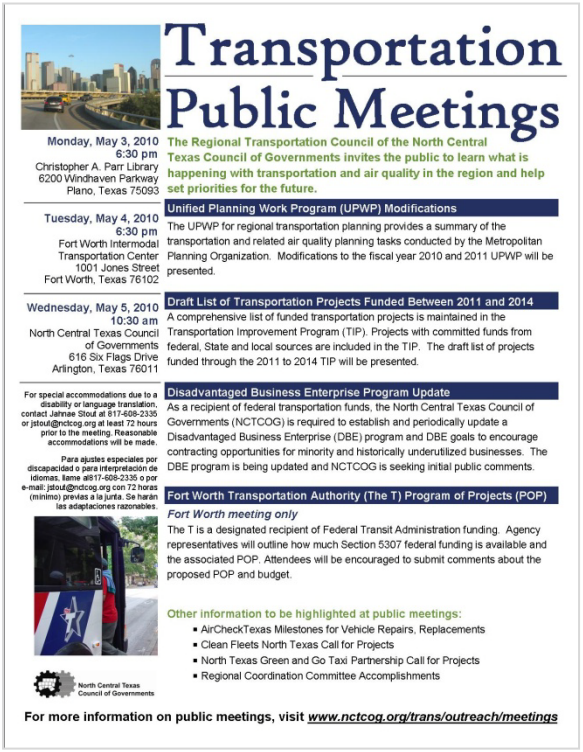
Chapter II
Public Involvement

Public involvement is solicited and strongly encouraged in the coordinated metropolitan transportation planning process. Increasing the communication among citizens, elected officials, and staff permits stakeholders to work together to achieve desired goals and objectives. The public involvement program emphasizes the importance of involvement from all levels of government to individual citizens. When the public is involved, the direction and content of the planning efforts are more likely to address the wide range of issues that impact decision makers. Involving the public during the planning phase of any project will reduce the time and cost of project implementation.



Transportation Public Meetings

Monday, May 3, 2010
6:30 pm
Christopher A. Parr Library
6200 Windhaven Parkway
Plano, Texas 75093

Tuesday, May 4, 2010
6:30 pm
Fort Worth Intermodal Transportation Center
1001 Jones Street
Fort Worth, Texas 76102

Wednesday, May 5, 2010
10:30 am
North Central Texas Council of Governments
616 Six Flags Drive
Arlington, Texas 76011

For special accommodations due to a disability or language translation, contact Jahnae Stout at 817-608-2335 or jstout@nctcog.org at least 72 hours prior to the meeting. Reasonable accommodations will be made.

Para ajustes especiales por discapacidad o para interpretación de idiomas, llame al817-608-2335 o por e-mail: jstout@ndcog.org con 72 horas (mínimo) previas a la junta. Se harán las adaptaciones razonables.

The Regional Transportation Council of the North Central Texas Council of Governments invites the public to learn what is happening with transportation and air quality in the region and help set priorities for the future.

Unified Planning Work Program (UPWP) Modifications
The UPWP for regional transportation planning provides a summary of the transportation and related air quality planning tasks conducted by the Metropolitan Planning Organization. Modifications to the fiscal year 2010 and 2011 UPWP will be presented.

Draft List of Transportation Projects Funded Between 2011 and 2014
A comprehensive list of funded transportation projects is maintained in the Transportation Improvement Program (TIP). Projects with committed funds from federal, State and local sources are included in the TIP. The draft list of projects funded through the 2011 to 2014 TIP will be presented.

Disadvantaged Business Enterprise Program Update
As a recipient of federal transportation funds, the North Central Texas Council of Governments (NCTCOG) is required to establish and periodically update a Disadvantaged Business Enterprise (DBE) program and DBE goals to encourage contracting opportunities for minority and historically underutilized businesses. The DBE program is being updated and NCTCOG is seeking initial public comments.

Fort Worth Transportation Authority (The T) Program of Projects (POP)
Fort Worth meeting only
The T is a designated recipient of Federal Transit Administration funding. Agency representatives will outline how much Section 5307 federal funding is available and the associated POP. Attendees will be encouraged to submit comments about the proposed POP and budget.

Other information to be highlighted at public meetings:
- AirCheckTexas Milestones for Vehicle Repairs, Replacements
- Clean Fleets North Texas Call for Projects
- North Texas Green and Go Taxi Partnership Call for Projects
- Regional Coordination Committee Accomplishments

North Central Texas Council of Governments

For more information on public meetings, visit www.nctcog.org/trans/outreach/meetings

The North Central Texas Council of Governments (NCTCOG) and the Texas Department of Transportation (TxDOT) hold public meetings as part of their public involvement process. Public meetings are held during development and update of the Transportation Improvement Program/Statewide Transportation Improvement Program (TIP/STIP) and during individual project implementation, which ensures compliance with the National Environmental Policy Act (NEPA) process. The TxDOT public involvement process also ties into a statewide process overseen by the Texas Transportation Commission. Assurance of adequate local input is required prior to final approval by the Commission.

In March 2010, the Regional Transportation Council (RTC) adopted a revised NCTCOG Transportation Public Participation Plan. The Public Participation Plan is consistent with provisions in the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) guidance. These procedures require that a public meeting on the draft TIP be conducted at least 30 days prior to RTC approval, which includes a 30-day written comment period. Additional components of the Public Involvement Process include reasonable public access to technical and policy information, open public meetings, and explicit consideration and response to public input. The public notification form is available at all public meetings to allow interested individuals the opportunity to receive notification of future public meetings. A copy of the current NCTCOG Public Participation Process is provided in the following pages of this chapter. In addition, all public meeting notices and comments received during the public meetings associated with development of the 2011-2014 TIP, Mobility 2035, and the 2011 Transportation Conformity determination are included in this chapter.

During development of the 2011-2014 TIP, public meetings were held to obtain a consensus of the constituency served by the program. Initial public meetings to discuss the TIP/STIP development process were held in 2008 and 2009. Draft project

listings were presented to the public in May 2010. Meetings to discuss the new Mobility 2035 and Amended 2011-2014 TIP were held in December 2010 and February 2011. See table below for dates and locations.

Oct. 14 & 15, 2008	North Richland Hills, Burleson, and Carrollton
Jan. 7 & 8, 2009	Arlington, Fort Worth, and Lewisville
Feb. 9 & 10, 2009	Plano, Fort Worth, and DeSoto
Mar. 4 & 5, 2009	Farmers Branch, Denton, and Fort Worth
Mar. 8, 9, & 10, 2010	Allen, Irving, and Fort Worth
May 3, 4, & 5, 2010	Plano, Fort Worth, and Arlington
Dec. 13, 15, & 16, 2010	Farmer Branch, Fort Worth, and Arlington
Feb. 8, & 15, 2011	Dallas, Fort Worth, and Rockwall
Mar. 14 & 15, 2011	Fort Worth, Mesquite, Denton

These meetings were held to educate, inform, and seek comments from the public on transportation issues and the specific projects proposed for funding listed in the TIP. Comments were solicited from those present who wished to speak for the record and any other citizens who wished to submit comments in writing during the comment period ending April 2011. As mentioned above, the public notices for these meetings and minutes of these meetings are included in this chapter.

NCTCOG regularly supports and holds meetings for the NCTCOG Executive Board, the Regional Transportation Council (RTC), and the Surface Transportation Technical Committee (STTC). These committees review, endorse, or approve the development of the TIP and the supporting air quality conformity analysis. These meetings are open to the public, and meeting agendas are available to all interested parties.

Throughout the year, modifications to the programmed projects in the TIP are often necessary to either update project information or to facilitate changes to TxDOT's project letting schedules. Based on the nature of the change, these modifications are either processed administratively or require STTC and RTC approval to proceed. Then, significant project modifications are transmitted to TxDOT for incorporation into the Statewide TIP (STIP) in accordance with the State's rules for modification of the STIP. This process will be discussed in greater detail in the next chapter. These project modifications are communicated to the public through the public participation process.

NCTCOG staff considers environmental justice issues in the transportation planning process when conducting public meetings.

Given the large Metropolitan Area, staff also attempts to avoid repeat locations. Other efforts to involve minority communities include publication of newspaper display ads in local minority publications.

Public meeting locations are selected based on:

- Minority and low-income communities,
- Transit accessibility, transportation issues within a particular community,
- Convenient times of the day to conduct meetings.

Invitations are mailed to approximately 8,000 individuals and organizations contained in NCTCOG's public notification database. All public meetings are posted on the Texas Secretary of State's Texas Register web site as part of the Open Meetings requirement. Public meeting notices are also mailed to public libraries and city/county offices for posting.

For more information about transportation public meetings, visit:
http://www.nctcog.org/outreach/meetings

THE NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS TRANSPORTATION PUBLIC PARTICIPATION PLAN (March 2010)

THE NEED FOR PUBLIC PARTICIPATION

An effective public participation process provides for an open exchange of information and ideas between the public and transportation decision makers. The overall objective of the North Central Texas Council of Governments' (NCTCOG's) Transportation Department public participation plan is that it is proactive, provides complete information, timely public notice, full public access to key decisions, and opportunities for early and continuing involvement. Not only does the public participation plan provide a mechanism for NCTCOG Transportation Department to solicit ideas and public comments, it also builds support among the public who are stakeholders in transportation investments that impact their communities.

Key elements for effective public participation are:

1. Clearly defined purpose and objectives for initiating a public dialogue on transportation plans, programs, projects, policies and partnerships;
2. Identification of specifically who the affected public and other stakeholder groups are with respect to the plans, programs, projects, policies and partnerships under development;
3. Identification of techniques for engaging the public in the process;
4. Varied notification procedures which effectively target affected groups;
5. Education and assistance techniques which result in an accurate and full public understanding of the transportation problem, potential solutions, and obstacles and opportunities within various solutions to the problem; and
6. Follow-through by public agencies demonstrating that decision makers seriously considered public input.
7. Multiple mediums and opportunities to submit input.

NCTCOG Transportation Department reviews guidance on public participation from the Federal Highway Administration/Federal Transit Administration on a regular basis.

ENVIRONMENTAL JUSTICE AND TITLE VI REQUIREMENTS

NCTCOG is committed to incorporating Environmental Justice elements and Title VI considerations into its Public Participation Plan. During the public participation process, populations that have been traditionally underserved by existing transportation systems, including but not limited to low-income and minority households, are sought out and their needs considered.

In response to Executive Order 12898: Federal Actions to Address Environmental Justice in Minority and Low-Income Populations, NCTCOG's policy reflects that no segment of the region should, because of race, economic makeup, age, sex, or disability, bear a disproportionate share of the adverse human health or environmental effects, including social and economic effects, of its programs, policies, and activities or be denied equal access to environmental benefits. Other fundamental concepts of Environmental Justice included in NCTCOG's policy are to ensure the full and fair participation by all potentially affected communities in the transportation decision-making process; and to prevent the denial of, reduction in, or significant delay in receipt of benefits by minority and low-income populations.

NCTCOG addresses Environmental Justice concerns throughout the transportation planning process, and it is the responsibility of all staff to consider the needs of traditionally underserved communities during planning, project selection and project implementation. As the Public Participation Plan is implemented, special consideration is given to ensure all residents have reasonable access to information and opportunities to give input. Demographic data is analyzed to identify communities of concern that can be used for public meeting location and outreach event selection as well as identification of need for more targeted or diverse outreach efforts. NCTCOG annually publishes a report outlining how Environmental Justice concerns are addressed in the Department’s activities.

A Language Assistance Plan (LAP) (Appendix E) outlines NCTCOG’s efforts to make information available to limited English proficient (LEP) persons. According to U.S. Department of Transportation Guidelines, a four-factor analysis is used to evaluate the extent to which language assistance measures are required to ensure meaningful access to LEP persons.

The four-factor analysis considers:

1. The number or proportion of LEP persons eligible to be served or likely to be encountered by a program, activity or service.

2. The frequency with which LEP individuals come in contact with the program.

3. The nature and importance of the program, activity or service provided by the federal-funding recipient to people’s lives.

4. Resources available to federal-funding recipients and costs of language assistance.

The LAP outlines demographic information, analysis of Department activities, language assistance provided and communication to LEP persons about the availability of language assistance.

Title VI states that no person is excluded from participation in, denied the benefit of, or subjected to discrimination under any program or activity receiving federal financial assistance on the basis of race, color, national origin, age, sex, disability, or religion. Title VI prohibits discrimination: whether intentional or where the unintended effect is unduly burdensome.

Title VI Complaint Procedures (Appendix F) outlines the NCTCOG Title VI policy, how an individual may submit a complaint, how the complaint will be investigated and potential resolution scenarios.

PUBLIC PARTICIPATION REQUIREMENTS

Prior to the passage of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA),

there were no formal public involvement procedures for metropolitan transportation planning. However, all technical committee meetings and Regional Transportation Council meetings were open to the public, and meeting notices were mailed to several hundred interested parties. A concerted effort to contact private sector and government interests was achieved. In addition, local government hearings were held prior to the adoption of the Metropolitan Transportation Plan and Transportation Improvement Program.

ISTEA and subsequent federal transportation legislation include requirements for proactive public involvement as part of the metropolitan transportation planning process. This Public Participation Plan was updated in May 2007 in accordance with the Safe, Accountable, Flexible, Efficient Transportation Equity Act: a Legacy for Users (SAFETEA-LU) and related federal rules.

The federal rules for metropolitan transportation planning contain additional guidelines in 23 CFR 450.316. Ten requirements are specified and are summarized in Appendix A, along with NCTCOG's response as to how the requirement will be met. Appendix B specifically lists the types of interested parties identified in SAFETEA-LU.

PUBLIC PARTICIPATION COMPONENTS

There are six main components to the NCTCOG Transportation Public Participation Plan, as described below:

1. Public meetings will occur prior to NCTCOG's Regional Transportation Council (RTC) approval of the Transportation Improvement Program (TIP), the Metropolitan Transportation Plan (MTP), Air Quality Conformity, and the Unified Planning Work Program (UPWP). Public meetings will also occur prior to TIP revisions and MTP updates.

2. Notification of UPWP modifications and TIP administrative amendments can be conducted by mailings, newspaper ads, and/or e-mail, if not addressed at public meetings.

3. Open meetings include RTC and the standing technical, policy and strategic committees.

4. NCTCOG's Government Applications Review Committee provides a forum for the review of applications for various federal and State programs as part of the Texas Review and Comment System.

5. Whenever NCTCOG is involved in the development of environmental documents following National Environmental Policy Act (NEPA), staff will coordinate with implementing agencies for public involvement and, when applicable, the Texas Department of Transportation Environmental Manual.

6. Additional public information is available through NCTCOG staff and Web site.

The following tables contain details concerning each component of the public participation plan:

1. Public Meetings

PUBLIC PARTICIPATION COMPONENT	PUBLIC MEETING DATE	COMMENT PERIOD[2]	ADDITIONAL COMMENTS
Development of Transportation Improvement Program, including Air Quality Conformity[1]	At least 30 days prior to RTC approval	30 days	All public comments received on the TIP and MTP will be included in the documentation of the TIP and MTP or by reference to Air Quality Conformity documentation. Whenever possible, each of these topics will be covered in the same public meetings.
Development of Metropolitan Transportation Plan (including Air Quality Conformity and population and employment forecasts)	A public meeting shall be held at least 60 days prior to requesting RTC action. A second public meeting will be held at least 30 days prior to RTC approval.	30 days following each meeting	
TIP Revisions	At least 30 days prior to RTC approval[3]	30 days[3]	Revisions are project modifications that require RTC action; rules regarding various types of TIP modifications are outlined in the TIP Modification Policy (Appendix D).
Metropolitan Transportation Plan Amendments	At least 30 days prior to RTC approval	30 days	
Development of Unified Planning Work Program	Once every two years, at least 30 days prior to RTC approval	30 days	
Congestion Management Process	At least 30 days prior to RTC approval	30 days	
Development or update of the Public Participation Plan	At least 45 days prior to RTC approval if changes reducing public participation proposed	45 days	

[1] Sometimes conformity is re-evaluated, because of changes due to the transportation system, as well as changes in the emission budget of the State Implementation Plan. Public Meetings will be held under both conditions.

[2] In the event that more than one public meeting is scheduled; the public comment period will begin following the first meeting.

[3] With increased focus on expediting project implementation and funding allocation, there may be rare occasions in which issues arise that require urgent modification of the TIP due to funding requirements or timelines. In these cases, exceptions to the 30-day comment period may be required in order to avoid not being able to secure funding. In these cases, there will be adequate public notice and clear communication of the abbreviated comment period. An abbreviated comment period will be at least 72 hours. Longer comment periods are preferred and will be offered whenever possible.

2. Notification

PUBLICPARTICIPATION COMPONENT	PUBLIC MEETING DATE	COMMENT PERIOD[2]	ADDITIONAL COMMENTS
UPWP modifications	Notification by mailings, newspaper ads, and/or e-mail if modifications do not impact air quality conformity. At least 30 days prior to RTC approval if modifications are expected to impact air quality conformity.	30 days	UPWP modifications that do not impact air quality conformity can be transmitted by notification if not presented at public meetings.
TIP Administrative Amendments and modifications supporting previous RTC action	Summary of modifications provided at next public meeting as well as notice about how to access the complete list of administrative amendments.	N/A	TIP modifications supporting previous RTC action that do not impact air quality conformity can be transmitted by notification if not presented at public meetings.

3. Open Meetings

Regional Transportation Council (RTC)	Regular meeting on second Thursday of each month	N/A	TIP Administrative Amendments and other items not specifically requiring public involvement will be presented and discussed at the RTC and standing technical, policy and strategic committee meetings.
All Other Committees as determined by Open Meetings Act including those identified in RTC bylaws as standing technical, policy and strategic committees.	(determined individually)	N/A	

4. Government Applications Review Committee

Government Applications Review Committee	As Needed	N/A	Various federal and State programs are reviewed for regional consistency under the Texas Review and Comment System (TRACS).

5. Additional Public Information

PUBLICPARTICIPATION COMPONENT	PUBLIC MEETING DATE	COMMENT PERIOD[2]	ADDITIONAL COMMENTS
Public Information	As Needed	N/A	See Appendix A. Requests for public information and presentations are coordinated through NCTCOG staff.
Presentations	As Needed	N/A	Staff presentations and other information are available for public review by contacting NCTCOG's Transportation Department or through the NCTCOG Web site.
Publications	As Needed	N/A	Publications are available by contacting NCTCOG's Transportation Department or through the NCTCOG Web site
Opportunity to review draft environmental documents	N/A	To be determined by agency publishing document.	As the Metropolitan Planning Organization for the Dallas-Fort Worth area, NCTCOG receives copies of draft environmental documents to make available to the public for review and comment during business hours.
Web site	As Needed	N/A	Public information will be made available in electronically accessible format and means, such as the World Wide Web, whenever possible.
Community Events	As Needed	N/A	Public information is distributed at a variety of community events, such as local government events, Earth Day celebrations, bike rallies, etc. in order to increase public awareness of NCTCOG transportation and related air quality plans and programs.

6. Environmental Documents and Implementing Agency Coordination

Development of NEPA environmental documents and in coordination with implementing agency.	According to requirements established in the Texas Department of Transportation Environmental Manual or similar documents for implementing agency.	TBD depending on requirements established	NCTCOG will work with the implementing agency to establish and meet public involvement requirements including when applicable those outlined in the Texas Department of Transportation Environmental Manual.

NOTIFICATION OF PUBLIC PARTICIPATION ACTIVITIES

All public meeting notices will be sent to select newspapers to ensure regional coverage. Translated notices will also be sent to non-English newspapers. Notification is also sent to local libraries, city halls, county court houses, chambers of commerce (including minority chambers), and the Texas Register. In addition, NCTCOG will maintain a comprehensive mailing list containing the names of individuals and organizations that wish to be notified of all public meetings as well as stakeholders identified in Appendix B. To be included on the mailing list, please submit the attached Public Notification form or go to the NCTCOG Web site, www.nctcog.org.

For additional information on the North Central Texas Council of Governments' Transportation Public Participation Plan, contact NCTCOG's Transportation Department:

North Central Texas Council of Governments
Transportation Department
P.O. Box 5888
Arlington, Texas 76005-5888

(817) 695-9240 metro
(817) 640-3028 fax
transinfo@nctcog.org

PUBLIC NOTIFICATION
NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS
TRANSPORTATION DEPARTMENT

Please add my name to the Public Notification list:

Name: _____

Title: _____

Agency: _____

Address: _____

_____

Phone: _____

Email: _____

Please mail, email or fax to:

North Central Texas Council of Governments
Transportation Department
P.O. Box 5888
Arlington, Texas 76005-5888

Fax (817) 640-3028
E-mail: transinfo@nctcog.org
Web site: www.nctcog.org

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THE NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS
TRANSPORTATION PUBLIC PARTICIPATION PLAN
(March 2010)

APPENDIX A

Summary of Public Involvement Requirements - 23 CFR 450.316 (a)(1)

REQUIREMENT	NCTCOG RESPONSE
(i) Provide adequate public notice of public participation activities and time for public review and comment	Public meeting notices will be sent to selected newspapers to ensure regional coverage. Translated notices will also be sent to non-English newspapers. Notification is also sent to local libraries, city halls, county court houses, chambers of commerce (including minority chambers), and the Texas Register. In addition, NCTCOG will maintain a comprehensive mailing list containing the names of individuals and organizations that wish to be notified of all public meetings as well as stakeholders identified in Appendix B.
(ii) Provide timely information on transportation issues and processes	Information is disseminated through NCTCOG's publications, reports, public meetings and other outreach events, the NCTCOG Web site, local newspapers, and open meetings.
(iii) Employ visualization techniques to describe metropolitan transportation plans and TIPs	To the maximum extent possible, NCTCOG will employ visualization techniques such as maps, charts, graphs, photos, and computer simulation in its public involvement activities.
(iv) Make public information available in electronically accessible formats, such as the World Wide Web	Reports, plans, publications, recent presentations, and other information are available on the NCTCOG Web site. Public comments may also be submitted on the NCTCOG Transportation Department Web site and via e-mail. Interested parties may subscribe to receive topic-specific e-mail correspondence. Additional web-related communication tools are evaluated continuously for implementation.
(v) Hold public meetings at convenient and accessible locations and times	Public meetings are held in diverse locations throughout the region, accessible to individuals with disabilities, preferably near transit lines or routes, at both day and evening times. Public meeting materials and summaries are archived online and hard copies can be mailed upon request.

REQUIREMENT	NCTCOG RESPONSE
(vi) Demonstrate explicit consideration and response to public input received during development of the MTP and TIP	Public meetings will be held during development of the TIP and MTP as well as upon proposal of revisions/updates to these documents. All public comments will be reviewed and considered by the RTC and standing technical, policy and strategic committees. Public comments received on the TIP and the MTP shall be included in documentation of the TIP and the MTP or via reference to Air Quality Conformity documentation.
(vii) Seek out and consider the needs of those traditionally underserved, including, but not limited to low income and minority households	A comprehensive mailing list will be maintained. Public meetings are held in diverse locations throughout the region, accessible to individuals with disabilities, preferably near transit lines or routes, at both day and evening times.
(viii) Provide additional opportunity for public comment if final MTP or TIP differs significantly from version made available for public review	If the TIP or MTP requires significant revisions, additional public meetings will be held.
(ix) Coordinate with statewide transportation planning public involvement process	When possible, public meetings will be coordinated with the Texas Department of Transportation.
(x) Periodic review of Public Participation Plan (PPP)	NCTCOG regularly reviews its Transportation Public Participation Plan. If modified in a more restrictive fashion, a 45-day comment period will be held following the meeting.

THE NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS
TRANSPORTATION PUBLIC PARTICIPATION PLAN
(March 2010)

APPENDIX B

Participation by Interested Parties
23 CFR 450.134 (a)

Interested Parties
citizens
affected public agencies
representatives of public transportation employees
freight shippers
providers of freight transportation services
private providers of transportation
representatives of users of public transportation
representatives of users of pedestrian walkways and bicycle transportation facilities
representatives of the disabled
other interested parties
• Local and State Emergency Response agencies
• State and Local agencies responsible for growth and economic development
• Federal, State and Tribal wildlife, land management, and regulatory agencies
• Airport operators

THE NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS
TRANSPORTATION PUBLIC PARTICIPATION PLAN
(March 2010)

APPENDIX C

IMPLEMENTATION STRATEGIES FOR PUBLIC OUTREACH AND INVOLVEMENT

This document describes the North Central Texas Council of Governments (NCTCOG's) Transportation Department's ongoing public outreach efforts, which are utilized in conjunction with the formal public participation procedures. In addition, Appendix C describes the implementation process for the formal public participation procedures. The public participation procedures were originally adopted by the Regional Transportation Council (RTC) in June 1994 and represent the standard practices the NCTCOG Transportation Department follows in involving the public in regional transportation planning. These procedures were updated pursuant to the Safe, Accountable, Flexible, Efficient Transportation Equity Act: a Legacy for Users (SAFETEA-LU), the most recent federal transportation authorization legislation, and related federal rules.

In addition to these procedures, the NCTCOG Transportation Department has developed many avenues to increase public outreach. Public outreach efforts identify three critical actions:

- inform, which consists of providing information and outreach to the public;
- input, which provides an opportunity for the public to provide comments; and
- support, which follows the first two actions.

To receive effective input from the public, it is important that the public have an understanding of the issues that surround transportation and related air quality planning, programs, projects and policies. The purpose of public outreach efforts is to equip the public with that understanding.

Generally, when the public has been informed and has had the opportunity to provide input, sufficient consensus building can take place, which provides the support base for whatever transportation decisions are made.

Public Outreach Components

For projects requiring development of environmental documents pursuant to the National Environmental Policy Act (NEPA), the public involvement requirements of implementing agencies and, when applicable, the Texas Department of Transportation Environmental Manual will be met. During this process, NCTCOG will continuously coordinate with the implementing agency. One or several additional communication tools may also be used.

Public outreach serves to educate and inform the public about transportation issues and the planning process. Extensive public outreach activities should motivate public interest in transportation issues and lead to greater attendance and involvement at public meetings. Public meetings provide a useful opportunity for transportation stakeholders and the general public to submit formal, written comments or oral comments on transportation issues and planning activities. It also provides an opportunity for the NCTCOG Transportation Department to learn of public needs and opinions on various transportation issues.

In order to effectively communicate transportation and related air quality issues to the public, the NCTCOG Transportation Department employs various communication strategies. One or several of the following elements can be used as a means to educate the public on transportation issues.

- ***Mailing List:*** The Public Notification Database, a comprehensive mailing list of member governments, state agencies, neighborhood associations, civic organizations, transportation advocacy groups, social service organizations, freight companies, transit providers, chambers of commerce (including minority chambers), churches, and citizens has been developed, and is continually maintained and expanded. Individuals on this list receive public meeting notices; notices of workshops or open houses; educational brochures; newsletters; and other material suitable for mass mailings.

  The current Public Notification Database contains approximately 9,000 individuals and is updated continuously to include new entries from the NCTCOG Transportation Department web page (an on-line form is available for submission), returned mail, and requests for additions and deletions from various sources. The NCTCOG Transportation Department also conducts an annual survey of the mailing list via return post card to track interests and for correction of information.

- ***Publications:*** The NCTCOG Transportation Department, in conjunction with the Public Affairs Department, takes an active roll in producing publications designed to educate the public on transportation issues and encourage their active involvement. Such publications include the *Mobility Matters* quarterly newsletter, initiated in December 2001, to provide information on the Transportation Department's activities and initiatives. This newsletter is mailed to the entire Public Notification Database, and made available at all public meetings, community events, at Regional Transportation Council and subcommittee meetings and is available through the NCTCOG Web site. Other publications include, but are not limited to:

    - *Citizen Guide to Transportation Planning and Programming in the Dallas-Fort Worth Metropolitan Area*
    - Educational pamphlets
    - *It's Your Region* (a monthly newsletter produced by NCTCOG)
    - *Local Motion*, (a monthly newsletter for local elected officials and transportation decision makers)
    - *Metropolitan Transportation Plan Executive Summary*
    - *Mobility Matters* (a quarterly newsletter mailed to the Public Involvement list)
    - Notices of Public Meeting, Workshops, and Open House events
    - *Regional Mobility Initiatives* (an ongoing educational report series)
    - *Transportation State of the Region* annual report

Since 1996, 22 issues of Regional Mobility Initiatives have been produced and distributed, and are accessible through the NCTCOG Web site:

- *Advanced Transportation Management*, March 1996
- *Air Quality*, July 1996
- *Traffic Congestion,* October 1996
- *Multimodal Solutions in the North Central Corridor,* July 1997
- *Toll Roads,* February 1998
- *Major Investment Studies,* August 1998

- *The Transportation Equity Act for the 21st Century,* October 1998
- *High Occupancy Vehicle (HOV) Lanes,* December 1998
- *Travel Demand Forecasting Procedures,* June 1999
- *Commuter Traffic,* December 2000
- *Pedestrian Transportation,* August 2002
- *Metropolitan Planning Organization,* November 2002
- *Rail Station Access,* February 2003
- *Commuter Traffic Update*, October 2004
- *Regional Rail*, October 2005
- *Goods Movement and Freight Traffic*, January 2006
- *Intelligent Transportation Systems*, December 2006
- Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), June 2007
- Metropolitan Planning Organization, August 2007
- Air Quality, September 2007
- Congestion Management Process, March 2008
- Traffic Congestion, December 2008

- ***Surveys:*** Where appropriate, the NCTCOG Transportation Department may conduct surveys to determine public awareness and/or sentiment with regard to certain planning issues. Surveys may be relatively small endeavors designed to shed light on one or two issues, or may be large-scale planning endeavors.

- ***Planning Documents:*** Various planning documents and other publications are made available upon request. Environmental documents received by the Metropolitan Planning Organization are also available to the public. Most can also be viewed via the NCTCOG Web site. These publications include, but are not limited to:

  - Metropolitan Transportation Plan
  - Transportation Improvement Program
  - Congestion Management Process
  - Other Management System Reports
  - Air Quality Conformity Analysis
  - Technical Report Series Reports
  - Unified Planning Work Program

  Upon request, any NCTCOG Transportation Department publication will be converted into alternative formats or languages.

- ***Relationships with Local Media:*** Relationships with media are continually being cultivated by increasing the frequency with which media releases are distributed, compiling and updating a media e-mail distribution list which includes more than 150 reporters at almost 100 local print and broadcast media outlets, and by fostering personal contact with local editors and news directors by providing timely and accurate information upon their request. NCTCOG Transportation Department staff attends professional organization meetings designed to improve media relations and develop further contacts with individual

representatives of local media. The goal of furthering these relationships with local media is to foster greater public awareness and understanding among Dallas-Fort Worth area citizens regarding transportation issues in a positive and proactive manner.

- ***Electronically Accessible Information:*** Information is also available online via the NCTCOG Transportation Department Web site www.nctcog.org/trans. This site includes a Public Involvement web page, www.nctcog.org/trans/outreach/involve/index.asp, to provide the latest information on public meetings, media releases, public surveys, and NCTCOG Transportation Department's Public Participation Plan. Public meeting presentations, handouts, schedules, flyers, and minutes are made available on this site as well. A printable public notification form for mailing or an online version that can be used via e-mail is available. Interested parties may also directly access all Transportation Department staff members via e-mail, phone, fax or postal mail.

- ***Consensus Building:*** For appropriate planning activities, NCTCOG Transportation Department will utilize, to the greatest extent possible, certain outreach efforts early in the planning process to gather input and build consensus among various transportation stakeholders. The public outreach plan for each activity will detail specific activities to be undertaken. Such efforts may include, but are not limited to:

  - Open Houses
  - Listening Sessions
  - Roundtables
  - Conferences and Forums

- ***Public Meetings:*** In addition to these public outreach activities, the Transportation Department follows general public procedures in holding public meetings to facilitate greater participation and to encourage the exchange of ideas and information. Environmental Justice aspects are always considered when selecting meeting sites.

  General Public Meeting Guidelines

  1. Meetings will be held in accessible locations, preferably near transit lines or routes.
  2. Meetings will be held in buildings that are in full compliance with the Americans with Disabilities Act of 1990.
  3. Presentations and supporting documentation, as needed, will be available at all meetings.
  4. An informal meeting environment will be cultivated, allowing attendees to ask questions and submit comments.
  5. For meetings on a specific project, the meeting(s) will be held in corridor(s) directly affected by the project.
  6. The NCTCOG Transportation Department will make every effort to accommodate attendees with special needs if they provide sufficient notice. Facilities will be available on request for persons with disabilities, including sign and foreign language interpreters, and handouts in large print or Braille. A minimum of 3 business days

advance notice is required for these arrangements to be provided. Public meeting notices will provide the telephone number and e-mail address to request special arrangements.

7. At a minimum, the meeting will be audio taped. Videotaping may be preferable in certain situations.

NCTCOG Transportation Department will, on occasion, provide other informational items at public meetings. Any additional information or materials may be requested at public meetings and NCTCOG can assure that information is mailed to citizens upon their request.

Notification of Public Meeting Activities

All public meeting notices will be sent to select newspapers, as necessary, to ensure regional coverage. All public meetings are posted on the Texas Register Web site as part of the Open Meetings requirement. Public meeting notices are mailed to meeting location facilities, more than 160 public libraries, more than 190 city and county offices for posting, and to approximately 9,000 individuals and organizations in our public notification database. NCTCOG Transportation Department staff will contact public information officers of the cities in which meetings are scheduled, to request assistance in posting information, often on the city cable television channel and Web sites.

- ***Community Outreach Events:*** In an effort to educate the public and increase public awareness of NCTCOG transportation plans and programs, information is distributed at a variety of community events such as local government events, Earth Day celebrations, bike rallies, etc. Transportation Department staff also frequently makes presentations to community groups and civic organizations.

THE NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS
TRANSPORTATION PUBLIC PARTICIPATION PLAN
(March 2010)

APPENDIX D

TRANSPORTATION IMPROVEMENT PROGRAM MODIFICATION POLICY
Policies and Procedures to Streamline Project Delivery

The Transportation Improvement Program (TIP) is a staged, multi-year program of projects approved for funding with federal, State, and local funds within the Dallas-Fort Worth area. A new TIP is approved every two years by the Regional Transportation Council (RTC), which serves as the policy board for the Dallas-Fort Worth Metropolitan Planning Organization (MPO). Due to the changing nature of projects as they move through the implementation process, the TIP must be modified on a regular basis.

Please note certain project changes require collaboration with our State and federal review partners. This collaboration occurs through the Statewide Transportation Improvement Program (STIP) revision process. Therefore, modification of the Dallas-Fort Worth TIP will follow the quarterly schedule established for revisions to the Statewide Transportation Improvement Program (STIP).

This policy consists of four sections:

General Policy Provisions: Overall policies guiding changes to project implementation

Project Changes Not Requiring TIP Modification: Changes related to administration or interpretation of Regional Transportation Council Policy

Administrative Amendment Policy: Authority granted to the MPO Director to expedite project delivery and maximize the time the RTC has to consider policy level (vs. administrative) issues

Revision Policy: Changes only the Regional Transportation Council can approve or recommend for State and federal concurrence

General Policy Provisions

1. All projects inventoried in the Transportation Improvement Program fall under this modification policy, regardless of funding source or funding category.

2. Air quality conformity, Mobility Plan consistency, congestion management system compliance, and financial constraint requirements must be met for all TIP modifications.

3. Project modifications will only be made with the consent of the implementing/impacted agency.

4. The Dallas-Fort Worth MPO will maintain a cost overrun funding pool. Program funds must be available through the cost overrun pool or from other sources in order to process modifications involving project cost increases.

5. All funding from deleted projects will be returned to the regional program for future cost overruns or new funding initiatives, unless the deleted funds are needed to cover cost overruns in other currently selected projects. However, it is important to note that funds are awarded to projects, not to implementing agencies. Therefore, funds from potentially infeasible projects cannot be saved for use in future projects by implementing agencies. MPO staff will manage timely resolution of these projects/funds.

6. For projects selected using project scoring methodologies, projects must be rescored and achieve the minimum score acceptable for programming before a cost increase is considered.

7. Cost increases for strategically-selected projects fall under the same modification policy provisions, although project rescoring may not be necessary.

8. As a general policy, new projects are proposed through periodic regional funding initiatives. However, the RTC may elect to add new projects to the TIP, with Congestion Mitigation and Air Quality Improvement Program (CMAQ) or Surface Transportation Program – Metropolitan Mobility (STP-MM) funding, outside of a scheduled funding initiative under emergency or critical situations. Projects approved under this provision must be an immediate need and be ready for implementation or construction before the next RTC funding initiative or funding cycle.

9. Local match commitments (i.e., percentages) will be maintained as originally approved. Cost overruns on construction, right-of-way, and engineering costs will be funded according to original participation shares.

10. Additional restrictions may apply to projects selected under certain funding initiatives. For example, projects selected through the 2001 Land Use/Transportation Joint Venture program are not eligible for cost increases from RTC-selected funding categories.

11. Cost overruns are based on the total estimated cost of the project, including all phases combined, and are evaluated once total project cost is determined to exceed original funding authorization.

12. Cost indicators may be evaluated on cost overruns to alert project reviewers to potential unreasonable cost estimates (examples include cost per lane-mile, cost per turn lane). The cost indicators are developed by the MPO, in consultation with TxDOT, using experience from the last several years. If a project falls out of this range, the MPO may either: (a) require a more detailed estimate and explanation, (b) require value engineering, (c) suggest a reduced project scope, or (d) determine that a cost increase will come from local funds, not RTC funds.

Project Changes Not Requiring TIP Modification

In certain circumstances, changes may be made to TIP projects without triggering a TIP modification. These circumstances are outlined below:

1. Changes in Control Section Job (CSJ) Number – changes to CSJ's do not require a TIP modification. Potential CSJ changes may include conversion from Planning CSJ's to Permanent CSJ's, identification of a new CSJ, delineation of Permanent CSJ into segments creating multiple CSJ's, etc.

2. Changes to TxDOT's Design and Construction Information System (DCIS) – the DCIS is a project tracking system, therefore, simply updating the DCIS to match previously approved TIP projects or project elements does not require TIP modification. MPO staff maintains the official list of projects and funding levels approved by the RTC.

3. At the end of each fiscal year, unobligated funds are moved to the new fiscal year as carryover funds. For example, if a project receives funding in FY 2005, but the project is not implemented by the end of the fiscal year, staff will automatically move the funds for that project into the next fiscal year. These changes do not require a TIP modification.

Please note that a STIP revision may be required to make these changes in the statewide funding document. In all cases, MPO information systems will be updated and changes will be noted in project tracking systems.

Administrative Amendment Policy

Administrative Amendments are TIP modifications that do not require action of the RTC for approval. Under the Administrative Amendment Policy, the RTC has authorized the Director of Transportation for the Dallas-Fort Worth MPO to approve TIP modifications that meet the following conditions. After they are approved, administrative amendments are provided to STTC and the RTC for informational purposes, unless they are merely processed to support previous RTC project approval (see Item 5).

1. **Cost Increases:** Administrative amendments are allowed for cost increases up to the following percentages based on the total project cost:

Percent Increase	Total Project Cost ($)
75	0 - 250,000
30	250,001 - 1,000,000
20	1,000,001 - 3,000,000
15	>3,000,001

2. **Cost Decreases:** Administrative amendments are allowed for cost decreases.

3. **Funding Year Changes:** Administrative amendments are allowed for fiscal year changes that advance project implementation. Once projects are ready for construction (i.e., all federal and State requirements and procedures have been met), staff will advance the project to construction.

4. **Changes in Federal Funding Categories that Do Not Impact RTC-Selected Funding Programs:** RTC-Selected funding programs include: CMAQ, STP-MM, Urban Street Program, Category 2 - Metro Corridor (in coordination with TxDOT), Urbanized Area Formula Program - Transit Section 5307.

5. **Statewide Transportation Improvement Program (STIP) Revisions Consistent with Previous RTC Action:** (e.g., adding a project previously approved by the RTC)

6. **Addition of Noncapacity, Conformity-Exempt Projects from TxDOT Funding Programs:**

   Examples include, but are not limited to:

   Sign refurbishing
   Landscaping
   Preventive maintenance
   Bridge rehabilitation/replacement
   Safety/Maintenance
   Intersection Improvements
   Intelligent Transportation System
   Traffic Signal Improvements

7. **Changes to Implementing Agency:** Requires written request/approval from the current implementing agency and the newly proposed implementing agency

8. **Increased Flexibility for CMAQ and STP-MM Traffic Signal and Intersection Improvement "Grouped" Projects**

   Administrative amendments are allowed for funding and location changes as indicated below:
   a. Same locations, additional funding needed - see cost increase provisions above
   b. Fewer locations, same or additional funding needed - eligible, but requires evaluation and rescoring
   c. Fewer locations, decreased funding - eligible
   d. Additional locations, same or decreased funding - eligible, but:
      -New locations must be of the same project type,
      -Project does not change significantly, and
      -New locations must be part of a coordinated signal system or within the area of influence for intersection improvements.
   e. Additional locations, more funding needed - not eligible (requires a revision)

   Administrative amendments are allowed for changes to project design or scope, but require:
   -Evaluation and rescoring to ensure similar benefits,
   -That the project does not change significantly, and
   -That the funding must be for equal or less amount.

9. **Addition of New Phases to STIP:** Includes engineering, right-of-way, and construction

10. **Potentially Controversial Projects -** The administrative amendment policy does not restrict the Transportation Director from requesting Regional Transportation Council (RTC) action on potentially controversial project changes.

Revision Policy

Revisions are modifications that require approval of the Regional Transportation Council. A revision is required for any project modification that meets the following criteria or that does not fall under the Administrative Amendment Policy.

1. **Adding or Deleting Projects from the TIP:** (except as outlined in #4 and #5 under the Administrative Amendment Policy)

2. Cost Increases: A revision is required on any cost increase that does not fall under item #1 in the administrative amendment policy statement

3. Scope Changes: (except as outlined in #7 under Administrative Amendment Policy):
Type of Work Being Performed
Physical Length of Project
Project Termini

4. Funding Year Changes: A revision is required to move a project into a fiscal year that would delay project implementation.

5. **Changes in the Funding/Cost Shares:** A change to the percentage of the total project cost paid by each funding partner requires a revision.

Approved by the RTC on October 13, 2005

THE NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS
TRANSPORTATION PUBLIC PARTICIPATION PLAN
(March 2010)

APPENDIX E

LANGUAGE ASSISTANCE PLAN

NCTCOG is committed to incorporating Environmental Justice elements and Title VI considerations into the public participation process for transportation planning. Input and involvement from populations that have been traditionally underserved by existing transportation systems, including but not limited to low-income and minority households, are sought out and their needs considered. Various communication strategies and information formats seek to make information easily accessible and understandable.

Title VI states that no person shall be excluded from participation in, denied the benefit of, or subjected to discrimination under any program or activity receiving federal financial assistance on the basis of race, color, national origin, age, sex, disability, or religion. Title VI prohibits discrimination: whether intentional or where the unintended effect is unduly burdensome. The North Central Texas Council of Governments Transportation Department Title VI Complaint Procedures (Appendix F) establishes a procedure under which complaints alleging discrimination in NCTCOG's provisions, services, or NCTCOG activities can be made by persons who are not employees of NCTCOG.

The US Department of Transportation defines Limited English Proficiency (LEP) as persons who do not speak English as their primary language and who have limited ability to read, write, or understand English.

Executive Order 13166

In 2000, President William J. Clinton signed Executive Order 13166 "Improving Access to Services for Persons with Limited English Proficiency." The order provided clarification of Title VI in the Civil Rights Act of 1964, stating that recipients of federal funds must "ensure that the programs and activities they normally provide in English are accessible to LEP persons and thus do not discriminate on the basis of national origin."

The order also required federal agencies and recipients of federal financial assistance to examine the services they provide and develop an implementation plan to provide meaningful access to LEP persons.

Guidance from the Federal Highway Administration, Federal Transit Administration and the Texas Department of Transportation stresses the importance of reducing language barriers that can prevent meaningful access by LEP persons to important services. NCTCOG values public involvement and feedback and encourages participation by all communities.

To ensure all communities have meaningful access to information and opportunities to participate in the planning process, the NCTCOG Transportation Department analyzes department activities and demographic information for the region in order to:

- Identify LEP persons who need language assistance and determine how these individuals are served or likely to be served by NCTCOG Transportation Department programs.
- Outline how language assistance will be available.
- Train staff for considering the needs of and interacting with LEP persons.
- Provide notice to LEP persons.
- Monitor and update plans and strategies that address how LEP individuals have access to information and opportunities for program participation.

Because transportation planning and services provided by NCTCOG can be both a benefit and a burden to economic development, employment, housing, education, healthcare, and social opportunities, NCTCOG staff is dedicated to assessing the location and needs of LEP communities and consequently, the services NCTCOG provides to these communities.

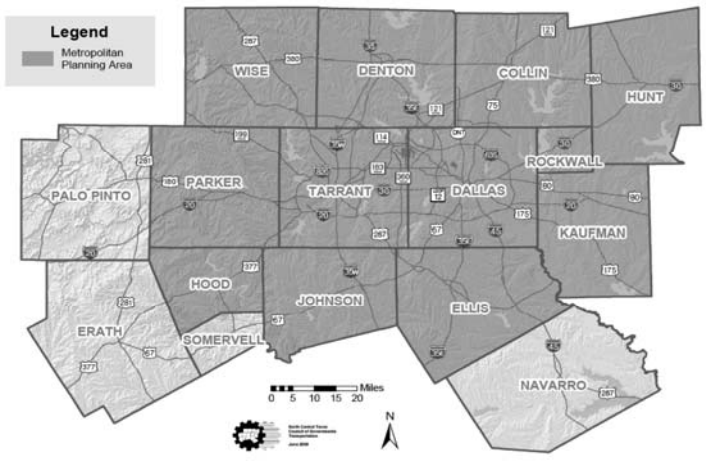
Identification of LEP populations and determination of how these individuals are served or likely to be served by NCTCOG Transportation Department Programs

The U.S. Department of Transportation issued Policy Guidance to federal financial assistance recipients regarding Title VI prohibition against national origin discrimination affecting LEP persons. In this guidance the US Department of Transportation provided the four factor analysis as an approach to evaluate the extent to which language assistance measures are required to ensure meaningful access to LEP persons.

Factor 1: The number or proportion of LEP persons eligible to be served or likely to be encountered by a program, activity, or service of the recipient grantee

The Metropolitan Planning Area boundary encompasses 12 counties (Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant and Wise).

Limited English Proficiency Service Area



Data for the 12-county Metropolitan Planning Area was gathered using the 2000 decennial census and the 2005-2007 American Community Survey. LEP persons were classified as anyone over the age of five that classified their ability to speak English as 'well,' 'not well,' and 'not at all.' Figures from both data sets were compiled to provide an approximation for the rate of growth of LEP persons in the service area. Data from the 2005-2007 American Community Survey was not available for the counties of Rockwall and Kaufman; thus, no comparison was made for those two counties and data from the 2000 Census was used when determining figures based on the 2005-2007 American Community Survey.

In 2007, the American Community Survey estimated population was 5,459,711 for the 12-county region. The LEP population was 776,083, approximately 14.2 percent of the total population. Data from the 2000 Census showed the LEP population to be 596,426; which is a 30.1 percent increase. Based on the most recent data available Spanish is the largest language represented among the LEP population with 12 percent of the total population identified as speaking Spanish, according to the 2007 American Community Survey. Asian languages were the second largest group among the LEP population comprising 1.5 percent of the total population.

LEP Population for the 12-County Dallas-Fort Worth Metropolitan Planning Area

Total Metropolitan Planning Area (MPA) Population		Total MPA LEP Population	% LEP of Total Population	Total MPA Spanish Population	% Spanish of Total Population	Total MPA Asian Languages Population	% Asian Language of Total Population
2000 Census	4,782,849	596,426	12.5%	486,399	10.2%	66,633	1.4%
2007 American Community Survey	5,459,711	776,083	14.2%	645,235	11.8%	82,010	1.5%
% Change	14.2%	30.1%		32.7%		23.1%	

Source: 2000 Census and the 2007 American Community Survey www.census.gov

Limited English Proficiency (LEP) is classified as any person whose primary language is other than English & answered that their ability to speak English was "well" "not well" & "not at all."

