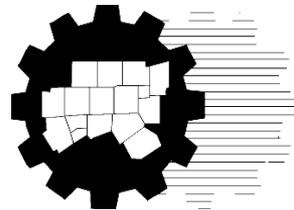


University of Texas Arlington (UTA)

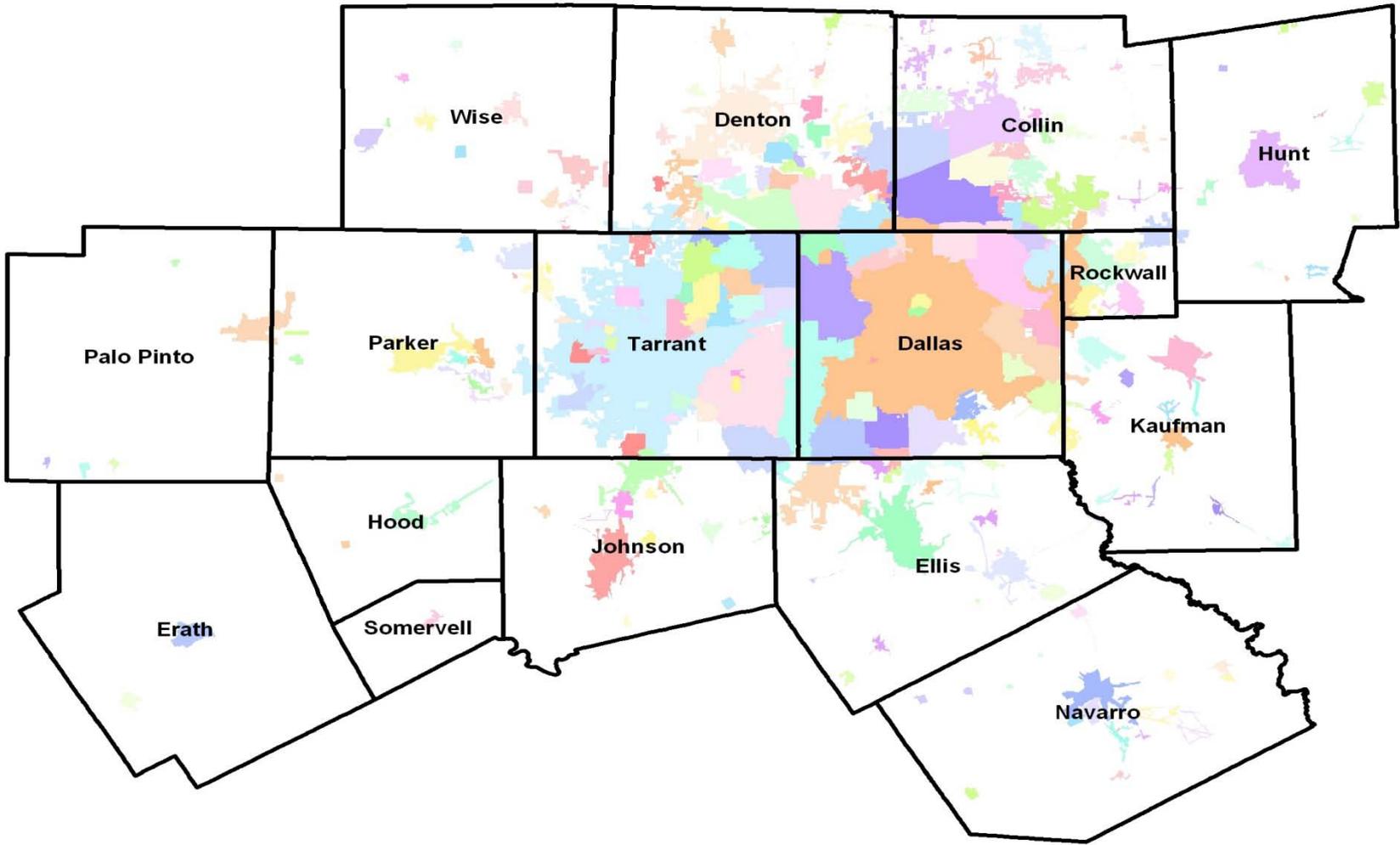
Green Cities and Transportation Sustainable Development in DFW

November 15, 2010

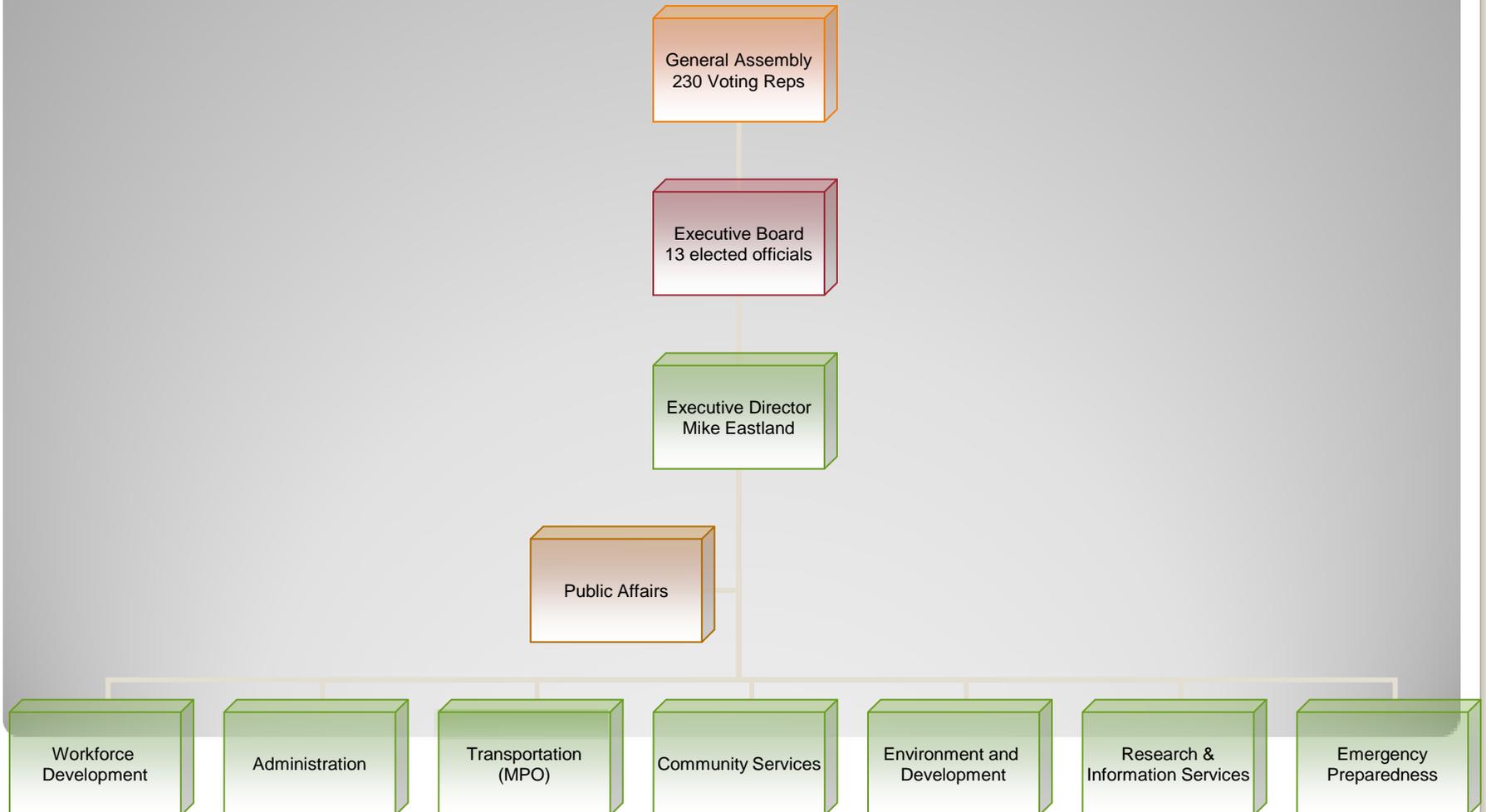


**North Central Texas Council of Governments
Transportation Department**

North Central Texas Council of Governments



North Central Texas Council of Governments (NCTCOG) Organizational Chart



North Central Texas Council of Governments Transportation Department

-The Regional Transportation Council (RTC), comprised primarily of local elected officials, is the independent regional transportation policy body associated with NCTCOG.

-As the Metropolitan Planning Organization (MPO), NCTCOG and the RTC are responsible for the planning and implementation of transportation programs and projects aimed at reducing congestion, improving mobility and improving air quality.

-Staff support to NCTCOG and the RTC is provided by the Transportation Department.

Metropolitan Planning Area (MPA)

The boundaries of a Metropolitan Planning Area (MPA) shall be determined by agreement between the MPO and the Governor. At a minimum, the MPA boundaries shall encompass the entire existing urbanized area (as defined by the Census Bureau) plus the contiguous area expected to become urbanized within a 20-year forecast period for the metropolitan transportation plan.

