



North Central Texas Council of Governments

Coordinated Land Use and Transportation Planning Task Force

Hybrid Meeting | 04/20/2023



2023 Task Force Meeting Schedule

January 19

April 20

July 20

October 19

www.NCTCOG.org/LUTTF



NCTCOG LUTTF

Today's Meeting

Local Updates

NCTCOG Transportation/Stormwater Infrastructure (TSI) and Green Asset Management

Land Value Capture for Transportation Funding

Regional Value Capture for Transportation Report

City of Celina - PID and TIRZ citywide

City of North Richland Hills – City Point Project

City of McKinney and Kimley-Horn – Impact Fees

Announcements



A blue-tinted photograph of a city street scene. In the foreground, two women are walking towards the left. The background shows a street with buildings, trees, and other pedestrians. A sign for 'PATRIZIO' is visible on a building to the right. The overall scene is a typical urban environment.

Local Updates

Stakeholder Meetings

- Transportation and Stormwater Infrastructure planning study
- Addresses increasing flooding in the face of rapid development and intense rain events
- Integrates transportation, stormwater, and environmental planning

April 25-Burleson

10 a.m.

Burleson City Hall
141 W. Renfro Street
Burleson, TX 76028

April 26-Decatur

1:30 p.m.

Decatur Conference
Center-Chisholm Suites
2010 W. HWY US 380
Decatur, TX 76234

May 4-Weatherford

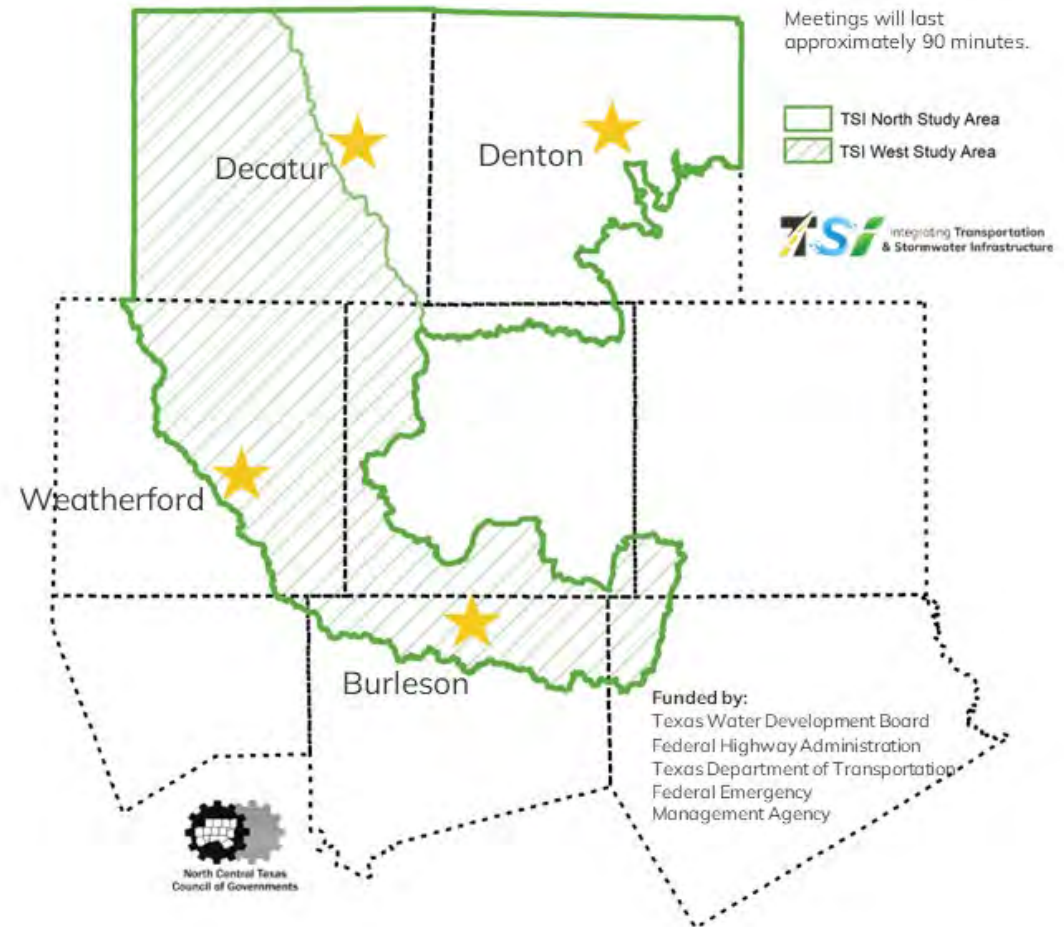
10 a.m.

Weatherford College:
Workforce & Emerging
Technologies Building
225 College Park Drive
Weatherford, TX 76086

May 8-Denton

1:30 p.m.

Denton County
Administrative Court
House
1 Courthouse Drive
Denton, TX 76208



Introduction to Green Asset Management

- Hybrid workshop from EPA and City of Denton
- Green infrastructure maintenance needs
- Asset management documentation
- City of Denton experience
- Site visit
- How green infrastructure complements NCTCOG's TSI study and iSWM program
- Tuesday, **May 16**, NCTCOG Pitstick Conference Room (or via Teams), 9 a.m. to 3 p.m.
- **Registration and Teams link will be available on NCTCOG Events page, <https://www.nctcog.org/envir/Events>**





Land Value Capture Funding for Transportation

What is Value Capture?

Government funding tools authorized by the Texas local government code that utilize **increasing property values, transportation-related real estate opportunities**, and other **benefits of new transportation facilities** to fund infrastructure improvements.

“Strategies for agencies to recover a portion of public transportation investments that result in increased land values.”



Image Source:
Federal Transit Administration

Why Value Capture?



U.S. Department of Transportation
Federal Highway Administration

CENTER FOR
INNOVATIVE FINANCE SUPPORT

“The FHWA Center for Innovative Finance Support encourages state and local jurisdictions to look for new revenue sources to address **funding shortfalls** and is available to provide technical assistance in these areas.”



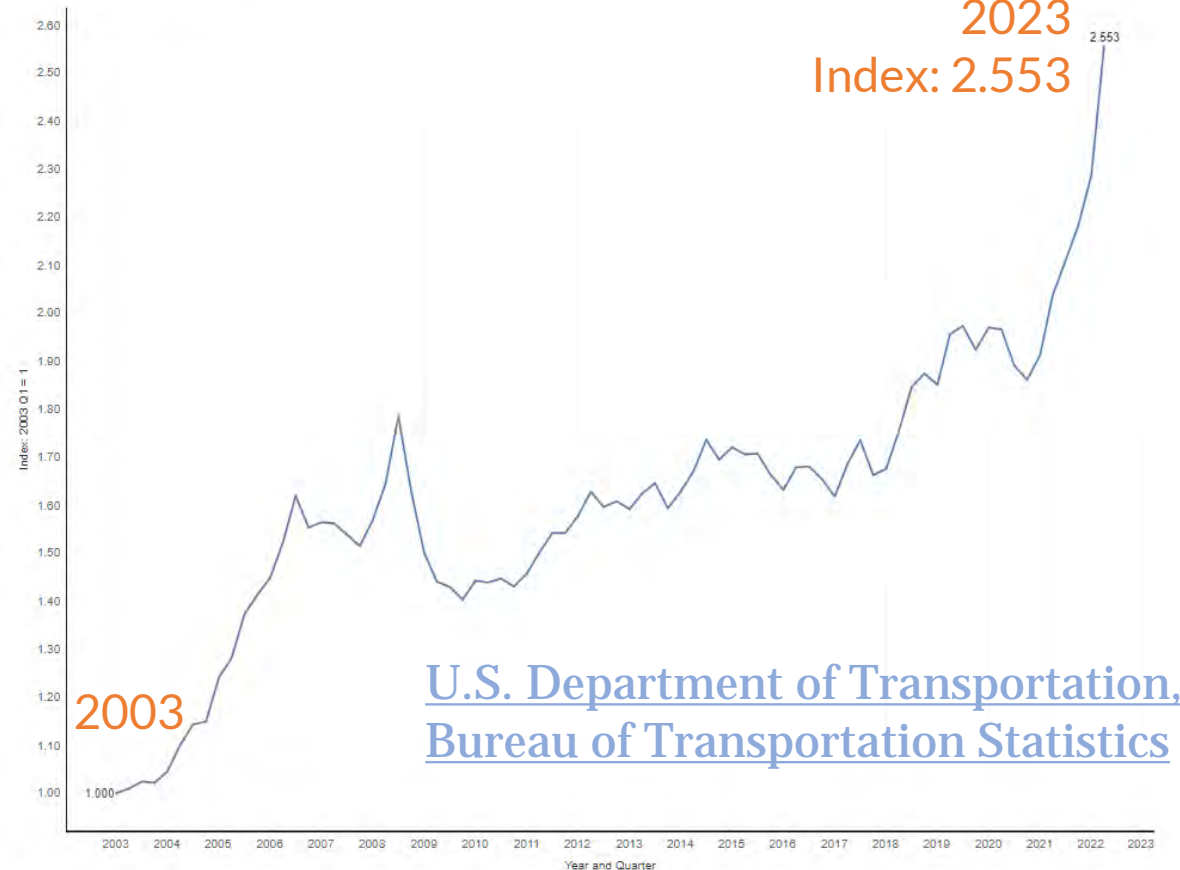
NCTCOG LUTTF



U.S. Department of Transportation
Federal Highway Administration

National Highway Construction Cost Index (NHCCI)

Select Year and Quarter:
2003 Q1 2022 Q2



2022 Q2 index is preliminary.
2021 Q4 and 2022 Q1 indexes are revised.

U.S. DOT Value Capture Webinars



U.S. Department of Transportation
Federal Highway Administration



EDC-5 Initiative Upcoming Webinars		
Transportation Reinvestment Zones	4/26/2023	1:00pm-3:00pm ET
Tax Increment Finance, Tax Allocation Districts, and Tax Increment Reinvestment Zones	5/17/2023	1:00pm-3:00pm ET
Capital Improvement Plans/Programs: Using Value Capture to Fund Transportation Improvements	6/7/2023	1:00pm-3:00pm ET
Special Assessment Districts	6/28/2023	1:00pm-3:00pm ET

https://www.fhwa.dot.gov/ipd/value_capture/capacity_building/webinar_series/



Why Value Capture?

NCTCOG has executed agreements with cities using Tax Increment Reinvestment Zones (TIRZs) as basis for loans.

NCTCOG identified need for **guidelines** related to partnerships and **understanding** feasibility.

DFW jurisdictions are using as gap funding or revenue in public/private projects for complete streets or other innovative improvements.