The Dallas-Fort Worth Metropolitan Planning Area consists of; Collin, Dallas, Denton, Ellis, Hood, Hunt Johnson, Kaufman, Parker, Rockwall, Tarrant & Wise counties.

Recognizing that low literacy could also result in limited English proficiency, data from the U.S. Department of Education, Institute of Education Sciences, National Center for Education Statistics, 2003 National Assessment of Adult Literacy was analyzed. The study used population estimates for persons 16 years and older as of 2003. Individuals determined to lack basic literacy skills either scored below basic in prose or could not be tested due to language barriers.

The study found that 19 percent of the statewide population lacked basic literacy skills. Within the 12-county area, 21 percent of the Dallas County population lacked basic literacy skills. Dallas County was the only county in the region above the state percentage.

Location	Population size[1]	Percent lacking *basic literacy skills*[2]
Texas	**15,936,279**	**19%**
Collin County	437,018	8%
Dallas County	1,650,735	21%
Denton County	371,897	8%
Ellis County	90,668	13%
Hood County	35,299	9%
Hunt County	60,001	13%
Johnson County	102,672	12%
Kaufman County	60,172	14%
Parker County	72,454	9%
Rockwall County	40,168	8%
Tarrant County	1,130,374	14%
Wise County	40,253	12%

[1] Estimated population size of persons 16 years and older in households in 2003.

[2] Those lacking *Basic* prose literacy skills include those who scored *Below Basic* in prose and those who could not be tested due to language barriers.

SOURCE: U.S. Department of Education, Institute of Education Sciences, National Center for Education Statistics, 2003 National Assessment of Adult Literacy

This Language Assistance Plan outlines how needs of the LEP population in the service area will be addressed, how language services will be made available and how LEP persons will be notified of these services.

Factor 2: The frequency with which LEP individuals come in contact with the program

The nature of the programs associated with the Metropolitan Planning Organization dictate that the majority of contact with the public and LEP persons is through inquires submitted to the MPO, public meetings, public outreach events, the MPO Web site and program implementation activities.

Factor 3: The nature and importance of the program, activity or service provided by the recipient to people's lives

NCTCOG is the agency responsible for the regional transportation planning process; in this capacity, NCTCOG must ensure that all segments of the population are involved or have the opportunity to be involved in the decision making process. As required by federal guidelines, NCTCOG produces a Metropolitan Transportation Plan that outlines long-range transportation investments, a Transportation Improvement Program (TIP) that provides short range planning for transportation investments, a Unified Planning Work Program (UPWP) that outlines tasks to be performed in the upcoming year and a Congestion Management Process for developing and

implementing operational and travel-demand strategies that improve transportation system performance.

Additionally, nine North Texas counties are classified by the U.S. Environmental Protection Agency as moderate nonattainment for eight-hour ozone levels. Collin, Dallas, Denton, Ellis, Johnson, Kaufman, Parker, Rockwall and Tarrant counties are classified as nonattainment. MPO transportation plans must show transportation conformity and comply with rules established by the Clean Air Act Amendments of 1990. Therefore, NCTCOG is also responsible for developing and implementing plans, policies and programs that reduce transportation-related emissions that lead to ozone formation.

Factor 4: The resources available to the recipient and costs

NCTCOG currently has available, if needed, bilingual staff to assist in translation needs and/or translation review. NCTCOG also has agreements with translation services that cover many languages as well as American Sign Language. NCTCOG currently utilizes a translation service and department staff to translate documents. Visualization tools like animations, maps, renderings, photos and others are also used when possible to increase understanding among all audiences. These tools can also be especially beneficial for LEP persons.

Guidelines for making language assistance available

All language assistance will be provided at no charge to LEP individuals.

The four-factor analysis will be used as a tool for analyzing to what extent and how the needs of LEP communities are addressed during transportation planning and program implementation. For example, the four-factor analysis will be used to determine initial translation or alternative format needs for documents and the Web site. Department reports, newsletters, brochures, other publications and Web site information include instructions about how to request information be made available in another format. Translators and interpreters used by the NCTCOG Transportation Department will be evaluated to ensure accurate, high-quality language services are available to LEP persons.

Increased use of visualization tools will be used to make information more understandable and, in some cases, reduce the need for English proficiency.

Plans, projects and programs for areas with a high number of LEP persons will have materials that address needs of the population in that area. Environmental Justice communities, including non-English speakers, are mapped whenever possible to provide, as much as possible, plan- or project-specific data to be used.

The NCTCOG Transportation Department will make every effort to accommodate language translation needs, if provided sufficient notice. A minimum of 3 business days advance notice is required for these arrangements to be provided at public meetings.

NCTCOG Transportation Department staff will consistently seek out input and involvement from organizations and agencies which serve LEP populations to complement other language assistance and outreach efforts.

Staff training for considering the needs of and interacting with LEP persons

All NCTCOG Transportation Department staff members employed as of May 2009 completed training on the requirements and techniques for providing meaningful access to services for LEP persons. Training materials and resources continue to be available for review by all staff—including new employees.

Notice of assistance available for LEP persons

Public meeting notices include the telephone number and e-mail address to request special arrangements for language translation or disability. On each notice, this information is included in English and Spanish.

Notice of the North Central Texas Council of Governments Transportation Department Title VI Complaint Procedures is also included on publications like public meeting notices and department publications.

Language assistance can be obtained by contacting the NCTCOG Transportation Department:

North Central Texas Council of Governments, Transportation Department
P.O. Box 5888
616 Six Flags Drive
Arlington, TX 76005-5888
Phone: (817) 695-9240
Fax: (817) 640-3028
E-mail: transinfo@nctcog.org
Web site: www.nctcog.org/trans

Monitoring and updating plans and strategies that address how LEP individuals have access to information and opportunities for program participation

This Language Assistance Plan is intended to be reviewed and updated in conjunction with NCTCOG Transportation Public Participation Plan.

Environmental Justice and Title VI activities will be periodically summarized to provide information about how the NCTCOG Transportation Department:

- Addresses the needs of LEP persons and those traditionally underserved by existing transportation services.
- Facilitates opportunities for full and fair participation from all individuals.
- Makes information accessible and understandable.
- Ensures no person shall, on the basis of race, color, national origin, age, sex, disability, or religion, be excluded from participation in, denied the benefit of, or subjected to discrimination under any program or activity receiving federal financial assistance.

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THE NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS
TRANSPORTATION PUBLIC PARTICIPATION PLAN
(March 2010)

APPENDIX F

North Central Texas Council of Governments
Transportation Department

Title VI Complaint Procedures

Introduction

The North Central Texas Council of Governments (NCTCOG) serves as the federally designated Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth region. As a recipient of federal financial assistance and under Title VI of the Civil Rights Act of 1964 and related Title VI statutes, NCTCOG ensures that no person shall, on the grounds of race, religion, color, national origin, sex, age, or disability be excluded from participation in, be denied the benefits of, or otherwise be subjected to discrimination under any agency programs or activities. These prohibitions extend from the North Central Texas Council of Governments, as a direct recipient of federal financial assistance, to its sub-recipients (e.g., contractors, consultants, local governments, colleges, universities, etc). All programs funded in whole or in part from federal financial assistance are subject to Title VI requirements. The Civil Rights Restoration Act of 1987 extended this to all programs within an agency that receives federal assistance regardless of the funding source for individual programs.

This policy is intended to establish a procedure under which complaints alleging discrimination in NCTCOG's provisions, services, or NCTCOG activities can be made by persons who are not employees of NCTCOG.

Any person who believes NCTCOG, or any entity who receives federal financial assistance from or through NCTCOG (i.e., sub-recipients, sub-contractors, or sub-grantees), has subjected them or any specific class of individuals to unlawful discrimination may file a complaint of discrimination.

NCTCOG will follow timelines set forth in guidance from the Department of Transportation, the Federal Highway Administration, Federal Transit Administration and the Department of Justice for processing Title VI discrimination complaints.

When to File

A complaint of discrimination must be filed within 180 calendar days of the alleged act of Discrimination, or discovery thereof; or where there has been a continuing course of conduct, the date on which that conduct was discontinued. Filing means a written complaint must be postmarked before the expiration of the 180-day period. The filing date is the day you complete, sign, and mail the complaint form. The complaint from and consent/release form must be dated and signed for acceptance. Complaints received more than 180 days after the alleged discrimination will not be processed and will be returned to the complainant with a letter explaining why the complaint could not be processed and alternative agencies to which a report may be made.

Where to File

In order to be processed, signed original complaint forms must be mailed to:

North Central Texas Council of Governments
Transportation Department
Title VI Specialist
P.O. Box 5888
Arlington, TX 76005-5888
Or hand delivered to:
616 Six Flags Drive
Arlington, TX 76011

Upon request, reasonable accommodations will be made for persons who are unable to complete the complaint form due to disability or limited-English proficiency. A complaint may also be filed by a representative on behalf of a complainant.

Persons who are not satisfied with the findings of NCTCOG may seek remedy from other applicable state of federal agencies.

Required Elements of a Complaint

In order to be processed, a complaint must be in writing and contain the following information:

- Name, address, and phone number of the complainant.
- Name(s) and address(es) and business(es)/organization(s) of person(s) who allegedly discriminated.
- Date of alleged discriminatory act(s).
- Basis of complaint (i.e., race, color, national origin, sex, age, religion, or disability).
- A statement of complaint.
- Signed consent release form.

Incomplete Complaints

Upon initial review of the complaint, the Title VI Specialist will ensure that the form is complete and that any initial supporting documentation is provided. Should any deficiencies be found, the Title VI Specialist will notify the complainant within 10 working days. If reasonable efforts to reach the complainant are unsuccessful or if the complainant does not respond within the time specified in the request (30 days), the recipient may close the complainant's file. The complainant may resubmit the complaint provided it is filed within the original 180-day period.

Should the complaint be closed due to lack of required information, NCTCOG will notify the complainant at their last known address. In the event the complainant submits the missing information after the file has been closed, the complaint may be reopened provided it has not been more than 180 days since the date of the alleged discriminatory action.

Records of Complaints

The Title VI Specialist will keep a record of all complaints received. The log will include such information as:

- Basic information about the complaint such as when it was filed, who filed it, and who it was against.
- A description of the alleged discriminatory action.
- Findings of the investigation.

Complaint Process Overview

The following is a description of how a discrimination complaint will be handled once received by NCTCOG.

1. A complaint is received by NCTCOG:
Complaints must be in writing and signed by the complainant or their designated representative. If the complainant is unable to complete the form in writing due to disability or limited-English proficiency, upon request reasonable accommodations will be made to ensure the complaint is received and processed in a timely manner. Complainants wishing to file a complaint that do not have access to the Internet or the ability to pick up a form will be mailed a complaint form to complete. The complainant will be notified if the complaint form is incomplete and asked to furnish the missing information.

2. Complaint is logged into tracking database:
Completed complaint forms will be logged into the complaint tracking database; basic data will be maintained on each complaint received.

3. Determine jurisdiction:
NCTCOG's Title VI Specialist will complete an initial review of the complaint. The purpose of this review is to determine if the complaint meets basic criteria.

Criteria required for a complete complaint:

- Basis of alleged discrimination (i.e., race, religion, color, national origin, sex, age or disability).

- Determination of timeliness will also be made to ensure that the complaint was filed within the 180 day time requirement.
- The program in which the alleged discrimination occurred will be examined to ensure that the complaint was filed with the appropriate agency. During this process, if a determination is made in which the program or activity that the alleged discrimination occurred is not related to a NCTCOG program or activity, every attempt will be made to establish the correct agency. Whenever possible, and assuming consent was granted on the Consent/Release form, the complaint will be forwarded to the appropriate agency.

4. Initial written notice to complainant:

Within 10 working days of the receipt of the complaint, NCTCOG will send notice to the complainant confirming receipt of the complaint; if needed the notice will request additional information, notify complainant that the activity is not related to a NCTCOG program or activity, or does not meet deadline requirements. Conclusions made in step three will determine the appropriate response to the complaint. Examples of response letters are located in Appendix A. If any additional information is needed from the complainant, it will be communicated at this point in the process. A copy of the written response, as well as the complaint form, will be forwarded to the Texas Department of Transportation, Office of Civil Rights, Contract Compliance Section for informational purposes only.

5. Investigation of complaint:

The Title VI specialist will confer with the Department Director to determine the most appropriate fact finding process to ensure that all available information is collected in an effort to reach the most informed conclusion and resolution of the complaint. The type of investigation techniques used may vary depending on the nature and circumstances of the alleged discrimination. An investigation may include but is not limited to:

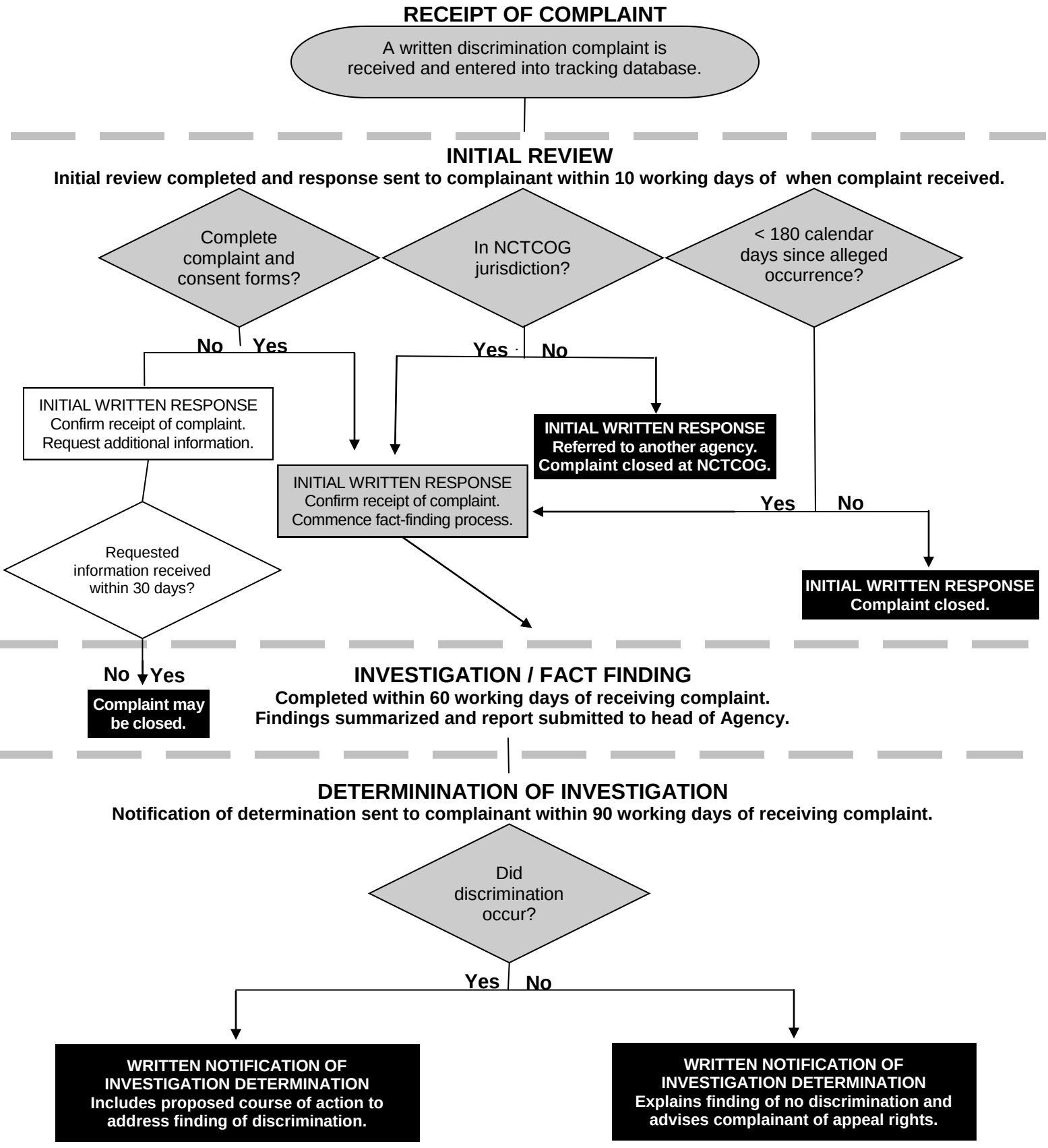
- Internal meetings with NCTCOG staff and legal counsel.
- Consultation with state and federal agencies.
- Interviews of complainant(s).
- Review of documentation (i.e., planning, public involvement, and technical program activities).
- Interviews and review of documentation with other agencies involved.
- Review of technical analysis methods.
- Review of demographic data.

6. Determination of investigation:

An investigation must be completed within 60 days of receiving the complete complaint, unless the facts and circumstances warrant otherwise. A determination will be made based on information obtained. The Title VI Specialist, Department Director and/or designee will render a recommendation for action, including formal and/or informal resolution strategies in a report of findings to the NCTCOG Executive Director.

7. Notification of determination:

Within 10 days of completion of an investigation, the complainant must be notified by the NCTCOG Executive Director of the final decision. The notification will advise the complainant of his/her appeal rights with state and federal agencies if he/she is dissatisfied with the final decision. A copy of this letter, along with the report of findings, will be forwarded to the Texas Department of Transportation, Office of Civil Rights, Contract Compliance Section for information purposes.


RECEIPT OF COMPLAINT
A written discrimination complaint is received and entered into tracking database.
INITIAL REVIEW
Initial review completed and response sent to complainant within 10 working days of when complaint received.
Complete complaint and consent forms?
In NCTCOG jurisdiction?
< 180 calendar days since alleged occurrence?
No
Yes
Yes
No
INITIAL WRITTEN RESPONSE Confirm receipt of complaint. Request additional information.
INITIAL WRITTEN RESPONSE Referred to another agency. Complaint closed at NCTCOG.
INITIAL WRITTEN RESPONSE Confirm receipt of complaint. Commence fact-finding process.
Yes
No
INITIAL WRITTEN RESPONSE Complaint closed.
Requested information received within 30 days?
No
Yes
Complaint may be closed.
INVESTIGATION / FACT FINDING
Completed within 60 working days of receiving complaint.
Findings summarized and report submitted to head of Agency.
DETERMINATION OF INVESTIGATION
Notification of determination sent to complainant within 90 working days of receiving complaint.
Did discrimination occur?
Yes
No
WRITTEN NOTIFICATION OF INVESTIGATION DETERMINATION Includes proposed course of action to address finding of discrimination.
WRITTEN NOTIFICATION OF INVESTIGATION DETERMINATION Explains finding of no discrimination and advises complainant of appeal rights.

North Central Texas Council of Governments Discrimination Complaint Form

Please read the information on this page of this form carefully before you begin.

The North Central Texas Council of Governments (NCTCOG) serves as the federally designated Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth region. As a recipient of federal financial assistance and under Title VI of the Civil Rights Act of 1964 and related statutes, NCTCOG ensures that no person shall, on the grounds of race, religion, color, national origin, sex, age or disability be excluded from participation in, be denied the benefits of, or otherwise be subjected to discrimination under any agency programs or activities. These prohibitions extend from the North Central Texas Council of Governments, as a direct recipient of federal financial assistance, to its sub-recipients (e.g., contractors, consultants, local governments, colleges, universities, etc.). All programs funded in whole or in part from federal financial assistance are subject to Title VI requirements.

NCTCOG is required to implement measures to ensure that persons with limited-English proficiency or disability have meaningful access to the services, benefits and information of all its programs and activities under Executive Order 13166. Upon request, assistance will be provided if you are limited-English proficient or disabled. Complaints may be filed using an alternative format if you are unable to complete the written form.

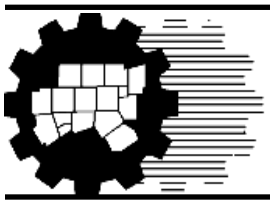
The filing date is the day you complete, sign, and mail this complaint form. Your complaint must be filed no later than 180 calendar days from the most recent date of the alleged act of discrimination. The complaint form and consent/release form must be dated and signed for acceptance. You have 30 calendar days to respond to any written request for information. Failure to do so will result in the closure of the complaint.

Submit the forms by mail to:

North Central Texas Council of Governments
Transportation Department
Title VI Specialist,
P.O. Box 5888
Arlington, TX 76005-5888

Or in Person at:
616 Six Flags Drive
Arlington, TX 76011

If you have any questions or need additional information, please call (817)695-9240 or e-mail titlevi@nctcog.org.



North Central Texas Council of Governments Discrimination Complaint Form

Please read the information on the first page of this form carefully before you begin.

1

First Name MI Last Name

Street Address City State Zip Code

Telephone Number e-mail Address

2 **Who do you believe discriminated against you?**

First Name MI Last Name

Name of Business/Organization Position/Title

Street Address City State Zip Code

Person's Relationship to You

3 **When did the alleged act(s) of discrimination occur?**
Please list all applicable dates in mm/dd/yyyy format.

Date(s):

Is the alleged discrimination ongoing? ○ Yes ○ No

4 **Where did the alleged act(s) of discrimination occur? (Attach additional pages as necessary.)**

Name of Location

5 **Indicate the basis of your grievance of discrimination.**

☐ Race: ☐ Color:

☐ National Origin: ☐ Sex:

☐ Age: ☐ Disability:

☐ Religion:

6 **Describe in detail the specific incident(s) that is the basis(es) of the alleged discrimination. Describe each incident of discrimination separately. Attach additional pages as necessary.**

Please explain how other persons or groups were treated differently by the person(s)/ agency who discriminated against you.

Please list and describe all documents, e-mails, or other records and materials pertaining to your complaint.

Please list and identify any witness(es) to the incidents or persons who have personal knowledge of information pertaining to your complaint.

Have you previously reported or otherwise complained about this incident or related acts of discrimination? If so, please identify the individual to whom you made the report, the date on which you made the report, and the resolution. Please provide any supporting documentation.

Please provide any additional information about the alleged discrimination.

7 **If an advisor will be assisting you in the complaint process, please provide his/her name and contact information.**

First Name	MI	Last Name
Name of Business	Position/Title	Telephone Number
Street Address	City	State Zip Code

8 **This complaint form must be signed and dated in order to address your allegations. Additionally, this office will need your consent to disclose your name, if needed, in the course of our investigation. The Discrimination Complaint Consent/Release form is attached. If you are filing a complaint of discrimination on behalf of another person, our office will also need this person's consent.**

I certify that to the best of my knowledge the information I have provided is accurate and the events and circumstances are as I have described them. I also understand that if I will be assisted by an advisor, my signature below authorizes the named individual to receive copies of relevant correspondence regarding the complaint and to accompany me during the investigation.

Signature Date

North Central Texas Council of Governments Discrimination Complaint Consent/Release Form

Please read the information on this form carefully before you begin.

First Name MI Last Name

Street Address City State Zip Code

As a complainant, I understand that in the course of an investigation it may become necessary for the North Central Texas Council of Governments to reveal my identity to persons at the organization or institution under investigation. I am also aware of the obligations of the North Central Texas Council of Governments to honor requests under the Freedom of Information Act. I understand that as a complainant I am protected from retaliation for having taken action or participated in action to secure rights protected by nondiscrimination statues and regulations which are enforced by the Federal Highway Administration (FHWA) of the U.S. Department of Transportation.

Please Check one:

☐ I CONSENT and authorize the North Central Texas Council of Governments (NCTCOG), as part of its investigation, to reveal my identity to persons at the organization, business, or institution, which has been identified by me in my formal complaint of discrimination. I also authorize NCTCOG to discuss, receive and review materials and information about me from the same and with appropriate administrators or witnesses for the purpose of investigating this complaint. In doing so, I have read and understand the information at the beginning of this form. I also understand that the material and information received will be used for authorized civil rights compliance activities only. I further understand that I am not required to authorize this release and do so voluntarily.

☐ I DENY CONSENT to have the North Central Texas Council of Governments (NCTCOG), reveal my identity to persons at the organization, business, or institution under investigation. I also deny consent to have NCTCOG disclose any information contained in the complaint with any witnesses I have mentioned in the complaint. In doing so, I understand that I am not authorizing NCTCOG to discuss, receive, nor review any materials and information about me from the same. In doing so, I have read and understand the information at the beginning of this form. I further understand that my decision to deny consent may impede this investigation and may result in the unsuccessful resolution of my case.

Signature Date

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PUBLIC MEETINGS

TRANSPORTATION AUTHORITY PROGRAMS OF PROJECTS

The public is encouraged to comment on the proposed 2011 transit projects funded by the Federal Transit Administration through the Urbanized Area Formula Program. The following agencies' programs of projects (POPs) will be presented:

City of Arlington/Handitran
City of Grand Prairie/Grand Connection
City of Mesquite/MTED
Cletran – City/County Transportation
Collin County Area Regional Transit (CCART)
Dallas Area Rapid Transit (DART)
Denton County Transportation Authority (DCTA)
Fort Worth Transportation Authority (The T)
Kaufman Area Rural Transportation (KART)/STAR Transit
Northeast Transportation Service (NETS)
Public Transit Services (PTS)
Special Programs for Aging Needs (SPAN)

This opportunity for comment meets the federal requirement for public participation in programs of projects.

PROPOSED MODIFICATIONS TO THE LIST OF FUNDED PROJECTS

A comprehensive list of funded transportation projects through 2014 is maintained in the Transportation Improvement Program (TIP). Projects with committed funds from federal, state and local sources are included in the TIP. To maintain an accurate project listing, this document is updated on a regular basis. The current set of project modifications will be presented for public review and comment.

UNIFIED PLANNING WORK PROGRAM (UPWP) MODIFICATIONS AND DEVELOPMENT

The UPWP for regional transportation planning provides a summary of the transportation and related air quality planning tasks conducted by the Metropolitan Planning Organization. Modifications to the fiscal year 2010 and fiscal year 2011 UPWP will be presented for public review and comment.

Additionally, staff is initiating development of the fiscal year 2012 and fiscal year 2013 UPWP and will summarize the timeline for development of this document.

FINAL RECOMMENDATIONS: MOBILITY 2035

NCTCOG has completed its development of the next long-term transportation plan, Mobility 2035. The plan is a comprehensive, financially constrained plan that includes projects and policies aimed at meeting transportation needs through the next 25 years.

Staff will review final recommendations for roadway, rail, bicycle/pedestrian, land use and other projects incorporated in the $100 billion, 25-year blueprint for transportation in the 12-county North Texas area. Final air quality conformity analysis results and Transportation Improvement Program modifications related to Mobility 2035 will also be discussed.

Compared to the 2030 transportation plan, there is almost $45 billion less funding available for the 2035 plan meaning fewer transportation improvements and increasing congestion as the region's population increases from 6.5 million today to an estimated 9.5 million by 2035.

The Regional Transportation Council of the North Central Texas Council of Governments invites the public to learn what is happening with transportation in the region and help set priorities for the future.

Monday, March 14, 2011
6:30 p.m.
Fort Worth Intermodal Transportation Center
1001 Jones Street
Fort Worth, Texas 76102

Tuesday, March 15, 2011
10:30 a.m.
Mesquite Arts Center
1527 N. Galloway Avenue
Mesquite, Texas 75149

Tuesday, March 15, 2011
6:30 p.m.
Emily Fowler Central Library
502 Oakland Street
Denton, Texas 76201

The same information will be presented at each meeting.

For special accommodations due to a disability or language translation, contact Jahnae Stout at 817-608-2335 or jstout@nctcog.org at least 72 hours prior to the meeting. Reasonable accommodations will be made.

Para ajustes especiales por discapacidad o para interpretación de idiomas, llame al 817-608-2335 o por e-mail: jstout@nctcog.org con 72 horas (mínimo) previas a la junta. Se harán las adaptaciones razonables.

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PUBLIC MEETINGS

FINAL DRAFT RECOMMENDATIONS: MOBILITY 2035

NCTCOG is developing the next long-term transportation plan, Mobility 2035. It will be a comprehensive, financially constrained plan that includes projects and policies aimed at meeting transportation needs through the next 25 years.

Staff will review final draft recommendations for roadway, rail, bicycle/pedestrian, land use and other projects incorporated in the nearly $100 billion, 25-year blueprint for transportation in the 12-county North Texas area. Draft air quality conformity analysis and Transportation Improvement Program modifications related to Mobility 2035 will also be discussed.

Compared to the 2030 transportation plan, there is almost $46 billion less funding available for the 2035 plan meaning fewer transportation improvements and increasing congestion as the region's population increases from 6.5 million today to an estimated 9 million by 2035.

During the last year, planners and transportation partners have been developing strategic project recommendations and analyzing innovative funding options to preserve and, as much as possible, expand North Texas transportation options. This will be the final opportunity for the public to review the draft Mobility 2035 plan and related air quality conformity and list of funded projects between 2011 and 2014.

PROJECT UPDATE: GENERAL AVIATION PLANNING, OUTREACH

General aviation is any civilian flying other than scheduled commercial airline service. Some of the most recognizable services that general aviation provides are overnight mail delivery, medical evacuation and airborne law enforcement. In addition to these services, general aviation has many other purposes such as flight training and corporate and personal transportation.

The Dallas-Fort Worth area is home to more than 400 public- and private-use airports. General aviation in the Dallas-Fort Worth area has an annual economic output of nearly $4.3 billion, creating 28,000 jobs.

NCTCOG staff will summarize recent general aviation planning initiatives and introduce new efforts to educate and involve the public.

The Regional Transportation Council of the North Central Texas Council of Governments invites the public to learn what is happening with transportation in the region and help set priorities for the future.

Tuesday, Feb. 8, 2011
10:30 a.m.
Southside Community Center
959 E. Rosedale Street
Fort Worth, Texas 76104

Tuesday, Feb. 15, 2011
6:30 p.m.
Rockwall County Courthouse
101 E. Rusk Street
Rockwall, Texas 75087

Wednesday, Feb. 16, 2011
6:30 p.m.
Urban League of Greater Dallas
4315 S. Lancaster Road
Dallas, Texas 75216

The same information will be presented at each meeting.

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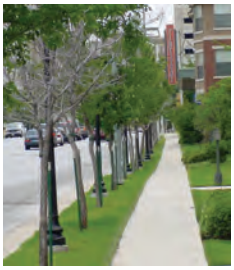
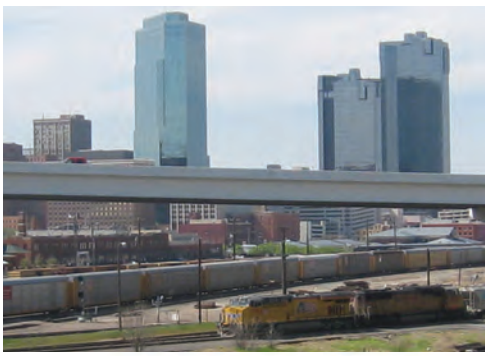
PUBLIC MEETINGS





2035 mobility

The Regional Transportation Council of the North Central Texas Council of Governments invites the public to learn what is happening with transportation in the region and help set priorities for the future.

Monday, Dec. 13, 2010
6:30 p.m.
Fort Worth Intermodal Transportation Center
1001 Jones Street
Fort Worth, Texas 76102

Wednesday, Dec. 15, 2010
10 a.m.
North Central Texas Council of Governments
616 Six Flags Drive
Arlington, Texas 76011

Thursday, Dec. 16, 2010
6:30 p.m.
Farmers Branch Recreation Center
14050 Heartside Place
Farmers Branch, Texas 75234

For special accommodations due to a disability or language translation, contact Jahnae Stout at 817-608-2335 or jstout@nctcog.org at least 72 hours prior to the meeting. Reasonable accommodations will be made.

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Freight Plan Development

As the nation's largest inland metropolitan area without access to a seaport, efficient, safe movement of freight by road, rail and air to and through the region is vital to the quality of life and economy in the Dallas-Fort Worth area. NCTCOG staff will begin developing a comprehensive freight plan that analyzes current operations and facilities and outlines recommendations for the future. A survey for the public and freight professionals will be one of the first steps in plan development. Goals for the study and resulting plan will be outlined at public meetings. The study and plan will complement freight elements in the comprehensive metropolitan transportation plan.

Draft Project Recommendations: SH 161 Regional Toll Revenue Funding Initiative

It is anticipated that the North Texas Tollway Authority will pay an upfront payment of $200 million to the region to develop, operate and own State Highway 161 between SH 183 and IH 20 in Dallas County. According to state law, a large portion of the funds will be allocated to Dallas County. A county task force of staff, elected officials and transportation partners have been reviewing Dallas County transportation needs. Draft recommendations will be presented for public input. SH 161 is the second Regional Toll Revenue (RTR) funding initiative in North Texas. The online RTR fund and project tracking system will also be highlighted.

Proposed Modifications to the List of Funded Projects

A comprehensive list of funded transportation projects through 2014 is maintained in the Transportation Improvement Program (TIP). Projects with committed funds from federal, state and local sources are included in the TIP. To maintain an accurate project listing, this document is updated on a regular basis. The current set of project modifications will be presented for public review and comment.

Mobility 2035: Determining the Future of Transportation

NCTCOG is developing the next long-term transportation plan, Mobility 2035. It will be a comprehensive, financially constrained plan that includes projects and policies aimed at meeting transportation needs through the next 25 years. Staff will review financial assumptions used to determine how much funding is expected to be available for transportation projects during this time. Staff will also summarize development of Mobility 2035 policies and goals.

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MINUTES

Regional Transportation Council
PUBLIC MEETINGS

- ***Freight Plan Development***
- ***Draft Project Recommendations: SH 161 Regional Toll Revenue Funding Initiative***
- ***Mobility 2035: Determining the Future of Transportation***
- ***Proposed Modifications to the List of Funded Projects***

Meeting Dates and Locations

The North Central Texas Council of Governments (NCTCOG) held public meetings as follows:

1. Monday, December 13, 2010 – 6:30 p.m. – Fort Worth Intermodal Transportation Center; attendance: 7; moderated by Dan Lamers, Senior Program Manager
2. Wednesday, December 15, 2010 – 10 a.m. – NCTCOG; attendance: 21; moderated by Tom Shelton, Senior Program Manager
3. Thursday, December 16, 2010 – 6:30 p.m. – Farmers Branch Recreation Center; attendance: 12; moderated by Michael Morris, Director of Transportation

Public Meeting Purpose and Topics

The public meetings were held in accordance with the NCTCOG Transportation Department Public Participation Process, which became effective June 1, 1994, as approved by the Regional Transportation Council (RTC), the transportation policy board for the Metropolitan Planning Organization (MPO) and amended on March 11, 2010. Staff presented information about:

1. Freight Plan Development – presented by Becky Karasko (Fort Worth) and Kyler Erhard (Arlington and Farmers Branch)
2. Draft Project Recommendations: SH 161 Regional Toll Revenue Funding Initiative – presented by Adam Beckom (Fort Worth and Arlington) and Christie Jestis (Farmers Branch)
3. Mobility 2035: Determining the Future of Transportation – presented by Chad Edwards
4. Proposed Modifications to the List of Funded Projects – presented by Robert Pacleb (Fort Worth and Arlington) and Christie Jestis (Farmers Branch)

The agenda also included other relevant transportation topics:

1. **North Central Texas Clean School Bus Program Call for Projects Recommendations**
   Public and private schools, school districts and school bus operators were eligible to submit applications this fall for funding to reduce ozone-causing emissions. Predominant scoring criteria were emissions reductions, cost-effectiveness and implementation timeline. Draft staff recommendations will be presented to the Regional Transportation Council for approval in January. Finally, a new clean school bus call for projects will be opening in early 2011 to fund eligible replacement, repower, retrofit, and on-board idle reduction technology projects. For more information, visit: www.nctcog.org/cleanschoolbus.

2. **Clean Fleets North Texas: Recovery Act Project (Round 2)**
   The Regional Transportation Council on Dec. 9 approved more than $1.2 million in projects intended to help move Dallas/Fort Worth International Airport and local governments toward cleaner fleets. The money came from the American Recovery and Reinvestment Act of 2009. Aside from DFW Airport, the cities of Euless, Fort Worth, Garland and McKinney and Tarrant County received funding. A total of 62 vehicles and five infrastructure sites were funded. The region still has more than $985,000 in ARRA funds to distribute to local governments seeking cleaner fleets. NCTCOG will conduct another call for projects in the future. For more information, visit *www.nctcog.org/trans/committees/rtc/previous.asp*. Information is also online at *www.nctcog.org/agfunding* and *www.nctcog.org/arra*.

3. **Diesel Idling Reduction Program 2010 Call for Projects**
   The Regional Transportation Council on Dec. 9 approved funding for on-site and on-board projects that reduce idling emissions from heavy-duty diesel vehicles. The RTC allocated funds to projects that will result in the installation of 6 auxiliary power units and four electrification sites. The RTC approved staff to allocate remaining funds for on-board projects on a modified first-come, first-served basis. For more information, visit: *www.nctcog.org/agfunding*.

The NCTCOG public meetings were held to educate, inform and seek comments from the public. Comments were solicited from those present who wished to speak for the record. The 30-day comment period remained open through January 12, 2011. The presentations made at the meetings are available at: www.nctcog.org/trans/outreach/meetings.

Each person who attended the public meeting received a packet with a meeting agenda, a sheet on which to submit written comments, and a copy of the presentation. The names of RTC members were listed on the back of the agenda so attendees could see who represented them. A list of RTC members is available online: www.nctcog.org/trans/committees/rtc/roster.101410.pdf.

Outline of Public Meetings

Welcome, introductions –

At all three meetings, the moderator welcomed and thanked the attendees for coming and summarized public meeting topics.

Summary of Presentations

A. Freight Plan Development – presented by Becky Karasko (Fort Worth) and Kyler Erhard (Arlington and Farmers Branch)

- **Freight planning addresses several ways to move goods: heavy-duty truck, rail, pipeline and intermodal facility.**
- **NCTCOG staff have either worked or are working on freight projects and initiatives:**
  - o Tower 55 Rail Reliever Study
  - o Truck Lane Restrictions Pilot Study
  - o Diesel Freight Vehicle Idle Reduction Program
  - o Railroad Crossing Reliability Partnership Program
  - o Freight-oriented Sustainable Development
  - o Regional Outer Loop/Rail Bypass Corridor Refinement Study

- **Additionally, NCTCOG staff maintain an inventory of existing freight facilities in the 12-county Metropolitan Planning Area.**
- **NCTCOG staff are beginning development of Freight North Texas, a comprehensive freight plan that analyzes current operations and facilities and outlines recommendations for the future, for several reasons:**
  - o A comprehensive freight study of the 16-county North Texas area has never been done.
  - o The region is large with diverse needs.
  - o The region is a major freight hub, and its economy depends on freight mobility.
  - o Potential freight mobility improvements will be more easily and effectively identified and prioritized.
- **The plan is expected to result in reduced congestion, enhanced safety and improved air quality.**
- **Study components:**
  - o Data collection including but not limited to interviews and surveys of facilities, service providers and system users.
  - o System modeling.
  - o Assessment planning to address socioeconomic considerations and training opportunities.
  - o Implementation planning.
  - o Outreach and final publication.
- **Next steps as development commences:**
  - o Establish a Regional Freight Advisory Committee.
  - o Issue freight survey.
  - o Publish a freight-focused Regional Mobility Initiative report.
- **Specific topics and issues presented for public involvement:**
  - o Freight North Texas need, purpose and next steps.
  - o Distribute freight facility survey information also available at www.nctcog.org/freightsurvey.

B. Draft Project Recommendations: SH 161 Regional Toll Revenue Funding Initiative – presented by Adam Beckom (Fort Worth and Arlington), Christie Jestis (Farmers Branch)

- **It is anticipated that the North Texas Tollway Authority will pay an upfront payment of $200 million to the region to develop, operate and own SH 161 between SH 183 and IH 20 in Dallas County.**
  - o There are transportation funding shortfalls at all levels of government; therefore, innovation and collaboration have become very important.
  - o The region must decide how to spend the SH 161 concession payment and leverage it with other available funding sources.
  - o A county task force of staff, elected officials and transportation partners developed recommendations.
- **According to state law, a large portion of the funds will be allocated to Dallas County so review and recommendations focused on Dallas County needs.** A five-step process was used to review projects and needs and develop recommendations. A series of project listings that corresponded to each step was included in the public meeting packet.

- Review existing commitments from previous calls for projects to determine if still necessary.
- Calculate county distribution of SH 161 funds based on RTC policy and value of toll transactions by county using NTTA TollTag and TxDOT TxTag data from January 2010. $167.65 million is expected to be available to Dallas County. For more information on allocations to other counties, visit www.nctcog.org/trans/outeach/meetings.
- Identify needs and unfunded projects; develop consensus and prioritize projects.
- Balance revenue from available funds considering priority, cash flow and strategic/technical prioritization of projects.
- Finalize draft recommendations and seek input from the public.

- **The RTC will be asked in January 2011 to approve an initial set of projects, and staff will continue to work to finalize funding recommendations for another set of high-priority projects before returning to the RTC to seek additional approval**
- **Regional Toll Revenue fund and project information is maintained online at www.nctcog.org/trans/rtr.** The searchable Revenue and Project Tracking System allows users to see up-to-date funding and project status information.
- **Specific topics and issues presented for public involvement:**
  - County distribution of SH 161 funds.
  - Project listings for each step of recommendation development.
  - Final draft recommendations.
  - Regional Toll Revenue Project Tracking System.

C. Mobility 2035: Determining the Future of Transportation – presented by Chad Edwards

- **Mobility 2035 is the next long-term transportation plan. It will be a comprehensive, financially constrained plan that includes projects, programs and policies aimed at meeting transportation needs through the next 25 years.**
  - Mobility 2035 represents a blueprint for a multimodal transportation system that includes roads, rail, transit-oriented development, sustainable development and bicycle/pedestrian plans.
  - Mobility 2035 responds to RTC-established goals that focus on mobility, system sustainability, quality of life and implementation.
  - Mobility 2035 identifies policies, programs and projects for continued development and guides expenditures of federal and state funds.
  - Air quality conformity analysis ensures the transportation plan does not exceed emissions limits set by the state and Environmental Protection Agency.
  - Mobility 2035 and the Transportation Improvement Program will be consistent.
- **Major policy positions incorporated in Mobility 2035:**
  - Needs exceed available revenue.
  - Building out of congestion is not a viable option; therefore, additional alternatives to single-occupant vehicle travel needed.
  - The existing transportation system should be maximized.
  - Sustainable development strategies should be used to reduce demand on the transportation system and provide multimodal options.
  - Environmental aspects and quality of life should be emphasized.
  - Infrastructure investments must be strategic.

- **Improvements in Mobility 2035 are prioritized. Infrastructure maintenance is the highest priority** followed by several other project categories that maximize the existing system or offer strategic investments:
  - o Management and operations.
  - o Growth, development and land use strategies for a more efficient land use and transportation balance – a new section in the metropolitan transportation plan.
  - o Rail and bus.
  - o HOV/managed lanes.
  - o Freeway/tollway and arterials.
- **A total of $98.8 billion is expected to be available for transportation projects in the next 25 years.** This is $46.7 billion less than the current long-term transportation plan, Mobility 2030 - 2009 Amendment. The types of projects to be funded are outlined in the presentation at www.nctcog.org/trans/outreach/meetings. Maps of Mobility 2035 major roadway and rail recommendations are also online.
  - o Impacts of the transportation funding situation through the next 25 years:
    - Reassessment of regional goals and priorities.
    - Significant delays in project completion.
    - Removal of projects previously included in a long-term transportation plan.
    - Increased congestion.
    - Potential negative air quality impacts.
    - Potential increase in revenue generating projects.
    - Reliance on local and private funds.
- **The Mobility 2035 total assumes several revenue enhancements between now and 2035.**
  - o 2013: Begin eliminating 80 percent of diversions by 2025
  - o 2015: Begin indexing fuel tax to fuel efficiency
  - o 2015: $10 vehicle registration fee increase
  - o 2020: 5 cent federal and state fuel tax increases
  - o 2025: 10 vehicle registration fee increase
  - o 2030: 5 cent federal and state fuel tax increases
- **Specific topics and issues presented for public involvement:**
  - o Financial assumptions of Mobility 2035.
  - o Project prioritization and policy considerations.
  - o Draft project recommendations.

D. Proposed Modifications to the List of Funded Projects – presented by Robert Pacleb (Fort Worth and Arlington) and Christie Jestis (Farmers Branch)

- **The Transportation Improvement Program (TIP) is an inventory of roadway, transit and locally funded transportation improvements funded for implementation.**
  - o Federal- and state-mandated inventory of transportation projects.
  - o Contains projects funded with local, state and federal funding sources.
  - o Covers four years of available funding.
  - o Updated on a quarterly basis, but completely re-developed every two to three years.
  - o The current TIP document was approved by the RTC in June 2010.
- **The TIP is a collaborative effort involving local city and county governments, Dallas, Fort Worth and Paris districts of the Texas Department of Transportation (TxDOT), transportation agencies, and transit agencies.**

- **The TIP is a dynamic document. It is updated quarterly to reflect changes in project work scope or funding, the addition or deletion of projects, or refinement of transit agency program of projects.** The RTC-authorized TIP Modification Policy allows for changes to be processed in one of two ways:
  - o Administrative amendments – Following certain guidelines, NCTCOG Director of Transportation Michael Morris has the authority to approve amendments administratively; 16 administrative amendments were finalized in November 2010.
  - o Proposed revisions – NCTCOG staff will request the RTC approve revisions January 13, 2011; about 50 modifications are being processed through the quarterly cycle. Modifications will be finalized during the February 2011 TIP cycle.
- **TIP modification types:**
  - o Adding projects to the TIP/Statewide Transportation Improvement Program (STIP)
  - o Scope of work refinedments.
  - o Cost increases/cost decreases.
  - o Change funding source or funding shares.
  - o Refinements to transit program of projects.
- **Specific topics and issues presented for public involvement:**
  - o Present administrative amendments and proposed modifications to the TIP.
  - o Distribute detailed listings of the TIP February 2011 Modifications and Revisions in the Dallas-Fort Worth region. For more information please visit: www.nctcog.org/trans/tip.

ORAL COMMENTS RECEIVED AT MEETINGS

(Meeting location in parentheses)

Draft Project Recommendations: SH 161 Regional Toll Revenue Funding Initiative

Ron Jones – Mayor, City of Garland – (Arlington)

A. Regional Toll Revenue (RTR) Funding Initiative Goals and Process

Comment: Mayor Jones commended staff on their efforts and competency, and spoke in support of the RTR goals and process. Mayor Jones said he particularly supports the Mesquite/Garland/Richardson Bikeway that staff recommended for funding. The project provides a bicycle route from Town East Mall in Mesquite through Garland to Breckinridge Park in Richardson. It traverses several barriers to bicycle travel crossing IH 30, Duck Creek, President George Bush Turnpike and Rowlett Creek. It further links major parks facilities. Finally, it provides a regional transportation alternative and recreation facility.

Summary of response by Tom Shelton: Tom thanked Mayor Jones for his leadership and advocacy. He added that NCTCOG staff, as evident in the long-term transportation plan, supports alternative modes of transportation.

Mobility 2035: Determining the Future of Transportation

Greg Royster – DFW International Airport (Arlington)

A. East-west roadway between SH 360 and SH 161

Question: The current metropolitan transportation plan includes an east-west roadway between SH 360 and SH 161 that traverses through airport property. Airport staff, in coordination with stakeholders, are in the middle of a preliminary engineering study and

have reached a preferred option. The preferred option would require a change to the metropolitan transportation plan. The preferred option is slightly more north than what is currently shown in the plan. It connects Mid-Cities Boulevard and Walnut Hill to complete the route. Finally, the change will also have to be reflected in the Federal Functional Classification System update next year.

