

HUD Community Challenge Planning Grant – Planning

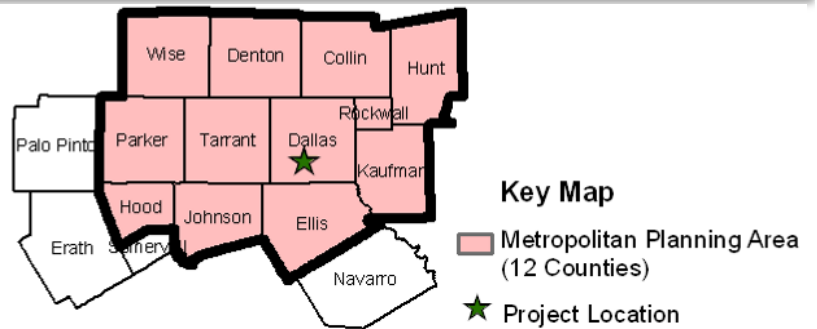
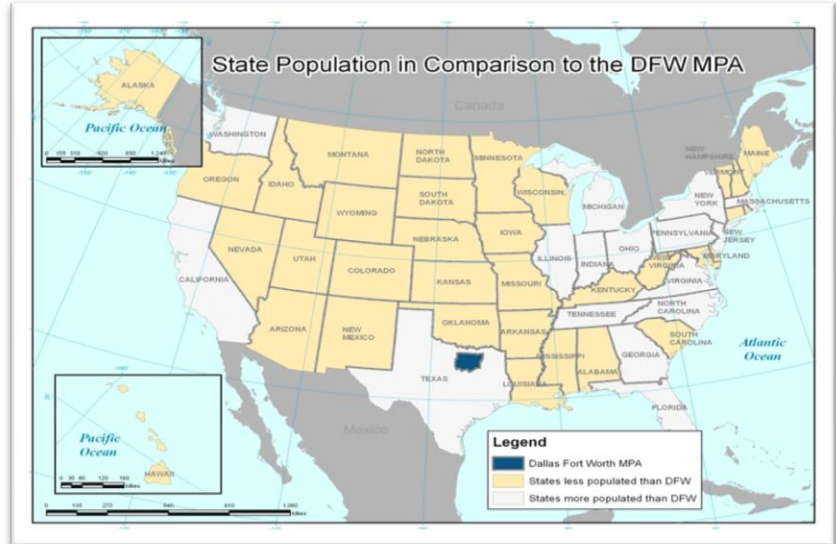
Program: Design and Implementation of Mixed Use, Affordable, and Transit Oriented Development Landbanking Program connecting to Downtown Dallas Oakcliff Streetcar Project

To implement the Livability Principles of the US DOT, HUD and EPA, the Regional Transportation Council (RTC) and the City of Dallas propose the complete integration of housing, employment and rail transit through the linkage of mixed use urban neighborhoods, employment centers, and recreational areas through transit and streetcar systems. This Transportation Investment Generating Economic Recovery (TIGER), HUD Sustainable Community Challenge planning grant is sought to fund the design and implementation of a Landbanking Program for mixed use, affordable, and transit oriented development. The potential sites for landbanking will be connected by the Dallas streetcar system funded through the first phase of TIGER at \$23,000,000. The proposed Landbanking Program will generate opportunities to buy land to develop affordable mixed use developments, connected by the modern streetcar system in Dallas that will link walkable, mixed use neighborhood and employment centers to the employment centers and housing in the Central Business District (CBD).

Regional Context and Proposed Study Area

The North Central Texas Council of Government (NCTCOG) serves as the federally designated Metropolitan Planning Organization (MPO), which served the twelve counties of; Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Tarrant, and Wise. The Dallas-Fort Worth area is the 4th largest urbanized area in the United States. The Metropolitan Planning Area (MPA) encompasses more than 9,500 square miles of land and includes a population of nearly 6.2 million people. The DFW metropolitan planning area (MPA) is the second largest in the country in terms of land and the fourth largest in terms of population. There are over 3.4 million jobs within the 12 county area and represents 34 percent of the state's economy. DFW is the 12th largest metropolitan economy in the world. Map 1 shows the MPA compared to other states in the United States. The DFW MPA has a larger population than states in yellow.

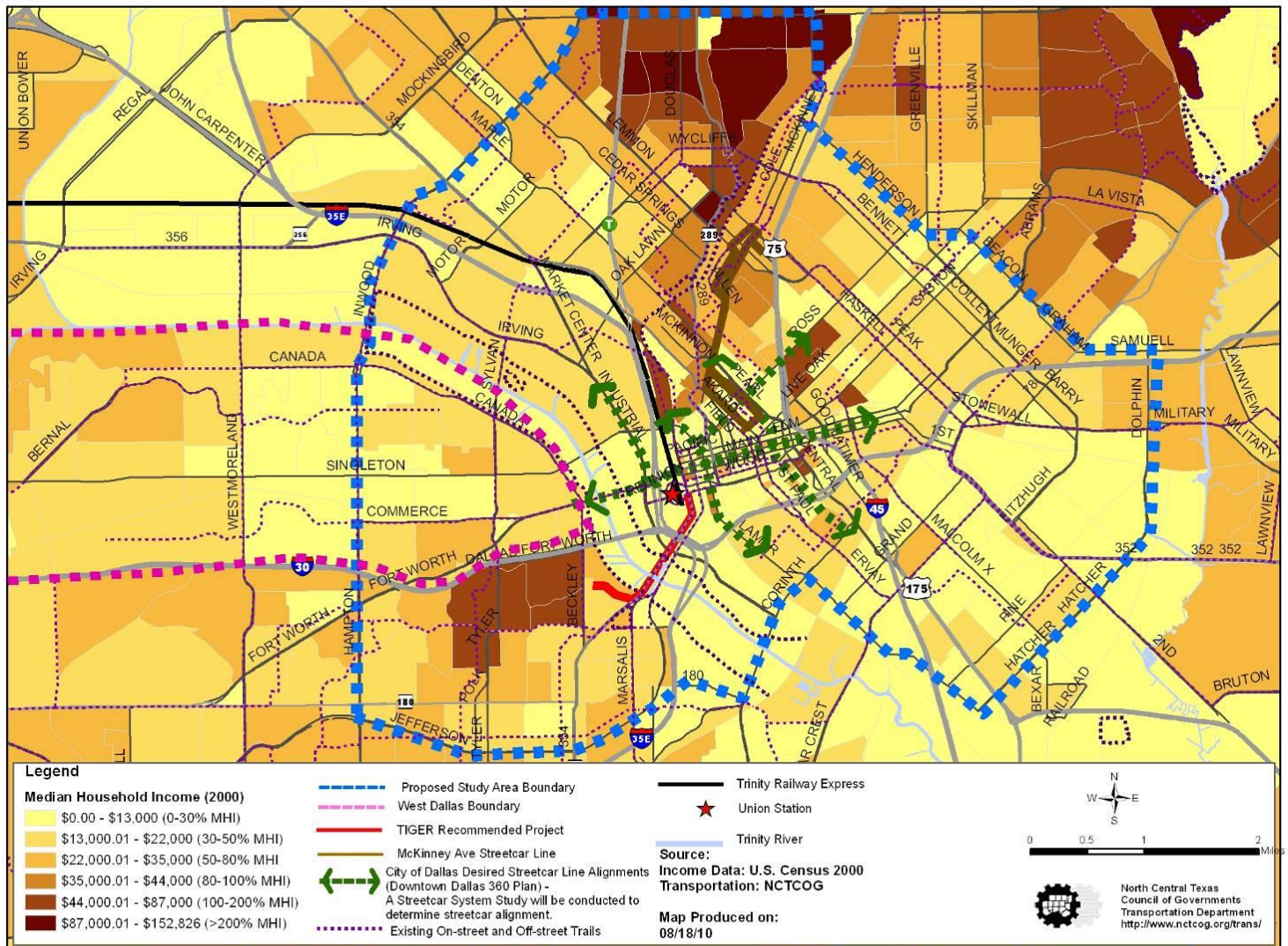
Map 1: Dallas-Fort Worth Metropolitan Planning Area



Dallas is the third-largest city in Texas and the ninth-largest in the United States. According to the 2010 estimates from the NCTCOG, the population of Dallas was at 1,316,350. The city is the largest economic center of the Dallas Fort Worth Region and a successful landbanking program created for mixed use developments and rental units has the potential to be a catalyst for the rest of the region. The proposed study area includes downtown Dallas, and the areas served by funded and desired streetcar alignments though streetcar alignments and surrounding neighborhoods up to one-mile radius.

In Dallas, the streetcar alignment starts at Union Station in Downtown Dallas provides access to Dallas Area Rapid Transit's (DART) Red/Blue Light Rail lines. The planned streetcar line originates in Downtown Dallas at the corner of Olive Street and Main Street, continuing down Main Street to Houston Street. The line then turns south, following Houston Street over the Trinity River into Oak Cliff, where the line circles around a circle formed by Beckley Road, Zang Boulevard, Colorado Boulevard, and Greenbriar Lane before turning back to downtown. The alignment would include stops at the Dallas Convention Center and Hotel, Trinity River Park (largest urban park in the United States), Methodist Medical Center (largest employer in Dallas' Southern Sector), Bishop Arts District, Jefferson Boulevard (Historic Main Street Thoroughfare), and multiple residential areas with the potential of 7,000 to 10,000 new workforce housing units. The proposed study area includes downtown Dallas, and the areas served by funded and desired streetcar alignments though streetcar alignments and surrounding neighborhoods up to one-mile radius. As shown on Map 2, the boundaries of the proposed study area are entirely within the Dallas city limits and include Mockingbird Ave. to the north, Jefferson Ave. to the south, Dolphin Rd. to the east, and Hampton Road to the west. It is intended that once the program is successful, it will be expanding to other communities within the region.