Irving Blvd. complete street retrofit project concept



North Texas Value Capture for Transportation Report



Inform regional funding practices



Examine effectiveness of common value capture tools used throughout North Texas via case studies



Resource for cities, technical and other stakeholders, understand larger trends and how value capture fits into larger funding strategies

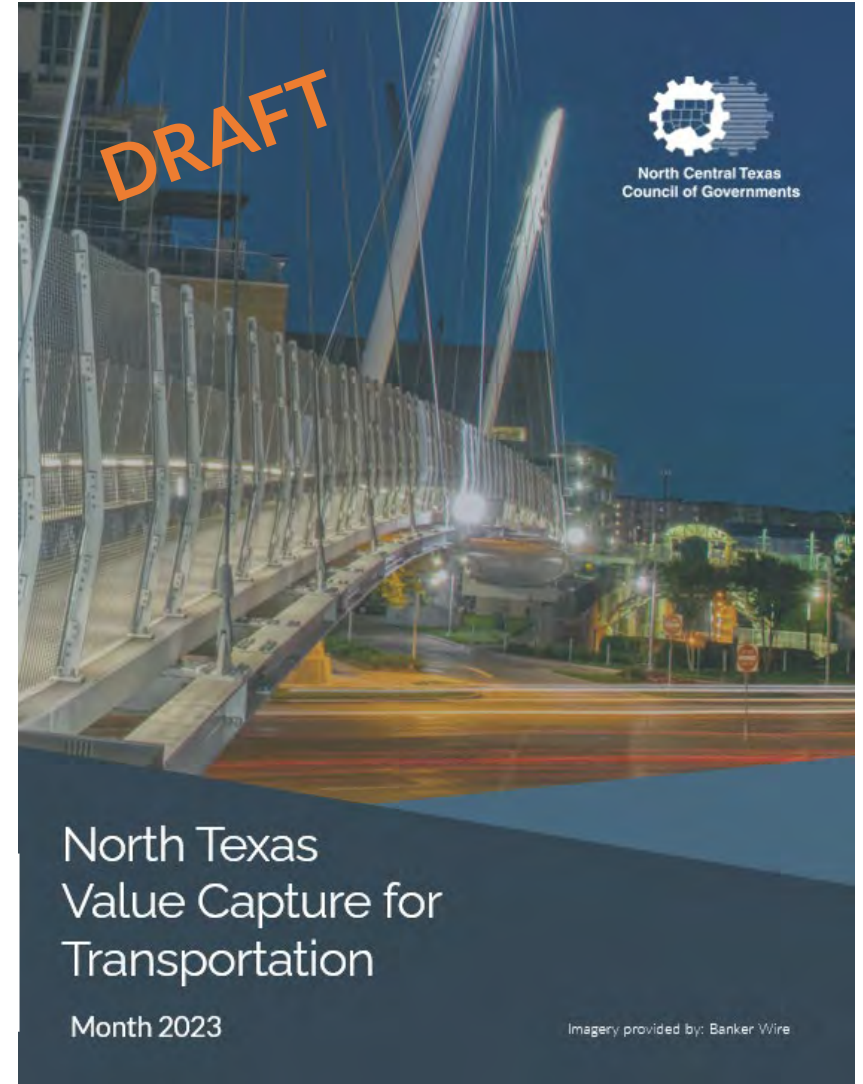


Provide best practice recommendations on using land value capture and standards for regional partnerships

Final version published late spring/early summer 2023



NCTCOG LUTTF



Overview of Texas Value Capture Tools

1. Tax Increment Reinvestment Zones (TIRZs)
2. Public Improvement Districts (PIDs)
3. Impact Fees
4. Municipal Management Districts (MMDs)
5. Municipal Development District (MDDS)
6. Municipal Utility Districts (MUDs)
7. Naming Rights
8. Transportation Reinvestment Zones (TRZs)
9. Transportation Utility Fees (TUFs)

Common VC tools used for transportation in DFW

Common VC tools in DFW but not often used for transportation

VC tools used for transportation in Texas but not used in DFW



Tax Increment Reinvestment Zones (TIRZ)

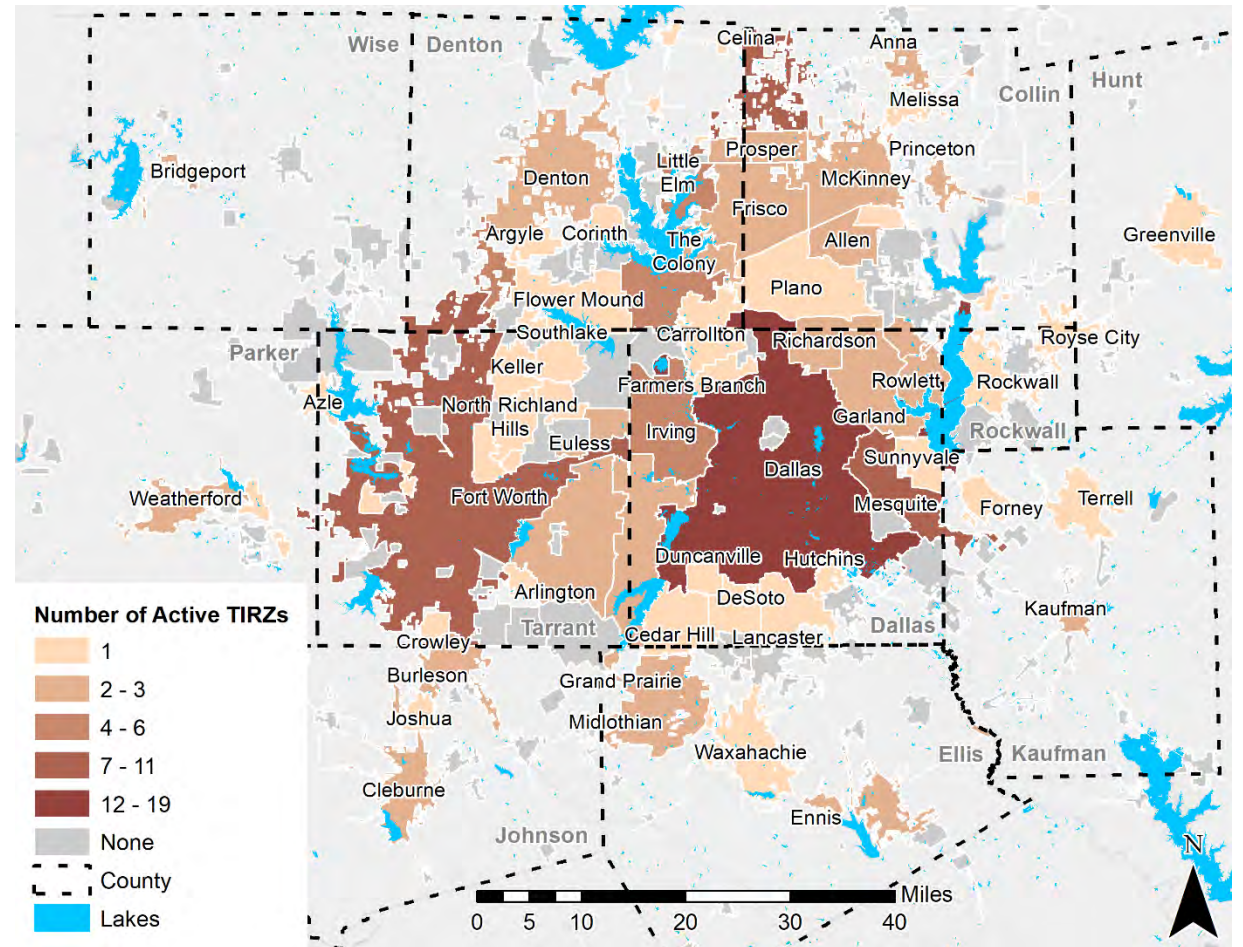
155 zones in North Texas (2021)

Cover **\$1.7 billion** in taxable appraised property value (1992-2021)

About **70%** of cities in North Texas have at least one zone

Typically finance projects costing **\$1-10 million per year** (wide variation depending on project plans)

Can fund **transportation infrastructure** but estimating at least half of all TIF funds go to wide range of other economic development uses



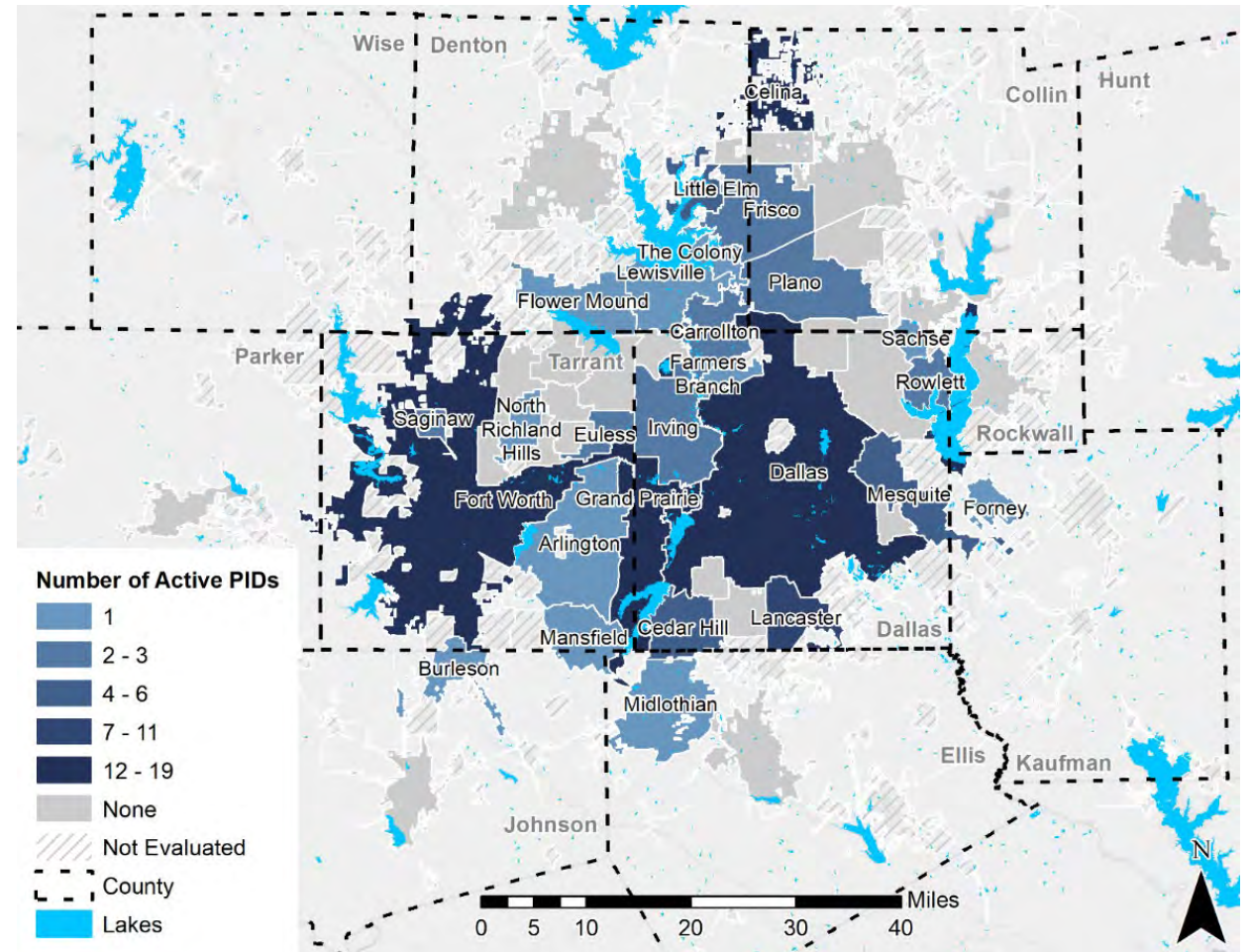
Public Improvement Districts (PID)

103 districts in 50 largest North Texas cities

- **Debt PID** – New developments, capital projects, higher assessment rates
- **PAYGO PID** – Neighborhood services and marketing, lower assessment rates

Typically finance projects costing between **\$100,000** and **\$10 million per year** but experiences and plans vary widely

