

INFRA Discretionary Grant Program

Proposed NCTCOG Projects

1

- Staff proposes the Regional Transportation Council (RTC)/North Central Texas Council of Governments (NCTCOG) submit the following projects:

Project	Matching Funds		Proposed INFRA Request	Total Project Cost
	RTC	Other Agency		
North Texas Multimodal Operations, Velocity, Efficiency & Safety (MOVES) Program	\$5 Million (Engineering)	\$42 Million	\$58 Million	\$105 Million
IH 30 Rockwall County – Lake Ray Hubbard Bridge	N/A	\$114 Million ¹	\$100 Million	\$214 Million
North Texas Partnership Toward National Highway System (NHS) Bridge Performance Goals	\$10 Million	\$67 Million ¹	\$113.1 Million	\$190.1 Million

1. Combination of Local, Regional, State, or other Federal funds.

Proposed NCTCOG Projects – INFRA

North Texas MOVES Program

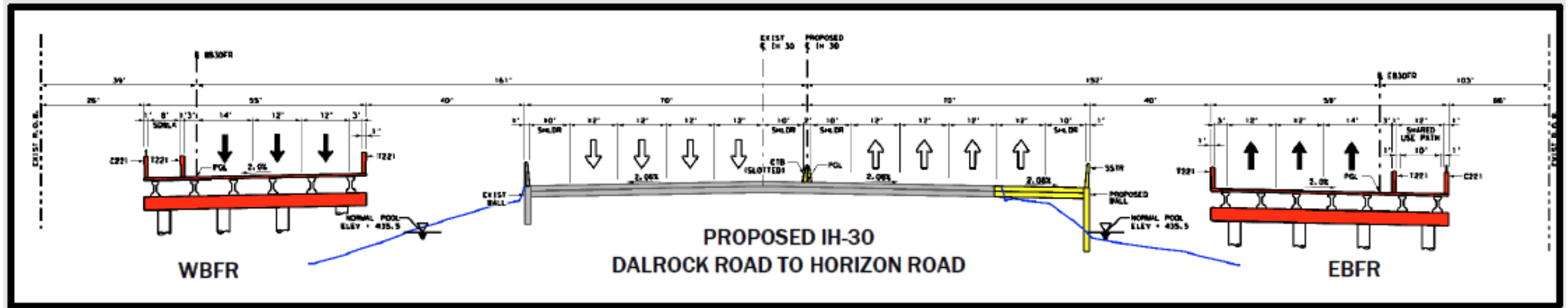
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Proposed NCTCOG Projects – INFRA

IH 30 Rockwall County – Lake Ray Hubbard Bridge

3



- Build 3-lane frontage roads (shown in red) in each direction between Dalrock Road and Horizon Road – **completes full 4-mile Lake Ray Hubbard crossing**
- Barrier-separated 8-foot sidewalk (westbound) and 12-foot shared-use path (eastbound) per Mobility 2045 Plan Veloweb recommendations
- Ultimate interchanges at Dalrock Road, Horizon Road, and FM 740
- Sets stage for future general purpose lane improvements (shown in yellow)

Proposed NCTCOG Projects – INFRA

North Texas Partnership Toward NHS Bridge Performance Goals

4

- From November 2018 RTC Action (Agenda Item #4):
 - ▣ “NCTCOG supports TxDOT statewide 2022 ‘Good/Poor Condition’ targets for National Highway System (NHS) bridges”
 - ▣ “Collaboration with TxDOT to plan and program projects contributing toward accomplishment of bridge goals will also including the following action: NCTCOG will focus on expedited programming to improve NHS bridges in poor condition”

State of Texas		
Bridges*	2018 Baseline	2022 Target
Good Bridge Condition		
All National Highway System Facilities	50.63%	50.42%
Poor Bridge Condition		
All National Highway System Facilities	0.88%	0.80%

* Based on total deck area.

Proposed NCTCOG Projects – INFRA

North Texas Partnership Toward NHS Bridge Performance Goals

5

Facility Carried	Feature(s) Crossed	County	Allocated Funds	INFRA Grant Request	Project Cost
SH 310	S. Lamar St, Budd St, & UP R/R	Dallas	\$9,639,588.60	\$6,426,392.40	\$16,065,981.00
Loop 12 NB to IH 35E NB	IH 35E SB	Dallas	\$0.00	\$1,782,995.76	\$1,782,995.76
St. Francis Ave NB	IH 30	Dallas	\$5,000,000.00	\$20,000,000.00	\$25,000,000.00
St. Francis Ave SB	IH 30	Dallas	\$5,000,000.00	\$20,000,000.00	\$25,000,000.00
FM 3163 (Milam Rd)	IH 35	Denton	\$0.00	\$30,000,000.00	\$30,000,000.00
US 80 EB	East Fork Trinity River	Kaufman	\$5,930,620.80	\$3,953,747.20	\$9,884,368.00
FM 460	US 80	Kaufman	\$4,689,155.40	\$3,126,103.60	\$7,815,259.00
IH 30 WB	FM 1903	Hunt	\$15,369,780.00	\$10,246,520.00	\$25,616,300.00
IH 30 EB					
IH 30	FM 1565 O-P	Hunt	\$25,616,300.00	\$3,000,000.00	\$28,616,300.00
IH 35W NB	IH 35W SB Alvarado Exit	Johnson	\$4,300,000.00	\$3,600,000.00	\$7,900,000.00
US 180	Dry Creek	Parker	\$1,500,000.00	\$1,000,000.00	\$2,500,000.00
US 287 NB	Carey Street	Tarrant	\$0.00	\$5,000,000.00	\$5,000,000.00
US 287 SB	Lancaster Ave	Tarrant	\$0.00	\$5,000,000.00	\$5,000,000.00
TOTAL (14 Bridges)			\$77,045,444.80	\$113,135,758.96	\$190,181,203.76

2017-2018 CMAQ/STBG* FUNDING: REGIONAL/AIR QUALITY AND MANAGEMENT AND OPERATIONS PROGRAMS

Surface Transportation Technical Committee

February 22, 2019

* Congestion Mitigation and Air Quality Improvement Program/Surface
Transportation Block Grant