20 Largest Metropolitan Areas by Population

Rank	2006 Population	Metropolitan Statistical Area
1	18,818,536	New York-Northern New Jersey-Long Island, NY-NJ-PA
2	12,950,129	Los Angeles-Long Beach-Santa Ana, CA
3	9,505,748	Chicago-Naperville-Joliet, IL-IN-WI
4	6,003,967	Dallas-Fort Worth-Arlington, TX
5	5,826,742	Philadelphia-Camden-Wilmington, PA-NJ-DE-MD
6	5,539,949	Houston-Sugar Land-Baytown, TX
7	5,463,857	Miami-Fort Lauderdale-Miami Beach, FL
8	5,290,400	Washington-Arlington-Alexandria, DC-VA-MD-WV
9	5,138,223	Atlanta-Sandy Springs-Marietta, GA
10	4,468,966	Detroit-Warren-Livonia, MI
11	4,455,217	Boston-Cambridge-Quincy, MA-NH
12	4,180,027	San Francisco-Oakland-Fremont, CA
13	4,039,182	Phoenix-Mesa-Scottsdale, AZ
14	4,026,135	Riverside-San Bernardino-Ontario, CA
15	3,263,497	Seattle-Tacoma-Bellevue, WA
16	3,175,041	Minneapolis-St. Paul-Bloomington, MN-WI
17	2,941,454	San Diego-Carlsbad-San Marcos, CA
18	2,796,368	St. Louis, MO-IL
19	2,697,731	Tampa-St. Petersburg-Clearwater, FL
20	2,658,405	Baltimore-Towson, MD

Largest MPAs by Square Miles

Rank	Sq. Miles	MPO	Primary City
1	38,649	Southern California Association of Governments	Los Angeles, CA
2	9,441	North Central Texas Council of Governments	Dallas-Fort Worth, TX
3	9,338	Maricopa Association of Governments	Phoenix, AZ
4	9,195	Pima Association of Governments	Tucson, AZ
5	8,466	Houston-Galveston Area Council	Houston, TX
6	8,161	Kern Council of Governments	Bakersfield, CA
7	8,089	Regional Transportation Commission of Southern Nevada	Las Vegas, NV
8	7,485	Bay Area MPO / Metropolitan Transportation Commission	San Francisco, CA
9	7,110	Southwestern Pennsylvania Commission	Pittsburgh, PA
10	6,489	Regional Transportation Commission of Washoe County	Reno, NV
11	6,384	Puget Sound Regional Council	Seattle, WA
12	6,189	Sacramento Area Council of Governments	Sacramento, CA
13	6,016	Council of Fresno County Governments	Fresno, CA
14	5,522	Yuma MPO	Yuma, AZ
15	5,151	Association of Monterey Bay Area Governments	Salinas, CA
16	4,838	Tulare County Association of Governments	Visalia, CA
17	4,608	Southeast Michigan COG	Detroit, MI
18	4,586	East-West Gateway Coordinating Council	St. Louis, MO
19	4,573	Atlanta Regional Commission	Atlanta, GA
20	4,409	North Jersey Transportation Planning Authority	Newark, NJ
22	4,096	Chicago Area Transportation Study	Chicago, IL
33	2,726	New York Metropolitan Transportation Council	New York, NY

Regional Perspective: Background

CONTEXT

1 for Population Growth among U.S. Metropolitan Areas during 2009

12th Largest Metropolitan Economy in the World

4th Largest Metropolitan Area in the United States

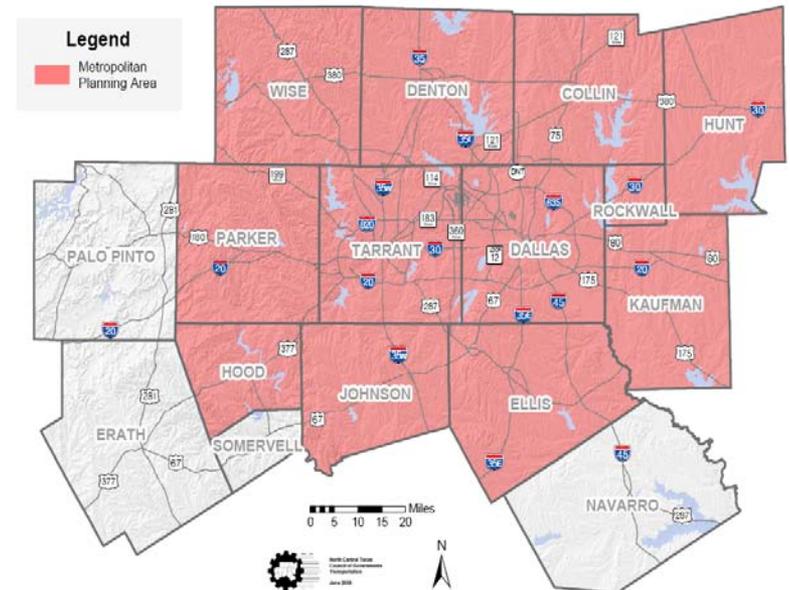
Add One Million Persons Every Seven Years

BACKGROUND

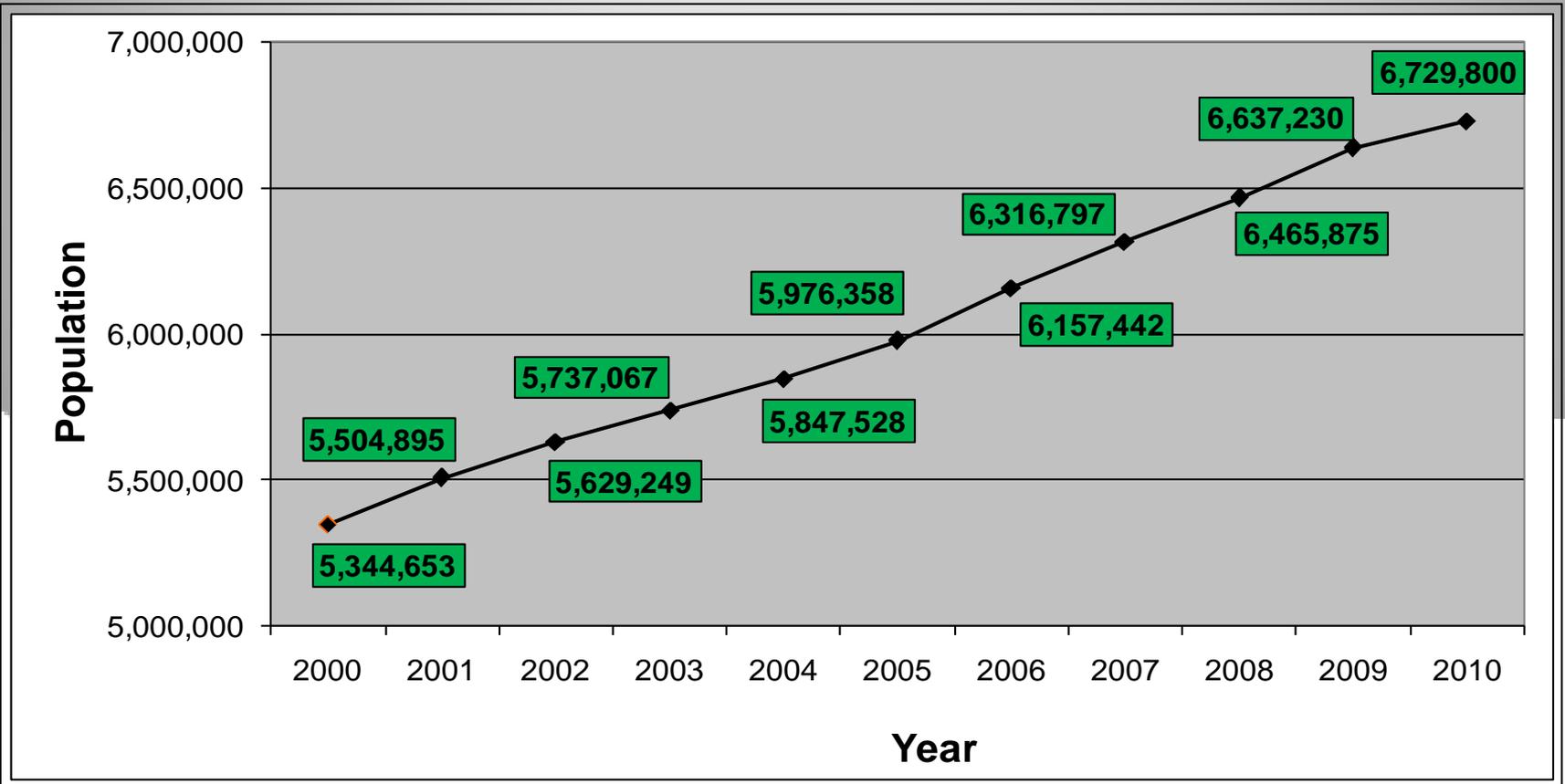
Represents Over 34 % of the State's Economy

6.7 Million Persons in Year 2010

Growing to Nearly 9 Million Persons by the Year 2030



Regional Population



Source: U.S. Census and NCTCOG Annual Population Estimates

A Transportation Perspective

Regional Constraints...

**Population Growth
Congestion and Travel Times
Air Quality Nonattainment Area**

...and Opportunities

**Promotion of Healthy Communities
Sustainable Development Initiatives**

Growth and Congestion

	1985	2005 *	% Change (1985 to 2005)	2030	% Change (2005 to 2030)
Population	3.3 million	5.6 million	70%	8.5 million	52%
Employment	2.1 million	3.6 million	71%	5.3 million	47%
Daily Vehicle Miles of Travel	75 million	144 million	92%	241 million	67%
Total Daily Hours of Vehicle Delay	0.8 million	1.0 million	107%	1.7 million	70%
Percent of Travel Time Spent in Delay	34%	35.08%	3%	36.87 %	5%
Percent of Roadways Congested	21%	42%	100%	53% **	26%
Annual Cost of Delay	\$2.6 billion	\$4.08 billion	104%	\$6.62 billion	62%

In the Mobility 2030 Plan over \$70 billion was spent on transportation infrastructure to bring the annual cost of delay down to \$6.62 billion.

* Statistics calculated from NCTCOG Official 2030 Forecast

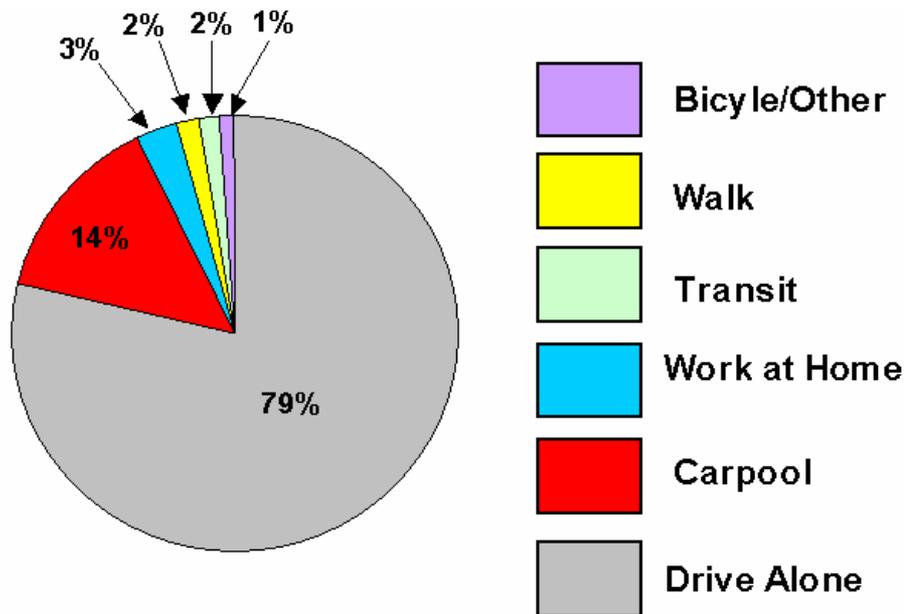
** Mobility 2025

Trends In Transportation

Since 1963, the number of miles Americans drive daily has doubled.