Districts occasionally function as **backup overlying districts** for TIRZs



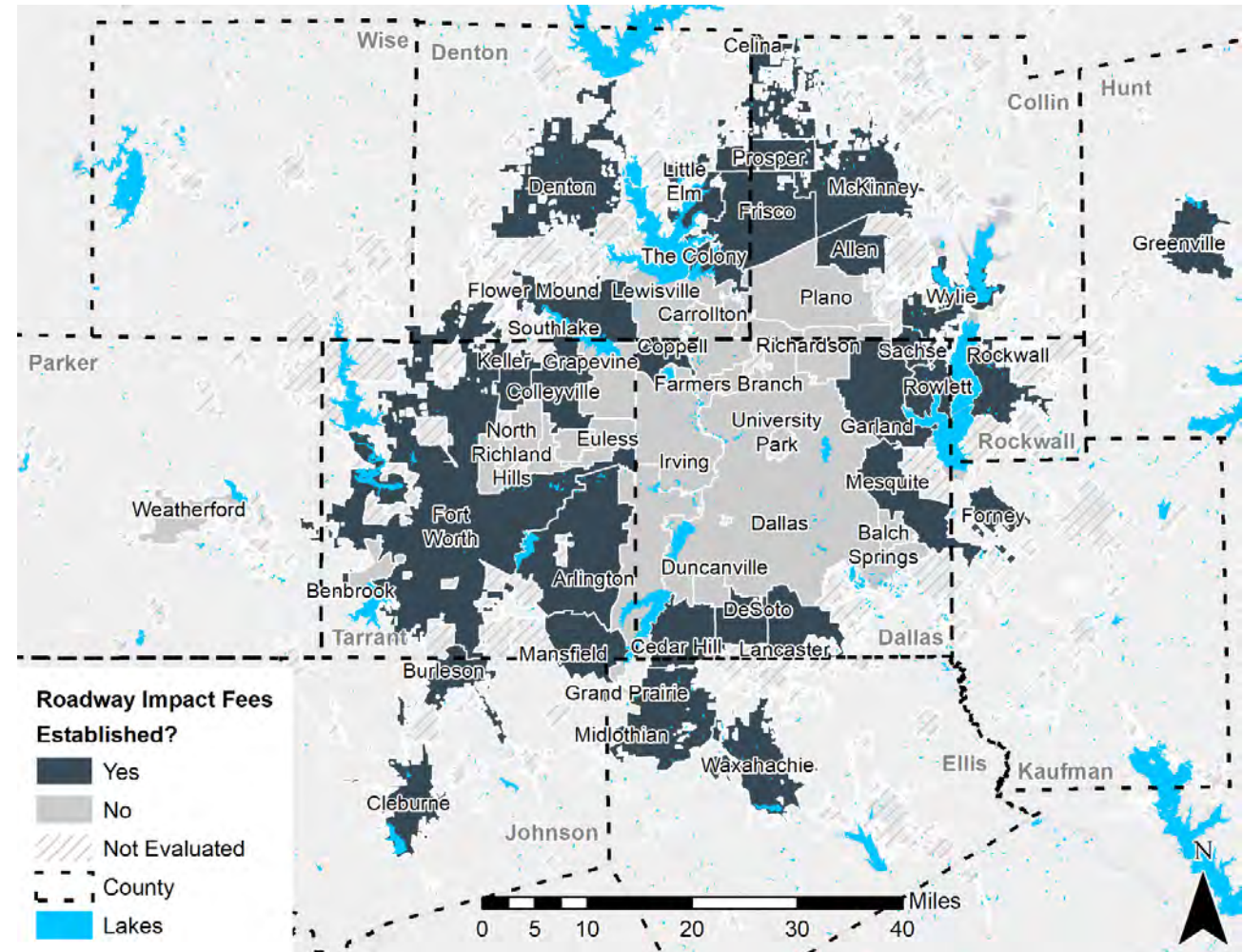
Roadway Impact Fees

31 of the 50 largest cities in DFW use roadway impact fees.

Estimated to generate **\$500,000 to \$15 million annually** in revenue for DFW cities.

Only **new infrastructure** on **thoroughfare plan** roads

A strong regional **market for growth** **means many cities can benefit** from using this tool.



Recommendations and Best Practices

Use VC tools: Cities should consider using value capture tools for more projects (if not already doing so).

Create More Value: Efficiently use higher density development to create more capturable value.

Vacant Land Opportunities: Value capture can cover more cost for larger projects with greenfield development.

Partnership and Investment: TIRZs and PID can often create more value with public/private partnerships or other additional investment to catalyze value increase.

Added Capacity: Layering TIF and PID for added funding capacity is trending in our region.

No Black Box: City due diligence when partnering with NCTCOG via use of TIRZ finance plan guidelines.



Value Capture in North Texas

NCTCOG Report Next Steps

Final version published late spring/early summer 2023 to NCTCOG website and presented to the Surface Transportation Technical Committee

Today's Panel and Presentations

- Examples of implementation from case study cities
- Discussion of key insights and regional issues



QUICK INTRODUCTION

- Masters in Public Administration
- 12+ years managing Development Services
- Previous experience on Capitol Hill, in Tech's administration, and with the cities of McKinney, Little Elm, and Sachse



CELINA OVERVIEW

- Ultimate growth boundary is the 2nd largest in Collin County
- Estimated build-out population is approximately 378,000 people
- Celina is #1 in the region in new home starts
- 10 miles of DNT & Preston
(*another 8 miles of CCOL*)

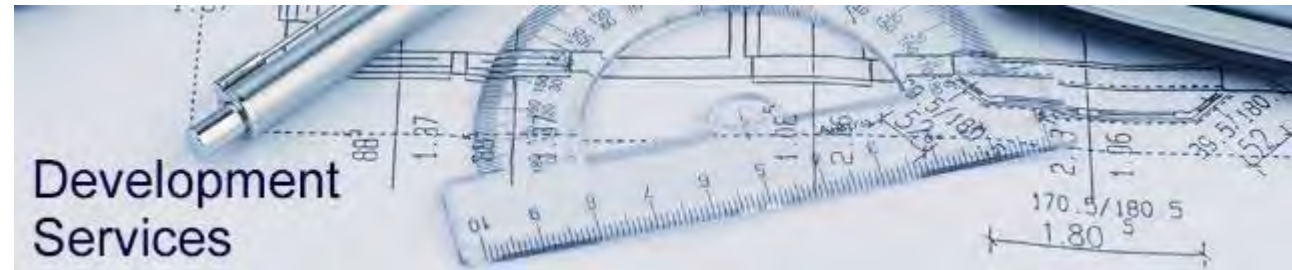




Year	New Home Permits
2016	637
2017	965
2018	1,249
2019	1,252
2020	1,862
2021	2,516
2022	1,650

CELINA IS PROACTIVE

- Downtown Master Plan (approved 2019)
- Master Trails Plan (approved 2019)
- Master Parks Plan (approved 2020)
- Comprehensive Plan (approved 2021)
- Life Connected Logo (approved 2019)
- Tree City USA (2019 membership)
- Scenic City (Platinum level 2020)
- Downtown Logo (2020)
- Downtown Zoning (2020)
- Neighborhood Vision Book (2020)
- Modernized zoning and subdivision regulations
- Growth strategies that protect property values
- *High standards, easy process*



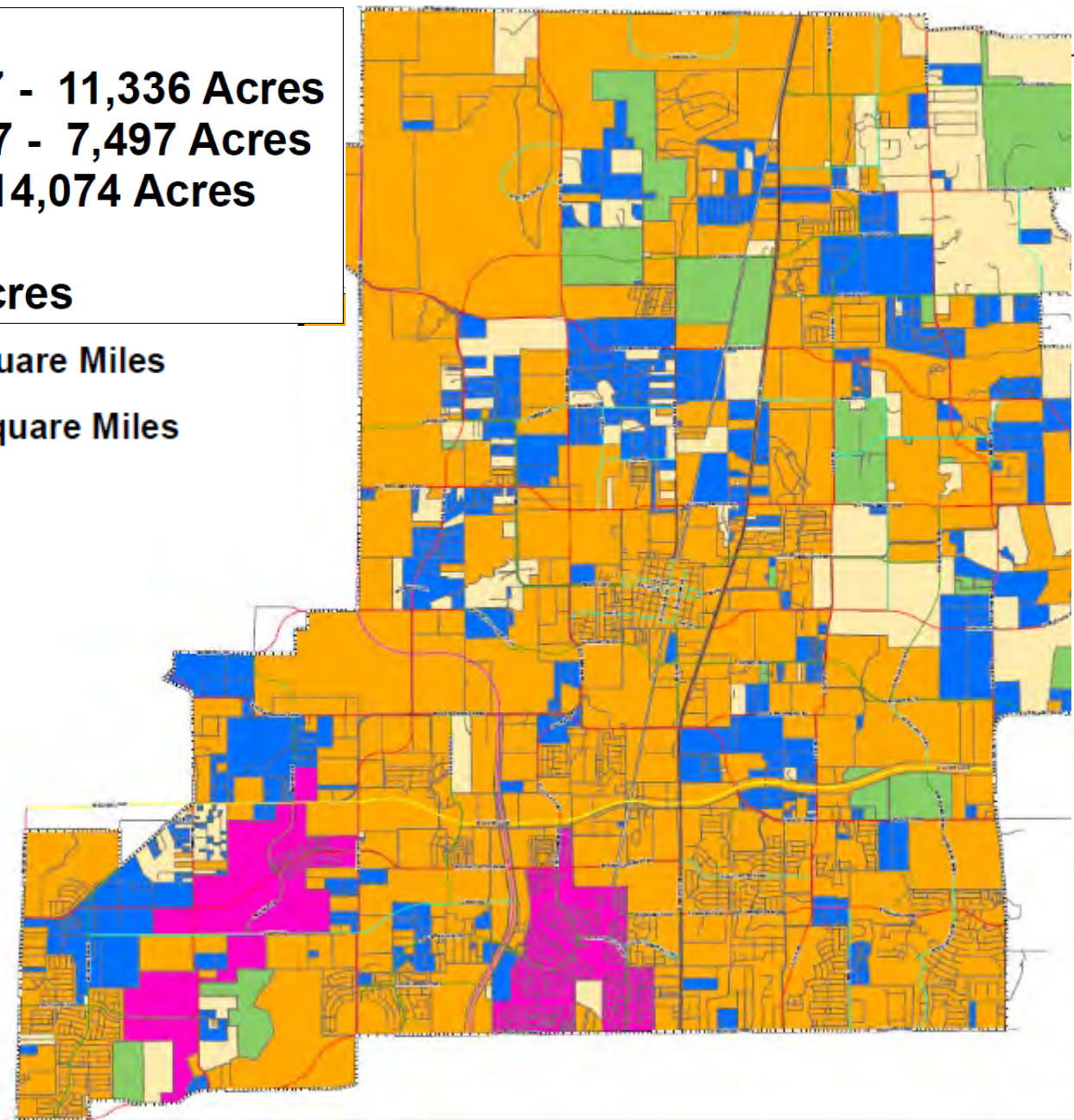


City Limits & ETJ Map

City Limits Added Since 2017 - 11,336 Acres
Pre-Annex Added Since 2017 - 7,497 Acres
DA's Added Since 2017 - 14,074 Acres