Response by Chad Edwards: The preferred option is already identified in the draft recommendations of Mobility 2035.

Resident – (Farmers Branch)

A. Financial projections

Comment: The local revenue assumptions through 2035 are too optimistic, and the culture must change. No longer will people be able to live so far from work.

Response by Michael Morris: If staff were to plan assuming status quo funding, available revenue in 2035 would be significantly lower than today. Additionally, limiting planning to that funding level would mean if funding became available, projects would not be ready. Projects take many years to plan; therefore, it is important to always have projects ready but a realistic expectation of funding. There will be 3 million more people in the region in 2035; therefore, solutions like rail, land use and travel-demand solutions will be increasingly important.

I.H. 35E

Resident – (Farmers Branch)

A. Status of IH 35E and LBJ improvements

B. *Question:* What is the status of IH 35E improvements? There are 200 businesses that will be closed or have to move. How will construction impact the already-congested IH 35E? Finally, what is the status of the LBJ project?

Response by Michael Morris: The LBJ managed lane project, the region's top priority, is moving forward. The second-most important project is IH 35E.

Currently, $600 million is available for improvements to IH 35E north of LBJ, but it is a $2 billion project. Environmental clearance is pending and expected in the next six months. Once cleared, the Texas Department of Transportation can proceed with purchasing right-of-way and funding fair relocation or rebuilding.

Passenger rail will be open by the time construction begins and will offer an alternative. Planners and construction managers are responsible for communication and phasing to minimize the impact to drivers. The construction strategy could be similar to what was done for U.S. 75 reconstruction near downtown Dallas.

WRITTEN COMMENTS RECEIVED AT MEETINGS

Name and Title	Agency, City Represented (meeting location in parentheses)	Topics addressed	Comments
Thomas E. Kriehn	Lake Highlands "L" Streets	Roadway and transit preferences	Attachment 1

North Central Texas Council of Governments

PUBLIC MEETING

Thursday, December 16, 2010
6:30 p.m.
Farmers Branch
Recreation Center
14050 Heartside Place
Farmers Branch, TX 75234

Instructions:

1. Please mark the box indicating whether you would like to make an oral comment, a written comment, or both oral and written comments.
2. Please fill in your name and affiliation.
3. If you are submitting a written comment, please write your comment on this form.
4. Please return this form to an NCTCOG employee at the registration desk.

☐ **I wish to make an oral comment at the public meeting**
☐ **I wish to submit a written comment at the public meeting**
☐ **I wish to make both oral and written comments at the public meeting**

Name THOMAS E. KRIEHN, 9025 LARCHWOOD DR., DALLAS, TX 75238-3633
Organization LAKE HIGHLANDS "L" STREETS

Please provide written comments below:

FREEWAY TRUCK LANES: I STILL PREFER MID-FREEWAY BUSWAYS, SUCH AS ALONG IH-635, IH-35E, US-75, IH-30. MY PREFERRED MODEL IS STILL THE TRANSMILENIO BUSWAY SYSTEM IN BOGOTA, COLOMBIA.

PEDESTRIAN OVER/UNDERPASS

OTHER LANES ↓	TOLLED TRUCK LANE ↓	CARPOOL LANE / HOT LANE / EXPRESS BUS LANE ↓	BUS PULLOUT LANE ↓	BUS BOARDING PLATFORM	BUS PULLOUT LANE ↑	CARPOOL LANE / HOT LANE / EXPRESS BUS LANE ↑	TOLLED TRUCK LANE ↑	OTHER LANES ↑

DOWNTOWN DALLAS RAIL SUBWAY: THE TRIGGER FOR THIS SUBWAY SHOULD BE THE WEST DALLAS LINE, NOT THE GREEN/ORANGE LINES. DART OR THE DALLAS CITY COUNCIL SHOULD MEANWHILE

To submit comments or questions by mail, fax, or e-mail, please send to:
North Central Texas Council of Governments, Transportation Department
P.O. Box 5888, Arlington, TX 76005-5888 **Phone**: (817) 695-9240 **Fax**: (817) 640-3028
E-mail: jstout@nctcog.org **Website**: http://www.nctcog.org/trans

CONTRACT WITH NTTA TO IMPLEMENT RUSH-HOUR CORDON PRICING ACROSS THE BRYAN/PACIFIC MALL. THE TOLL REVENUES CAN BE SPENT UPON VARIOUS TRANSIT PROJECTS, SUCH AS EXTENDING THE AIRTRANS TRAM SYSTEM ALL THE [illegible]

AND CENTREPORT STATION. THE AIRTRANS SYSTEM ISN'T TO BE CONFUSED WITH THE SKYLINK SYSTEM, WHICH SERVES ONLY D/FW AIRPORT'S SECURED SIDE

#52

GREEN/ORANGE LINE SUBWAY PAST DALLAS CONVENTION CENTER HOTEL, DALLAS CITY HALL; THIS SUBWAY ROUTING SCHEME IS A POLITICIAN'S EGO TRIP. DART SHOULD LOOK AT THE FREIGHT TRAM SERVICE BETWEEN KLOTEN AIRPORT AND THE HOTELS IN DOWNTOWN ZURICH, SWITZERLAND. DART SHOULD PURCHASE A FLEET OF FREIGHT TRAMS WITH WHICH TO TRANSPORT LUGGAGE BETWEEN D/FW AIRPORT AND LOVE FIELD AND VARIOUS HOTELS IN DOWNTOWN DALLAS AND BEYOND. THE HOTELS CAN DISPATCH PORTERS TO TRANSPORT THE LUGGAGE BETWEEN THE EXISTING RAIL STATIONS AND THE HOTELS' FRONT DESKS. I HAVE IN MIND FREIGHT TRAMS WITH LUGGAGE RACKS ON ONE SIDE, PASSENGER SEATING ON THE OTHER SIDE. SO PASSENGERS WHO DON'T WANT TO ESCORT THEIR LUGGAGE ALL THE WAY BETWEEN AIRPORT AND HOTEL CAN LEAVE THE JOB TO THE HOTEL PORTERS. THE ~~RAPID~~ REVIVED AIRTRANS FREIGHT SERVICE CAN TRANSPORT THE LUGGAGE BETWEEN THE AIRLINE GATES AND D/FW AIRPORT NORTH STATION.

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TRANSPORTATION PUBLIC MEETINGS

North Central Texas Council of Governments

Mobility 2035: Determining the Future of Transportation in the Region

NCTCOG is developing the next long-term transportation plan, Mobility 2035. It will be a comprehensive plan that includes projects and policies aimed at meeting transportation needs through the next 25 years. Staff will summarize results from the goals and priorities survey available through February as well as other input received and work accomplished to date. Residents in the 12-county North Texas area are invited to help determine the future of transportation in the region. Transportation-related ideas and opinions of North Texans are especially important at this early stage in plan development.

Status Report: List of Funded Projects and Economic Recovery Project Progress

A comprehensive list of funded transportation projects through 2011 is maintained in the Transportation Improvement Program (TIP). Projects with committed funds from federal, state and local sources are included in the TIP. To maintain an accurate project listing, this document is updated on a regular basis. Additionally, staff is developing a list of funded projects for 2011-14. In addition to presenting proposed quarterly modifications to the TIP and outlining the process for developing the next TIP, staff will provide an update on projects with funding allocated from the American Recovery and Reinvestment Act of 2009.

Advancing Transportation Projects and Drafting Plans for Potential Funding Opportunities

Staff will summarize how $43 million awarded to North Texas on Feb. 17 from the federal Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grant Program will benefit S.H. 161 and the downtown Dallas streetcar project. Several potential federal, state and regional funding initiatives could also help advance transportation projects, but are expected to require urgent attention. Therefore, staff will outline recommendations for proceeding should funds become available. Finally, NCTCOG, North Texas Tollway Authority and Texas Department of Transportation coordination on long-planned projects will be summarized.

More online: *www.nctcog.org/trans/outreach/meetings*

Monday, March 8, 2010
6:30 pm
Allen City Hall
305 Century Parkway
Allen, Texas 75013

Tuesday, March 9, 2010
6:30 pm
Irving City Hall
825 West Irving Boulevard
Irving, Texas 75060

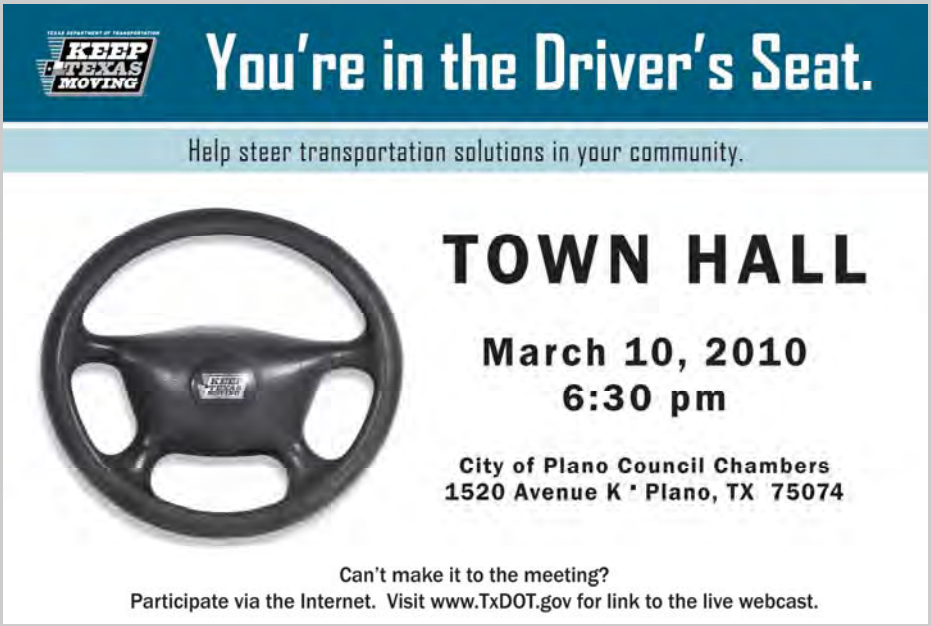
Wednesday, March 10, 2010
10:30 am
Ella Mae Shamblee Library
1062 Evans Avenue
Fort Worth, Texas 76104

For special accommodations due to a disability or language translation, contact Jahnae Stout at 817-608-2335 or jstout@nctcog.org at least 72 hours prior to the meeting. Reasonable accommodations will be made.

Para ajustes especiales por discapacidad o para interpretación de idiomas, llame al 817-608-2335 o por e-mail: jstout@nctcog.org con 72 horas (mínimo) previas a la junta. Se harán las adaptaciones razonables.

Also at public meetings:

Heavy-duty Vehicle and Equipment Grant Program



Additional Opportunity to Influence Transportation Decisions

The Texas Department of Transportation is hosting Town Hall Meetings throughout the state to give residents and local officials an opportunity to share their thoughts on local transportation issues and needs.

For more information visit www.TxDOT.gov.

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MINUTES

Regional Transportation Council
PUBLIC MEETINGS

- ***Mobility 2035: Determining the Future of Transportation in the Region***
- ***Status Report: List of Funded Projects and Economic Recovery Project Progress***
- ***Advancing Transportation Projects and Drafting Plans for Potential Funding Opportunities***

Meeting Dates and Locations

The North Central Texas Council of Governments (NCTCOG) held public meetings as follows:

1. Monday, March 8, 2010 – 6:30 p.m. – Allen City Hall; attendance: 28; moderated by Michael Morris, Director of Transportation
2. Tuesday, March 9, 2010 – 6:30 p.m. – Irving City Hall; attendance: 19; moderated by Michael Morris, Director of Transportation
3. Wednesday, March 10, 2010 – 10:30 a.m. – Ella Mae Shamblee Branch Library; attendance: 18; moderated by Michael Morris, Director of Transportation

Public Meeting Purpose and Topics

The public meetings were held in accordance with the NCTCOG Transportation Department Public Participation Process, which became effective June 1, 1994, as approved by the Regional Transportation Council (RTC), the transportation policy board for the Metropolitan Planning Organization (MPO) and amended on May 10, 2007. Staff presented information about:

1. Mobility 2035: Determining the Future of Transportation in the Region – presented by Chad Edwards
2. Status Report: List of Funded Projects and Economic Recovery Project Progress – presented by Adam Beckom (Allen), Christie Jestis (Irving and Fort Worth)
3. Advancing Transportation Projects and Drafting Plans for Potential Funding Opportunities – presented by Michael Morris

The agenda also included other relevant transportation topics:

1. Funding is available for reducing emissions from heavy-duty vehicles and equipment. NCTCOG partnered with the Texas Commission on Environmental Quality and the Environmental Protection Agency for funding through the Heavy-Duty Vehicle and Equipment Grant Program. Approximately $2 million is still available for both public and private entity projects, including, but not limited to, construction equipment replacements and repowers and idle-reduction projects. For grant applications and details about eligible project types and entities, maximum funding thresholds and scoring criteria, visit www.nctcog.org/aqfunding.
2. Texas Department of Transportation Town Hall Meeting on Wednesday, March 10, 6:30 p.m., Plano City Hall, 1520 Avenue K, Plano, Texas 75074 (live webcast at www.txdot.gov). The Texas Department of Transportation is hosting Town Hall Meetings throughout the state to give residents and local officials an opportunity to share their thoughts on local transportation issues and needs. At the Town Hall Meeting in Plano, Amadeo Saenz Jr., P.E., Executive Director, Texas Department of Transportation, William Meadows, Texas Transportation Commissioner, Bill Hale, P.E., District Engineer, Texas Department of Transportation Dallas District and Michael Morris, P.E., NCTCOG Transportation

Department Director will lead discussion and hope to hear residents' questions, concerns and ideas about transportation. To link to the live webcast, visit www.txdot.gov.

The NCTCOG public meetings were held to educate, inform, and seek comments from the public. Comments were solicited from those present who wished to speak for the record. The 30-day comment period remained open through April 10, 2010. The presentations made at the meetings are available at: www.nctcog.org/trans/outreach/meetings.

Each person who attended a public meeting received a packet with a meeting agenda, a sheet on which to submit written comments and copies of the presentations and related handouts. The names of RTC members were listed on the back of the agenda so attendees could see who represented them. A list of RTC members is available online at www.nctcog.org/trans/committees/rtc/roster0110.pdf.

Outline of Public Meetings

Welcome, introductions –

At all three meetings, Michael welcomed and thanked the attendees for coming and summarized public meeting topics. During the presentation, Advancing Transportation Projects and Drafting Plans for Potential Funding Opportunities, Michael requested attendees to choose between two options answering an informal survey question: How should regional leaders respond to the funding shortfall?

1. Continue to develop innovative funding approaches.

   or

2. Take a more conservative position, not pursuing innovative strategies, leading to greater awareness of a statewide and national funding crisis.

Participants were asked to write the number 1 or 2 on the comment sheets in the packet and return the comment sheet to staff at the end of the meeting. Informal survey results were:

Allen; attendance: 28; survey response: 14
Option 1 = 10
Option 2 = 2
Combination of both = 2

Irving; attendance: 19, survey response: 8
Option 1 = 7
Option 2 = 1

Fort Worth; attendance: 18, survey response 8
Option 1 = 7
Option 2 = 1

Summary of Presentations

A. Mobility 2035: Determining the Future of Transportation in the Region – Chad Edwards

- **The long range metropolitan transportation plan (MTP) is the comprehensive, multimodal blueprint for transportation systems and services aimed at meeting the mobility and financial needs of the Dallas-Fort Worth metropolitan area.**
- **The Plan Team announced a goals and priorities survey through a variety of outlets and encouraged citizens throughout the region to express their priorities for the transportation network in North Central Texas.** The survey was open for six

weeks. To view detailed information on the survey results and the current status of Mobility 2035, please visit: www.nctcog.org/Mobility 2035.

- **Planning for the MTP includes prioritization of improvements to utilize most effectively and efficiently the available funding** for transportation projects. Mobility 2035 will address three possible revenue scenarios:
  - The status quo; there is no revenue for enhancements, only funding for maintenance and operations of the existing system.
  - Statewide enhanced; through an increase to, or indexing of, the gasoline-tax.
  - Statewide enhanced in addition to a local option; in which all revenue collected in the region would remain in the region for transportation projects.
- **Specific topics and issues presented for public involvement:**
  - Highlight the citizen response to the transportation priorities survey in the region to date.
  - Present the suggested goals for Mobility 2035, pending RTC approval.
  - Present the tentative timeline for development of Mobility 2035.
  - Encourage public involvement in development of the transportation plan.
  - To view the presentation, please visit: www.nctcog.org/trans/outreach/meetings.
  - For more information and for additional opportunities to express any opinions and concerns about development of the MTP, please visit: www.nctcog.org/trans/mtp/2035.

B. Status Report: List of Funded Projects and Economic Recovery Project Progress – presented by Adam Beckom (Allen) and Christie Jestis (Irving and Fort Worth)

- **The Transportation Improvement Program (TIP) is an inventory of funded roadway, transit and other transportation improvements** involving local city and county governments, Dallas and Fort Worth districts of the Texas Department of Transportation (TxDOT), transportation agencies, and transit agencies.
- **The TIP is a dynamic document. It is updated quarterly to reflect changes in project work scope or funding, the addition or deletion of projects, or refinement of transit agency program of projects.** The RTC-authorized TIP Modification Policy allows for changes to be processed in one of two ways:
  - Administrative amendments – Following certain guidelines, NCTCOG Director of Transportation Michael Morris has the authority to approve amendments administratively; 108 administrative amendments were finalized in February 2010.
  - Proposed revisions – NCTCOG staff will request the RTC approve revisions April 8, 2010; about 29 modifications are being processed through the quarterly cycle. Modifications will be finalized during the May 2010 TIP cycle.
- **The TIP is updated on a quarterly basis, but completely re-developed every two to three years.** The current 2011 – 2014 TIP development will focus on:
  - Reduced levels of funding and financial constraints resulting in project prioritization.
  - Deletion of inactive projects.
- **American Recovery and Reinvestment Act (ARRA) update:**
  - All ARRA funds to the region have been obligated.
  - Major projects under construction:
    - S.H. 121 at I.H. 20/S.H. 183 interchange (November 2009)
    - U.S. 67 bypass in Cleburne (November 2009/March 2010)
    - DFW Connector (February 2010)

- Approximately 870 jobs have been created with ARRA funds in the North Central Texas region.
- To view additional project status information please see the detailed meeting handout materials available at: www.nctcog.org/trans/outreach/meetings.

- **All the Transportation Investment Generating Economic Recovery (TIGER) grant projects selected in the State of Texas, totaling $43 million, were in the North Central Texas region:**
  - S.H. 161 project/TIFIA loan support (NTTA)
  - Downtown Dallas streetcar project
- **Transit projects underway:**
  - Dallas Area Rapid Transit (DART)
    - Engineering, design, and construction activities for Irving light rail segments
  - Denton County Transportation Authority (DCTA)
    - Buses, bus shelters, technology, and park-and-ride lot
  - Fort Worth Transportation Authority (The T)
    - Buses, bus parking, preventive maintenance, and TRE rail switch
  - NCTCOG
    - Buses for hybrid electric pilot project for small urban transit providers
- **Air quality grant programs:**
  - NCTCOG
    - Clean Fleets North Texas
  - Texas Commission on Environmental Quality
    - ARRA Texas Clean School Bus Program
- **ARRA Funds Awarded to Region ($ in millions):**

Air Quality	$ 79.07
Aviation	9.68
Mobility Projects	405.01
Transit Projects	187.14
High Speed Rail Projects	10.94
Enhancement Projects	45.86
Maintenance and Rehabilitation	85.32
TIGER Discretionary Grant Projects	43.00
Total ARRA Funds	$ 866.02
Partnership Funds[1]	231.68
Total Funds	$1,097.70

[1]Partnership funds include Congestion Mitigation and Air Quality Improvement Program (CMAQ), Surface Transportation Program – Metropolitan Mobility (STP-MM), Congressional Earmarks, Regional Toll Revenue (RTR), local funds and private funding to leverage ARRA funds.

- **ARRA next steps:**
  - Begin implementing TIGER grants
  - Monitor implementation of other ARRA projects
  - Administer “Clean Fleets North Texas: Recovery Act” call for projects to distribute grant award of $2.5 million in State Energy Conservation Office funds
  - Await potential legislation for ARRA II and begin creating strategy

- **Specific topics and issues presented for public involvement:**
  - o Distribute detailed listings of the TIP February 2010 Modifications and Revisions and the specific ARRA projects selected in the DFW region. For more comprehensive information regarding ARRA projects please visit www.nctcog.org/recovery.
  - o Encourage public input and comments on the TIP amendments and modifications, please visit www.nctcog.org/trans/tip.
  - o Status report of the 2011-2014 TIP development process.
  - o Update of ARRA funding and project allocations to the North Central Texas region.
  - o To view the presentation, please visit: www.nctcog.org/trans/outreach/meetings.

C. Advancing Transportation Projects and Drafting Plans for Potential Funding Opportunities – Michael Morris

- **A number of transportation projects in the North Central Texas region have been successfully built using innovative financing techniques; however,** it has been difficult garnering the support of State leaders to further explore innovative financing and secure the increasing revenue sources needed for transportation projects.
- **Elected officials and the citizens need to decide and make their preferences known to local and state leaders on how to proceed in financing transportation projects in the region.**
  - o Does the region continue to explore and develop innovative funding techniques, or
  - o Should the region take a more conservative approach, step back from pursuing innovative financing techniques, which would hopefully lead to greater awareness of the statewide and national funding crisis in transportation?
- **Michael gave a detailed presentation on the current transportation funding crisis and various steps that could be addressed to keep projects moving forward in the North Central Texas region.** The discussion included:
  - o Highlighting the funds available from State and federal sources.
  - o Highlighting the need to revisit project priorities and confirm funding amounts for updates to the UTP, a 10-year plan to guide transportation project development.
  - o The effects of the overall reduction of gasoline-tax funding by 30.85 percent.
  - o Reviewing the status of projects funded and pending in the eastern and western areas.
  - o Reviewing other potential federal and local funding sources.
- **Specific topics and issues presented for public involvement:**
  - o Garner public comment on the use of innovative financing for transportation projects in the region.
  - o Review the status of projects in the region and potential funding sources.
  - o Present possible funding scenarios for various projects in the region.
  - o For detailed information on the status of funded projects please see the presentation at www.nctcog.org/trans/outreach/meetings.

ORAL COMMENTS RECEIVED AT MEETINGS

(Meeting location in parentheses)

Mobility 2035: Determining the Future of Transportation in the Region

John Anschutz – Citizen (Allen)

A. Trans-Texas Corridor (TTC)

Question: The TTC was a proposed transportation network that would have traveled from Mexico through the United States to Canada. A grassroots effort successfully halted this project. It now appears this project continues in stealth mode, being planned in increments. Which projects in the metropolitan transportation plan (MTP) represent extensions of the TTC?

Summary of response by Michael Morris: The TTC initiative is over. TxDOT submitted a "No Action Alternative" and once selected in the Record of Decision, the project will formally end. With an anticipated 3.5 million people moving to the region in the next 25 years, transportation problems will continue to increase within the I.H. 35 corridor, but will now need to be addressed by other projects.

Initially, the North Central Texas region proposed integration of the Regional Outer Loop, a proposed 240 mile loop around the Metroplex, with the TTC. It is believed that the Regional Outer Loop continues to be a necessary project for the region, but unless funding can be secured, this project will be deleted from the MTP. If this project gets deleted from the MTP, the question will still remain: what is a viable solution to the anticipated problems population and economic growth are expected to cause in this corridor?

Rick Koster – Candidate for Commissioner, Precinct 2, Collin County (Allen)

A. Rail Corridor

Question: How can rail be extended from Plano to McKinney?

Summary of response by Michael Morris: Some in the region agree that rail should be expanded from Plano to McKinney, and ridership models certainly warrant an expanded rail line to McKinney. Funding remains a constant concern, and there are complicated equity issues that need to be solved between DART member and non-member cities for the region to move forward with passenger rail expansion.

B. Expand DART Services to Areas in Collin County

Question: Have satellite parking lots been considered for DART buses to feed the Red Line from points north in Collin County?

Summary of response by Michael Morris: There continues to be a complicated equity issue between DART member and non-member cities. For example, Plano and Richardson are DART member cities and have been paying a one-cent sales tax for DART services for a number of years. Areas that are farther north in Collin County are not DART member cities; and therefore, some believe they should not be privy to DART services without some form of financial contribution.

C. Crisis Threshold

Question: What is considered the crisis threshold in the transportation system?

Summary of response by Michael Morris: Michael said in the past he believed the crisis threshold in transportation would emanate from the citizenry becoming dissatisfied with the inefficiencies of the network. More recently, political calculations seem to be detrimental to development of solutions to the transportation funding problems. Unfortunately, in the future, due to the potential for inefficiencies in the goods movement network, if and when large employers begin pulling out of the region, local and state leaders will be more willing to act on concerns of the transportation network.

D. Business Development

Question: Will businesses stop locating to the region?

Summary of response by Michael Morris: The State of Texas is a certainly a growing region; but it is incorrect to assume that businesses will automatically locate here. The State and the region compete in a world market and businesses will most likely locate to the most favorable environments.

Status Report: List of Funded Projects and Economic Recovery Project Progress

Dan Strimple – Irving (Irving)

A. North Tarrant Express

Comment: Please elaborate on the phasing sequence of the North Tarrant Express project.

Summary of response by Michael Morris: The first phase is the most congested portion of the project; Northeast Mall west to I.H. 35W, not including the interchange, and also stretches east from Northeast Mall to Precinct Line Road. Phase two, still under discussion and the innovative aspect of this project ─ funding the interchange. If the interchange could be built at I.H. 35W and I.H. 820, the developer may improve I.H. 35W from near downtown Fort Worth north to the interchange. Phase three is improvements to I.H. 35W, and phase four would complete the eastern section as it approaches Dallas/Fort Worth International Airport. Managed lanes will be a component of this project.

Blake Reed – Dallas (Irving)

A. Presentation

Question: On the project modification handouts that accompanied the presentation, considering the dire funding predictions presented tonight, are the projects in these handouts at risk?

Summary of response by Christie Jestis: No, most of the projects listed in the project modification handouts were funded with Regional Toll Revenue (RTR) funds and these are not considered at risk.

B. RTR Funds

Question: Are the RTR funds from S.H. 121 project.

Response by Michael Morris: Yes.

Advancing Transportation Projects and Drafting Plans for Potential Funding Opportunities

Tom Oliver – Mayor, City of Greenville (Allen)

A. Support Innovative Funding Solutions

Comment: The Mayor noted he supports exploring innovative funding solutions, but he believes during the past legislative session part of the problem was the innovative finance tools became too confusing for people to understand.

Summary of response by Michael Morris: Michael said he agreed. By having three different revenue scenarios outlined in the new MTP, it is hoped this will help more clearly illustrate the options.

B. Public Support

Comment: Recent surveys suggest the public isn't really concerned about the transportation network.

Summary of response by Michael Morris: The public tends, perhaps unconsciously, to take the transportation system for granted. When the transportation network has always been reliable and the public doesn't tend to experience anything too bad while traveling the roadways, it is easy to assume it will always be that way. This isn't only a public perception. Governors across the nation often do not have transportation at the top of their list of priorities.

C. High Speed Rail

Question: Why did the State of Texas receive so little during the recent high speed rail federal dispersions?

Summary of response by Michael Morris: There were eight states that each had one solid plan for high speed rail. Texas had multiple high speed rail plans. The State will need to coordinate its efforts for high speed rail and is beginning to do so.

Mark Greer – Plano (Allen)

A. Gas Tax Revenue

Comment: It seems as though the political environment, particularly in Collin County, is against innovative financing techniques and officials are leaning towards increasing the gasoline-tax as the only revenue source. This will have a negative effect on the economy.

Summary of response by Michael Morris: Elected officials will listen to the citizens. It is very important for the citizens to tell their elected officials what their priorities are for a transportation network in the region. Too often, the public refuses to even consider paying higher taxes, and currently the only other alternative for building projects is toll roads.

Fred Habert – McKinney (Allen)

A. Public-Private Partnerships (PPP)

Comment/Question: I understand the quandary of finding revenues for building roadways. I am a citizen of Collin County, and when I view the map in the presentation, all I see is a system of toll roads throughout Collin County. The message this sends is that in order for someone to visit Collin County or in order for me to drive to work tolls must be paid. How can PPP's be expanded to help pay for more roadways?

Summary of response by Michael Morris: Currently, there is no more authority to use PPP's in Texas. There has been success with the use of PPP's to build projects, but the citizens did not support the continued use of these. The fair question to ask the legislature is if PPP's can't be used and the gasoline-tax cannot be raised, how will revenue be raised to build transportation projects?

John Anschutz – Citizen (Allen)

A. Employer Solutions

Comment: There should be more focus on working with employers on nontraditional alternatives such as telecommuting, variable work schedules, and reduced work weeks to help reduce the number of vehicles on the roadways.

Summary of response by Michael Morris: This is a program area that NCTCOG does stress with local employers. It is very important to explore and implement all the solutions available. Currently, these types of programs are voluntary and perhaps more stringent solutions are necessary with larger employers. Traditionally, attempts to mandate such rules haven't been successful.

Mike Kinsey – Allen (Allen)

A. Gasoline-Tax Diversions

Question: How much of the gasoline-tax is being diverted to the general fund?

Summary of response by Michael Morris: Approximately $800 million to $1 billion annually. Generally, as the taxpayer is paying the gasoline-tax it is probably being assumed the tax is being used solely for the transportation system. It is not entirely clear why there isn't more of a challenge to diversions. There is an estimate that over $15 billion has been diverted from the transportation fund over the past 15 years.

Dan Majors – Citizen (Allen)

A. Innovative Financing Examples

Comment: Please give some examples of innovative finance techniques.

Summary of response by Michael Morris: About ten-years ago, local leaders recognized the gasoline-tax was no longer going to be sufficient to increase capacity on the roadways. Although not necessarily innovative, toll roads were viewed as one source of revenue. The first innovative agreement that generated Regional Toll Revenue (RTR) funds was with the North Texas Tollway Authority (NTTA). In exchange for the opportunity to construct, operate, and maintain the 26-mile S.H. 121 toll road for 52 years, NTTA paid the region a concession payment of $3.2 billion that is available for other transportation projects. RTR funds are separated into two accounts, and RTC policies and state legislation determine how funds are allocated among counties and projects.

RTR funds were used to finance the DCTA train from Carrollton to Denton. Alliance Airport is extending its runway, and RTR funds were used to help finance the relocation of a freight railroad line for this expansion. The Federal Aviation Administration (FAA) will reimburse these funds over time. In most areas of the country, roadway funds could not be used on railroads because the railroads do not contribute to the highway trust fund.

In Denton County, local bond funds were swapped with Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds in an agreement for transportation improvements to I.H. 35 and qualifying sustainable development initiatives. Funding opportunities do exist that will require thinking outside the box and forward-thinking leaders who are trying to respond to a region that is anticipated to have 3.5 million more residents in the next 25 years.

David Smith – Texans Uniting for Reform and Freedom (TURF) (Irving)

A. Lifespan of Congestion Mitigation Projects

Question/Comment: What are the assurances that new transportation projects, like I.H. 635 (LBJ) and North Tarrant Express, entailing large capital expenses, will not be outdated for congestion mitigation strategies by the time they are completed? Similar to what occurred with US 75 (North Central Expressway) inside the loop; after the design was finalized and before construction even began, the freeway was outdated for any congestion mitigation solutions. The State rates this section the second most congested section of freeway in the state after only 15 years.

Summary of response by Michael Morris: Michael noted that he disagreed with the TxDOT congestion rating for North Central Expressway, but the point of the question is valid.

North Central Expressway is an eight-lane freeway, but is ten lanes when including the continuous entrance and exit ramps. When the design of North Central Expressway occurred in the mid-80s, planners were aware that eventually it was not going to be enough capacity. For this particular project, the public did not want a double-deck freeway and did not support intrusion on any right-of-way. A light rail transit system was constructed in the corridor. At the time, the community was made aware that for this project, if the conditions are as stated, all future transportation growth in the corridor would need to be light rail transit. The community was also made aware that no expansion projects will be planned for North Central Expressway. The potential for light rail transit and infill development of this corridor still exists, and that could eventually divert more traffic from the roadway.

As for congestion mitigation strategies, managed lanes are a more viable solution than gasoline-taxed, capacity expansion projects. For current transportation projects there are still similar public concerns with design. Although not the intention, the price of a managed lane can be used as a tool so that those who prefer to live in the less expensive suburb areas, contributing to further urban sprawl, have to contribute a price to the transportation network to do so. Rail expansion is part of the solution, and encouragement of mixed-use development is important.

B. Congestion Mitigation Measures

Comment: Please elaborate on current congestion mitigation measures regarding the flow of traffic at entrance and exit ramps to specific projects in the region and solutions that can be accomplished without having to expend major capital.

Summary of response by Michael Morris: There are limited low-cost improvements that can be made to ramps of existing interchanges, especially when dealing with old designs, mainly because this often triggers newer federal design standards, etc.

The “diamond interchange” is one example of a commonly used interchange where a freeway crosses a minor road. The two places where the ramps meet the road are treated as conventional intersections. Over time, cities have drifted towards “X interchanges” where, rather than have the entrance/exit ramps at an intersection; they

are set back to be able to utilize the frontage road parcels of land for economic development. North Central Expressway is an example of a roadway that utilizes continuous enter/exit ramps. Also, the first in the region, a "single point interchange" is being built on North Central Expressway near Plano. I.H. 820 has a project where the frontage road movements will be grade separated.

Andre McEwing – Southeast Fort Worth, Inc. (Fort Worth)

A. Transportation Investment Generating Economic Recovery (TIGER) Grants

Question: Will there be a second TIGER grant program?

Summary of response by Michael Morris: There are suggestions of a possible second federal stimulus program, but it is unknown if a second TIGER program would be a component of this. These are decisions that will be made at the federal level.

Channing Santiago – Grand Prairie (Fort Worth)

A. Funding

Question: Decreasing availability of transportation funding was noted in the presentations. Where could the funding for a multimodal project come from?

Summary of response from Michael Morris: Generally some possible sources of funding are the FTA, the suggested second round of federal stimulus funding, and Congestion Mitigation and Air Quality programs. Funding and the range of sources are very complex. If there is a need for a project, it is recommended that the project be defined and community interest established. If it is a viable project, NCTCOG is more than willing to help explore all the possible funding solutions.

Air Quality

Gustavo Baez – Allen (Allen)

A. US Environmental Protection Agency (EPA) Guidelines

Question: How will the new, lower, EPA National Ambient Air Quality Standards (NAAQS) impact transportation planning?

Summary of response by Michael Morris: There are four impacts that come to the forefront. Currently, the region is nonattainment for NAAQS; and although the region is very close in meeting the NAAQS it is not there yet and this is the immediate priority. The EPA is lowering the air quality standards across the nation, resulting in more areas now falling under nonattainment. This has the effect of more communities having to concentrate on increased rail solutions, sustainable development, mixed land use solutions, travel demand management, walkable communities, etc. The climate change position the current administration will take is still unclear as are impacts to transportation. Lastly, a national energy policy needs to be established.

Dan Strimple – Irving (Irving)

A. Air Quality Impacts on S.H. 183

Question: What are the air quality conformity project plans for the S.H. 183 area in Dallas County?

Summary of response by Michael Morris: Focus will continue to be on the right-of-way on S.H. 183. The Trinity River projects in Dallas require a solution, for even if there was funding available, the projects couldn't be built until issues with the levees are resolved by the City of Dallas. Continued advancement of the DART Orange Line is necessary.

Las Colinas has been a good model for future transportation and land use development and it is vital to support these efforts. Additionally, in order to support the advancement of the concept of future land use and transportation development, it is very important that planned transportation project schedules meet planned development schedules.

Roadways

Gary Husa – Irving (Irving)

A. S.H. 183

Question: What is the status regarding S.H. 183 in Irving (Dallas County)?

Summary of response by Michael Morris: Unfortunately, there were projects that took precedence over S.H. 183, but there is agreement this roadway is in need of reconstruction. Advancements have been made in this corridor with the noise walls, frontage roads, and right-of-way efforts continue to move forward. Efforts will continue to be directed towards this corridor.

B. On-System, Off-System Projects

Comment: Please define on-system and off-system projects.

Summary of response by Michael Morris: On-system projects are projects with a state designation, i.e. interstate highway, farm-to-market roads, state highways, etc. in which the State holds responsibility for the facility. Off-system project examples are local thoroughfare streets and in some instances arterials. Local entities are responsible for the project development of off-system projects.

Other

Jay Johnson – The NRP Group (Fort Worth)

A. Tower 55

Question: Please give an update on Tower 55. What is the timeline?

Summary of response by Michael Morris: Tower 55 is a project that was submitted for federal stimulus funding, but did not receive approval. Attempts to find answers about why the project received no federal funding are underway. There is still some unspent federal stimulus money available, and it would be ideal to find the needed $70 to $80 million for Phase I of this project. Environmental documentation has been initiated for grade separation, and an engineering contract was extended for further work in Phase II to address safety concerns of residents in the community. Phase II is a big part of this project with a cost of approximately $700 million. Phase III is exploring the possibilities for a freight rail bypass of downtown Fort Worth.

Attempts to secure funding for Phase I continue on a regular basis. Phase II is approximately 16 months away from a resolution and still needs funding. Phase III would be extremely expensive, requires complicated partnerships with the railroads and will likely take a number of years to accomplish.

Andre McEwing – Southeast Fort Worth, Inc. (Fort Worth)

A. Rail in Arlington

Question: The Trinity Railway Express (TRE) currently travels between Dallas and Fort Worth and a dedicated rail line will be implemented for the day at the upcoming Super Bowl. It is anticipated the one-cent sales tax for rail will be necessary in Arlington. What can be done to maximize the opportunities for interconnectivity of rail between Dallas, Fort Worth and Arlington?

Summary of response by Michael Morris: Arlington is a strong supporter of rail, not only for the obvious benefits of mobility throughout the region, but for the air quality benefits rail helps promote. Previous elections in Arlington have included transit components, but failed to win approval by the voters. It is believed this failure to win approval was more about the bus services element of the proposals than the rail services.

The TRE travels on the Union Pacific Railroad (UP) tracks. Currently, there is an ongoing relationship with the UP regarding Tower 55 and the dedicated rail line for the day of the Super Bowl, but there are a number of complex issues that still need to be addressed not only for these two projects but a few other projects that may have ramifications for the UP. The partnership with the UP will continue to be cultivated and discussions will persist.

The residents of Arlington will need to vote positively for transit opportunities, but also there are equity concerns that will need to be addressed, and Arlington will have to be willing to address these as well.

B. Mandates

Question: Will there be any form of local mandates between the Federal Transit Administration (FTA), US Environmental Protection Agency (EPA) and the US Department of Housing and Urban Development (HUD).

Summary of response by Michael Morris: There is an upcoming Regional Transportation Council (RTC) Workshop featuring Deputy Secretary of HUD, Ron Sims on March 11 at 11:30 am at NCTCOG. Everyone is welcome to attend. The discussion focus on current proposals and opportunities for “silo busting”, which is generally a proposal suggesting that all current federal transportation programs be replaced with ten priority programs free of allegiance to any specific transportation mode. The idea is to encourage streamlining projects while providing congestion relief, environmental stewardship and innovative financing and project delivery methods.

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Transportation Public Meetings

Monday, May 3, 2010
6:30 pm
Christopher A. Parr Library
6200 Windhaven Parkway
Plano, Texas 75093

Tuesday, May 4, 2010
6:30 pm
Fort Worth Intermodal
Transportation Center
1001 Jones Street
Fort Worth, Texas 76102

Wednesday, May 5, 2010
10:30 am
North Central Texas Council
of Governments
616 Six Flags Drive
Arlington, Texas 76011

For special accommodations due to a disability or language translation, contact Jahnae Stout at 817-608-2335 or jstout@nctcog.org at least 72 hours prior to the meeting. Reasonable accommodations will be made.

Para ajustes especiales por discapacidad o para interpretación de idiomas, llame al817-608-2335 o por e-mail: jstout@nctcog.org con 72 horas (mínimo) previas a la junta. Se harán las adaptaciones razonables.

North Central Texas Council of Governments

The Regional Transportation Council of the North Central Texas Council of Governments invites the public to learn what is happening with transportation and air quality in the region and help set priorities for the future.

Unified Planning Work Program (UPWP) Modifications

The UPWP for regional transportation planning provides a summary of the transportation and related air quality planning tasks conducted by the Metropolitan Planning Organization. Modifications to the fiscal year 2010 and 2011 UPWP will be presented.

Draft List of Transportation Projects Funded Between 2011 and 2014

A comprehensive list of funded transportation projects is maintained in the Transportation Improvement Program (TIP). Projects with committed funds from federal, State and local sources are included in the TIP. The draft list of projects funded through the 2011 to 2014 TIP will be presented.

Disadvantaged Business Enterprise Program Update

As a recipient of federal transportation funds, the North Central Texas Council of Governments (NCTCOG) is required to establish and periodically update a Disadvantaged Business Enterprise (DBE) program and DBE goals to encourage contracting opportunities for minority and historically underutilized businesses. The DBE program is being updated and NCTCOG is seeking initial public comments.

Fort Worth Transportation Authority (The T) Program of Projects (POP)

Fort Worth meeting only

The T is a designated recipient of Federal Transit Administration funding. Agency representatives will outline how much Section 5307 federal funding is available and the associated POP. Attendees will be encouraged to submit comments about the proposed POP and budget.

Other information to be highlighted at public meetings:

- AirCheckTexas Milestones for Vehicle Repairs, Replacements
- Clean Fleets North Texas Call for Projects
- North Texas Green and Go Taxi Partnership Call for Projects
- Regional Coordination Committee Accomplishments

For more information on public meetings, visit *www.nctcog.org/trans/outreach/meetings*

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MINUTES

Regional Transportation Council
PUBLIC MEETINGS

PRESENTED ONLY AT THE FORT WORTH MEETING

- ***Fort Worth Transportation Authority (The T) Program of Projects***

PRESENTED AT ALL PUBLIC MEETINGS

- ***Modifications to the Fiscal Year 2010 and Fiscal Year 2011 Unified Planning Work Program (UPWP)***
- ***Draft List of Transportation Projects Funded Between 2011 and 2014***
- ***Disadvantaged Business Enterprise Program Update***

Meeting Dates and Locations

The North Central Texas Council of Governments (NCTCOG) held public meetings as follows:

1. Monday, May 3, 2010 – 6:30 p.m. – Christopher A. Parr Library; attendance: 17; moderated by Ken Kirkpatrick, Senior Program Manager
2. Tuesday, May 4, 2010 – 6:30 p.m. – Fort Worth Intermodal Transportation Center; attendance: 19 ; moderated by Dan Lamers, Senior Program Manager
3. Wednesday, May 5, 2010 – 10:30 a.m. – North Central Texas Council of Governments; attendance: 25; moderated by Tom Shelton, Senior Program Manager

Public Meeting Purpose and Topics

The public meetings were held in accordance with the NCTCOG Transportation Department Public Participation Process, which became effective June 1, 1994, as approved by the Regional Transportation Council (RTC), the transportation policy board for the Metropolitan Planning Organization (MPO) and amended on March 11, 2010. Staff presented information about:

1. Fort Worth Transportation Authority (The T) Program of Projects – presented by Andrew Boster, The T, Fort Worth Meeting Only
2. Modifications to the Fiscal Year 2010 and Fiscal Year 2011 Unified Planning Work Program – presented by Ken Kirkpatrick
3. Draft List of Transportation Projects Funded Between 2011 and 2014 – presented by Jose Perez (Plano and Arlington) and Adam Beckom (Fort Worth)
4. Disadvantaged Business Enterprise Program Update – presented by Ken Kirkpatrick

The agenda also included other relevant transportation topics:

1. ***AirCheckTexas Celebrates Repair, Replacement Milestones, Cleaner Air***
   Not long after celebrating the repair of 20,000 high-polluting vehicles, the AirCheckTexas Drive a Clean Machine program reaches another achievement—20,000 high-polluting vehicles retired and replaced with cleaner-burning vehicles. Each year, the program helps vehicle owners comply with emissions standards by offering financial incentives to repair or replace the highest polluting vehicles and contributes $20 million to the North Texas economy. Residents that meet income and vehicle requirements are eligible for vouchers worth up to $3,000 toward the purchase of newer cars or trucks ($3,500 for hybrids) or up to $600 toward emissions-related repairs. For more information about the program, call 800-898-9103 or visit www.nctcog.org/aircheckttexas.

2. ***Clean Fleets North Texas Call for Projects***
   Governmental entities may apply for a portion of $2.5 million available for vehicle and infrastructure projects. There are two emphasis areas for the competitive call for projects: Electric Vehicles/Infrastructure and Natural Gas Vehicles/Infrastructure. For more information, visit: www.nctcog.org/aqfunding.

3. ***North Texas Green and Go Taxi Partnership Call for Projects***
   Taxicab and limousine owners may apply for funding to purchase low-emitting vehicles. Eligible projects, if awarded, will receive $5,000 toward the purchase of an eligible clean vehicle—primarily alternative fuel and gasoline-hybrid electric vehicles. For more information, visit www.nctcog.org/aqfunding.

4. ***Regional Coordination Committee Accomplishments***
   Local governments around Naval Air Station Fort Worth, Joint Reserve Base voluntarily formed the Regional Coordination Committee (RCC) to encourage compatible land use, educate the public about base operations and serve as resources to residents, businesses and other stakeholders in the area. The RCC recently mailed to residents living near the base a summary of how noise and safety influence development around the base. Other accomplishments have increased coordination, communication and land use compatibility around the base. For more information, visit www.nctcog.org/rcc.

The NCTCOG public meetings were held to educate, inform, and seek comments from the public. Comments were solicited from those present who wished to speak for the record. The 30-day comment period remained open through June 2, 2010. The presentations made at the meetings are available at: www.nctcog.org/trans/outreach/meetings.

Each person who attended a public meeting received a packet with a meeting agenda, a sheet on which to submit written comments and copies of the presentations and related handouts. The names of RTC members were listed on the back of the agenda so attendees could see who represented them. A list of RTC members is available online at www.nctcog.org/trans/committees/rtc/roster.pdf.

Outline of Public Meetings

Welcome, introductions –
At all three meetings, the moderator welcomed and thanked the attendees for coming and summarized public meeting topics.

Summary of Presentations

A. Fort Worth Transportation Authority (The T) Program of Projects (Fort Worth Only) – Andrew Boster (The T)

- **As the metropolitan planning organization, one role of NCTCOG is to aid in the distribution of federal transit funds. Annually, The T partners with NCTCOG during public meetings to present the agency Program of Projects (POP).**
- **The T presented a brief overview of the member cities, The T services, federal funding sources, and the POP schedule.**
- **The T Draft FY 2010 POP:**
  - o Preventive maintenance: $11,057,386
  - o Complementary Paratransit Service (MITS): $1,200,000
  - o Transit enhancements to include construction of bus shelters, improved signage, installation of artwork and landscaping: $200,000

- Replacement 40’ buses: $3,403,000

- **Specific topics and issues presented for public involvement:**
  - Provide an overview of The T services and funding sources.
  - Present The T POP. Please view the presentation at: www.nctcog.org/trans/outreach/meetings
  - Provide a forum for a question and answer session with the public. For more information please contact Andrew Boster, Grants Administrator, The T, at (817) 215-8711 or aboster@the-t.com.

B. Modifications to the Fiscal Year 2010 and Fiscal Year 2011 Unified Planning Work Program (UPWP) – presented by Ken Kirkpatrick

- **The FY2010 – FY2011 UPWP describes the transportation and related air quality planning efforts in the North Central Texas region for a two year period** and defines the functional and financial responsibilities of participating agencies and serves as a management tool for the participating entities.

- **The UPWP is required by the federal government to program planning funds.** Planning funds are distributed via the federal gasoline-tax.