In 1999, the average vehicle miles of travel per household in the region was 73; an increase from 57.8 in 1980.

The average American driver spends 443 hours per year behind the wheel; this is equivalent to 55 8-hour work days.



According to the 2000 Census, 79% of DFW workers commute alone

Regional Transportation Issues

**Increased travel time
and costs**

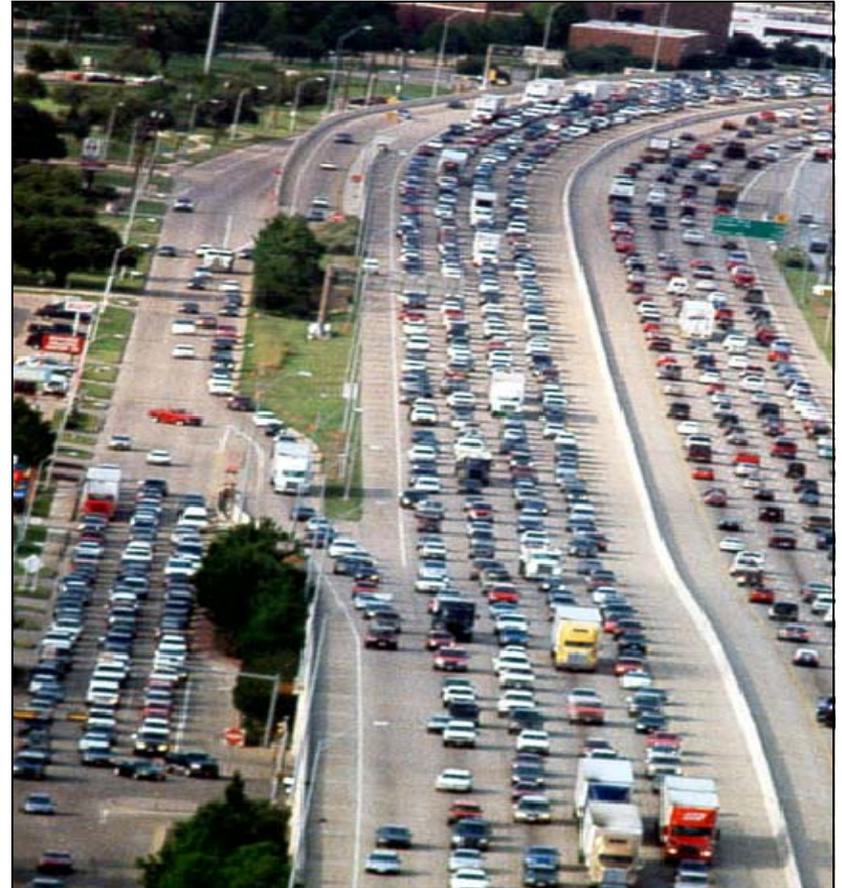
Ground level ozone

Inadequate transit

**Land use/transportation
mismatch**

Decreased freight access

**Need for increased safety
and security**



Growth: What Does It Mean?

Growth Projections for 2030

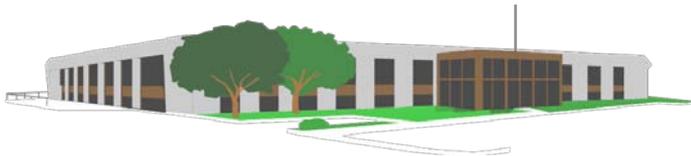
500 New Schools



570,000 New Homes



28 New Hospitals

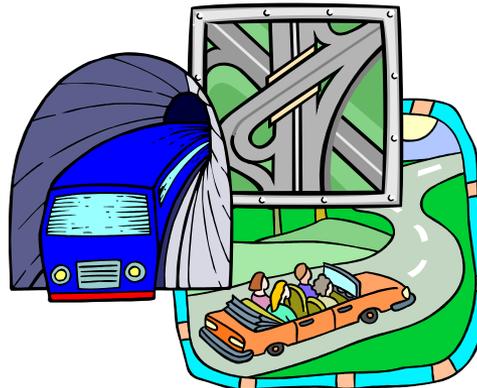


11 New Malls

267 New Neighborhood
Retail Centers

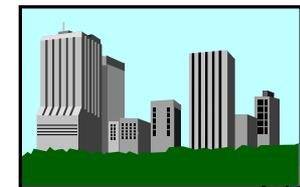


315,000 New
Multi-Family
Units



\$70+ Billion of New
Transportation Facilities

46 Million Square Feet
of Class A
Office Space



Growth Affects Important Assets

Energy

Water Supply

Water Quality



Open Spaces



Air Quality



Storm Water Management



Agricultural Lands

Urban Forest

Regional Sustainable Development Initiatives

Critical Actions

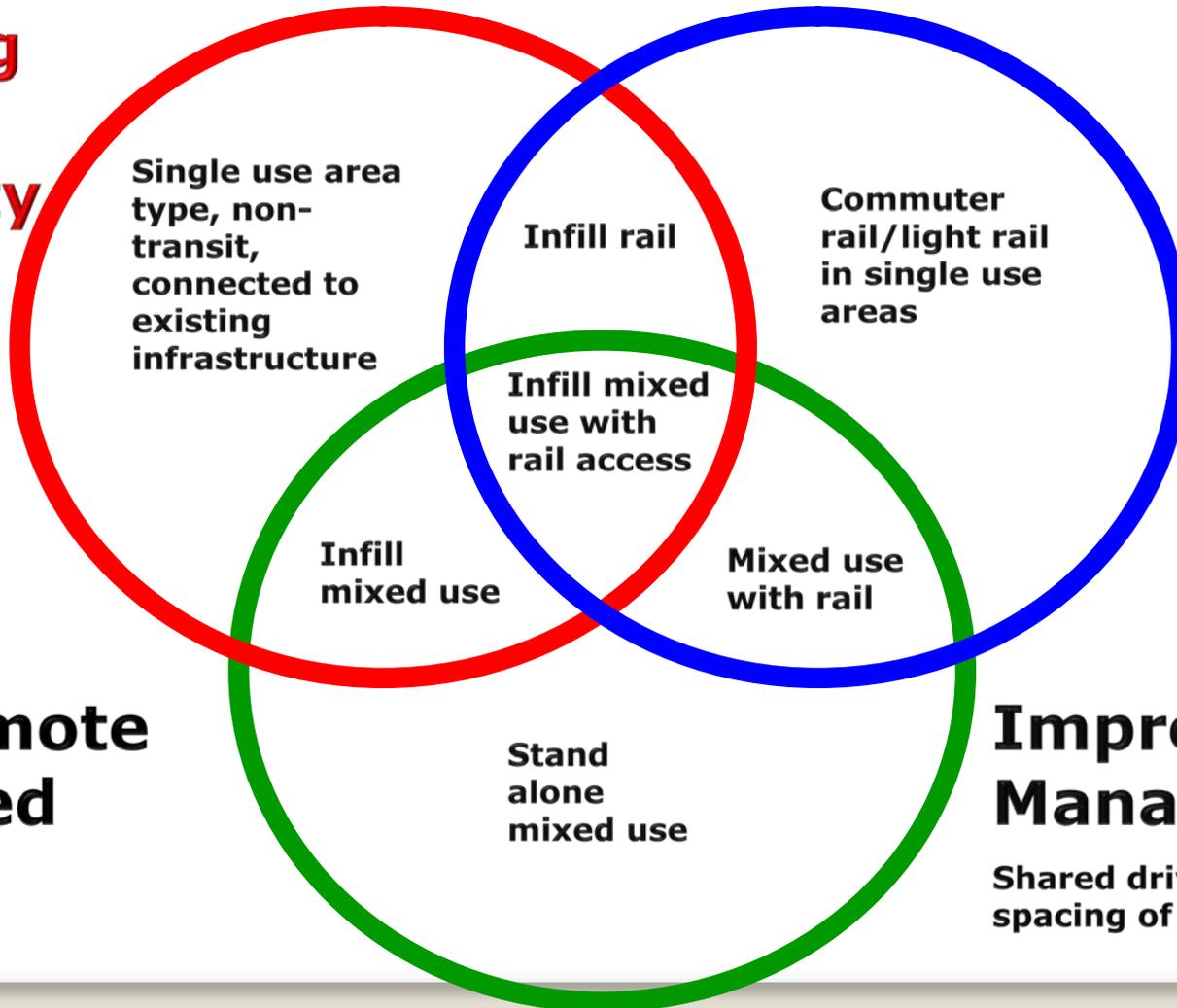
- **Regional Transportation Council (RTC) adopts region-wide Sustainable Development Policy**
- **NCTCOG Executive Board begins the Center of Development Excellence Initiative (Led by Environment & Development Department)**
- **RTC awarded \$40.8M to the Sustainable Development Program in 2001**
- **RTC awarded \$40M of the RTC Local Funds to the 2005-06 Sustainable Development Call for Projects**
- **\$44.8M total for Sustainable Development Program in 2009-2010**
- **NCTCOG partners with Vision North Texas (VNT) efforts**



The Regional Transportation Council's Sustainable Development Policy

Utilize Existing System Capacity

Improve Rail Mobility



Promote Mixed Use

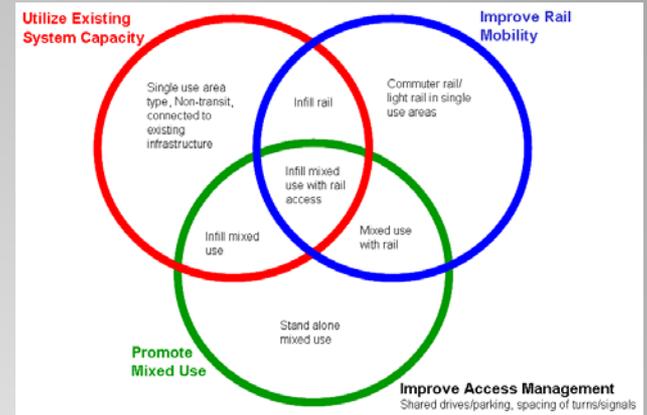
Improve Access Management

Shared drives/parking, spacing of turns/signals

Mobility Plan 2035 - Sustainable Development Policies

1. **Support mixed use, infill, and Transit Oriented Developments** that utilize system capacity, reduce VMT, and improve air quality through improved rail mobility and access management.