CMAQ/STBG FUNDING PROGRAMS

STATUS

PROGRAM

- ☑ Federal/Local Funding Exchanges
- ☑ Automated Vehicle Program
 - ☑ Round 1 ☑ Round 2
- ☑ Strategic Partnerships
 - ☑ Round 1 ☑ Round 2 ☑ Round 3/Intersection Improvements/MTP Policy Bundle
- ☑ Planning and Other Studies
- ☑ 10-Year Plan/Proposition 1 Adjustments
- ☑ Sustainable Development Phase 4: Turnback Program, Context Sensitive, Transit Oriented Development (TOD) Projects
- ☑ Transit Program
- Assessment Policy Programs/Projects
- ☑ Local Bond Program Partnerships
- ☑ Safety, Innovative Construction, and Emergency Projects
- Management and Operations (M&O), NCTCOG-Implemented, & Regional/Air Quality Programs

☑= Project Selection Completed ■ = Program Partially Completed ■ = Pending STTC/RTC Approval

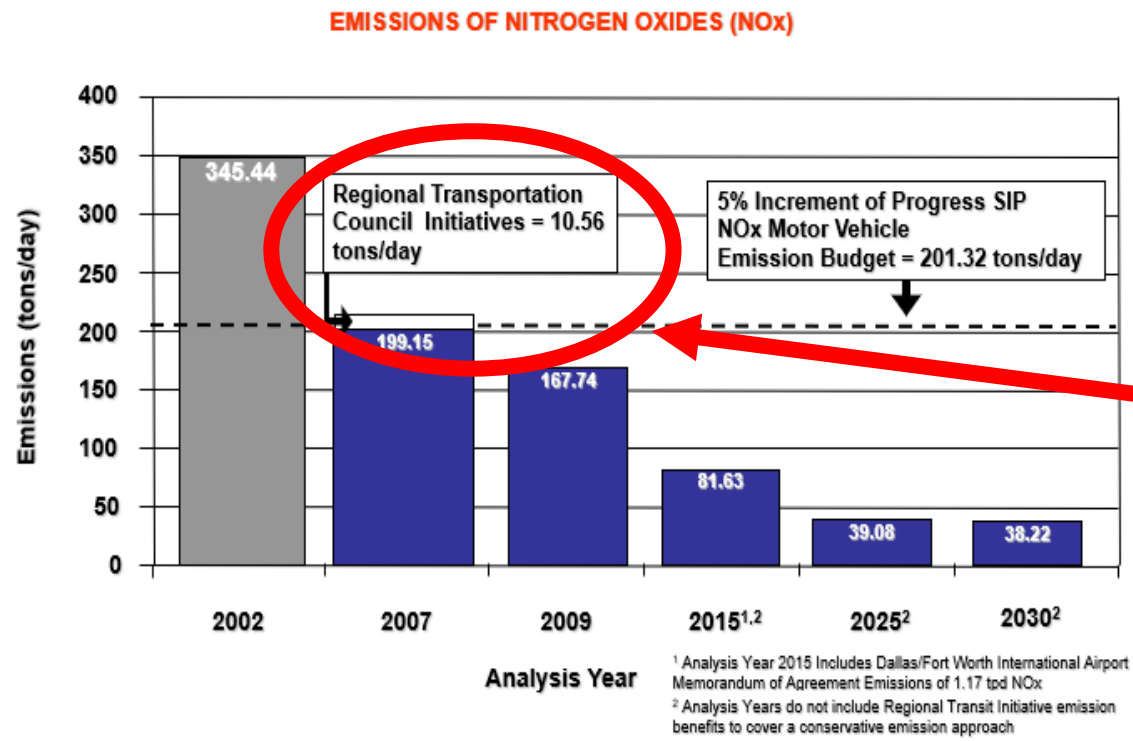
BACKGROUND

- Surface Transportation Technical Committee (STTC) and Regional Transportation Council (RTC) typically consider extending existing and funding new Air Quality and Management and Operations projects/programs every few years
- Last review occurred in 2014-2015 and projects were funded through Fiscal Year (FY) 2018
- Using Transportation Improvement Program (TIP) Action last year, projects were extended into FY 2019 if carryover funds were insufficient

PURPOSE AND NEED

- Ensures that programs and projects continue without interruption in FY 2020-2022
- Enables staff to respond to certain planning and implementation assistance requests (e.g., environmental justice and data collection efforts)
- Assigns resources for RTC priorities
- Improves air quality initiatives

IMPORTANCE OF REGIONAL AIR QUALITY AND M&O PROJECTS



- Air Quality Conformity test results must be below EPA's Motor Vehicle Emission Budget (MVEB)
- Previous Regional Transportation Council Initiatives (air quality projects and programs) have allowed region to pass Conformity
- Upon MVEB reset, which is scheduled for later this year, Conformity approval is uncertain and these programs can help tip the scales

PROGRAM AND PROJECT TYPES

- **Regional/Air Quality**

(Vanpool Program, Clean Air Programs/Projects, Traffic Signal Retiming, etc.)

- **Management & Operations**

(Mobility Assistance Patrol, Transit Operations, etc.)

- **Regional Projects/Programs**

(Aviation, Freeway Incident Management, Data Collection, etc.)

SUMMARY OF PROPOSED FUNDING

Funding Category	RTC Share (\$ in Millions)
CMAQ	\$7.90
STBG	\$52.83
Regional Toll Revenue (RTR)	\$4.74
RTC Local	\$1.93
Subtotal	\$67.40
Funds Proposed for Removal*	(\$1.27)
Net Additional Funds Being Requested	\$66.13

*This funding will be used to offset funds requested in overall program. Please reference mailout for a list of projects from which staff is proposing to remove funding.

ADDITIONAL DETAILS ON PROPOSED FUNDING

- Funding is being requested for fiscal years 2020-2022.
- \$15.41M of carryover funding from existing projects reduced the overall funding need.
- A portion of the requested funding is to be used by NCTCOG staff to implement regional projects and programs.
- The balance will be passed through to other agencies in the region (for projects like the Vanpool Program, Mobility Assistance Patrol, etc.).

