

North Texas 2050 Action Package

Issue	Transportation	
Action Tool Title	Inter Agency Partnerships - Office of Livability	
Description of the tool:	Coordination between Housing, Transportation, and Environmental Agencies	
How Well Does It Work?		
How valuable is this tool? How important is its contribution to achieving North Texas' vision for the future?		
<p>Sustainable development is a specific objective of the <u>Mobility 2030: The Metropolitan Transportation Plan for the Dallas-Fort Worth Area, 2009 Amendment</u> because of the direct link between land use, transportation, and air quality. The Regional Transportation Council (RTC) has taken a proactive approach to improving regional traffic congestion and air quality through its Sustainable Development Policy adopted in 2001. Focusing on the responsibilities of the Metropolitan Planning Organization, the RTC has established the following basic policy directions which serve as strategies to meet financial constraints, diversify mobility, and improve air quality. Overall, the objectives of these practices are to:</p> <ul style="list-style-type: none"> • 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 VMT per person. 		
How does it actually work?		
<p>Future partnerships between various federal agencies including the Department of Transportation (DOT), Housing and Urban Development (HUD), and Environmental Protection Agency (EPA) may improve access to affordable housing, provide more transportation options, lower transportation costs, and create sustainable communities; more innovative transportation policies may emerge in future that will promote regional coordination on creating livable communities through sustainable surface transportation programs. An increased coordination between the Housing, Transportation, and Environmental Departments at the State and Local Government level would be needed to plan for affordable, sustainable, and accessible communities in the North Texas Region.</p>		
What are the costs and who will they affect?	What are the benefits and who will they help?	
Local Government staff time and funds	- Local Governments in affordable accessible sustainable communities projects	
NCTCOG staff time and funds	- Improve air quality of the North Texas Region	

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What are the biggest stumbling blocks?	How can they be addressed?		
Autonomy and lack of coordination	- Innovative Partnerships - Pilot projects in partnership		
Who Would be Responsible?			
Primary (lead) responsibility	State and Local ousing, Transportation, and Environmental Agencies		
Secondary responsibility	NCTCOG		
Need for coordination			
How Should it be Funded?			
Primary (lead) responsibility	State and Local ousing, Transportation, and Environmental Agencies		
Secondary responsibility	NCTCOG		
How Does It Connect?			
What other VNT issues are helped by this tool?	Connected Centers, Return on Investment, Diverse Distinct Communities, andGreen Reaion.		
What other VNT issues could be hurt by this tool?	list or briefly describe the linkage		
How Should It Be Implemented?			
What will be done?	When will it happen?		
<ul style="list-style-type: none"> • First step for action • Following steps for action add additional steps as appropriate	Under Implementation		
What Examples Can We Follow?			
North Texas Case Studies	http://www.dot.gov/affairs/2009/dot8009.htm http://www.epa.gov/dced/2009-0616-epahuddot.htm		
Other Texas Case Studies			
Other U.S. Case Studies			
Supporting Research			
Related Information			
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