers to opportunity.

Should complement NTE grant application.

Could include:

- “Smart intersection” technology to help bikes/pedestrians/buses cross expressway
- Frontage road pedestrian-detection/alert technology
- Non-transportation projects that could be woven into the project application narrative

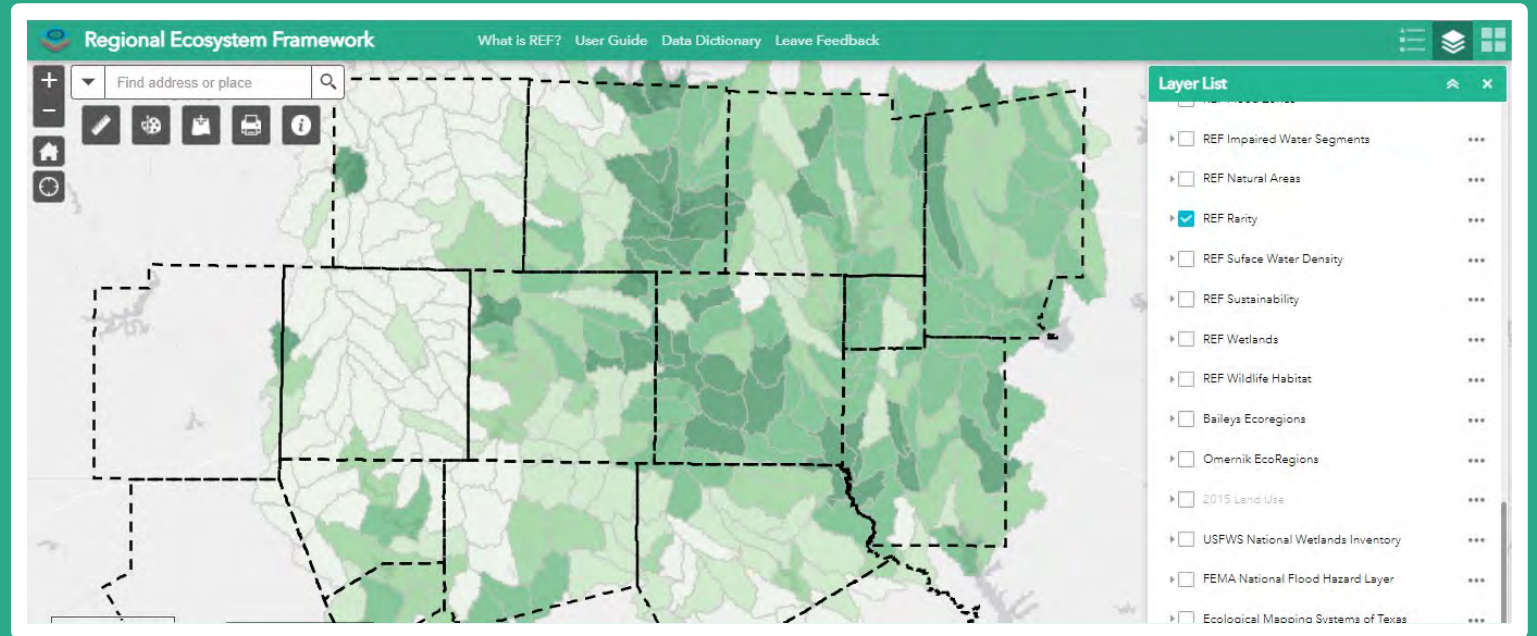
More information:

<https://www.grants.gov/web/grants/view-opportunity.html?oppld=334272>

Contact: Thomas Bamonte, Senior Program Manager,
tbamonte@nctcog.org



Help guide development of the Regional Ecosystem Framework (REF), an environmental screening tool for North Central Texas.



The North Central Texas Council of Governments is updating the REF tool and the online one-stop-shop for environmental data, to better meet users' needs. Learn more at www.nctcog.org/REF. Please complete the survey at the link below. NCTCOG would benefit from your opinions even if you do not use these tools. The survey should take about 5-10 minutes to complete.

Survey link: <https://form.jotform.com/211364644456053>

Please respond by July 30, 2021



North Central Texas
Council of Governments

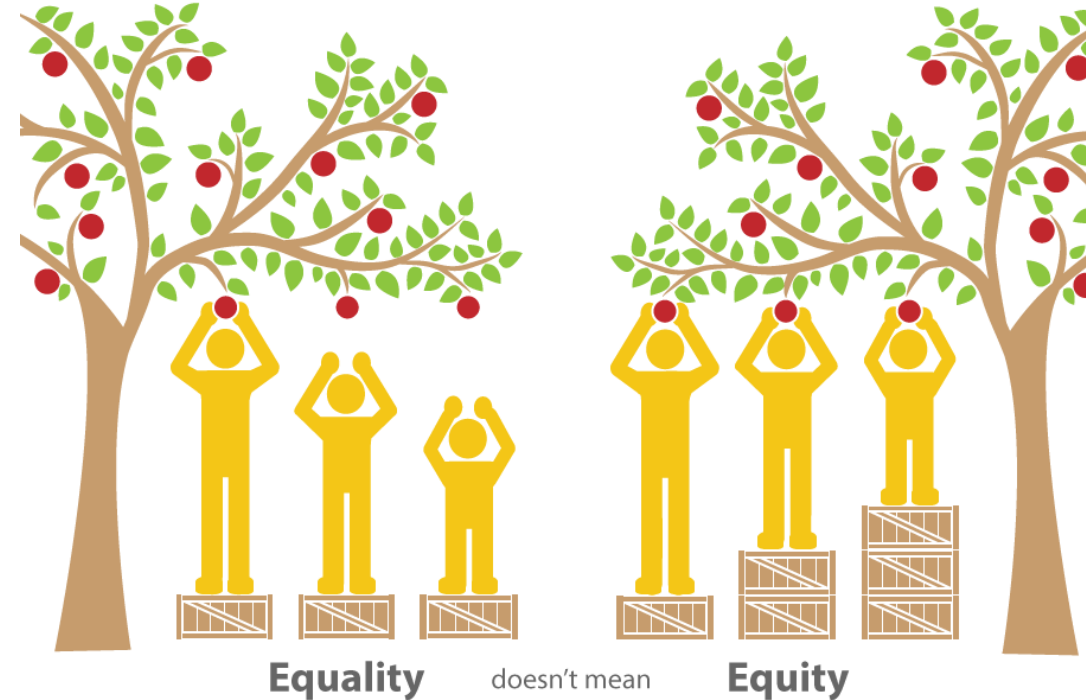
Equity in Capital Transportation Planning

Chelsea St. Louis, AICP

Chief Transportation Planning Officer

Transportation Equity

- Transportation equity is the fairness with which transportation costs and benefits are distributed.
- Access to transportation serves as a key component in addressing poverty, unemployment, and equal access to opportunities.
- Transportation and zoning decisions have limited the mobility and opportunities of people of color.
- Roadways in newly developing areas can receive more investment than transit and other multimodal transportation