Category of Expenditure	Funding Amount
NCTCOG-Implemented (staff time and consultants)	\$28.78M
Pass-Through to Local Transportation Agencies	\$37.35M
Total	\$66.13M

APPROVAL TIMELINE

Meeting/Task	Date
STTC Information	February 22, 2019
RTC Information	March 14, 2019
Public Meetings	March 2019
STTC Action	March 22, 2019
RTC Action	April 11, 2019

QUESTIONS?

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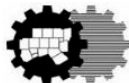
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2017-2018 CMAQ/STBG* FUNDING: ASSESSMENT POLICY PROGRAM

Surface Transportation Technical Committee
February 22, 2019

* Congestion Mitigation and Air Quality Improvement Program/
Surface Transportation Block Grant



North Central Texas
Council of Governments
Transportation Department

CMAQ/STBG FUNDING PROGRAMS

STATUS

PROGRAM

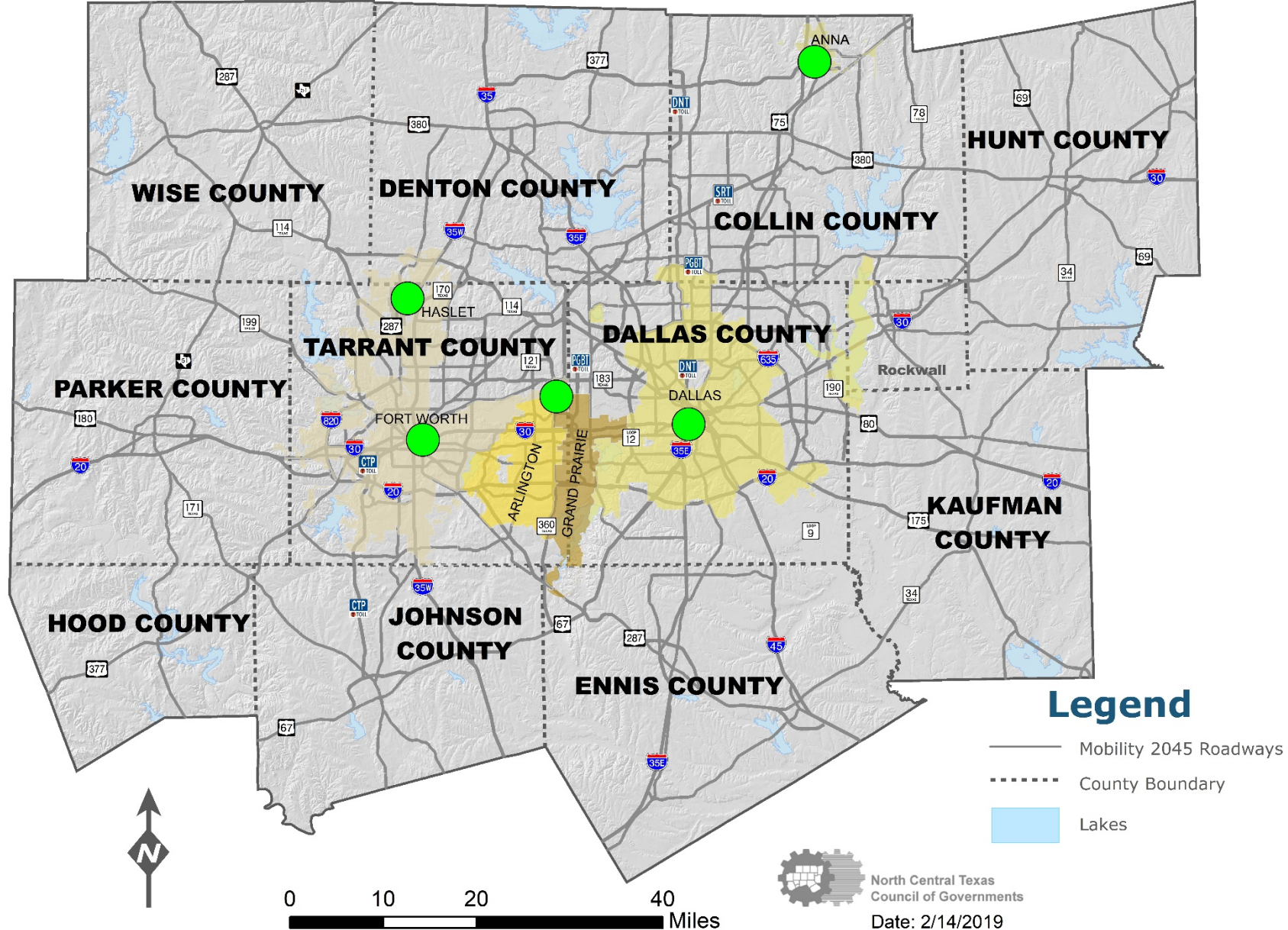
- ☑ Federal/Local Funding Exchanges
- ☑ Automated Vehicle Program
 - ☑ Round 1 ☑ Round 2
- ☑ Strategic Partnerships
 - ☑ Round 1 ☑ Round 2 ☑ Round 3/Intersection Improvements/Policy Bundle TDCs
- ☑ Planning and Other Studies
- ☑ 10-Year Plan/Proposition 1 Adjustments
- ☑ Sustainable Development Phase 4: Turnback Program, Context Sensitive, Transit Oriented Development (TOD) Projects
- ☑ Transit Program
- Assessment Policy Programs/Projects
- ☑ Local Bond Program Partnerships
- ☑ Safety, Innovative Construction, and Emergency Projects
- Management and Operations (M&O), NCTCOG-Implemented, and Regional/Air Quality Programs

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ASSESSMENT POLICY PROGRAM PROJECTS

Description/ Purpose	Implementation of a policy to assess the increased value of transportation improvements to adjacent property, so as development occurs along the project area the RTC is repaid for improvements funded along the corridor.
Initial Requests	• Ferguson Parkway in City of Anna • Avondale-Haslet Road in City of Haslet