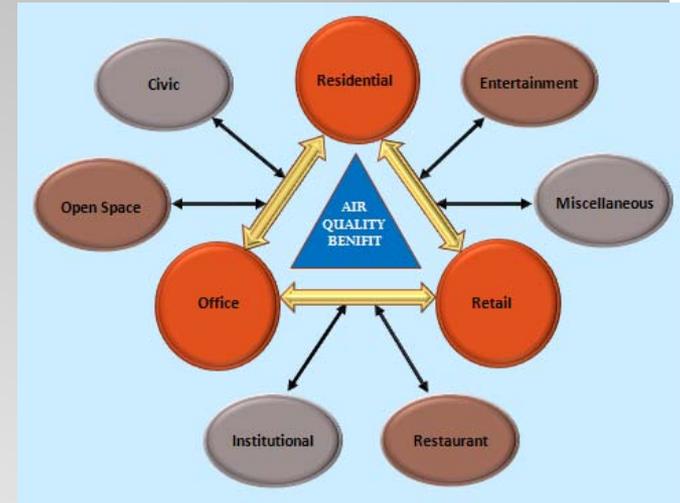
2. **Promote livable communities** that are served by safe, reliable, and economical transportation choices; contain equitable and affordable housing; enhance economic competitiveness; and further support Livability Principles provided by HUD-DOT-EPA Interagency Partnership.



Mobility Plan 2035 - Sustainable Development Policies

3. Plan and Implement multimodal transportation options to connect diverse compatible land uses serving the needs of diverse demographic groups (Age, income, race, ethnicity).

4. Encourage sustainable land uses through the preservation, integration, and development of land uses in a coordinated relationship, and encourage a healthy transition between a range of development possibilities from natural areas to the urban core.



Regional Initiatives to Promote Sustainable Development

**Sustainable Development Initiatives
Sustainable Development Funding
Program**

Alternative Futures Scenarios

Bicycle & Pedestrian Program

Transit Oriented Development

EPA Brownfields Cleanup Funds

Context Sensitive Design

– Mixed-Use Developments

Center Of Development Excellence

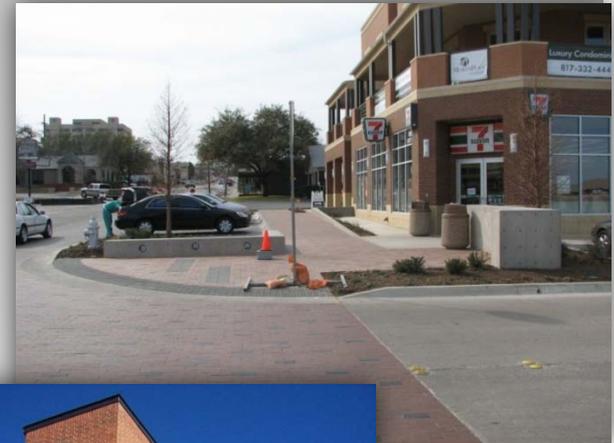
**CLIDE Awards – Celebrating Leadership
in Development Excellence**

10 Principles of Development Excellence



Sustainable Development Funding Program Goals

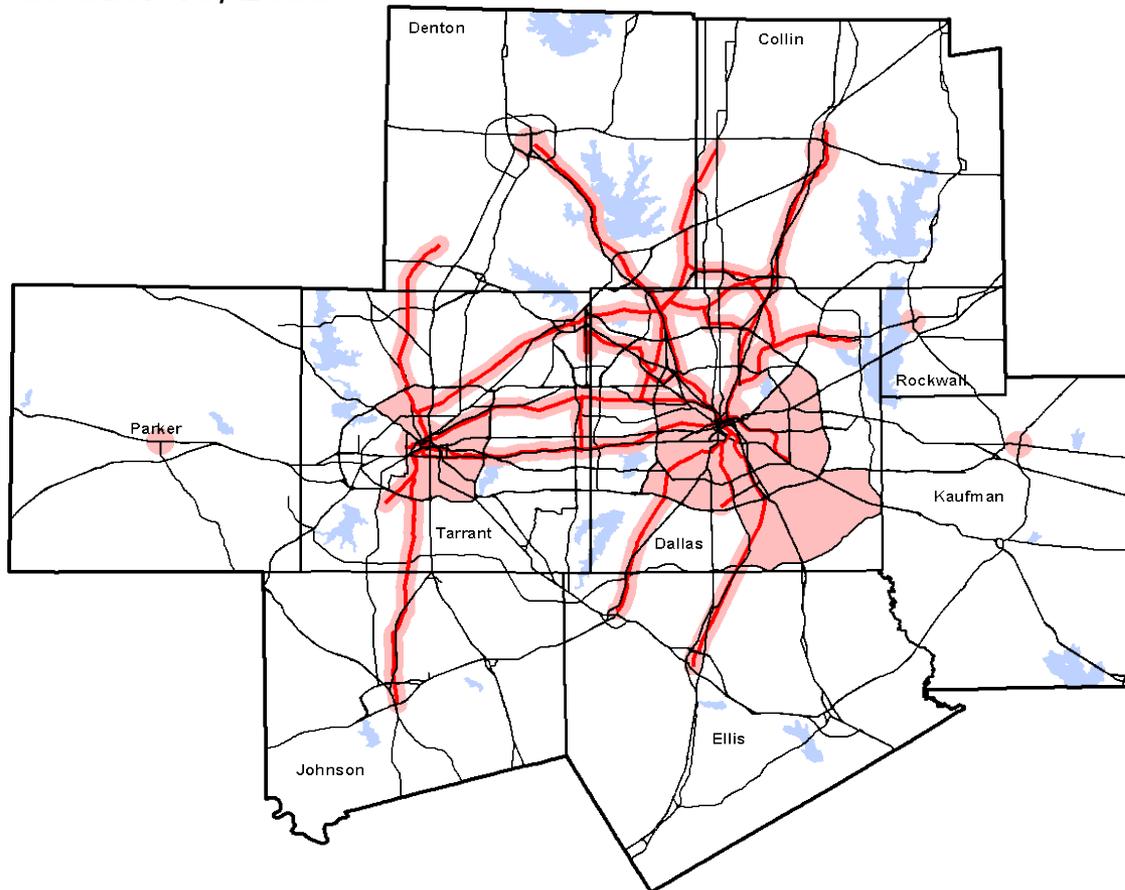
- Respond to local initiatives for Town Centers, Mixed-Use Growth Centers, Transit Oriented Developments, Infill/Brownfield Developments, and Pedestrian Oriented Projects.
- Complement rail investments with coordinated investments in park-and-ride, bicycle, and pedestrian facilities.
- Reduce the growth in vehicle miles traveled per person.
- Promote economic development throughout the region through public/private partnerships.



Sustainable Development CFP

Sustainable Development Areas of Interest

Approved by Regional
Transportation Council
October 13, 2005



Sustainable Development Areas of Interest

Legend

- Sustainable Development Focus Areas
- Major Roadways
- Mobility 2025 Rail System
- Dallas-Fort Worth Nine County Nonattainment Area
- Major Lakes

Focus Areas

Rail: Walking Distance to Current or Potential Future Station Location

Infill: Developed Area With a Concentration of Unemployed Persons, High Emitting Vehicles, or Low Income Households

Infill: Historic Downtowns With Multiple Contiguous Street Block Frontage of Pedestrian-Oriented Developments



North Central Texas
Council of Governments
Transportation Department

Sustainable Development CFP Screening/Project Selection Process

Funding For:

- Transportation Infrastructure
- Land Banking (not to exceed 20% of total sustainable development funds)
- Center of Development Excellence
- Local Sustainable Development Planning Programs

Funding Goals:

- Expand Rail Service Accessibility
- Support Transit-Oriented Developments
- Support Local Infill Developments

Minimum Criteria For Transportation Infrastructure:

- Consistent With "Areas of Interest"
- Correct Zoning In Place
- Public/Private Partnership

Incentives For:

- Housing-Income Match
- Workforce Housing Near Transit
- Areas with High Emitting Vehicles
- Density/Walkability
- Mix of Residential and Non-Residential Uses
- Job Creation In High Unemployment Areas
- Public sector action to un-bank previously banked land



Approved by Regional Transportation
Council October 13, 2005

Sustainable Development Funding Program Summary of Calls for Projects

	2001	2005-2006	2009-2010
Total Funding	\$40.8 Million	\$40 Million	\$44.8 Million
Funding Source	CMAQ & STP-MM	RTC Local	RTR, CMAQ, STP-MM & Local
Infrastructure Projects	14 selected for funds	24 selected for funds	23 selected for funds
Planning Projects	2 regional projects selected for funds	10 selected for funds	9 selected for funds
Landbanking Projects	Not eligible	3 selected for funds	Not eligible