Total = 32,907 Acres

Current City Limits: 47.7 Square Miles
Projected Build-Out: 76.8 Square Miles

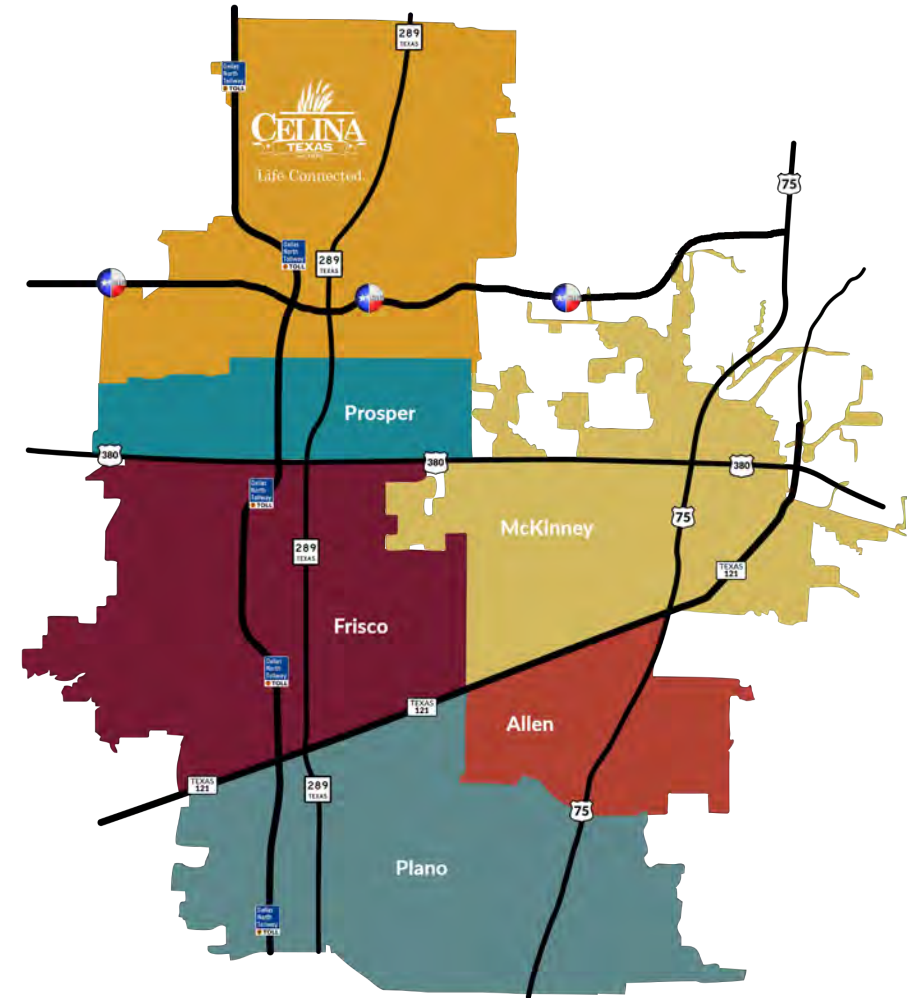


Legend

- Ultimate Boundary
- 2LC 60' - 80' ROW***
- 4/6LD 100' ROW*
- 4LD 90' - 100' ROW*
- 6LD 120' ROW*
- 6LD 140' ROW*
- Freeway/Tollway 400' ROW
- Outer Loop 500' ROW
- Roads
- City Limits
- Districts
- Development Agreements
- Pre Annexation Agreements
- Celina ETJ

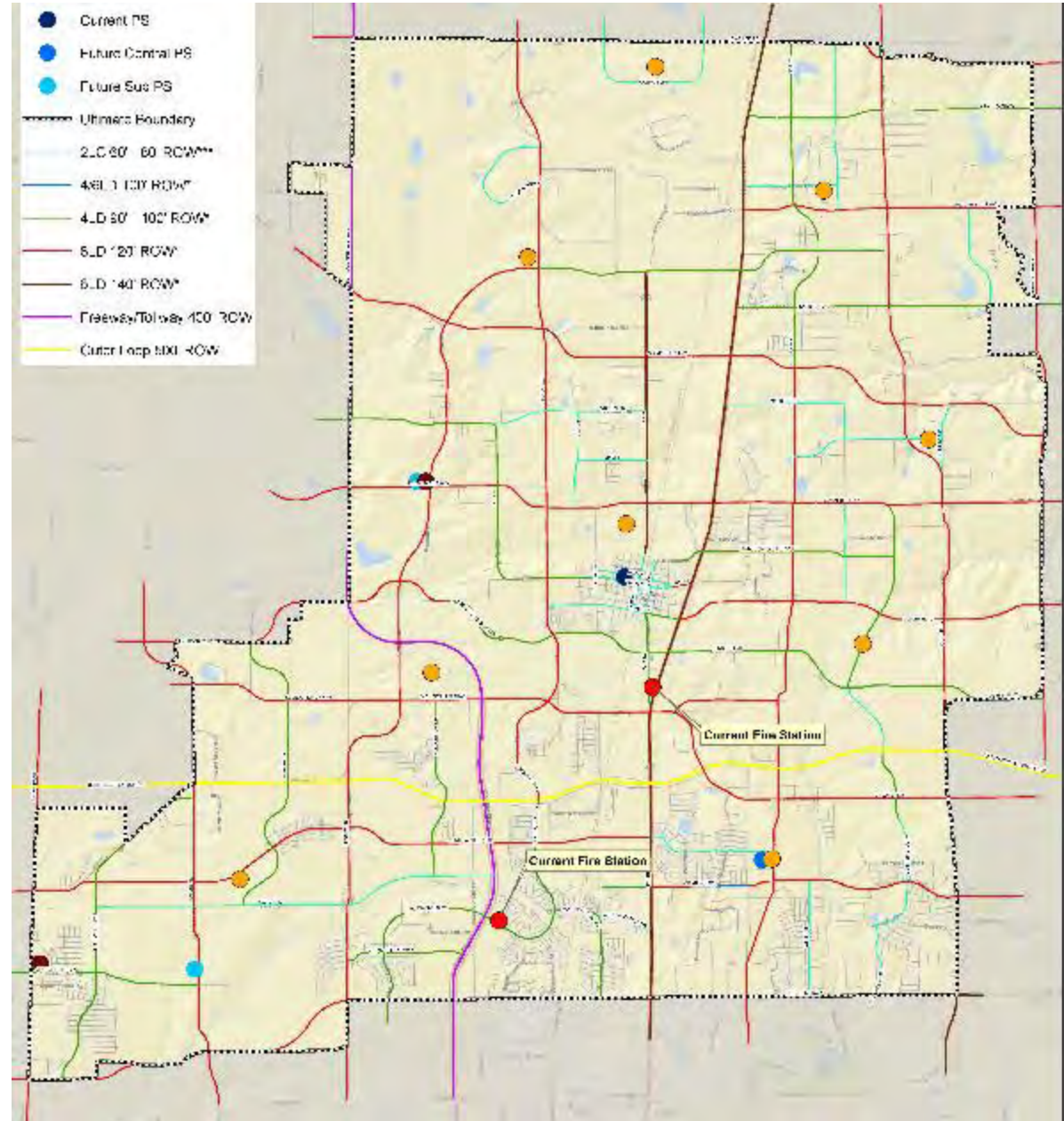
COMMON ELEMENTS OF AGREEMENTS

- Outlines developer's infrastructure obligations & fees
- Extensive open space & integrated trail system
- Conformance with all City design standards
- Annexation
- Preserves sites for schools, fire stations, parks, water towers, & other facilities when appropriate



POLICE & FIRE STATION FUTURE LOCATIONS

- 13 Fire Stations
- 3 Planned to be Double Company Stations
- 1 Main Law Enforcement Center
- 2 Police Substations



VALUES

- Development (quality, functional, safe, and aesthetically pleasing)
- Predictability of outcome (offer and promote a great regulatory framework)
- Stewardship (not tolerating bad attitudes nor low performers)
- Results driven, not process driven (less legalism)



SURVIVING TODAY

- State law changes
- Property/Development rights
- Annexation
- CCN De-certifications easier
- Remaining nimble
- Be solution minded – Simplify it!



CELINA'S APPROACH

- Leverage needs/goals/obligations to create synergy
- Magic Shell Game with infrastructure & fees
- Anything remaining to City in Capital Recovery Fees (not impact fees)
- Tax stack options (PID, in-city MUD if negotiating into city limits, MMD)



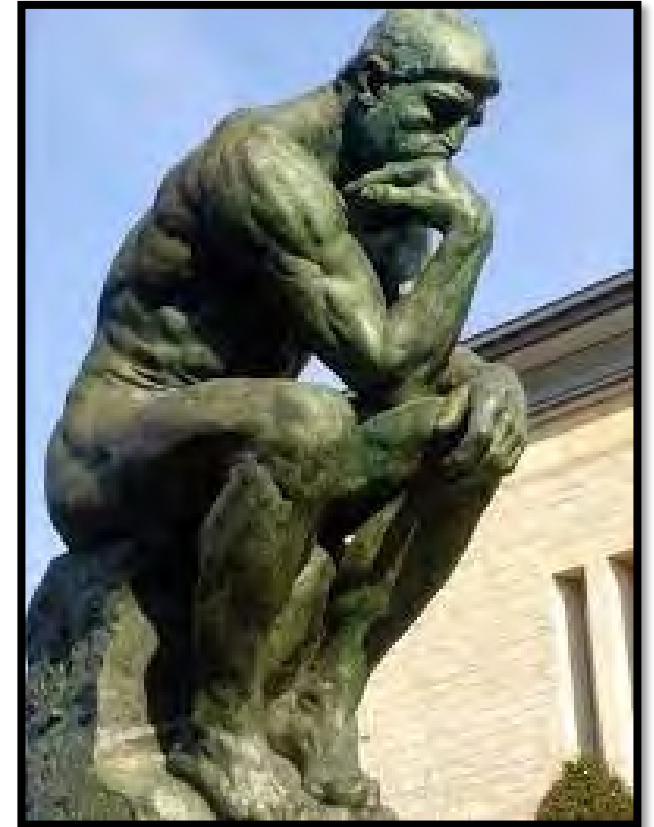
PIDS – WHY?

- They expire
- Same costs are passed to the ultimate consumer, regardless
- Allows the city to negotiate improved amenities, design standards, and trails
- Accelerates development by bridging structural gaps in the financing of a project



ANNEXATIONS – WHY?

- State law does not allow counties to meaningfully regulate development (e.g. Texas counties cannot zone)
- Unregulated development negatively impacts property values
- First responders are placed at risk when responding to ETJ development without basic safety features and designs



ANNEXATIONS – WHY?

- Places more infrastructure burden on the development community
- Ensures more orderly growth (i.e. adherence to long-range plans)
- **City tax-payers subsidize services and infrastructure to the ETJ**
- Helps maintain a lower tax rate



LIFE HACKS FOR THE DAIS

- Easy wrong v. Hard right decision making
- Anticipate much public input to be emotional/fear based
- Maintain altitude (40,000-foot community perspective)
- Policy direction – not administration (i.e. not designing from the dais)





Reinvestment Zone No. 3, Public Improvement District City of North Richland Hills

Tarrant County TIF Participation Request



2004 - Decline & Closure

NRH





2007 - Demolition

NRH





2008 - 2016

NRH

- Pursuit of Uses
 - Big box retail, shopping center, power center
 - Hotels & Entertainment
- Situation
 - Proximity to NE Mall
 - Online Shopping
 - North Tarrant Express Construction
 - Great Recession
- City Hall Relocation
 - 2016