- **Staff presented nine modifications to the FY2010 – FY2011 UPWP.** The adjustments to the UPWP funds are administrative and reflect movement between and within program areas. Funding adjustments do not reflect priority funding. For a listing of the Tasks and related modifications please see the presentation at www.nctcog.org/trans/outreach/meetings.

- **The UPWP work program modification schedule:**
  - May 3, 4, and 5: Public meetings
  - May 28: Action by the Surface Transportation Technical Committee
  - June 3: Action by the RTC
  - June 24: Action by the NCTCOG Executive Board
  - June 25: Submit to TxDOT

- **Specific topics and issues presented for public involvement:**
  - Review the UPWP purpose and planning process.
  - Present and review proposed modifications to the FY2010 – FY2011 UPWP.
  - For comments or questions on the nine modifications or the FY2010 – FY2011 UPWP please contact Vickie Alexander, Program Administration, (817) 695-9242 or valexander@nctcog.org.

C. Draft List of Transportation Projects Funded Between 2011 and 2014

- **The Transportation Improvement Program (TIP) is an inventory of funded roadway, transit and other transportation improvements** involving local city and county governments, Dallas and Fort Worth districts of the Texas Department of Transportation (TxDOT), transportation agencies, and transit agencies.

- **The TIP is updated on a quarterly basis, but completely re-developed every two to three years.** The current 2011 – 2014 TIP development process:
  - Review all existing projects and solicit additional locally funded projects.
  - Make needed adjustments to existing projects (staging, funding, scope).
  - Develop revised project listings.
  - Balance project listings to estimated revenue.
  - Conduct Mobility Plan and Air Quality Review.
  - Solicit public review (process, draft listings, final listings).

- Finalize project listings and submit to partners.

- **Specific topics and issues presented for public involvement:**
  - Distribute draft listing of transportation projects funded between 2011 and 2014.
  - Encourage public input and comments on the TIP development process and projects listed in the 2011-2014 TIP. For a detailed list of projects, please visit the website at: www.nctcog.org/trans/tip.

D. Disadvantaged Business Enterprise (DBE) Program Update

- **The DBE Program is required by Congress** as a condition of receiving federal funds and is also provided policy and direction by the Texas Transportation Commission. It provides assistance to minorities, women and other socially and economically disadvantaged individuals to enter the highway construction and design industries.

- **The DBE program purpose:**
  - Ensure non-discrimination
  - Create a level playing field/fair competition
  - Narrowly tailor program to meet federal law
  - Ensure DBE firms meet required eligibility standards
  - Help remove barriers to DBE participation
  - Assist in development of firms to compete outside DBE program

- **The DBE program is initiated through various NCTCOG program areas Request for Proposals (RFP) processes for US Department of Transportation assisted contracts:**
  - Publication of DBE goal as part of RFP
  - Proposers required to establish DBE goal (at least 13 percent)
  - Projects reviewed for DBE compliance
  - Good faith efforts must be documented and accepted if contractor falls short of DBE goal

- To review program definitions, federal requirements, current NCTCOG DBE policy and goals, DBE certifications accepted, and development of the DBE goal please view the presentation at: www.nctcog.org/trans/outreach/meetings.

- **Specific topics and issues presented for public involvement:**
  - Review the DBE efforts and initial efforts to update the NCTCOG program and goal for US Department of Transportation assisted contracts.
  - Solicit public comments and questions.
  - For any further comments or questions please contact Ken Kirkpatrick, Senior Program Manager, at (817) 695-9278 or kkirkpatrick@nctcog.org.

ORAL COMMENTS RECEIVED AT MEETINGS

(Meeting location in parentheses)

Fort Worth Transportation Authority (The T) Program of Projects (Fort Worth)

Question: How is The T going to administer the applicable grant in Grapevine regarding the Mobility-Impaired Transit Service (MITS)?

Summary of response by Andrew Boster: Formula Funding 5307 is comprised of a single grant, and of this award, approximately $1.2 million will be allocated for the MITS program. These funds will be used for upkeep of the vehicles, capital maintenance and basic administrative costs. Also, each year projects are reviewed to determine how to improve services. If there are any problems with MITS, please contact The T so any concerns can be addressed.

Question: Will the construction of Southwest Parkway interfere with the Southwest-to-Northeast (SW2NE) rail corridor project?

Summary of response by Andrew Boster: No, but because the two corridors will closely parallel in some segments there will need to be some coordination on certain aspects of the two projects.

Question: The presentation noted, among other items, the replacement of 40-foot buses and the construction of bus shelters. What is the timeline for the bus replacements? Also, I believe the bus shelters look nice, but they are not very protective during inclement weather.

Summary of response by Andrew Boster: Replacement of the 40-foot buses being presented with the Formula Funding 5307 is generally replacing the fleet as the vehicles deteriorate through time and use and is an annual expense.

In addition, but outside the Formula Funding 5307 are eight new 60-foot articulated buses that were funded through the federal stimulus package, and these are anticipated to arrive in early 2011. These articulated buses will be the first of these types of vehicles in The T fleet.

Andrew noted that he personally did not have input on the design of bus shelters, but he would be happy to forward comments to the appropriate personnel.

Question: Will The T utilize any New Freedom funds this year that are focused on aiding individuals with disabilities with their transportation needs?

Summary of response by Andrew Boster: The T has used New Freedom grants in the past and will continue to apply for all available sources of funding.

Question: What were past uses of New Freedom funds, and were these funds used for any programs beyond the requirements of the Americans with Disabilities Act (ADA)? What are the next steps new grant funding is awarded?

Summary of response by Andrew Boster: The T has been awarded New Freedom funds twice. The first year the funds were used for bus stops that went beyond the ADA requirements. The second year of awarded funding was used to purchase scheduling software for the MITS program. If New Freedom funds are awarded, the first step is to begin scheduling meetings and reviewing the needs of the citizens and ensuring the spirit of the program is implemented in projects.

Question: Is the SW2NE rail corridor project still on schedule?

Response by Andrew Boster: Yes.

Unified Planning Work Program (UPWP) Modifications

Annie Melton – Bowman-Melton Association (Plano)

A. UPWP Availability Online

Question: Is the presented version of the UPWP with the modifications available online?

Summary of response by Ken Kirkpatrick: The Fiscal Year 2010 - Fiscal Year 2011 UPWP is available on the website at www.nctcog.org/trans/admin/upwp.The draft modifications will not likely be on the website until near the end of May when the final text is complete. The draft modifications will be presented for action to the NCTCOG Surface Transportation Technical Committee (STTC) May 28, the RTC on June 3 and the Executive Board on June 25. They are expected to be submitted to the Texas Department of Transportation (TxDOT) for approval around the end of June.

The presentation is available on the website at www.nctcog.org/trans/outreach/meetings. If there are any questions, please feel free to contact NCTCOG staff.

Madan Goyal – Plano (Plano)

A. Task 3.03 AirCheckTexas Drive a Clean Machine Program

Question: Regarding the $29 million reduction in the AirCheckTexas Drive a Clean Machine Program; has NCTCOG staff requested a reduction in funding by $29 million or has the state reduced funding by this amount? Initially, how are the estimates for the program calculated that it could be overstated by $29 million?

Summary of response by Ken Kirkpatrick: In this particular instance, there was an administrative error. The Fiscal Year 2010 - Fiscal Year 2011 UPWP reflects an over-programmed amount of approximately $78 million for Task 3.03. Subject to appropriations by the legislature, the Texas Commission of Environmental Quality (TCEQ) actually provides approximately $25 million a year for the program. It was always anticipated that NCTCOG would receive approximately $50 million for Task 3.03, and the modification of a $29 million reduction reflects this over-programmed error.

B. Task 5.15 Streamlined Project Delivery – Cotton Belt Corridor

Question: What is the timeline for Task 5.15 if approved by the RTC?

Summary of response by Ken Kirkpatrick: Dallas Area Rapid Transit (DART) and the Fort Worth Transportation Authority (The T) boards approved resolutions asking the RTC to lead efforts to secure innovative finance for the Cotton Belt corridor through a joint agency partnership. The RTC is reviewing the issue and is expected to consider taking action at the RTC meeting May 13. If the RTC approves NCTCOG to assume the innovative finance role, a request for proposals will be initiated. It is hoped that by the end of the year a solid plan for innovative finance will be developed.

C. Support for RTC Role in Innovative Financing for the Cotton Belt Rail Corridor

Comment: Mr. Goyal said he supports the RTC approving NCTCOG to explore innovative finance options for the Cotton Belt Corridor.

Summary of response by Ken Kirkpatrick: Thank you.

Alan Abeson – Fort Worth (Fort Worth)

A. Task 3.06 Public Transportation Planning and Management Studies

Question: In Task 3.06 Regional Public Transportation Coordination, an increase of $120,000 is proposed. Where would these funds originate?

Summary of response by Ken Kirkpatrick: The proposed $120,000 increase is from 5339 Funds that originate from federal sources and have been allocated to the state.

Comment: Can a conclusion be drawn from the discussion this evening that the state is doing very little to help fund projects in the MTP?

Summary of response by Dan Lamers and Ken Kirkpatrick: There are two separate sources of funds being presented. The UPWP presentation reflects planning funds, and the TIP presentation reflects actual construction funds. The $120,000 in planning funds are for additional staff efforts for regional coordination.

It is true that there is a shortage of transportation funds and this is a trend that is expected to continue, but it is not entirely accurate to say the state is not contributing to transportation funding. The bigger concern is that the gasoline-tax is not going to be a sustainable source for any additional capacity projects to the transportation network in the future, and it will necessitate exploring all possible revenue sources to be able to continue building projects in the region.

B. Transportation Funding

Question: How is the anticipated funding shortfall reflected in the MTP?

Summary of response by Dan Lamers and Ken Kirkpatrick: The long-range MTP, Mobility 2035 must address the reality that there will be very limited, if any, state funding sources available in the near-term to build additional capacity projects. It is reasonably predicted that within the next five years there will be a significant need for the federal and state governments to address the ways in which transportation is funded. The federal and state gasoline taxes will no longer be sufficient to build additional projects. The trend over the last ten years has increasingly shifted the share of transportation funding to state and local sources. This trend is expected to continue.

Jim Wilson – Councilmember, City of Benbrook (Fort Worth)

A. Task 3.06 Public Transportation Planning and Management Studies

Comment: Regarding Task 3.06 Regional Public Transportation Coordination, there needs to be funding dedicated to efficient regional travel coordination throughout the region. In particular, a web-based service that would allow individuals to enter the transportation modes they are willing to use and their starting points and destinations to get a trip plan based on the characteristics entered.

Summary of response by Ken Kirkpatrick: The idea of regional travel coordination is fundamental to efforts. Providing an inclusive service is a monumental task, but the vision is an efficient, seamless transportation network in the region.

Comment: This can currently be done for bus, transit, and walking on an iPhone. The region should be more aggressive in moving toward such a service for all modes in all areas.

Summary of response by Ken Kirkpatrick and Dan Lamars: In addition to the larger transit providers such as DART and Denton County Transportation Authority (DCTA), there are a large number of smaller, local transportation providers serving smaller, transportation-disadvantaged groups. The goal is certainly to move in the direction noted, but the logistics of providing reliable services and information that will provide a higher quality of life for all citizens is a challenge and the discussions are ongoing.

There are also opportunities being explored for what is referred to as "silo-busting", which is generally a proposal suggesting that all current federal transportation programs be replaced with ten priority programs free of allegiance to any specific transportation mode. The idea is to encourage streamlining projects while providing congestion relief, environmental stewardship and innovative financing and project delivery methods that allow local communities more flexibility to meet needs.

Draft List of Transportation Projects Funded Between 2011 and 2014

Tom Ryden – Parsons Transportation Group (Plano)

A. Total Funds in 2011-2014 TIP

Question: Is the $8.6 billion presented considered the fiscally constrained funding?

Summary of response by Jose Perez: No, the $8.6 billion is considered the total funding needed for the total projects listed in the TIP. It is not anticipated available revenues from TxDOT will be near this amount. The TIP is still in the development stages and further adjustments will be required to meet financial requirements.

Madan Goyal – Plano (Plano)

A. Maps in the Presentation

Question: What do the dots on the maps in the presentation represent? It is difficult to understand.

Summary of response by Jose Perez: The dots on the map represent smaller transportation projects, mostly intersection and signal improvements.

Tom Marking – HDR, Inc. (Plano)

A. Maps in the Presentation

Question: Some of the dots appear to be near rail lines, does this represent railway crossings?

Summary of response by Jose Perez: Not necessarily, the dots on the maps are a generalized representation of projects. To find specific project information please visit the website at: www.nctcog.trans/tip.

Alden Wagner – Landowner (Plano)

A. North Tarrant Express Project Timeline

Comment/Question: Mr. Wagner noted he represents himself and increasingly the neighbors in the North Tarrant Expressway (NTE) project area. What is the construction timetable for this project, and where is the best source to find out accurate and timely information regarding construction? From appearances, it is difficult to believe statements that insinuate the project will be complete in five years. This is a huge project, some of the cities do not have utility surveys complete and in some cases not

even begun. Additionally, most of the cities in the area are experiencing revenue difficulties.

Summary of response by Ken Kirkpatrick: The best source for more generalized information is the Texas Department of Transportation (TxDOT) website at: www.TxDOT.gov. Ken also asked Mr. Wagner to leave his contact information and promised to provide individual contacts at TxDOT who could answer more detailed questions regarding project status. Ken said the NTE project is very large and complex, but TxDOT and NTE Mobility Partners are very motivated to move forward.

Summary of response by Mark Haern (meeting attendee): Another source of information is www.northtarrantexpress.com maintained by NTE Mobility Partners. The website includes contact information.

B. North Tarrant Express Project Timeline

Comment: Mr. Wagner expressed agreement about the usefulness of the noted project websites, but stated the websites provide very generalized information. Mr. Wagner said he and the local neighbors are more interested in the actual construction timelines specific to their properties and other right-of-way concerns. Also, the ability to move forward on financial planning for commercial property in the project right of way is an issue.

Summary of response by Ken Kirkpatrick: The NTE is an approximately $2 billion project, and there are significant and continuous challenges to overcome in a project of this magnitude. TxDOT has staff dedicated to the project, and these contacts can answer any questions the citizens may have.

TxDOT and the developers are currently working on the first segment of the project between Northeast Mall west to I.H. 35W. Some segments will be less extensive and will take more or less time based on the complexity of the design.

Horace Blake – Carrollton (Plano)

A. Bypass Routes

Question: What, if any, are the plans for future bypass routes to reduce congestion on the roadways, particularly during peak periods, specifically I.H. 35E traveling through downtown Dallas?

Summary of response by Ken Kirkpatrick: Currently, the NCTCOG staff is developing the long-range MTP Mobility 2035. The MTP is the vision and blueprint for transportation planning in the region for the next 25 years. For a number of months, NCTCOG staff has been gathering input from a variety of sources including local officials, governments, and the public for this plan so it will adequately reflect the wants and needs of the region and the citizens.

The intent of the controversial Trinity Parkway project is to serve as a reliever/bypass route for I.H. 35E through downtown Dallas. It has been included in plans for about the last 10 to 15 years. There continues to be a number of significant challenges associated with this project, not the least of which is funding. There are a number of local transportation and other officials who continuously work on moving not only this project forward, but a number of projects throughout the region in order to reduce congestion.

Annie Melton – Bowman-Melton Association (Plano)

A. Bypass Routes

Comment: As a regular user of S.H. 161 between I.H. 30 and S.H. 183, it appears as though there is a lot of potential for the highway to be used as a bypass route.

Summary of response by Ken Kirkpatrick: Yes, that segment of S.H. 161 recently opened, and many users are happy with the results. The ability to complete the project in a timely manner was assisted by the availability of Regional Toll Revenue (RTR) funds.

Earnest Windfield – Dyrell International (Plano)

A. I.H 35E

Question: It was said earlier in the meeting the needs for the I.H. 35E corridor are recognized, but there is not enough funding available for the project. Please elaborate on the needs for this corridor.

Summary of response by Ken Kirkpatrick: In terms of the scope of the project and the capacity improvements needed, there is generally consensus among TxDOT, NCTCOG and Denton County. Improvements are included in the MTP, Mobility 2030 - 2009 Amendment. The challenge is how to best address the problems with the limited amount of funding available.

Question: What is the scope of the planning? Is there going to be widening of the corridor or possibly decking the corridor?

Summary of response by Ken Kirkpatrick? As illustrated on the map on page 12 of the Mobility 2030 Executive Summary available at the sign-in table, there are recommended improvements to existing freeway and managed/High Occupancy Vehicle (HOV) lanes on I.H. 35E from Denton all the way to Ellis County. Ken noted he did not know the specifics of the projects, but if Mr. Winfield would leave his information, NCTCOG staff can help with any further questions. There are no plans for decking I.H. 35E.

B. U.S. 75 (North Central Expressway)

Question: What improvements are planned for North Central Expressway?

Summary of response by Ken Kirkpatrick: North Central Expressway from downtown Dallas to I.H. 635 has no recommendations for further improvements to the corridor. There has already been a lot of work completed in this section of North Central Expressway. North of I.H. 635 has recommended improvements in Mobility 2030 - 2009 Amendment. Again, the specifics are unknown at this point, but NCTCOG will be happy to contact Mr. Winfield with the information.

Alden Wagner – Landowner (Plano)

A. North Central Expressway, Remove HOV Lanes

Comment: The way to reduce congestion on North Central Expressway is to remove the HOV lanes, which are not being utilized. The HOV lanes exist at the expense of the efficiency of all the other travelers in the corridor.

Response by Ken Kirkpatrick: Thank you.

John Freese – Fort Worth South

A. Transportation Plans

Question: Please elaborate on transportation planning that would provide services to Weatherford and Denton from Fort Worth. In particular, transit plans between Fort Worth and Denton, Texas Motor Speedway, and the University of North Texas (UNT) Medical Center. Also, as private development continues in Weatherford, awareness of transportation planning and the criteria for any necessary right-of-way is an important component in the initial stages of development.

Summary of response by Dan Lamers: The maps in the TIP presentation reflect projects that are currently funded and are anticipated to be built within the next three years. NCTCOG is in the initial stages of the fiscally constrained MTP, Mobility 2035 which serves as the blueprint for transportation planning in the region for the next 25 years. There is a big difference between the number of projects that can be funded and the projected transportation needs for the region. A few of these needs include those mentioned between Fort Worth, Denton and Weatherford. Although there is a constant need for the transportation network to connect to communities throughout the region, the funding outlook to meet all these needs is bleak. Lastly, and very importantly, NCTCOG staff is currently soliciting public input for the MTP so the desires of the citizens and local municipalities for the transportation network can be adequately reflected.

B. Rail

Question: On the maps presented, there is a gap between Fort Worth and Denton and there are no rail lines proposed between Fort Worth and Weatherford. If the MTP is projected out 25 years, there should at least be a proposed rail line west toward the Weatherford area.

Summary of response by Dan Lamers: The maps are a representation of identified needs for the region. NCTCOG staff continuously works with local officials to identify the needs in their communities and maintain an open dialogue. By law, the MTP must be fiscally constrained. If funding cannot be reasonably assumed for a project, it cannot be in the MTP.

Alan Abeson – Fort Worth (Fort Worth)

A. Funding Sources

Question: It was noted in the presentation that $8.6 billion was programmed for the 2011 – 2014 TIP. Please elaborate on the percentages of this amount that are federal, state, and local funds.

Summary of response by Adam Beckom: Adam said that he did not have the percentages readily available at the meeting, but he will contact Mr. Abeson with the information. Adam also noted that for projects that receive federal funding there is typically a 20 percent state or local match. More information can be found on the website at www.nctcog.org/trans/tip.

B. Local Match

Question: Typically, where does the local match originate? Is it from local or state funds?

Summary of response by Adam Beckom: It depends on the project, but due to the recent transportation funding crisis over the past year, more matching funds have originated from local entities. This trend is expected to continue for the next few years.

Kyle Carr – Lockheed Martin Recreation Association (LMRA) Bicycle Club (Fort Worth)

A. Farm-to-Market (FM) 1187 Planned Improvements

Question: Please elaborate on planned improvements to FM 1187 from I.H. 35W near the City of Aledo. This is a route that previously was heavily traversed by cyclists and has recently become too dangerous for cyclists. The safety needs of the cycling community should be considered so this route can once again be utilized by cyclists.

Summary of response by Adam Beckom and Dan Lamers: Adam noted that he is unaware of the specifics of the project. Staff will review the project specifics and respond to Mr. Carr. Adam also offered to look up some information about project status in the TIP database.

Overall, it is a smaller project that will have major impacts to the area. FM 1187 in this area is anticipated to be a highly traveled roadway and planning has been initiated. This area has experienced an increase in gas drilling operations, and the number of heavy trucks utilizing this route is having a significant impact to the roadway. Funding is often a concern for many projects as it is in this instance, but the issues are recognized.

Angela Roberson – Cedar Hill (Fort Worth)

A. Loop 9

Comment: Please elaborate on the status of the Loop 9 project.

Summary of response by Adam Beckom and Dan Lamers: The Loop 9 project is in the early project development stage, and there is significant preliminary design and environmental processes that remain. In addition, there is currently no funding available for construction of this project. Essentially, even if there was funding available, considering the planning and project development that remains, construction probably would not move forward in the next five years.

B. Mobility 2035

Question: As the process of re-evaluating projects for the Mobility 2035 progresses, who makes the decisions on the priorities of projects in the region and how can the citizens provide input into the importance of the projects slated for the south Dallas region?

Summary of response by Dan Lamers: The Regional Transportation Council (RTC) is the policy making body for the metropolitan planning organization. Its 43 members include local elected or appointed officials from the metropolitan area and representatives from each of the area's transportation providers. The RTC oversees the metropolitan transportation planning process. NCTCOG transportation staff makes project recommendations to the RTC based on a variety of factors including, but not limited to; need, congestion relief, air quality concerns, community support, technical analysis, and funding. As funding becomes scarce, the allocation of resources becomes more challenging.

NCTCOG encourages public input for the MTP and the transportation priorities for the region. Public meetings are one outlet for gathering this information, but comments are always welcome and can be made by phone, mail, or visit the website at www.nctcog.org/trans. It is very important the public provide input to their local elected officials about what the local needs and wants are for a transportation network in the region. Lastly, the RTC holds regular meetings the second Thursday of each month and the public is welcome to attend.

Naser Abusaad – Civil Associates, Inc. (Arlington)

A. TIP

Question: Does the Draft TIP include planning projects?

Summary of response by Jose Perez: Yes.

Disadvantaged Business Enterprise Program Update (DBE)

Madan Goyal – Plano (Plano)

A. Program Goals

Comment: Some of the DBE program goals seem contradictory. If the overall objective is to encourage DBE participation but the goal is based on how many available DBE companies exist in a subject area, i.e. planning, what if there are zero available DBE companies in the field? Then there is no opportunity for DBE companies. Why not base the program goals on regional demographics?

Summary of response by Ken Kirkpatrick: The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) provide and enforce fairly stringent regulations on how to implement DBE programs. Analysis is based on the percentage of firms in the marketplace. The analysis seems to affirm that zero DBE firms in a particular marketplace does not occur. If it were to occur, it is likely the regulations of the program would need to be reevaluated. The spirit of the program is to level the playing field for all and encourage opportunity.

Angela Roberson – Cedar Hill (Fort Worth)

A. 13 Percent DBE Participation Goal

Question: In the presentation, on what was the 13 percent participation goal based?

Summary of response by Ken Kirkpatrick: That percentage is a historical goal used for US Department of Transportation (USDOT) contracts. It has been used for a number of years.

Comment: How is achievement of this goal verified?

Summary of response by Ken Kirkpatrick: Recently, an analysis was completed of approximately 150 prime- and sub-prime contractors over the past five years, of which roughly one-third were DBE projects. This verified NCTCOG actually exceeds the 13 percent participation goal. The program is monitored on a regular basis.

Paul Mannel – Stantec (Arlington)

A. 13 Percent DBE Participation

Question: Why is the 13 percent DBE participation goal of NCTCOG lower than DART at 39 percent and the City of Dallas at 35 percent?

Summary of response by Ken Kirkpatrick: NCTCOG has traditionally provided planning related services only; whereas, the other agencies noted actually participate in planning, construction, and engineering activities. The actual participation rate of DBE companies on NCTCOG contracts is well over the 13 percent.

B. Participation Networking

Question: What is the best approach for DBE firms to network and participate in this program?

Summary of response by Ken Kirkpatrick: NCTCOG maintains an extensive consultant database. Ken asked Mr. Mannel to leave his information if he does not think his firm is in the database. Staff will add his contact information so he receives request for proposal (RFP) details as appropriate. NCTCOG consistently encourages more participation in the program and tries to connect to those that are interested in opportunities and RFPs.

Naser Abusaad – Civil Associates, Inc. (Arlington)

A. 13 Percent DBE Participation

Question: Is the 13 percent DBE participation goal the same on all projects and tasks, i.e., planning compared to engineering projects?

Summary of response by Ken Kirkpatrick: Currently, yes; but as the program is reviewed, this policy will also be evaluated.

B. 13 Percent DBE Participation

Question: Is it accurate to say that NCTCOG allows prime contractors to be counted toward the 13 percent DBE participation goal?

Response by Ken Kirkpatrick: Yes.

Horace Blake – Carrollton (Plano)

A. Hiring US Workers

Question: Recent news stories reported that transportation project contractors have hired non-U.S, workers. Is it not a requirement in transportation project bids that U.S. workers be used?

Summary of response by Ken Kirkpatrick: Yes, there are provisions within the contracts regarding the hiring of U.S. workers, and this is monitored.

Chip Diano – Fort Worth (Fort Worth)

A. Tower 55

Question: At Tower 55, why was the east-west trench alternative preferred over the north-south trench alternative?

Summary of response by Dan Lamers: Dan noted that none of the staff present worked directly on the Tower 55 project and offered to pass the question on to the appropriate personnel who could respond to Mr. Diano.

B. Super Bowl

Question: Will the Trinity Railway Express (TRE) be utilized during the Super Bowl for a transportation alternative to the game?

Summary of response by Dan Lamers: Currently, there are ongoing negotiations for utilizing the TRE during the Super Bowl, and there are also long-term plans for rail access just south of the Dallas Cowboys stadium.

Clarence Miller – Grapevine (Fort Worth)

A. Let Communities Decide

Comment: Some communities do not want or need structured high-density or transit-oriented developments and prefer expanded roadway opportunities. It seems as though if a community does not agree with the vision of NCTCOG it will be denied funding.

Summary of response by Dan Lamers, Adam Beckom and Ken Kirkpatrick: With a region the size of North Central Texas, it is difficult to have everyone agree on the same way to move forward. The RTC is moving in the direction of encouraging more sustainable communities and mixed land use developments and being more aggressive in regards to air quality concerns. Also, some funding stipulations have requirements that specific programs be initiated and qualifications met in order to utilize the source of funding. The general idea is that the region must work in cooperation at all levels and not only when funding is needed for a project specific to an area.

B. Demand for Alternative Modes

Comment: Unless more demand can be documented for the need for more bicycle and pedestrian facilities, transit opportunities, and sustainable development initiatives, it will be difficult to persuade communities to move in these policy directions.

Summary of response by Dan Lamers: When there is not money available to fund the number of projects needed for the region, it does make it more difficult. There is not one mode of transportation that is going to solve all the future transportation concerns in the region or a one-size-fits-all answer for every community. One solution is education. The Center of Development Excellence is envisioned as a comprehensive effort to bring together public- and private-sector experts in the environmental, transportation, development, and information analysis fields to address the regional issues and infrastructure concerns of the future.

Dan Gadbury – Mental Health Mental Retardation of Tarrant County (Arlington)

A. Sustainable Development

Question: What is the schedule for the Sustainable Development Call for Projects? Mr. Gadbury noted he has a project of particular interest for possible submittal to this program.

Summary of response by Tom Shelton: The Sustainable Development Call for Projects (SDCFP) is an ongoing program, but the exact date of the next SDCFP is not known at this time. The 2009 - 2010 SDCFP process began in March 2009 and the final application submittal was due on October 2, 2009. The next steps in the process are for staff to review the applications, submit recommendations to the Surface Transportation Technical Committee (STTC) and RTC for review and a subsequent approval process. Karla Weaver is the main contact, and she can be reached at (817) 608-2376 or kweaver@nctcog.org. Also, for more information about qualifications for the SDCFP, please visit: www.nctcog.org/trans/sustdev. Tom also requested Mr. Gadbury leave his contact information for staff to follow up with additional information.

B. Partnership Opportunities

Questions: Where does one go to find developers interested in partnering on sustainable development projects?

Summary of response by Tom Shelton: Again, staff will be happy to assist Mr. Gadbury and the appropriate personnel will be in contact.

S. “Parani” Palaniappan – Dikita Enterprises (Arlington)

A. Go Green with Project Solicitations

Question: Would it not be more environmentally friendly to use only online solicitations for projects and proposals?

Summary of response by Tom Shelton and Ken Kirkpatrick: Although NCTCOG supports green opportunities when available, NCTCOG utilizes both online and postal mail project and proposal requests to ensure equal opportunity for all to review and submit project bids. Although it may seem in this day and age that everyone has the same capabilities electronically, this is not necessarily the case, and it is very important everyone have the opportunity to participate in the process. Additionally, mailing information ensures everyone receives information in the same format. Finally, an accurate record of who was sent information is maintained.

Faith Chatham – Dallas-Fort Worth Regional Concerned Citizens (DFWRCC) - (Arlington)

A. Gas Drilling

Comment: Ms. Chatham gave an update on the recent activities of the DFWRCC environmental advocacy group and the status of their efforts on regulations for oil and natural gas drilling in the region. It was noted that it is believed there is no dedicated oversight in this industry. This past summer it was discovered that neither the Texas Commission on Environmental Quality nor the Railroad Commission regulate the number of non-stationary diesel engines allowed on a pipeline drilling site, at least in the city of Arlington. These sites can be located in residential areas and can be a health hazard as well as an air quality hazard.

Additionally, Ms. Chatham urged that mass transit options in Grand Prairie and Irving be considered a priority for the group and region.

Ms. Chatham also noted her disapproval of congestion pricing and toll roads as the permanent solution to the transportation issues in the region.

Response by Tom Shelton: Thank you. The information provided will be forwarded to the air quality team. The role of advocacy groups cannot be understated in keeping local officials aware of the issues that are of concern to the citizens.

B. Cotton Belt Rail Corridor

Question: Please consider the Dorothy Spur as a potential connection to the Cotton Belt rail corridor.

Response by Tom Shelton: Thank you.

Paul Mannel – Stantec (Arlington)

A. Cotton Belt Rail Corridor

Question: Please give an update on the status of the Cotton Belt rail corridor and the possibility of a public-private partnership (PPP) being used.

Summary of response by Tom Shelton: A detailed presentation about the Cotton Belt corridor proposal will be given at the RTC meeting at May 13 at 1 p.m. at NCTCOG in the Transportation Council Room. Anyone interested may attend. Staff will recommend the RTC approve NCTCOG to take the lead in developing the innovative financing to implement the entire 62 mile Cotton Belt Rail Corridor. The DART and The T board approved resolutions supporting an RTC decision to allow NCTCOG to pursue innovative finance.

Currently, there is no available funding to implement passenger rail in the Cotton Belt corridor, and according to DART's long-range plan, it would not be possible to fund this project until 2028 at the earliest. It was agreed that a nontraditional approach be explored through the use of innovative financing techniques and possible partnerships

with the private sector to try to locate potential funding sources. It is believed there is no risk in exploring the opportunities and gauging the response for such a request.

Mike Brennan – Fort Worth South Side, Inc. (Arlington)

A. Street Cars and Streetscape Projects

Comment: Mr. Brennan commented on three projects.

- Mr. Breenen noted his thanks to NCTCOG and the RTC for their support of the proposed modern street car study in Fort Worth and the city council's approval of two of the three phases of the study. It is hoped that the full funding in the TIP be reserved for the eventual completion of this study.
- The streetscape at Hemphill Street between Allen Avenue and Rosedale Street dates from 2001, and it is a project that continually falls through the cracks. There are private projects and developments that were built under the assumption the streetscape project would be completed at the same time, and this should be considered.
- The Rosedale streetscape between I.H. 35W and Forest Park also has a long history and was submitted as a transportation enhancement program supporting sustainable development. It is believed the completion of this project will transform the neighborhood.

Summary of response by Ken Kirkpatrick: Appropriate staff will follow up.

Charles Standridge – Greenville (Arlington)

A. Hunt County Listening Session

Question: There was a Hunt County Listening Session in Greenville on April 20, 2010. Is it possible to get a copy of the presentation?

Response by Tom Shelton: Yes, staff will forward the information.

WRITTEN COMMENTS RECEIVED AT MEETINGS

Name and Title	Agency, City Represented (meeting location in parentheses)	Topics addressed	Comments
W.J. Melton	Bowman-Melton Association (Plano)	Sustainable Development	Attachment 1
Faith Chatham	Dallas-Fort Worth Regional Concerned Citizens (DFWRCC)	Gas-Drilling	Attachment 2

North Central Texas Council of Governments

PUBLIC MEETING

Monday, May 3, 2010
6:30 p.m.
Christopher A. Parr Library
6200 Windhaven Parkway
Plano, TX 75093

Instructions:

1. Please mark the box indicating whether you would like to make an oral comment, a written comment, or both oral and written comments.
2. Please fill in your name and affiliation.
3. If you are submitting a written comment, please write your comment on this form.
4. Please return this form to an NCTCOG employee at the registration desk.

☐ **I wish to make an oral comment at the public meeting**
☑ **I wish to submit a written comment at the public meeting**
☐ **I wish to make both oral and written comments at the public meeting**

Name W. J. Melton

Organization BMA, Inc.

Please provide written comments below:

Regarding the Sustainable Devel. Program – we urge NCTCOG to strive to streamline the selection/approval process for the sake of the private partners. This need also applies to the execution of the ILA's between NCTCOG and cities. Financing and development deals are time-sensitive and delays can be very costly for the private partners.

To submit comments or questions by mail, fax, or e-mail, please send to:
North Central Texas Council of Governments, Transportation Department
P.O. Box 5888, Arlington, TX 76005-5888 **Phone**: (817) 695-9240 **Fax**: (817) 640-3028
E-mail: jstout@nctcog.org **Website**: http://www.nctcog.org/trans

North Central Texas Council of Governments

PUBLIC MEETING

Wednesday, May 5, 2010
10:30 a.m.
North Central Texas Council of Governments
616 Six Flags Drive
Arlington, TX 76011

Instructions:

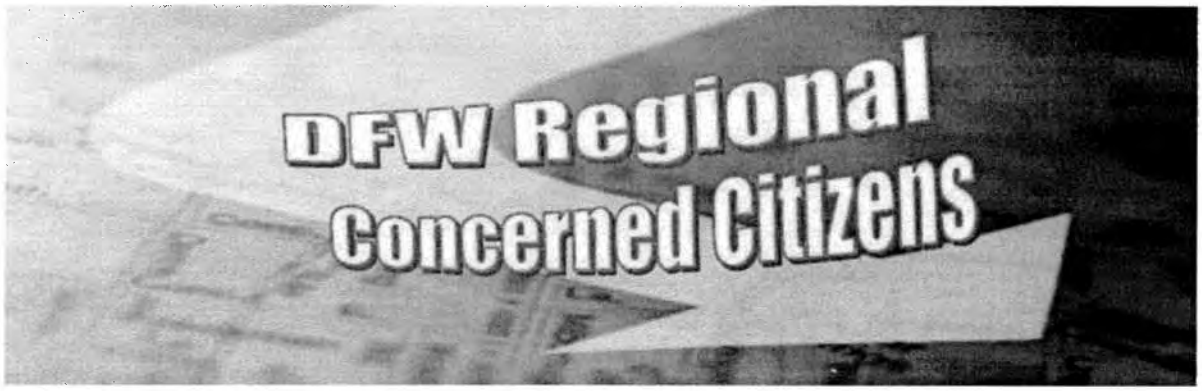
1. Please mark the box indicating whether you would like to make an oral comment, a written comment, or both oral and written comments.
2. Please fill in your name and affiliation.
3. If you are submitting a written comment, please write your comment on this form.
4. Please return this form to an NCTCOG employee at the registration desk.

☑ **I wish to make an oral comment at the public meeting**
☐ **I wish to submit a written comment at the public meeting**
☐ **I wish to make both oral and written comments at the public meeting**

Name Faith Chatham
Organization DFW Regional Concerned Citizens

Please provide written comments below:
Have given staff the comments from Lone Star Sierra + DFWRCC to TCEQ on O+G re air quality rule change -
Also wish to make public comment

To submit comments or questions by mail, fax, or e-mail, please send to:
North Central Texas Council of Governments, Transportation Department
P.O. Box 5888, Arlington, TX 76005-5888 **Phone**: (817) 695-9240 **Fax**: (817) 640-3028
E-mail: jstout@nctcog.org **Website**: http://www.nctcog.org/trans



802 N. Mesquite St. Apt. A., Arlington, TX 76011 817 795-2519 DFWRCC@gmail.com

April 30, 2010

Comments to TCEQ on Proposed Changes to Permit by Rule and Standard Permitting for Oil and Gas Production in Texas

About DFWRCC: *DFW Regional Concerned Citizens is a network of citizens in the Dallas Fort Worth Metroplex who monitor governmental policy in the North Central Council of Governments region. We concentrate our resources on communication and activism in the areas of transportation, environment and ethics in government.*

Reviewing the draft of proposed rule changes for PBR and MMS for Oil and Gas:

We believe that proper regulation of oil and gas drilling, exploration, production, storage and transmission is crucial to protect critical water reserves and vital air resources, and to protect public health and natural habitats and the economy. We support the need for TCEQ to better regulate oil and gas activities **throughout** Texas.

Rules should be **uniform throughout the state** for all wells/production, transmission, and storage sites. **Uniform rules are equitable to all producers.**

There should be **no grandfathering** of wells and /or **no staggered timeframes for implementation of new rules.**

While we understand the difficult legal issues of applying new rules retroactively, we believe **that these rules should apply to all Oil and Gas Facilities in the State of Texas**. **Where there is question about the protection of health and safety, we believe that the earliest implementation date is the best.** Waiting until 2011 or 2012 is not in the best interests of either the public or the producers.

We oppose multi-tier incentives to try to get producers to do what responsible corporate citizens should do anyway.

Air pollution and water pollution travel across legal jurisdictions; therefore, wells/sites/facilities in air-quality attainment areas and non-attainment areas should all be held to the same strict standards.

Applying different dates for rule implementation to different wells, or applying different tier rating to wells, **creates too much confusion** and **produces higher administrative costs, complicating timely and effective inspection, oversight and enforcement**. Applying different rules to different wells also **complicates operations for the producers** and **escalates administrative and legal cost, to the operation**.

New rules should apply to all wells/facilities 60 days after passage by the Commission and/or Legislature. Waiting two to four years to implement better rules is detrimental to the economic health and welfare of the communities, and to public health and safety of individuals.

Texas has a tragic history with un-odorized natural gas where leaks were not rapidly detected and corrected at New London School. **Leaks should be corrected within 24 hours of detection.** After 48 hours fines should escalate substantially every hour that the leak remains uncorrected, and should be substantial enough to cover costs of re-inspections, monitoring and corrective action by state agencies if required.

Operators should bear the full cost of regulatory/oversight and inspection by state and federal agencies. This cost should not be passed on to the taxpayer. Operators should factor in these costs when performing cost/benefit analysis before deciding to invest. Those who profit from exploitation of the resources should bear the full cost of oversight and monitoring for health and safety of the community, but shall not have authority or over-sight of such monitoring. **It is imperative that permitting fees and fines for non-compliance be high enough to cover administrative costs, frequent on-site inspection, and monitoring of air and water quality data.**

Rules must be flexible enough to allow utilization of better technology as it becomes available for monitoring air and water quality and safe industry techniques.

We concur with the Sierra Club that proposed changes to the PBR and standard permit are long overdue. TCEQ began discussing some of these proposed (or similar rules) several years ago, but failed to enact them. Thus **thousands of exploratory and production wells/ oil and gas facilities have been developed with minimal data and inadequate oversight by the TCEQ and the Texas Railroad Commission.**

Oil and gas operators frequently take advantage of current Permit-by-Rule regulation to "stack" multiple wells and operations as separate facilities, avoiding the need for a standard permit or individual permit, despite large emissions. Stacking should be prohibited.

New rules should facilitate better access to reliable data for safe operation, maintenance, oversight and corporate decision making.

They should **increase timely availability of verifiable information** to TCEQ, Railroad Commission, EPA, local governmental authorities, the public and the media, and promote better communication between operators, regulators, and local planners and the public in solving joint challenges to the community. This is especially crucial in EPA non-attainment and near non-attainment areas, since data shows that emissions from gas production, storage and transmission in the DFW Metroplex equals or surpasses all non O&G industry achievements in attempting to reach acceptable clean air attainment levels.

The definition of "facility" should be clarified to help avoid the practice of stacking. Modifying the current Permit-by-Rule regulation to eliminate "stacking" multiple wells and operations as separate facilities for inspection and compliance activities, should **promote implementation of Best Available or Maximum Available Control Technology while minimizing substandard operations.**

Current site inventories should be mandatory and electronically recorded and reported by the operator to regulatory agencies for efficient oversight. **Facility site plans should be certified by a professional engineer.**

No well should go on-line before it has passed all TCEQ, Railroad Commission and EPA inspections/standards. Immediate reporting of changes in well/production status and or inspection/ monitoring data should be posted within 48 hours on the state agency's website and be easily searchable by citizens, NGOs, media, law makers, lease holders and regulators.

Every production site should be referenced by the actual street address where the site is physically located and the reporting data should be searchable on the website by street address or geo address. Links to this data should be available to citizens on websites of the city or county where the facility is located.

The site inventory of equipment is especially important for assessment of fugitive emissions from evaporate tanks and emissions from non-fixed equipment. **Utilization of non-stationary motorized equipment should accurately be reported.** Current rules do not include regulation of non-fixed site equipment, yet excessive numbers of trucks, generators, and drills on one site contributes to air, noise and vibrations and creates problems to health and safety in neighborhoods. **New TCEQ Rules should include oversight of non-stationary diesel equipment and place limits on the number of non-fixed equipment on any site in residential neighborhoods**. Reliable site inventory records should be maintained and tabulated for utilization in inspections, rule application and effective decision making.

Every site should have **clearly visible signs** at the entrances stating name of owner, name of subcontractor/operator, safety officer, contact numbers and the number(s) of TCEQ/Railroad Commission/EPA where citizens can call to report possible violations or hazards to health and safety.

Operators should **employ available technology to prevent and/or recapture emissions and hold ambient emission to levels which comply with state and**

federal standards. Operations failing to comply with these standards should incur fines high enough to cover frequent inspections and verification of continuous monitoring activities by the TCEQ, Railroad Commission, and EPA, and possible shut-down of facility and all related costs.

We oppose the proposal to create a two-tiered PBR because it will complicate effective regulation and cost-effective operation without adequately promoting necessary levels of verification and compliance.

No operator in or adjacent to urban areas or non-EPA Air Quality Attainment areas should be allowed to vent gases **unless it is the last resort to prevent a larger blow-out**.

We believe that TCEQ's PBR rules should comply with EPA's rules and standards. Therefore, we propose that TCEQ confer with EPA about acceptance of proposed PBR rules before they are enacted. **TCEQ rules should be flexible enough to reflect any future changes in Federal Regulation**, or to include adoption of better technologies.

If PBR's are allowed they should be **re-licensed at least every three years**.

Accelerated rule implementation timeframes are imperative for adoption of these new TCEQ rules. It is mandatory that rules go into effect within 90 days from enactment since they apply to human health and safety standards and provide oversight for industrial sites in residential neighborhoods which are regulated only by TCEQ, the Railroad Commission, and EPA.

It is recommended **that the definition of "receptors" should be modified to include not only homes, churches, and schools, but also businesses and other places frequented by people, especially by the "most vulnerable" individuals."** It is especially unfortunate, in our estimation, that the rules do not protect children on playgrounds, in parks and day care centers, and do not protect health-impaired individuals in hospitals, nursing homes, and similar facilities. **The rules should protect the health and safety of all residents (renters, surface owners without mineral rights and resident owners who sign mineral leases), all residences and places frequented by people within the agreed distance should be considered receptors**.

Individuals should not be required to live within the immediate footprint of the facility in order to report health and safety concerns to the TCEQ, Railroad Commission or EPA.

Any complaint or report to TCEQ should trigger a referral from TCEQ to the Railroad Commission, EPA, and to local governmental health and environmental authorities (city/county) and to School District and local water districts.

Investigations should be completed within 14 days and report of findings published on the TCEQ website.TCEQ should notify local governmental entities of the link to the data so that it can be incorporated into the local governmental entities'

websites. It is recommended that the Local Governr[illegible]e be modified to require that local governments post links to these reports o[illegible]ebsites to promote better communication with the community, and to better p[illegible]e health and welfare of vulnerable citizens. If the Local Government Code i[illegible]dified, it is recommended that TCEQ request that local governments post link[illegible]e reports on their websites.

Samples of air, water and soil should be taken p[illegible]ommencement of construction on O&G facilities to create a baseli[illegible]amples should be taken in the morning and afternoon and on both cold and ho[illegible] account for variations in ozone. Air and water samples should be taken peri[illegible]luring fracking, and when any leak is detected. Soil samples should be taken[illegible]d site or storage site before construction commences for a baseline. Utilization[illegible] mud and/or chemicals should be monitored. There is debate about what ch[illegible] are added to drilling mud and fracking fluids. Many manufacturers claim that t[illegible]tent is proprietary and do not label or disclose additives. Drilling mud samples[illegible]be tested for heavy metals or additives which could pollute water and soil and/[illegible]ger human health and safety, or endanger wildlife, or contaminate the foo[illegible] fruits and vegetables are grown on reclaimed sites after end of production. Y[illegible]**operation goes into maintenance or goes out of production, soil and[illegible]amples should be taken to compare with the base samples taken prior to[illegible]mmencement of construction. Operators are responsible for all e[illegible]s incurred in reclaiming the environment back to the baseline level.**

Bonding levels for operators should reflect th[illegible]le costs.

Authored and submitted by co-founders:

Faith Chatham

Steve Blair

Harriet Irby

SIERRA CLUB
FOUNDED 1892
Lone Star Chapter

Lone Star Chapter, Sierra Club Comments to TCEQ on Proposed Changes to Permit by Rule and Standard Permitting for Oil and Gas Production in Texas

April 30, 2010

The Lone Star Chapter of the Sierra Club is the state chapter of the Sierra Club, the nation's largest and oldest conservation organization. In Texas, we have approximately 22,000 members throughout the state. A significant number of our members live in the Dallas-Ft. Worth area, and have witnessed the drawbacks of oil and gas production in terms of noise, pollution, odors, safety of workers and residents, spills, air emissions, water contamination and use and other challenges related to the expansion of drilling for natural gas (and oil) in the Barnett Shale formation. Based on recent information presented by Railroad Commission of Texas Commissioner Victor Carrillo to the House State Affairs Committee, drilling in the Barnet Shale now represents more than 25 percent of natural gas production in Texas, all of which has happened in the last years, representing an unprecedented use of water, drilling and emissions in one concentrated area. Studies commissioned by the Environmental Defense Fund suggest that air emissions from oil and gas drilling and production in the Dallas-Ft. Worth area and beyond could represent as much emissions of NOx and VOCs as cars and trucks in the Dallas area. This means that attempts to reduce ozone in the Dallas –Ft. Worth area is significantly impacted by this new development.

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We believe that within a year or two after enactment of these new rules, TCEQ should be required to examine whether the fees are generating sufficient resources to cover the cost of the program. If not, TCEQ should consider an additional annual fee on oil and gas facilities in addition to the permit fee to cover the cost of overseeing the industry.