Vision North Texas Initiatives

Education & Outreach

Public Involvement

Mobilizing Resources

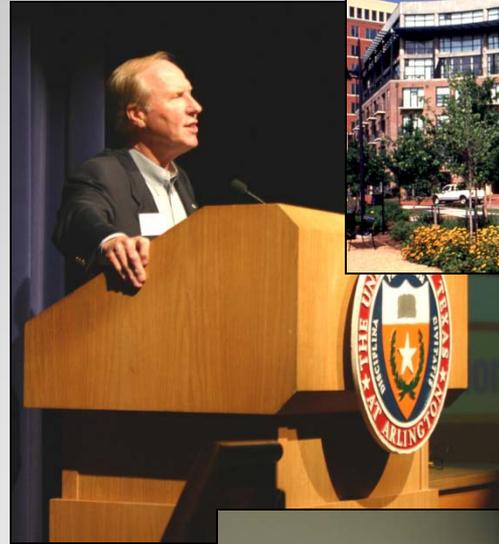
Research into
Development

Excellence Best Practices

Policy Decisions

Implementing Results

Creating a Regional Vision
Statement



Center of Development Excellence

Principles of Development Excellence

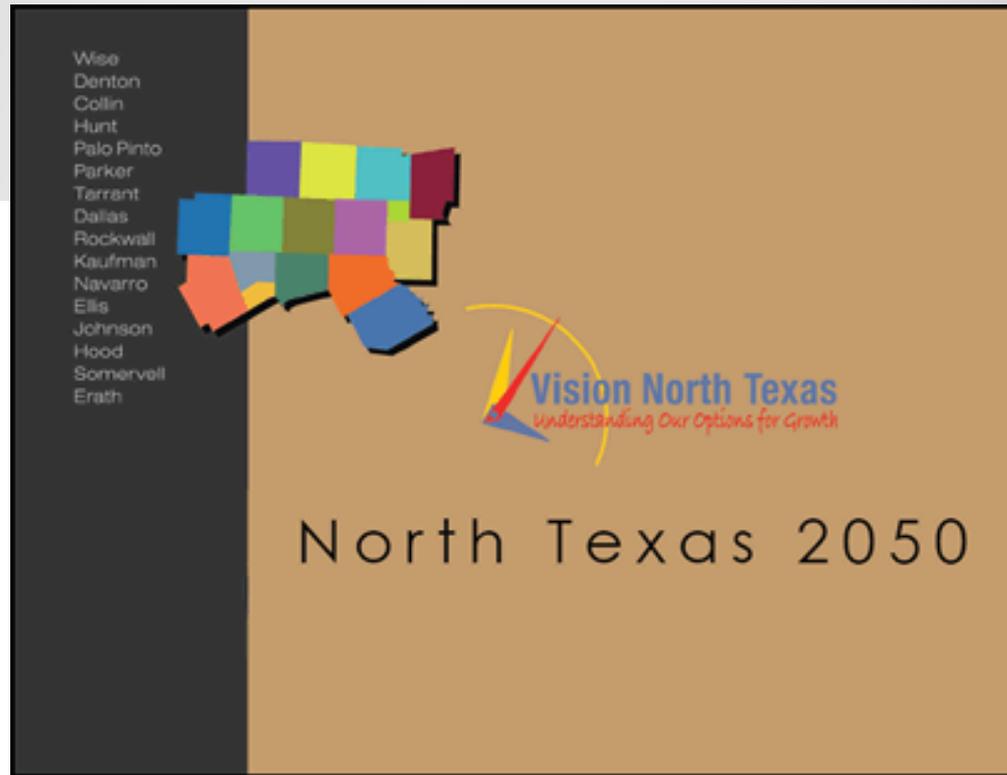
1. Development Diversity
2. Efficient Growth
3. Pedestrian Design
4. Housing Choice
5. Activity Centers
6. Environmental Stewardship
7. Quality Places
8. Efficient Mobility Options
9. Resource Efficiency
10. Educational Opportunities
11. Healthy Communities
12. Implementation



Vision North Texas

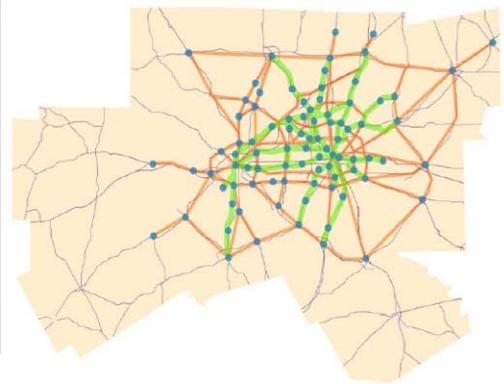
Regional Summit – March 5, 2010

www.visionnorthtexas.org

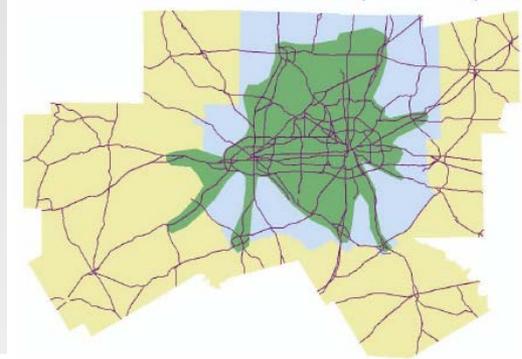


Vision North Texas – Alternative Growth Scenarios

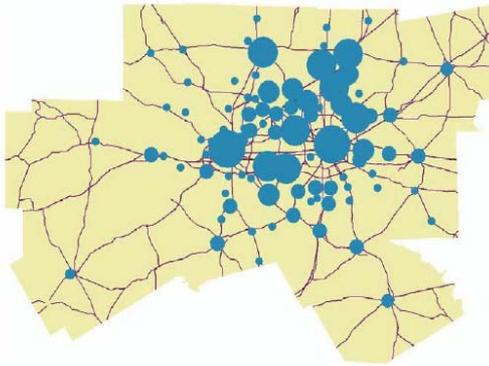
Connected Centers Scenario



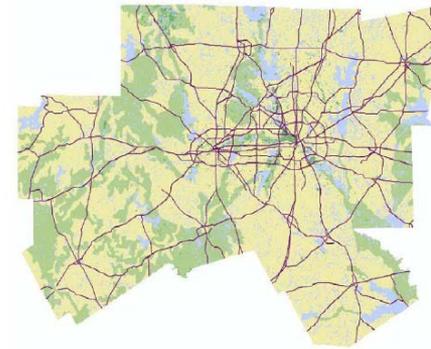
Return on Investment



Diverse, Distinct Communities Scenario



Green Region Scenario



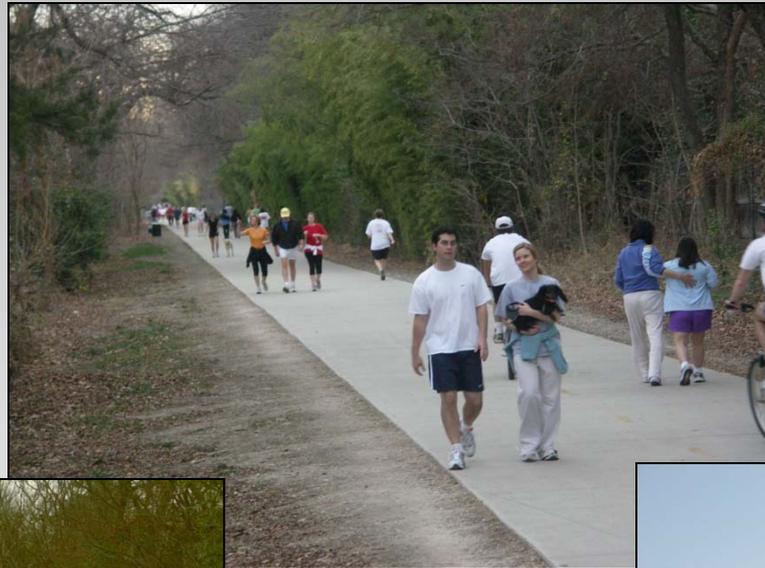
Alternative Growth Scenarios - Findings

- Diverse, Distinct Communities Scenario shows the largest reduction in miles traveled, by 11 percent, and the largest drop in travel time, by 13 percent. This scenario also increases the bus boardings by 20 percent.
- Diverse, Distinct Communities Scenario have the lowest average trip length, 13 percent lower than the Business As Usual Scenario due to the nature of concentrated growth in areas that are already developed.
- Connected Centers Scenario has the highest increase in rail transit boardings, 19 percent higher than the Business As Usual Scenario, which is due to the transit connections between the developed centers.
- The Green Region and the Diverse, Distinct Communities Scenarios reduce the hours residents spend in traffic by 19 percent.
- Diverse, Distinct Communities scenario provides the maximum air quality benefits at 11 percent reduction in VOC and CO emissions, 10 percent reduction in CO₂ emissions and 9 percent reduction in NO_x emissions.



Sustainable Development Initiatives

Bicycle and Pedestrian Coordination



Bicycle and Pedestrian Coordination Mobility 2030, NCTCOG Veloweb Strategy

Encourage consistent local government action that incorporates bicycle and pedestrian facilities into policies and planning for new developments.

Coordinate local government, transit agency, and TxDOT activities to preserve right-of-way for corridors and promote grade separated intersections.

Prioritize funding recommendations based on locations that provide access to transit, access to high exposure areas, or complete a trail connection.

Promote transportation plans that provide regional connectivity.

Identify activity centers on the Veloweb plan and focus on constructing the Veloweb extending outward from the centers.



The Metropolitan Transportation Plan

Bicycle-Pedestrian Transportation Districts

Legend

Recommended Veloweb Routes

- Completed: 112 miles
- Funded: 34 miles
- Needed: 289 miles

Candidate Veloweb Routes

- Completed: 7 miles
- Needed: 202 miles

Bicycle-Pedestrian Transportation Districts

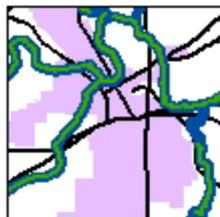
Within all rail corridors, all existing and planned stations are bicycle and pedestrian districts.