Assessment Policy Program Project Locations



PROPOSED FUNDING SUMMARY

DRAFT

PROJECT	AGENCY	PROPOSED NEW RTC FUNDING ¹
Ferguson Parkway	City of Anna	\$1,072,481
SH 360 Frontage Road	TxDOT Fort Worth	\$10,192,426
Avondale-Haslet Road/Haslet Parkway/Intermodal Parkway	TxDOT Fort Worth	\$17,032,000
Butler Housing Project	City of Fort Worth	\$2,400,000
Dallas Central Business District (High-Speed Rail Station Area)/Oak Farms Project (Street Car, Roadway, Bike/Ped.)	City of Dallas	\$6,400,000
Total		\$37,096,907

1: Proposed funding includes the RTC share only for both the amounts proposed to be a grant and the funding to be paid back to the RTC; Does not include engineering funding previously approved by the RTC on the project in the City of Haslet

FERGUSON PARKWAY – CITY OF ANNA

- Staff proposes to fund the engineering phase while other funding partners are finalized.
- A proposal for additional funding for future phases that would include a repayment component will be brought back at a later date.
- Value capture mechanism: Roadway Impact Fee

SH 360 FRONTAGE ROAD – TxDOT FORT WORTH

- Staff proposes to fund part of the project as a grant as there are reliability and mobility benefits.
- The remaining portion will be repaid to the RTC as there are economic development benefits as well.
- The City of Grand Prairie will repay half of the RTC's contribution.
 - The proposed loaned amount will be repaid with 2.4% interest.
 - Payback period no greater than 10 years.
- Value capture mechanism: Tax Increment Financing (TIF)

AVONDALE-HASLET ROAD/HASLET PARKWAY/INTERMODAL PARKWAY – TxDOT FORT WORTH

- Project was selected to receive a Better Utilizing Investments to Leverage Development (BUILD) grant of \$20,000,000
- The City of Haslet will repay \$6,900,000 to the RTC
 - The proposed loaned amount will be repaid with 2.4% interest.
 - Payback period no greater than 20 years.
- Value capture mechanisms: Tax Increment Reinvestment Zone (TIRZ), TIF, City, Private Sector, Other

ADDITIONAL PROJECTS

- Butler Housing
 - Staff proposes to fund engineering and right-of-way at this time
 - A proposal for additional funding for future phases that would include a repayment component will be brought back at a later date.
- Dallas CBD (HSR Station Area)/Oak Farms Project (Street Car, Roadway, Bike/Ped.)
 - Staff proposes to fund engineering at this time
 - A proposal for additional funding for future phases that would include a repayment component will be brought back at a later date.
 - Funding will be divided among the Dallas CBD HSR Station Area and Oak Farms projects

TIMELINE

MEETING/TASK	DATE
STTC Information	February 22, 2019
Public Involvement	Week of March 11, 2019
RTC Information	March 14, 2019
STTC Action	March 22, 2019
RTC Action	April 11, 2019

QUESTIONS?

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Community College Partnership

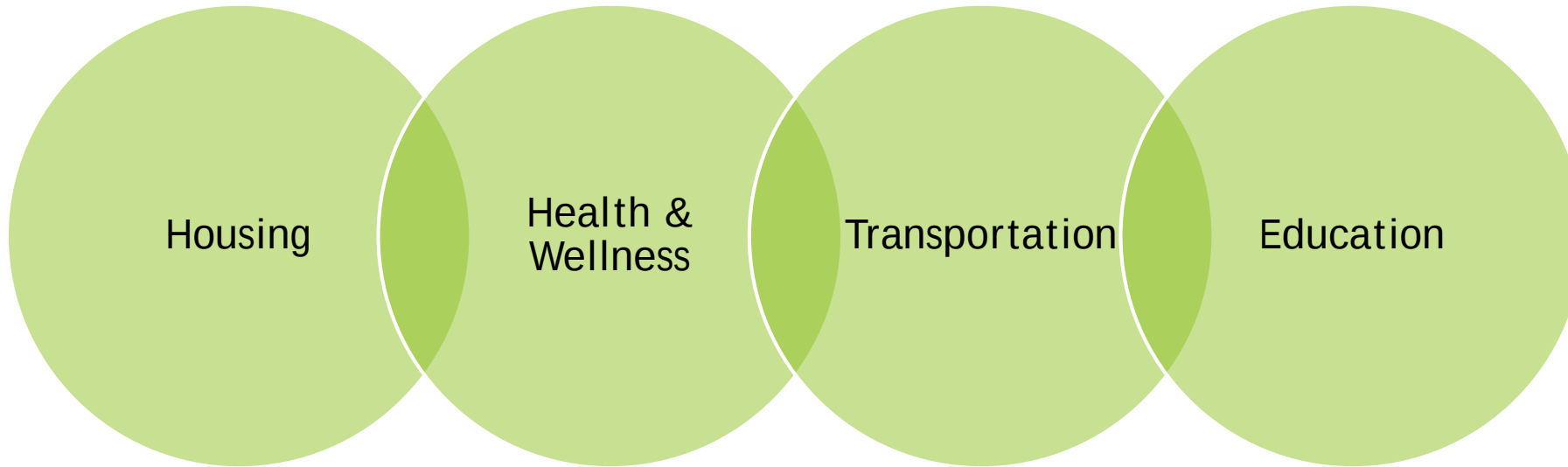
Surface Transportation Technical Committee

February 22, 2019

Shannon Stevenson

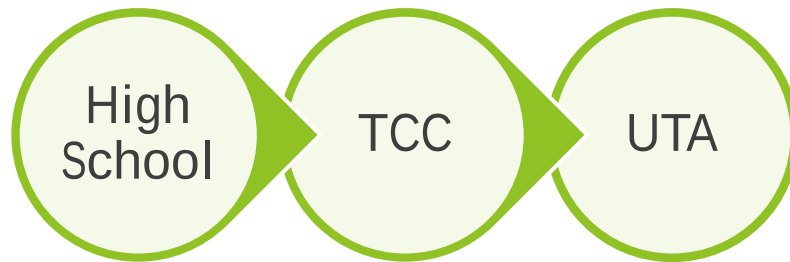
Program Manager, Transit Planning & Operations