Response to Leaks

The current proposed rules also require gas and oil facilities to fix detected leaks within 30 days. Exposing the atmosphere and potentially workers and residents to leaks for 30 days in unacceptable. We would suggest that this section be strengthened and that any leak must be reported and fixed within a 24-hour period to avoid exposing the public to undue toxics and harmful chemical exposure. In the rare circumstances where factors would prevent an oil or gas operator from fixing a leak within 24-hours, then there should be an opportunity for the developer to ask for an extension for up to 5 days in order to correct major ruptures or blow-outs. A TCEQ inspection should be required for any reported leaks.

Need to consider impact of these rules and oil and gas activity on SIP and ozone formation

The proposed rules are intended to assure that new facilities – and to a lesser extent existing facilities – use best management practices and control emissions of VOCs, formaldahyde, benzene and other toxic chemicals, while attempting to reward facilities that have less overall emissions of NOx and VOCs, which are essential to the formation of ground-level ozone.

However, with many urban areas facing serious challenges to meet existing and newly proposed ozone health-base standards, there may be need for additional controls on oil and gas facilities to meet these new standards.

If it is not the intent of TCEQ to regulate their use through this rulemaking, then we hope that future rulemaking will address best management practices and requirements for treatment chemicals, particularly at larger facilities.

Need to consider production from cracked wells

The rules do not appear to address the fracking process once a well is "Cracked" and "re-mined" for a final effort at production. Such "refracking" processes have the potential to have dangerous environmental and public health consequences and should be addressed through the present rulemaking. Refracking tends to utilize more water, more treatment chemicals and there are potentials to upset underground formations as new holes are drilled.

As mentioned, by requiring that applicants reregister for PBRs once every three or five years, this might allow TCEQ to address refracking issues. If it is the intent of TCEQ to address re-fracking of cracked wells, please indicate when such a rulemaking would occur.

Need to consider Fracking Fluids and Drilling Muds

Oil and gas companies continue to hide behind rules which prevent the public or seemingly regulators from knowing what chemicals or drilling muds are being used in muds and fracking fluids. While the present rules are designed to protect public health and safety regarding air emissions, and do not deal with underground water and soil issues directly, such fracking solutions could impact air emissions due to spills or blow-ups. We would hope the present rule would incorporate and require information to be submitted and analyzed about potential air emissions from these fluids and muds and in addition, in subsequent rulemaking the TCEQ will deal with the issue of frack chemicals themselves.

Public Information and Notification requirements for Standard Permits

While requiring facilities with PBRs to provide notice to landowners, public officials form nearby cities or counties and representatives has never been required, we do believe that citizens should have access to information about what oil and gas facilities are located in their area and who to contact should a problem emerge. To that end, we believe TCEQ should provide a link to a database that lists PBR facilities by zip code and street address so that the public can learn of facilities in their area and be able to know how to request additional information. Every production site should be referenced by the actual street address where the site is physically located and the reporting data should be searchable on the website by street address or geo address. In addition, should citizens become aware of a problem, which regional office or entity to contact should be made clear.

Moreover, every facility should have **clearly visible signs** at the entrances stating name of owner, name of subcontractor/operator, safety officer, contact numbers and the number(s) of TCEQ/Railroad Commission/EPA where citizens can call to report possible violations or hazards to health and safety.

In addition, we believe that major facilities applying for a standard permit should be required to provide basic notice to certain entities. Under 30 TAC 116.611, applicants are only required to register with TCEQ, any TCEQ regional office and any local air pollution program with jurisdiction.

We would suggest that in addition to these requirements, the applicant for a standard permit for oil and gas facilities be required to send the registration to the county judge, mayor and state senator and representative's office as a courtesy. If the TCEQ can develop an appropriate form that also lists where the entity might view the information that would be acceptable.

We are also supportive of the use of actual emissions modeling as the basis for determining the potential impacts on nearby "receptors" using ESLs or other information. Still we believe the 50-foot limit will still subject potential residents to too many risks and a larger minimum distance should be considered. It is indeed very difficult to model emissions at only a 50 foot distance, particularly on low-wind days for pollutants like benzene. Recently, the Lone Star Chapter of the Sierra Club endorsed as best practices for the oil and gas industry the "Drill Right Texas" document developed by Earthworks, which proposes a minimum buffer distance of 1,000 feet from any immovable oil and gas facility with emissions of toxic substances like benzene, and hydrogen sulfide from receptors, and we believe that a minimum distance of 1,000 feet would represent best practices for oil and gas drilling. If TCEQ does not have the ability to increase the minimum distance to 1,000 feet as we recommend, at the very least, the minimum distance should be increased to 250 feet, as many cities in Texas have already adopted.

We are also supportive of various prohibitions found in the proposed PBRs under 106.352 (d) such as sour water strippers or sulfur recovery units, carbon dioxide hot carbonate processing units, injections facilities, etc. Many of these processes have the potential for significant public health and environmental consequences, and it is not appropriate to use a PBR for oil and gas facilities to also authorize these facilities. For too long, oil and gas facilities have been utilizing the PBR process to justify other types of production or waste.

Despite our general support of the new rule, we do not believe it is adequate and should be strengthened in several areas.

Need to consider expansion of "receptor" language

While the proposed PBR and Standard Permit impose a 50-foot minimum distance from "receptors" – that is buildings where homeowners, churchgoers or school children might

TCEQ respond more appropriately to citizen complaints.

Similarly, technical reviews of PBRs by the TCEQ permit engineers tend to be superficial at best as engineers simply see if the registration information has been submitted, and the lack of special conditions has been a significant area of concern to the Sierra Club for years ever since PBRs were adopted. Again, the proposal to add significant emission and equipment information – albeit after the initial registration has been filed – is a significant improvement under this proposal.

Moreover, excess air emissions related to upsets, malfunctions, startups and shutdowns are not normally evaluated by the TCEQ regional or central headquarters staff due to a lack of resources and other priorities. Health impacts of excess air emissions are not typically reviewed or evaluated by the TCEQ Toxicology staff. Again, we are supportive of the effort to add an MSS component to this rulemaking, albeit beginning in 2012. Our understanding is that TCEQ currently lacks the staff and time to being evaluating the MSS before 2012, due to a long-standing developed schedule for new sources, but to the extent that industry can begin evaluating the impact of MSS we think it would be beneficial to all parties. We would note that the proposed MSS still do not deal with perhaps the most important issue to the public – upset emissions.

Finally, violations and enforcement action are rarely if ever initiated at minor facilities constructed with PBRs. As a result, corrective action measures to reduce emissions impacts are not normally achieved at minor PBR sources. We are hopeful that a new commitment to better regulating oil and gas operators will occur even as TCEQ continues to rely on a PBR process for most oil and gas facilities. Thus, we hope better regulation at the front end through this new rule will be supplemented by better regulation related to inspection, compliance, enforcement and appropriate fines at the back end.

proposal would only apply to new facilities, except for the proposed MSS (Maintenance, Start-ups and Shutdown) plans, which would apply to all facilities, beginning by January 5, 2012. We believe instead, that the proposed PBRs and standard permit should immediately apply to all new facilities, and then to all existing facilities by a date certain. This could be accomplished by requiring all existing facilities to apply with the rules by a certain date.

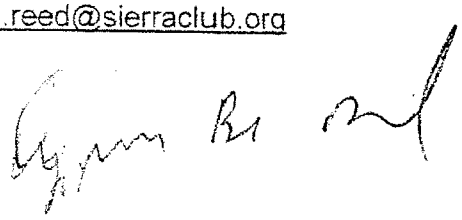
Because the PBR and Standard Permit that TCEQ is considering would apply upon adoption to all new facilities and would require that both new and existing facilities to meet MSS by January 5, 2012, we would propose that all existing facilities comply and apply under the PBR or standard permit rules by January 5, 2012 in those "affected counties" subject to a State Implementation Plan, and by January 1, 2013 for all other counties. In this way, within approximately two and half-years, all sites in the state would need to reapply for PBRs under the same basic rules.

We understand there might need to be an exception for "immovable" fixtures such as a wellhead which might be currently within 50 feet of a receptor, but it should be made clear that other equipment connected to the facility that is "moveable" should in fact be moved to comply with the new rule, including the 50-foot (or if it is expanded 1,000 or 250-foot) rule.

Affected Counties

While we believe the new rules should apply to all areas of the state uniformly, we would not be opposed to a phased implementation of the rule for existing facilities, where those areas like the Barnett Shale, and the new gas and oilfields in East and South Texas are made a higher priority for implementation than those in the Permian basin. Thus, the rules could apply to existing facilities in affected counties within a year and to those in non-affected counties six months or a year after that.

Submitted by: Cyrus Reed, Conservation Director, Lone Star Chapter, Sierra Club, 512-740-4086, cyrus.reed@sierraclub.org



Additional Public Comments

Name	Topics addressed
Paul Konrad	Transportation Funding and Alternate Modes
W.J. Melton	SH 161

Transportation Funding and Alternate Modes

Comment submitted electronically May 1, 2010

Paul Konrad
I am still thinking back to the question of being proactive in working ways to solve issues or waiting until the state realizes we have issues to fund transportation. At some level I don't think people will care until there is a true crisis. If gas is $4 a gallon and I sat in traffic for two hours, maybe I would try carpooling or try something different. If we keep building bigger roadways, why change my driving habits? Yes, I am a cyclist and ride to work when I can (>60% of the year). I am much in favor of alternate transportation methods.

SH 161

Comment submitted electronically May 3, 2010

W.J. Melton
The 161 toll road connection between 183 and IH 30 opens up a HUGE reliever route for avoiding the routine congestion along SB IH35E motorists encounter when returning from DFW Airport to Downtown or points south or east (or near-west). Present 161 signage provides little hint - in fact the sign for southbound 161 is only visible to eastbound 183 traffic for a distance of less than 300' - leaving motorists to only guess at its offfering an alternative route to/through downtown Dallas. NTTA would probably benefit from improved signage. I know I'll be choosing it over the IH30/IH35E to avoid that usual bottleneck interchange via southbound IH35E from SH 183.

NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS
REGIONAL TRANSPORTATION COUNCIL

OPEN HOUSE AGENDA

TRANSPORTATION | AIR QUALITY

North Central Texas Council of Governments	**Fort Worth Intermodal Transportation Center**	**Lewisville City Hall**
616 Six Flags Drive	1001 Jones Street	151 W. Church Street
Arlington, Texas 76011	Fort Worth, Texas 76102	Lewisville, Texas 75057
Wednesday, January 7, 2009	***Wednesday, January 7, 2009***	***Thursday, January 8, 2009***
2:30 p.m.	***6:30 p.m.***	***6:30 p.m.***

1. **Welcome:** Overview of open house format and Mobility 2030 amendment process (5 min)

2. **Open House:** Review Mobility 2030 displays and meet with NCTCOG staff (1 hour)

   Mobility 2030
   2009 Amendment (draft recommendations)
   Roadway plans (freeways, tollways, HOV/managed lane facilities)

   Air Quality
   Conformity
   Programs and initiatives

   Transportation Improvement Program (TIP)
   Project information
   Online resources

   Transit
   Mobility 2030 transit recommendations
   Rail North Texas

   Tower 55
   Study overview
   Improvement alternatives

   Regional Outer Loop
   Plan overview
   Preliminary corridor alternatives

3. **Presentation:** Summary of Mobility 2030 (2009 Amendment) Draft Recommendations, 2010 - 2013 TIP Development and Air Quality Conformity (15 minutes)

4. **Additional Public Comments/Questions** (30 minutes)

Questions to consider during the Open House

1. How should roadway and transit projects be balanced to meet the mobility and air quality needs of the increasing North Texas population? How should new projects be balanced with the need to maintain/rehabilitate the existing, aging system.
2. How should transportation projects be funded when there is a financial shortfall at the state and federal level?
3. In your opinion, what transportation solutions are needed most urgently?

MINUTES

MOBILITY 2030 OPEN HOUSE AND PUBLIC MEETING
Transportation Improvement Program (TIP), 2030 Metropolitan Transportation Plan 2009 Amendment Draft Recommendations and Air Quality Conformity Analysis

Open House Date, Times and Location

The North Central Texas Council of Governments (NCTCOG) held three open house/public meetings to engage and involve the public and to encourage in-depth discussions about the Transportation Improvement Program (TIP), 2030 Metropolitan Transportation Plan 2009 Amendment Draft Recommendations, and Air Quality Conformity Analysis.

1. Wednesday January 7, 2009 – 2:30 p.m. – NCTCOG Transportation Council Room; attendance: 64; moderated by Dan Lamers, Senior Program Manager
2. Wednesday, January 7, 2009 – 6:30 p.m. – Fort Worth Intermodal Transportation Center; attendance: 23; moderated by Dan Kessler, NCTCOG Assistant Director of Transportation
3. Thursday, January 8, 2009 – 6:30 p.m. – Lewisville City Hall; attendance: 18; moderated by Chris Klaus, Senior Program Manager

Open House Purpose and Format

The open house/public meetings were held in accordance with NCTCOG Transportation Department Participation Process that became effective June 1, 1994, as approved by the Regional Transportation Council (RTC), the transportation policy board for the Metropolitan Planning Organization (MPO) and amended on May 10, 2007.

For the open house, six stations/displays were set up around the perimeter of the meeting facilities. NCTCOG Transportation staff members were at each station with comment forms, handouts, topic-specific maps or display items and/or a continuous presentation on a laptop. During the open house, participants spent about 30 minutes reviewing displays and discussing with staff main mobility plan topics and subtopics:

1. Mobility 2030
    a. 2009 Amendment (draft recommendations)
    b. Roadway plans (freeways, toll ways, HOV/managed lane facilities)
2. Air Quality
    a. Conformity
    b. Programs and initiatives
3. Transportation Improvement Program (TIP)
    a. Project information
    b. Online resources
4. Transit
    a. Mobility 2030 transit recommendations
    b. Rail North Texas
5. Tower 55
    a. Study overview
    b. Improvement alternatives
6. Regional Outer Loop
    a. Plan overview
    b. Preliminary corridor alternatives

After the public had adequate time to talk with staff at the workshop stations, there was a short presentation: Transportation Improvement Program (TIP), 2030 Metropolitan Transportation Plan 2009 Amendment Draft Recommendations and Air Quality Conformity Analysis. A question and answer session followed the presentation. Afterward, the public was encouraged to re-visit the workshop stations to follow up with staff on any further questions that may have arisen during discussions.

The meetings were held to educate, inform and engage the public. The informal, interactive format allowed participants to review detailed information, ask questions and submit comments on each aspect of the mobility plan. Additionally, at the end of the meetings, comments were requested from those present who wished to speak for the record. The 30-day comment period remained open through February 8, 2009. The presentation made at the meetings is available at: www.nctcog.org/trans/outreach/meetings.

Each person who attended a meeting received a packet with an agenda, a copy of the Transportation Improvement Program (TIP), 2030 Metropolitan Transportation Plan 2009 Amendment Draft Recommendations and Air Quality Conformity Analysis presentation and a sheet on which to submit written comments. Participants could pick up other materials at each station—depending on their interests.

Outline of Mobility 2030 Open Meeting

Welcome, introductions and explanation of the open house format – All three moderators welcomed participants and explained the format and purpose of the open house.

At all three meetings the moderators briefed participants about the planning process and the purpose of the Metropolitan Transportation Plan (MTP). One of the overall goals of the MTP - Mobility 2030 is to improve mobility, quality of life and the environment. The long-range MTP plan identifies policies, programs and projects; prioritizes improvements; and outlines innovative funding strategies for implementation. In the short-term, the TIP is regularly monitored and amended to reflect current conditions. Lastly, in nonattainment areas, in order for projects to be implemented and/or included in the MTP and the TIP, all projects and programs must show air quality conformity.

At the Arlington meeting, Dan noted NCTCOG's desire for diversity of opinion and the importance of feedback on the MTP. Dan encouraged everyone to contact their elected officials and express support or opposition to any proposed transportation solutions.

At the Fort Worth meeting, Dan highlighted the RTC, local transit agencies and elected officials' leadership and commitment to air quality by allocating the appropriate funds that have enabled successful air quality control projects and policies.

At all three meetings, Chris encouraged cities and the public to review the projects listed in the TIP and MTP and provide NCTCOG staff feedback on the accuracy of the project listings as these projects move forward for final approval. Also, Chris stressed that if there is a project that is not listed and should be listed, now is the time to make staff aware of the oversight while the air quality conformity analysis is in the draft stage. At the next public meeting in February, final air quality analysis will be presented and from there the process moves forward for RTC approval prior to approval by The United States Department of Transportation (USDOT) sometime in July. Once the 2009 amendments and related air quality conformity are approved by the USDOT, projects cannot be added until the next MTP.

The moderators presented three mobility plan-specific topics/questions for public input:

- How should roadway and transit projects be balanced to meet the mobility and air quality needs of the increasing North Texas population? How should new projects be balanced with the need to maintain/rehabilitate the existing, aging system?
- How should transportation projects be funded when there is a financial shortfall at the state and federal level?
- In your opinion, what transportation solutions are needed most urgently?

Summary of Presentation

A. Transportation Improvement Program – Adam Beckom (NCTCOG and Fort Worth) and Christie Jestis (Lewisville)

- **As anticipated, it was confirmed the development process for the 2010 – 2013 TIP will be modified.** Staff had begun working on development of the 2010 - 2013 TIP; but given the current financial shortfall throughout the state, the legislative session beginning on January 13, which will likely affect funding, and the upcoming stimulus package expected from President Obama the development of the new TIP has been delayed until the funding that will be available is confirmed.
- **The TIP is an inventory of roadway, transit and locally funded transportation improvements funded for implementation.**
  - Federal and state mandated inventory of transportation projects.
  - Contains projects funded with local, state, and federal funding sources.
  - Covers four years of available funding.
  - Updated on a quarterly basis, but completely re-developed every two to three years.
  - The current TIP document was approved by the RTC in May 2007 and the Federal Highway Administration in November 2007.
- **The TIP is a collaborative effort involving local city and county governments, Dallas and Fort Worth districts of the Texas Department of Transportation (TxDOT), transportation agencies, and transit agencies.**
- **Focus areas:**
  - Draft listings.
    - Reflect updated status information from agencies.
    - Not yet financially constrained.
  - Funding allocations not yet confirmed.
    - TxDOT financial concerns.
    - Potential economic stimulus package.
  - Potential TIP/State Transportation Improvement Plan (STIP) development changes.
    - Process.
    - Schedule.

- **Specific topics and issues presented for public involvement:**
  - Highlight delaying the development of the 2010 – 2013 TIP and STIP due to the current revenue ambiguities. It is anticipated the new TIP project listings will be available in early January 2010.
  - To view more detailed information on projects included in the TIP, please visit: www.nctcog.org/trans/tip.

B. 2030 Metropolitan Transportation Plan 2009 Amendment Draft Recommendations – Michael Burbank (NCTCOG and Lewisville) and Mitzi Ward (Fort Worth)

- **Mobility 2030, approved by the RTC in January 2007, is the comprehensive, multimodal blueprint for transportation systems and services aimed at meeting the mobility and financial needs of the Dallas-Fort Worth metropolitan area.**
  - The MTP responds to the adopted goals:
    - Improving mobility.
    - Improving quality of life.
    - Adhering to financial and air quality guidelines.
  - Identifies policies, programs, and projects for continued development.
  - Guides expenditures of federal and State funds.
  - Federal air quality approval for Mobility 2030 was in June 2007.
- **MTP amendments and update schedule:**
  - 2009: Mobility 2030 amendments:
    - April: RTC approval.
    - July: Federal air quality approval.
  - 2011: Mobility 2035 (new plan):
    - April: RTC approval.
    - August: Federal air quality approval.
- **MTP amendments identify policies, programs and projects that need to be amended for continued development.** Amendments are administrative updates and represent changes to currently planned projects.
  - Changes that may be incorporated include:
    - Inclusion of regional toll road revenue projects.
    - Previous partnership program refinements.
    - Roadway and transit corridor study changes.
    - Recommendations from environmental documents.
    - Recent toll road changes.
    - Refinement of State Implementation Plan (SIP) commitments.
  - The RTC must adopt any amendments before a project can proceed.
  - NCTCOG staff should be informed of project(s) progress and/or updates so the necessary amendments can be made to the MTP.

- **RTC conditions for 2030 MTP amendments:**
  - Must demonstrate a strong local consensus.
    - Local government support and/or endorsement of the project change.
    - Public involvement plan with opportunities for comment.
  - Must be warranted based on planning and technical analysis.
    - Preferred alternative should have come from a Major Investment Study, Environmental Assessment, or Environmental Impact Statement where a range of alternatives were considered.
  - Must meet financial constraints and be cost-effective.
    - The Mobility 2030 contains a funding placeholder. If additional funding is needed, the source of this funding must be identified and must be available.
  - Must allow MTP to meet all air quality conformity requirements.
    - All project changes combined must allow for a resulting positive conformity determination.
  - Does the project require federal action in the 2009 – 2011 timeframe, or can the project wait for inclusion in the 2035 MTP.
- **The final Mobility 2030 recommendations and amendments** will be presented at the next public meeting for public feedback. To view detailed maps illustrating proposed amendments and see the presentation please visit: www.nctcog.org/trans/outreach/meetings.
- **Specific topics and issues presented for public involvement:**
  - Review the amendment process and update schedule for Mobility 2030.
  - Distribute a Corridor Fact Sheet Summary and map detailing the draft Mobility 2030 - 2009 amendments available at the Mobility 2030 workshop station.
  - Highlight the North Texas Tollway Authority's (NTTA) request to change the recommendations during the widening of President George Bush Turnpike (PGBT) that would allow NTTA to utilize congestion pricing in lieu of occupant based tolling as a congestion management technique.
  - Any progress or updates to projects? Please contact Michael Burbank, AICP, Program Manager at: (817) 695-9251 or mburbank@nctcog.org.

C. Air Quality Conformity Analysis – Chris Klaus (NCTCOG and Fort Worth) and Madhusudhan Venugopal (Lewisville)

- **Coordination with air quality conformity analysis is required for federal approval during the MTP amendment process and the TIP development process.** Air quality conformity analysis:
  - Demonstrates that projected emissions from transportation projects are within emission limits established in the State Implementation Plan (SIP).
  - Ensures federal funding and approval is applied to transportation projects consistent with air quality planning goals.
- **Nine counties are classified by the Environmental Protection Agency (EPA) as nonattainment for the pollutant ozone.** Air quality conformity analysis will include the entire counties of: Collin, Dallas, Denton, Ellis, Kaufman, Johnson, Parker, Rockwall, and Tarrant.

- **The air quality conformity analysis must be within established motor vehicle emission budgets set by the EPA.**
  - Motor vehicle emissions budgets adequacy.
    - April 7, 2008
  - Motor vehicle emissions budgets approval.
    - December 17, 2008
  - Motor vehicle emissions budgets approved by the EPA.
    - Nitrogen Oxides (NOx) = 186.81 tons/day
    - Volatile organic compounds (VOCs) = 99.09 tons/day
- **In the North Central Texas metropolitan planning area, preliminary results of the air quality conformity analysis for emissions of NOx and VOCs are currently under budget for the critical attainment year 2009.**
  - Current emissions (must be less than established budgets):
    - NOx = 183.32 tons/day
    - VOC = 99.00 tons/day
  - Future analysis years (emissions must be less than established budgets):
    - 2019, 2025 and 2030
  - To view detailed graphs and timelines for MTP amendments, TIP development and Air Quality Conformity Analysis, please see the presentation at: www.nctcog.org/trans/outreach/meetings.
- **Air quality conformity timeline.**
  - Public meetings:
    - January 2009 (status)
    - February 2009 (findings)
  - Local approval:
    - RTC: April 2009 (tentative)
  - Federal approval:
    - US Department Transportation: July 2009 (tentative)
- **Specific topics and issues presented for public involvement:**
  - Present the preliminary results of the air quality conformity analysis.
  - Underline the importance of air quality conformity analysis for any modifications or amendments to the MTP and TIP.
  - Highlight that the present emission figures are established from data collected from past years. NCTCOG is confident that with the success of current air quality programs and policies these emission figures will continue to decline in the future analysis years.

ORAL COMMENTS RECEIVED AT THE WORKSHOPS
(Meeting location in parentheses)

Metropolitan Transportation Plan (MTP)

David E. Cozad – Conflict Solutions (NCTCOG)

A. Decreased Oil Production

Question: The International Energy Agency estimates decreases in oil production by 2012. How do these estimates affect planning at NCTCOG?

Summary of response by Dan Lamers: The estimates for decreases in oil production do not affect planning recommendations. Historically, estimates about a reduction in oil production have been either short-term or a likely political consideration. Due to the prolonged lifespan of transportation projects, it is important to guard against knee jerk reactions to such predictions and remain consistent to the long-term planning and goals.

By federal law the MTP must be updated every four years. The current MTP – Mobility 2030 was approved in 2007, so staff has already begun initial development activities for Mobility 2035. So in effect, every four years NCTCOG has the opportunity to reassess the economic, political and societal conditions and determine if any of these activities have a direct impact on planning. In the meantime, NCTCOG staff constantly monitors conditions and there are measures in place that provide for planning flexibility and adaptation.

Dave McElwee – Tarrant Alliance for Responsible Government (NCTCOG)

A. Terminating Projects

Question: Suppose that a number of years have passed, new technologies have been successfully implemented and the transportation project under construction is no longer relevant. How are projects terminated?

Summary of response by Dan Lamers: The RTC does not build projects, NCTCOG is a planning agency. Change is constant, and it is possible that a project is altered or halted.

The question is really who decides whether a transportation project is, or has become, a good or bad idea? The RTC, made up of elected officials in the Dallas-Fort Worth region partner with various transit authorities to determine if a project, policy, or program moves forward. In turn, these elected officials work for the citizens of the region.

B. Privatization

Question: In the 1950's some transportation systems were private entities. Why not encourage private ownership?

Summary of response by Dan Lamers: Privatization is currently an option. The State has tried to encourage privatization through the use of toll roads and Comprehensive Development Agreements (CDA), but the public has generally been resistant.

C. Privatization

Question: Why not lift the barriers to entry into the public transit industry and encourage the private sector to enter the market, specifically for buses and rail and relieve the taxpayers of this burden?

Summary of response by Tom Shelton: The four transportation authorities DART, The T, DCTA and NTTA have all explored, and continue to explore, opportunities to encourage the private sector to enter the mass transit market. The fact that is the revenue is not available in the public sector to build all the massive transportation projects that are needed, so private partnerships are needed to fill the gap.

Transportation solutions for this generation cannot be compared to the 30s, 40s, or 50s; they are just not feasible in today's world. For one, this generation is much more automobile dependent. Keep in mind the private sector is in business purely for profit. One problem that arises if the private sector were to wholly enter the industry is transit ridership would need to increase tenfold to provide the necessary profit incentive. If this high number of riders is not maintained, the costs of services would need to increase dramatically and eventually this would become unsustainable. The transit authorities and NCTCOG continue to explore all viable opportunities and solutions to partner with the private sector in transportation projects.

Karen Heusinkveld – Fort Worth (Fort Worth)

A. Fast Track Projects – Dallas Cowboys Stadium

Question: How do projects get placed on the fast track like the I.H. 30 corridor in Arlington where the new Dallas Cowboys Stadium is located?

Summary of response by Dan Kessler and Chris Klaus: Although most people do not believe this, all the projects occurring in Arlington that have the appearance of being associated with the development of the Dallas Cowboys Stadium, are projects that have been in the plans for 10 to 15 years. It is actually very difficult to get projects fast tracked. There is a very prolonged design, engineering, environmental, and construction process for all transportation projects. The real challenge is to get projects built faster and counter the steep costs inflation inflicts to these projects.

It is more than likely the planners of the Dallas Cowboys Stadium reviewed all the transportation plans during site selection, thereby aiding in the appearance of preferential treatment. The reality is that if NCTCOG had the ability to reallocate funds for a special purpose, it would be for a freeway-to-freeway interchange at I.H. 30 and S.H. 360. There are serious bottlenecks at this intersection, and this is one very important, unfunded project near the Dallas Cowboys Stadium. A direct interchange could help traffic going to the new stadium, but there are no funds available for this project. Additionally, there will be no funds in the foreseeable future for at least another ten years.

The NCTCOG Transportation Department has introduced a new Streamlined Delivery Project Team to focus on offsetting the time it takes for projects to travel through the planning to construction phases. The purpose of this team is not to sidestep any type of regulations, but to have a team readily available, devoted to expediting projects through the necessary processes and move projects to construction faster.

Roadways

Karen Heusinkveld – Fort Worth (Fort Worth)

A. I.H. 35W and I.H. 820

Comment: I used to live in Arlington where I experienced the congestion on I.H. 30 and S.H. 360. I moved and now travel I.H. 35W and I.H. 820 where the problems of congestion are much worse. I understand the planning process and priorities, but the I.H. 35W and I.H. 820 corridors are experiencing explosive growth and this area is in desperate need of attention.

Summary of response by Dan Kessler: Your assessment is correct. Again, these projects run into the same issue of not having funds available to build all the projects the region desperately needs. But, there is some progress being made. The TxDOT Fort Worth District is in the process of receiving and evaluating proposals for CDA's for the North Tarrant Express, which travels south I.H. 35W from near S.H. 170 to I.H. 820 across to S.H. 183 and further east into the Dallas Fort Worth International Airport (DFWA).

B. Northeast Mall Interchange

Comment: In terms of air quality, it is nice to be able to move through the Northeast Mall interchange more quickly, but it only serves to get me to the bottleneck quicker where I idle in stop-and-go traffic.

Summary of response by Dan Kessler: That is one of the challenges in roadway planning and construction. Interchanges can be reconstructed, but if follow through construction for widening the lanes before and after the interchange is not done the congestion problem will not be solved. On the other hand, if the lanes are widened, but the interchange is not reconstructed the congestion problem will not be solved.

There are a number of individuals and agencies working together to find creative strategies and explore all opportunities for revenue sources to build the infrastructure the region desperately needs. There seems to be an increased level of support in the state legislature for transportation funding and at the federal level there is a high-level of interest being shown for an economic stimulus package focused partly on transportation. Senator Carona is focused on a bill to stop the diversion of transportation funds and there is also increased support for indexing the gasoline tax.

Floyd Copeland – Fort Worth (Fort Worth)

A. Double-Decking Highways

Question: Does TxDOT consider constructing highways that have double decking like there is in Austin? Would this be less expensive?

Summary of response by Tom Shelton: Historically, the neighborhoods adjacent to these corridors are opposed to this type of construction because of the aesthetics. Mr. Shelton said he believed Austin developed the double deck highway because of right of way restrictions, but the result is not entirely satisfactory to those living in the area. There was an original suggestion for double decking the North Central Expressway in Dallas, but after neighborhood opposition the preferred solution was to cantilever the frontage roads. This is the similar approach for design of LBJ Freeway reconstruction

David Hafer – Benbrook (Fort Worth)

A. I.H. 35W - Increased Development, Increased Congestion

Comment: I.H. 35W is already a gridlocked route. Development along the corridor is exploding, and once these new businesses are up and running, the additional traffic will create a serious problem that needs to be addressed.

Summary of response by Dan Kessler: One of the problems in transportation planning is that over the past 50 years, the interstate system has become the thoroughfare system. This is a byproduct of the rapid increase in development of the metropolitan area without a correlating increase in investments to the infrastructure required to sustain it. This is one reason the Regional Outer Loop is considered critical. The strategy is to direct the long-haul traffic out of the thoroughfare corridors in the metroplex. Another solution being utilized is the express toll lane.

B. I.H. 35W Truck Lane Restrictions

Comment: There should be truck lane restrictions in this corridor particularly around peak periods.

Summary of response by Dan Kessler: There were two successful truck lane restriction projects, one on I.H. 30 in Tarrant County and one on I.H. 20 in Dallas County. The results were very positive and NCTCOG is currently working with TxDOT to implement truck restrictions on all of I.H. 30 from Rockwall to Weatherford and on I.H. 20 from Kaufman to west of Fort Worth. Feasibility studies are being concluded and the timeline for having the restrictions in place are by mid-2009. Truck lane restrictions also serve as a good air quality strategy.

In the Mobility 2030 Executive Summary available at the sign-in table, there is a map illustrating recommendations for near- and long-term truck lane restrictions. In order to implement truck lane restrictions on a roadway, there must be at least six lanes - three in each direction. Therefore, this strategy although successful in purpose, is somewhat limited in its usability. One goal is to add capacity to viable areas of the region and implement more of these truck lane restrictions as a congestion management and air quality tool.

Dan Tully – Councilmember, City of Benbrook (Fort Worth)

A. Truck Lane Restrictions

Comment: I agree with the truck lane restrictions. Not only is it safer, but it cuts down on commute times. The concrete barriers help reduce head-on collisions. Accidents that do occur with semi-trailer trucks are less severe.

Summary of response by Dan Kessler and Chris Klaus: Thank you for your comment. The truck lane restrictions make a huge difference, especially on roads that have long sloping grades. MPO's across the state are utilizing these restrictions on the roadways. The challenge is to get more six lanes roadways in the system so the truck lane restrictions can become more widespread.

The truck lane restrictions are a useful tool in air quality strategies. NCTCOG is working with TxDOT to get the signage installed and to begin educating the local authorities on the rules of enforcement. The ozone season starts in May and from an air quality standpoint it would be ideal to have additional truck restrictions implemented by this time. The truck drivers do not seem to mind the truck lane

restrictions, but the drivers need to be educated about the rules so eventually it becomes commonplace.

B. Breakdown Lanes

Comment: When roads are designed, it is very important to have breakdown lanes on both sides of the roadway for personal and emergency vehicles as well as safety.

Summary of response by Dan Kessler: Congestion on the Dallas side of the region became so severe the breakdown lanes had to be converted into temporary High Occupancy Vehicle (HOV) lanes. The Federal Highway Administration (FHWA) allows this only as an interim strategy. Eventually, there will need to be reconstruction of the corridors to put in permanent HOV lanes, probably as part of the express toll lanes. This will allow these breakdown shoulders to be built back into the roadway. Not only is this a major safety concern, but without these lanes, when there is a simple breakdown of a vehicle it halts the traffic in the whole corridor.

Ennis Sullivan – Garland (Lewisville)

A. Asset Value of One Mile of Freeway

Question: What is the dollar asset value of one mile of one lane of freeway in the Dallas-Fort Worth area?

Summary of response by Michael Burbank: Usually roadways are not analyzed on an individual basis; but are viewed by a system approach. A fairly sophisticated travel forecasting model is used as a planning tool to evaluate one freeway or corridor with another. There are a number of variables that are looked at to see how a roadway is performing. Are you are referring to the benefits of one facility to another?

Comment/Question: No. In example, I.H. 35E; what is the asset value assigned to one mile of one lane? What is the dollar value assigned to that piece of property?

Summary of response from Christie Jestis: That varies depending on the facility. No one can answer the question as posed tonight; the specific figure would have to be researched. Generally, when projects are selected, the average value to constructing one lane mile within the total facility would be approximately $1 million.

For example, the cost of reconstructing I.H 35E from the PGBT north up to I.H. 121 past the Lake Lewisville Bridge into Denton is estimated at $1 billion. I.H. 635 (LBJ) which is hoped will go to construction this year, is valued at $1.2 billion. Depending on the project, the value varies substantially.

B. Value of One Mile of New Construction

Question: What is the dollar value placed on constructing one mile of freeway in the Dallas-Fort Worth area?

Summary of response by Christie Jestis: Christie stated the total costs and total miles of the project would have to be factored in and she cannot answer the question off the top of her head. The appropriate figures would have to be researched.

C. Toll Road Property Value per Mile

Question: What is the dollar value per mile, of the properties being sold for all the toll roads being built in the region?

Response by Christie Jestis: Are you referring to the toll road itself or only the land value around it?

Comment/Question: For example, if you would like to obtain a piece of property for mass transit the cost for a subway is $120 million per mile. What is the value per mile of a piece of freeway property? I understand that values vary by location; as planners I am surprised these questions cannot be answered.

Response by Christie Jestis: Again, there are a number of factors that come into play. Appropriate figures cannot be stated without the proper research.

Rail North Texas (RNT)

Richard Weber – Arlington (NCTCOG)

A. Funding

Question: Every day citizens have to live within a budget. The RNT initiative proposes raising fees and taxes. I have a large family and cannot afford an increase of $150 in the vehicle registration fee or a fee for vehicle miles driven. Why does the RTC believe it is acceptable to charge outrageous taxes to pay for the expanded rail network?

Summary or response from Dan Lamers: RNT is a legislative initiative that will be presented at the 81st Legislative Session. If passed, this legislation will grant local governments the opportunity to hold countywide elections requesting the citizens vote on a menu of options to help fund the construction of an additional 250 miles of rail in the region.

The revenues to pay for these additional rail lines must come from somewhere. Like everyone, the RTC has to consider a budget; but it also has a responsibility to explore all opportunities for raising revenue to help fund the increasing number of transportation projects that will ensure the region remains competitive. The MTP is financially constrained by law. This mandates that any project included in the MTP must be economically viable. Hence, building these additional rail lines is entirely contingent on the legislature and the voters. If the legislators or the voters decide they do not want to help pay for these additional rail corridors, the projects will be taken out of the MTP and they will not be built.

B. Mass Transit

Comment: The public does not support mass transit; RNT is a proposal being pushed by a select few.

Summary of response by Dan Lamers: The level of support for mass transit depends on where one is in the region. A large number of people support expanded rail services. With the projected figures of people moving to the North Central Texas region over the next 10 years, the RTC believes that building more roadway alone is not only prohibitive, but will never sustain the anticipated increase in transportation demands.

The MTP is a multimodal transportation plan with a broad range of solutions to reduce congestion, increase mobility and improve air quality that encompasses roadway, mass transit, and sustainable development initiatives. The Mobility 2030 Executive Summary is an excellent source that outlines the RTC recommendations for transportation solutions well into the future.

Dennis Killy – Arlington (NCTCOG)

A. Cost

Question: What is the total cost of the RNT initiative, including non-recurring and recurring costs?

Summary of response by Chad Edwards: Confirming that capital costs and operating and maintenance costs were what Mr. Killy was referring to by non-recurring and recurring costs respectively; the total cost for 250 miles of additional rail is $8.1 billion in capital costs and $1.4 billion in maintenance and operating cost over a 20 year time period. It was noted that inflation has been factored in for the year in which each new line is slated to begin construction.

B. Cost

Question: It is publicized that the lifespan for these rail lines would be 100 years. What is the cost of the program over this lifecycle?

Summary of response by Chad Edwards: The MTP represents a twenty year horizon, so the figures being presented depict that time frame. Figures have not been calculated for a 100 year time span. Please leave your contact information and staff will be happy to work those figures.

C. Cost

Question: What percentage of the cost of the project are the taxpayers expected to pay?

Summary of response by Dan Lamers and Chad Edwards: The exact percentage is unknown at this time. These are public projects and they cannot be built for free. Taxpayers contribute to all transportation projects in one form or another. That being said, it is important to stress that NCTCOG is continuously looking for alternative, viable funding options to try to make the burden on the taxpayers as small as possible. There are a number of different funding opportunities available, including federal and state sources, private/public partnerships, but it is also important to explore efficiencies within the system itself to locate savings.

Dave McElwee – Tarrant Alliance for Responsible Government (NCTCOG)

A. RTC Authority to Tax

Question: Will the Rail North Texas initiative give full governing powers for the RTC to tax the citizens?

Summary of response by Dan Lamers: No. The RTC does not want, nor is it allowed by federal law, to set tax policy. NCTCOG is a Metropolitan Planning Organization (MPO) and does not have the authority of taxing and implementing projects. The RTC recommends solutions to the transportation problems in the region.

B. Taxes

Question: Currently, most jurisdictions in Tarrant County have a property tax freeze for the elderly. If, by chance, a new regional transportation authority is created, will this new transportation authority continue this policy? Or would that be something totally separate?

Summary of response by Dan Lamers: The property tax policy would be something totally separate.

The RTC is not a transportation authority. There are four transportation authorities in the region, three of these implement public transportation projects; Dallas Area Rapid Transit (DART), The Fort Worth Transportation Authority (The T), and the Denton County Transportation Authority (DCTA). The fourth, the North Texas Tollway Authority (NTTA), is a separate entity. The Texas Department of Transportation (TxDOT) covers the entire state and has the authority to implement the revenues given to the agency through federal and state governments, but TxDOT does not have taxing authority.

The RTC does not have the authority to alter or set tax policy. NCTCOG is a planning agency that works with the transportation and TxDOT authorities to determine which projects can be built. There is no discussion for creating another regional transportation authority.

Faith Chatham – Dallas-Fort Worth Regional Concerned Citizen (NCTCOG)

A. Market Valuation

Comment: I support the regional rail initiative, particularly as part of the solution for improved air quality. Market valuation and congestion pricing is bad policy and Ms. Chatham believes this mandate should be rescinded. The citizens and officials must work together to come up with more viable solutions that don't put an extra burden on working families.

Response by Dan Lamers: Thank you for your comment.

Harriet Irby – Dallas-Fort Worth Regional Concerned Citizen (NCTCOG)

A. Dorothy Spur

Question: I congratulate NCTCOG and the RTC for including the Dorothy Spur in the rail network plans. The Arlington area needs public transportation alternatives not only for the economic opportunities, but it also serves to encourage diversity in the community. What can the citizens do to make the job of pursuing the RNT goals easier?

Summary of response by Dan Lamers: Talk to your elected officials, particularly those in Austin. The entire nation is currently at a crossroads regarding transportation. The RNT initiative will be debated at the upcoming legislative session, and it is important for the citizens to let elected officials know if they support or oppose any particular transportation initiative. What has been done in the past is no longer sufficient and doing nothing is not an acceptable answer.

Dick Ruddell – Executive Director, The T (Fort Worth)

A. Public Transit

Comment: It is very important to look at the different aspects to improving the transportation infrastructure, particularly in Fort Worth Tarrant County where communities continue to grow rapidly. Although growth is welcomed, it is the catalyst for more congestion, which in turn contributes to worsened air quality and an increase in the monetary and personal costs associated with longer travel commutes on the roadways.

There must be a balanced approach to funding, building, and maintaining the transportation infrastructure. This will require improvements not only on the roadway side, but also demands more investment in public transit alternatives. There is a legitimate necessity for a regional rail network. This will not only relieve congestion and improve air quality, but will encourage sustainable land uses as businesses develop and residents move into communities based around rail stations.

An expanded regional rail effort will not be successful without additional funding sources. Surveys completed in Tarrant County have shown that the citizens support putting additional funds towards an expanded regional rail system. Currently, public transit is funded primarily by the sales tax. In Tarrant County, the sales tax is capped in all communities and this is no longer a viable funding option. Part of the solution is the RNT legislation being proposed and it is important that transit agencies, cities, counties, and the citizenry contact their state legislators and make their support or opposition known.

Summary of response by Dan Kessler: The T is at the forefront of this initiative and Mr. Riddell, the NCTCOG appreciates your leadership and all the work The T does to help progress transit initiatives in the western region.

Albert Diano III – Fort Worth (Fort Worth)

Question: Disabled citizens need adequate access to mass transit. Why doesn't Arlington have public transit?

Summary of response by Dan Kessler: Arlington does not have expanded public transit options because the city of Arlington was developed around the suburban concept of the automobile. In order for mass transit solutions to be successful, there must be an employment and/or residential concentration of people for ridership.

The Dallas-Fort Worth area carries approximately 160 million vehicle miles of travel per day on our roadways, which is precisely how the region has developed. Plenty of communities support the ideas of sustainable development initiatives, but the landscape cannot be changed overnight. There needs to be a balanced transportation network, and the challenge is to find this balance with the investment dollars available. In some suburban areas buses can be a solution, and in other areas, new rail corridors can play an important role. Transportation planners are very sensitive to the issues of those individuals who need assistance and require broader traveling options between communities for everyday needs.

Ennis Sullivan – Garland (Lewisville)

A. Property Costs and Building Rail

Comment/Question: Speaking with a staff member at one of the workshop stations earlier, it was stated that every mile of the future rail network will be built on current freight or passenger rail right of way. There is plenty of low value property around the PGBT, and there is certainly a need for an east to west rail corridor. Why not, as planners, at least consider building rail where the property is available and the value of the property is low?

Response by Chad Edwards: NCTCOG would like to utilize current rail right of ways for building the new rail corridors.

B. Property Costs and Building Rail

Comment/Question: I understand that is the easy answer but not the best answer. The LBJ corridor is high value property why build there?

Summary of response by Christie Jestis: NTTA owns the land associated with the PGBT and has studied all transit alternatives for increasing transit capacity in that area. In regional planning it is required that all modes of transit be evaluated for each corridor. NTTA has done an analysis and came to the conclusion that a rail corridor is not the most cost effective way to add capacity to the PGBT corridor.

C. Planning Process

Question: Isn't planning for a needed east to west rail corridor part of the process?

Summary of response by Chris Klaus and Christie Jestis: During any reconstruction or construction project, all modes of transit are evaluated during the planning process. An investment study is completed for all modes that can be accommodated in that particular right of way. Among other things, the cost, cost-benefit ratios, and air quality analysis are considered for all corridors. For some corridors the cost-benefit for a rail corridor is absent. Cost is probably the biggest concern, but ridership is also an issue.

The cost to build passenger rail on an existing corridor is $20 million per mile whereas to construct and lay a whole new rail corridor is approximately $60 million per mile. This does not mean it may never occur, but it is necessary to justify spending public dollars on projects and generally these dollars must be directed at rail corridors that have the highest chance of ridership.

D. Planning Process

Question: I do not believe that the level of ridership is the correct answer. Doesn't population density follow the rail?

Summary of response by Christie Jestis: That is why NCTCOG holds public meetings. It is very important to the planning process to hear what the citizens like or dislike about particular projects. No one has all the correct answers and the opportunity to hear a diversity of opinions is what that guides good decision-making.

Tower 55

Jeff Harper – Independent Texans (Fort Worth)

A. Costs

Comment: Please elaborate on Tower 55 and the costs of this project.

Summary of response by Tom Shelton: NCTCOG is currently involved in a two-year study of Tower 55. The concept of relocating freight rail to bypass the Dallas-Fort Worth (DFW) metroplex is not a new idea and is in the long range plans. This objective, coined the regional rail bypass, is currently being explored for its viability. It would take approximately 300 miles of railway to bypass the vast DFW area and the costs would be in the billions of dollars. To identify funding sources and the amount needed could easily take 15 to 30 years.

Obviously, more immediate and mid-term solutions need to be reached. There are near-term solutions of up to three years to relieve freight rail congestion and related roadway congestion and safety issues at railroad crossings. Immediate solutions would cost approximately $200 million. There are also potential mid-term improvements of three to eight years that will be in the $500 - $600 million range.

Please visit the Tower 55 workstation after the presentation, and staff would be happy to answer any other questions. There will also be a two upcoming public meetings devoted to Tower 55 on February 18, 2009 at the Fort Worth Intermodal Transportation Center.

B. Funding

Comment: It seems the majority of federal funding is devoted to roadways rather than other transportation needs. The country might be in a different place if more funding were allocated for rail.

Summary of response by Tom Shelton: As the MPO, NCTCOG looks towards all sources of funding, including federal sources for solving transportation issues. Tower 55 is the number one or number two most congested rail intersection in the country. Tower 55 has a significant impact on goods movement nationwide and this adds a homeland security concern as well. It is anticipated a vast majority of Tower 55 improvements will be made with federal funding, but not entirely. The goal is to find a cost-effective solution that is beneficial for both private and public partners.

Alternative Technologies

David E. Cozad – Conflict Solutions (NCTCOG)

A. Personal Rapid Transit - Pod Cars

Question: Does NCTCOG ever consider that in the future there may not be gasoline or diesel powered vehicles and the realities of the monorail-based pod car?