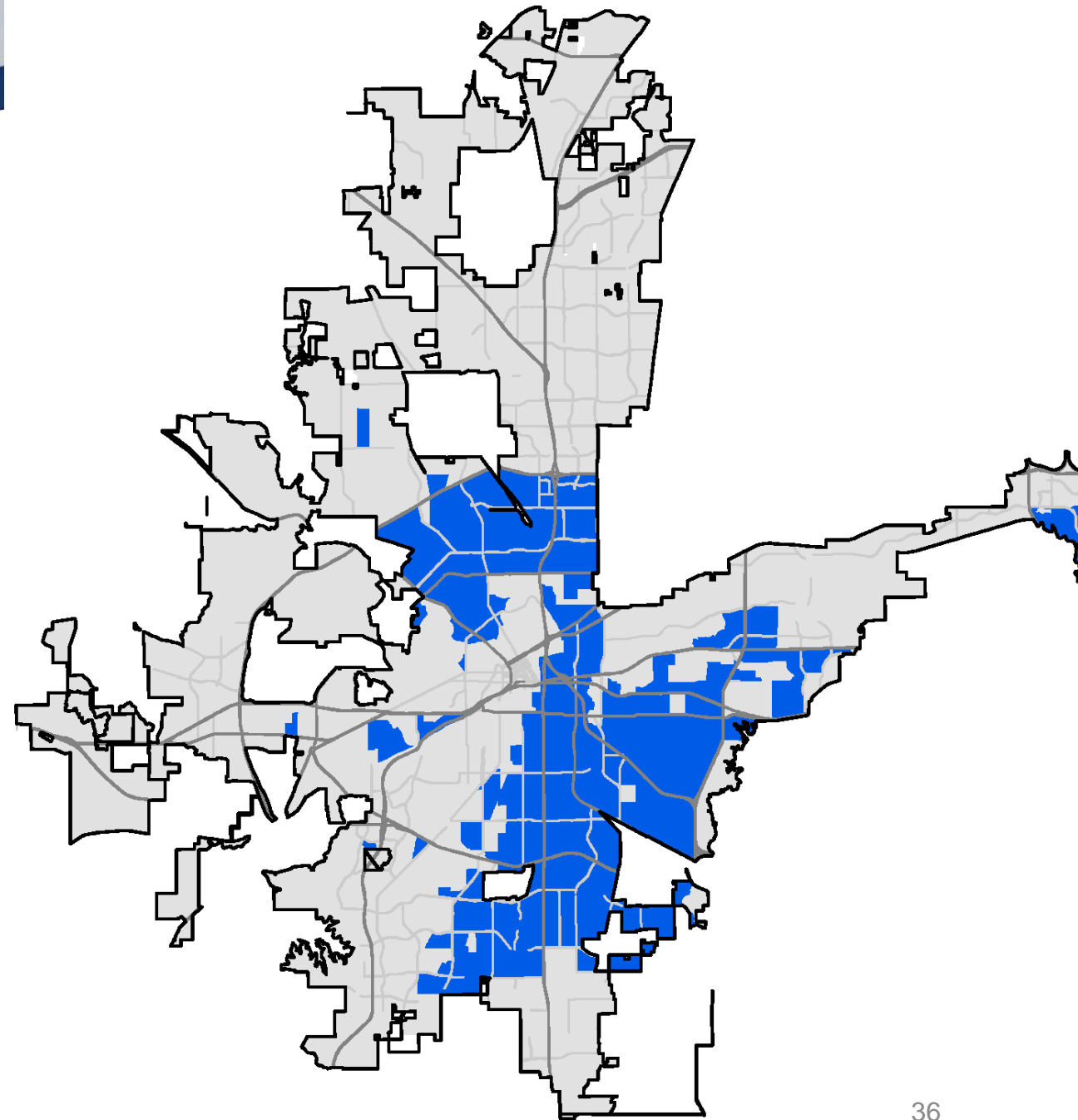


Race and Culture Task Force

- 23-member task force was appointed in **2017** to examine issues related to race and culture in Fort Worth.
- Seven subcommittees studied racial equity and bias in several areas: criminal justice, economic development, education, health, housing, municipal governance, and transportation.
- City Council accepted the recommendations in December 2018.
- **Mission: To listen, learn, build, and bridge in order to create an inclusive Fort Worth for all residents.**
- **Vision: Fort Worth will become a city that is inclusive, equitable, respectful, communal, and compassionate.**

SMMAs

Super Majority Minority Areas (SMMAs) are Census Block Groups where more than 75% of the population is a minority



Extent of Transportation Disparities

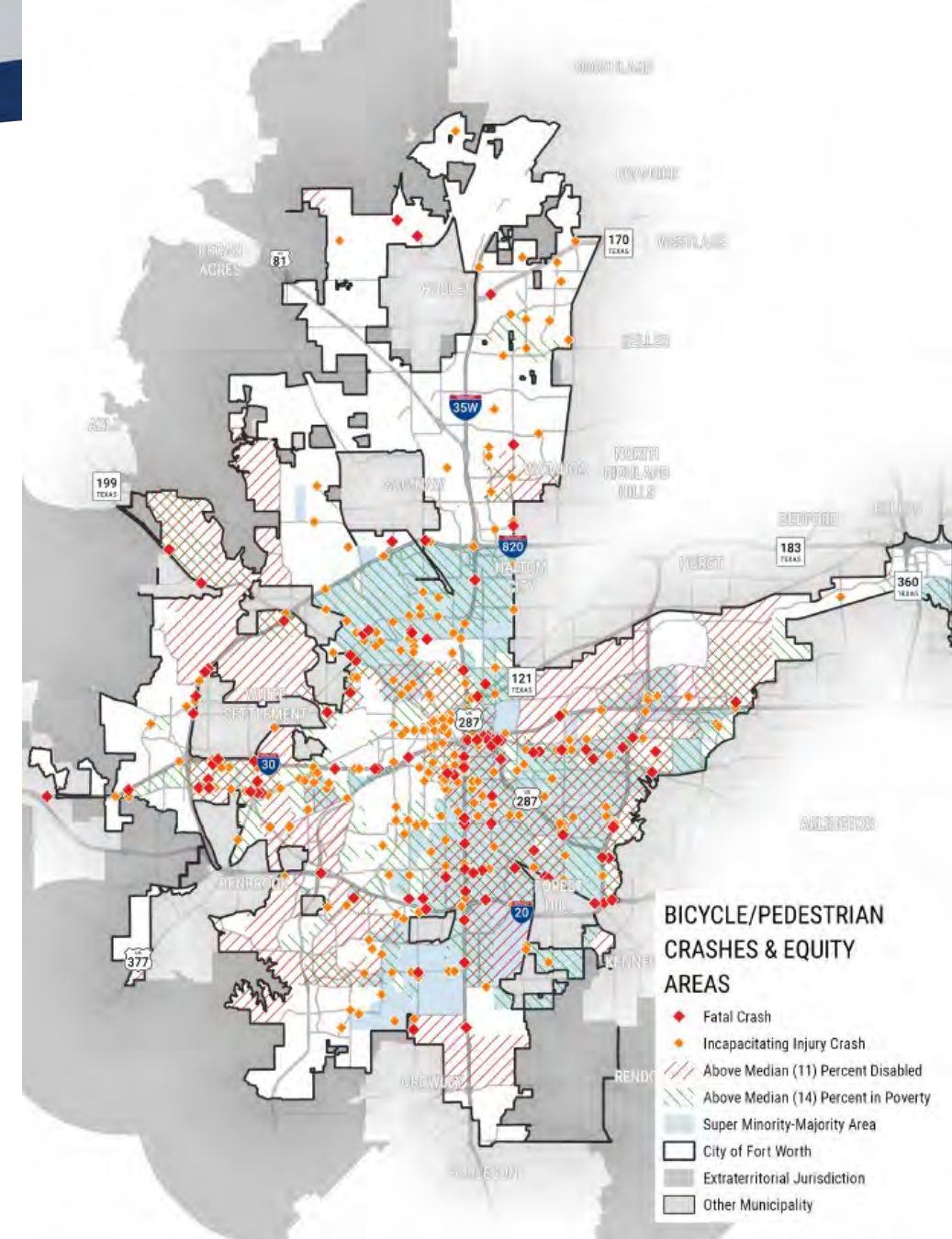
Indicator	Extent of Disparity	Data Sources
Street conditions	Majority Minority Areas (MMAs) of Fort Worth have 58% of street lane miles, but 77% of poor-condition streets ; 50% of built sidewalks, but 81% of poor-condition sidewalks and 58% of network gaps ; and 53% of installed street lights, but 66% of poor-condition street lights .	TPW's Pavement Quality Index and Street Asset Mapping
Automobile ownership rate	MMAs of Fort Worth have 57% of all households, but 77% of zero-car households , a proxy for alternative-transportation dependence.	U.S. Census Bureau 2012-2016 American Community Survey
Crash incidence	69% of all pedestrian crashes and 79% of fatal pedestrian crashes occurred in MMAs from 2013 to 2017. During the same period, MMAs had 60% of all bike crashes and 86% of fatal bike crashes .	TxDOT Crash Records Information System
Funding by transportation mode	Since 2007, Fort Worth has funded approximately 20% of the street construction and reconstruction need; only 10% of the estimated annual operating need for the transit system ; less than 10% of the sidewalk need; and roughly 1% of the bike infrastructure need. This imbalance tends to affect minorities disproportionately.	City Bond Programs and CO sales, Transportation Impact Fee expenditures, sales tax allocation to transit, 2010 Bike FW Plan, 2014 Walk FW Plan, 2015 Transit Master Plan

Race & Culture Task Force: Transportation Success Measures

- 1) 4 percentage point annual decrease in the share of poor condition and missing sidewalks in S-MMAs, for a total decrease of 20 percentage points by 2023.
- 2) 2 percentage point annual decrease in the share of pedestrian and bike crashes in S-MMAs, for a total decrease of 10 percentage points by 2023.