Map 2: HUD Challenge Planning Grant Project Area



Leveraging, Collaboration, and Local Planning Efforts (15 Points)

Leveraging

The Regional Transportation Council (RTC) took action on August 12, 2010 to approve the submission of the HUD Sustainable Community Grant Affordable Transit Oriented Development/Mixed-Use Landbanking Project for the Downtown Dallas Streetcar. They also approved the local match commitment of \$400,000 which will be comprised of \$328,000 cash of local funds from the NCTCOG Sustainable Development program and \$72,000 of in-kind planning funds committed to this project. The \$72,000 of in-kind includes \$59,000 from NCTCOG Transportation Planning funds and \$13,000 from the City of Dallas. The Dallas Area Rapid Transit (DART) has committed to provide technical support and review by staff supporting their Transit Oriented Development (TOD) program.

Collaboration

Project Partners: The North Central Texas Council of Governments (NCTCOG) and City of Dallas are partnering agencies providing cash and in-kind match towards the project and Dallas Area Rapid Transit (DART) is also a supporting agency for the proposed project. Letters of support are included as **Attachments 1, 2, and 3.**

North Central Texas Council of Governments (Submitting Agency)

The North Central Texas Council of Governments (NCTCOG) is a voluntary association of cities, counties, school districts, and special districts which was established in January 1966 to assist local governments in planning for common needs, cooperating for mutual benefit, and coordinating for sound regional development.

It serves a 16-county metropolitan region centered around the two urban centers of Dallas and Fort Worth. Currently the Council has 233 members, including 16 counties, 165 cities, 23 independent school districts, and 29 special districts. The area of the region is approximately 12,800 square miles, which is larger than nine states, and the population of the region is over 6.4 million, which is larger than 35 states.

Since 1974 NCTCOG has served as the Metropolitan Planning Organization (MPO) for transportation for the Dallas-Fort Worth area. NCTCOG's Department of Transportation is responsible for the regional planning process for all modes of transportation. The department provides technical support and staff assistance to the Regional Transportation Council (RTC) and its technical committees, which compose the MPO policy-making structure.

City of Dallas (Partnering Entity)

The City of Dallas is the ninth largest city in the nation with a total population of 1.3 million. Dallas is the largest city in the Dallas-Fort Worth metropolitan area, accounting for one third of the economic output, one half of the office space and one third of the industrial space in the region. The Dallas area is home to 46 Fortune 1000 companies and Dallas itself is home to 113 headquarters operations that each employ more than 1,000 globally. The transit system is growing, with 43 rail stations complete or under construction. Area colleges and universities enroll 275,000 students and Dallas has the largest arts district in the U.S.

Dallas Area Rapid Transit (DART) (Supporting Agency)

DART – a regional transit agency authorized pursuant to Chapter 452 of the Texas Transportation Code – was created by voters and funded with a one-cent local sales tax on August 13, 1983. The service area consists of 13 member cities: Addison, Carrollton, Cockrell Hill, Dallas, Farmers Branch, Garland, Glenn Heights, Highland Park, Irving, Plano, Richardson, Rowlett and University Park.

DART is governed by a 15-member board appointed by member-city councils based on population. Currently, DART serves Dallas and 12 surrounding cities with approximately 130 bus routes, 48 miles of light rail transit (DART Rail), 84 freeway miles of high occupancy vehicle (HOV) lanes, and paratransit service for the mobility impaired. DART and the Fort Worth Transportation Authority (the T) jointly operate 35 miles of commuter rail transit (the TRE), linking downtown Dallas and Fort Worth with stops in the mid-cities and DFW International Airport.

The City of Dallas, DART, and the McKinney Avenue Trolley Authority (local street car agency operating just north of Downtown Dallas) have been engaged in a local planning effort for the Downtown Dallas Street Car project for several years. Various planning initiatives were conducted and are currently underway in the West Dallas and in the downtown and Oak Cliff areas to target issues related to housing transportation, environment, and livability of neighborhoods, address the six “Livability Principles” outlined by the interagency partnership, and leverage the federal resources through State, local, community support. The following description provides a summary of various existing and future local planning efforts:

Local Planning Efforts

Existing Planning Efforts (Work Performed to Date and Underway)

- *ForwardDallas!* Comprehensive Plan: Establishes a citywide vision and policy framework that clearly supports mixed use, walkable, transit oriented development in the grant target area.
- Downtown Dallas 360 Plan: New strategic policy and implementation plan that integrates previous transportation, open space and economic development plans, and defines transformative strategies and catalyst areas focused on transit and TOD, active streets and public spaces, a reformed approach to parking and diversification of housing - will be completed in December 2010
- Downtown Dallas Tax Increment Financing (TIF) Districts: Three TIF Districts in downtown Dallas established a mechanism for providing incentives for private development. The TIF District established a funding mechanism for infrastructure improvements and development incentives founded on defined future mixed use development assumptions for Fort Worth Ave, Davis Garden, Oak Cliff Gateway TIF Districts.
- Neighborhood Investment Program (NIP) Areas: This program focuses on neighborhood stabilization through single-family land banking, infill, home repair and infrastructure improvements
- Trinity River Corridor Project: The Trinity River Project is one of the most monumental public works and economic development project in Dallas. As flood protection, recreation, environmental restoration, economic development, and major transportation projects converge along the Trinity River in Dallas.
- Historic and Conservation Districts: Geared towards preservation of existing building stock and maintaining compatible scale, pattern and style of new development.
- Dallas Downtown Parking Study to be completed in December 2010 will assess current downtown parking supply and demand; develop a parking model for future parking needs that responds to a multi-modal transportation system including light rail, streetcar and bike routes; and recommend specific strategies to reform the approach to downtown parking. The parking related component of Task 3 can focus on areas outside downtown.

Future Planning and Implementation Efforts (Currently Funded)

Momentum is continuing in the downtown Dallas and West Dallas areas with various planning and implementation efforts underway to consolidate planning efforts and provide multimodal transportation options, affordable housing, and livable neighborhoods. The first phase of TIGER I funded the Dallas

Streetcar infrastructure system at \$23,000,000. The following elements may be included in the streetcar system:

Streetcar

- 5.7 track miles (single track with limited sidings for passing)
- Estimated cost of \$47 million requested through TIGER I (Received \$23 million): design, utility relocation, construction, vehicles, and maintenance facility

Supporting Trinity River Bridge

- Houston Street Viaduct: no additional cost anticipated as bridge is structurally ready

The North Central Texas Council of Governments Regional transportation Council (RTC) awarded \$10 millions in local Regional Toll Revenue (RTR) funds. These funds will be leveraged to support the integrated planning for transportation with land use and housing projects. The funded studies in transportation include:

- Final planning and environmental assessment for the streetcar project funded under TIGER I (\$1,600,000)
- Downtown Dallas Streetcar System Plan (\$400,000)
- Economic Impact Evaluation of Downtown Streetcar Plan (\$1,000,000)
- Complete Streets Initiative (\$300,000)
- West Dallas-North Oak Cliff Transportation System Study (\$500,000)
- NCTCOG- RTC -Sustainable Development Funding Program: NCTCOG's RTC funded the following sustainable development projects the construction of infrastructure improvements and planning through the RTR local funds, RTC local funds, and 20% local match from the City of Dallas. All the projects below will promote mixed use development, infill, transit oriented or pedestrian oriented developments and were funded in June 2010.

Infrastructure/Construction Projects Total: \$10,817,256 (NCTCOG:\$8,653,804 / City of Dallas: \$2,163,452)

Planning Projects Total: \$381,250 (NCTCOG: \$305,000 / City of Dallas: \$76,250)

Other Future Planning efforts lead by the City of Dallas

- Bishop-Davis Rezoning: Private stakeholder led effort based on a land use vision consistent with Davis Garden TIF is pending Council action.
- Near West Dallas Plan: CityDesign Studio led detailed land use, economic development, urban design, transportation and infrastructure vision; Includes complete streets concepts.
- Fish Trap Lake Plan: Privately led plan for recreational / educational development around the lake is pending Dallas Housing Authority approval.
- 2011 Dallas Bike Plan (\$375,000).

Purpose and Outcomes - HUD Community Challenge Planning Grant - Landbanking Program (35 Points):

The City of Dallas elected officials, staff, and citizens have devoted immense amount of resources into the above planning efforts in Dallas downtown and West Dallas. Numerous planning studies were conducted, under progress, and will be conducted in future, and all the multi-million dollars of planning, innumerable

amount of time spent by the City staff, public, and private sector, and visions of elected officials and citizens **do not materialize and just remain on the shelf unless land is available to implement plans.**

Land acquisition and landbanking is a keystone in the implementation of the transportation, housing, and environmental plans. Planners are often criticized for making plans for land they do not own. With the outcry from the *Kelo v. City of New London* Supreme Court decision, the use of eminent domain for economic redevelopment is no longer an option. There can be key catalyst sites and projects that are kept from redevelopment by one or two parcel owners that do not want to sell or that are holding out for more funds that just are not available. When land owners know that government is interested in their property, prices tend to skyrocket. Mechanisms to acquire land through partnerships with non-profits and other means must be created and utilized to minimize a hike in prices that “kill a deal” or make it economically nonviable for the municipality.