Summary of response by Chris Klaus: NCTCOG does not consider the pod car a viable option at this point in time. If an alternative source to powering vehicles does occur at some point in the future, solutions have not yet been demonstrated that negate the demand for more road capacity. While future trends such as telecommuting may increase and are certainly welcome, planning decisions, particularly in air quality, are based on the data available today and cannot be based on the assumptions for a particular future technology. NCTCOG planning focuses on air quality, energy, and congestion impact.

Floyd Copeland – Fort Worth(Fort Worth)

A. Electric Buses

Comment: In areas that do not have rail transit available, one solution is electric buses. There are a number of advantages to electric buses. Electric buses would help with pollution concerns and the electricity is readily available so these buses would be a less expensive alternative to building a rail system. Electric buses have the capability of being put in tandem so it is possible to achieve the capacity of a rail car. Also, bus routes are flexible and could be easily adapted to growing and changing communities.

Summary of response by Dan Kessler: Those are all good observations. When a corridor study is performed, it is required by the federal planning process to evaluate all transportation modes and technologies. Buses do have a role in transit alternatives, be it compressed natural gas or electricity powered. The problem with the bus system and mass transit in general is the public has yet to find their use as convenient as the automobile. The challenge is to make these modes of transit attractive to the masses. Unfortunately, buses get caught up in the same congestion as the automobile. One advantage to the development of a rail system in major corridors is that it will alleviate the need for more vehicle capacity on the road.

David Hafer – Benbrook (Fort Worth)

A. Compressed Natural Gas

Comment: Mr. Hafer applauds The T and the City of Fort Worth for using compressed natural gas vehicles in their fleet. He said he was so impressed with this energy source he explored the opportunities for converting his personal vehicle to compressed natural gas. This was not an easy or inexpensive task. Federal restrictions make the idea prohibitive, and the one available source of compressed natural gas in Tarrant County has gone out of business. Mr. Hafer believes there should be more investment for conversion to this energy source.

Summary of response by Dan Kessler and Chris Klaus: There are two impediments to successful conversions to alternative fuels. Currently, there is very little investment in the infrastructure to do so, and conversion is often expensive and difficult. The RTC is more concerned with the emission standards than what type of fuel is being used. Future policies and programs may bring about changes in the conversion market.

The best thing that happened for alternative transit options and improved air quality was $4 per gallon gasoline. The participation in mass transit was phenomenal and interest in alternative fuels was widespread, but in the end, no one wants to pay such a high price for gasoline. Hopefully, a middle ground is reached where the price of gasoline per gallon encourages the positive behaviors, but also does not strain the individual budget to the extreme.

WRITTEN COMMENTS RECEIVED AT MEETINGS

Name and Title	Agency, City Represented (meeting location in parentheses)	Topics addressed	Comments
Dennis Killy	Arlington (NCTCOG)	Regional Rail	Attachment 1
Barbara Koerble	City of Forest Hill (NCTCOG)	Public Outreach	Attachment 2
Harriet Irby	DFW Regional Concerned Citizen (NCTCOG)	Regional Rail	Attachment 3
Marcus Wood	Mixmaster Business Association (NCTCOG)	Interstate Rail Traffic	Attachment 4
Marcus Wood	Mixmaster Business Association (NCTCOG)	Dallas Streetcars/Trolley Trinity Boulevard	Attachment 5
Gerrit Spieker	Richland Hills (NCTCOG)	Richland Hill-Baker Blvd. Intersection	Attachment 6

North Central Texas Council of Governments

PUBLIC MEETING COMMENT SHEET

Wednesday, January 7, 2009
2:30 p.m.
North Central Texas
Council of Governments
616 Six Flags Drive
Arlington, TX 76011

Instructions:
1. Please mark the box indicating whether you would like to make an oral comment, a written comment, or both oral and written comments.
2. Please fill in your name and affiliation.
3. If you are submitting a written comment, please write your comment on this form.
4. Please return this form to an NCTCOG employee at the registration desk.

☐ **I wish to make an oral comment at the public meeting**
☐ **I wish to submit a written comment at the public meeting**
☒ **I wish to make both oral and written comments at the public meeting**

Name DENNIS KELLY

Organization CITIZEN/TAXPAYER

Please provide written comments below:

REGIONAL RAIL - WHAT IS THE TOTAL COST OF THE PROGRAM, INCLUDING NONRECURRING, RECURRING, AND THE COST OF MONEY OVER THE LIFE OF THE PROGRAM

WHAT PERCENTAGE OF ABOVE COST BE PAID FOR BY TAXPAYERS

To submit comments or questions by mail, fax, or e-mail, please send to:
North Central Texas Council of Governments, Transportation Department
P.O. Box 5888, Arlington, TX 76005-5888 **Phone**: (817) 695-9240 **Fax**: (817) 640-3028
E-mail: jstout@nctcog.org **Website**: http://www.nctcog.org/trans

WrittenResponse.txt

From: Chad Edwards
Sent: Friday, January 09, 2009 5:04 PM
To: Dennis Killy dgk@onebox.com
Subject: NCTCOG Public Meeting

Mr. Killy,

Thanks for attending the Public Meeting held at the North Central Texas Council of Governments offices on January 7. Your comments focused on passenger rail in the region if my memory serves me right. You asked about capital costs and operating and maintenance costs for a 100 year time frame. I don't have the results of the 100 year analysis completed but in the meantime I would like to offer some similar information.

You may have already viewed the information on the Rail North Texas web site at www.nctcog.org/rnt but if you haven't please take a look. There are plans to add more information to the web page soon. One item in particular is the Corridor Fact Sheets located at http://www.nctcog.org/trans/transit/planning/rnt/RNTCorridorFactSheetsOct08.pdf. You can find the Capital and O&M costs for each corridor in 2008 dollars and in actual dollars. These costs may help answer some of your questions. There is much more information on each of the fact sheets that you may also be interested in.

Please let me know if you have any other questions.

Sincerely,

Chad Edwards
Program Manager
Transit System Planning, Thoroughfare Planning and Environmental Streamlining
Transportation Department
North Central Texas Council of Governments
616 Six Flags Drive, Centerpoint Two
P.O. Box 5888, Arlington, Texas 76005-5888
Phone: 817.608.2358
Fax: 817.640.3028
Email: cedwards@nctcog.org
Web site: www.nctcog.org

Attachment 2

North Central Texas Council of Governments

PUBLIC MEETING COMMENT SHEET

Wednesday, January 7, 2009
2:30 p.m.
North Central Texas
Council of Governments
616 Six Flags Drive
Arlington, TX 76011

Instructions:
1. Please mark the box indicating whether you would like to make an oral comment, a written comment, or both oral and written comments.
2. Please fill in your name and affiliation.
3. If you are submitting a written comment, please write your comment on this form.
4. Please return this form to an NCTCOG employee at the registration desk.

☐ **I wish to make an oral comment at the public meeting**
☒ **I wish to submit a written comment at the public meeting**
☐ **I wish to make both oral and written comments at the public meeting**

Name Barbara Koerble, AICP

Organization City of Forest Hill

Please provide written comments below:

In your public outreach related to funding efforts for Rail North Texas, more clarification will be needed so that the public and local governments clearly understand that the public will be able to vote on a county by county basis. At this point, there may be reluctance by elected officials to give support to these taxing initiatives unless they can assure their constituents that they will be able to vote on any proposed taxes. There is still a lot of misunderstanding concerning this issue related to needed funding for rail transit, so try to include clarification at public meetings and in written materials. I learned about the 'county by county' vote at this meeting so that information was very helpful.

To submit comments or questions by mail, fax, or e-mail, please send to:
North Central Texas Council of Governments, Transportation Department
P.O. Box 5888, Arlington, TX 76005-5888 **Phone**: (817) 695-9240 **Fax**: (817) 640-3028
E-mail: jstout@nctcog.org **Website**: http://www.nctcog.org/trans

Attachment 3

North Central Texas Council of Governments

PUBLIC MEETING COMMENT SHEET

Wednesday, January 7, 2009
2:30 p.m.
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Council of Governments
616 Six Flags Drive
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- [x] **I wish to make an oral comment at the public meeting**
- [x] **I wish to submit a written comment at the public meeting**
- [ ] **I wish to make both oral and written comments at the public meeting**

Name Harriet Irby

Organization DFWRCC

Please provide written comments below:

I congratulate Cog + the RTC in including the Dorothy Spur in the Rail North Texas Plan. The Arlington area needs this transportation alternative in order to keep the area economic engine running.
As an individual and a rail consumer this spur would t[illegible] me in as a senior to Dallas + Fort Worth and also points beyond.

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☑ **I wish to submit a written comment at the public meeting**
☐ **I wish to make both oral and written comments at the public meeting**

Name Marcus Wood

Organization Mixmaster Bus. Assn

Please provide written comments below:

Re Interstate Rail Traffic
At some point in time interstate freight traffic needs to be rerouted around the centers of major cities. The hazard dangers are huge. Should not this be a more active part of the long range plans?

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☑ **I wish to submit a written comment at the public meeting**
☐ **I wish to make both oral and written comments at the public meeting**

Name Marcus Wood

Organization Mountain Bike Assn

Please provide written comments below:

Re Mobility 2030
The current Dallas Streetcar and various Trolley studies do not appear to include the Trinity Corridor, i.e. Riverfront Blvd. Should not this area be part of the 2030 Plan?

To submit comments or questions by mail, fax, or e-mail, please send to:
North Central Texas Council of Governments, Transportation Department
P.O. Box 5888, Arlington, TX 76005-5888 **Phone**: (817) 695-9240 **Fax**: (817) 640-3028
E-mail: jstout@nctcog.org **Website**: http://www.nctcog.org/trans

Attachment 6

North Central Texas Council of Governments

PUBLIC MEETING COMMENT SHEET

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2:30 p.m.
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Council of Governments
616 Six Flags Drive
Arlington, TX 76011

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☑ **I wish to submit a written comment at the public meeting**
☐ **I wish to make both oral and written comments at the public meeting**

Name GERALD K SPURGER 817-239-9791

Organization RICHLAND HILLS

GKS 3149@SBCGLOBAL.NET

Please provide written comments below:

RE RICHLAND HILL - BAKER BLV INTERSECTION PROJECT
WHAT ARE THE POSSIBILITIES OF ACCELERATING THE TIME LINE (2009-2012) BY USING FORTH COMING STIMULUS FUND FROM THE PROGAMS CONGRESS WILL PASS IN THE NEXT FEW MONTHS

To submit comments or questions by mail, fax, or e-mail, please send to:
North Central Texas Council of Governments, Transportation Department
P.O. Box 5888, Arlington, TX 76005-5888 **Phone**: (817) 695-9240 **Fax**: (817) 640-3028
E-mail: jstout@nctcog.org **Website**: http://www.nctcog.org/trans

Additional Public Comments

Name	Topics addressed
Jamie Terrell	Commodity prices and rail expansion
Dawn Kasper	AVL technology
RD Milhollin	Mobility 2030 – The Metropolitan Transportation Plan
Paul Hakes	Bicycle plans
Bill Campbell	Toll roads
Becky Airhart Smith	Employers promoting telecommuting
Lorlee Bartos	Public meeting locations; build mass transportation rather than roads

Commodity prices and rail expansion

Comment submitted electronically January 6, 2009

Jamie Terrell
I have a three Part Question: 1. With the recent drop in commodity prices reduce the magnitude of the DART light rail expansion cost overruns? 2. Are the regional transit authorities (DCTA, DART, The T) making in effort to hedge the costs of steel, copper, and other materials in order to avoid cost overruns? 3. If so, what steps are they taking? ... If not, why?

AVL technology

Comment submitted electronically January 23, 2009

Dawn Kasper
Have you done any research on AVL in City/State vehicles? Would save the tax payers money, plus the emission controls through idle time, speed, poorly maintained vehicles. If we as a nation are going to truly go GREEN, further exploration and impletation is a must. I would be happy to show you how this could be achieved.

Mobility 2030 – The Metropolitan Transportation Plan

Comment submitted electronically January 25, 2009

Comments on 2009 COG Regional Transportation Plan

RD Milhollin
3711 Gene Lane, Haltom City 76117
rdmilhollin@yahoo.com 682-225-3369

ROADWAYS

Highways: There are improvements that need to be made to several area highways, particularly I-35-W North Freeway and Loop-820 Wright Freeway in Haltom City, NRH, and northeast Fort Worth. However, just adding lanes to highways will not really alleviate congestion in the long term due to drivers seeking faster routes up to the point where that route is no longer

faster than any other alternative route. One of the areas that should be addressed to improve traffic flow on freeways is in the redesign of poorly engineered intersections where a significant number of the collisions that slow or stop traffic occur. A good example of such an intersection is along US 287 between Vickery Blvd. and Pharr Street in Fort Worth. Highways are terribly expensive overall, and other more cost-effective, less land-intensive, and cleaner modes of transportation should be fully explored as alternatives whenever possible.

Toll Roads: I realize that this is largely a political issue addressed at the state level. However, I support the building of toll roads where the professionally determined need for that road has not been demonstrated to be a necessity but political will to build it prevails. I oppose converting existing roads built with tax revenues to toll roads, even those being extensively rebuilt. I agree with the idea that the number of existing free lanes should remain free, and that some of the added lanes should rightly be paid for through tolls. I strongly oppose placing rights of way acquired through imminent domain into the hands of private interests, even for limited periods of time. If a toll road is being considered as an option to relieve urban traffic, the analysis should consider the option of mass transit routes as well.

New Highway ROW Requirements: All new planned highway projects should be required to secure ROW for future rail lines along the same route so land for future transportation needs can be acquired at today's costs and at only a marginal additional cost for the road project. This means of acquiring right of ways could be especially beneficial when future high-speed inter-city trains are being considered.

Arterial Streets: Non-freeway arteries should be improved in order to allow local traffic to make short trips without being required to enter freeways, which are better used to facilitate longer travel within the region. Timing of traffic signals should be improved to require fewer stops along these routes, thus improving travel time and minimizing pollution from unnecessary engine idling. A comprehensive inventory of potential connections between existing arteries such as street extensions, bridges, viaducts, and additional needed lanes on congested stretches of roadway should be assembled and construction projects prioritized according to greatest potential impact on traffic patterns. Projects based on this list could go a long way toward taking unnecessary traffic off area freeways without the need for massive reconstruction projects.

Traffic Calming: Techniques have been instituted in several areas of the country that been shown to be effective in lowering the speed of vehicles transiting residential neighborhoods. Known collectively as traffic calming, these concepts include narrowed streets, indented parking areas along thoroughfares, bulb-outs at street intersections, and the use of small intersection roundabouts where space permits rather than stop signs. Some of the benefits that would accrue from the use of traffic calming measures are increased safety for residents and particularly children, shorter distances required to use crosswalks, increased area for shade trees and decorative landscaping, less time/energy/pollution as a result of the decreased number of stops required to transit these streets, less material needed to build narrower rather than wider streets, and overall an increased property value and quality of life for residents. I would like to see traffic calming advocated and recommended by the TRC and the COG as a set of street standards area cities should adopt as part of their street transportation plans.

RAIL - PASENGER

High-Speed Rail: The RTC should take a lead role in studying options on how European-style high-speed rail might be implemented between North Texas and other regional metropolitan areas. Some of the cities high-speed rail should be considered to are Houston, Abilene, Oklahoma City, Texarkana, Dennison/Sherman, and the San Antonio/Austin corridor, with possible continuing service to Monterrey NL. Ideas generated from within the Metroplex could be of great value to a state-wide or federal commission that at some point sits down to seriously study what would be required to implement such a system. An analysis of the number of planes and passengers traveling between the DFW airports and other airports of less than 1 hour air-travel time involved might be very useful in deciding priority routes.

Regional Commuter Rail Network: The regional commuter rail network is probably the best hope of providing usable mass transit to the people of Tarrant County. It is unfortunate that there was not a coordinated effort by the various governmental agencies to adopt a single passenger-rail system that could have been used throughout the metropolitan area instead of seemingly incompatible DART light-rail and TRE commuter-rail systems. Nevertheless, RTC should be involved in studies as to how all commuter lines could be electrified at some point in the future. Commuter rail lines should be extended to communities in outlying counties in order to provide transportation alternatives for those residents who wish to work or carry on business in the urban core. Lines to Weatherford, Granbury, Hillsboro, Springtown, Rhome, and Midlothian should be planned now and implemented as soon as funding is available.

Transit ROW: The northwest quadrant of Tarrant County was one of the last areas just outside the region's urban core to experience intensive development. That development is now happening, and sadly much of it is unplanned and will result in future sprawl and increased gridlock for residents. This trend is set to expand into Wise County, which fortunately will be included in future planning activities by the RTC. One of the great needs of that area is right of way for future commuter rail. In NW Tarrant there is not an existing freight rail track that can be converted to passenger rail use. Accordingly, right of way will need to be acquired through and adjacent to existing development that will take a long time and considerable cost to assemble, and through as-yet undeveloped land at the urban fringes, which can be obtained now for prices that are certain to be much lower than can be expected in the future. As it is practically certain that growth will continue in areas close to the urban centers, addressing future transportation needs for this area now will save considerable time and money later.

Fort Worth / Arlington Streetcar: Cleaner and more efficient transportation options work best in areas that have a population density higher than most Texas cities. Efforts to encourage more dense development through Transit Oriented Development, Traditional Neighborhoods, and other Sustainable Development strategies should be encouraged and assisted by the COG and the RTC. Cities in the region that are willing to encourage this trend through city planning, zoning, and incentives should be offered assistance in developing transportation options that would be appropriate to a dense urban area. Fort Worth is in need of financial and technical assistance in their effort to implement a modern streetcar system in the central core of that city. Arlington is reaching the point in its growth where street-level public transit would

benefit residents, especially the growing student population at UTA. Several other area cities have either altered their codes to allow sustainable development or have expressed an interest I discussing it.

RAIL - FREIGHT

Tower 55: Of the two plans currently being explored to address the Tower 55 congestion the north-south trench is the most desirable considering safety, practicality, traffic volume, noise pollution, and aesthetics. A major part of the final plan should be the consolidation of more tracks into Union Lines to be shared by all carriers, and thus eliminate unneeded tracks in valuable and dense urban areas. The north-south trunk line running along I-35 should be able to be shared by Union Pacific, BNSF, and FWWR, and the FWWR track through Trinity Park should be abandoned in favor of passenger rail once the reconstruction project is completed. Final plans should provide for grade separation between all passenger and freight tracks.

Regional Bypass: I would be interested in knowing what percentage of the freight rail traffic passing Tower 55 is passing through the region with no needed stop as compared to trains that will be disassembled or reassembled in the region. My guess is that a significant number of the trains are thru-traffic, and that there would be significant benefit in finding an alternative route for these trains around the metropolitan area rather than directly through the middle of it. I would like to see studies initiated to seriously study the option of building a bypass E-W trunk line to the south, either following an outer loop / bypass interstate alignment or using a rail line from near Ranger to Cresson to Midlothian to Terrell. This second option might be preferred since it would help to speed transcontinental freight by avoiding the northward “bulge” in rail and highway alignments that occur both east and west of the Metroplex, and the land involved might be less expensive than that needed for the outer loop. A simple viaduct over the various north-south lines and all roadways along the route should be designed into the project. ROW acquisition should begin as soon as possible after all parties have approved designs, and a reasonable timeline for construction should be set. All new major trunk lines should be double-tracked or have sufficient ROW to allow a second track to be added later.

East-West Access to Alliance: The Alliance multi-modal facility has been responsible for bringing many jobs and a lot of taxable business to the arrant County area. This area would be better able to compete with the South Dallas facility if freight rail right of way was included in plans to construct an outer road loop around the western side of the region. Rails following this alignment could connect the FWWR north of Cresson and the UP tracks around Weatherford to Alliance and to the rail lines serving that facility, avoiding having to transit through downtown. The UP might consider future investment in a satellite yard in the Alliance Area that could mean more jobs for the region.

Bicycle plans

Comment submitted electronically January 29, 2009

Paul Hakes
Why is COG again ignoring cycing when it comes to regional transportation and as an effect means to improve Airquality? From the meeting we use to have it appears again COG doesn't realy care about real alternativs but is putting on a good face for the un-educated public.

Response from Karla Weaver, AICP, Senior Transportation Planner, NCTCOG Transportation Department
Thank you for the additional information you provided. The Transportation public meetings occur every month or every other month and highlight the most active projects certain teams are working on in our department (for example: aviation, goods movement, air quality, transit-rail, bike/ped, etc.), the Mobility Plan, or to present regional budgets and projects. Certain topics or focus areas may only be presented once or twice a year, though it is a forum open to any questions or comments related to any topic.

Jen Ebel, our former bike/ped planner left the COG this summer and we were some months without a bike/ped planner, which has put us a little behind schedule with our bike/ped initiatives but we are now fully staffed and are in the process of updating our regional Veloweb maps and are hoping to have a specific bike/ped meeting this spring about the update and then we will take final recommendations out to public meetings hopefully this summer. We are also working on getting the bike/ped task force reorganized and will be trying to organize a meeting ideally sometime in March. The transportation department is still committed to promoting bicycling and walking in the region and we have added you to our interested parties list and will make sure you are aware of future meetings.

Please let us know if you have any additional questions or comments. We appreciate feedback from everyone in the region. Our new bike/ped planner, Deborah Humphreys can be reached at dhumphreys@nctcog.org.

Toll roads

Comment submitted electronically January 30, 2009

Bill Campbell
Please register my vote against toll roads of any kind. The TTC is out of control and not doing what Texans want. We are unanimously against toll roads.

Employers promoting telecommuting

Comment submitted electronically February 1, 2009

Becky Airhart Smith
How do you update the infromation on companies that promote telcomuting? Nortel promotes telcommuting. I did not see this on your list. Please advise.

Public meeting locations; build mass transportation rather than roads

Comment submitted electronically February 10, 2009

Lorlee Bartos
It is some sort of conspiracy that none of the meetings are being held in Dallas? My comment is this -- forget about all of those silly highways, build as many trains, trolley lines and mass transit options as you can. We are going to need them. There simply isn't enough oil to continue to support unfettered road building -- or enough clean air. And the roads simply fill -- consider alternatives.

AGENDA

REGIONAL TRANSPORTATION COUNCIL
NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

PUBLIC MEETINGS

Christopher A. Parr Library
6200 Windhaven Parkway
Plano, Texas 75093
Monday, February 9, 2009 – 6:30 p.m.

Ella Mae Shamblee Library
1062 Evans Avenue
Fort Worth, Texas 76104
Tuesday, February 10, 2009 – 10:30 a.m.

DeSoto Civic Center
211 East Pleasant Run Road
DeSoto, Texas 75115
Tuesday, February 10, 2009 – 6:30 p.m.

1. Introduction/Welcome
2. Short-term Planning: Transportation Improvement Program
3. Long-term Planning: Mobility 2030 (2009 Amendment) Final Recommendations
4. Air Quality Conformity
5. Regional Projects Proposed to Receive Federal Economic Recovery Funds
6. Question and Answer

Other Relevant Transportation Topics

Rail North Texas
Regional Transportation Council pursuing legislative action to allow North Texans to vote on specific plans and funding options for an additional 250 miles of passenger rail.

Innovative Financing
North Tarrant Express public-private partnership conditionally awarded by Texas Transportation Commission; construction expected to begin in 2010.

Transportation Funding Opportunities
Calls for Projects Opening Soon: Sustainable Development, March 2009; Job Access/Reverse Commute and New Freedom Programs, April 24, 2009

Funding Recommendations: Diesel Idling Reduction

Program Results: North Texas Green & Go Taxi Partnership

MINUTES

Regional Transportation Council
PUBLIC MEETINGS

- ***Short-term Planning - Transportation Improvement Program***
- ***Long-term Planning – Mobility 2030 (2009 Amendment) Draft Recommendations***
- ***Air Quality Conformity Analysis***
- ***Federal Economic Recovery: Process to Select Candidate Projects***

Meeting Dates and Locations

The North Central Texas Council of Governments (NCTCOG) held public meetings as follows:

1. Monday, February 9, 2009 – 6:30 p.m. – Christopher A. Parr Library (Plano); attendance: 52; moderated by Michael Morris, NCTCOG Director of Transportation
2. Tuesday, February 10, 2009 – 10:30 a.m. – Ella Mae Shamblee Library (Fort Worth); attendance: 41; moderated by Michael Morris, NCTCOG Director of Transportation
3. Tuesday, February 10, 2009 – 6:30 p.m. – DeSoto Civic Center; attendance: 28; moderated by Michael Morris, NCTCOG Director of Transportation

Public Meeting Purpose and Topics

The public meetings were held in accordance with the NCTCOG Transportation Department Public Participation Process, which became effective June 1, 1994, as approved by the Regional Transportation Council (RTC), the transportation policy board for the Metropolitan Planning Organization (MPO) and amended on May 10, 2007. Staff presented information about:

1. Short-term Planning – Transportation Improvement Program – presented by Adam Beckom
2. Long-term Planning – Mobility 2030 (2009 Amendment) Draft Recommendations – presented by Michael Burbank
3. Air Quality Conformity Analysis – Chris Klaus (Plano) and Madhusudhan Venugopal (Fort Worth and DeSoto)
4. Federal Economic Recovery: Process to Select Candidate Projects – presented by Michael Morris

The agenda also included other relevant transportation topics:

1. Rail North Texas – Regional Transportation Council pursuing legislative action to allow North Texans to vote on specific plans and funding options for an additional 250 miles of passenger rail.
2. Innovative Financing – North Tarrant Express public-private partnership conditionally awarded by Texas Transportation Commission; construction expected to begin in 2010.
3. Transportation Funding Opportunities – Calls for projects opening soon: 1) Sustainable Development, March 2009; 2) Job Access/Reverse Commute and New Freedom Programs, April 24, 2009. Funding recommendations: Diesel Idling Reduction. Program results: North Texas Green & Go Taxi Partnership.

The NCTCOG public meetings were held to educate, inform, and seek comments from the public. Comments were solicited from those present who wished to speak for the record. The 30-day comment period remained open through March 10, 2009. The presentations made at the meetings are available at www.nctcog.org/trans/outreach/meetings.

Each person who attended a public meeting received a packet with a meeting agenda, a sheet on which to submit written comments and copies of the presentations and related handouts. The names of RTC members were listed on the back of the agenda so attendees could see who represented them. A list of RTC members is available online at www.nctcog.org/trans/committees/rtc/roster_al_010609.pdf.

Outline of Public Meetings

Welcome, introductions – At all three meetings Michael Morris welcomed and thanked the attendees for coming and summarized public meeting topics.

At all three meetings Michael briefed participants about the planning process and the purpose of the Metropolitan Transportation Plan (MTP). One of the overall goals of the MTP - Mobility 2030 is to improve mobility, quality of life and the environment. The long-range MTP plan identifies policies, programs and projects; prioritizes improvements; and outlines innovative funding strategies for implementation. In the short-term, the TIP is regularly monitored and amended to reflect current conditions. Lastly, in nonattainment areas, in order for projects to be implemented and/or included in the MTP and the TIP, all projects and programs must meet air quality conformity requirements.

At all three meetings, Michael elaborated on the purpose, goals and strategies for the selection of projects for the federal economic recovery package. Michael presented three questions for attendees to consider:

1. Can a comprehensive plan be developed in such a short amount of time?
2. What are the project selection criteria?
3. Which process is desirable, a comprehensive or simple approach?

Michael highlighted the importance of feedback on the above three questions, preferably by close of business on Wednesday, February 11, 2009. On Thursday, February 12, Michael presented to the RTC the reaction to the federal economic recovery package presentation and reported how the region would like to proceed on implementing the federal economic recovery package. Michael also requested that within the next two weeks, attendees and local entities contact NCTCOG about which projects are considered priorities and should be reviewed for possible inclusion in the list of projects that will be submitted for the federal economic recovery package.

Michael presented his ideas for a comprehensive approach to the federal economic recovery package and requested attendees please contact Adam Beckom, Transportation Planner, (817) 608-2344 or abeckom@nctcog.org with feedback.

Michael noted the presentation, Federal Economic Recovery: Process to Select Candidate Projects was available for download at www.nctcog.org/trans/outreach/meetings.

Summary of Presentations

A. *Short-term Planning – Transportation Improvement Program (TIP) – Adam Beckom*

- **The TIP is an inventory of roadway, transit and locally funded transportation improvements funded for implementation.**
  - o Federal- and state-mandated inventory of transportation projects.
  - o Contains projects funded with local, state, and federal funding sources.
  - o Covers four years of available funding.
  - o Updated on a quarterly basis, but completely re-developed every two to three years.
  - o The current TIP document was approved by the RTC in May 2007 and the Federal Highway Administration in November 2007.
- **The TIP is a collaborative effort involving local city and county governments, Dallas and Fort Worth districts of the Texas Department of Transportation (TxDOT), transportation agencies, and transit agencies.**

- **Current status:**
  - o TIP/State Transportation Improvement Plan (STIP) development changes.
    - ▪ Process:
      - ➢2010 – 2013 TIP development delayed statewide.
    - ▪ Schedule:
      - ➢To be determined after completion of 2009 Legislative Session.
  - o Funding allocations.
    - ▪ TxDOT financial concerns.
    - ▪ Economic recovery package.
    - ▪ Texas Legislative Session.
  - o Project prioritization continues as a major theme in 2009.
- **Next steps:**
  - o Work under current TIP (2008-2011) making quarterly modifications as necessary.
  - o Continue to discuss project prioritization.
  - o TxDOT re-evaluates financial situation once outcome of federal economic recovery package and legislative session is known.
  - o Potential RTC re-prioritization depending on allocated funding levels.
  - o Develop new TIP in early 2010.
- **Timeline:**
  - o Spring 2009: Legislative session, continue project prioritization.
  - o Summer/Fall 2009: TxDOT re-evaluates available funding.
  - o Winter 2009: Possible project re-prioritization, develop new TIP.
- **Specific topics and issues presented for public involvement:**
  - o Highlight delaying the development of the 2010 – 2013 TIP and STIP due to the current revenue ambiguities. It is anticipated the new TIP project listings will be available in early January 2010.
  - o To view more detailed information on projects included in the TIP, please visit: www.nctcog.org/trans/tip.

B. Long-term Planning - Mobility 2030 (2009 Amendment) Draft Recommendations – Michael Burbank

- **Mobility 2030, approved by the RTC in January 2007, is the comprehensive, multimodal blueprint for transportation systems and services aimed at meeting the mobility and financial needs of the Dallas-Fort Worth metropolitan area.**
  - o The MTP responds to the adopted goals:
    - ▪ Improving mobility.
    - ▪ Improving quality of life.
    - ▪ Adhering to financial and air quality guidelines.
  - o Identifies policies, programs, and projects for continued development.
  - o Guides expenditures of federal and state funds.
  - o Federal air quality approval for Mobility 2030 was in June 2007.

- **MTP amendment and update schedule:**
  - o 2009: Mobility 2030 amendments:
    - Administrative updates.
    - Conformity analysis/new State Implementation Plan (SIP) budgets.
    - Refine projects already in plan.
      - ➢April: RTC approval
      - ➢July: Federal air quality conformity approval
  - o 2011: Mobility 2035:
    - New plan.
    - New 2035 demographics/new metropolitan planning area (MPA) boundary.
    - Consider new projects subject to financial constraint.
      - ➢April: RTC approval
      - ➢August: Federal air quality conformity approval

- **RTC conditions for 2030 MTP amendments:**
  - o Must demonstrate a strong local consensus.
    - Local government support and/or endorsement of the project change.
    - Public involvement plan with opportunities for comment.
  - o Must be warranted based on planning and technical analysis.
    - Preferred alternative should have come from a Major Investment Study, Environmental Assessment, or Environmental Impact Statement where a range of alternatives were considered.
  - o Must meet financial constraints and be cost-effective.
    - The Mobility 2030 contains a funding placeholder. If additional funding is needed, the source of this funding must be identified and must be available.
  - o Must allow MTP to meet all air quality conformity requirements.
  - o Does the project require federal action in the 2009 – 2011 timeframe, or can the project wait for inclusion in the 2035 MTP?

- **Mobility 2030 – 2009 amendment financial constraint summary:**
  - o Mobility 2030: total revenue = $135.2 billion
    - Mobility 2030 (2009 Admendment): total revenue = $146.1 billion
  - o Mobility 2030: total cost = $134.8 billion
    - Mobility 2030 (2009 Amendment): total cost = $145.5 billion
  - o To view a complete listing of 2009 amendment revenues and costs please see the presentation at: www.nctcog.org/trans/outreach/meetings.

- **Managed lanes are a useful tool for maximizing the efficiencies of the roadway network** and increasing travel options for Single Occupant Vehicles (SOV) by allowing these drivers to utilize the High Occupancy Vehicle (HOV) lanes for a fee.
  - o What is the purpose of managed/HOV lanes?
    - Relieve congestion during peak travel time.
      - ➢Improve reliability
      - ➢Improve safety
      - ➢Aid in the attainment air quality goals
    - Manage heavy traffic flow during special events.
    - Improve response of emergency vehicles.
    - Emergency route for Homeland Security.
  - o How would managed/HOV lanes operate:
    - Users pay a charge to use lanes.
      - ➢50 percent discount for carpoolers during peak hours
      - ➢Free to transit vehicles
    - Rates vary by time of day and congestion levels.
      - ➢Lower rate in off-peak hours when demand is lower

- Higher rate in peak hours when demand is higher
- Rates will adjust as congestion increases or decrease to ensure an average speed of 50 mph

- Drivers will always have other options:
  - Improved free lanes
  - Frontage roads
  - Travel schedule adjustments

- **Specific topics and issues presented for public involvement:**
  - Review the amendment process and update schedule for Mobility 2030 and Mobility 2035.
  - Corridor Fact Sheet Summary and Passenger Rail Recommendations worksheets that correspond to the detailed maps in the presentation at www.nctcog.org/trans/outreach/meetings.
  - Note on the map, Transit Amendments Under Evaluation, the red dot highlighting the Love Field People Mover should be represented by a green dot signifying modified/added recommendations.
  - Purpose and goals of managed/HOV lanes.

C. Air Quality Conformity Analysis – Chris Klaus (Plano) and Madhusudhan Venugopal (Fort Worth and DeSoto)

- **Coordination with air quality conformity analysis is required for federal approval during the MTP amendment process and the TIP development process.** Air quality conformity analysis:
  - Demonstrates that projected emissions from transportation projects are within emission limits established in the SIP.
  - Ensures federal funding and approval is applied to transportation projects consistent with air quality planning goals.

- **Nine counties are classified by the Environmental Protection Agency (EPA) as nonattainment for the pollutant ozone.** Air quality conformity analysis will include the entire counties of: Collin, Dallas, Denton, Ellis, Kaufman, Johnson, Parker, Rockwall, and Tarrant.

- **The air quality conformity analysis must be within established motor vehicle emission budgets set by the EPA.**
  - Motor vehicle emissions budgets adequacy.
    - April 7, 2008
  - Motor vehicle emissions budgets approval.
    - January 14, 2009
  - Motor vehicle emissions budgets approved by the EPA.
    - Nitrogen Oxides (NOx) = 186.81 tons/day
    - Volatile organic compounds (VOC) = 99.09 tons/day

- **In the North Central Texas metropolitan planning area, preliminary results of the air quality conformity analysis for emissions of NOx and VOCs are currently under budget for the critical attainment year 2009.** Emissions must be less than established budgets.
  - Critical attainment year 2009:
    - NOx = 180.73 tons/day
    - VOC = 97.67 tons/day
  - Future analysis years:
    - 2019
      - NOx = 51.44 tons/day
      - VOC = 57.09 tons/day
    - 2025
      - NOx = 39.41 tons/day
      - VOC = 48.41 tons/day
    - 2030
      - NOx = 38.96 tons/day
      - VOC = 51/41 tons/day
- **The RTC supports a variety of programs and initiatives aimed at decreasing emissions and meeting air quality goals for the region.** To learn more about the wide range of programs and initiatives, please visit the Web site at www.nctcog.org/trans.
  - Clean vehicles
  - Texas Emissions Reduction Plan
  - Vehicle Inspection and Maintenance Program
  - Vanpools
  - Public education
  - HOV lanes
  - Rail
  - Grade separations
  - Traffic signal improvements
  - Intersection improvements
  - Bicycle/pedestrian facilities
  - Park-n-Ride
  - Employer trip reduction measures
  - Intelligent transportation systems
- **Air quality conformity analysis must be consistent with the goals of the EPA.** To move forward with project implementation, NCTCOG must:
  - Pass motor vehicle emissions budgets test.
  - Regional transportation projects must be consistent with the air quality goals in the SIP.
  - Following local and federal approval, regional transportation projects may proceed to implementation.
- **To view detailed graphs and timelines for MTP amendments, TIP development and Air Quality Conformity Analysis, please see the presentation at: www.nctcog.org/trans/outreach/meetings.**
- **Air quality conformity timeline.**
  - Public meetings:
    - February 2009 (findings)
  - Local approval:
    - RTC: April 2009 (tentative)
  - Federal approval:
    - US Department Transportation: July 2009 (tentative)

- **Specific topics and issues presented for public involvement:**
  - o Present further results of the air quality conformity analysis.
  - o Underline the importance of air quality conformity analysis for any modifications or amendments to the MTP and TIP.
  - o Highlight the various programs and initiatives of the RTC to help advance air quality goals.
  - o Highlight that the present emission figures are established from data collected from past years. NCTCOG is confident that with the success of current air quality programs and policies these emission figures will continue to decline in the future analysis years.

D. Federal Economic Recovery: Process to Select Candidate Projects – Michael Morris (Please note: This is a summary of information as it was presented at public meetings February 9-10 — prior to enactment of the final version of the American Recovery and Reinvestment Act of 2009.)

- **In an effort to help rebuild the United States economy, President Obama's administration has elected to construct new infrastructure.** The funding source for these projects will be drawn from the general revenues, not the Federal Trust Fund. The tax burden will be on future generations; therefore, responsible stewardship for these funds, like all public dollars, is extremely important. The stated goal is creating jobs, and these funds must be used in the most efficient and effective manner. Speed is also an essential component, creating a challenging policy process.
- **In response to these conditions, communication must occur in an untraditional parallel process.** It is vital to build consensus for not only how to most effectively use the federal funds but also how to choose projects which most effectively achieve the stated goal of long-term job growth**.** This will require:
  - o Communication with TxDOT on the draft listing of projects.
  - o Communication with the public and through the media seeking as much feedback to the process as possible.
  - o Communication with the RTC and STTC throughout the entire process.
    - ▪ January 23: STTC information
    - ▪ February 12: RTC information
    - ▪ February 27: STTC action
    - ▪ March 5: RTC action
- **Roadways will be the focus of project selection.** It is estimated the State of Texas will be receiving approximately $2.4 billion and the North Central Texas region would be allotted approximately $130 million of these funds.
- **General requirements for roadway projects:**
  - o Projects must be implemented immediately (Congress: 50 percent in less than 180 days).
  - o Projects must be environmentally cleared.
  - o Right-of-way must be available.
  - o Plans must be 100 percent complete and reviewed by TxDOT.
  - o Projects must be consistent with the Mobility 2030 plan.
  - o Projects must be consistent with the 2008 – 2011 TIP/SIP.

- **Question #1: Can a comprehensive plan be developed in such a short amount of time?** Michael presented the recommended comprehensive approach that promotes working with the State and other transportation partners to create a long-term, sustainable economic growth package that would include:
  - Job creation.
  - Indirect job additions.
  - Mobility improvements (choose projects that increase productivity).
  - Possible partnership to pool revenue.
  - Out-year financial leveraging.
  - Sustained job growth.
- **Question #2: What are the project selection criteria?**
  - o Projects must be ready to go.
  - o Must be high priority projects.
  - o Does the project create mobility improvements?
  - o Is there a possibility to pool revenue sources?
  - o Can the funding be leveraged to build more projects?
  - o There must be fair distribution throughout the region.
  - o Are there available projects that have recently lost funds?
  - o Are there available projects that have been previously staged?
- **Question #3: Which process is desirable, a comprehensive or simple approach?**
  - o Keep it simple and use the region's $130 million allocation for maintenance projects, OR
  - o Partner with the State for discretionary funds which could equate to the $130 million plus up to possibly $600 million.
- **Next steps:**
  - o Continue project review (confirm readiness).
  - o Seek public comment and review to the three questions.
  - o Prepare for bill authorization.
  - o Finalize prioritization of projects.
  - o Seek RTC approval of projects.
  - o Perform TIP/STIP modification, MTP amendment or other administrative procedures, if necessary.
- **Specific topics and issues presented for public involvement:**
  - o Introduce the federal economic recovery package outline.
  - o Present to the public, elected officials and the policy makers the two possible scenarios to consider in preparation for approval of the American Recovery and Reinvestment Plan.
  - o Distribute handouts of possible project candidates for discussion and feedback.
  - o Request attendees please contact Adam Beckom, Transportation Planner, (817) 608-2344 or abeckom@nctcog.org, with feedback.

ORAL COMMENTS RECEIVED AT MEETINGS

(Meeting location in parentheses)

Mobility 2030 (2009 Amendment)

Barbara Weigel – Project Manager DART (Plano)

A. Mobility 2030 and Mobility 2030 (2009 Amendment) Cost Difference

Question: Reviewing the table in the presentation, to what is the $10 billion cost difference between Mobility 2030 and Mobility 2030 (2009 Amendment) attributed?

Summary of response by Michael Morris and Michael Burbank: Throughout the lifespan of a project, some costs decrease and others increase. One factor for the increase in the Mobility 2030 (Amendment) is the Regional Outer Loop and Rail North Texas projects have become more focused and increases to these projects are reflected in the figures.

Also, due to a variety of circumstances, the biggest cost increase is due to project timelines being pushed out allowing inflationary pressures to play a much larger role in cost estimates. Under federal guidelines, staff must estimate what year a project will be built and include a five to eight percent increase in costs to account for inflation.

Clark Choate – Mayor, City of Glen Heights (DeSoto)

A. Operational Year

Comment: Please elaborate on the term operational year.

Summary of response by Michael Burbank: The terminology used aids in the requirements for the air quality conformity process. The operational year refers to the conformity operational year and is the date the project is expected to be fully operational. The Federal Highway Administration (FHWA) requires NCTCOG identify the first year of the initial plan for the air quality conformity development network which is 2009. Then conformity development networks, or snapshots in time, have to be analyzed. NCTCOG has established the years for analysis as 2019, 2025 and 2030. These analysis years must show emissions below the established EPA budget guidelines for Nitrogen Oxides (NOx) = 186.81 tons/day and Volatile Organic Compounds (VOC) = 99.09 tons/day. To meet air quality conformity requirements, the operational year gives the FHWA a timeline to gauge when these projects are expected to be constructed and operational.

B. Loop 9

Comment: From viewing the maps, Loop 9 is planned to travel through my property. I would like to know when, or if, I will ever have to move out of my residence.

Summary of response by Michael Burbank: NCTCOG is unable to give a precise answer to that question. TxDOT organizes the specific construction timetables, particularly the right-of-way acquisition process. Right-of-way acquisition is a very lengthy process. When the project has reached that stage of the process, TxDOT representatives will be in contact with property owners if the property is in a potential eminent domain location.

Lines on a map do not represent specific corridor alignment. So while Loop 9 may appear to travel through a particular property, right now Loop 9 is still being defined and the maps will be refined more. The specific corridors will become more apparent at a later, more advanced planning stage. When the corridor becomes more finalized, property owners will be one of the first to know.

C. Loop 9

Question: Will Loop 9 be a toll road?

Summary of response by Michael Burbank: Yes, in order for that facility to be built in a timely fashion it will need to be a tolled facility.

Air Quality Conformity

Barbara Weigel – Project Manager DART (Plano)

A. TIP Reschedule and Air Quality

Question: Does the rescheduling of the new TIP affect the targets that must be met for air quality conformity?

Summary of response by Michael Morris: Every project that is listed in the current TIP has been evaluated by the air quality team. Every quarter when a new or amended project is submitted to the TIP it has to go through air quality conformity, it is a cycle. For example, DART knows which projects are due within a year or so. It is more efficient to get projects in the current TIP and have these projects passed through air quality conformity now; otherwise new or amended projects will have to wait until the next round of quarterly TIP amendments to get processed through air quality conformity.

Federal Economic Recovery Funds

Don Jensen – Greater Irving - Las Colinas Chamber of Commerce (Plano)

A. Supports Comprehensive Approach

Comment: Mr. Jensen thanked NCTCOG for its leadership and supports the idea of working with the State in a comprehensive approach to the federal economic recovery package. Mr. Jensen noted there are billions in roadway and rail projects in Irving that may or may not fit the criteria for the federal economic recovery package. Mr. Jensen stated that the cities of Irving and Las Colinas would accept any available funding to get projects built.

Summary of response by Michael Morris: Michael noted there are two projects from Irving on the "List of Projects for Discussion Purposes" for the federal economic recovery package, but he said his understanding is most projects in Irving don't fit the 180-day criteria. Michael asked Mr. Jensen to contact Adam Beckom and verify the accuracy of the projects in Irving and also inform Adam which projects are priorities for the Chamber of Commerce. Michael noted that when projects are built with the federal economic recovery funds funding then becomes available to finance other projects.

Barbara Weigel – Project Manager DART (Plano)

A. Project Priorities - Transit Projects

Question: Where do transit projects fit in the federal economic recovery package?

Summary of response by Michael Morris: Transit projects are included on the handout, "Candidate Project Listings", but the focus right now is the roadways. Once the roadway projects are finalized for the federal economic recovery package, staff will begin to meet with the transit agencies and focus on which transit projects meet the requirements of the federal economic recovery package. It is anticipated this will be a simpler process because the transit agencies are keenly aware of which projects are eligible.

Keep in mind the American Recovery and Reinvestment Plan has not been passed by Congress yet, so the details are unknown. The estimates presented for the amount of funds to be allocated for transit projects could be more or less than actual amounts received. The deadline for transit project submittals may be different than the roadway deadlines, and it still is not a certainty the MPO's will even be involved with planning for the transit side of the federal economic recovery package. But again, the transit projects are on the "Candidate Project Listings" and it is important for partners to review these projects and contact Adam Beckom with priorities.

Jim Cline – Public Works Director, City of Irving (Plano)

A. Project Priorities – S.H. 183 and Spur 348

Comment: Congratulations on the success of all the air quality programs. Also, I appreciate all that is being done to promote rail in the region.

I would like to highlight construction of the S.H. 183 eastbound frontage road and sound walls. This project is essential, and the sound walls will help protect the surrounding neighborhoods when the main lanes go under construction. Also, on Spur 348 grade separation at Las Colinas Boulevard in Irving is important. This will do a lot to support development and provide better access to the businesses in this corridor.

Summary of response from Michael Morris: Please contact Adam Beckom in regards to S.H. 183. NCTCOG and TxDOT are trying to determine exactly how much can be accomplished with this project and the allocations of the federal economic recovery funds. Right now the east side is ready for construction, but there are lingering questions over what exactly is ready, if anything, on the west side of that project.

Chris Buehler – Dallas (Plano)

A. Project Priorities - Love Field People Mover Deleted from MTP

Question: When was the Love Field People Mover removed from the MTP? Wouldn't this be an ideal project for the economic recovery package?

Summary of response by Michael Morris: Michael said he did not think the people mover project was deleted and understands the project is fully funded and will be constructed. Projects eligible for the federal economic recovery package cannot already be funded, which is why the project is not listed on the "Candidate Project Listing". Adam Beckom will review the accuracy of the project.

In the section of the presentation for the Mobility 2030 (2009 Amendment), the Transit Amendments Under Evaluation map illustrates a red dot signifying the people mover be removed from recommendations, this is incorrect and should actually be represented by a green dot on the map.

Charles Stanbridge – C & S Equipment, Greenville (Plano)

A. Project Priorities – President George Bush Turnpike (PGBT) Eastern Extension to I.H. 30

Question: Has the extension of PGBT to I.H. 30 been let?

Summary of response by Michael Morris: That project is fully funded and has been let. Since the project is fully funded, it cannot be included in the federal economic recovery package.