Adopted Active Transportation Plan - Prioritization Criteria

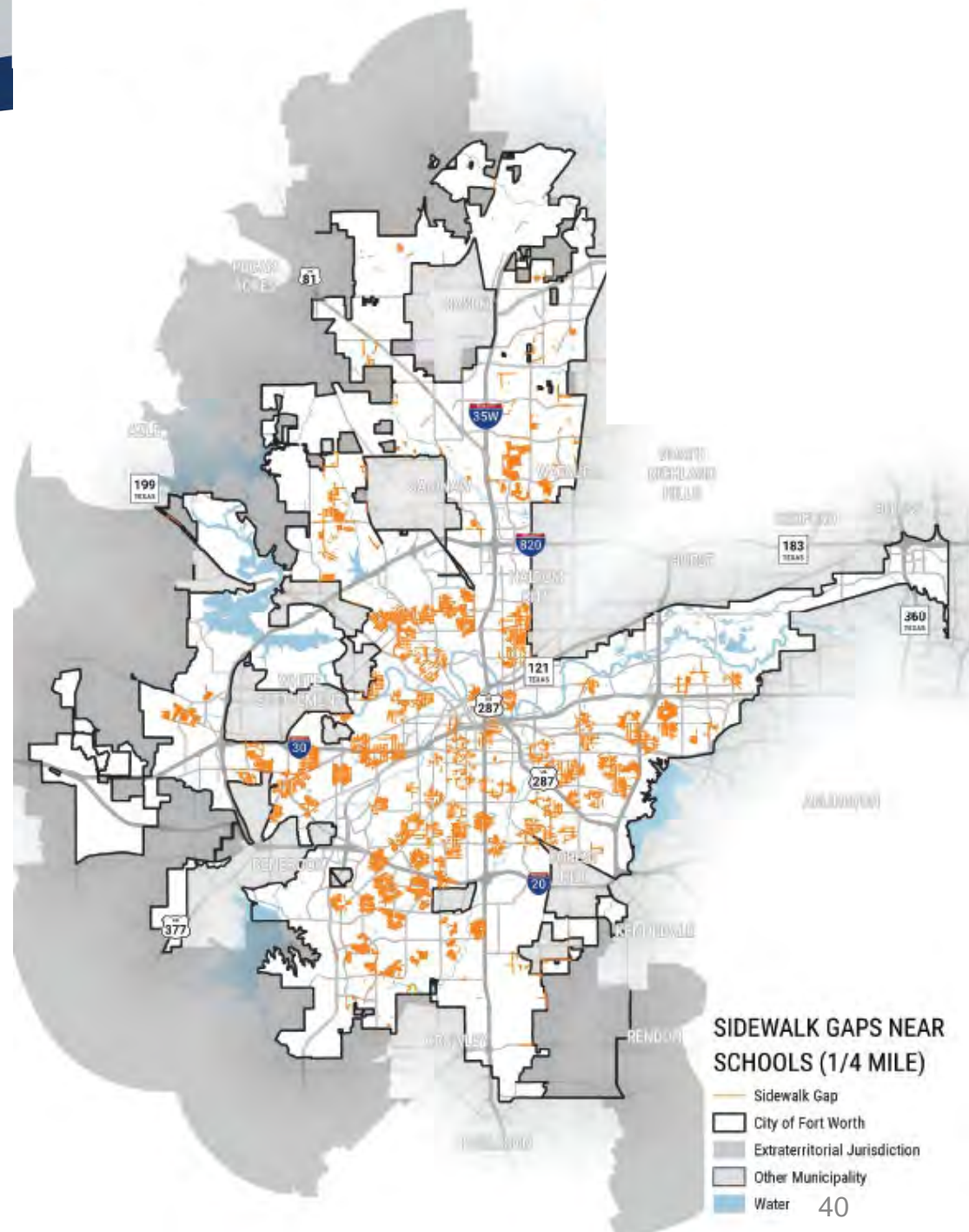
Prioritization Factor	Weight		
	Sidewalks	Bikeways	Trails
Equity	40%	30%	30%
Veloweb/Spine			30%
Connectivity		25%	30%
Demand	30%	20%	
Crash History	20%	10%	
Comfort	5%	10%	
Stakeholder Input	5%	5%	10%
Funding			10% bonus
Feasibility			10% bonus





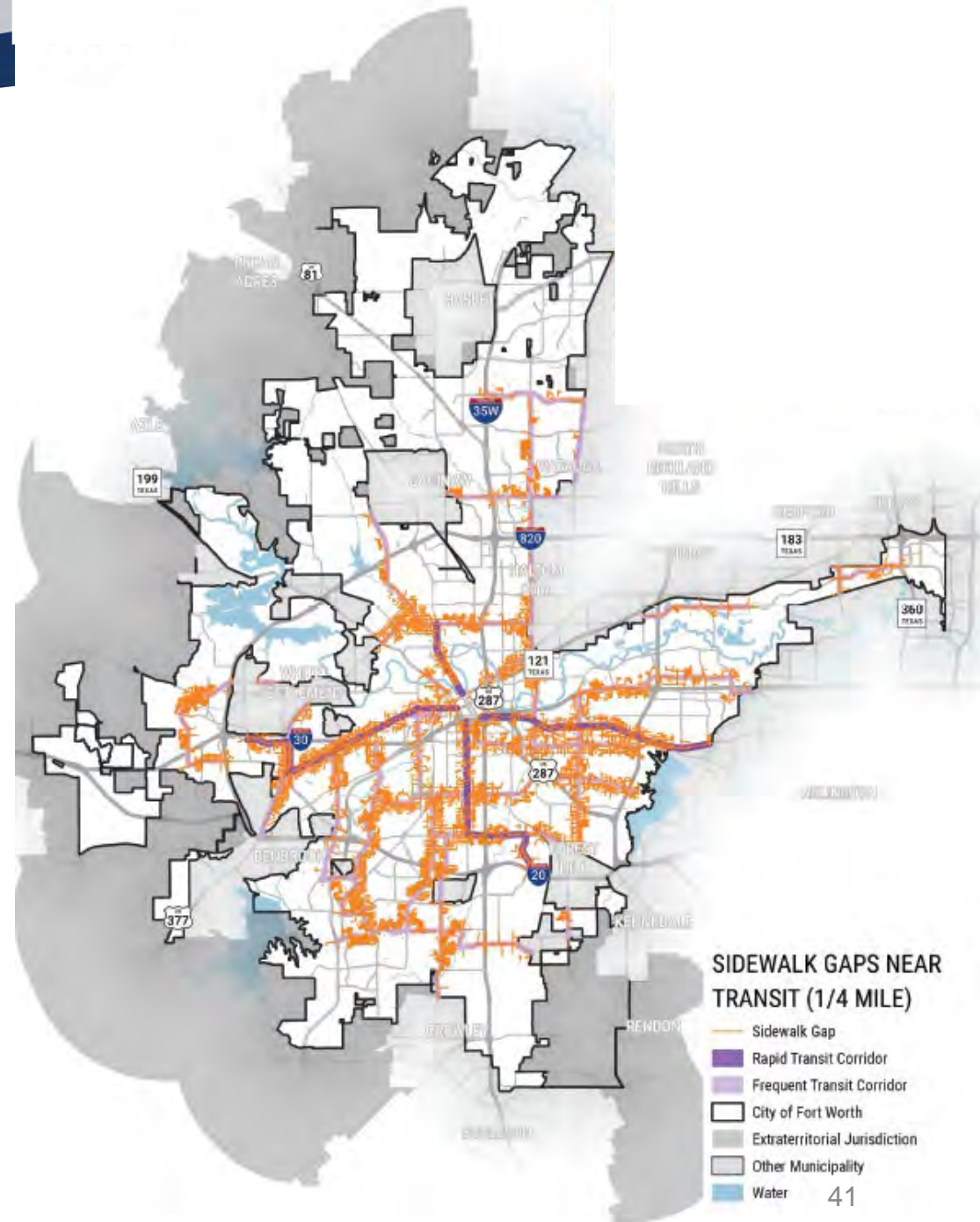
Sidewalk Gap Costs

Sidewalk Gap Areas	All		Priority (Top 300)	
	Mileage	Cost Opinion	Mileage	Cost Opinion
Citywide	3,740	\$3,612,900,000	151	\$145,900,000
Super Majority-Minority Areas	1,530	\$1,478,000,000	140	\$135,300,000
Near Transit	1,319	\$1,274,200,000	104	\$100,500,000
In High Disability Areas	1,127	\$1,088,700,000	112	\$108,200,000
Near Schools	939	\$907,100,000	51	\$49,300,000
Near Higher Education	160	\$154,600,000	16	\$15,500,000



Sidewalk Gap Costs

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Near Higher Education	160	\$154,600,000	16	\$15,500,000



Sidewalk Implementation Strategy

- Race and Culture Task Force Recommendations serve as performance goals used to operationalize equity.
- Transportation and Public Works is reliant on two funding sources to progress toward Task Force performance goals.
 - 1) Capital Bond Funds - Allocation every four or five years addresses large scale projects
 - 2) Maintenance Funds - Annual allocation provides near-term results with small scale projects and enhances Capital Bond planning
- A Work Plan is crucial to achieve near-term progress and to develop impactful long-term Capital Bond Investments.

Sidewalk Implementation Strategy

Capital Bond Funds

2018 Bond - In Progress

- \$17M for Sidewalks and Neighborhood Traffic Safety
- Projects selected primarily through citizen/stakeholder requests, with exception of Safe Routes to School projects
- Over 90,689 linear feet (17 miles) of sidewalks being implemented, 61% in MMAs.