The creation of a landbanking program is a first step to implement the planning efforts. The emerging, multi-phased, Dallas Streetcar system will provide a network of intersecting streetcar lines that serve the CBD and surrounding mixed-use neighborhoods. The lines will provide the bulk of the downtown core’s transit service, with service to the Farmers Market, historic Deep Ellum’s cultural and residential district, the cultural, entertainment, and high-density residential Arts District, the West End Historic District, Fair Park, West Dallas, North Oak Cliff, The Cedars, Uptown, Victory and the Dallas Design District. The streetcar system funded by TIGER I will give many commuters an alternative option to personal vehicles for making local downtown trips and provide greater access to the DART light rail. This along with enhanced pedestrian and bicycle facilities will make a considerable imprint on making the central city a more pedestrian-friendly community.

The existing plans indicate multiple residential areas with the potential of 6,000 to 10,000 new workforce housing units. The City of Dallas currently has a very successful single-family Landbanking Program that is making a significant impact to create infill neighborhoods. The City of Dallas Urban Land Bank Demonstration Program acquires unproductive, vacant and developable lots for affordable single-family housing development. This process is being implemented by means of tax foreclosure. A property has to meet the following criteria to be considered for Land Bank use; 1) owe at least five years in back taxes; and 2) the total taxes and non-tax liens must be greater than the value of the property. The Land Bank will purchase the properties from a private Sheriff’s sale, maintain the properties and assemble groups of parcels for sale to for-profit and nonprofit developers.

For the creation of infill single-family affordable housing the City of Dallas has partnered with non-profit organizations and Community Housing Development Organizations (CHDO) or Community Based Development Organizations (CBDO)s. There is a need to have a counterpart on the side of retail and commercial developments and since the housing/job balance is critical to success, the retail and commercial program would focus on mixed-use developments that incorporate affordable housing with commercial and retail components. The existing Landbanking Program provides opportunities only for owner-occupied housing. There is a need to expand the program to address the needs for affordable and workforce rental housing. Developers tell us they need this to be successful.

Funding for the proposed Landbanking Program will expand the existing Landbanking Program to develop mixed use TODs and also extends to the development of affordable and workforce rental housing. The proposed Landbanking Program will complement the transportation investments and would leverage the funding allocated and expended through the previous planning and implementation efforts.

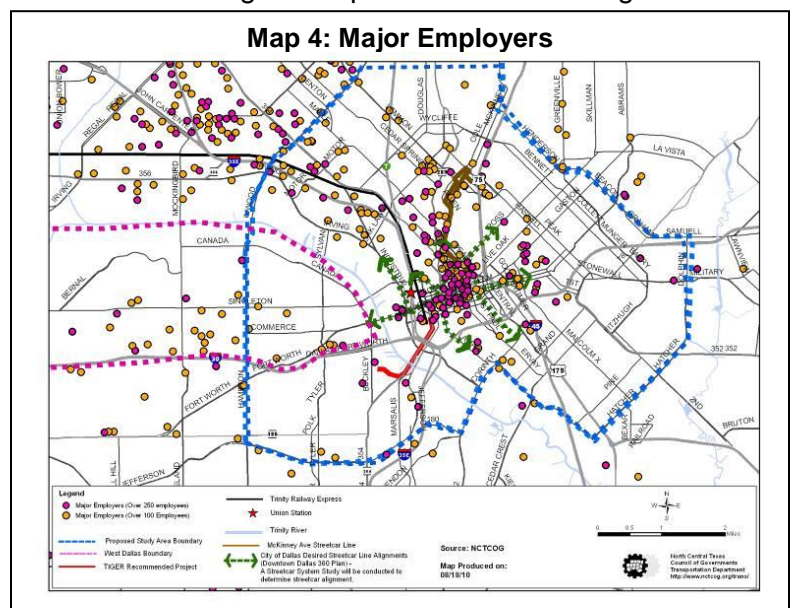
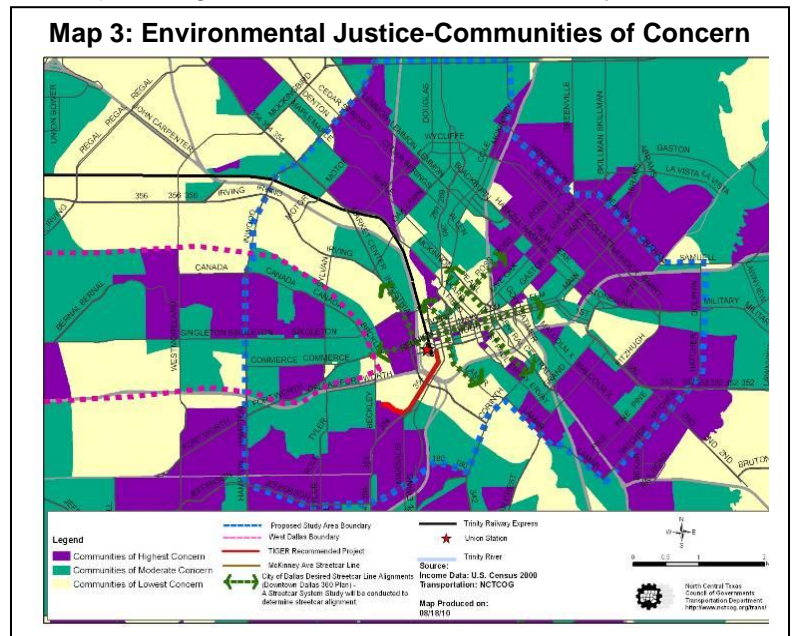
The State of Texas Enabling Legislation should be reviewed to understand the policy and legal implications related to landbanking and affordability requirements, fair compensation and right to fair and equal protection, as in the case of voluntary or mandatory affordability requirements and programs. Both legal risk and harmful economic side effects should be assessed for voluntary and mandatory affordability requirements that may be created for owner and rental housing through the mixed use Landbanking Program for affordable housing in TOD and mixed use developments.

The proposed project supports and furthers the six “Livability principles” outlined by the HUD-DOT-EPA Interagency Partnership:

1) Provide more transportation choices- The proposed project to design a Landbanking Program creates opportunities to build transit oriented developments connected by the transit and streetcar system to the major employers in the Dallas CBD, retail locations, and other destinations in Dallas and the DFW region connected by multimodal transportation connections including automobile, rail transit, bus transit, bicycle, and pedestrian trails. The developments resulting from the program connected by alternative modes of transportation will reduce vehicle miles traveled, improving air quality and reducing greenhouse gas emissions while establishing a network of safe and connected neighborhoods. As shown on Map 2 on page 2, the proposed study area contains existing, funded, and proposed roadway network, passenger rail lines, streetcar lines, bicycle, and pedestrian trails.

2) Promote equitable, affordable housing - As shown on Map 2 on page 2; the proposed study area contains a high concentration of low to moderate income households. Based on the Census data, the median income of the area is about \$14,000 which is about approximately 30 percent of Dallas County’s median household income at approximately \$44,000 in 2000. Over 30 percent of households were under cost burden, and spent more than 30 percent of household income. Map 3, shows a number of areas with “highest communities of concern” for environmental justice criteria based on the aggregate of demographic variables from 2000 Census data. The proposed project aims to create specific strategies for the preservation of affordable housing, prevention of gentrification, recommendations to develop affordable, equitable and livable TODs and to further fair housing opportunities for the resulting developments created through the Landbanking Program.

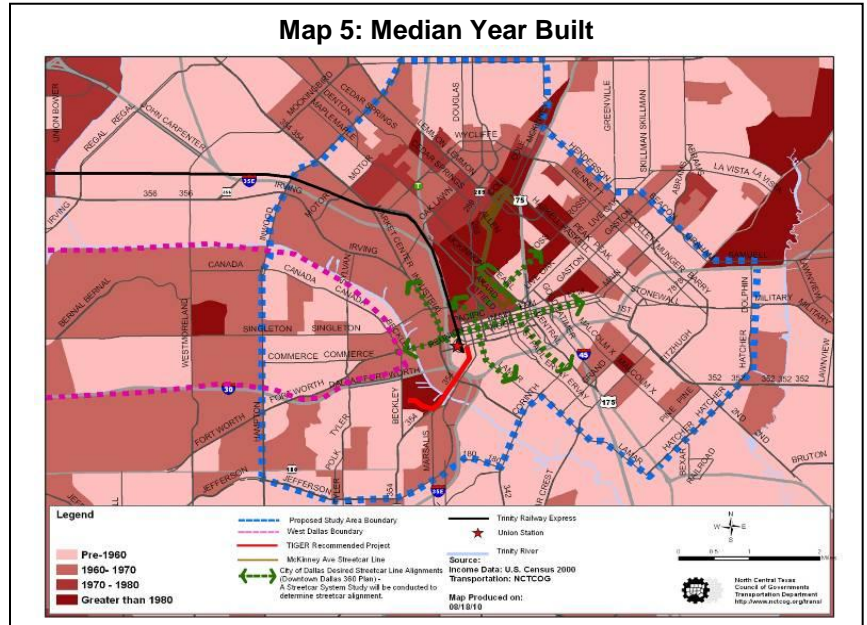
3) Enhance economic competitiveness - The Dallas area is home to 46 Fortune 1000 companies and Dallas itself is home to 113 headquarters operations that each employ more than 1,000 globally. Dallas is forecast to continue adding jobs and residents in the coming decades. According to the NCTCOG’s major employer data shown in Map 4, the proposed Study Area contains a number of major employers with 85 employers that employed more 200



employees and 180 employers that employed more than 100 employees. The proposed Landbanking Program creates opportunities for transit oriented development that will include a mixture of affordable housing, workforce housing, and market rate housing, providing accessible workforce for major employers. The future transit-oriented mixed use development created through the proposed program will increase the attractiveness of the area due to increased access, and retail and entertainment destinations. The future live, work, play environment created by the proposed program improves the economic competitiveness of the project.