Holistic Approach to Addressing Poverty



Background

- ▶ Meeting: NCTCOG, Dr. Ben Carson, Secretary of Housing and Urban Development & Dr. Eugene Giovannini, Tarrant County College (TCC) Chancellor
 - ▶ Discussions on Addressing Poverty Holistically
 - ▶ Transportation Initiatives
 - ▶ Project A: Student Transit Passes
 - ▶ Project B: Explore Shuttle for AISD Students to TCC and UTA



- ▶ Conclusion: Improve Transportation Options for Students

Project A: Student Transit Passes

- ▶ **Concept:** Provide transit passes for TCC students* giving TCC ability to use resources for additional scholarships
- ▶ **Partnership:** NCTCOG, TCC, and Trinity Metro
- ▶ **Where:** Tarrant County
- ▶ **When:** Fall 2019
- ▶ **How Much:** \$300,000 for Two Years (\$150,000 each year)
- ▶ **Proposed Funding Source:** RTC Local Funds

*TCC currently provides transit passes for students

Project B: AISD-TCC-UTA Shuttle

- ▶ **Concept:** Provide transit for students (and others) between AISD campuses, TCC, UTA, and Park & Ride Lots
- ▶ **Partnership:** NCTCOG, the City of Arlington, AISD, TCC, and UTA
- ▶ **Where:** Arlington
- ▶ **When:** Fall 2019
- ▶ **How Much:** \$500,000 for Two Years (\$250,000 each year)
- ▶ **Proposed Funding Source:** Existing FTA Funds Previously Set Aside

Tentative Schedule

February 22, 2019

February/March 2019

March 14, 2019

March 22, 2019

April 11, 2019

May/June 2019

Fall 2019

Summer 2020

January 2021

STTC Information

Partner Coordination

RTC Information

STTC Action

RTC Action

Project Development

Project Implementation

Project Evaluation

Possible Project Expansion to Dallas County

For More Information

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CONGESTION MANAGEMENT PROCESS (CMP) UPDATE

Surface Transportation Technical Committee
February 22, 2019

Mike Galizio
Principal Transportation Planner



Federal Requirements

A systematic and regionally-accepted approach for managing congestion that provides accurate, up-to-date information on transportation system performance and assesses alternative strategies that meet state and local needs

Mandated in any metropolitan area with a population exceeding 200,000 (known as Transportation Management Areas)

Federal regulations are not prescriptive regarding the methods and approaches that must be used to implement a CMP

CMP References: 23 USC 134(k)(3) and 23 CFR 450.322

Federal Requirements

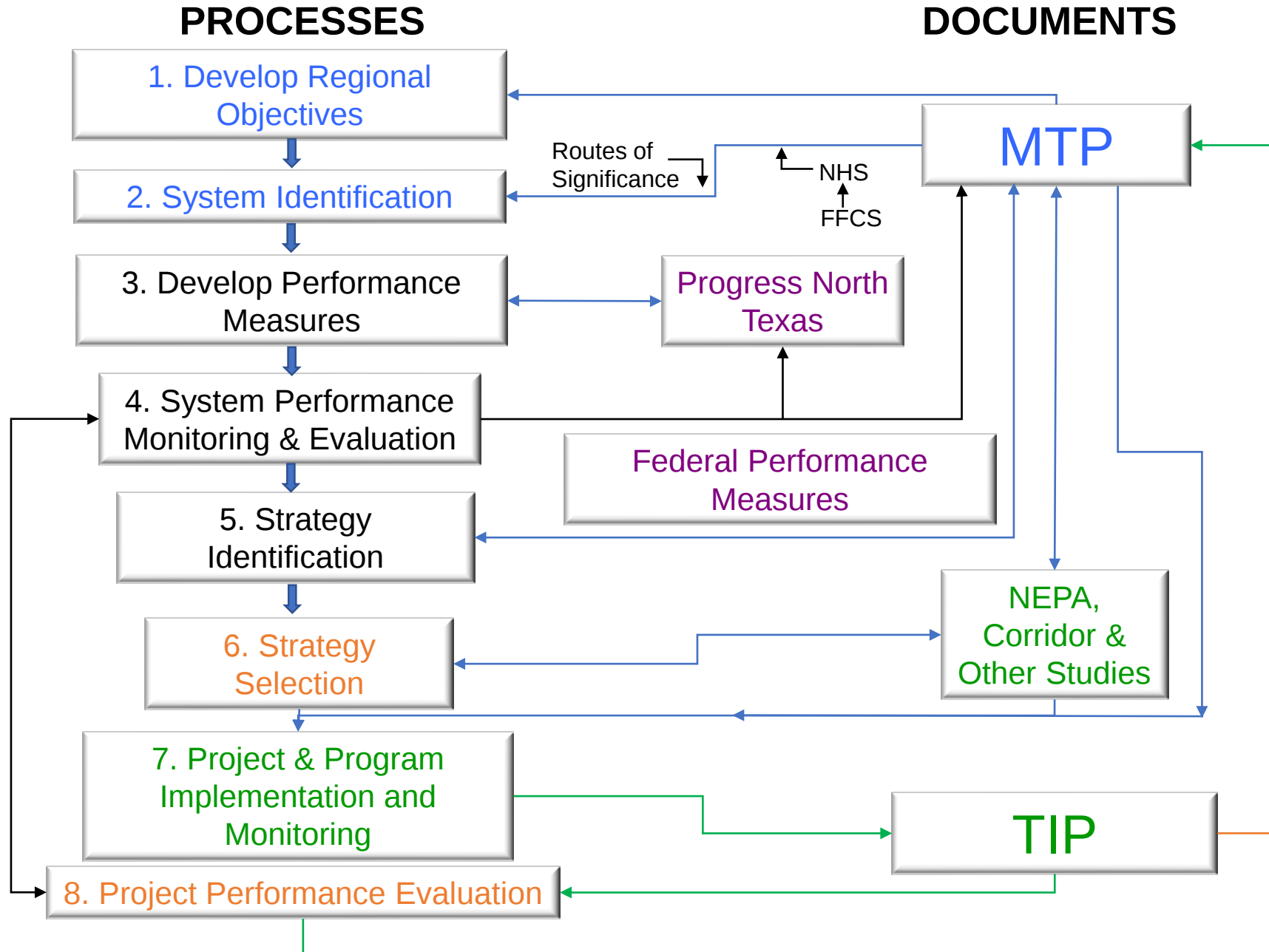
Focuses on Congestion Management Strategies which should include:

- i. Demand management strategies;
- ii. Traffic operational improvements;
- iii. Public transportation improvements;
- iv. ITS technologies; and
- v. "Where necessary, additional system capacity"

Requires a process to demonstrate that Single Occupant Vehicle (SOV) capacity projects in nonattainment areas are justified and comply with the CMP by integrating congestion management strategies

The CMP shall be developed, established, and implemented as part of the Metropolitan Transportation Planning Process

CMP Processes and Related Documents



CMP History

- 1991 Congestion Management System (CMS) is required as part of the Intermodal Surface Transportation Efficiency Act
 - 1994 First CMS was Adopted
 - 2005 CMS was Amended through MTP Update
 - 2007 CMS was Updated and Renamed Congestion Management Process (CMP)
 - 2013 RTC Approved CMP Update
 - 2019 Update Efforts are Underway
-

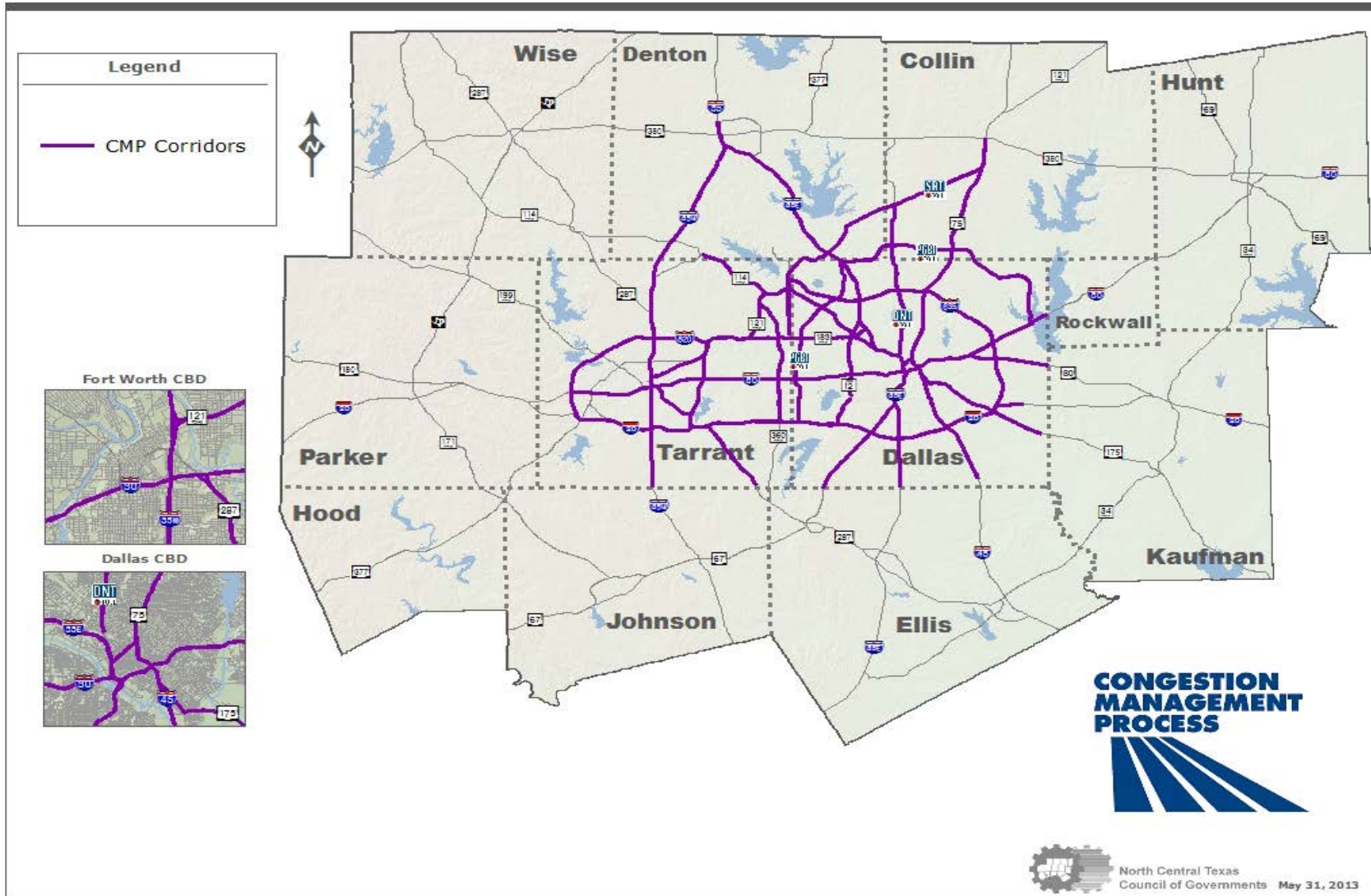
CMP Benefits

- Creates a Structured Process for Analyzing Congestion Issues
- Fosters an Objectives-Driven, Performance Based Approach
- Advocates for Increased Collaboration and Coordination
- Facilitates Strategy Selection and Project/Program Implementation
- Provides a Linkage to Project Development/Environmental Review

Key Questions for the Next CMP Update

1. Keep or update the CMP Goals and Objectives?
2. Expand or reduce the CMP Performance Measures?
3. Maintain or change the CMP Network?
4. Retain or revise the CMP Scoring Criteria?
5. Keep or replace the CMP Corridor Rankings?
6. Add or reduce the number of CMP Policies?
7. Expand or downsize the number of CMP Strategies?
8. Retain or replace the CMP Corridor Fact Sheets?