Sidewalk Implementation Strategy

Capital Bond Funds

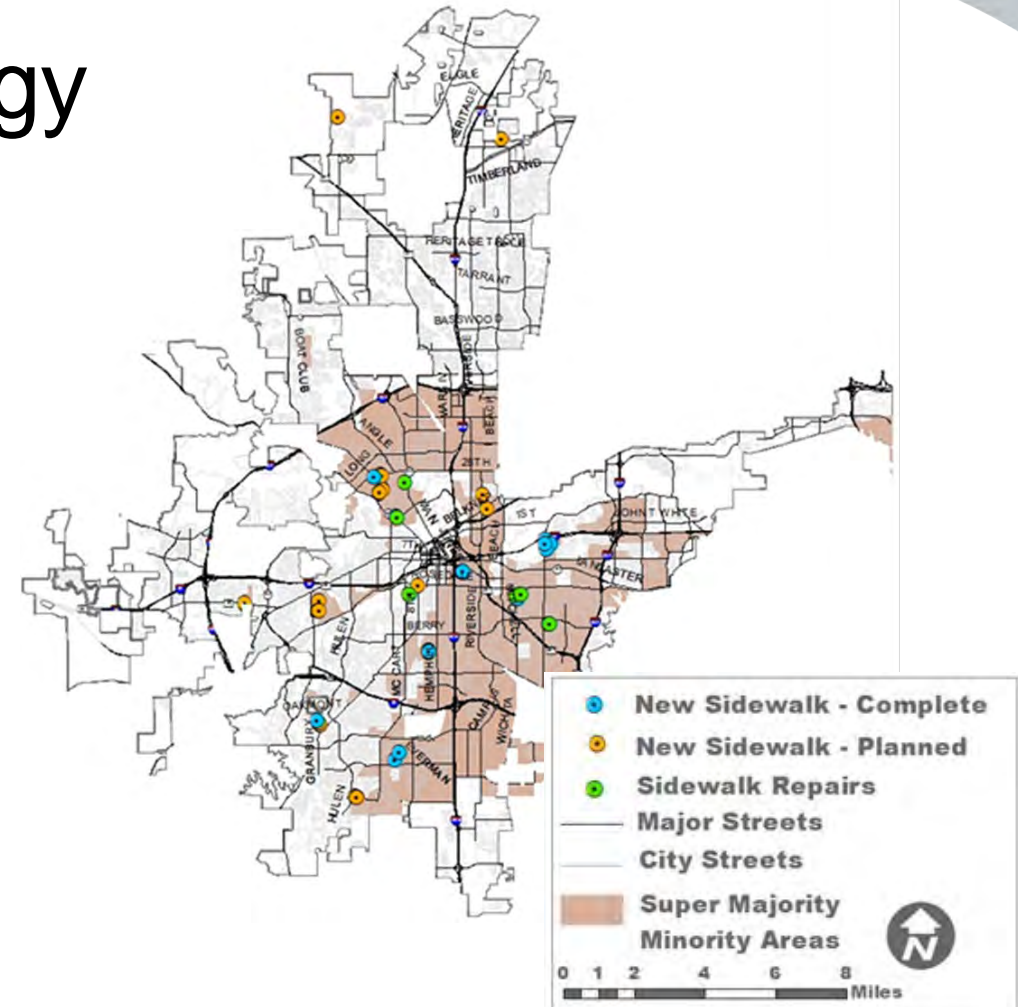
2022 Bond - Planning Phase

- The Bond Prioritization Planning Committee convened in Fall 2019.
- Staff is requesting \$14M for Sidewalks and Neighborhood Traffic Safety.
- Staff is evaluating constructability of the Top 300 ATP sidewalk project areas for 2022 Bond development.
- The Vision Zero High-Injury Network will guide Neighborhood Traffic Safety/School project identification.

Sidewalk Implementation Strategy

Maintenance Funds

- FY 20 is the first year that TPW received funding for sidewalk gaps.
 - ATP sidewalk gaps in SMMAs near transit, schools, and parks are the focus for implementation.
 - Implementation is focused on constructing sidewalks that do not require design.
- 14,422 linear feet of sidewalks constructed (73% in SMMAs) in FY 20 *constructed mostly by in-house crew
- 6,219+ linear feet estimated for FY 21 (75% in SMMA's)
- 5,400 linear feet for sidewalk/transit connections in FY 21 (20% in SMMAs)



Work Plan Development

- The Work Plan emphasizes proactive rather than reactive work in order to meet Task Force performance goals.
- The Asset Management System is being used to build reliable data to track progress toward goals.
- Safety (Vision Zero High-Injury Network) and Equity will be cornerstones of the FY 22 Work Plan, which encompasses the following areas:
 - Sidewalks and ADA
 - Vision Zero/Neighborhood Traffic Safety
 - School Zone Maintenance
 - Street lights
 - Pavement Markings
 - Traffic Signal Construction and Maintenance

Next Steps

- Finalize FY 22 Work Plan
- Finalize 2022 Bond sidewalk project listing
- Continue populating asset management system for reliable tracking toward Task Force performance goals

Thank You





City of Dallas – Comprehensive Housing Policy

Pam Thompson

Housing Strategy Manager, City of Dallas

NCTCOG – Land Use and Transportation Planning Task Force

July 21, 2021

Agenda

- Inequities in Dallas
- Comprehensive Housing Policy Goals
- Current Programs
- Upcoming Initiatives
- Q&A

Equity Versus Equality

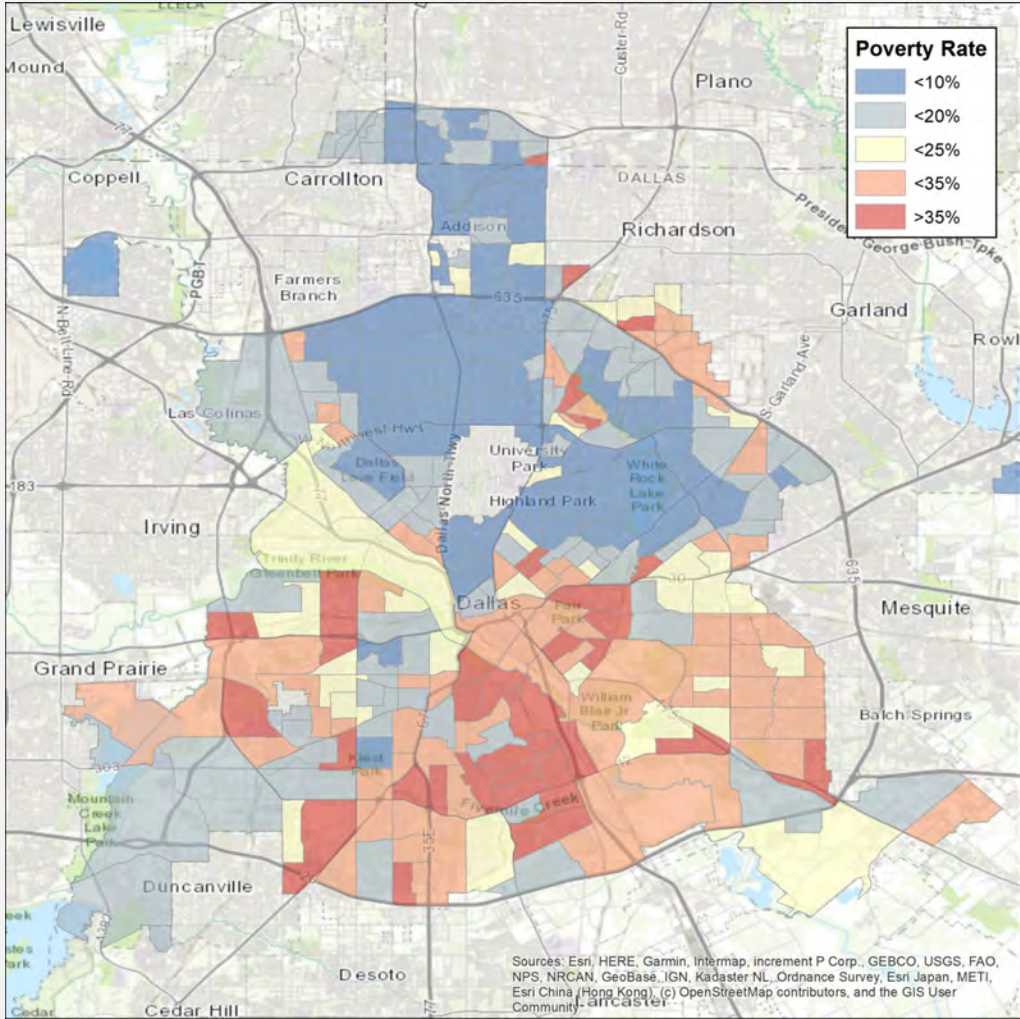
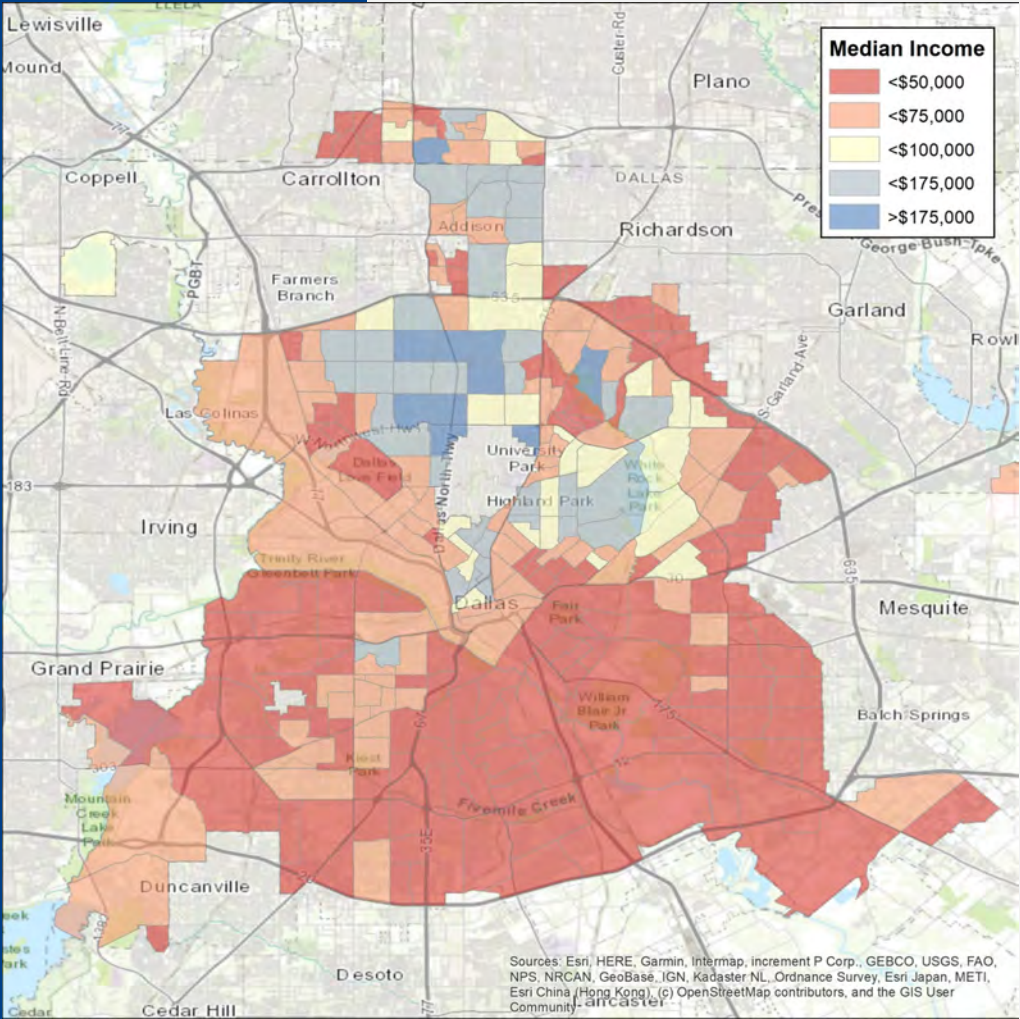
Equality