Freeways

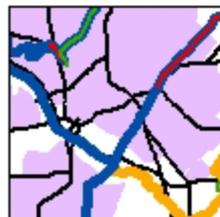
County Boundaries

Metropolitan Planning Area Boundary

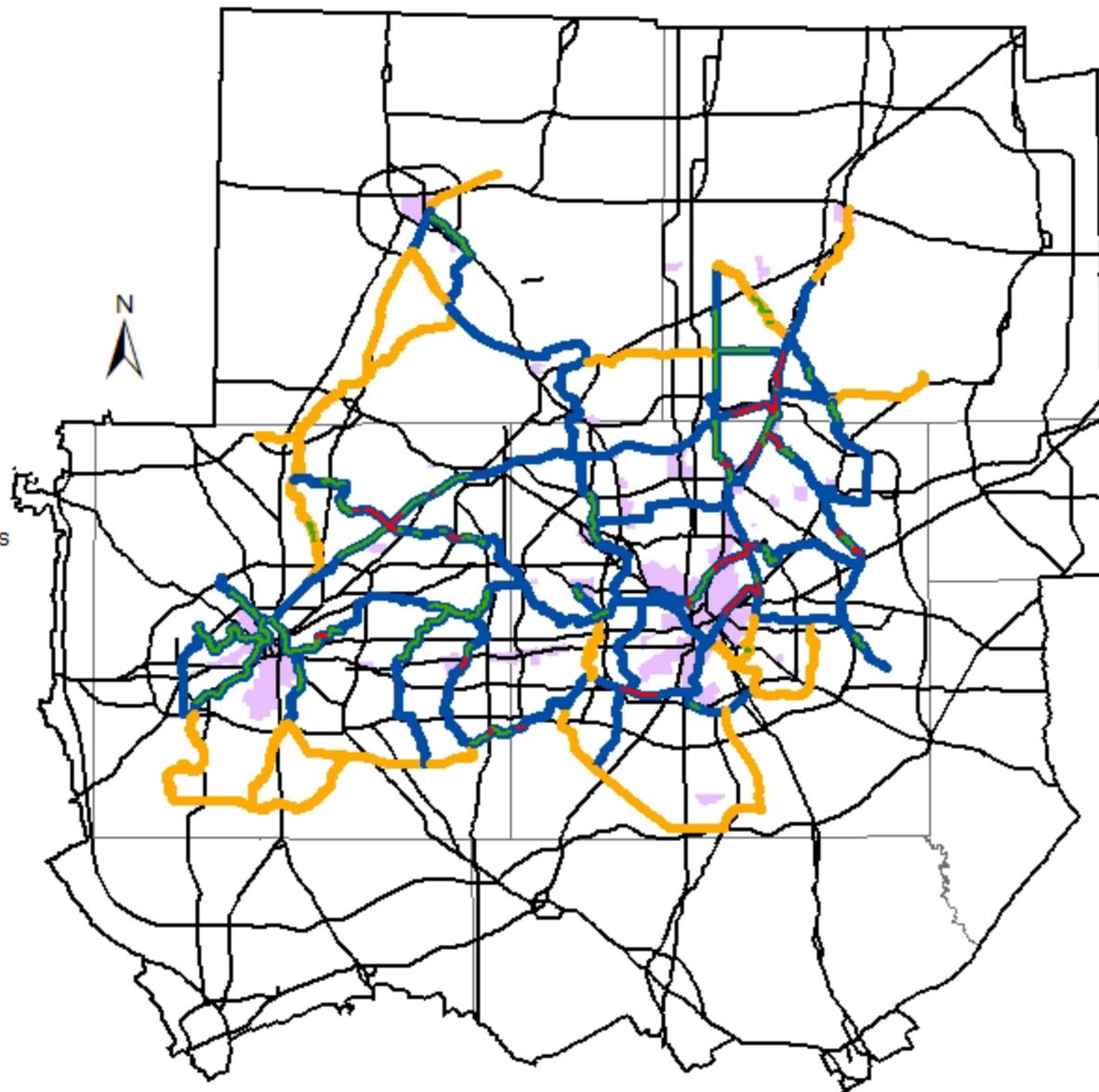
Fort Worth CBD



Dallas CBD



New facility locations indicate transportation needs and do not represent specific alignments



The Regional Veloweb Design Considerations

Concrete Surface

Design Speed of 25 Miles Per Hour

**Recommended Width of 12 Feet to
Accommodate a Variety of Users**

Grade Separated Crossings

**Few, if any, Signalized or Stop Sign
Intersections**

**Easy Access from Roadways,
Particularly On-Street Bicycle
Routes**



Pedestrian Friendly Design

High-Quality Pedestrian Facilities

Standard Design
DFW Region

Context Sensitive Design
State Thomas



55% of the 6,000 vehicle-related pedestrian deaths occur on residential streets.

Pedestrian Friendly Design

Controlled Speeds and Lane Widths

Standard Design
DFW Region

Context Sensitive Design
North Richland Hills

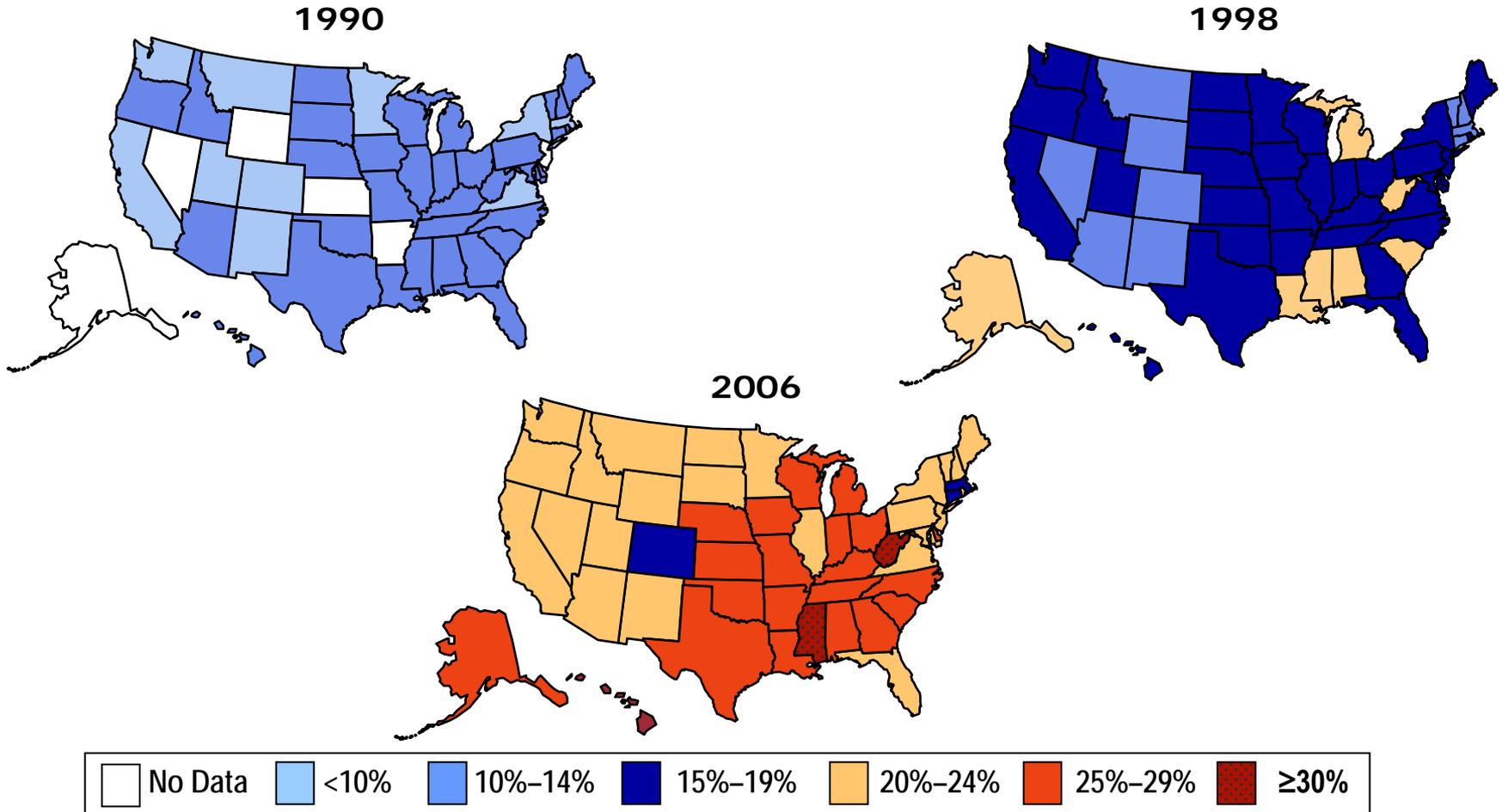


Excess weight and physical inactivity are responsible for over 200,000 premature deaths each year.

Obesity Trends* Among U.S. Adults

BRFSS, 1990, 1998, 2006

(*BMI ≥ 30 , or about 30 lbs. overweight for 5'4" person)



Is There A Correlation?

A study conducted by Rutgers University and the Center of Disease Control and Prevention observed that “people who live in counties with walkable neighborhoods walk more and weigh less than their car-dependent counterparts.”



SMARTRAQ* research established a relationship between land use patterns and transportation behavior; high density, mixed use developments with interconnected streets resulted in communities with higher levels of biking, walking, and transit use.

Is There a Solution?

Creating Healthy Communities

By promoting behavior changes to alter obesity, transportation, and land use trends that are contributing to a deteriorating quality of life.

How is this accomplished?

Zone for mixed use development.

Provide alternative modes of transportation.

Promote a healthy, fitness-friendly, and walkable lifestyle.

Advance development strategies that are sustainable.

Fitness-Friendly Communities

How do we create pedestrian-friendly streets?

Through Streets and Connectivity

Compact Development

Short Blocks

Narrow Streets

Street Grids

On-street Parking

Sense of Place

Pedestrian Amenities

(such as crosswalks, sidewalks, lighting, seating, and buffers)



Sustainable Development Initiatives

Transit-Oriented Development



Transit-Oriented Development

TOD Basics

What is Transit-Oriented Development?

A Transit-Oriented Development (TOD) is a compact, mixed-use, walkable community centered around a transit station, making it possible to increase quality of life without complete dependence on a car for mobility and survival.

Why create a Transit-Oriented Development?

To decrease traffic congestion

To provide an alternative to suburbia and strip development

To provide a quality urban lifestyle

To provide a more walkable lifestyle away from traffic

To address changes in family structures: more singles, empty-nesters, etc.

Source: Center for Transit-Oriented Development

Transit-Oriented Development Implementation

Assessment of the National Market*

A recent market assessment shows that at least a quarter of all new households could be looking for housing in transit zones over the next 25 years.

AARP reports that 71% of older households want to live within walking distance of transit.

Real estate forecasters and investment experts are advising their clients to invest in mixed use communities.

Emerging market for TOD includes empty-nesters, singles, couples without children, and the transit dependent.

Whether the market is able to deliver this type of housing is largely dependent on putting the appropriate public policies in place.

*** Reconnecting America's Center for Transit-Oriented Development, Hidden In Plain Sight; Capturing The Demand For Housing Near Transit, September 2004.**

****Transit Zone Households include households within a half-mile radius around both existing and planned future stations.**

Transit-Oriented Development

TOD Basics

Features of successful Transit-Oriented Development:

A size of approximately a half-mile radius. This average radius is intended to represent a 'comfortable walking distance' for most people.

A mix of uses to promote pedestrian activity in the TOD area. Uses should include retail for everyday living (grocery stores, dry cleaners, etc.), specialty retail, office space, restaurants, public space, and housing.

Development oriented to the street, the pedestrian, and the human scale. Buildings should have entries, windows, balconies, porches, and architectural features that create safe, functional, and interesting walking environments.