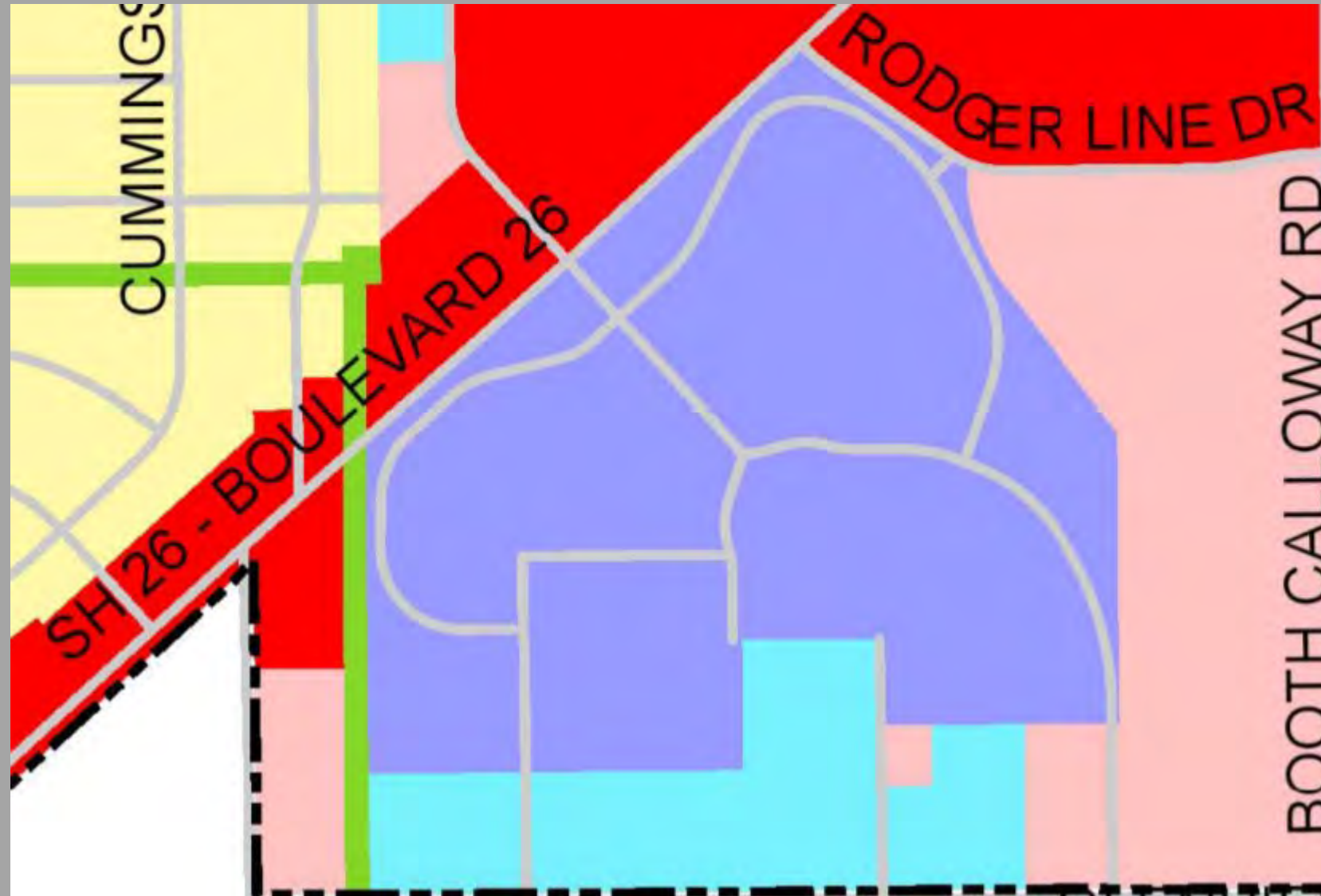


2017 - 2018

NRH



- Citywide Strategic Plan Committee
- Updated Comprehensive Plan
- Mixed Use / Urban Village





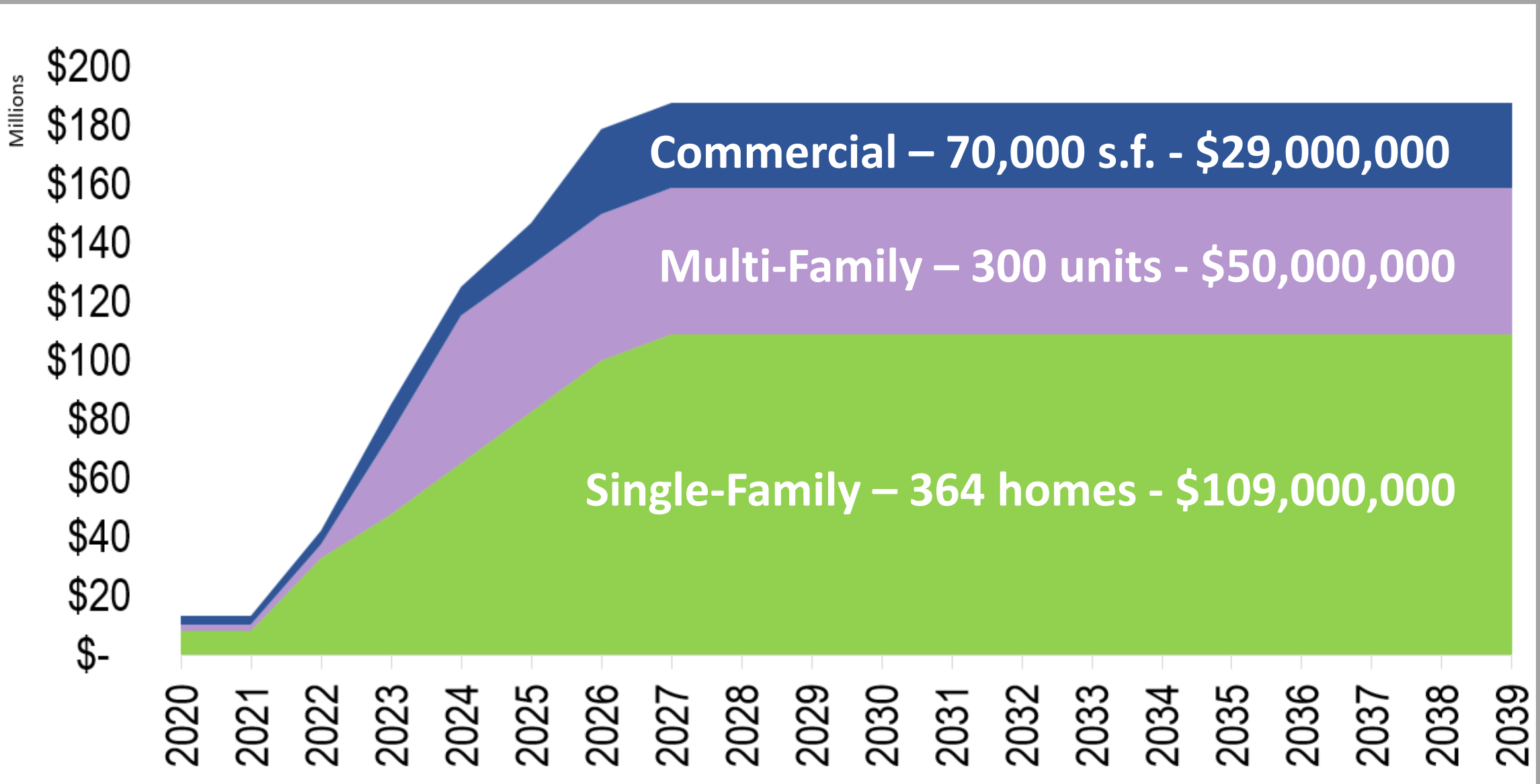
City Point - Mixed Use Development

- 364 single family homes
- 300 to 600 multi-family units
- 70,000 s.f. commercial space
- Hotel





Anticipated Development & Tax Value





City Justification for TIF & PID Support

- Catalyst for redevelopment & revitalization
- Significant cost hurdle To 1) demolish/abandon past infrastructure and 2) construct new infrastructure
- Ensure a quality mixed-use development
- Accelerate development schedule
- Spur economically sustainable commercial uses



Size: 52.85 acres

Term: 30 years

Public Improvements: Streets, Water,
Sewer, Drainage & Park Amenities

Project Cost: \$12,605,498

**Reinvestment Zone Number Three
City of North Richland Hills, TX
PUBLIC IMPROVEMENT COSTS**

<u>PUBLIC IMPROVEMENTS</u>	<u>Amount</u>	<u>Year</u>
Earthwork ¹	\$ 323,134	1
Engineering ¹	\$ 550,000	1
Construction Staking ¹	\$ 149,231	1
Maint. Bond ¹	\$ 132,057	1
District Formation Costs ¹	\$ 505,000	1
Prefunding of Prepayment Reserve ²	\$ 62,725	1
Capitalized Interest ²	\$ 565,431	1
Debt Service Reserve Fund ²	\$ 992,035	1
Cost of Issuance ²	\$ 689,975	1
Underwriter Discount ²	\$ 376,350	1
Water ¹	\$ 1,109,450	2
Sanitary Sewer ¹	\$ 820,450	2
Storm Drain ¹	\$ 1,242,250	2
Paving ¹	\$ 4,373,950	2
Public Park Improvements ¹	\$ 320,000	2
Contingency ¹	\$ 393,460	2
<u>TOTAL COSTS</u>	<u>\$ 12,605,498</u>	

1) Source: Ion Design Group Opinion of Probable Cost dated August 7, 2019.

2) Source: Hilltop Securities Preliminary Financial Plan dated September 12, 2019.
Subject to change.








City Point PID (Public Improvement District)

NRH





City PID Working Team

Function	Entity	Lead
TIF Consultant	 <i>P3-Works</i>	<ul style="list-style-type: none">Mary Petty, PartnerTrent Petty, Partner
Financial Advisor	 <i>Hilltop Securities</i>	<ul style="list-style-type: none">Nick Bulaich, Managing DirectorAdam LanCarte, Vice President
Bond Counsel	 <i>Norton Rose Fulbright</i>	<ul style="list-style-type: none">Paul Braden, Head of Public Finance
Bond Underwriter	 <i>FMS Bonds</i>	<ul style="list-style-type: none">Tripp Davenport, DirectorRobert Rivera, Director
Underwriter Counsel	 <i>Winstead Attorneys</i>	<ul style="list-style-type: none">Drew Sloane, Shareholder



Financing of Public Infrastructure

- Public Improvement District (PID) Bonds
 - Secured by property as collateral
 - Repayment of PID Bonds only by property owners within the PID

RECEIPT #: 93425982 CHECK #: 00029439 DEPOSIT #: 202301205519-2022/TARRANTCOUNT

YEAR	TAXING ENTITIES	TAXABLE VALUE	TAX RATE PER \$100	PAY TYPE	DATE PAID	BASE TAX PAID	PENALTY & INTEREST PAID
2022	N RICHL HILLS	\$52,500.00	0.547972	L	01/20/2023	\$287.69	\$0.00
2022	TARRANT COUNTY	\$52,500.00	0.224000	L	01/20/2023	\$117.60	\$0.00
2022	T C HOSPITAL	\$52,500.00	0.224429	L	01/20/2023	\$117.83	\$0.00
2022	T C COLLEGE	\$52,500.00	0.130170	L	01/20/2023	\$68.34	\$0.00
2022	BIRDVILLE ISD	\$52,500.00	1.279800	L	01/20/2023	\$671.90	\$0.00
2022	NRH PID #1A	\$52,500.00	0.000000	PID	01/20/2023	\$221.49	\$0.00
2022	NRH PID #1B	\$52,500.00	0.000000	PID	01/20/2023	\$1,213.21	\$0.00

AMOUNT TENDERED \$2,698.06
AMOUNT PAID - THANK YOU!
BASE TAX \$2,698.06
TOTAL PAID \$2,698.06

- Insulates City and County liability
 - Not issuing CO's or GO's which are backed by full faith and credit of the Municipality
 - No TIF Bond issuances contemplated