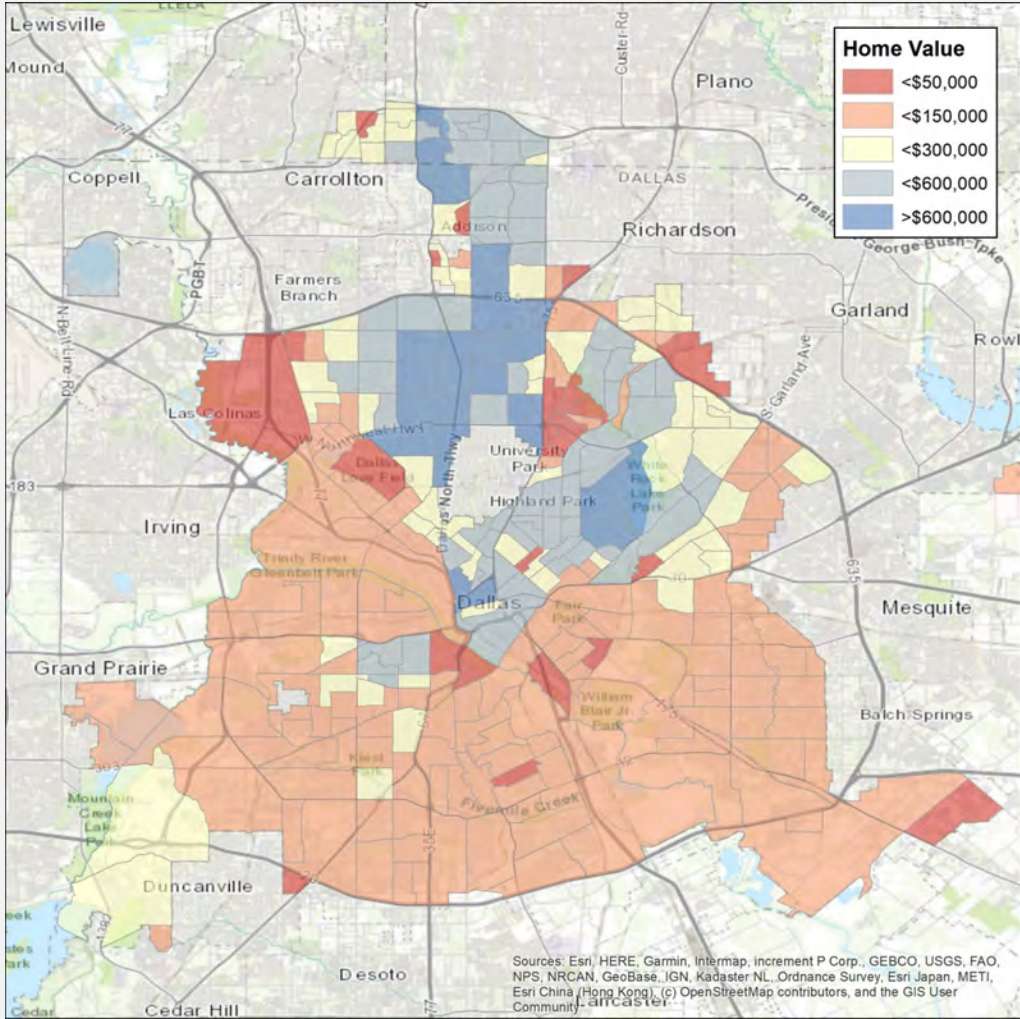
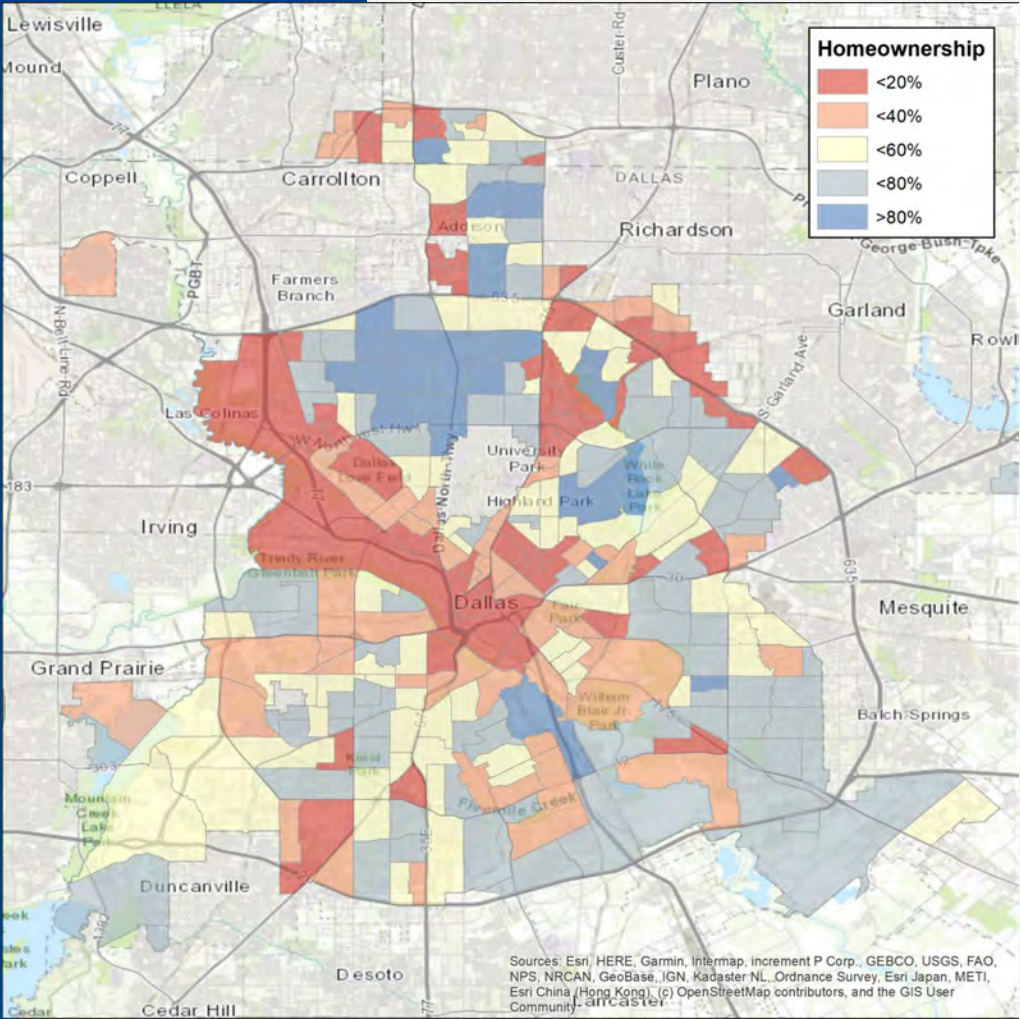
Equity