4) Support existing communities - The communities in the Study Area contain high concentration of older housing stock and aging commercial properties that provide significant opportunities for revitalization and redevelopment. The land recycling and infill and redevelopment ensure efficient infrastructure investments. The lighter areas shown in Map 5 shows housing stock built prior to 1960, which typically include dilapidated properties or those under major disrepair and provide opportunities for redevelopment.

5) Coordinate policies and leverage investment -The efforts of this project leverage previous studies and efforts funded by the NCTCOG, City of Dallas, and DART. More details are provided under the section on Leveraging, Collaboration, and Local Planning Efforts.



6) Value communities and neighborhoods - The project addresses the essential first step of land assembly in creating affordable transit-oriented mixed use developments. The resulting catalyst sites from the program will be connected by alternative modes of transportation, including transit and bicycle and pedestrian facilities. The site selection through Landbanking Program will enable the resulting developments to enhance the character of neighborhoods within the Study Area. The landbanking program, supporting the spine of the streetcar system through redevelopment can positively affect neighborhoods, schools, and major attractions in the arts district and core retail and commercial zones. It can bring needed redevelopment, such as grocery stores and neighborhood retail that anchor communities.

Outcomes

From the six principles identified by HUD and DOT in the NOFA, the following outcomes are applicable and result from the proposed project:

- a. Travel changes, such as changes in mode share or vehicle miles traveled (VMT) per capita.
 - Output:** Landbanked catalyst sites connected to alternative modes of transportation and potential mixed use developments on the sites.
 - Performance Measure:** Potential VMT that can be reduced per capita based on location of landbanked catalyst sites and development potential.

- b. Impact on affordability and accessibility, including the supply of affordable housing units, household transportation costs, or proportion of low- and very-low income households within a 30-minute transit commute of major employment centers.
Output: Affordable housing requirements from Landbanking Program and development potential of landbanked sites connecting to major employers in Dallas.
Performance Measure: Potential number of affordable and workforce units that may be created on the landbanked sites.
- c. Economic development, including infill development or recycled parcels of land or private sector investment along a project or corridor.
Output: Landbanking program and landbanking of catalyst sites.
Performance Measure: Number, acreage of infill and recycled parcels and leveraged public and private investment.
- d. Improvement to the state of repair of infrastructure.
Output: Public Facility Plan.
Performance Measure: Infrastructure Improvements recommended and completed related to the landbanked sites.
- e. Environmental benefits, such as greenhouse gas or criteria pollutants emissions, oil consumption and recreational areas or open space preserved.
Output: Landbanked catalyst sites connected to alternative modes of transportation and potential mixed use developments on the sites.
Performance Measure: Potential air quality benefits, reduced oil consumption, reduced suburban or rural land consumption based on the development potential of landbanked sites.

Work Plan (35 Points)

The following description provides the potential tasks, subtasks, budget, and timeline for the proposed project, deliverables, outcomes, and performance measures for each task:

Phase I. Planning for Landbanking

Task 1. Design of Landbanking Program for infill, mixed use, and transit oriented development (Budget-\$350,000):

This task will study best practices on Landbanking Programs to develop TOD, mixed use development to include affordable and workforce owner and rental housing. The State of Texas Enabling Legislation will be reviewed to understand the scope and limitations of potential affordability requirements that can be tied to the Landbanking Program. Any recommendations for possible amendments to the legislation will be explored. Based on the background research, a Landbanking Program will be created to acquire, assemble, or temporarily manage land for the purpose of development, redevelopment, and revitalization for mixed use and transit-oriented developments to include affordable and workforce housing within the context of homeownership and rental opportunities. This task will include the following sub-tasks:

- a. Review State of Texas legislation and policies on Landbanking and affordability requirements for owner and rental housing developments.
- b. Best Practice research on Landbanking Programs to develop TOD, mixed use development (retail-commercial-office space), and affordable and workforce owner and rental housing.
- c. Develop a Program for planning, establishing, replenishing, and maintaining acquisition funds and/or land banks for development, redevelopment, and revitalization that reserve property for the development of affordable housing within the context of sustainable development.
- d. Identify applicability of Landbanking Program regionally and nationally.
- e. Expand Landbanking Program for single-family housing units to mixed use development.
- f. Extend existing Landbanking program to develop owner-occupied housing to rental housing.
- g. Identification of catalyst sites for revitalization and redevelopment potential.
- h. Identification of financial resources and process for landbanking.

- **Deliverables:** Landbanking Program for affordable mixed use transit oriented developments and catalyst site locations.
- **Timeframe:** 1.5 years.
- **Outcomes:** Increased development opportunities for affordable, mixed use, TODs and infill and revitalization opportunities.
- **Performance Measures:** Creation of Landbanking Program, adoption of the Program by the City of Dallas with support by DART, and the number of catalyst sites identified.
- **Responsible Agencies:** NCTCOG, City of Dallas, DART, and Consultant.

Task 2. Housing Market Analysis and Housing Needs Assessment for Dallas downtown and Oakcliff areas (Budget-\$325,000):

Housing Market Analysis and Housing Needs Assessment will be created for the proposed study area to understand supply and demand, price and rental ranges, and types of housing. This task will address various other issues related to potential mixed use development including affordable housing, workforce housing, fair housing, prevention of gentrification, and transit connections. This task will include the following sub-tasks:

- a. Analysis of supply and demand for different housing types: infill housing, transit-oriented development, market rate and affordable housing, housing for different family types, single-family, condo/townhome, and multifamily housing.
- b. Perform housing condition survey.
- c. Identify potential Locations of transit oriented development.
- d. Create strategies and recommendations to develop affordable, equitable and livable TODs.
- e. Identify potential connections between affordable housing, employment, and transit connections.
- f. List financial incentives and resources.
- g. To further the purposed of the Fair Housing Act – the program will create strategies for:
 - Preservation of affordable housing.
 - Prevention of gentrification.
 - Housing-job-transportation connection.
 - Further fair housing opportunities
- h. Implementation plan for responsible agencies.
- i. Identify the applicability of the Program to other TODs in the DFW Region.

- **Deliverables:** Housing Market Analysis, Housing Needs Assessment, and Strategies to create affordable housing.
- **Timeframe:** 1 year.
- **Outcomes:** Increased understanding of housing demand in the study area.
- **Performance Measures:** Incorporation of affordability requirements into Landbanking Program, adoption of the Program by the City of Dallas, and the number of priority catalyst sites identified using market rates.
- **Responsible Agencies:** NCTCOG, City of Dallas, and Consultant.

Task 3. Public Infrastructure and Facility Plan (Budget-\$325,000)

Public Facility inventory and planning will be conducted for localized landbanking sites to understand the development potential, estimate infrastructure needs, and provide recommendations and preliminary cost estimates for each catalyst site. Often the largest hurdle to redevelopment once land is acquired is the cost of bringing associated infrastructure up to current standards. As parcels for acquisition are prioritized – this analysis will play an invaluable roll. This task will include the following sub-tasks:

- a. Current inventory and needs assessment of infrastructure, potable water, storm water, sewer, utility, and parking facilities.
- b. Recommendations to improve and upgrade infrastructure and parking facilities.
- c. Cost estimates for infrastructure improvements and parking facilities.
- d. Analysis of roadway/transit/bicycle/pedestrian existing facilities and needed enhancements.

- **Deliverables:** Public Infrastructure and Facility Plan.
- **Timeframe:** 1 year.
- **Outcomes:** Increased understanding of public infrastructure and facilities in the study area.
- **Performance Measures:** Quantity and quality of public infrastructure and facilities available for catalyst sites identified. Identify barriers to redevelopment.
- **Responsible Agencies:** NCTCOG, City of Dallas, and Consultant.

Task 4. Performance Measures (in all tasks):

Specific performance measures will be created for each task to monitor the progress of the project and quantify the outcomes of the project in comparison to six Livability Principles and HUD's goals. Measuring success and being able to quantify and communicate that to elected officials and other stakeholders is critical to a programs continuation. The overall program concept is new and innovative so new performance measures are needed. This task will include the following sub-tasks:

- Creating performance measures and specific metrics to quantify the outcomes of the projects.
- Coordination of data collection, analysis, and planning efforts to avoid overlap and unnecessary duplication.

- **Deliverables:** Specific performance measures.
- **Timeframe:** Throughout project (2yrs) and beyond
- **Outcomes:** Efficient performance measurement and reporting of project's progress in comparison to Livability Principles, HUD and DOT goals, and effective project tracking.
- **Performance Measures:** To be Determined
- **Responsible Agencies:** NCTCOG, City of Dallas, and Consultant.

Phase II. Implementation of Landbanking Program for Catalyst Sites (\$1,000,000)

This Phase includes the implementation of landbanking program designed in the previous phase to acquire catalyst sites or pilot projects to develop affordable, mixed use, and transit oriented development within the project area defined in the map. The catalyst sites strategically acquired through this program will meet the following goals:

- Create affordable and workforce housing opportunities to lower income groups and minorities.
- Further fair housing opportunities to income groups at or below 0-80% of median household income in the Project Area.
- Link to existing or planned streetcar system and transit to provide connections to major employers, retail, schools, hospitals, recreational facilities, etc.
- Meet the housing market need and demand in the project area.
- Align with Public Facility Plan so that the future mixed use development will match the existing or planned infrastructure.