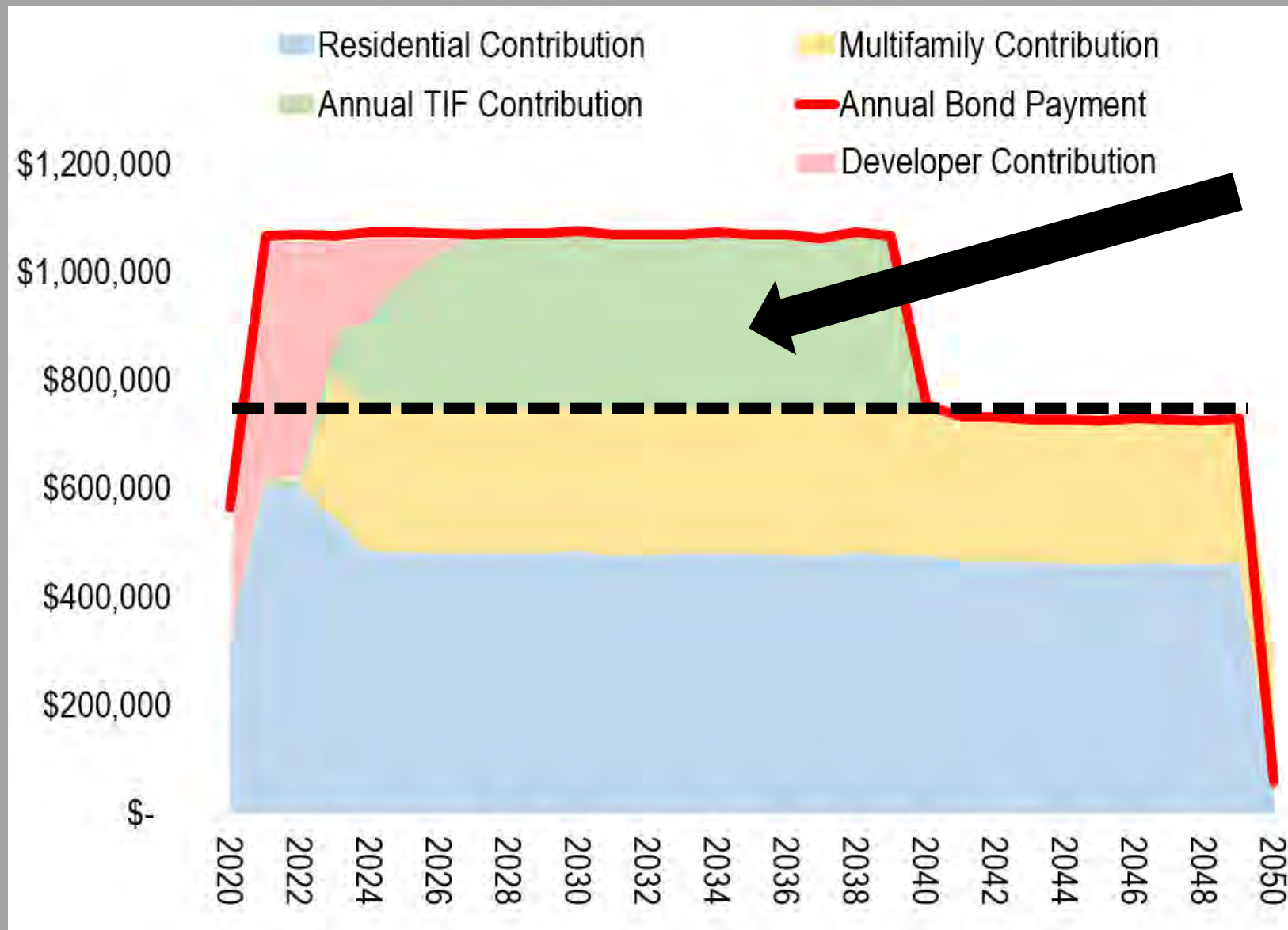


Relation of TIF & PID

- TIF funds Public Infrastructure
 - TIF Funds used to buy down property owner's PID Bond debt service payments to acceptable market conditions
 - Credit towards PID Annual Installment
- PID funds Public Infrastructure
 - PID Bond proceeds used to reimburse Developer for installation of Public Infrastructure
 - PID Annual Installment paid by property owner for PID Bond debt service payment



PID Financial Plan





City TIF Participation

- 20 year period
- 25% of tax increment (45% of M&O tax rate)
- Not to exceed \$4,200,000
- **Projects Costs** (Public Infrastructure associated with the City Point Development)
 - Roads
 - Water
 - Sanitary Sewer
 - Storm Drain
 - Landscaping, Entryway, Open Space, and Park Improvements
 - Soft Costs
- \$12,500,000 net 20 year property tax benefit

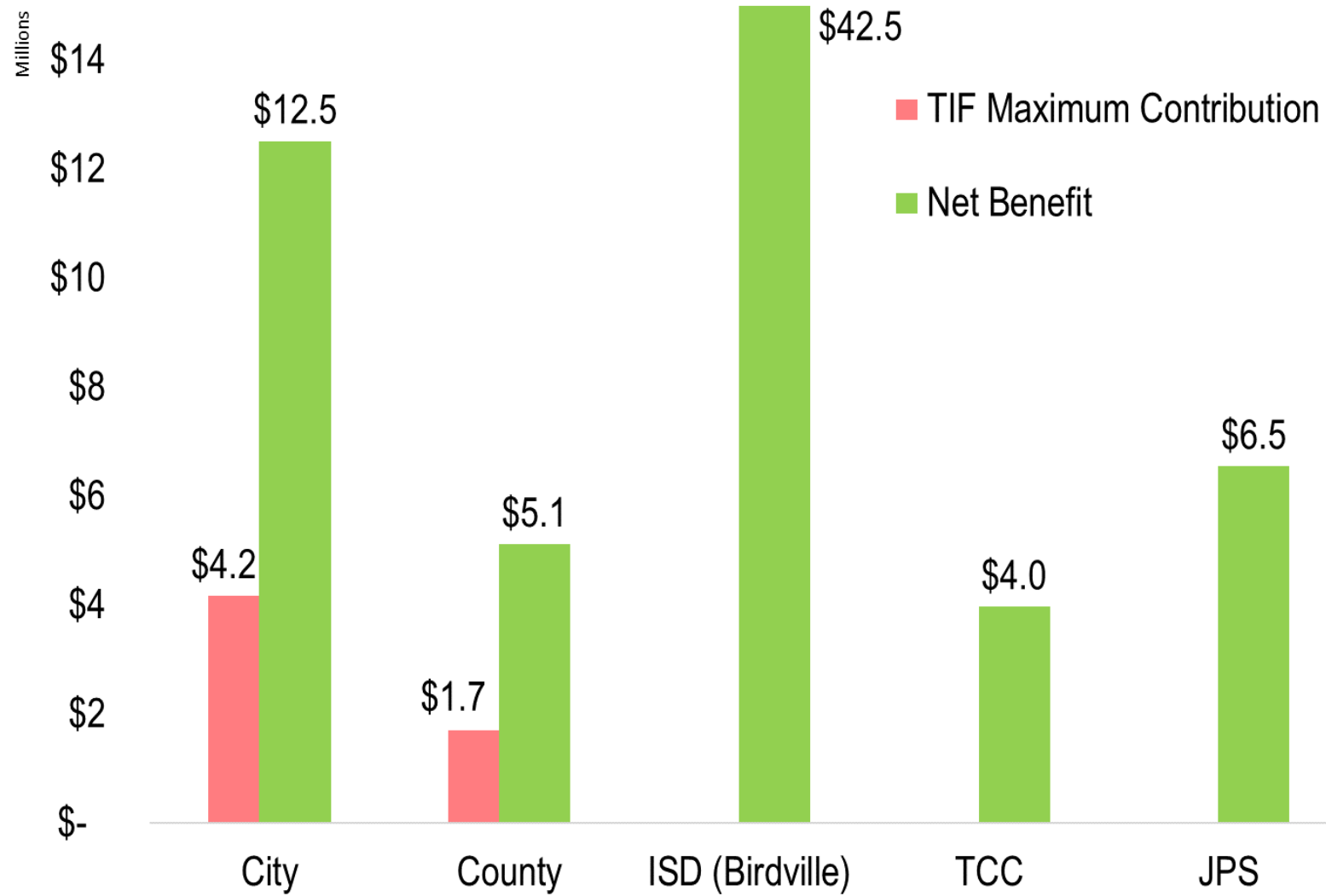


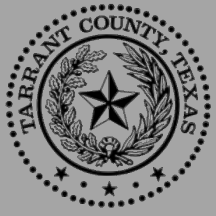
County Participation

- 20 year period
- 25% of tax increment
- Not to exceed \$1,700,000
- **Projects Costs** (Public Infrastructure associated with the City Point Development)
 - Roads
 - Water
 - Sanitary Sewer
 - Storm Drain
 - Landscaping, Entryway, Open Space, and Park Improvements
 - Soft Costs
- \$5,100,000 net 20 year property tax benefit



TIF Net Benefit





City Point – April to June 2020

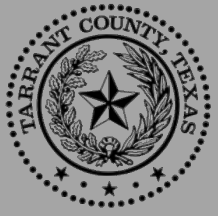




City Point – April 2022

NRH





City Point – August 2022

NRH





City Point – March 2023





Roadway Impact Fees in McKinney

Land Use – Transportation
Task Force

April 2023

Impact Fees 101

The Fundamentals

What are Impact Fees?

- One-time fee for new development
- Mechanism to recover infrastructure costs required to serve new growth
- ‘Rough Proportionality with mathematical exactitude’
 - Legal way to collect a flexible fee for infrastructure
- Governed by Chapter 395 of the Texas Local Government Code; Established in Texas in 1987

Impact Fees 101

The Fundamentals

Impact Fees in McKinney

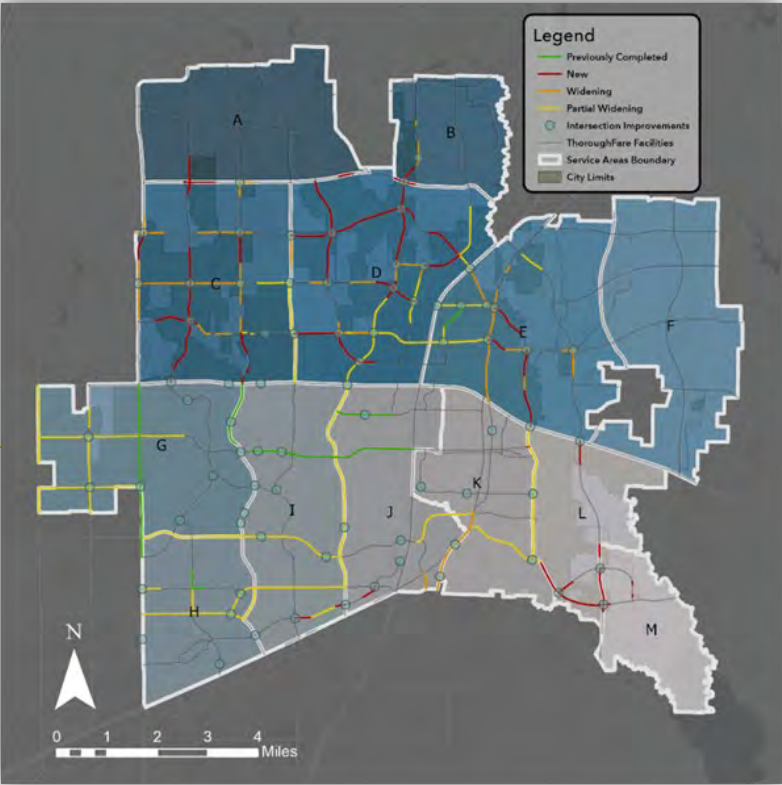
- In McKinney, impact fees are used for:
 - Water
 - Wastewater
 - Roadway
- Capital Improvements Advisory Committee
 - Designated as Planning and Zoning Commission, plus one representative from the ETJ.

Terminology

- Service Areas
- Land Use Assumptions
- Service Units
- Capital Improvements Plans
- Maximum Assessable Fee
- Collection Rate

Why Impact Fees?