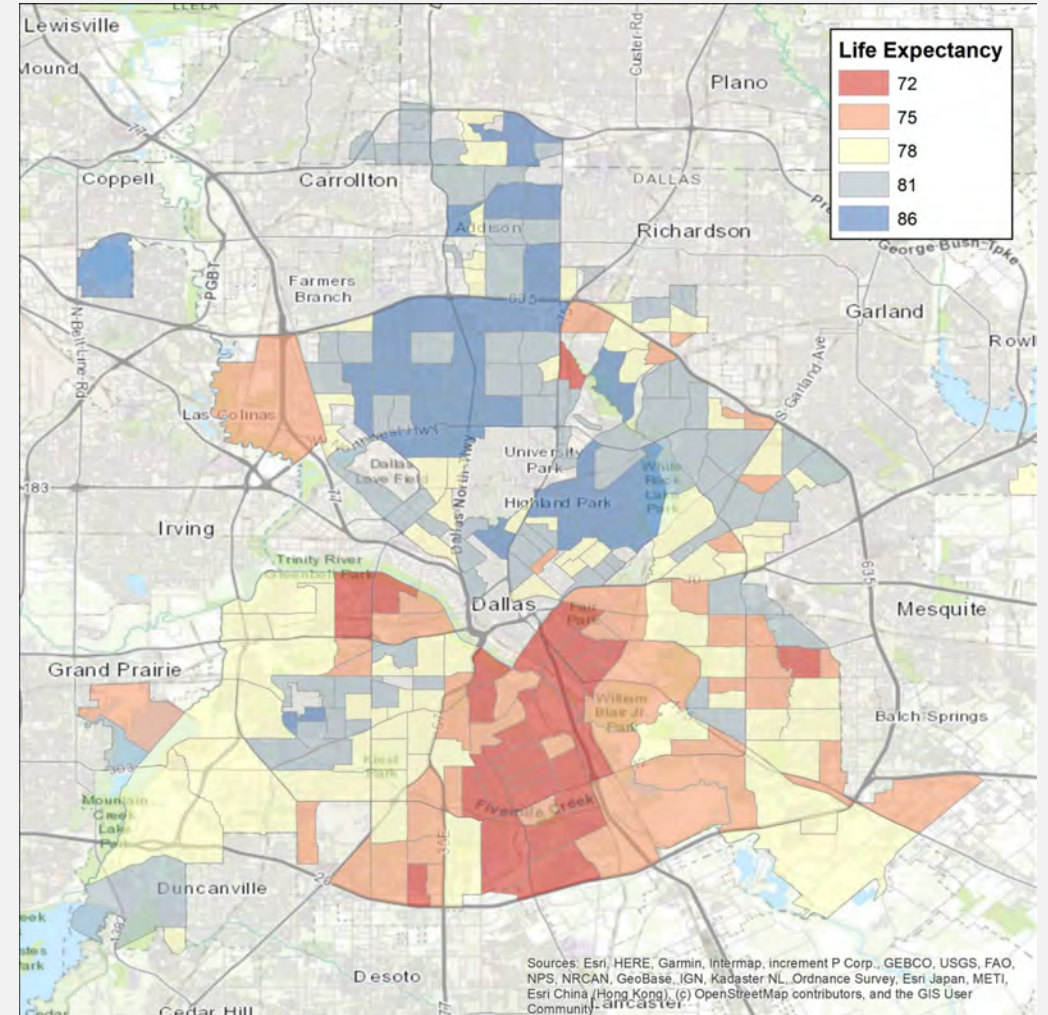
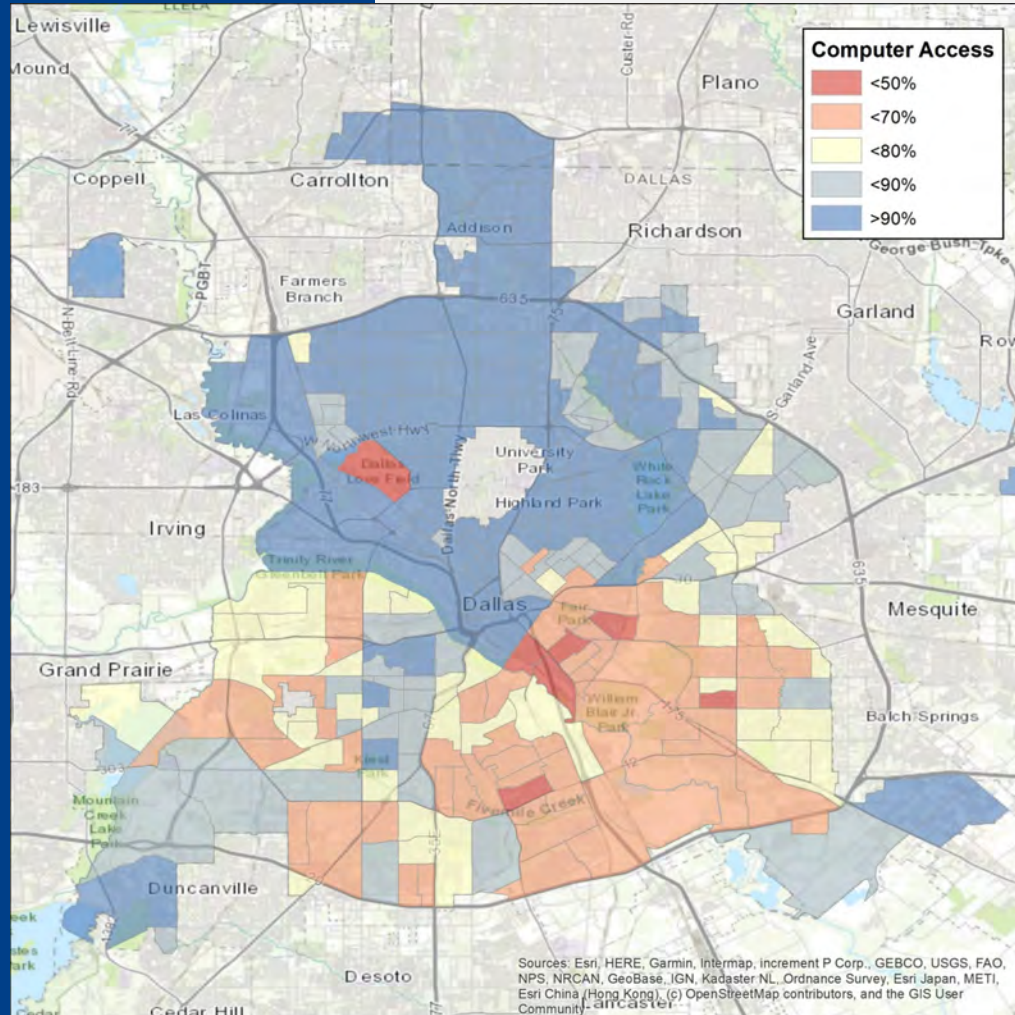
Inequities in Dallas