- **Deliverables:** Landbanking of catalyst sites.
- **Timeframe:** 2 years.
- **Outcomes:** Increased development opportunities for affordable, mixed use, TODs and infill and revitalization opportunities.
- **Performance Measures:** Number and acreage of landbanked sites.
- **Responsible Agencies:** NCTCOG and City of Dallas.

Attachment 4 and 5 show budget by agency, by task, detailed budget, staffing, hours, administrative costs, milestones, and timeline for each Task.

Quality Control and Cost Effectiveness

Staff and consultants will apply internal quality assurance controls to achieve high quality deliverables. Based on the agreements with partnering agencies and procurement of consultants, a detailed budget and project schedule will be created. Project Managers from the Partnering Agencies will monitor the tasks based on the milestones and specific deliverables. If awarded, NCTCOG will work with HUD to determine a final Work Plan and complete the Logic Model within 60 days after the effective date of the

grant agreement. NCTCOG agrees to submit bi-annual and final program reports according to HUD's requirements of the award agreement. NCTCOG also agrees to submit financial status reports and a SF-425 on a bi-annual basis for the period of performance. Any problems encountered or delays during the life of project will be documented and reported, and appropriate corrective actions will be taken by the responsible parties to ensure the timely and cost effective implementation of the project.

Capacity (15 Points):

The North Central Texas Council of Governments (NCTCOG) is a voluntary association of, by and for local governments, and was established to assist local governments in planning for common needs, cooperating for mutual benefit, and coordinating for sound regional development. NCTCOG's purpose is to strengthen both the individual and collective power of local governments and to help them recognize regional opportunities, eliminate unnecessary duplication, and make joint decisions. NCTCOG serves a 16-county region of North Central Texas, which is centered around the two urban centers of Dallas and Fort Worth. NCTCOG has over 230 member governments including 16 counties, numerous cities, school districts, and special districts. As a Metropolitan Planning Organization (MPO), NCTCOG is well-equipped to plan, implement, and achieve desired results as outlined in this proposal.

Examples of Successful Projects:

NCTCOG has been the recipient of number State and federal grants due to the superior track record established by this agency in successfully completing projects in a timely manner, and possesses extensive resources in contracting, accounting, managing agreements, grant disbursement, and related tasks which will be required for successful implementation. For Fiscal Year 2009-2010, the North Central Texas Council of Governments managed a combination of local, state, and federal funds of approximately \$242 million dollars of 11 federal agencies and 15 state agencies, a summary of which is provided as **Attachment 6**. In addition, NCTCOG can demonstrate a history of meeting reporting requirements and submitting thorough technical reports through favorable MPO Certification Reviews, performed by the Federal Highway Administration and the Federal Transit Administration every four years to assess the quality of a regional metropolitan transportation planning process, planning products, and compliance with applicable statutes and regulations. NCTCOG received its latest certification on November 1, 2009. A copy of the documentation is available upon request.

In addition, NCTCOG has a history of strong partnerships with the public sector, the business community, and public interest groups which enables NCTCOG to leverage the expertise of all stakeholders for project implementation and/or research. NCTCOG currently operates the following programs to further RTC's sustainable development policies and goals:

Sustainable Development Funding Program:

The NCTCOG's Sustainable Development Funding Program was created by its policy body, the Regional Transportation Council (RTC), to encourage public/private partnerships that positively address existing transportation system capacity, rail access, air quality concerns, and/or mixed land uses. By allocating transportation funds to land use projects promoting alternative transportation modes or reduced automobile use, NCTCOG and its regional partners are working to address mounting air quality, congestion and quality of life issues.

2001 Land-Use/Transportation Joint Venture Call for Projects: The Land-Use/Transportation Joint Venture Call for Projects was the first opportunity from NCTCOG for local governments and the private sector to partner together in an effort to secure funding for sustainable development projects. The projects focused on sustainable infrastructure projects throughout the Metropolitan Planning Area. Over \$40 million in Federal Congestion Mitigation Air Quality (CMAQ) and Surface Transportation Program-Metropolitan Mobility (STP-MM) funds were awarded to 19 land use projects that will have positive impacts on transportation choices in the region. The American Association of State Highway and Transportation Officials' (AASHTO) chose this program for the Best Award for the "Smart Moves: Transportation Strategies for Smart Growth Competition" in 2002.

2005-2006 Sustainable Development Call for Projects (SDCFP): The second Sustainable Development Call for Projects was issued in 2005 in an effort to program funding for sustainable development projects that were located in rail-oriented or infill areas. This program identified the “Sustainable Development Areas of Interest” which identified eligible projects as those located within walking distance to current or potential future transit stations; in areas with a concentration of unemployed persons, high emitting vehicles, or low income households; and/or in historic downtowns with multiple contiguous street block frontages of pedestrian-oriented developments. Grants of approximately \$41 million of Regional Transportation Council (RTC) funds were awarded to 40 projects in three categories: 28 infrastructure projects, 8 planning projects, and 4 land banking projects. Funding was also programmed for NCTCOG planning assistance to 52 transit-oriented development projects and support for the Center of Development Excellence.

2009-10 Sustainable Development Call for Projects (SDCFP): Through the 2009-10 SDCFP, on June 3, 2010 the RTC selected \$44.8 million dollars of projects utilizing Regional Toll Revenue (RTR), RTC local funds, and state STP-MM and CMAQ funds for 26 infrastructure and nine planning projects. All the projects funded under the 2005 SDCFP were located in “Sustainable Development Areas of Interest” which identified eligible projects as those located within walking distance to current or potential future transit stations; in areas with a concentration of unemployed persons, high emitting vehicles, or low income households; and/or in historic downtowns with multiple contiguous street block frontage of pedestrian-oriented developments. The goal of providing equal opportunities for access to sustainable development projects for both environmental justice and non-environmental justice communities was incorporated into the selection process through both the eligibility and scoring criteria. By taking into account project characteristics related to access to transit, access to jobs, access to housing, provision of workforce housing, provision of jobs in areas of high unemployment, the match between employment and household income, pedestrian connectivity, and overall high unemployment rates, this goal was met.

Brownfields Program and Transit Oriented Development (TOD) Implementation: The Environmental Protection Agency (EPA) awarded NCTCOG a \$3 million grant for the Brownfield Revolving Loan Fund (RLF) Program in 2007; \$1.5 million is available for hazardous substances and \$1.5 million is available for petroleum site cleanup activities. NCTCOG is providing some subgrants and operating a program to loan out the funds to eligible borrowers at 0% interest rates. When the loan is paid back to NCTCOG, the funds will then be available again to the region for other brownfield cleanup related activities. The loans will be used for clean-up purposes of a brownfield site that will potentially serve as a future TOD, though other site uses will be considered. This program selected four projects to provide grants and loans in April 2010.

The Transit-Oriented Development (TOD) Implementation Group funded under the 2005-2006 Sustainable Development Call for Projects is offering NCTCOG planning assistance to 52 projects that focus on TOD. Funding allocated to the TOD Implementation Group is intended to support a regional effort to analyze, market, and implement TOD.

Bicycle and Pedestrian Program and Regional Veloweb:

The Regional Veloweb is a 644-mile interconnected network of off-street trails designed to provide safe, efficient mobility to pedestrians and cyclists throughout the North Texas Region. Many of the Access to Rail Study Recommendations are included as part of the Regional Veloweb, as well as many additional segments that are in areas without existing transit stations. Individual routes were determined by a number of factors including: those that provided air quality benefits, linkages to transit stations, and access to employment locations, schools, and other commuter and recreational destinations. NCTCOG coordinates with various public and private sector agencies to prioritize, fund, and implement bike and pedestrian projects.

Through the Local Air Quality Initiative, in 2006 the RTC selected six projects for a total of \$7.7 million for the construction of trails and sidewalk projects that would foster regional connections and bicycle and pedestrian access to areas of high employment, in areas of high environmental justice concern, and

projects that connected to transit.

Designated Staff Managing Proposed Project

The individual NCTCOG staff members who will be responsible for implementation of funds awarded from this application have been directly involved in the implementation of the previous projects shown above and on other grants awarded by other federal and state agencies, thus having the necessary relevant experience in administering grants of a similar scope and nature as this request. Additionally, the cities and partners have displayed significant knowledge and expertise in their individual planning fields to implement and coordinate with NCTCOG staff. Consultant expertise will be determined through a Request for Proposal process. It is anticipated that NCTCOG will procure consultants with expertise in planning and engineering to conduct the proposed tasks. **Attachment 5** shows the staff positions designated to the proposed project and **Attachment 7** shows NCTCOG staff qualifications. **Attachment 10** includes the NCTCOG's Federal Wage Rate Requirement Certification.

Capacity Building and Knowledge Sharing

a. Increase the skills and technical expertise of partner organization

The proposed project will involve the City of Dallas, DART, and other key stakeholders with staff that are experts in specific fields such as city staff who are comprehensive land use planners, transportation planners, housing planners, economic development specialists, and grant managers. This project will increase skills and technical expertise of partner and supporting organizations knowledge provided by local government staff, consultants, or the regional planning agency. Individual meetings with the City of Dallas, DART, and NCTCOG staff 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. By create a program for mixed-use landbanking, the MPO will then disseminate that information with area municipalities to implement within their jurisdictions.

b. Share knowledge among partners

Sharing knowledge among partners will be carried out through regular meetings held by the partner agencies involved in the proposed project through a Working Group and structured peer exchange. Additionally, Project Review Committees, subcommittees, and other partner dialogues, like individual meetings and conference calls with the City and NCTCOG staff 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. The RTC Environment and Sustainability subcommittee is a regional group that meets quarterly and is made up of elected officials and technical staff and will be a good venue to receive feedback on the process being created.