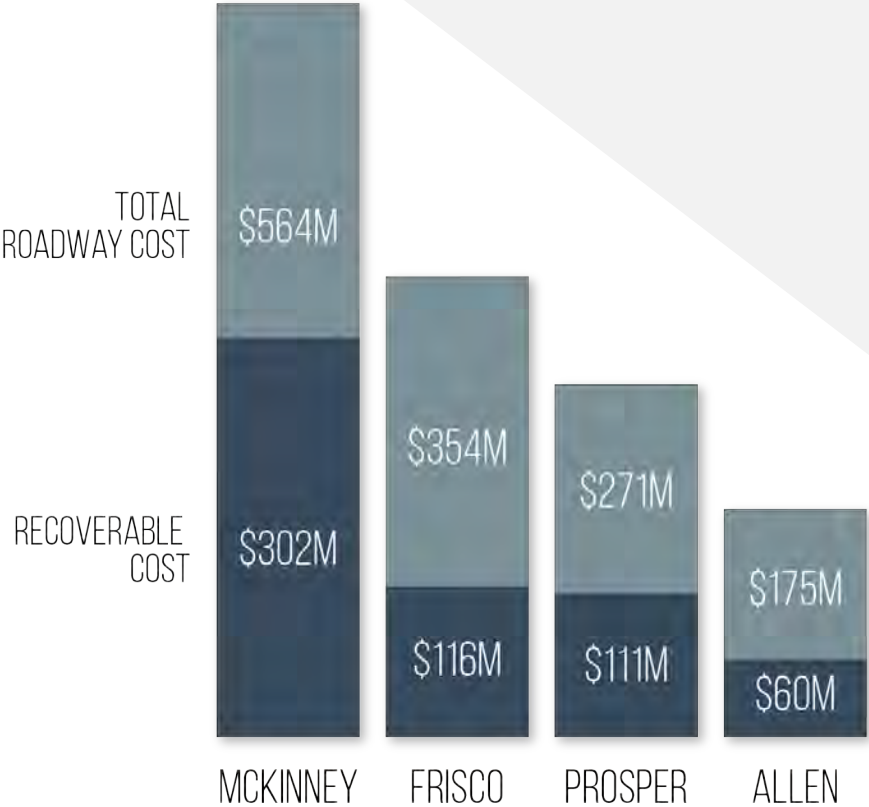
Growing Infrastructure Needs



McKinney Planning Area



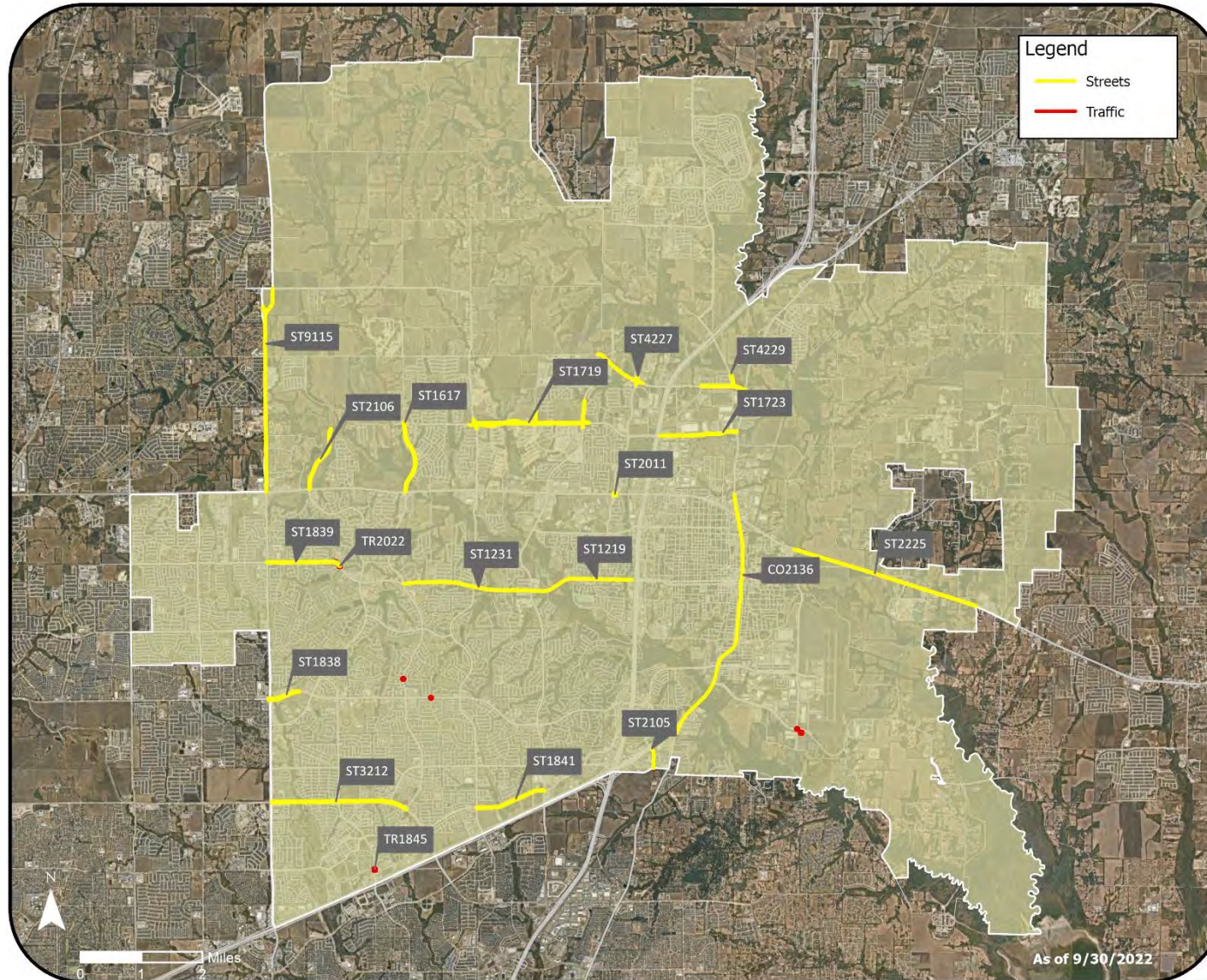
Planning Area Square Miles



Roadway Improvement Plan + Recoverable Costs



Roadway Impact Fees Collected



Active Roadway Impact Fee Projects



Thank You.



Jennifer Arnold, AICP – Director of Planning



972.547.7378



jarnold@mckinneytexas.org



www.mckinneytexas.org/impactfees

April 20th

Why is this Important?



Infrastructure costs greatly exceed traditional tax and fee collection rates in fast-growing cities



Federal and State funding for infrastructure no longer keeps up with the need



Texas law does not allow for growth management or concurrency



Funding mechanisms for infrastructure (especially transportation) are limited in Texas



Should “growth pay for growth”?

Regional Observation

- Smoothing of Fees? Same Rate Everywhere?
- What about annexations?
- How do we account for inflation?
- What about maintenance?



Fort Worth Impact Fee History

Adopted in 2008

Collection rate set at \$2,000 per Single Family house
Discounted fees for non-residential uses and East Fort Worth

Updated in 2013

Collection rate raised to \$3,000 per Single Family house
Previously set discounts continued

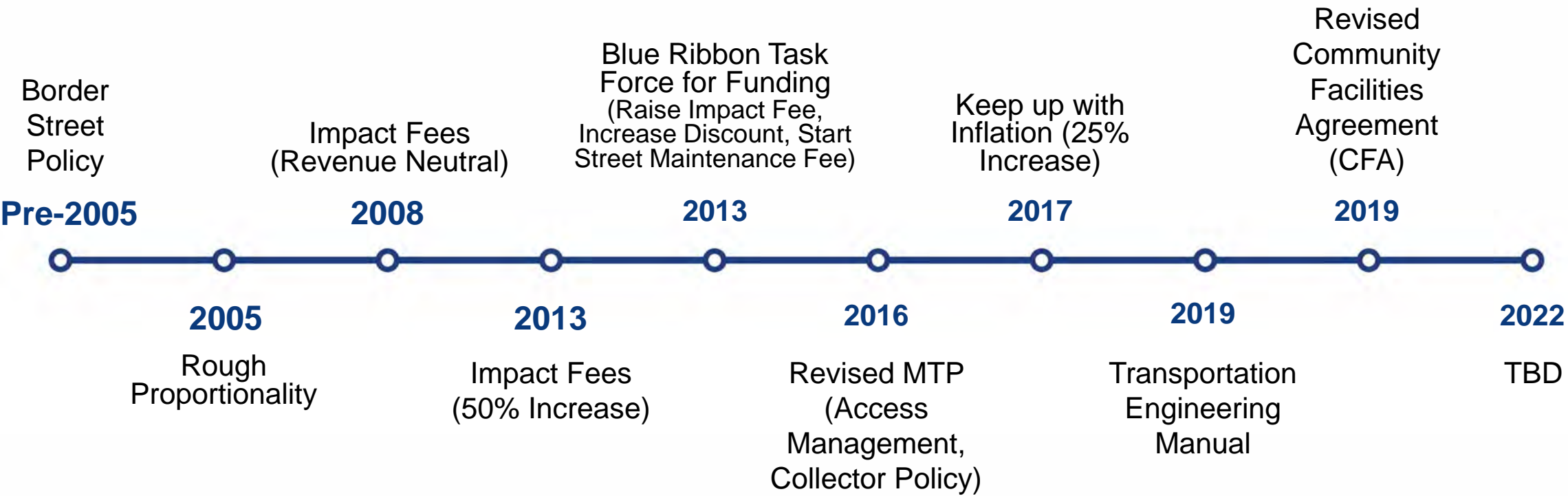
Updated in 2017

Collection rate raised to \$3,750 per Single Family house
Previously set discounts continued

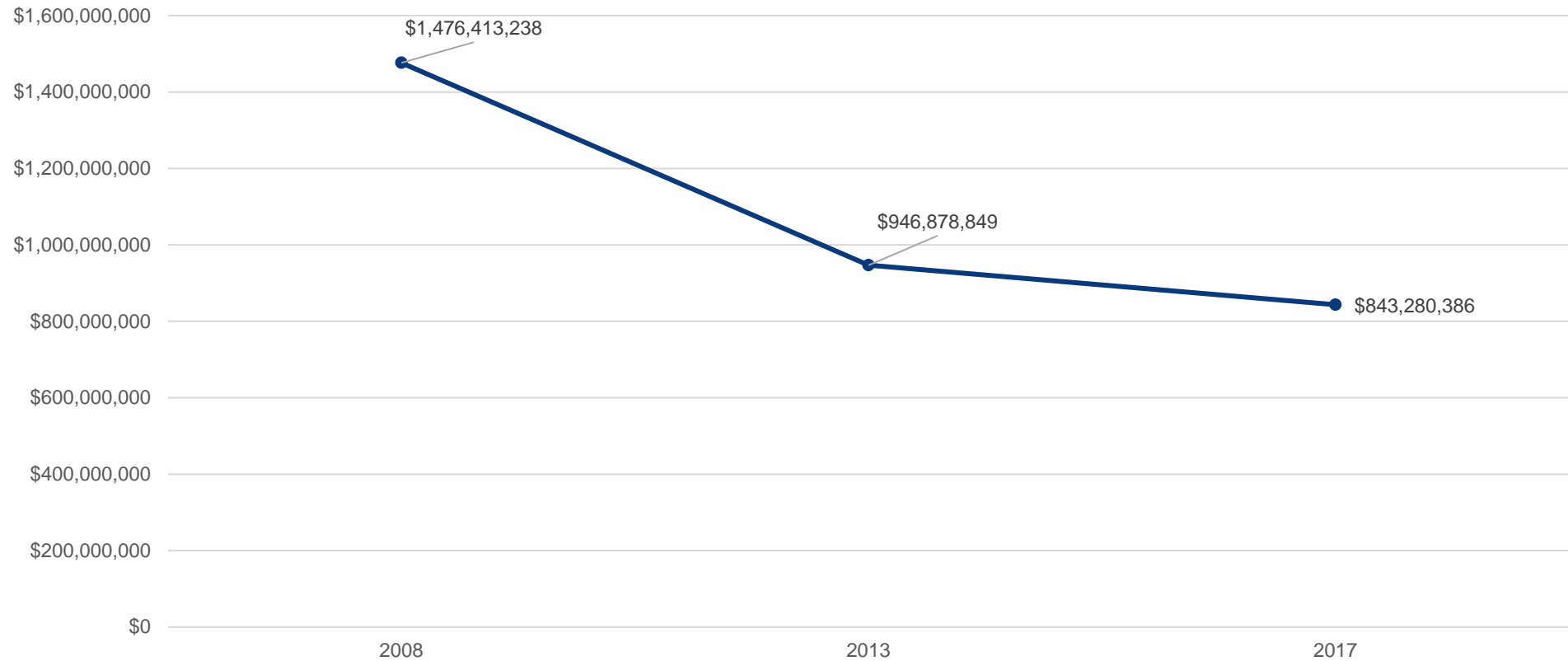
Current Update (2022)