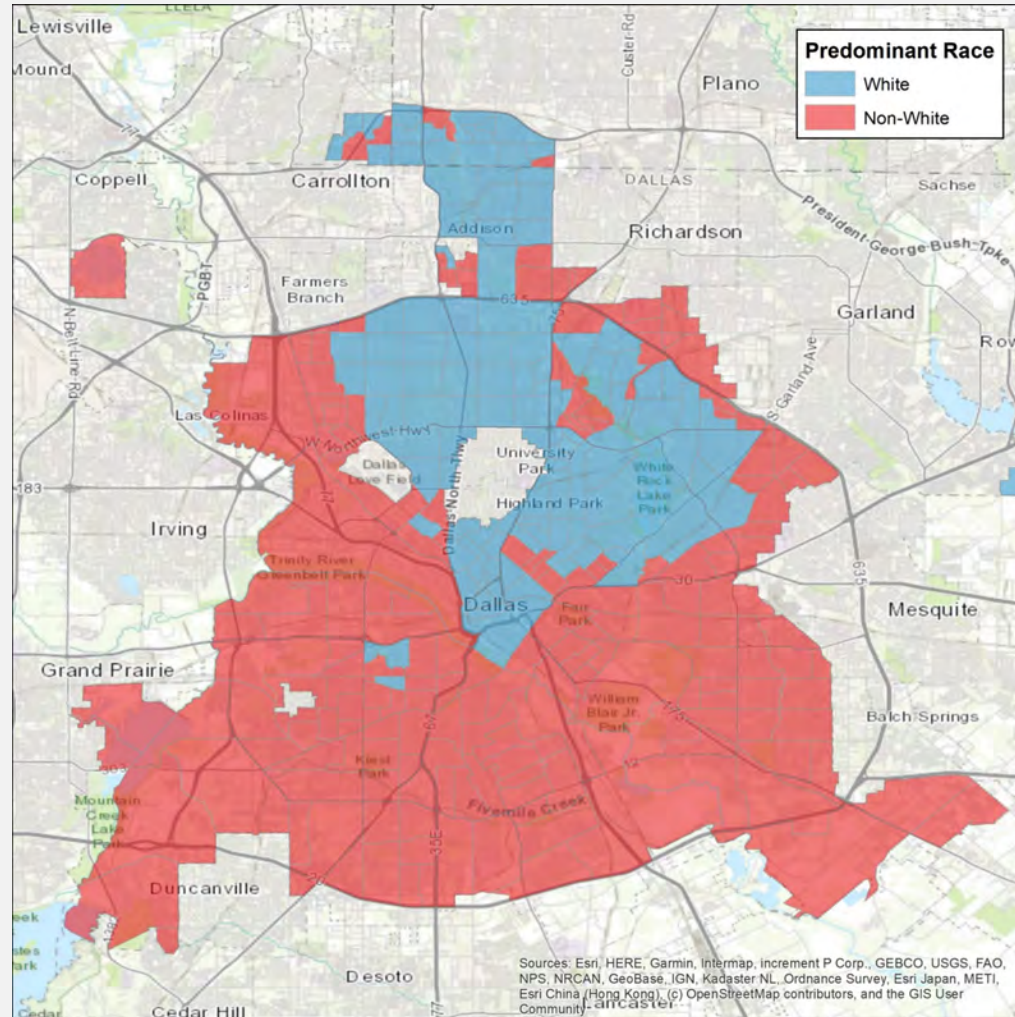
Inequities in Dallas



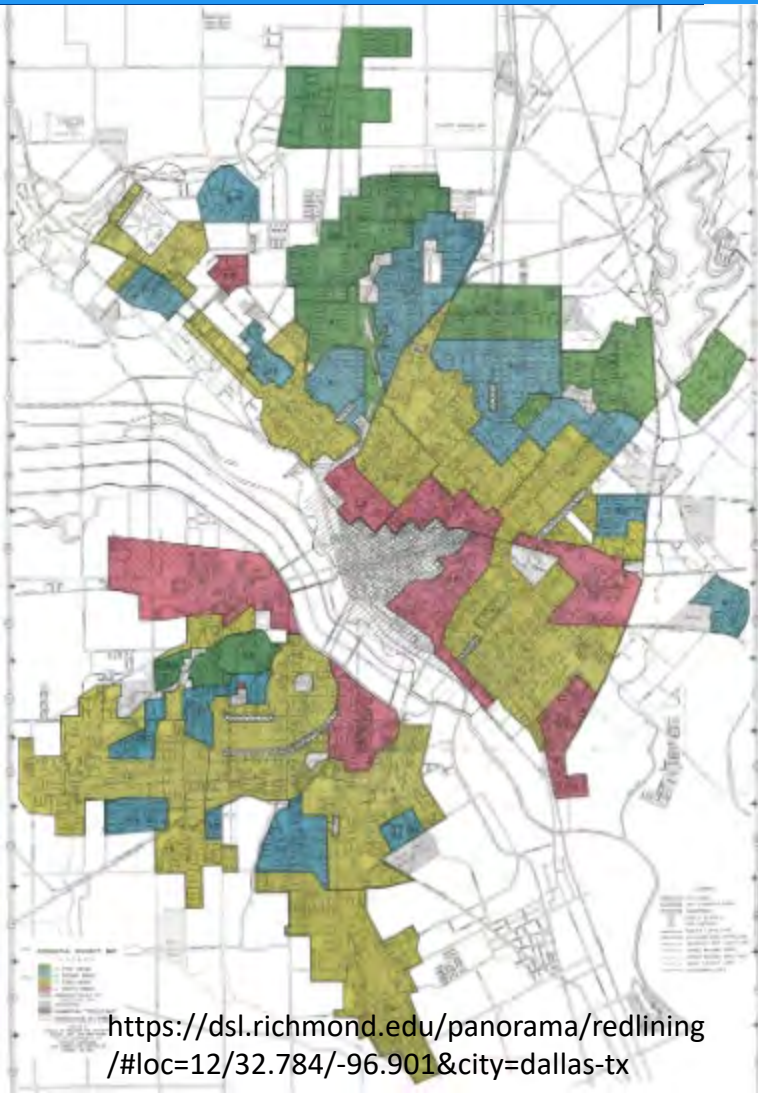
Inequities in Dallas



Inequities in Dallas



Inequities in Dallas



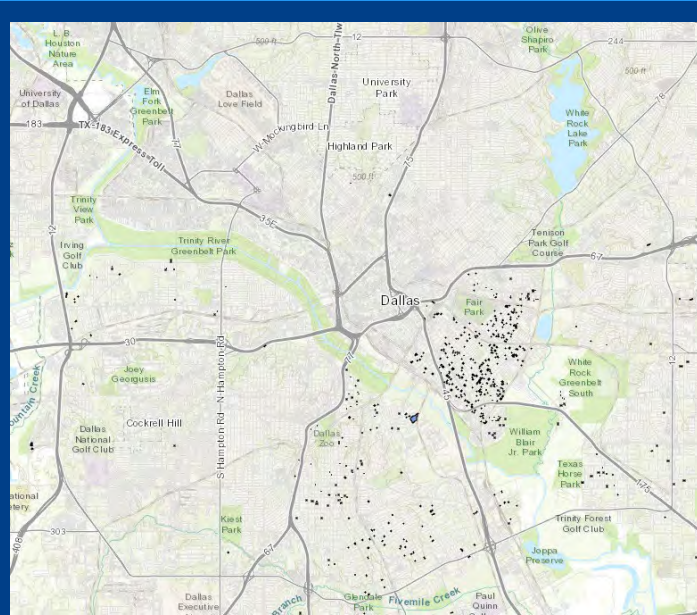
- Between 1935 and 1940, the Home Owners' Loan Corporation graded areas of cities across the U.S. from A (green) to D (red)
- HOLC deemed green areas “low risk” for mortgage lenders. HOLC deemed red areas “hazardous” for lending
- The main criteria was the racial and ethnic identity of the residents.
- The choice to fund or not fund mortgages nearly 100 years ago and through most of the last century explains much of today's disparities

Comprehensive Housing Policy

- Approved March 12, 2017
- Three goals:
 - Create and maintain available and affordable housing throughout Dallas
 - Promote greater fair housing choices
 - Overcome patterns of segregation and concentrations of poverty through incentives and requirements.
- Goals distill down to this: more housing choices in more areas of the city.
- CHP is broader than just a policy – it's a compendium of the City's housing programs.

Current Programs

- Land Bank and Land Transfer
 - Allow for the resale of tax-foreclosed and surplus properties to certain developers for
 - Homeownership under 80% AMI (Land Bank)
 - Rental under 60% AMI (Land Bank)
 - Homeownership or rental under 120% AMI (Land Transfer)
 - Some commercial uses
 - Addresses equity by bringing new investment into under-invested neighborhoods



Current Programs

- Title and Property Assistance
 - Provides funding for legal services to help clarify the legal ownership of real property in certain areas of Dallas
 - Strengthens neighborhoods by allowing “estate of” houses to be sold and/or renovated
 - Includes community legal rights information sessions and services to prevent future cloudy titles

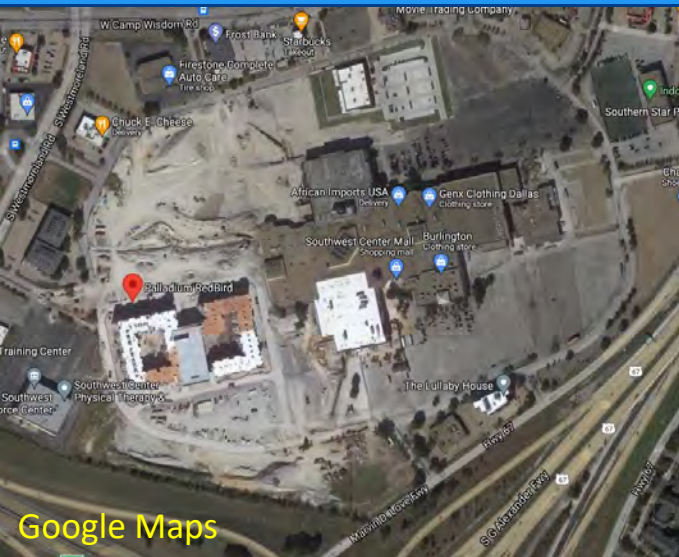
Current Programs

- Home Improvement and Preservation Program (HIPP)
 - Minor home repair – for homeowners needing <\$10,000 in repair
 - Major rehab – for moderate and substantial rehabilitation up to \$50,000
 - Reconstruction – (referral only) for homes needing demolition and reconstruction

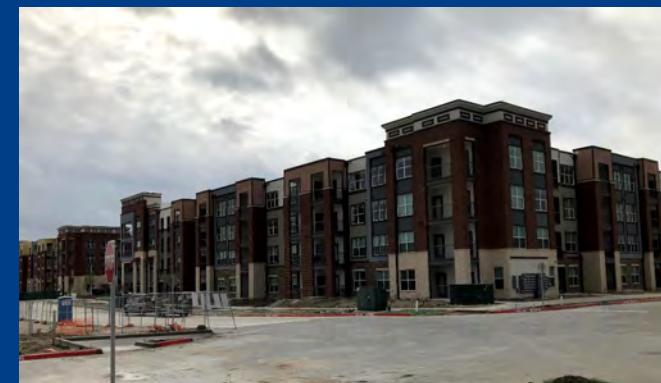


Current Programs

- New Construction and Substantial Rehabilitation Program (Development)
 - Standing Notice of Funding Availability for repayable or forgivable loans at 0-3% interest
 - Eligible development: new single family and new/rehab of multifamily
 - Income and rent limits depend on the regulations associated with the source of the funding



Google Maps



Additional Initiatives

- 1,000 Unit TOD Challenge
 - RFP in early 2021 to develop mixed-use/mixed income TOD projects on City-owned property near DART stations in Dallas
 - Sites are near MLK Jr. Station, Kiest Station, VA Medical Center, Camp Wisdom, and UNT Dallas
 - May 26, 2021 – Council authorized the City Manager to enter into negotiations with
 - Brinshore Development, LLC – 3015 Al Lipscomb Way
 - Innovan Neighborhoods – 6601 S. Lancaster Road
 - Lavoro Acquisition, LLC – 4515 S. Lancaster Road

Additional Initiatives

- One Dallas Options
 - Expansion of existing mixed income housing development bonus to include by-right regulatory, administrative, and fiscal incentives for mixed income housing
 - Incentives include
 - Density, FAR, height bonus
 - Parking reduction
 - Prioritized and expedited plan review and rezoning
 - Fiscal incentives such as development fee reimbursements, property tax abatements, reduced infrastructure costs, grants of city-owned land, and grants

Additional Initiatives

- Equity Audit
 - CHP is a living document, regularly updated to respond to needs of city.
 - Originally designed to focus efforts on building from strength (work with the market)
 - But this can perpetuate inequity
 - Department hired a consultant in June to review the CHP and make recommendations
 - Balance investment with preserving affordability and protecting households from displacement