Roadway Corridors in 2013 CMP Update



Highway Name
DNT
IH 20
IH 30
IH 35
IH 35E
IH 35W
IH 45
IH 635
IH 820
Loop 12
PGBT
SH 114
SH 121
SH 161
SH 183
SH 360
SP 97
SP 366
SP 408
SP 482
US 67
US 75
US 80
US 175
US 287

CMP Update Schedule

February 2019	STTC Overview Presentation
March 2019	RTC Overview Presentation
April-Aug 2019	Committee Outreach (STTC, RSAC, RFAC, PWC, BPAC)
Aug-Sept 2019	30-Day Public Comment Period
August 2019	STTC Workshop and Public Meeting – Draft CMP
September 2019	STTC (Info) – Scoring Criteria and Corridor Rankings
October 2019	RTC Workshop – Draft CMP
October 2019	STTC (Action) – Final CMP
November 2019	RTC (Action) – Final CMP

Contacts

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www.nctcog.org/cmp

Legislative Update

SURFACE TRANSPORTATION TECHNICAL COMMITTEE | FEBRUARY 22, 2019

REBEKAH HERNANDEZ

NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS



Federal Update

FY 2019 Appropriations

President signed bill to avert shutdown last Friday

\$325 billion to fund remaining departments and agencies – funding through Sept. 30 (end of FY 2019)

Transportation funding levels remain the same except for increases to TSA and Coast Guard

\$26.5 billion in net discretionary budget authority for USDOT

\$900 million for BUILD grants – decrease of \$600 million from FY 2018

Congressional Committee Hearings

New infrastructure bill is a priority – FAST Act expires in 2020

House Transportation & Infrastructure Committee – Feb. 6

Successful gas tax increases by states, committee support for gas tax increase

Private investors waiting for Congress to act on infrastructure

National VMT fee must come with support for electric vehicle charging infrastructure

Senate Commerce, Science, and Transportation Committee – Feb. 13

Witnesses supported VMT/user fee and gas tax increase

Some members concerned gas tax is regressive and HTF being used for non-interstate projects

Many senators concerned about safety of roads and bridges

86th Texas Legislature

House Transportation Committee

Organizational meeting held – Feb. 13

TxDOT provided invited testimony on safety goals, asset preservation, project delivery, UTP plan, and toll facilities

Texas Department of Motor Vehicles discussed sunset process

Texas Department of Public Safety discussed license function

Senate Transportation Committee

Upcoming organizational meeting next week – Feb. 27

86th Texas Legislature

Governor's Emergency Items

- Property tax relief – SB 2/HB 2
- School finance reform
- Teacher pay raises
- School safety
- Disaster response
- Mental health programs

86th Texas Legislature

Bill Topics of Interest

- Air Quality: TERP, LIRAP/LIP
- CDAs
- Tolls
- High Speed Rail
- New Revenue: Transportation, Economic Stabilization Fund
- Safety: Cell Phones & Driving, Red Light Cameras
- Technology: Autonomous Vehicles, Unmanned Aircraft

No Bill Actions at This Time

Questions and Comments

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<https://www.nctcog.org/trans/involve/legislate>

AIRCHECKTEXAS VEHICLE REPAIR AND REPLACEMENT PROGRAM UPDATE

Surface Transportation Technical Committee

February 22, 2019



Dora Kelly
Air Quality Operations Administrator
North Central Texas Council of Governments



BACKGROUND

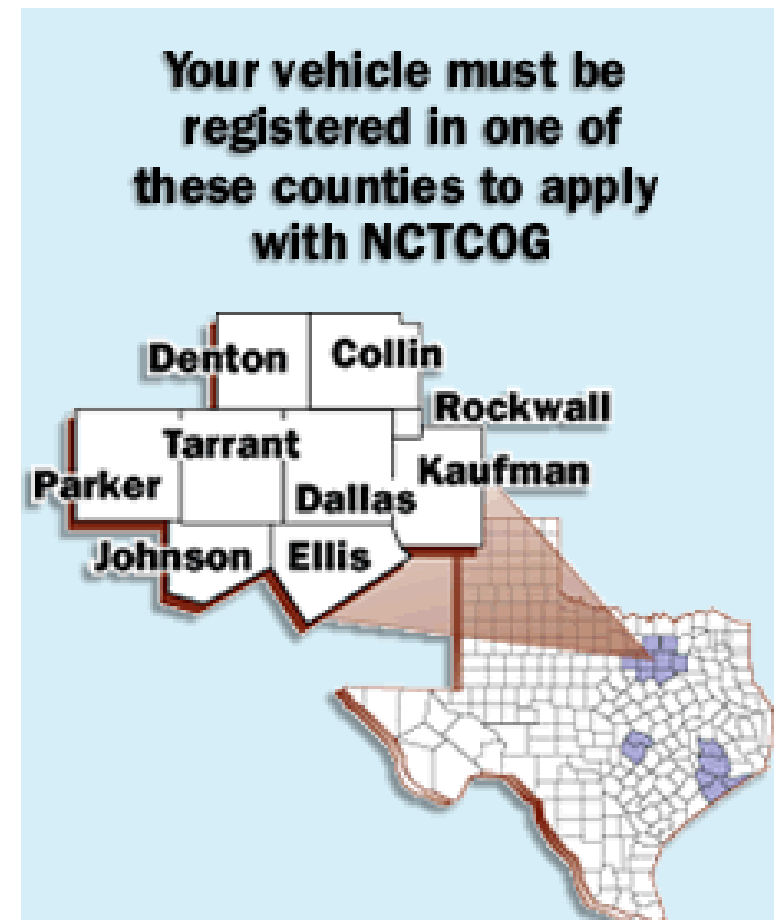
AirCheckTexas Established in 2002 (77th Legislature)

Helps Low-Middle Income Residents Repair or Replace Vehicles That Fail an Inspection or Are 10 Years Old and Older

Available to Residents in 9 Participating Counties

Funded by \$6 Fee Collected on All 1996 & Newer Vehicle Registrations*

Assistance Provided Through Vouchers Up to \$600 for Repairs, Up to \$3,500 for Replacements



*All participating counties in North Texas stopped collecting fee in 2017 after funding was vetoed.