B. Love's Truck Stop

Question: What is the status of the project at Exit 70, Love's Truck Stop, and when will this project be let?

Summary of response by Michael Morris: Michael confirmed the project being referred to is in Rockwall County and stated he was unsure to which project Mr. Stanbridge was referring. There are currently two projects in Rockwall County on the "Candidate Project Listing", I.H. 30 at John King Boulevard and FM 740. If Mr. Stanbridge would contact Adam Beckom, he will be happy to check the status of any specific projects.

Harriet Irby – Metroplex Democratic Club (Fort Worth)

A. New Projects must be Maintained

Comment: Don't build new projects that you will not, or cannot, commit to maintaining. I do not want to see a bunch of new roads built, yet the concerns of a decaying infrastructure remain.

Summary of response by Michael Morris: One planning consideration is to determine if new projects be maintained. Currently, it is the policy of the RTC and the State that gasoline-tax revenue will be allocated first for maintenance of the infrastructure. This is the reason so few funds are available for new capacity improvements and why most new capacity projects must be financed by toll roads.

Lee Hamilton – Educators of Liberty (Fort Worth)

A. Develop Goods Movement and Rail

Question: Why was so much money concentrated on roadway and not on goods movement by rail?

Summary of response by Michael Morris: Only Congress can answer why the funds were distributed by project category. Planners can only move forward on what is available in the federal economic recovery package.

In Fort Worth, Tower 55 is the largest freight bottleneck in the country. It would have been ideal if improvements to Tower 55 could have been included in the federal economic recovery package. There are not only efficient goods movement concerns, but safety, air quality and homeland security concerns as well.

One of the problems with Tower 55 is the tracks are privately owned, and some individuals feel these private entities should pay for the Tower 55 improvements. Although most agree the private sector should pick up their fair share of the costs, there are concerns impacting the general public that must be considered for this project. In order to make goods movement more efficient and create opportunities for more passenger rail, it is necessary to work with railroad companies regarding improvements and trackage rights. It is in everyone's interest to bridge a public-private partnership for a solution.

Jan Evans – Arlington (Fort Worth)

A. Private Enterprise

Question: If passenger rail makes so much sense, why isn't the private sector developing it? Why is it necessary for the government to get involved in any of this?

Summary of response by Michael Morris: That is precisely the debate in Congress right now. Some people argue the market forces should be left to take care of themselves and let the chips fall where they may. It has certainly been proven time and again that the private sector can adapt and react more quickly than government intervention.

On the other side, there are those in Congress that believe people are losing their jobs, their homes, and the ability to care for their family through no fault of their own; and many families do not have the financial capability of waiting out the long-term adjustments of the market.

Legislators, not transportation planners will debate these positions. The American Recovery and Reinvestment Plan is on the verge of being passed, and the job of NCTCOG is to make sure this region is adequately prepared to gain its share of the taxpayers' money if and when the time comes.

Jason McLear – The Lane Construction Company (Fort Worth)

A. Project Priorities - Southwest Parkway

Question: One option for the proposed federal economic recovery package is $271 million for Southwest Parkway. This is great, but how comfortable are you that this project is shovel-ready? My understanding is that the project is not ready.

Summary of response by Michael Morris: With this particular project, the design is ready and the right of way is available for the interchange which is what will be built first. The interchange will cost roughly $300 million and funding from the federal economic recovery package would encompass the interchange only. Although there are still issues to be worked out for Southwest Parkway north of I.H. 20, progress south of I.H. 20 is moving forward, and it is anticipated that the entire project will eventually be built.

B. Comprehensive vs. Simple

Comment/Question: Assuming feedback is not to spend a large amount of money on one or two projects from the main "Projects for Discussion Purposes" list, but rather consensus is to spread the money over the smaller projects on the "Candidate Projects Listings" what is TxDOT - Fort Worth's commitment that the smaller projects are ready to go? From the presentations I have viewed, I do not get the impression these projects are ready.

Summary of response by Michael Morris: When this project selection process started, these project lists were probably ten times as large as the ones being presented. The project lists will continue to be narrowed. The MPO will help choose which projects are candidates for the federal economic recovery package. If the consensus is to keep the project selection process simple and take the $130 million allotted the region, $40 to $50 million of the funds would probably be available for projects in the western side region.

If the consensus is to pursue a more comprehensive approach and partner with the State, it could be possible to leverage funds and bring more money to the region. However, this could mean that some of the smaller projects on the "Candidate Project Listing" for the western sub-region would not receive federal economic recovery funds. Instead the Texas Transportation Commission (TTC) would likely allocate State economic recovery funds to North Texas projects significant to the statewide transportation system. These State funds would be in addition to the $130 million the MPO is expected to receive.

Jeffrey Terry – Arlington (Fort Worth)

A. Southwest Parkway

Question: It has been proposed to build the interchange first. There are still discussions with the railroad company regarding the northern section of this road. What happens if there is no satisfactory solution with the railroad company and $300 million has been spent to build the interchange?

Summary of response by Michael Morris: Michael said he believed there will be a positive outcome to discussions with the railroad entities and expects that section of Southwest Parkway to be completed as planned. If agreements cannot be attained, all possible contingency plans were considered during the planning stage.

Ron Ramirez – Wier & Associates (Fort Worth)

A. Local Job Creation

Question: It seems all the focus is on construction of projects; is any consideration being given to the private companies that specialize in the planning and design of projects and directing some of the economic recovery funds to those employers?

Summary of response by Michael Morris: To be eligible, project design, engineering and environmental approval need to be 100 percent complete and reviewed by TxDOT, but there may be some flexibility. Funds will probably be allocated in a tiered approach. It is mandatory that 50 percent of projects must be let within 180 days, and construction companies need 90 days to prepare their estimates. What will probably happen is TxDOT will release those projects that are 100 percent ready, then go back and look at those projects 70 to 90 percent ready and proceed with releasing those projects, and then 40 to 60 percent; so on and so forth. As these projects get released into the workflow, there will be plenty of work for transportation engineers and planners.

The goal of the federal economic stimulus package is not to provide jobs for one sector. The strategy behind the comprehensive approach being outlined is to create long-term jobs for engineers, planners, construction workers, office support workers, health care workers, retailers, restaurateurs, on down the line. The challenge will be to choose the right combination of projects that will best achieve the desired result of long-term job growth for the region.

Chris Hooper – The Greater Irving - Las Colinas Chamber of Commerce, City of Irving (DeSoto)

A. Project Priorities - S.H. 183

Comment: The Greater Irving - Las Colinas Chamber of Commerce would like to thank NCTCOG for all they do for the region. We appreciate all your efforts and look forward to a continuing positive working relationship with NCTCOG.

The City of Irving will be proactive and remains committed to helping wherever it can to ensure completion of S.H. 183.

Summary of response by Michael Morris: Michael noted that he requested Jim Cline, City of Irving, review the project and contact Adam Beckom to see how much more can possibly be encompassed in the federal economic recovery package for S.H. 183. Michael encouraged Mr. Hooper to do the same.

B. Project Priorities – Irving Diamond Interchange

Comment: This is an important project for the metroplex and the City of Irving.

Response by Michael Morris: Thank you.

C. Project Priorities – Spur 348

Comment: We appreciate your forward vision for this corridor.

Response by Michael Morris: Thank you.

D. Project Priorities – Irving Boulevard

Comment: Irving Boulevard is a major reliever of traffic from S.H. 183. There are a number of development initiatives for this corridor and improvements to this road will provide better access to Loop 12 and the Trinity River connection.

Response by Michael Morris: Thank you.

Jacky Knox – Dallas County Utility and Reclamation District (DeSoto)

A. Comprehensive Plan

Question: Will taking the $130 million and partnering with the State generate more funding for NCTCOG projects?

Summary of response by Michael Morris: Yes. At this juncture, there are basically two ways to get transportation projects funded. The greatest assurances are for projects that will be funded by the federal economic recovery package. Spending $500 to $700 million to get started on the big projects will create the opening for projects lower on the priority list to move up and receive funding sooner. However, if there is a project of any scope that is believed to be ready and could possibly fit the requirements of the federal economic recovery package it is important to contact Adam Beckom and make NCTCOG aware of the project so it can be analyzed as a viable candidate.

B. Environmental Assessment Requirements

Question: So the Environmental Assessment (EA) is one major component that must be complete?

Summary of response by Michael Morris: Yes. Remember that 50 percent of projects must be implemented within 180 days. Environmental assessments can take any number of years so for projects to qualify for the federal economic recovery package clearance of the environmental assessment is crucial.

C. Project Priorities – S.H. 183

Comment: Of course, I am focused on the seven projects on the "Candidate Project Listing - Eastern Region" for the City of Irving. These projects, among others, all have regional implications because of the amount of traffic that travels through Irving daily. S.H. 183 is a very important project for the area.

Summary of response by Michael Morris: There is a small S.H. 183 project on the listing, but it still needs to be determined exactly how much of this project can be encompassed in the federal economic recovery package. This is a big project that has been on the books for a number of years, and it would be ideal to have more included in the federal economic recovery package, but the understanding is the project is not ready.

Michael noted he requested Jim Cline, City of Irving, review the project and contact Adam Beckom to see how much more can possibly be encompassed in the federal economic recovery package for S.H. 183. Michael encouraged that Mr. Knox do the same.

D. Project Priorities – DART Orange Line

Comment: This project is funded.

Response by Michael Morris: Projects that are funded cannot be considered for the federal economic recovery package. Everything through Phase 2 of that project is funded and Phase 3 is too far out time wise to be considered a viable candidate. Also, the focus right now is on roadway. Transit projects will be reviewed at a later date.

E. Project Priorities – Irving Diamond Interchange S.H. 114 and Loop 12

Comment: TxDOT has let a contract for a portion of the interchange that needs to be re-constructed for the DART Orange Line.

Response by Michael Morris: The RTC and TxDOT currently have an agreement for a project to lift up the roadway of Loop 12 so the DART Orange Line can travel under it. This project is fully funded; therefore, cannot be considered for inclusion in the federal economic recovery package.

The three interchanges north of the Dallas Cowboys stadium in Irving will need to be built at the same time because there are sophisticated elevation changes that need to be constructed. This project is still in the planning stages and not eligible for the federal economic recovery package.

It was recommended to the Irving City Council that the phrase “diamond interchange” be changed. A diamond interchange is a very specific interchange design and the name is misleading.

F. Project Priorities – SPUR 348 at Las Colinas

Comment: I believe this project is eligible for possible inclusion in the federal economic recovery package.

Summary of response by Michael Morris: Yes, it is on the list as an eligible candidate.

G. Project Priorities – BNSF Commuter Rail

Comment: This is a project Irving supports.

Summary of response by Michael Morris: That project is still in its initial phases and is not a viable candidate for the federal economy recovery package. Roadway is the focus right now, transit projects will be considered at a later date.

H. Project Priorities – Automated People Mover

Comment: A grant has been received from NCTCOG, and this project is ready for environmental assessment.

Summary of response by Michael Morris: The project is not ready to be included in the federal economic recovery package.

Clyde Melick – Director of Planning, City of Waxahachie (DeSoto)

A. Project Priorities – I.H. 35E and U.S. 77

Question: This corridor is very important for the economic development of Waxahachie and Ellis County and will enhance transportation and development for the entire region. The particular project to reconstruct and widen the freeway, an approximately ten-mile long section, travels through Waxahachie and is in terrible condition and in dire need of repair. There are a few projects for I.H. 35E on the “List of Candidates” relating to this corridor, and I am curious as to why these important projects are not included on the shorter “Projects for Discussion Purposes” list.

Summary of response by Michael Morris: The projects are not on the short list probably because the larger project, U.S. 287, was considered the priority. The RTC has spent a lot of money on U.S. 287 and the project is not finished. Adam Beckom will be happy to review these projects

B. Enhancements

Question: Are enhancements included in the economic recovery package?

Summary of response by Michael Morris: It is unknown. Although those projects may not seem a priority, it is anticipated that Congress may require a set aside for enhancements.

Barbara Leftwich – Ellis County (DeSoto)

A. Project Priorities – I.H. 35E and U.S. 77

Comment: I.H. 35E from U.S. 77 south of Waxahachie to U.S. 77 north of Waxahachie is a critical link for the region. The project was dropped out of the I.H. 35E improvements due to funding issues. The section is fully designed and environmentally cleared.

Response by Michael Morris: Adam Beckom will review the project.

B. Federal Rescissions

Question: How are federal rescissions going to affect these federal economic recovery funds?

Summary of response by Michael Morris: Michael said he did not know. The funding for the federal economic recovery package will be taken out of the general revenues not the Federal Trust Fund. The federal transportation bill expires in September 2009, and the Federal Trust Fund is still negative from last year. That is what makes this whole economic recovery package a little awkward, projects are being pushed forward with the federal economic recovery package, yet in November funded projects may be getting cut because there isn't enough money in the Federal Trust Fund. Congress has made assurances that will not happen.

C. Funding

Question: Is the $130 million the 45 percent that is allocated for the MPO's from TxDOT?

Summary of response from Michael Morris: Yes.

Rail

George DuPont – Vice Chairman Planning and Zoning Commission, Town of Prosper (Plano)

A. Commuter Rail

Comment: I am representing Mayor Charles Niswanger and the Town of Prosper. We would like to provide continued support for the efforts to bring commuter rail service to one of the fastest growing areas in the country, northern Collin and western Denton counties. The Town of Prosper encourages regional leaders to continue to include Prosper and northern Collin and western Denton counties in its projections and planning for a commuter rail station and other needed improvements. We thank the leaders gathered here this evening for their willingness to pursue the goals of this strategy and the Town of Prosper looks forward to working with you.

Summary of response by Michael Morris: Thank you.

Doug Hrbacek – A.W. Perry Neighborhood, Carrollton (Plano)

A. Rail North Texas

Comment: Please give an update on Rail North Texas.

Summary of response by Michael Morris: Legislative efforts continue to move forward with the Rail North Texas initiative. The legislation is entitled Texas Local Option Transportation Act (TLOT). If the legislation is approved, counties can hold local-option elections for the citizens to decide if they want to help fund 250-miles of expanded passenger rail and roadway improvements in the North Central Texas region.

On February 10, 2009, Senator Carona will introduce Senate Bill 855 to the Legislative Delegation to initiate the TLOT. The following Monday, February 16, 2009 Senator Carona will be in this region and will hold a press conference to expand on the details of the legislation. Representative Truitt will be introducing it as House Bill 9.

This is the third attempt to have legislation approved to address North Central Texas regional transportation funding concerns, and this is probably the last chance to have this particular piece of legislation passed. If the legislators do not approve the bill, the rail projects will need to be taken out of the MTP because projects in the MTP must be financially constrained.

Norman S. Hoyt – Fort Worth (Fort Worth)

A. High-Speed Rail

Comment: I would like to see a high-speed, non-stop train that travels between downtown Fort Worth and downtown Dallas. This would alleviate congestion, help attain air quality goals, and have positive economic impacts for each city.

Summary of response by Michael Morris: Although not high-speed rail, the map in the presentation, Transit Amendments Under Evaluation, illustrates two rail lines between the cities of Dallas and Fort Worth. Currently, the Trinity Railway Express (TRE) takes 60 minutes and the proposed Union Pacific Line would take 50 minutes – in this instance each of these would be too slow to be categorized as high-speed.

There is a trade off between train speed and the cost-effectiveness of ridership. Both Dallas and Fort Worth are major attraction cities; and although it may be possible some day, it has never been shown that there is enough ridership demand to support a high-speed train with only two stops, one in each city. In order to be cost-effective there must be stations in between, thereby decreasing train speed.

Plans for the region and the state contain high-speed rail proposals; it is just not feasible in this particular corridor. Other technologies continue to be explored for this corridor. Ridership continues to increase and as the region continues to grow in population it may someday be possible to support a high-speed rail line.

Citizen - (Fort Worth)

A. Rail North Texas - Southeast Rail Line

Comment: The end point of the Southeast Rail Line has two different locations on two different maps. It is preferred this rail line travel to I.H. 635.

Summary of response by Michael Morris: That is more than likely a simple error, Michael Burbank will review the maps and plans for the Southeast Rail Line. There is no intention, as of today, to shorten any of the proposed rail lines in the plans.

Jeffrey Terry – Arlington (Fort Worth)

A. Regional Rail Bypass

Question: It appears all the proposed outer loop rail lines will be built on existing freight rail lines. Does this mean the regional rail bypass must be built before passenger rail can be advanced?

Summary of response by Michael Morris: No. There are some passenger rail lines that have little or nothing to do with the regional rail bypass lines. There are some passenger lines that will involve partnerships with the rail roads and NCTCOG is in constant discussions with all partners to address these issues.

B. Light Rail

Comment/Question: DART has a great light rail system; however, when the light rail service first began, there were a few unfortunate instances between vehicles and trains at the at-grade intersections. Also, when new rail lines are under construction it is a mess. More importantly, if I have paid to have a road built I do not want to turn around and not only tear it up, but then lose capacity for vehicle travel on the road. Are alternatives to at-grade light rail lines considered?

Summary of response by Michael Morris: One of the benefits of light rail is it creates opportunity for walkable communities. It is the communities' decision if they want land use changes for this purpose. In the western area of the region there will be less reliance on light rail and more use of alternatives like trolley services, and this will solve some of the issues you raised.

The current rail plan proposes building the new rail lines on existing track. This equates to more efficiency and cost effectiveness.

Beth Bowman – Executive Vice President, Greater Irving - Las Colinas Chamber of Commerce (DeSoto)

A. Project Priorities – DART Orange Line and BNSF Rail Line

Comment: The Greater Irving - Las Colinas Chamber of Commerce appreciates the NCTCOG vision and commitment to transportation solutions for the North Central Texas region. We welcome NCTCOG's commitment to Irving and their assistance with planning the best solutions for transportation concerns around the Dallas-Fort Worth International Airport, the proactive approach to completing the DART Orange Line, and the vision for the BNSF Commuter Rail Line. These projects, along with a number of others, will ensure that the Irving - Las Colinas community remains competitive, creates more business opportunities and opens avenues for sustainable job growth in the region.

Response by Michael Morris: Thank you.

Other

Barbara Weigel – Project Manager DART (Plano)

A. Congestion Mitigation and Air Quality Funds (CMAQ)

Question: There are $52 million in CMAQ funds that have not been released to DART; do you know when these funds will be available?

Summary of response by Michael Morris: NCTCOG is meeting with TxDOT on Wednesday February 11, 2009 to discuss a schedule for getting these funds to DART to enable DART to meet their commitments.

Bobby Waddle – Mayor, City of DeSoto (DeSoto)

A. Comment: Thank you for coming to DeSoto and providing this forum. It is important for the region to work together to get these projects moving forward.

Response by Michael Morris: Thank you.

WRITTEN COMMENTS RECEIVED AT MEETINGS

Name and Title	Agency, City Represented (meeting location in parentheses)	Topics addressed	Comments
Eduardo Ugarte	Stantec Consulting (Plano)	Comprehensive Approach to Economic Recovery Package	Attachment 1
Robert Martinez	Irving Convention & Visitors Bureau (Plano)	Voice Support of Irving	Attachment 2
Harriet Irby	Metroplex Democratic Club (Fort Worth)	Economic Recovery Package Benefits of Mass Transit	Attachment 3
Lee Hamilton	Educators of Liberty (Fort Worth)	Toll roads and double taxation	Attachment 4
William McDonald	City Manager, Balch Springs (Fort Worth)	Corridor Fact Rail North Texas	Attachment 5
Chris Wallace	Greater Irving-Las Colinas Chamber of Commerce (Fort Worth)	DART Orange Line BNSF Line	Attachment 6
Beth Bowman	Exec. Vice President Greater Irving – Las Colinas Chamber of Commerce	DART Orange Line BNSF Line DFW	Attachment 7
Ray Clark	Commissioner, Kaufman County (DeSoto)	U.S. 80 Project Priorities	Attachment 8
George Dupont	Planning and Zoning Town of Prosper (Plano)	Rail	Attachment 9

North Central Texas Council of Governments

PUBLIC MEETING COMMENT SHEET

Monday, February 9, 2009
6:30 p.m.
Christopher A. Parr Library
6200 Windhaven Parkway
Plano, TX 75093

Instructions:
1. Please mark the box indicating whether you would like to make an oral comment, a written comment, or both oral and written comments.
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☑ **I wish to submit a written comment at the public meeting**
☐ **I wish to make both oral and written comments at the public meeting**

Name EDUARDO UGARTE

Organization STANTEC CONSULTING

Please provide written comments below:

COMMENTS WITH REGARDS TO THE 3 QUESTIONS MADE BY MR. MICHAEL MORRIS

1. YES, WE SHOULD BE THIS COMPREHENSIVE

2. SHOULD WORK WITH IMPROVEMENT PROJECTS

3. PARTNER WITH STATE TO GET MORE DOLLARS.

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Name Robert Martinez
Organization Irving Convention & Visitors Bureau B.O.D.

Please provide written comments below:

Irving has been a long term leader of regional transportation solutions and its citizens remain supportive of solutions that make sense from efficiency and environmental perspectives.

As a gateway city, Irving's role in regional transportation will and should remain strong and involved. That gateway to DFW Airport places Irving at an important crossroads that will make it a key factor in both near and long term mass transit solutions. How Irving's long standing support is rewarded or not will be instructive to communities in and around north Texas.

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Name Harriet Irby
Organization Metroplex Democratic Club (Arlington)

Please provide written comments below:

The federal stimulus package could be used to provide badly needed jobs for mass transit projects. These projects (lowering the cost of transport) could provide the basis for more centralized + productive population centers.
Benefits of mass transit must include:
1. Improvement of air quality
2. Cheaper per mile cost to user than auto transport (fares + taxes included)
3. Stations planned to be multi-modal and surrounding areas zoned for multiple land use
4. Mass transit networks should be ~~are~~ subject to regional design so that users can efficiently

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North Central Texas Council of Governments

Harriet Irby
Ph 817-265-4355
thirby@hotmail.co

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Name ______________________

Organization ______________________

Please provide written comments below:

make both short and long trips
5. Mass transit systems should be planned around Multi-modal designs: this for environmental, security and the requirements of various segments of the population.
6. The problem of peak oil will be common public knowlege within a decade or so. Governments MUST begin education initiatives to get people out of their cars - before the internal combustion engine/rubber tire/oil/concrete system collapses.
7. Car-free/bus free areas: Bicycle lanes + redesign can serve to improve air quality/public health + the appeal of certain types of business areas.

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8, GET This DONE: Its 25 years over due

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Name Lee Hamilton

Organization Educators of Liberty

Please provide written comments below:

Tollroads are a double tax when we already have a gas tax. This tollroads will also go on indefinatly and will not end after the road is payed for. There will be no compete zones which will destroy the local economy. The tollroad will cause more congestion because who would pay the toll unless there was congestion.
The contract is giveing away our soverin soil to foriegn country's. The money from this tollroads will help build a Cho-Chod train. This train will have to be heavyly subsidied as all railways are.
These things are a bad Idea.
Bad Policy breeds more Bad Policy.

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government Projects. The government creating jobs is a misdemeanor. A government job takes money from the tax payers to pay for the new jobs. This will lower everyone wealth across the board.

Attachment 5

North Central Texas Council of Governments

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Name William McDonald, City Manager, 972-913-3009
Organization City of Balch Springs, Texas

Please provide written comments below:

- 2009-2030 - Corridor Fact Sheet omits NCTCOG funding of I20 Ramps at Kleberg which is on target for TXDOT Bid Letting in Fall 2009. Haymarket/I20 Frontage Roads Listed but the NCTCOG funded project is in Balch Springs east of I635. Is there a reason the I20 Ramps at Kleberg was omitted.

- Original North Texas Rail Plan had the Rail line going southeast along SH175 to I20 at I635. The revised 2030 plan stops at Elam/Buckner. The rail line should go along SH 175 to I20 where a major medical corridor/retail center is planned.

- Pioneer Road From Beltline thru Mesquite is on Dallas County MCIP & could use funding in Balch Springs in Balch Springs $500,000.

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☑ **I wish to submit a written comment at the public meeting**
☐ **I wish to make both oral and written comments at the public meeting**

Name CHRIS WALLACE

Organization Greater Irving-Las Colinas Chamber of Commerce

Please provide written comments below:

→ We must complete DART's Orange Line that will connect Downtown DALLAS to DFW International Airport. We (the Chamber) appreciate COG's commitment to assist Irving in looking at ROW issues on airport property and to determine the best solution to enter the terminals to ensure maximum ridership. Finalization and plan for Irving 3 completion is vital.

→ Let's keep the momentum building on Advancing the BNSF Commuter Rail connecting thousands of employees from Frisco to Las Colinas and South Irving (TRE).

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North Central Texas Council of Governments

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6:30 p.m.
DeSoto Civic Center
Bluebonnet Room #3
DeSoto, TX 75115

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Name Beth Bowman, Executive Vice President
Organization Greater Irving-Las Colinas Chamber of Commerce

Please provide written comments below:

*We must complete DART's Orange Line that will connect Downtown Dallas to DFW International Airport

*We appreciate COG's commitment to assist Irving in looking at ROW issues as it relates to airport property and to determine the best solution to enter the terminals to ensure maximum ridership.

*BNSF Commuter Rail - thanks to COG we are advancing this important rail line to connect thousands of employees from Frisco to LC and South Irving (to the TRE) and to neighboring Cities along the corridor - providing economic development opportunities to existing properties and future developments.

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☐ **I wish to make both oral and written comments at the public meeting**

Name Ray Clark

Organization Kaufman County

Please provide written comments below:

Kaufman County projects i.e. 80@548 improvements, new interchange @ US 80 in Forney are desperately needed for mobility and economic advancement for the region

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Name GEORGE DUPONT

Organization TOWN OF PROSPER

Please provide written comments below:

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#1

Good evening, my name is Charles Niswanger and I serve as Mayor for the Town of Prosper. With me tonight is George Dupont, a resident of the community and a Vice Chairman of the Town's Planning and Zoning Commission.

We are here to provide support for your efforts in bringing commuter rail service to one of the fastest growing areas in the Country, northern Collin and western Denton Counties which includes Prosper Texas.

On June 24, 2008 the Town of Prosper Town Council approved Resolution 08-054 supporting the creation of commuter rail service between Carrollton, Farmers Branch, Frisco, Irving, Plano, and Prosper.

The Town of Prosper is strategically located at the intersections of US Hwy 380, Preston Road and the Dallas North Tollway. The Town itself while having a population of 6,700 today, will grow to more than 80,000 residents by the year 2034, a short 25 years from now. Having a vision to see what can be and the fortitude to take actions today to accomplish the vision of creating commuter rail are characteristics that the Town of Prosper supports. We thank the leaders gathered here today for their willingness to pursue the goals of this strategy.

The Town of Prosper encourages the group to include Prosper, northern Collin and western Denton Counties in its projections and planning for a commuter rail station and other needed improvements to keep the area accessible. Historically Prosper's economy was built around the bounty produced by its fertile soils, serving as a hub for the agricultural industry. Today, the same attribute that attracted people to do business from throughout the region in Prosper, its convenient location to the marketplace, will best serve future generations by providing easy access to the major hubs of employment throughout North Texas through the use of commuter rail and other innovative solutions. The northern Collin and western Denton County region should be a vital part in the commuter rail discussion and in the Mobility 2030 plan.

Again, we appreciate your time and effort and look forward to working with you in bringing this vision to reality.

PUBLIC - PRIVATE

NE & NW CORNER 380 & DNT - { MICHAEL BEATTY / MOORELAND DEVELOPMENT

4 CORNER PRESTON RD & 380 - LONE STAR DEVELOPMENT - JERRY JONES

Additional Public Comments

Name	Topics addressed
Timothy Foster	Economic Recovery Project Recommendations
Jim Driscoll, City of Irving	Economic Recovery Process and Project Recommendations
Jonathan Smith	Rail Funding
Mike Sims, City of Terrell	Economic Recovery Projects in the City of Terrell
Commissioner Ray Clark, Kaufman County	Economic Recovery Candidate Project: US Hwy 80 New Interchange in Forney
Joe Downey	Public Transportation
Virginia M. Revis	Central Expressway Congestion
Resident	Economic Recovery Funds; I.H. 35E Ramps in Denton City Limits
City of Forney	Economic Recovery Candidate Project: US Hwy 80 New Interchange at Forney / Forney Bridge Project Information

Economic Recovery Recommendations

Comment submitted electronically January 27, 2009

Timothy Foster
Regional Projects Proposed to Receive Federal Economic Recovery Funds Highway 190 is scheduled to come through Garland, Sachse, and Rowlett. I recommend you add the widing and resurfacing of Merritt Road, Pleasant Valley Road, Vinson Road, Liberty Grove Road, Troy Road, FM 544 Stone Road, and Hickcox Road. Tie Hickcox into Vinson Road and Centerville Road into Pleasant Valley Road. These projects will generate jobs and provide future intrastructure. Also, a larger Northside sewage lift station is needed in Rowlett on Liberty Grove Road. Add sewage lines to Stonewall Road, Vinson Road, and Elm Grove Road in north Rowlett.

Economic Recovery Process and Project Recommendations

Comment submitted electronically February 11, 2009

Jim Driscoll, City of Irving
Economic Recovery. Suggest a request package significantly beyond the proposed 130m. Dallas District Potential Projects include a grade separation project at Spur 348/Las Colinas Blvd--very important to Irving since Convention Center is under construction adjacent to the location. Also, included is a SH 183 FR and sound wall project east of Story which is a significant project to protect residential adjacency. Suggest including a similar project along SH 183 for the west bound FR east of O'Connor. If these two projects are accomplished all residential adjacency along SH 183 in Irving will be protected with sound walls. Thank you.

Rail Funding

Comment submitted electronically February 16, 2009

Jonathan Smith
It's all over the news today about the "12 county" rail district plan... but in all of the maps, I only see 7 counties, and rail only going into 6. Does the NCTCOG honestly expect people in those counties to be taxed for rail if they cannot take advantage of it?

http://www.nctcog.org/trans/transit/planning/rnt/maps.asp

So, what are the 12 counties and why aren't the others on the maps?

Response from Chad Edwards, Program Manager, NCTCOG Transportation Department
You are correct that the rail plan only provides service to 6 of the 12 counties here in North Texas. The Texas Local Option Transportation Act (TLOT) has now replaced Rail North Texas (RNT) in the State Legislature. TLOT would raise funds for rail lines where indicated, very similar to what is outlined in RNT, and roadway funds for counties where rail is not now feasible. We understand that counties that currently don't have rail won't want to pay for rail. This is where the roadway funding option is utilized. Thanks for your comments.

Comment submitted electronically February 19, 2009

Jonathan Smith
Expect a lot of push-back from Rockwll and Hunt Counties... and conversely, wailing that they're not part of the plan.

Afterall, Quinlan, is closer to Downtown Dallas than McKinney, but unlike people in McKinney who can simply drive to Plano for work, folks in Quinlan have to drive all over the Metroplex for jobs.

Economic Recovery Projects in the City of Terrell

Comment submitted electronically February 19, 2009

Mike Sims, Assistant City Manager, City of Terrell
I'd like to highlight some important transportation projects in Terrell that are connected to job creation but it is unclear to me what we might be eligible for.

In terms of "ready", we have:

S.H. 34 Bridge over U.S. 80	$ 10,000,000
S.H. 205/F.M. 148 Intersection with U.S. 80	$ 2,000,000
Spur 557 and Interstate 20 Interchange Frontage Roads	$12,000,000
F.M. 148 intersections with Spur 557 and Interstate 20	$ 7,000,000
S.H. 34 reconstruction	$500,000
U.S. 80 safety improvements	$500,000

Right now, this file lists two Terrell projects

http://www.nctcog.org/trans/committees/rtc/Ref.Itm_7.2.hndt.rtc021209.pdf

One of these is, I think, is actually in Forney (the $10 million). The other (the $6.3 million) I believe should be identified as Colquitt Road.

We'd like to request funds for our $32 million in transportation needs, all of which fit your 5 point stimulus plan criteria. Please take this request under consideration and let me know how I could be helpful in moving something forward.

Economic Recovery Candidate Project: US Hwy 80 New Interchange in Forney

Comment submitted electronically February 20, 2009

Ray Clark, County Commissioner, Kaufman County
I am very pleased to see the short list of Economic Recovery Projects put forth through the North Central Council of Governments, specifically the $18 million for the US 80 New Interchange Project in Forney. This is an exciting opportunity to bridge two large developable properties in Forney that will create thousands of direct and indirect jobs from project design and construction to service, retail and restaurant jobs. In future project phases, office and hotel job will also be created. Additionally, mobility will improve by creating a critical connection of properties north and south of Highway 80 that will span the railroad. This project would be a wonderful opportunity for Kaufman County to have an important role in stimulating the economy in the immediate area, but also for the East Texas region as well through job creation and improved mobility for sustainable economic growth.

I strongly support this project and hope that the North Texas Council of Governments considers this project as a candidate for economic stimulus funds.

Public Transportation

Comment submitted electronically February 6, 2009

Joe Downey
I will be unable to make your meeting, but I would like to express an idea. I am orginally from Boston, which has a world class transportation system. Dallas, should also have one. I am not a fan of Public transit based on buses. The fastest bus is tied to the slowest traffic. In my travels I found the best example of urban centric model is Munich Germany where the transit has a ring round the city and spokes from the center. It might most more but Metro DFW could do the same. Have transits in tunnels under existing Highways, seems that the Austin stone Limestone is everywhere around here, dunage could be sold as a building materials or fill for other projects.

To entice Public Transit the NCTCOG might suggest that tax exemption for office project be tied to monthly passes, higher percentage of passes higher tax exeption and van pooling. We as a nation have bitten the bullet when it comes to energy it might be cheap now, but that could change in a heart beat .

Central Expressway Congestion

Comment submitted electronically February 26, 2009

Virginia M. Revis
Dear Mr. Burbank, I am hoping in the most sincere way that you will be able to help me convince someone (anyone - everyone) in power that we need Bee Line Lanes along Central Expressway (and perhaps other areas)...of the Metroplex. Please, please, please...*in all humbleness, I beg you*.

I have been driving from Allen or Plano since it was two lanes (with stop light on ramps) and have suffered through all of the construction...I started out thinking...in ten years it will all be worth it...then just another five years...then just another couple years...then oh dear god, when will this be over!!

They made made more lanes and those lanes filled up with cars. Cars with drivers in them...drivers from all over the nation, drivers who don't know how to merge or drive in the

slightest bit of rain, or leave the appropriate amount of space to drive effectively and safely - non commuters - non commuters who flood out the freeway and clog it's vital veins of passageway frustrating those of us who have traveled it for 20+ years. I'm tired of doing it, and yet I must.

Did you know if you leave at 6:30 in the morning - the lanes are just as crowded, but the people fly...because they, they are the seasoned commuters...I suspect they are likely management level individuals or that kind...all working as one (they probably have another half at home helping out with certain things too though (I just can't do it). What a difference though, rain doesn't stop that crowd...are you kidding! When I leave - someone pulled over to use the cell phone is reason for a 20 minute delay! *Ridiculous*.

The express bus was such a blessing. No stops, lights on or off - your wish. No swaying back and forth like the rail...no unschooled breaking from a careless operator throwing your body back and forth every 10 minutes as you reach the next stop, causing you to lose place in your book or to accidentally "touch" the person next to you (sometimes that's icky). Or when it's so crowed at 5-5:30 that someone's rear end is in your face nearly all the way home because they have had to stand...No scary people at the next stop if you've boarded after a long, late days' work at the office. I don't like the train - or, rather I don't the the stops the train makes and I don't like the variations of people who ride the train, and I don't like the congestion and the parking at the train.

So you made us an HOV lane. Nice, if you actually get to work the same schedule as any other person on the face of the planet, a person who you can actually tolerate every day, day in and day out, hoping they listen to the same music, wish to discuss the same topics, that they don't smell too bad too often, or wear over powering perfume, hope they are a happy person and not a glass half empty, crappy grumbler kind of person who zaps the last of the days' energy (someone - we are assuming - that you don't *love*). I would PAY to be in the HOV lane.

Sometimes, I jump over to the toll road (only at Walnut - it's the shortest distance with least congestion - and only one school zone) when Central has issues closer to downtown and the Toll road often resembles the AUTOBAHN in comparison...why? I can only ascertain that is a result of the fewer on and off ramps. So....a solution

BEE LINE LANES! Please, purty please...at least one in addition to the HOV lane? (Be Express Entry/Exit) Line - if it's free) - (Budgeted Express Entry/Exit - if it's not free). Once you get on, you don't get off until you get downtown !!

You could put up those concrete walls and when people get on, there could be signs for everyone to slow to a certain speed and leave a certain distance...maybe...with on ramps in Allen, South Plano and just below LBJ)? Or just Plano. I just want in one. Please, please, purty please, I can't take it anymore Mr. Burbank help me.

Was that plea heartfelt or what? I'm serious, please....is there anything you can do, can you tell me what to do if you can't do anything? If this isn't the place to go and I've just expressed my best plea, who else should know of this plight?

Economic Recovery Funds; I.H. 35E Ramps in Denton City Limits

Comment submitted electronically March 3, 2009

Since highway construction projects that utilize stimulus funds need to be located on routes functionally classified as urban collectors, rural major collectors or higher, does this mean it will be possible to rebuild entrance and exit ramps to 35E? Within the city limits of Denton, Texas are some of the most poorly designed and dangerous entrance and exit ramps in Texas. They are far too short and located too close to streets they service (ex. loop 288). With the greatly increased volume in traffic predicted for this area are their plans to widen 35E

through the city which at the same time could encompass rebuilding entarance and exit to the highway?

Response from Adam Beckom, Transportation Planner, NCTCOG Transportation Department
Yes, the IH-35 E entrance and exit ramps would be viable projects to receive recovery funding. How ever, these projects would have to have been ready to go to construction immediately. At this time I'm not sure of the long range plans for the IH 35 E corridor. I will forward that portion of your questions along to the appropriate COG staff member.

If you have any other questions related to the economic recovery projects or transportation project funding, please let me know.

Response from Mitzi Ward, Senior Transportation Planner, NCTCOG Transportation Department
The region does have long term plans to reconstruct and widen IH 35, IH 35E, and IH 35W. Improvements for IH 35E are scheduled to be complete by the year 2020. The improvements on IH 35 and IH35W have a later expected completion date of 2027. These roads are not as far along in the planning process. For more information on the projects in the long range plan you may visit http://www.nctcog.org/trans/mtp/2030/2009Amendment.asp.

Response from Christie Jestis, Program Manager, NCTCOG Transportation Department
I would also add that the IH 35E project from roughly the President George Bush Turnpike to the City of Denton is funded with regional toll revenue dollars. We anticipate construction being complete by 2020, but it will begin much earlier (possibly as soon as 2011). This construction will improve the entrance and exit ramps through Denton County, along with a full reconstruction of the corridor. Unfortunately, funding is not yet available for IH 35W improvements. Please let us know if you have any further questions or concerns.

INFORMATION SUBMITTED IN PROJECT BINDER
February 20, 2009

Economic Recovery Candidate Project: US Hwy 80 New Interchange at Forney
Forney Parkway Bridge Project Information

Cover Letter (included in this comment summary)

Background (included in this comment summary)

Job Analysis (available in binder at NCTCOG)

Letters of Support (included in this comment summary)

Retail Letters of Intent Requiring Interchange (available in binder at NCTCOG)

Mobility Improvements (available in binder at NCTCOG)

Traffic Impact Analysis (available in binder at NCTCOG)

City of Forney Thoroughfare Plan (available in binder at NCTCOG)

Partnership Pool Revenue & Financial Summary (available in binder at NCTCOG)

Out-Year Financial Leveraging Details (available in binder at NCTCOG)

Tax-Revenue Impact (available in binder at NCTCOG)

Transportation Reinvestment Zone Details (available in binder at NCTCOG)

CITY OF
FORNEY
TEXAS

February 20, 2009

Regional Transportation Council
North Central Texas Council of Governments
616 Six Flags Drive
P.O. Box 5888
Arlington, Texas 76005-5888

Members of the Regional Transportation Council:

The City of Forney is pleased to submit the Forney Parkway Bridge Project for consideration for funding under the Federal Economic Recovery Program. This submission package has been created to outline this projects relevancy to the "Regional Objectives" outlined in the public hearings. Specifically, this package explores the following:

- Job Creation
- Indirect Job Additions
- Mobility Improvements (Productivity Jobs)
- Partnership Pool Revenue
- Out-year Financial Leveraging
- Sustained Job Growth

It is my firm belief that the Forney Parkway Bridge Project will provide immediate economic stimulus to the eastern region of the Metroplex. The project is ready to start and offer hundreds of urgently needed jobs quickly, and it will continue to produce thousands of jobs for the region over the next decade.

If you should have any further questions regarding any details of this project, please feel free to contact our City Manager, Brian Brooks, at (972) 809-9592. Thank you for your consideration and efforts.

Sincerely,

Darrell Grooms
Mayor
City of Forney

101 E. Main ✧ P.O. Box 826 ✧ Forney, Texas 75126
972-552-2291 ✧ 972-564-3148 * Fax: 469-689-0909

Background/Overview

Over the past ten years, the City of Forney has seen tremendous growth within its corporate boundaries and its service area. In 2007, the Forney trade area exceeded 170,000 people with an estimated $80,000 in average household income.[1] Despite this rapid growth, the area is deficient in retail and commercial opportunities.

In early 2007, the City of Forney was approached by two large tract landowners located on the eastern side of Forney to look at joint development of a new interchange across US Hwy 80. To accomplish their goal, the owners asked for a partnership with the City of Forney to construct a new bridge and spine road connecting the properties.

The vision is to create two large mixed use, regional developments. Both would include significant retail and office space, high density residential, single family residential, open spaces and civic/municipal uses. The northern tract, known as the Villages of Meadow Ridge Farms, included 800 acres. Irish Ridge to the south includes over 900 acres. The combined developable land exceeds 1,700 acres.

The City stepped out first and contracted for the design and engineering of the interchange. The developers agreed to the design and engineering of the spine roads and infrastructure related to their respective properties. Initially, the project was to be funded one hundred percent by private development dollars to be reimbursed by the City via a tax increment reinvestment zone and sales tax reimbursements.

The challenge to this bridge is the need to span not only US Hwy 80 but the major Union Pacific Rail line as well. Currently, there are no graded crossings in the City of Forney. An additional challenge is the need to bring the bridge/service road intersections up to accommodate the elevation requirements. According to the traffic impact analysis[2], the bridge would need to be a minimum of six lanes across with Texas u-turns on both sides. The initial cost estimate was $18 million, excluding the design worked paid upfront by the City.

Both owners began to aggressively market their properties to large scale developers. The Villages at Meadowridge Farms began working with Endeavor Real Estate Group on a 1.5 million square foot retail development. Planned to build in three separate phases, the first phase will include a 700,000 square foot power center with three or four major anchor tenants. Later phases include a life-style center with an entertainment corridor. Please refer to concept plans provided at the end of this section for more information.

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[1] 2007 Claritas, Inc.

[2] "US 80 Overpass: Traffic Impact Analysis", LJA Engineering and Surveying, Inc., September 2008

Background/Overview (cont.)

Irish Ridge followed a similar approach and looked first at developing a retail component. They have partnered with Direct Development for this part of their project. One difference in the concept was the desire to develop their tract as a transit oriented development. Since the UP line sits on the northern edge of their property, we explored possibilities of creating a regional passenger rail station. While this vision is longer term, it incorporates elements of sustainability important to both the City and the region. The owners are also looking at high density residential and age restricted living.

Despite the vision and efforts to date, the collapse of the financial market has created a delay in the progress of these projects. The City and developers see this as strictly a delay and not a rejection of the viability of the vision. As a result, the City has continued to move forward on the completion of the design and engineering. TxDOT has completed review of the 30% design, and the City anticipates completion of the total design within one month. We have established a TIRZ on the properties as a reimbursement funding stream. The City has also established the state's first Transportation Reinvestment Zone (TRZ) to assist in funding this project plus additional transportation projects along the Hwy 80 corridor. Our philosophy is that once the markets unfreeze, we will be ready to move quickly.

Now that the Federal Economic Recovery Program has passed, the City of Forney sees an opportunity to jump start this project by funding the most critical element of this project – the Forney Parkway Bridge. The $18 million requested will allow both sides to use already secured capital to develop their individual properties thus creating significant job growth and economic stimulus to the entire region.

The City has already made significant progress on this project. One of the most important criteria for eligibility is that a project must be started within one hundred an eighty days. We are confident that this project meets this criterion, and we are ready to implement construction and expend funds immediately.

CITY OF
FORNEY
TEXAS
ECONOMIC DEVELOPMENT
CORPORATION

February 19, 2009

North Central Texas Council of Governments Executive Board
and
Michael Morris, P.E.
Director of Transportation

North Central Texas Council of Governments
616 Six Flags Drive
P.O. Box 5888
Arlington, Texas 76005-5888

Members of the NCTCOG Board and Mr. Morris:

The Forney Economic Development Corporation would like to express our support and endorsement of the Forney US 80 New Interchange Project as a part of the North Central Texas Council of Government's Economic Recovery Projects list.

Forney continues to be one of the fastest growing communities in the DFW metropolitan area. In addition to our internal growth, the City is surrounded by residential municipal utility districts that result in a 15 minute drive time population of over 170,000 people; a largely commuter population entirely dependent on the area's transportation access for employment, goods and services.

The inclusion and approval of $18 million towards the proposed US 80 Interchange Project will immediately create hundreds of new construction jobs, facilitate the development of a 1500 acre master planned development and open access between three major arterials that serve the City. More importantly, the investment in the interchange will result in the creation of thousands of new permanent jobs; jobs vital to our community and to the region.

We would like to thank the members of the NCTCOG and your staff for your support in our endeavor to bring this vision and project to fruition.

Sincerely,

William Cates
President
Forney Economic Development Corporation

212 Bois d'Arc P.O. Box 2490 Forney, Texas 75126 972.564.5808 Fax 1.972.552.3851 www.forneytexasedc.org

The Senate of The State of Texas

CAPITOL OFFICE:
P.O. Box 12068
Austin, Texas 78711
(512) 463-0102
Fax: (512) 463-7202
Dial 711 For Relay Calls

ROBERT F. DEUELL, M.D.
TEXAS SENATE DISTRICT 2

DISTRICT OFFICES:
18601 LBJ Freeway, Suite 400
Mesquite, Texas 75150
(972) 279-1800
Fax: (972) 279-1065

2900 Stonewall St., Suite 805
Greenville, Texas 75401
(903) 450-9797
Fax: (903) 450-9796

February 18, 2009

North Central Texas Council of Governments Executive Board
and
Michael Morris, P.E.
Director of Transportation

North Central Texas Council of Governments
616 Six Flags Drive
P.O. Box 5888
Arlington, Texas 76005-5888

Dear NCTCOG Board and Mr. Morris:

I am very pleased to see the short list of Economic Recovery Projects put forth through the North Central Council of Governments, specifically the $18 million for the US 80 New Interchange Project in Forney. This is an exciting opportunity to bridge two large developable properties in Forney that will create thousands of direct and indirect jobs from project design and construction to service, retail and restaurant jobs. In future project phases, office and hotel job will also be created. Additionally, mobility will improve by creating a critical connection of properties north and south of Highway 80 that will span the railroad. This project would be a wonderful opportunity for Kaufman County to have an important role in stimulating the economy in the immediate area, but also for the East Texas region as well through job creation and improved mobility for sustainable economic growth.