Outputs:

- Bi-Monthly Working Group Meetings or conference calls, 15 meetings or conference calls in 36 months.
- Subcommittee meetings related to specific studies (i.e. Landbanking Subcommittee), as necessary.
- Consultant Updates – Bi-Monthly updates, monthly status reports and invoices required by NCTCOG.

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 has and provides the public access to multiple data sets including housing, demographic, development, transportation, and environmental data. The following data will be collected on outcomes for the proposed project:

- Parcel data – Acres, land value, improvement value, zoning, current, and future land use.

- Location of streetcar, light rail, and bus routes, and stations in the Study Area.
- Major employer locations.
- Existing Ordinances, plans, and any studies conducted in the proposed Study Area.
- Location and types of infrastructure, facilities, and amenities in the proposed Study Area

Disseminating Policy Lessons:

The resulting Landbanking Program will be replicated to develop affordable, mixed use TODs in other Cities within the DFW region. The policies, programs, and experiences will be shared with the member governments. The data generated will be shared with research organizations through appropriate data agreements. NCTCOG intends on disseminating information and policy lessons learned from the proposed project outcomes to public and private stakeholders, and other regional, state, or federal consortia through the following activities:

- Public Meetings associated with proposed tasks
- City Council Meeting Presentations
- County Commissioners Court Presentations
- State and Federal Conferences
- Regional Committees such as Regional Transportation Council and NCTCOG Executive Board

As the proposed tasks are completed, 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 create a proposed Landbanking Program and related activities. As appropriate and if within budget, additional publications tailored to policy officials could be developed and distributed.

Additional Materials

Reporting Requirements

- If awarded, NCTCOG will work with HUD to determine a final Work Plan and complete the Logic Model within 60 days after the effective date of the grant agreement.
- NCTCOG agrees to submit bi-annual and final program reports according to HUD’s requirements of the award agreement.
- NCTCOG also agrees to submit financial status reports and a SF-425 on a bi-annual basis for the period of performance.

Other Information

A. Compliance with Fair Housing and Civil Rights Laws and Affirmatively Furthering Fair Housing for Community Challenge Planning Grant Applicants

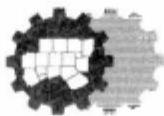
- NCTCOG and its sub-recipients agree to comply with all applicable fair housing and civil rights requirements in 24 CFR 5.105 (a).
- N/A, NCTCOG is not a federally recognized Indian tribe.
- NCTCOG’s proposed project will further fair housing practices and standards by incorporating necessary review and information into the resulting Landbanking Program through this project, and implementation activities. Creation of strategies for affordable housing and workforce housing, recommendations to further fair housing and prevention of gentrification are sub-tasks of this project under **Task 2g of the Work Plan**. The project will result in a set of catalyst sites for landbanking that further HUD’s Livability Principles while maintaining fair housing practices. Additional description of the proposed project and outcomes is provided in Work Plan.

B. Additional Environmental Requirements – NCTCOG will comply with HUD’s environmental procedures for all activities involving land acquisition.

The NCTCOG’s RTC has been at the forefront of identifying innovative programs of regional significance to promote the new DOT/HUD/Environmental Protection Agency (EPA) goals of livability. **Attachments 8 and 9** show RTC’s regionally innovative programs that support the Livability Principles, funding commitment from RTC towards matching grants, and unanimous support from 233 member governments to pursue these projects to create affordable, economically vital, and sustainable communities.

ATTACHMENTS

Attachment 1: Letter of Support – Regional Transportation Council (RTC)



North Central Texas Council Of Governments

August 20, 2010

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

Dear Secretary Donovan:

The Regional Transportation Council (RTC) serves as the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth area. The RTC approved on August 12, 2010 the submittal of the Department of Housing and Urban Development (HUD) Community Challenge Planning Grant: Affordable Transit Oriented Development/Mixed-Use Landbanking Project for the Downtown Dallas Streetcar and approved the local match commitment of \$328,000 cash of local funds and \$72,000 in-kind from a combination of planning funds dedicated to these projects. The RTC would also like to document leveraged funding including \$23 million for the Dallas Downtown Streetcar, \$4.9 million for the McKinney Trolley Urban Circulator extension, and \$43 million for the MPO's 2010 Sustainable Development grant program which funds planning and construction for mixed use-transit oriented development projects within the project area.

The projects are consistent with Mobility 2030: The Metropolitan Transportation Plan for the Dallas-Fort Worth Area 2009 Amendment. If the project is successful in receiving funds, the RTC will support its inclusion in the Dallas-Fort Worth Metropolitan Transportation Improvement Program (TIP). The HUD Community Challenge Planning grant for a Landbanking Program is an innovative project that will get us closer to our goals of connections between transportation, land use, housing, and economic development. Acquiring the property needed to implement the plans that are created by communities can be a challenging hurdle and innovative ways to move forward with the regional vision should be pursued.

If you have any additional questions regarding this project, please contact Michael Morris, P.E., Director of Transportation for the North Central Texas Council of Governments, at (817) 695-9241.

Sincerely,



Ron Natinsky
Chair, Regional Transportation Council
Councilmember, City of Dallas

KW:tmb

616 Six Flags Drive, Centerpoint Two
P. O. Box 5888, Arlington, Texas 76005-5888
(817) 640-3300 FAX: 817-640-7806 ♻️ recycled paper
www.nctcog.org

Attachment 2: Letter of Support – City of Dallas



August 13, 2010

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

SUBJECT: Community Challenge Planning Grant Application for Affordable Transit Oriented Development/Mixed Use Land Banking Program for the Dallas Street Car Project

Dear Secretary Donovan:

The City of Dallas is the largest city in the Dallas-Fort Worth region covering a land area of approximately 380 square miles, serving a resident population of 1.3 million and providing over 1 million jobs. The City of Dallas is also a member of the RTC, which is a transportation policy body of the Metropolitan Planning Organization (MPO) developed to encourage regional cooperation and compatible land use and transportation. The Community Challenge Planning Grant complements ongoing and current efforts by the RTC to support affordable, mixed use, transit oriented development connected by the Dallas Streetcar Project. To implement the Livability Principles of the US DOT, HUD and EPA, the Regional Transportation Council (RTC), with support from the City of Dallas and Dallas Area Rapid Transit (DART) proposes the integration of housing, employment, and rail transit through the linkage of mixed-use urban neighborhoods, employment centers, and recreational areas via transit and streetcar systems.

This grant is sought to fund design and implementation of a Land Banking Program focused on catalyst sites connected by the Dallas streetcar system funded at \$23 million through the first phase of TIGER. The Dallas streetcar project will generate opportunities to create affordable, transit oriented, mixed use development connected by a modern streetcar system. The City of Dallas will benefit from this grant by allowing us to identify catalyst sites and assemble land to help turn these opportunities into real development projects that are best suited to take advantage of this infrastructure investment. It will provide one of the critical puzzle pieces needed to create positive development results within the Downtown, North Oak Cliff and West Dallas communities. It will build on and leverage numerous planning efforts to produce change on the ground that will ultimately benefit the region as a whole. Particular benefits of the project include:

Improved Livability and Transportation - The Land Banking Program will facilitate transit oriented developments to help create mixed use, mixed income communities that are connected internally and to the region through improved multi-modal transportation infrastructure. It will also support stabilization of existing neighborhoods by mitigating

the debilitating impacts of vacant and abandoned land and facilitating transition to a positive and productive use for the community.

Economic Importance and Long-term Growth - The Land Banking Program is focused on Dallas' core which is not only one of the region's largest employment centers but also the center of some of the region's most ambitious and transformative infrastructure projects. The project area straddles the Trinity River Corridor where major plans and investments are under way related to flood protection, recreation, environmental restoration, transportation and economic development. The Landbanking Program will serve as a tool to facilitate affordable mixed use and residential development close to jobs and a major regional amenity.

A Catalyst for Best-Practices Within the Region - The City of Dallas has been successful with land banking to facilitate affordable single family development. The proposed Land Banking Program will enable us to build on this experience and take on the more complex challenge of using land banking to facilitating affordable, mixed-use, transit-oriented development. This has great potential to serve as a template to be replicated in other parts of Dallas and throughout the Dallas-Fort Worth region.

The City of Dallas supports the North Central Texas Council of Government's Community Challenge Planning Grants proposal to fund collaborative regional planning efforts that focus on integration of multi-modal transportation, affordable housing, land use, and economic development for the neighborhoods surrounding downtown Dallas. The City of Dallas is also committed to provide \$13,000 in-kind contributions based on staff time, towards the implementation of the proposed Planning project. City of Dallas staff will assist with planning related to identification of public infrastructure and other needs to support land banking of catalyst sites as well as with integrating elements of Dallas' existing land banking program.

Sincerely,

A handwritten signature in black ink, appearing to read 'A.C. Gonzalez'.