ACCOMPLISHMENTS

AirCheckTexas Began in November 2002

Through January 2019

Applications Processed: 137,633

Vehicles Repaired: 35,084

Vehicles Retired and Replaced: 36,908

Total Financial Assistance: \$121 Million

Significant Emission Reduction Benefits: 140 tons/year NOx



CURRENT SITUATION

**FY2018-2019 Funding Vetoed by Governor Abbott in June 2017
(85th Legislative Session)**

**Maintained Operations From Carryover of Previous Appropriations
(84th Legislative Session)**

Carryover Funding Expires End of FY2019

Therefore:

April 8, 2019 = Last Day Applications Will Be Accepted

June 28, 2019 = Last Day to Incur Expenses

Unspent Carryover Returned to State = \$18.3 Million (approximate)

RTC 86TH LEGISLATIVE AGENDA

Reinstate the Appropriation of Dedicated Revenues to the LIRAP and LIP Through a Restructured and Modernized Program Focused on Transportation and Air Quality Improvements.

Support Current Allocation in HB1:

Fiscal Year 2020 = \$35,458,404

Fiscal Year 2021 = \$53,798,957

Appropriate LIRAP/LIP's Residual Balance of Previously Collected Funds; Modernize And Increase Flexibility In LIP.

BILL TO MODERNIZE STATUTE

Redirect Clean Air Account Funds to LIP Efforts

Expand, Support/Continue Current LIP Efforts

Maintain an Air Quality Focus

Emissions Enforcement, Including Fraudulent

Temporary Tags

Clean Vehicle Incentives

Transportation System Improvements

Other Air Quality Programs

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Metropolitan Transportation Plan (MTP) Policy Bundle Round 3 Fiscal Year 2019

Surface Transportation Technical Committee
February 22, 2019

Brian Crooks, Senior Transportation Planner

What is the MTP Policy Bundle?

The MTP Policy Bundle Program was created to encourage entities like local governments, school districts, and transportation agencies to voluntarily adopt at least a minimum of 50 percent of the list of policies identified in Mobility 2045.

By voluntarily adopting these policies, participating entities will receive Transportation Development Credits (TDCs) to offset the required local match on federally funded transportation projects.

Only new projects (i.e., not in the Transportation Improvement Program) that will have federal transportation funds are eligible, with some exceptions.

What is the Process?

Process for FY 2019 Submissions:

To be considered, Agencies must submit responses to an online application

To request submission form, go to

<http://www.nctcog.org/trans/mtp/policybundle/>

Deadlines:

Early Submittal Deadline (NCTCOG staff will preview and provide comments) – March 15, 2019

Deadline for Submittal of Complete Application (including all comments) – April 15, 2019

Additional information is located the MTP Policy Bundle page at: <http://www.nctcog.org/trans/mtp/policybundle/>

I've Already been Awarded TDCs through the Program. What do I Need to do to Use Them?

TDCs previously awarded through the Policy Bundle expire after one year.

TDCs must be programmed in the TIP or allocated to projects through a Call for Projects or other funding initiative prior to the end of the fiscal year, otherwise they will be returned to the regional pool of TDCs.

If you have candidate projects that you would like to have considered for funding, please contact a member of the TIP team.

If you have previously been awarded TDCs through the Policy Bundle, you must reapply and resubmit your application to be eligible to receive new TDCs.

Who Can I Contact if I Have Questions?

For information on the Policy Bundle process (applications and deadlines) contact:

Brian Crooks, Senior Transportation Planner

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DJ Hale, Risk and Compliance Coordinator

djhale@nctcog.org, 817-608-2373

For information on TDCs, projects eligible for TDCs, and inclusion of Policy Bundle projects into the TIP, contact:

Brian Dell, Senior Transportation Planner

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Where Can I Get Additional Information?

Policy Bundle

<http://www.nctcog.org/trans/mtp/policybundle/>

Transportation Development Credits (TDCs)

[https://www.nctcog.org/trans/funds/tip/funding-programs/transportation-development-credits-frequently-asked](https://www.nctcog.org/trans/funds/tip/funding-programs/transportation-development-credits-frequently-asked-questions)

TRANSPORTATION AND GENTRIFICATION: A TOOLBOX FOR POSITIVE NEIGHBORHOOD CHANGE

Surface Transportation Technical Committee

Travis Liska, AICP

February 22, 2019



North Central Texas
Council of Governments

Report Outline



Explore the meaning and implications of gentrification for North Texas.



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



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

Definition

“Gentrification is the process by which higher-income households displace lower-income residents of a neighborhood, changing the essential character and flavor of that neighborhood.”

- The Brookings Institution Center on Urban and Metropolitan Policy

Relationship To Transportation

Transportation investments can impact communities, but the context of overall community condition must be considered.

Public Infrastructure
Investment



Socioeconomic Factors

Location Context

Real Estate Market

Revitalization

Goal: Achieve Revitalization

Gentrification

Physically upgrades the housing stock

Displaces original residents with affluent households

Changes the character of a neighborhood and disrupts social networks

vs.

vs.

vs.

Revitalization

Creates affordable options for original residents and upgrades housing

Adds employment and other opportunities for existing residents

Retains neighborhood character- physical upgrades and enhances social components of the community

Strategies



Strategies

Nineteen strategies applicable to four levels of government – city, county, region, state

Creating

Inclusionary
Zoning

By-Right Zoning

Maintaining

Property Tax
Strategies

Renter Protections

Empowering

Neighborhood
Plans

Community Land
Trusts

Recommendations

Actions at all levels of government: City, County, Region, State

Planning – prepare for growth and empower community

Education and Coordination – Leveraging tools like community land trusts

Legislation and Policy – Expanding the legal capacity of local governments to use housing tools and strategies



Gentrification Study Link and Contacts

<https://www.nctcog.org/housing>

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