Breaking Ground on a Transit-Oriented Development

Corridor Evaluation



Station Area Preparation



Project Implementation

1 Review land use and growth patterns.

2 Identify general station areas.

3 Establish a zone in which TOD would be accepted and marketable.

4 Update comprehensive plan to support more intense development within zone.

5 Adopt P&Z that supports higher density development through minimum density requirements or land use forms.

6 Create design guidelines.

7 Bank land for future development.

8 Establish development incentives.

9 Establish a TIF, PID, BID, MMD to support infrastructure.

10 Identify parcels based on access and visibility.

11 Secure funds.

Transit-Oriented Development

TOD Basics

Benefits of Transit-Oriented Development

Reduced traffic congestion

Reduced household spending on transportation

Improved air quality

Reduced greenfield development

Reduced car accidents and injuries

Higher, more stable property values

Better places to live, work, and play



Transit-Oriented Development Local Strategy-Expand Rail Access

Dallas Area Rapid Transit Example¹

- 1999** 25% greater increase in commercial valuations around DART Stations than control areas.
- 2002** 66% greater increase in multi-family residential valuations around DART Stations than control areas.
- 2002** 115% greater increase in office valuations around DART Stations than control areas.
- 2005** \$3.3 billion in new investment has been announced, broken ground or been planned near DART Stations since 1999.



¹ Data reported by the University of North Texas

Transit-Oriented Development

15th Street Station, Plano



Private Investment: \$34 million

Public Investment: \$2.1 million
Joint Venture Funds for
bike/pedestrian improvements

Rail Investment: about \$3 million
for station construction

The Downtown Plano Transit Center has revived the heart of Plano through revitalization efforts first envisioned in their 1997 Downtown Development Plan.



Transit-Oriented Development Implementation Mockingbird Station (Dallas)



Mockingbird Station has created an urban environment that offers living, shopping, and dining directly accessible by DART light rail.

Private Investment: \$150 million

Public Investment: \$2.4 million
CMAQ Funds for Katy Trail
improvements

Rail Investment: about \$50
million for station construction



Transit-Oriented Development Implementation

Addison Circle

The City of Addison has invested \$10.7 million in the Addison Circle project.

Initial land value: \$23.7 million

Current property values in the Addison Circle District total \$213.2 million, a 20:1 investment ratio.

Annual property tax revenue from the assessed values, at the current tax rate, would provide over \$1 million in revenue.



Transit-Oriented Development Implementation

The McKinney Avenue Trolley

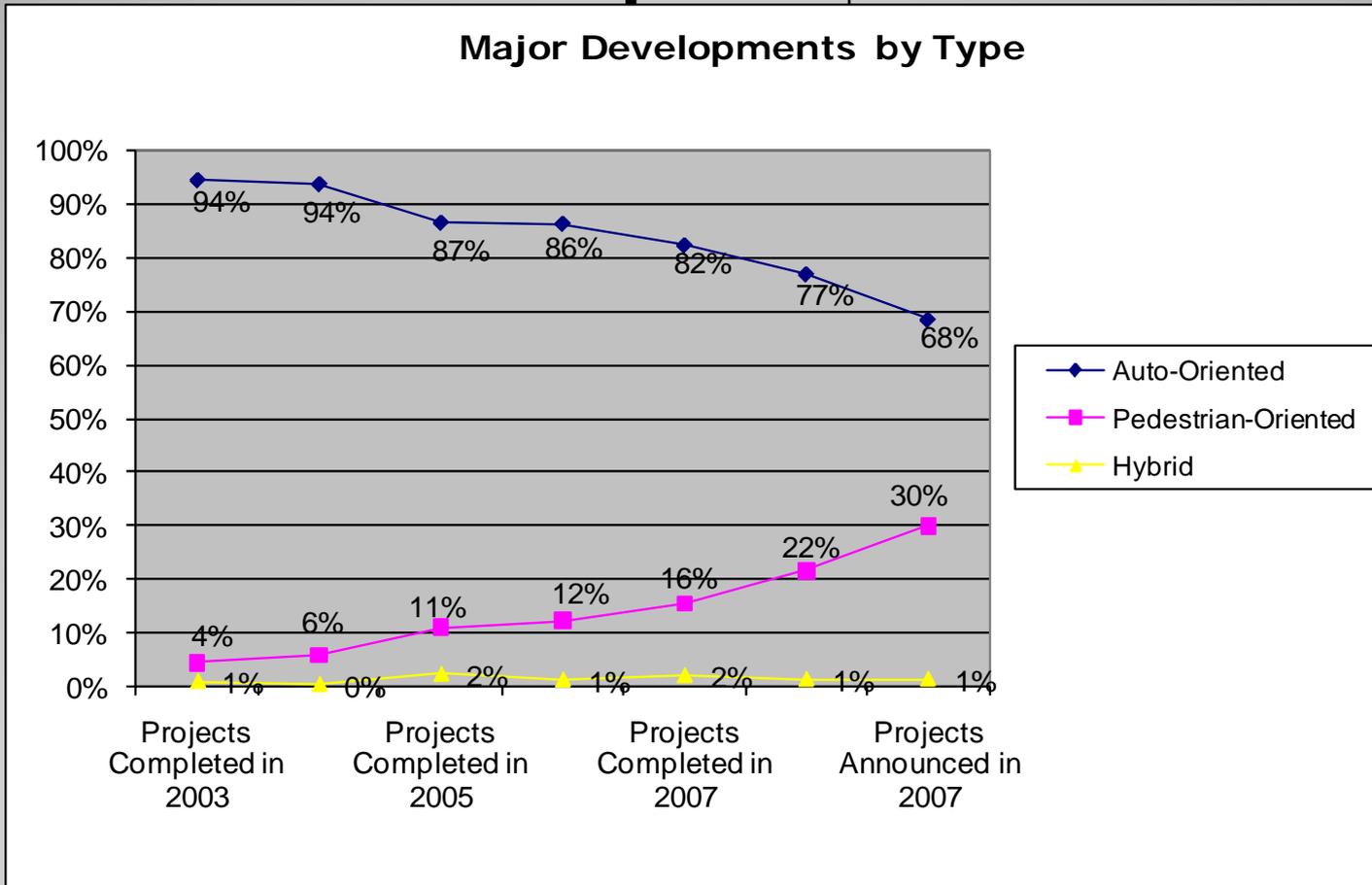
- Pre WWII** - Part of Dallas' original trolley car system
- 1950's** - Service abandoned
- 1980's** - Public and private partnerships develop to restore service in 1989
- 1990's** - Trolley service helps to define and brand the surging Uptown District
- Current** - Service extensions increase functionality and use

Connects two TIF Districts that generated a total of \$8.9 million in 2003 to support infrastructure, maintenance, and redevelopment.



Transit-Oriented Development

Local Development Trends



* Development Monitoring data is collected for the 16-county NCTCOG region.

TOD Implementation Group Plan of Action

Broad Education Program

National Smart Code Speaker Events

Quarterly NCTCOG/CNU Events

Regional TOD Reports to Local City Councils

'Creating Special Places' Competitions

Site Specific Background Planning Assistance and Research

Market Analysis

Local Code Audit

Infrastructure Audit

Development Incentives Audit

Site Specific Community Visioning Events

Charrettes

Public Meetings

Walking Tours

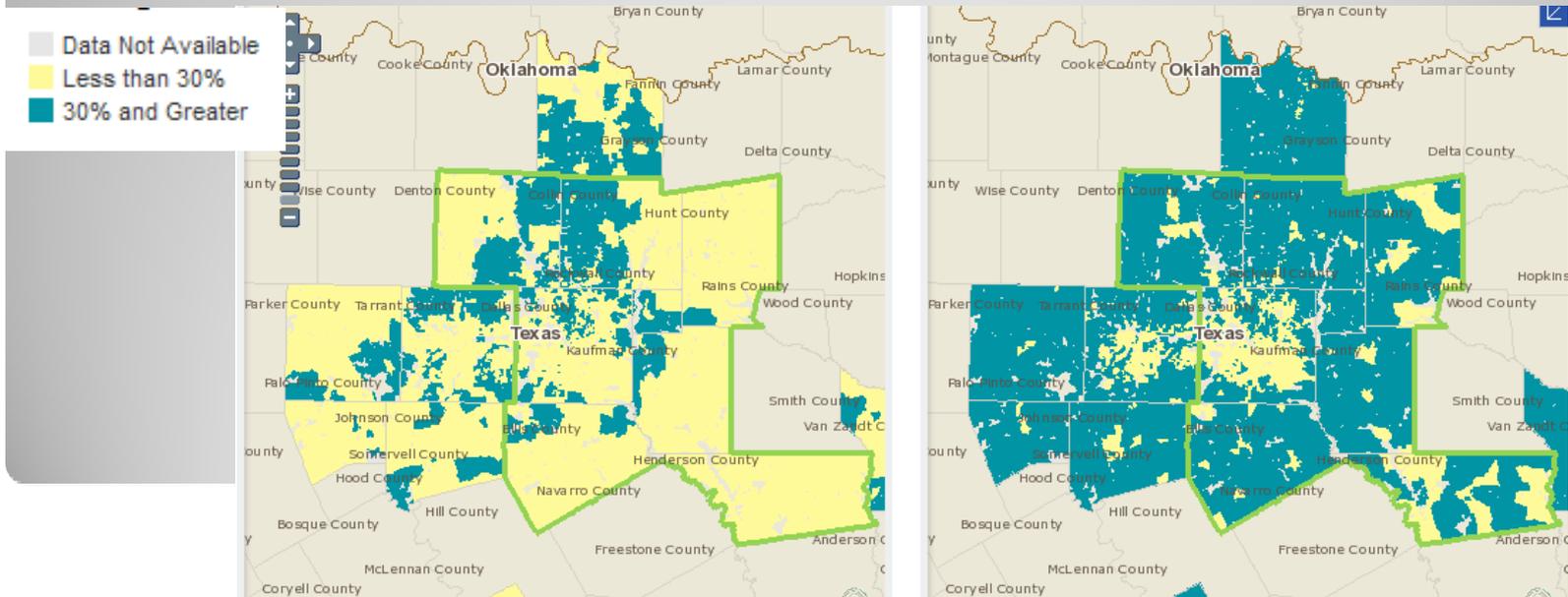
Sales/Promotional Events

H+T Affordability Index

- Measures the true affordability of housing and transportation costs based on location.
- Created by Center for Neighborhood Technology for 337 Metropolitan Areas at block group level
- Dallas Region-Typical Household:
- Regional Median Income: \$48,364
- Size: 2.6 People
- Commuters: 1.2 Workers