A.C. Gonzalez
Assistant City Manager
City of Dallas

Attachment 3: Letter of Support – DART



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

August 20, 2010

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

SUBJECT: Community Challenge Planning Grant Application for Affordable Transit Oriented Development/Mixed Use Landbanking Project for the Dallas Street Car Project

Dear Secretary Donovan:

Dallas Area Rapid Transit (DART) is the regional transit authority that provides bus, light rail, commuter rail, paratransit, and High Occupancy Vehicle lanes within a 700 square mile service area in the Dallas/Fort Worth Metroplex. The economic and community benefits that the proposed planning project, Affordable Transit Oriented Development/Mixed Use Landbanking Project provides are integral not only to our community but to the Dallas-Fort Worth region.

To implement the Livability Principles of the US DOT, HUD and EPA, the Regional Transportation Council (RTC), with support from the City of Dallas and DART propose the complete integration of housing, employment, and rail transit through the linkage of mixed use urban neighborhoods, employment centers, and recreational areas through transit and streetcar systems. This Transportation Investment Generating Economic Recovery (TIGER) grant is sought to fund the design and implementation of a Landbanking Program for mixed use, affordable, and transit oriented development. The catalyst sites for landbanking will be connected by the Dallas streetcar system funded through the first phase of TIGER at \$23 million. The proposed project will generate opportunities to develop affordable mixed use developments connected by the modern streetcar systems in Dallas that will link transit and pedestrian oriented mixed use neighborhoods. This Landbanking Program is intended to be replicated throughout the Dallas-Fort Worth region to assemble land to develop affordable mixed use Transit Oriented Development (TODs).

With the advent of light rail service in 1996, DART has been at the forefront of supporting Transit Oriented Development (TOD) opportunities at its station areas. DART, in partnership with the city of Dallas and the North Central Texas Council of Governments, is now embarking on an additional mode of access, streetcar, which will have a significant impact on this study area. As DART continues to implement an integrated system of a various transit alternatives we are providing additional opportunities for the creation of livable communities, access to affordable transit oriented housing, expanded economic opportunities, and an enhanced pedestrian and transit environment.

DART is a member of the RTC, which is the transportation policy body of the Metropolitan Planning Organization (MPO) developed to encourage regional cooperation and compatible land use and transportation. The Community Challenge Planning Grant complements ongoing and current efforts by the RTC to support affordable mixed use transit oriented development connected by the Dallas Streetcar Project.

DART supports the RTC's Community Challenge Planning Grants proposal to fund collaborative regional planning efforts that focus on the integration of multi-modal transportation, affordable housing, land use, and economic development for the neighborhoods surrounding Dallas downtown.

Sincerely,

A handwritten signature in black ink, appearing to read "Gary C. Thomas".

Gary C. Thomas
President/Executive Director
Dallas Area Rapid Transit

Attachment 4: Budget for Design and Implementation of Mixed Use, Affordable, and Transit Oriented Development Landbanking Program connecting to Downtown Dallas Oakcliff Streetcar Project

	Federal (80%)	Match (20%)	Total (100%)	
Total	\$1,600,000	\$400,000	\$2,000,000	
Task 1 Design of Landbanking Program	\$280,000	\$70,000	\$350,000	Source of Match
Consultant	\$224,000	\$56,000	\$280,000	NCTCOG's Regional Transportation Council (RTC) Local cash
NCTCOG	\$56,000	\$14,000	\$70,000	In-kind Transportation Planning Funds (TPF) allocated for project
Task 2 - Housing Market Analysis and Housing Needs Assessment	\$260,000	\$65,000	\$325,000	
Consultant	\$80,000	\$20,000	\$100,000	RTC Local cash
NCTCOG	\$180,000	\$45,000	\$225,000	In-kind TPF allocated for project
Task 3 - Public Infrastructure and Facility Plan	\$260,000	\$65,000	\$325,000	
Consultant	\$208,000	\$52,000	\$260,000	RTC Local cash
City of Dallas	\$52,000	\$13,000	\$65,000	In-kind City of Dallas revenues
Task 4 - Implementation of Landbanking Program for Catalyst Sites	\$800,000	\$200,000	\$1,000,000	RTC local (cash)
Summary by Source of Match		Totals		
RTC local (cash)		\$328,000		
In-Kind (NCTCOG staff time)		\$59,000		
In-Kind City of Dallas		\$13,000		
Additional Leverage Funding				Source of Match
Dallas Oak Cliff Streetcar – TIGER I	\$23,000,000	\$10,000,000	\$33,000,000	Leverage/Overmatch: Regional Toll Revenue (RTR) Funds
2011 Dallas Bike Plan-Project in the Study Area funded by NCTCOG	\$300,000	\$75,000	\$375,000	Federal STP-MM/Local
Sustainable Development 2009-2010/ Infrastructure funded by NCTCOG	\$43,000,000	\$10,750,000	\$53,750,000	RTR Funds (\$10,817,256 TOTAL in Study Area)
Sustainable Development 2009-2010/ Planning - Projects in the Study Area funded by NCTCOG	\$1,000,000	\$250,000	\$1,250,000	RTC Local Funds (\$381,250 TOTAL in Study Area)
Total Additional Leveraged Funds		\$21,573,506		

Tasks	2011												2012												2013											
	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D
Task 1 Design of Landbanking Program																																				
Task 2 - Housing Market Analysis and Housing Needs Assessment																																				
Task 3 - Public Infrastructure and Facility Plan																																				
Task 4 - Implementation of Landbanking Program for Catalyst Sites																																				

 Milestones

Attachment 5: Detailed Budget – Annual Costs

Position	Average Labor Rate	Hrs	Salary	Benefit	Indirect	Rent & Comm.	Loaded Salary	Common Cost	Total (loaded + cost)
				42.20%	17.70%	\$3.20		10.00%	
Sr. Program Manager	\$60	100	\$6,000	\$2,532	\$1,510	\$320	\$10,362	\$1,004	\$11,366
Principle Planner	\$36	150	\$5,400	\$2,279	\$1,359	\$480	\$9,518	\$904	\$10,422
Planner III	\$26	350	\$9,100	\$3,840	\$2,290	\$1,120	\$16,351	\$1,523	\$17,874
Planner II	\$23	400	\$9,200	\$3,882	\$2,316	\$1,280	\$16,678	\$1,540	\$18,218
Grants Coordinator II	\$28	100	\$2,800	\$1,182	\$705	\$320	\$5,006	\$469	\$5,475
Grants Coordinator I	\$21	100	\$2,100	\$886	\$529	\$320	\$3,835	\$351	\$4,186
Admin Assistant II	\$20	150	\$3,000	\$1,266	\$755	\$480	\$5,501	\$502	\$6,003
Marketing Support	\$23	50	\$1,150	\$485	\$289	\$160	\$2,085	\$192	\$2,277
Computer Support	\$29	200	\$5,800	\$2,448	\$1,460	\$640	\$10,347	\$971	\$11,318
Public Involvement	\$25	50	\$1,250	\$528	\$315	\$160	\$2,252	\$209	\$2,461
SUM									\$89,601
Administrative Costs	1.40%								\$618
ANNUAL TOTAL									\$90,219
Labor (3 yrs)		NCTCOG/City	Consultant	Total					
Task 1 - Design of Landbanking Program		\$70,000	\$280,000	\$350,000					
Task 2 - Housing Market Analysis and Housing Needs Assessment		\$225,000	\$100,000	\$325,000					
Task 3 - Public Infrastructure and Facility Plan		\$65,000	\$260,000	\$325,000					
Task 4 - Implementation of Landbanking Program for Catalyst Sites		\$800,000	\$200,000	\$1,000,000	(not included in total staff times - land purchase)				
Direct Costs (Annual)		\$360,000	\$640,000	\$1,000,000	STAFF/Consultant				
Reproductions/Reporting	\$10,000								
Travel	\$5,000								
Website & Media & Data	\$9,781								
Meeting Costs & Direct Public Involvement	\$5,000								
TOTAL (Annual)	\$29,781								
Total FY 2011	\$120,000								
Total FY 2012	\$120,000								
Total FY 2013	\$120,000								
Grand Total (STAFF) (3 yrs)	\$360,000								
Consultant	\$640,000								
Land Acquisition	\$1,000,000								
Program GRAND TOTAL	\$2,000,000								

Attachment 6: Federal, State, and Local Funds Managed by NCTCOG

**NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS
FUND AVAILABILITY BY SOURCE
FOR FY 2009-2010**

	<u>In-Kind</u>	<u>Cash</u>	<u>Total</u>
LOCAL			
Local Contracts	\$	\$ 47,143,530	
NCTCOG Membership Dues		655,135	
Regional Police Academy		538,346	
Emergency Preparedness Assessment		435,000	
Regional Training Center		343,490	
Interest Income		54,000	
Regional Information Center		30,000	
Local Contributions	<u>16,105,474</u>	<u>-</u>	
TOTAL LOCAL	16,105,474	49,199,501	\$ 65,304,975
STATE			
Texas Workforce Commission (TWC)		58,687,983	
Texas Department of Transportation (TxDOT)		17,391,729	
Commission on State Emergency Communications (CSEC)		7,870,587	
Texas Commission on Environmental Quality (TCEQ)		36,136,746	
Texas Department of Aging and Disability Services (DADS)		6,490,497	
Texas Health & Human Services		-	
Governor's Office Division of Emergency Management (GDEM)		4,609,220	
Governor's Office, Criminal Justice Division (CJD)		1,197,100	
Department of State Health Services (DSHS)		603,619	
Governor's Office, State Financial Assistance		481,015	
Auto Theft Prevention Authority (ATPA)		-	
Texas State Soil and Water Conservation Board		-	
State Energy Conservation Office (SECO)		11,463	
Texas Water Development Board		100,000	
Texas Department of Housing & Community Affairs (TDHCA)		<u>21,952</u>	
TOTAL STATE			133,601,911
FEDERAL			
Federal Transit Authority (FTA)		19,102,055	
Environmental Protection Agency (EPA)		8,357,570	
Federal Aviation Administration (FAA)		669,598	
United States Department of Labor (US DOL)		695,900	
Federal Highway Administration (FHA)		144,288	
United States Department of Justice (US DOJ)		222,686	
United States Department of Defense (US DOD)		99,079	
United States Department of Homeland Security (US DHS)		-	
Department of Housing & Urban Development (HUD)		100,000	
Federal Emergency Management Agency		50,000	
United States Department of Energy (US DOE)		<u>13,206,882</u>	
TOTAL FEDERAL			42,648,058
TOTAL AVAILABLE FUNDS			\$ <u>241,554,944</u>

Attachment 7: Staff qualifications

Natalie Bettger is a Senior Program Manager for the North Central Texas Council of Governments. 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. She has served on the board of professional organizations including the Women's Transportation Seminar, the Texas Section of the Institute of Transportation Engineers and the Texas Chapter of the Intelligent Transportation Society of America. Natalie has also participated on statewide and national committees, including the Texas Department of Transportation Urban Thoroughfares Committee. This Committee was tasked with the goal of creating and encouraging cooperative partnerships, context sensitive solutions, and design flexibility with respect to planning and developing appropriate transportation projects.