Set to be considered by council for adoption on 10/25
Staff recommends 80% of max fee to be collected, with
discount for non-residential uses
Updates to other discounts being considered

History of Partnership



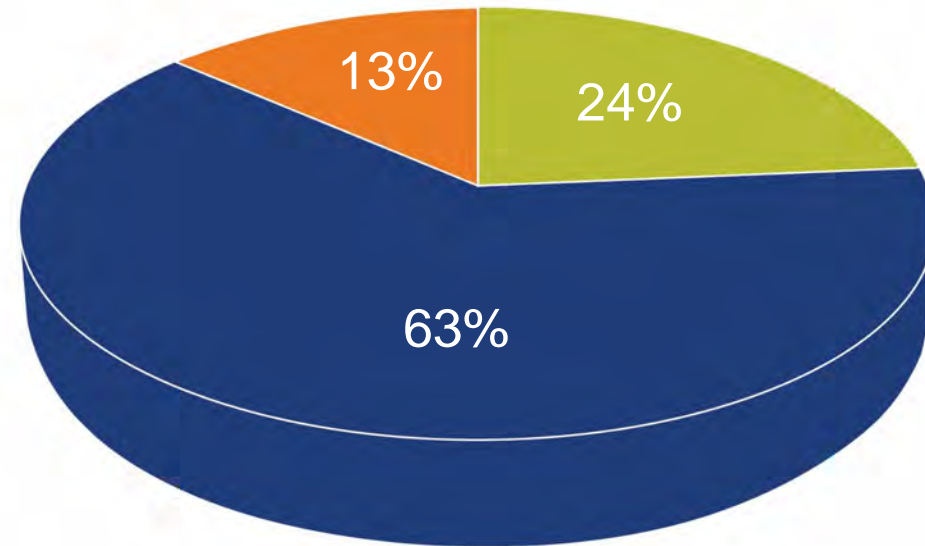
Roadway Funding Needs Over Time (2017 Dollars)



2017 to 2022 Thoroughfare Construction

Service Area	Length (Ft)	Length (Mi)	Lane-Miles	Developer Cost	City Funds (Bond or Pay/GO)	Transportation Impact Fee Use	Total Cost
A	14,753.5	3.6	13.4	\$2,695,587.25	\$19,354,258.73	\$600,000.00	\$22,649,845.98
B	10,174.4	4.0	13.4	\$4,999,075.80	\$29,408,892.47	\$5,888,000.00	\$40,295,968.27
C	2022.5	0.5	2.1	\$0	\$11,264,302.08	\$2,881,678.76	\$14,145,980.84
D	12,567.8	2.9	10.1	\$11,375,006.85	\$17,408,856.29	\$6,008,939.00	\$34,792,802.14
E	5,070.2	1.1	2.2	\$2,787,593.16	\$0	\$0	\$2,787,593.16
F	825.0	0.2	0.4	\$0	\$3,386,173.23	\$3,455,900.33	\$6,842,073.56
G	9,635.4	2.3	9.3	\$853,092.80	\$20,738,523.46	\$5,020,500.00	\$26,612,116.26
L	8,920.5	1.7	6.8	\$0	\$556,185.02	\$0	\$556,182.02
M	1,215.1	0.2	0.7	\$2,372,054.30	\$0	\$0	\$2,372,054.30
S	18019.7	4.8	15.2	\$8,012,766.26	\$0	\$2,510,247.12	\$13,033,260.50
U	5180.8	1.4	4.2	\$1,400,161.61	\$418,164.12	\$0	\$1,818,325.73
V	2576.8	0.5	0.9	\$1,286,210.93	\$0	\$0	\$1,286,210.93
W	2281.7	0.4	1.7	\$2,142,422.16	\$0	\$0	\$2,142,422.16
X	4730.7	1.6	3.6	\$3,037,598.27	\$0	\$0	\$3,037,598.27
Y	26057.4	6.5	17.2	\$4,600,207.95	\$22,331,928.34	\$500,000.00	\$26,932,190.29
Z	4478.1	1.1	3.3	\$1,397,817.78	\$2,664,029.15	\$1,301,493.84	\$4,061,846.93
TOTAL	141,486.1	34.8	109.2	\$49,049,118.91	\$129,623,449.89	\$28,166,759.05	\$206,839,327.85

2017 to 2022 Completed Thoroughfare Construction

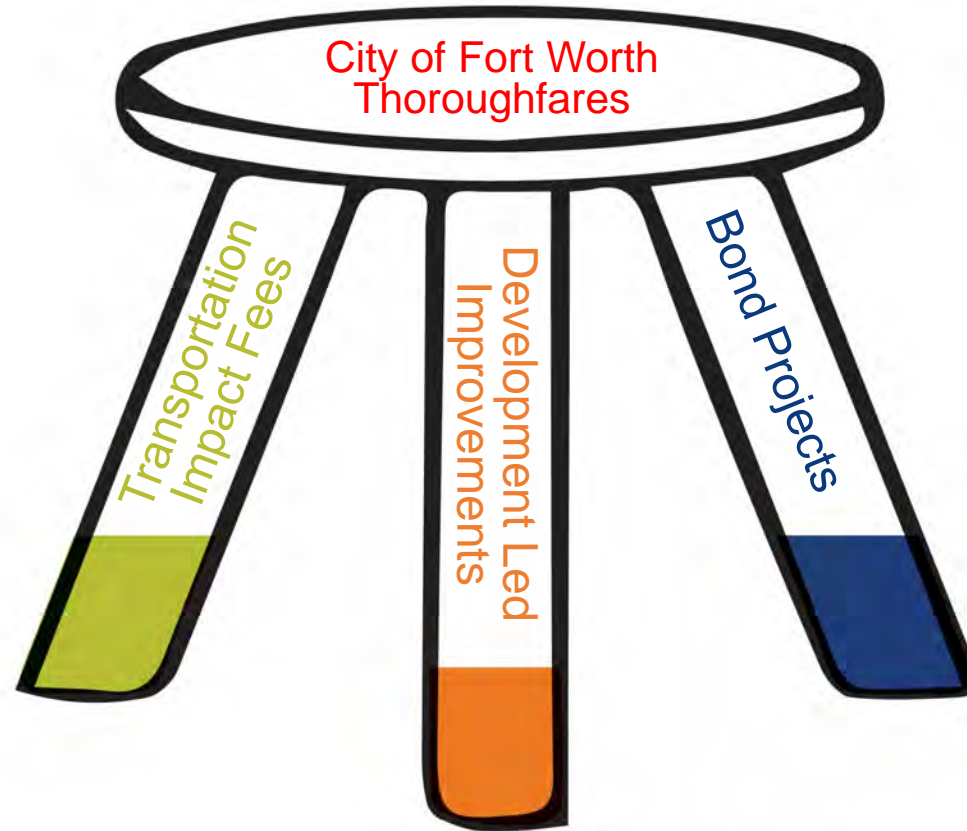


■ Developer Construction

■ City Funds

■ Impact Fees

Transportation Improvement Funding



Paying for Growth – It's a Partnership



Development within a city is a partnership between the City, Developers, and the Business Community



Development should “pay its fair share”

- Right-of-way dedication, street construction, intersection improvements, etc.
- Fair Share = developer should be responsible for mitigating their projects impact on the transportation system.
- i.e., If your subdivision takes up two lanes of traffic, you are responsible for building it.



Developers are not responsible for existing conditions



Announcements

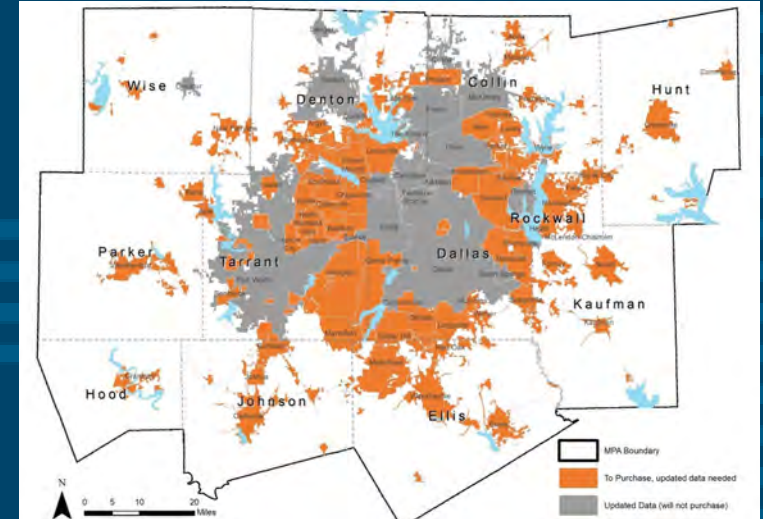
Regional Sidewalk Data

About the layer:

- Centerline GIS features, existing sidewalk, marked crosswalks in some jurisdictions
- 159 cities (2021 population over 1,000 population Metropolitan Planning Area)
- Data source: digitized from NCTCOG SDCP 2021 aerial imagery / shared data existing cities sidewalk layers
- For background and data content email tliska@nctcog.org

How to get data for your city:

- Only local governments eligible to receive data
- Email request to (James McLane) - jmclane@nctocg.org
- Complete NCTCOG data license agreement



HUD Thriving Communities Technical Assistance (TCTA)

Overview

Provides local governments with technical assistance to integrate housing into larger infrastructure projects

Program focuses on integration of housing and transportation planning to support disadvantaged communities

Applicant Info:

Applications accepted on rolling basis (review began on 3/15/23)

No direct funding given to local governments; technical assistance only

Priority will be given to jurisdictions with populations of less than 250,000 people

MPO Role:

MPO could review regional transportation and housing needs and investments to see which local governments may benefit from TCTA

Could offer data or other support to a local government that requests TCTA



Focus North Texas

RE-SCHEDULED

May 12, 2023 - GREAT WOLF LODGE, GRAPEVINE, TX

A regional training and continuing education event for city planning-related topics

<https://www.focusnorthtexas.com/>



Federal Grant Opportunities

Upcoming and anticipated dates of U.S. Department of Transportation funding opportunities

Date	Grant
<u>Due:</u> July 10, 2023	Safe Streets and Roads for All Grant Program
May 2023	Transit-Oriented Development Pilot Program
Spring 2023	Multimodal Project Discretionary Grant Opportunity (Mega, INFRA, and Rural)
Late Spring 2023	Reconnecting Communities Program and Neighborhood Access and Equity Grant Program

<https://www.transportation.gov/bipartisan-infrastructure-law/key-notices-funding-opportunity>



Sustainable Development is Hiring

Bicycle/Pedestrian Planners



[Transportation Planner I – Bicycle/Pedestrian Coordination \(Hybrid\) - \(1232\) \(hrsmart.com\)](#)

[Transportation Planner II – Bicycle/Pedestrian Coordination \(Hybrid\) - \(1233\) \(hrsmart.com\)](#)

[Senior-Level Bicycle and Pedestrian Planner \(Hybrid\) - \(1226\) \(hrsmart.com\)](#)

Parking Management/ TOD Planner



[Transportation Planner II - Coordinated Land-Use and Transportation Parking Management \(Hybrid\) - \(1172\)](#)

Please share these opportunities with your network



After Today's Meeting

Feedback Survey

<https://forms.office.com/r/8pLxtqMqap>



Access Meeting Recording and Slides

www.NCTCOG.org/LUTTF

CONTACT US



Karla Windsor, AICP
Senior Program Manager

kwindsor@nctcog.org

Shawn Conrad , PhD
Principal Planner

sconrad@nctcog.org

Travis Liska, AICP
Principal Planner

tliska@nctcog.org

Sydnee Mangini
Transportation Planner

smangini@nctcog.org