Housing Costs- %Income

Housing + Transportation Costs- %Income

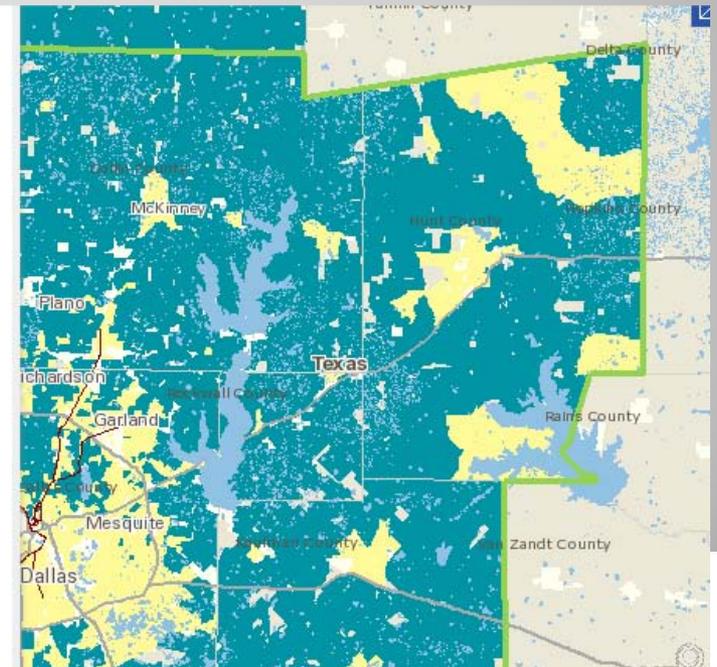
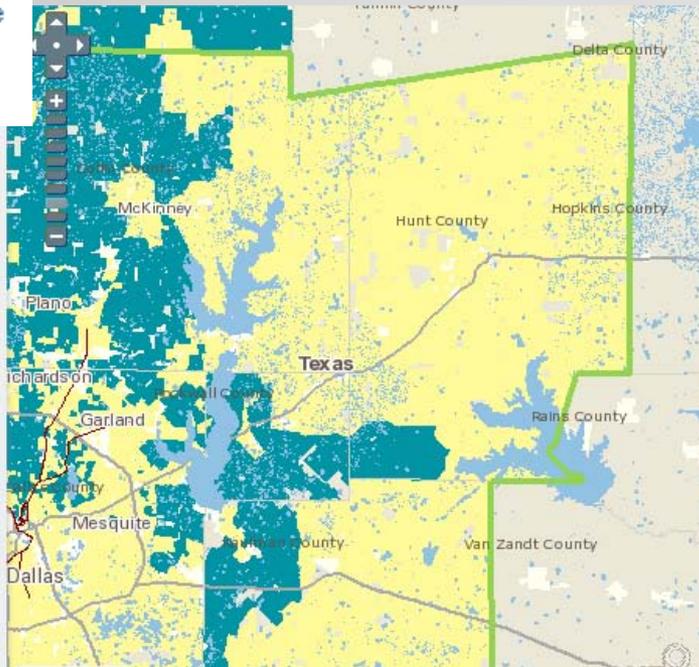


H+T Affordability Index

- Housing Costs factored as a percent of income has widely been utilized as a measure of affordability.
- Traditionally, a home is considered affordable when the costs consume no more than 30% of household income
- CNT has defined an affordable range for H+T as the combined costs consuming no more than 45% of income.

Housing Costs- %Income

Housing + Transportation Costs- %Income



Alternative Growth Scenarios - Findings

- **Diverse, Distinct Communities Scenario shows the largest reduction in miles traveled, by 11 percent, and the largest drop in travel time, by 13 percent. This scenario also increases the bus boardings by 20 percent.**
- **Diverse, Distinct Communities Scenario have the lowest average trip length, 13 percent lower than the Business As Usual Scenario due to the nature of concentrated growth in areas that are already developed.**
- **Connected Centers Scenario has the highest increase in rail transit boardings, 19 percent higher than the Business As Usual Scenario, which is due to the transit connections between the developed centers.**
- **The Green Region and the Diverse, Distinct Communities Scenarios reduce the hours residents spend in traffic by 19 percent.**
- **Diverse, Distinct Communities scenario provides the maximum air quality benefits at 11 percent reduction in VOC and CO emissions, 10 percent reduction in CO2 emissions and 9 percent reduction in NOx emissions.**



Streetcar/Trolley

- **TIGER –I Grant Funds**

Downtown Dallas Streetcar - \$23M awarded and additional \$15.8M RTR funds*

- ✓ Downtown Dallas/Oak Cliff Streetcar project
- ✓ Integrate housing, employment and rail transit
- ✓ Planning, engineering and environmental, final design, and potentially vehicles and some construction.



- **McKinney Trolley Extension - \$5M RTR funds***

- **FTA Urban Circulator/Bus & Bus Livability Projects**
Fort Worth Streetcar Loop (Urban Circulator)- \$24.9M awarded



* \$5.8M for Downtown Dallas Streetcar project and \$5M for McKinney Trolley Extension-Pending RTC approval in January 2011.



TOD Implementation Group Projects Completed to Date



Town of Joshua

Dallas/Deep Ellum



Polytechnic/Texas Wesleyan University

Sustainable Development Initiatives

Brownfields Revolving Loan Fund (RLF)

A Brownfield is defined as “real property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant.”



Brownfields Revolving Loan Fund

In May 2007, NCTCOG was awarded a \$3 million Brownfields Revolving Loan Fund Grant from the EPA. The RLF Grant provides funding for the capitalization of a revolving loan fund to provide low- or no-interest loans to carry out cleanup activities at brownfield sites throughout the region.

Funding will be utilized to clean up sites that will eventually be used for sustainable developments. NCTCOG's focus for the first round of the RLF program will be on transit oriented development.

NCTCOG has finalized a cooperative agreement with the EPA, and anticipates issuing a Call For Projects in late 2008.

Brownfields Revolving Loan Fund

The RLF Grant provides funding for the capitalization of a revolving loan fund to provide low- or no-interest loans to carry out cleanup activities at brownfield sites throughout the region.

NCTCOG partnered with these area transit agencies:

Fort Worth Transportation Authority

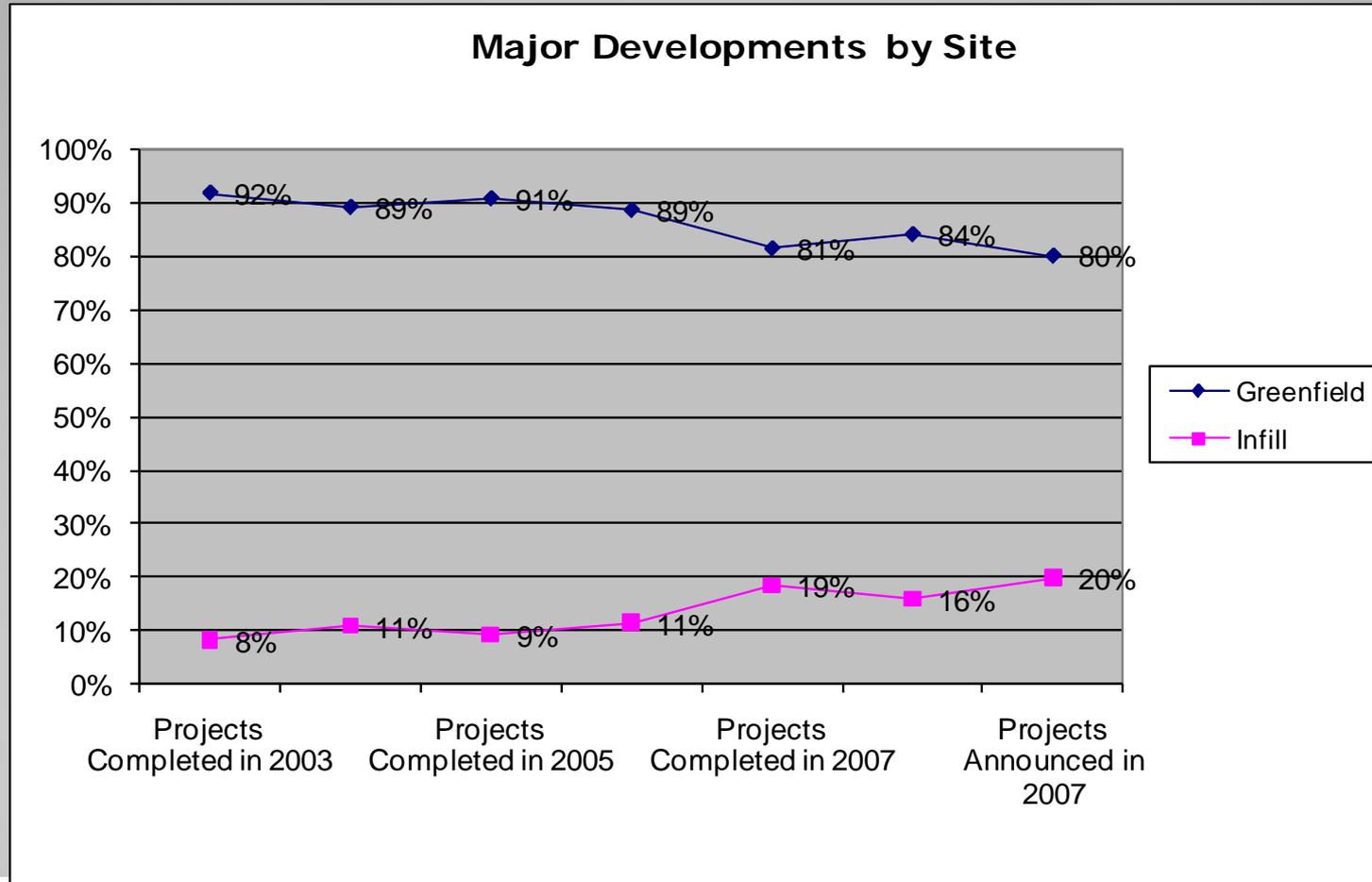
Dallas Area Rapid Transit

Denton County Transportation Authority

Cletrans-City of Cleburne

Brownfields Revolving Loan Fund

Local Development Trends



* Development Monitoring data is collected for the 16-county NCTCOG region.

Questions & Comments

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<http://www.nctcog.org/trans/programs/sustdev.asp>