Karla Weaver, AICP, Principal Transportation Planner

Karla Weaver is a Principal Transportation Planner with the North Central Texas Council of Governments (NCTCOG), the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth region. Karla joined NCTCOG in 2006 and is currently managing the Sustainable Development Program which is responsible for programs that include: transit-oriented development (TOD) planning, an Environmental Protection Agency (EPA), revolving loan brownfield cleanup program, bicycle and pedestrian programs, alternative futures demographic scenarios, and general funding and oversight of sustainable projects related to infrastructure construction, planning studies, and landbanking acquisitions. 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 is a member of several organizations including the American Planning Association (APA), Women's Transportation Seminar (WTS), the Urban Land Institute (ULI), and the International Economic Development Council (IEDC). Karla is also a member of the American Institute of Certified Planners (AICP).

Patrick Mandapaka, AICP, Transportation Planner III

Patrick Mandapaka serves as a Transportation Planner for the North Central Texas Council of Governments Sustainable Development Program area. Sustainable Development includes projects related to land use and transportation, demographics, and bicycle and pedestrian planning. Patrick is a member of the American Planning Association and the Congress for the New Urbanism (CNU). 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 also an AICP member receiving his professional certification in GIS from UTA and an Advanced Diploma in Architectural CADD from AutoDesk. Patrick is currently pursuing his Doctoral Degree in Urban Planning and Public Policy at UTA.

Grants Coordinators, Administrative Assistants, and consultants will assist in the implementation of project as needed.

Attachment 8: Regional Transportation Council (RTC Agenda) July 15, 2010, 1:30 – 1:40
Transportation Investment Generating Economic Recovery II

Action Possible Action Information Minutes: 10

Presenter: Christie Jestis, NCTCOG

Item Summary: Staff will request approval of the projects to be submitted under the Transportation Investment Generating Economic Recovery II (TIGER II) Discretionary Grants Program and the US Department of Housing and Urban Development (HUD) Community Challenge Grant funds.

Background: In May/June 2010, the United States Department of Transportation and HUD announced the TIGER II Discretionary Grants Program (which includes planning and capital projects) and the HUD Community Challenge Grant Program (which includes planning projects). Staff has been working with regional partners to develop a strategic list of projects to be submitted for the upcoming TIGER II Discretionary Grants Program/HUD Community Challenge Grant application. Reference Item 5

contains the proposed list of projects to be submitted, along with an inventory of other projects proposed by local entities and transportation agencies.

Draft Project Ideas for TIGER II/HUD Program	
<i>Proposed projects submitted by Transportation Agencies:</i>	Amount:
<ul style="list-style-type: none"> • TIGER II Capital <ul style="list-style-type: none"> – Tower 55 (anticipate TxDOT submittal) ~\$60 M – Southwest Parkway TIFIA Loan (anticipate NCTCOG submittal) ~\$27 M 	
<i>Proposed projects submitted by RTC:</i>	
<ul style="list-style-type: none"> • TIGER II Capital <ul style="list-style-type: none"> – Downtown Dallas/Oak Cliff Streetcar project \$25 M • TIGER II Planning <ul style="list-style-type: none"> – Regional Rail (TRE/Cotton Belt) \$5 M • HUD Community Challenge Grant (Planning) <ul style="list-style-type: none"> – Downtown Dallas/Oak Cliff Streetcar Project \$2 M – Sustainable Military Land Use Planning: "Model for Other Regions" \$1 M 	

Minutes - Regional Transportation Council - July 15, 2010

Transportation Investment Generating Economic Recovery II: Christie Jestis discussed the Transportation Investment Generating Economic Recovery (TIGER) II program and the US Department of Housing and Urban Development (HUD) Community Challenge Grant program. She noted that TxDOT Austin will be submitting the Tower 55 project and that the North Texas Tollway Authority will be submitting the Southwest Parkway TIFIA loan project.

NCTCOG staff proposed to submit the Downtown Dallas/Oak Cliff Streetcar project for TIGER II capital funding, and a regional rail planning project for the Trinity Railway Express/Cotton Belt corridors submittal for TIGER II planning funding. Finally, staff proposed submittal of the Downtown Dallas/Oak Cliff Streetcar project for the HUD Community Challenge Grant planning program with a focus on integrated transit and housing options. A Sustainable Military Land Use project is also being submitted under the HUD Planning program. NCTCOG received additional requests for RTC consideration from regional partners for which staff is working to identify alternative solutions since the projects may not be competitive for the TIGER II programs. No additional requests were received for the HUD program. Christie noted that pre-applications were due by July 26, 2010, and final applications are due August 23, 2010. Linda Koop requested that staff provide information to her regarding the HUD Challenge Grant program. She noted that the City of Dallas would be submitting comments regarding newly released guidance for the New Starts and the Small Starts programs. A motion was made to approve the list of projects to be submitted under the Transportation Investment Generating Economic Recovery II Discretionary Grants Program and the US Department of Housing and Urban Development Community Challenge Grant Program as contained in Reference Item 5. Linda Koop (M); Maurine Dickey (S). The motion passed unanimously.

Attachment 9: NCTCOG's Regional Transportation Council (RTC) Livability Initiatives, August 12, 2010

The RTC has been at the forefront of identifying innovative programs of regional significance to promote the new DOT/HUD/Environmental Protection Agency (EPA) goals of livability. This process started with remarks to the RTC by Deputy Secretary Ron Sims of the US Department of Housing and Urban Development in March 2010 and the TIGER I grant award for the Downtown Dallas Streetcar project in early 2010.

RTC National Pilot Program of "Silo Busting"

- Phase 1: TIGER Grant Funds
Downtown Dallas Streetcar - \$23M awarded
- Phase 2: National Demonstration/Pilot Project
(7 metropolitan regions)
Up to \$105,000 in 15,000 increments - underway
- Phase 3: Department of Housing and Urban Development
- HUD Sustainable Communities to be submitted
6 Regional Transportation Council Programs
Approximately \$3,400,000 total (\$1.5M federal)
- Phase 4: TIGER II Grant Funds to be submitted
DOT -
 - Infrastructure (Downtown Dallas Streetcar remainder) - \$25M
 - Planning (Cotton Belt Regional Rail) - \$3M*HUD Community Challenge*
 - Downtown Dallas Oak Cliff Streetcar (Landbanking) - \$2M
 - Planning for Livable Military Communities: NAS Fort Worth, JRB - \$1M



RTC National Pilot Program of "Silo Busting"

- Phase 5: FTA Urban Circulator/Bus & Bus Livability Projects
Fort Worth Streetcar Loop (Urban Circulator)- \$24.9M awarded
- Phase 6: Innovative Financial Plan for the Cotton Belt Passenger Rail Corridor
 - *Not to Exceed \$1.3 M - underway*
 - *Innovative Public/Private Partnerships to fund rail*

Additionally:

3/11/10: RTC hosted US Department of Housing and Urban Development (HUD) Deputy Secretary Ron Sims

3/23/10: DOT/HUD/EPA Livability Workshop at NCTCOG



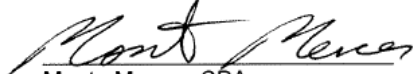
Attachment 10

Federal Wage Rate Requirement

The North Central Texas Council of Governments (NCTCOG), as an applicant for TIGER II Discretionary Grants under the FY 2010 Appropriations Act, certifies that for TIGER II funds awarded to NCTCOG it will comply with the requirements of Subchapter IV of Chapter 31 of Title 40 of the United States Code (40 U.S.C. 3141, *et. seq.*) (Federal wage rate requirements) as required by the FY 2010 Appropriations Act.

Furthermore, NCTCOG annually certifies compliance with the Davis-Bacon Act as amended, 40 U.S.C. 3141 *et. seq.*, the Copeland "Anti-Kickback" Act, as amended, 18 U.S.C 874, and the Contract Work Hours and Safety Standards Act, as amended, 40 U.S.C 3701 *et. seq.*, regarding labor standards for federally assisted projects. NCTCOG certifies to this provision within its annual Certifications and Assurances to the Federal Transit Administration.

Dated: Aug 23, 2010



Monte Mercer, CPA
Deputy Executive Director
North Central Texas Council of Governments