Conclusion

Q&A



City of Dallas

City of Dallas Economic Development Policy

NCTCOG
July 21, 2021

Robin Bentley
Director, Office of Economic Development

Economic and Racial Inclusion



In 2016, out of **274** total cities, the Urban Institute ranked Dallas as follows:

- **270 on economic inclusion**
 - The economic inclusion index looked at income segregation, rent burden, working poor, and high school dropout rate
- **246 on racial inclusion**
 - The racial inclusion index looked at racial segregation, homeownership gap, poverty rate gap, and education attainment gap
- **272 on overall inclusion**
 - A compilation of the first two indexes



Recent Actions



- Adoption of the **Resilient Dallas Strategy** and the **Dallas Equity Indicators**, developed in cooperation with The Rockefeller Foundation
- Adoption of the **Welcoming Dallas Strategic Plan** and creation of the **Office of Welcoming Communities and Immigrant Affairs**
- Adoption of the city's first **Racial Equity Resolution**

 May 2021 adoption of the **Economic Development Policy**



Economic Development Policy



The 10-year economic development policy is led by four guiding principles:

1. **Correcting Disparities:** An explicit commitment to correcting the disparities that obstruct the long-term economic potential of the city, with a focus on new land development and investment south of Interstate 30.
2. **Neighborhood-Level Interventions:** An understanding that local innovation and neighborhood-level interventions – including small business support – will be key to positioning Dallas as a significant part of the global economy.
3. **Sustainability and Resilience:** A long-term outlook, reckoning with issues of sustainability and resilience, that protects Dallas for future generations.
4. **Government Accountability:** And finally, a government that is accountable to carry out this work.



Policy Implementation



- We are at the starting line of implementing the policy.
- Alignment work to implement the policy will be led by the Inclusive Cities practice group at HR&A Advisors.
- That work kicks off in August and will continue for 12 to 18 months.



Policy Scope



The policy covers many departments and topic areas in addition to economic development:

- Housing and Homelessness
- Permitting, Zoning, Planning, and Land Use
- Transportation
- Business Diversity and Procurement
- Infrastructure (Parks, Water, Bond Office, etc.)



Permitting, Zoning, and Land Use



- **Identify and remove all discriminatory zoning and land use polices.**
- Streamline city building permitting process to match speed of business.
- **Inventory existing public land and develop public land use strategy for City-owned developable assets including potential assignment to EDC.**
- Review land use policies to heighten density around job centers and planned transit nodes.
- **Reconsider zoning and permitting regulations to limit industrial uses near neighborhoods.**



Transportation



- Foster walkable communities through zoning, land use, design and the integration of transportation planning with housing and redevelopment activities.
- Incentivize transit-oriented development around existing and future nodes to improve access to jobs and housing.
- Integrate public transit & walking/cycling modes to increase sustainable multi-modal transportation.
- Invest in public transportation that improves non-car access to Downtown jobs for residents of Southern Dallas.
- **Develop affordable housing development plan for publicly owned transit-adjacent properties.**



Economic Development Entity



The policy also calls for creation of a new economic development corporation. The entity would have a two-fold mission:

BUSINESS DEVELOPMENT

- **Outbound/Inbound marketing**
- **Branding**
- **Business retention & expansion**

REAL ESTATE DEVELOPMENT

- **Public development:** conduct land acquisition to advance real estate projects that the City could not do on its own, especially in southern Dallas and other strategic areas
- **Existing asset support:** lead major development projects on city-owned land (such as Hensley Field)



Economic Development Entity



DOWNTOWN
DALLAS INC





City of Dallas

Questions?

Panel Discussion

Questions on today's presentations?



Announcements and Closing



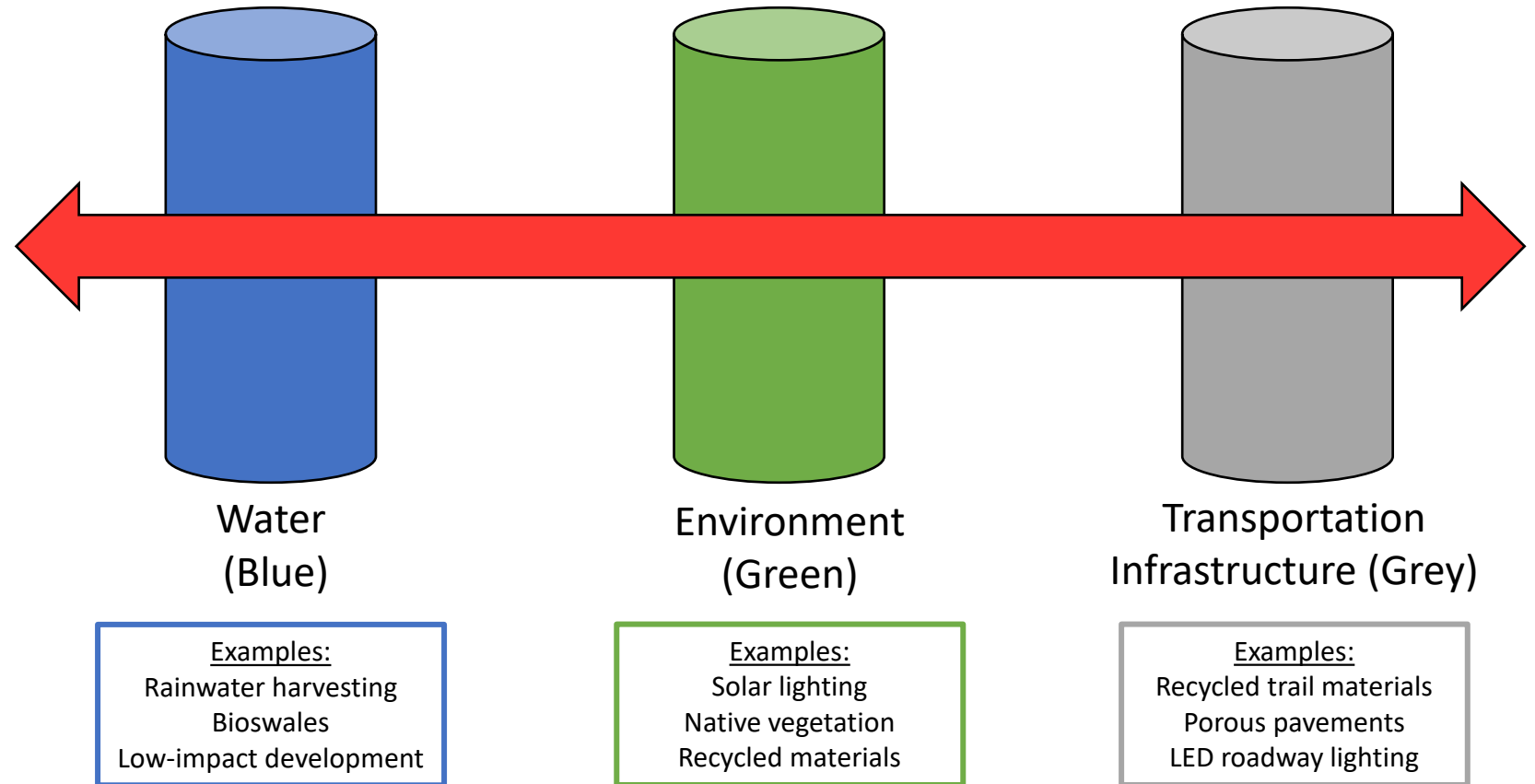
**North Central Texas
Council of Governments**

Blue-Green-Grey Funding Program

SILO BUSTING

Purpose:

1. Promote the planning and construction of green or sustainable infrastructure in the region.
2. Advance small projects with innovative outcomes that can be replicated regionally.



Previously Funded Projects

Projects included:

Farmers Branch
Conceptual Bus
Stop Designs

Southlake BioPod
– Burney Lane
Reconstruction

University Park
Micro-Detention
Project

DART Hatcher
Station Pilot
Program

Bishop Arts
Bicycle Parking
Retrofitting Pilot

Watauga
Biofiltration
System

Full project reports can be found here: www.nctcog.org/greeninfrastructure



Blue-Green-Grey Funding Initiative

Previous Rounds

FY 18: \$109,170 for three projects (RTC Local)

FY 19: \$138,500 for three projects (RTC Local)

Project reports at: www.nctcog.org/greeninfrastructure

2021 Round

Up to \$300,000 RTC Local available for the total; maximum of \$75,000 awarded to each applicant

Eligible applicants: Universities, Cities, Counties, Transit Authorities, Private Firms, Non-Profits, School Districts, and Individuals

Pre-application workshop: Week of July 12, 2021

Proposal submittal period open: July 19, 2021

Proposals due: August 12, 2021

Announce funding awards: October-December 2021



NCTCOG Green Transportation Infrastructure Workshop

Workshop information

- Date: August 24, 2021
- Time: 9:30 AM to 2:30 PM
- Zoom meeting - registration coming soon!
- Workshop topics:
 - NCTCOG Green Infrastructure Resources
 - EPA Green Infrastructure Program
 - Local Examples and Implementation



Visit www.nctcog.org/greeninfrastructure for more information



Future Meeting Topic Ideas Poll

Staff would like input from the Task Force on future meeting themes or topics

We have created a future meeting topics poll for meeting attendees

Previous meeting topics included:

- Coordinated Land Use and Transportation in North Texas
- Rethinking Right of Way
- Parking Reform and Solutions
- Infill Development Zoning and Transportation
- Equity in Land Use and Transportation



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