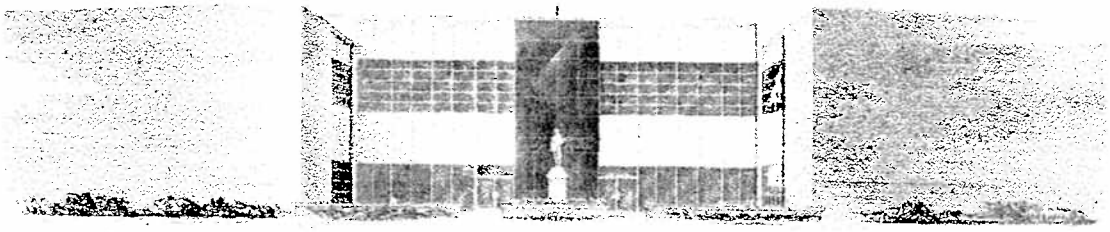
I strongly support this project and hope that the North Texas Council of Governments considers this project as a candidate for economic stimulus funds.

Sincerely,

Bob Deuell

Robert F. Deuell, M.D.
Texas Senate, District Two

VICE-CHAIRMAN: COMMITTEE ON HEALTH AND HUMAN SERVICES • STATE AFFAIRS
MEMBER: FINANCE • NATURAL RESOURCES • ECONOMIC DEVELOPMENT



KAUFMAN COUNTY

KAUFMAN, TEXAS 75142

February 18, 2009

North Central Texas Council of Governments Executive Board
and
Michael Morris, P.E.
Director of Transportation

North Central Texas Council of Governments
616 Six Flags Drive
P.O. Box 5888
Arlington, Texas 76005-5888

Dear NCTCOG Board and Mr. Morris:

I am very pleased to see the short list of Economic Recovery Projects put forth through the North Central Council of Governments, specifically the $18 million for the US 80 New Interchange Project in Forney. This is an exciting opportunity to bridge two large developable properties in Forney that will create thousands of direct and indirect jobs from project design and construction to service, retail and restaurant jobs. In future project phases, office and hotel job will also be created. Additionally, mobility will improve by creating a critical connection of properties north and south of Highway 80 that will span the railroad. This project would be a wonderful opportunity for Kaufman County to have an important role in stimulating the economy in the immediate area, but also for the East Texas region as well through job creation and improved mobility for sustainable economic growth.

I strongly support this project and hope that the North Texas Council of Governments considers this project as a candidate for economic stimulus funds.

Sincerely,

P.O. BOX 2910
AUSTIN, TX 78768-2910
(512) 463-0458
FAX: (512) 463-2040
betty.brown@house.state.tx.us

BETTY BROWN
STATE REPRESENTATIVE
DISTRICT 4

108 S. PINKERTON, STE. 105
ATHENS, TX 75751
(903) 675-9500
FAX: (903) 677-6773
TOLL FREE: 1-877-946-7700

February 19, 2009

North Central Texas Council of Governments Executive Board
616 Six Flags Drive
P.O. Box 5888
Arlington, Texas 76005-5888

Dear Board Members:

I am very pleased to see the short list of Economic Recovery Projects put forth through the North Central Council of Governments, specifically the $18 million for the US 80 New Interchange Project in Forney. This is an exciting opportunity to bridge two large developable properties in Forney that will create thousands of direct and indirect jobs from project design and construction to service, retail and restaurant jobs. In future project phases, office and hotel jobs will also be created.

Additionally, mobility will improve by creating a critical connection of properties north and south of Highway 80 that will span the railroad. This project would be a wonderful opportunity for Kaufman County to have an important role in stimulating the economy in the immediate area, but also for the East Texas region to create jobs and improve mobility for sustainable economic growth.

I strongly support this project and hope that the North Texas Council of Governments considers this project as a candidate for economic stimulus funds.

In addition, I would like to take this opportunity to highlight some important transportation projects in Terrell that I would like to see funding for in the immediate future. The following projects are ready to move forward and not only would they provide quick job availability for construction but they are important projects for retail and commercial job creation.

S.H. 34 Bridge over U.S. 80	$ 10,000,000
S.H. 205/F.M. 148 Intersection with U.S. 80	$ 2,000,000
Spur 557 and Interstate 20 Interchange Frontage Roads	$12,000,000
F.M. 148 intersections with Spur 557 and Interstate 20	$ 7,000,000
S.H. 34 reconstruction	$500,000
U.S. 80 safety improvements	$500,000

COMMITTEES: VICE CHAIR REDISTRICTING, APPROPRIATIONS, CBO AGRICULTURE AND LIVESTOCK, LOCAL AND CONSENT CALENDARS

Please do not hesitate to contact me if I can be of any assistance in the future.

Sincerely,

Betty Brown

Betty Brown

AGENDA

REGIONAL TRANSPORTATION COUNCIL
NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

PUBLIC MEETINGS

Farmers Branch Recreation Center
14050 Heartside Place
Farmers Branch, Texas 75234
Wednesday, March 4, 2009 – 2 p.m.

Denton North Branch Library
3020 N. Locust Street
Denton, Texas 76209
Wednesday, March 4, 2009 – 6:30 p.m.

Fort Worth Intermodal Transportation Center
1001 Jones Street
Fort Worth, Texas 76102
Thursday, March 5, 2009 – 6:30 p.m.

1. Introduction/Welcome

2. Transportation Authority Program of Projects (POP)
   Denton County Transportation Authority (DCTA) POP – Denton meeting only
   Fort Worth Transportation Authority (The T) POP – Fort Worth meeting only

3. Short-term Planning: Transportation Improvement Program
   (including quarterly modifications and economic recovery fund status report)

4. Long-term Planning: Mobility 2030 (2009 Amendment) Final Recommendations
   (including regional rail funding update)

5. Air Quality Conformity

6. Pay-As-You-Drive Insurance Pilot Program

7. Unified Planning Work Program Development and Modifications

8. Question and Answer

Other Relevant Transportation Topics

Locally Enforced Heavy-Duty Vehicle Idling Restrictions
Information for drivers, residents and local governments at www.EngineOffNorthTexas.org

Transportation and Air Quality Financing
Funding Currently Available: Clean School Bus Call for Projects

Calls for Projects Opening Soon: Sustainable Development, March 2009; Job Access/Reverse Commute and New Freedom Programs, April 24, 2009

LBJ Freeway project team selected by Texas Transportation Commission; expansion plan includes managed lanes to reduce congestion, improve air quality

MINUTES

Regional Transportation Council
PUBLIC MEETINGS

- ***Transportation Authority Program of Projects (POP)***
  - ***Denton County Transportation Authority (DCTA) POP – Denton meeting only***
  - ***Fort Worth Transportation Authority (The T) POP – Fort Worth meeting only***
- ***Short-term Planning - Transportation Improvement Program***
  - ***Quarterly modifications***
  - ***Economic recovery fund status report***
- ***Long-term Planning – Mobility 2030 (2009 Amendment) Final Recommendations***
  - ***Regional rail funding update***
- ***Air Quality Conformity***
- ***Pay-As-You-Drive Insurance Pilot Program***
- ***Unified Planning Work Program Modifications and Development***

Meeting Dates and Locations

The North Central Texas Council of Governments (NCTCOG) held public meetings as follows:

1. Wednesday, March 4, 2009 – 2:00 p.m. – Farmers Branch Recreation Center – Pecan Room; attendance: 23; moderated by Dan Lamers, Senior Program Manager
2. Wednesday, March 4, 2009 – 6:30 p.m. – Denton North Branch Library; attendance: 29; moderated by Dan Lamers, Senior Program Manager
3. Thursday, March 5, 2009 – 6:30 p.m. – Fort Worth Intermodal Transportation Center; attendance: 20; moderated by Dan Kessler, Assistant Director of Transportation

Public Meeting Purpose and Topics

The public meetings were held in accordance with the NCTCOG Transportation Department Public Participation Process, which became effective June 1, 1994, as approved by the Regional Transportation Council (RTC), the transportation policy board for the Metropolitan Planning Organization (MPO) and amended on May 10, 2007. Staff presented information about:

1. Transportation Authority Program of Projects (POP)
   a) Denton County Transportation Authority (DCTA) POP – presented by Dee Leggett, Vice President of Communication and Planning, DCTA and Boris Palchik, Senior Planner, DCTA - Denton meeting only
   b) Fort Worth Transportation Authority (The T) POP – presented by Andrew Boster, Grants Administrator, The T – Forth Worth meeting only
2. Short-term Planning – Transportation Improvement Program (including quarterly modifications and economic recovery fund status report) – presented by Christie Jestis (Farmers Branch), Marcos Narvaez (Denton – quarterly modifications) and Christie Jestis (Denton - economic recovery fund status report) and Adam Beckom (Fort Worth – quarterly modifications) and Dan Lamers (Fort Worth – economic recovery fund status report)
3. Long-term Planning – Mobility 2030 (2009 Amendment) Final Recommendations (including regional rail funding update) – presented by Dan Lamers
4. Air Quality Conformity Analysis – presented by Madhusudhan Venugopal
5. Pay-As-You-Drive Insurance Pilot Program – presented by Amanda Brimmer

6. Unified Planning Work Program Modifications and Development – Vickie Alexander (Farmers Branch and Denton) and Dan Kessler (Fort Worth)

The agenda also included other relevant transportation topics:

1. Locally Enforced Heavy-Duty Vehicle Idling Restrictions – Information for drivers, residents and local governments at www.nctcog.org/trans/air/programs/idling.
2. Transportation and Air Quality Financing –
    a. Funding currently available: Clean School Bus Call for Projects.
    b. Calls for Projects Opening Soon: Sustainable Development, March 2009; Job Access/Reverse Commute and New Freedom Programs, April 24, 2009.
    c. LBJ Freeway project team selected by Texas Transportation Commission; expansion plan includes managed lanes to reduce congestion, improve air quality.

The NCTCOG public meetings were held to educate, inform, and seek comments from the public. Comments were solicited from those present who wished to speak for the record. The 30-day comment period remained open through April 4, 2009. The presentations made at the meetings are available at www.nctcog.org/trans/outreach/meetings.

Each person who attended a public meeting received a packet with a meeting agenda, a sheet on which to submit written comments and copies of the presentations and related handouts. The names of RTC members were listed on the back of the agenda so attendees could see who represented them. A list of RTC members is available online at www.nctcog.org/trans/committees/rtc/roster_al_010609.pdf.

Outline of Public Meetings

Welcome, introductions – At all three meetings the moderator welcomed and thanked the attendees for coming and summarized public meeting topics.

As the metropolitan planning organization, one role of NCTCOG is to aid in the distribution of federal transit funds. Annually, the DCTA and The T partner with NCTCOG during public meetings to present each entity's Program of Projects (POP). The DCTA presented in Denton on March 4, 2009 and The T presented in Fort Worth on March 5, 2009.

Summary of Presentations

A. Transportation Authority Program of Projects (POP) Denton County Transportation Authority (DCTA) – Denton meeting only.

- **Program of Projects:**
    - o POP are those which will receive federal funding.
    - o Federal Transit Administration (FTA) requires these projects be approved in the TIP for the region.
    - o Public input on the program is a federal requirement and beneficial to the DCTA.
- **DCTA federally funded transit projects:**
    - o Hebron Park & Ride (Lewisville).
    - o Preventive maintenance.
    - o Transit enhancements (shelters, benches, signage).
    - o Security systems.
    - o Intelligent transportation systems (scheduling, software, electronic fare boxes, etc.).
    - o Fleet replacement.
    - o Americans with disabilities (ADA) operating assistance.
    - o University corridor alternative analysis (Denton).

- **Program of Projects funding sources:**

Funding Sources	Amount (millions)
Annual 5307 Formula Funds	$3.05
JARC/New Freedoms	$.284
Congestion Mitigation and Air Quality	$1.5
Special Federal Apportionments	$.245
Economic Recovery (ARRA)	$4.14
Annual Local Revenues (Sales Tax)	$16.5
Regional Revenues (RTRFI)	$250.36

- **Bus service – recent accomplishments:**
  - o Ridership increased from 1.78 to 1.98 million trips.
  - o Purchased property for bus operating and maintenance facility.
  - o Began design of bus operating and maintenance facility.
  - o Experienced record ridership on Commuter Express.
  - o Developed intracity connections between Lewisville, Denton, and Highland Village.
  - o Added a mid-day trip to Commuter Express.
  - o Working with the City of Denton on the downtown Denton Transit Center.
  - o Launched FM 407 Park and Ride.

- **A Train – recent accomplishments:**
  - o Design completed.
  - o Property acquisition underway.
  - o Full funding received (20 percent match required).
    - ▪ Rail vehicles - $57,200,000
    - ▪ Rail line and facilities - $193,160,000
  - o Construction slated to begin in April (www.myAtrain.com)
  - o Rail cars selected:
    - ▪ Rail Diesel Cars (RDC's) – first 18 months
    - ▪ Diesel Multiple Units (DMU's) - 2011

- **Upcoming planning activities:**
  - o Service improvement program:
    - ▪ Commuter Express improvements: January 2009
    - ▪ Lewisville/Highland Village improvements: April 2009
    - ▪ Denton: August 2009
  - o Supplemental taxi service: Summer 2009
  - o University corridor analysis: Spring/Summer 2009
  - o Vanpool program: Winter 2010
  - o Long-range service priorities: Ongoing

- **Upcoming public meetings:**
  - o Monday, March 30, 2009
    6:30 p.m.
    City of Lewisville Community Room, Municipal Annex
  - o Tuesday, March 31, 2009
    6:30 p.m.
    Fred Moore High School Gymnasium (Denton)

B. Transportation Authority Program of Projects (POP) Fort Worth Transportation Authority (The T) – Fort Worth meeting only.

- **Member cities:**
  - o Fort Worth
  - o Richland Hills
  - o Blue Mound
  - o Grapevine
- **The T services:**
  - o Fixed route bus.
  - o Paratransit Mobility Impaired Transit Services (MITS).
  - o Trinity Railway Express.
  - o Carpool and vanpool programs.
- **Federal funding sources:**
  - o Section 5307: Formula funding
  - o Section 5309: Congressional earmarks
  - o Flexible funds (federal highway funds allocated by the RTC):
    - ▪ Congestion Mitigation Air Quality (CMAQ)
    - ▪ Surface Transportation Program – Metropolitan Mobility (STP-MM)
- **The T, Fiscal Year 2009 program of projects (draft):**
  - o Preventive maintenance: $10,484,000
  - o Complementary MITS: $1,200,000
  - o Transit enhancements to include: construction of bus shelters, signage improvements, artwork installation and landscaping beautification: $176,000
  - o Replacement 40’ buses: $4,000,000
- **The T’s POP may be modified pending The T’s Board of Directors selections of ARRA projects.**
- **2009 POP schedule:**
  - o March 5, 2009: Public meetings/public comment
  - o April 16, 2009: The T Board of Director’s approval
  - o June 2009: POP approved in TIP/STIP
  - o July 2009: FTA grant application submission
  - o September 2009: Tentative FTA grant award

C. Short-term planning: Transportation Improvement Program (TIP) (including quarterly modifications and economic recovery fund status report) –
Quarterly modifications: Christie Jestis (Farmers Branch), Marcos Narvaez (Denton) and Adam Beckom (Fort Worth)
Economic recovery fund status report: Christie Jestis (Farmers Branch and Denton) and Dan Lamers (Fort Worth)

- **The TIP is an inventory of roadway, transit and locally funded transportation improvements funded for implementation.**
  - o Federal- and state-mandated inventory of transportation projects.
  - o Contains projects funded with local, state, and federal funding sources.
  - o Covers four years of available funding.
  - o Updated on a quarterly basis, but completely re-developed every two to three years.
  - o The current TIP document was approved by the RTC in May 2007 and the Federal Highway Administration in November 2007.
- **The TIP is a collaborative effort involving local city and county governments, Dallas and Fort Worth districts of the Texas Department of Transportation (TxDOT), transportation agencies, and transit agencies.**
- **2008-2011 TIP Update**
  - o 2010 – 2013 TIP development delayed statewide.
  - o Significant project changes resulting from Metropolitan Transportation Plan (MTP) amendments will be included in the May 2009 TIP modification cycle.
    - ▪ Scope changes
    - ▪ Funding changes
  - o Develop new TIP document in 2010.
- **The TIP is a dynamic document. It is updated quarterly to reflect changes in project work scope or funding, the addition or deletion of projects, or refinement of transit agency program of projects.** The RTC-authorized TIP Modification Policy allows for changes to be processed in one of two ways:
  - o Administrative amendments – Following certain guidelines, NCTCOG Director of Transportation Michael Morris has the authority to approve amendments administratively; 13 administrative amendments were finalized in February 2009.
  - o Proposed revisions – NCTCOG staff will request the RTC approve revisions April 9, 2009; about 67 modifications are being processed through the quarterly cycle. Modifications will be finalized during the May 2009 TIP cycle.
- **TIP modification types:**
  - o Adding new projects to the TIP/Statewide Transportation Improvement Program (STIP).
  - o Scope of work refinements.
  - o Cost increases/cost decreases.
  - o Refinements to transit program of projects.

- **American Recovery and Reinvestment Act (ARRA) of 2009.** The ARRA is not a transportation bill; it is an economic recovery bill.
  - o Signed into law on February 17, 2009.
  - o Purpose:
    - Rebuild U.S. economy.
    - Retain and create jobs.
    - Invest in infrastructure.
    - Maintain accountability and transparency.
  - o Funding source is from the general revenue, not the Federal Trust Fund.
  - o Speed in selection, administration, and delivery is necessary.
- **Consensus building and communication** related to federal economic recovery project selection was a parallel process among transportation partners and the public.
  - o Communication with TxDOT.
    - Draft list of projects
  - o Communication with public.
    - February 9-10 public meetings (initial)
    - Media interviews
    - March 4-5 public meetings (follow-up)
  - o Communication with RTC/STTC.
    - January 23: STTC information
    - February 12: RTC information
    - February 23: STTC action
    - March 5: RTC workshop and action
- **Economic recovery package allocations and categories of regional transportation projects:**

Program	National	Texas
Roadway	$27.5 billion +$1.5 billion discretionary	$2.25 billion
Transit	$8.4 billion	$370 million
Aviation	$1.3 billion	Pending
Goods Movement	<$5 billion	Pending

- **Dallas-Fort Worth partnership proposal:**
  - o State will select projects within each region across the state (metro, rural, safety, maintenance, enhancements).
  - o DFW created a partnership with TxDOT to encourage consideration of the regions top priorities.
  - o Solve eastern/western sub region Regional Toll Revenue (RTR) spending issue.
- **DFW partnership proposal details:**
  - o TxDOT share of funding:
    - The Texas Transportation Commission (TTC) selects project(s) funded with State portion of ARRA dollars.
      - ➢Commission workshop: February 25, 2009
      - ➢Commission action: March 5, 2009
  - o Anticipate TxDOT selecting:
    - DFW connector project (configuration 2).
    - Maintenance and low volume bridges (mostly rural).
    - Enhancements projects (including Woodall Rodgers deck).
  - o Form a workable solution to resolve the spending concerns of RTR funds in the western sub region.

- **To see a detailed listing of the draft funding proposals for roadway and transit projects please review the presentation at**: www.nctcog.org/trans/outreach/meetings.
- **Next steps:**
  - o Conclude public comment and review period.
  - o Finalize prioritization of projects.
  - o Seek RTC approval of projects.
  - o Monitor commission selection of projects in DFW region (March 5, 2009).
  - o Perform TIP/STIP modification, MTP amendment or other administrative procedures, if necessary.
- **Specific topics and issues presented for public involvement:**
  - o Administrative amendments and proposed modifications to the TIP. For a detailed listing of the TIP modifications please visit www.nctcog.org/trans/tip.
  - o Update on the status of the ARRA and review regional proposals.

D. Long-term planning – Mobility 2030 (2009 Amendment) Final Recommendations (including regional rail funding update) – presented by Dan Lamers

- **Mobility 2030, approved by the RTC in January 2007, is the comprehensive, multimodal blueprint for transportation systems and services aimed at meeting the mobility needs of the Dallas-Fort Worth metropolitan area.**
- **To view detailed maps for the proposed transit and roadway amendments** under evaluation please see the presentation at: www.nctcog.org/trans/outreach/meetings.
- **Mobility 2030 – (2009 amendment) financial constraint summary:**
  - o Mobility 2030: total revenue = $135.2 billion
    - Mobility 2030 (2009 Amendment): total revenue = $146.1 billion
  - o Mobility 2030: total cost = $134.8 billion
    - Mobility 2030 (2009 Amendment): total cost = $145.5 billion
  - **o** To view a complete listing of 2009 amendment revenues and costs please see the presentation at: www.nctcog.org/trans/outreach/meetings.
- **Rail North Texas history and status:**
  - o 2005 Texas Legislative Session: Regional Transit System Review Committee created.
  - o 2007 Texas Legislative Session: Introduction of bills that would increase sales tax for transit purposes (S.B. 257, H.B. 2084); no vote occurred.
  - o The RTC established the Transit Authority Partnership Subcommittee to re-evaluate and refresh efforts to provide a seamless rail system in North Texas including:
    - Review costs of rail corridors.
    - Update revenue options.
    - Create consensus between business, public, and elected officials.
    - Serve as a major component in the RTC legislative program for the 2009 Texas Legislative Session.
  - o 2009 Texas Legislative Session: Introduction of S.B. 855 by Senator Carona and H.B. 9 by Representative Truitt.

- **Texas Local Option Transportation Act (TLOTA) legislative process:**
  - o S.B. 855 and H.B. 9 currently provide for:
    - Local elections at the county level.
    - Authority to use a menu of funding sources.
    - Funds raised stay within the county.
    - Relief for low- and moderate-income persons.
  - o Legislative working groups are rewriting the bills.
  - o Bills will go through committees in both the House and Senate.
  - o Both House and Senate must approve the same version of the bill.
  - o The bill must receive approval by the governor.
- **Specific topics and issues presented for public involvement:**
  - o Summarize the process and amendments to Mobility 2030 (2009 Amendment).
  - o Review Rail North Texas initiative and provide update on TLOTA.

E. Air Quality Conformity Analysis – Madhusudhan Venugopal

- **Coordination with air quality conformity analysis is required for federal approval during the Metropolitan Transportation Plan amendment process and the TIP development process.** Air quality conformity analysis:
  - o Demonstrates that projected emissions from transportation projects are within emission limits established in the State Implementation Plan.
  - o Ensures federal funding and approval is applied to transportation projects consistent with air quality planning goals.
- **The air quality conformity analysis must be within established motor vehicle emission budgets set by the EPA.**
  - o Motor vehicle emissions budgets approved by the EPA.
    - Nitrogen Oxides (NOx) = 186.81 tons/day
    - Volatile organic compounds (VOC) = 99.09 tons/day
- **In the North Central Texas metropolitan planning area, the results of the air quality conformity analysis for emissions of NOx and VOCs are currently under budget for the critical attainment year 2009.** Emissions must be less than established budgets.
  - o Critical attainment year 2009:
    - NOx = 180.00 tons/day
    - VOC = 97.56 tons/day
  - o Future analysis years:
    - 2019
      - ➢NOx = 55.47 tons/day
      - ➢VOC = 57.68 tons/day
    - 2025
      - ➢NOx = 43.41 tons/day
      - ➢VOC = 49.40 tons/day
    - 2030
      - ➢NOx = 43.11 tons/day
      - ➢VOC = 52.51 tons/day

- **The RTC supports a variety of programs and initiatives aimed at decreasing emissions and meeting air quality goals for the region.** To learn more about the wide range of programs and initiatives, please visit the Web site at www.nctcog.org/trans.
  - o Clean vehicles
  - o Texas Emissions Reduction Plan
  - o Vehicle Inspection and Maintenance Program
  - o Vanpools
  - o Public education
  - o HOV lanes
  - o Rail
  - o Grade separations
  - o Traffic signal improvements
  - o Intersection improvements
  - o Bicycle/pedestrian facilities
  - o Park-n-Ride
  - o Employer trip reduction measures
  - o Intelligent transportation system (ITS) projects
- **Air quality conformity timeline.**
  - o Local approval:
    - RTC: April 2009 (tentative)
  - o Federal approval:
    - US Department Transportation: July 2009 (tentative)
- **Specific topics and issues presented for public involvement:**
  - o Present the results of the air quality conformity analysis.
  - o Underline the importance of air quality conformity analysis for any modifications or amendments to the MTP and TIP.
  - o Highlight the various programs and initiatives of the RTC to help advance air quality goals.
  - o Highlight that the present emission figures are established from data collected from past years. NCTCOG is confident that with the success of current air quality programs and policies these emission figures will continue to decline in the future analysis years.

F. Pay-As-You-Drive Insurance (PAYD) Pilot Program – Amanda Brimmer

- **NCTCOG partnered with Progressive Insurance to implement a mileage-based insurance pilot program.**
- **The RTC allocated $5 million for six North Central Texas Air Quality Control Strategies:**

Strategy	RTC Funds
LED Traffic Signals	$ 400,000
Pay-As-You-Drive-Pilot Program	$1,500,000
Employer Trip Reduction	$1,000,000
Parking Cash-Out	$ 250,000
Clean Fleet Vehicles	$ 250,000
Diesel Freight Vehicle Idling	$1,600,000

- **Timeline for the PAYD pilot program:**
  - o Fall 2004: Research on PAYD program begins
  - o January 2005: Phase I commences
  - o December 2005: Phase I concludes, analysis published
  - o January 2006: Phase 2 commences
  - o March 2006: Participant selection
  - o April 2006: Pre-pilot survey concluded
  - o May 2006: Data collection begins
  - o April 2007: Mid-course report published
  - o June 2007: Data collection ends
  - o July 2007: Post-pilot survey conducted
  - o August 2008: Phase 2 concludes, final report published
- **PAYD Phase I Overview:**
  - o Goals:
    - ▪ Evaluate existing data sources to determine relationship between mileage driven and risk incurred.
    - ▪ Test insurance industry theory that lower mileage translates into lower risk; and therefore, reduced claim costs.
  - o The positive results of Phase I indicated enough interest to continue to Phase 2. To view the results of Phase I please see the graph in the presentation at: www.nctcog.org/trans/outreach/meetings.

- **PAYD Phase 2 Overview**
  - Goals:
    - Expand upon and validate results from Phase I.
    - Measure consumer response to a reduced premium incentive based on reduced mileage.
    - Determine if PAYD will induce regional drivers to reduce annual mileage and what air quality benefits it may have.
  - Both NCTCOG and Progressive performed complementary data analysis on driver behavior related to PAYD.
    - Progressive analyzed:
      - Interest in PAYD
      - Miles reduced
      - Customer perception
      - Incentive amount
      - Time of day
    - NCTCOG analyzed:
      - Regional participation
      - Emission reductions
      - Spatial analysis
  - Requirements:
    - Participants:
      - Must be a Progressive customer at the start of the program
      - Must reside in the nine-county ozone nonattainment area
      - Need internet access to upload data from device (TripSense®)
    - Vehicle
      - Model year must be 1996 or newer
      - The TripSense® must be plugged in to the on-board diagnostic (OBD) port 95 percent of the time
  - To view detailed analysis results from both NCTCOG and Progressive please see the presentation at: www.nctcog.org/trans/outreach/meetings or visit the Web site www.nctcog.org/PAYD.

- **Next steps:**
  - Schedule meetings with:
    - Texas Department of Insurance
    - Major insurance carriers
    - FHA
    - Environmental interest groups
    - Leading researchers
    - Technology vendors
    - Other interested parties
  - Discuss the results of NCTCOG's report.
  - Understand obstacles insurance companies face in offering mileage-based insurance in North Texas.
  - Outline solutions to expedite PAYD insurance in the region.

- **Specific topics and issues presented for public involvement:**
  - Introduce the PAYD program, goals, and strategies.
  - Present final analysis of the pilot program and next steps.

G. Unified Planning Work Program (UPWP) Modifications and Development – Vickie Alexander (Farmers Branch and Denton) and Dan Kessler (Fort Worth)

- **The UPWP describes the transportation and air quality planning efforts in the North Central Texas region for a two year period** and defines the functional and financial responsibilities of participating agencies, and serves as a management tool for the participating entities.
- **The UPWP is required by the federal government to program planning funds.** Planning funds are distributed via the federal gasoline-tax. The federal gasoline-tax is 18.3 cents per gallon; 1.5 percent of the federal gasoline-tax is set aside for the planning activities of MPO's nationwide. The remainder of this tax revenue is allocated for construction.
- **Development of the new FY2010 and FY2011 UPWP for regional transportation planning has begun**. UPWP Planning will encompass the anticipated, expanded 12-county metropolitan planning area. The UPWP:
  - o Is required by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).
  - o Summarizes annual MPO funding.
  - o Addresses regional and local issues.
  - o Inventories planning and program activities.
  - o Allocates available funds to specific tasks.
- **The metropolitan planning process and the UPWP includes all modes of transportation to:**
  - o Support the economic vitality of the metropolitan planning area.
  - o Increase the safety of the transportation system.
  - o Increase the security of the transportation system.
  - o Increase the accessibility and mobility of people and freight.
  - o Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvement and state and local planned growth and economic development patterns.
  - o Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
  - o Promote efficient system management and operation.
  - o Emphasize the preservation of the existing transportation system.
- **The UPWP for regional transportation planning encompasses six areas:**
  - o Task 1 – Administration and management
  - o Task 2 – Transportation data development and maintenance
  - o Task 3 – Short-range planning and programming
  - o Task 4 – Metropolitan transportation plan
  - o Task 5 – Special Studies
  - o Management and operations
- **There are five funding categories of the UPWP**. For a detailed listing of the funding entities, please see the presentation at www.nctcog.org/trans/outreach/meetings**:**
  - o Transportation planning formula funds.
  - o Transportation planning non-formula funds.
  - o Implementation non-formula funds.
  - o Planning and implementation, RTC local funds.
  - o Implementation, RTR funds.

- **FY2010 – FY2011 UPWP development schedule:**
  - o April 10, 2009: Project submittals for technical assistance due to NCTCOG.
  - o May 22, 2009: Draft UPWP to STTC for information.
  - o May 29, 2009: Draft UPWP submitted to TxDOT for information.
  - o June 2009: Public meetings on draft UPWP.
  - o June 11, 2009: Draft UPWP to RTC for information.
  - o June 26, 2009: Recommended UPWP to STTC for action.
  - o July 9, 2009: Recommended UPWP to RTC for action.
  - o July 23, 2009: Recommended UPWP to NCTCOG Executive Board for action.
  - o July 28, 2009: Final UPWP submitted to TxDOT.
- **The adjustments to the FY2008 – FY2009 UPWP funds are administrative and reflect movement between program areas. Funding adjustments do not reflect priority funding.** The UPWP defines the scope of projects staff is working on. Please view detailed information in the presentation at: www.nctcog.org/trans/outreach/meetings.
- **Highlighted project/funding modifications to the FY2008-FY2009 UPWP:**
  - o Task 1 - Administration and management.
  - o Task 2 - Transportation data development and maintenance.
    - 2.03 – Cooperative digital aerial photography.
  - o Task 3 - Short-range planning and programming.
    - 3.03 – Regional public transportation coordination.
  - o Task 4 - Metropolitan transportation plan.
    - 4.01 – Metropolitan Transportation Plan – managed lane sketch planning model.
    - 4.05 – Ensuring nondiscrimination and environmental justice in MPO planning/program activities and environmental justice toll road survey.
  - o Task 5 - Special studies.
    - 5.01 – Corridor studies/environmental study support – Streamlined Project Delivery.
    - 5.15 – Special event planning and traffic operations.
  - o Management and Operations.
    - 6.09 – Regional ITS communications system and mobility assistance patrol review.
    - 6.10 – Clean vehicle program.
      - ➢Clean cities programmatic support.
      - ➢Clean school bus program – supplemental environmental project.
    - 6.17 – FTA urban funding grant administration.
      - ➢Section 5307
      - ➢ARRA
    - 6.20 – Partnership program #3 implementation.
      - ➢Certified tourism ambassador program.
      - ➢Legislative budget board legal assistance.
    - 6.21 – Regional emissions reduction program.
      - ➢Idling reduction program.
      - ➢Construction equipment upgrade program.
    - 6.22 – RTR fund management.

- **Specific topics and issues presented for public involvement:**
  - o Review the UPWP purpose and planning process.
  - o Distribute handout and give details for requesting planning study technical assistance. Request forms due by Friday, April 10, 2009 to NCTCOG Transportation Department, Attn: Jill Hall, PO Box 5888, Arlington, TX 76005-5888, (817) 640-3028 (fax) or jhall@nctcog.org.
  - o Encourage public feedback for the development of the FY2010 – FY2011 UPWP.

ORAL COMMENTS RECEIVED AT MEETINGS

(Meeting location in parentheses)

Denton County Transportation Authority (DCTA) POP – Denton Meeting Only

Question: At the beginning of the presentation there was a reference to buses at I.H. 380 and University Station. What are the transit alternatives being considered at this location?

Summary of response by Dee Leggett: The reference was actually for a planned University Corridor Alternative Analysis. The study will determine how to best transport students to and from two of the planned rail stations and University of North Texas and Texas Woman's University. There will also be a future rail destination for Razor Ranch development. The study will analyze options for a rapid transit system to travel seamlessly to these locations.

Comment: The commute by bus between Dallas and Denton is great.

Response by Dee Leggett: Thank you

Question: Is DCTA going to provide bus facilities at park-and-ride stations?

Summary of response by Dee Leggett and Boris Palchik: Yes, bus facilities are a component of the service improvement program. The goal is to minimize the amount of parking needed by offering adequate alternatives to utilize the system that do not require a personalized vehicle at all. There will be similar bus connections such as exist today which allow movement between Denton and Lewisville.

Question: What kind of adjustments will be made to bicycle lanes that will provide access to the rail stations?

Summary of response by Dee Leggett: There will be bicycle facilities at the stations. The city is currently reviewing a comprehensive bicycle and pedestrian plan that will not only link the rail systems but allow better connectivity throughout the area.

In Denton, there is a bicycle and pedestrian trail that parallels the I.H. 35E corridor. One component of the DCTA plan includes a Rails to Trails program. One plan is to utilize the trail in Denton but shift the trail to the east and extend it to Lewisville Lake. When TxDOT widens I.H. 35E there is a plan to build a pedestrian bridge across Lewisville Lake. The strategy is to eventually have these bicycle and pedestrian facilities tie into the five rail stations.

Question: The trail today is gravel composite. What are the plans for the future trail?

Response by Dee Leggett: The plans are for a paved trail.

Question: What is the estimated beginning service date for the train?

Response by Dee Leggett: December 2010.

Fort Worth Transportation Authority (The T) POP – Fort Worth Meeting Only

There were no questions for the The T concerning the issues presented.

Short-term Planning: TIP Quarterly Modifications

John Clary – Sacred Journey Fellowship Transportation Ministry (Farmers Branch)

A. Bicycle and Pedestrian

Comment: There were two projects pertaining to bicycle and pedestrian facilities. It appears one project was eliminated and the other project had an increased administrative budget adjustment.

Summary of response by Dan Lamers: The TIP is the short-term planning document; this document is fluid and priorities do shift as conditions change. In the long-term, bicycle and pedestrian facilities are committed components of the transportation network.

Julie Smith – Denton (Denton)

A. Project Modifications

Question: Why were the HOV lanes removed from project number 2008-266? (HOV lanes on U.S. 75 from U.S. 380 to Telephone Road)

Summary of response by Christie Jestis and Marcos Narvaez: Marcos stated he did not believe there were planned HOV lanes north of U.S. 380. HOV lanes are being added south of U.S. 380.

Short-term Planning: American Recovery and Reinvestment Act 2009 (ARRA)

Citizen – (Farmers Branch)

A. Eligible Project List

Comment: Does the list of eligible projects for ARRA funds presented today replace, merge or is in addition to the eligible project list that was presented last week?

Summary of response by Christie Jestis: The past few weeks the eligible project list for the ARRA funds has been evaluated and updated on a daily basis. Using the given terminology, the list being presented should be considered a replacement list to those previously submitted. The project list being presented is the proposal that will be reviewed by the RTC for approval on Thursday, March 5, 2009.

Citizen – (Farmers Branch)

A. Sylvan Ramps

Question: Are the Sylvan ramps included in the federal economic recovery package?

Summary of response by Christie Jestis: The Sylvan ramps will not be financed with the ARRA funds. That project is included as part of the swap of projects between the western and eastern North Central Texas region allowing more time for the project to be reviewed. In contrast to the Sylvan ramps, most projects in the western and eastern swap are projects that are further along in the planning process.

William Lovas – Carrollton (Farmers Branch)

A. Project Complications

Comment: Regarding the ARRA; aren't the same complex issues of project implementation going to arise concerning these projects and won't these numerous problems all occur at the same time?

Summary of response by Christie Jestis: One of the requirements of the ARRA is that 50 percent of funds need to be spent in 120-days and the remaining 50 percent within one year. The projects chosen for the ARRA must be shovel-ready; hence the projects selected have already passed through the entire planning process and many concerns have already been alleviated.

A large number of projects were submitted for consideration for the allotted ARRA funds and each project was extensively reviewed to verify that the project was, literally, ready to proceed as soon as the funds are released.

Marguerite McKinney – University of North Texas (Fort Worth)

A. Southwest Parkway

Question: What happened to the funds that were voted on and budgeted for Southwest Parkway? Why are allocations from the ARRA being directed to Southwest Parkway rather than new projects?

Summary of response by Dan Kessler: The total price of Southwest Parkway is estimated at $800 million to $1 billion. TxDOT has spent approximately $150 million on right of way and an estimated $50 million has been spent on design by the North Texas Tollway Authority (NTTA) and TXDOT. The City of Fort Worth has allocated money for right of way, roadway improvements, and various aesthetics.

The $250 million, Category 2 federal gasoline-tax revenue funds that were voted on and budgeted to Southwest Parkway were committed to the out-years. This means that portion of funding will not be spent to finance the project today, rather four to eight years from now. In effect the $250 million dedicated to Southwest Parkway is not available yet. Projects are built in stages, and the current revenues are allocated to projects that are in progress.

The challenge at the State level is that revenues are dramatically decreasing as real and inflationary costs continue to rise. The funds dedicated to new projects are based on the revenue the State receives through the gasoline-tax. An increasing share of this revenue is being directed to maintenance of the transportation network. Presently, about 70 cents per $1 of the gasoline-tax revenue is directed to maintenance. It is estimated that by 2017, 100 percent of the gasoline-tax revenue will be spent on maintenance, leaving nothing available for added capacity improvements. But, there is a lot optimism and determination, and it is anticipated that the Southwest Parkway project will be completed.

Bill Russell – Tarrant County (Fort Worth)

A. Southwest Parkway

Question: What is the $133 million allotted to Southwest Parkway by the ARRA going to build?

Summary of response by Dan Kessler: The $133 million will be spent to initiate construction of the I.H. 20 and Southwest Parkway interchange. The total cost to build the interchange is estimated at $240 to $280 million. The ARRA funds are considered the catalyst to begin the staging of the project.

B. Southwest Parkway

Question: Is this a multilane interchange at the intersection of I.H. 20 and S.H. 183?

Response by Dan Kessler: It will be the intersection of I.H. 20 and Southwest Parkway. A small amount of funds will be spent finishing work on U.S. 67 where it is planned for Southwest Parkway to connect about two miles west of S.H. 174. The goal is to get the Southwest Parkway project moving forward.

C. DFW Connector

Question: Is the DFW Connector project moving forward?

Summary of response by Dan Kessler: Yes, $250 million was allocated to this project from the ARRA. The project has a series of staging alternatives. TxDOT believes the allocated amount will move the project through the second level configuration. There are few strategic roadway connections that must be completed to advance this project. The DFW Connector is a very big project and further funding sources continue to be explored.

Long-Term Planning: Mobility 2030 (2009 Amendment)

John Clary – Sacred Journey Fellowship Transportation Ministry (Farmers Branch)

A. Future Energy Supplies

Question: It appears that Mobility 2030 assumes the continued dominance and reliance on private motorized vehicles for transportation mobility far into the future. Are there any contingency plans for the eventual realization that current energy supplies are unsustainable?

Summary of response by Dan Lamers: NCTCOG is aware of the dynamics of the future availability of energy sources and the multiple effects technology advancements will have on the industry. This is one driving force for exploring all modes of transportation when planning a balanced transportation network for the region.

North Central Texas is an auto-oriented society and the development of the region reflects this reality into the foreseeable future. Even when gasoline was at its height of over $4 per gallon, there was less than a 10 percent reduction in driving. Although a lot of the revenue in transportation is spent to accommodate future growth, there is still a lot of revenue being spent trying to mitigate the congestion that currently exists. Many of the planning activities in Mobility 2030 are aimed at reducing the reliance on vehicles. Both rail and bicycle and pedestrian facilities will play an important role in the future regional transportation network.

B. Veloweb

Question: Mr. Clary said he has lived in the region since 1989 and has been waiting 20 years for the proposed Veloweb. When is this project going to be built?

Summary of response by Dan Lamers and Christie Jestis: There are a number of projects that have been in the plans for 10-, 20-, or 30 years and have still not been implemented, mostly due to budgetary concerns. Unfortunately, many projects cannot be built as fast as many would like. The Veloweb is expected to be financed with local funds, and many communities have had to push this particular project out. In addition, inflation continues to ravage project costs. Traditionally, bicycle and pedestrian projects are not funded with federal dollars due to expediency and regulatory concerns. Mobility 2030 is a balanced transportation plan that includes opportunity for all modes of travel.

Typically during new project selection, staff makes a concerted effort to explore all opportunities for every mode of transportation including bicycle and pedestrian facilities, goods movement and sustainable development. Also, when reviewing projects eligible for other funding opportunities such as call for projects, bicycle and pedestrian facilities are often one of the criteria considered.

Long-term planning: Transportation Local-Option Tax Act (TLOTA) Update

Doug Hrbacke – A.W. Perry Neighborhood (Farmers Branch)

A. Completion Date and Vehicles

Question: In 2008, funding for the Cotton Belt rail line was approved. The expected completion date was moved to 2013. Is that still the expected timeline? What type of vehicles will be purchased with Regional Toll Revenue funds?

Summary of response by Dan Lamers and Christie Jestis: Yes, DART plans show that the Cotton Belt line is expected to be complete in 2013. The BNSF and Cotton Belt rail corridors received funding through the RTR funding initiative for Phase I. Private-public partnership opportunities for the corridors are also under evaluation. Additionally, the Streamlined Project Delivery team is working with corridor task forces to coordinate and prioritize plans in four rail corridors.

The rail vehicles funded meet DART and DCTA needs. The rail cars are modified Diesel Multiple Units (DMUs) that are compliant with Federal Railroad Administration crash requirements and compatible for light rail.

B. DMU Rail Vehicles

Question: Who can I speak to regarding DMU vehicles?

Summary of response by Dan Lamers: Steve Salin, Vice President Rail Planning, DART, would be able to discuss the current advances with this vehicle technology and current testing of these rail cars in the region.

Marilynn N. Priest – Farmers Branch (Farmers Branch)

A. DART Cities

Comment: Farmers Branch residents voted for DART years ago and residents have been paying a sales tax to DART all this time. Whereas, cities like Lewisville and Carrollton, did not previously approve a sales tax for DART. Residents in other cities, who were not willing to help pay for DART services, are going to gain access to DART sooner than those residents who voted for and who have been paying for years for access to these services. This is unjust.

Summary of response by Dan Lamers: Yes, it is unfortunately an inequity; but the proposed TLOTA includes provisions to ensure the existing DART-member cities are not double taxed. Any revenue that is generated in those cities already paying for transit can be used for other, non-transit transportation projects.

Marguerite McKinney – University of North Texas (Fort Worth)

A. Rail Only

Question: Is the focus of the TLOTA bill for railway funding only?

Summary of response by Dan Kessler: No. The original emphasis of Rail North Texas was to explore funding opportunities for rail transit only. One of the big problems to this approach was there are a number of cities that have been paying a sales tax towards public transit for years; and there are many roadway projects these cities need that do not have funding. In addition, there are a number of perimeter counties that currently do not have transit, have not been paying into the rail transit system, but want rail in the future.

So the TLOTA bill has morphed into a multimodal local option funding proposal. The idea is the money collected by the county will be spent in that county; therefore it is imperative that cities that are already contributing to funding the rail network can have the flexibility to utilize the revenue for other transportation projects.

Donna Harrison – Pinnacle Consulting Management Group (Fort Worth)

A. Governor Support

Question: Does the Governor support TLOTA?

Summary of response by Dan Kessler: NCTCOG is optimistic the Governor is behind the initiative.

Air Quality Conformity

George DuPont – Vice Chairman Planning and Zoning Commission, Town of Prosper (Farmers Branch)

A. Attainment of Air Quality Standards

Question: Why do other media outlets advertise that air quality standards are not being met?

Summary of response by Dan Lamers and Christie Jestis: If measured today, the North Central Texas region does not meet air quality standards and is currently nonattainment. The federal government has set deadlines for the region to become compliant. The Regional Transportation Council (RTC) has adopted an aggressive approach aimed at reducing harmful air pollutants from mobile sources.

The presentation illustrates anticipated future results from continued implementation and enforcement of current policies and programs. Although the North Central Texas region has never lost federal funding due to nonattainment, it is a very real concern and NCTCOG strives to continuously improve and maintain high air quality standards in the region.

Louise Chandler – Richardson (Farmers Branch)

A. Nonattainment Since 1971

Comment: Ms. Chandler stated she has lived in this area since 1971 and her understanding is the region has never met the air quality standards.

Summary of response by Dan Lamers: One challenge to achieving the air quality goals is the emission standard, can and does, change. NCTCOG has realized positive results with the implementation and enforcement of the various air quality programs. NCTCOG has actually met the emission standard set in the 1990's, but recently the EPA announced more stringent standards. To enjoy a higher quality of life, the higher standards are welcome, but it does create a persistent challenge to find progressive alternatives to decreasing air pollutants in the region.

Amanda Caldwell – UNT (Denton)

A. Growing Region, Less Emissions

Question: How are continued reductions in NOx and VOCs emissions accounted for when additional roadway capacity is needed for the growing metropolitan region?

Summary of response by Dan Lamers and Madhusudhan Venugopal: Emissions increase during slow and stop-and-go traffic conditions; around 50 miles per hour emissions actually begin to decrease. One tactic is strategic capacity improvements and enhanced efficiencies to the current transportation network that will enhance the flow of traffic. Also, continued support and enforcement of the various air quality programs will contribute to reductions of expected emissions into the future. Lastly, citizen education and consumer transition to more fuel efficient and cleaner vehicles will augment the regional goals for meeting the air quality standards.

As illustrated by the graphs in the presentation, there is a dramatic decline in emissions of NOx from analysis year 2009 to analysis year 2019. This is a result of what is referred to as engine penetration. There are emission standards for all engines which vary by vehicle type. Current modeling assumes that 60 percent of engines manufactured meet acceptable emission standards. Heavy duty vehicles are the heaviest emitters of NOx. In 2007, new engine manufacturing regulations were instituted for this class of vehicles and it was required that emissions be reduced by a certain percentage each year. By 2010, all heavy duty vehicle engines manufactured are required to meet the new emission levels. Over time, reduced emissions from the higher engine manufacturing standards will account for the dramatic drop in NOx between these years. Decreases in VOC emissions follow a similar pattern over the analysis years as new technologies and policies transition into the mainstream.

Julie Smith – Denton (Denton)

A. NOx and VOC Budgets

Comment: Please elaborate on why NOx and VOCs do not exceed budgets in 2009.

Summary of response by Madhusudhan Venugopal: During modeling, there are planned assumptions incorporated. But, there are certain strategies that cannot be modeled, e.g. intersection improvements, traffic signal improvements, park and ride participation, pedestrian and bicycling facilities, etc. These programs all have the benefit of reducing vehicle miles traveled and decreasing emissions. These benefits cannot be taken into account in the modeling, but they certainly aid in the reduction of emissions and can be worked into the analysis.

B. NOx and VOC Reductions

Question: There is a history of padding emission reduction figures. Is the large decline between the analysis years 2009 and 2019 for NOx mainly due to better efficiency standards for diesel engines and heavy duty vehicles; and is the decrease in VOCs due to expected future transitioning to cleaner vehicles and the public utilizing more mass transit?

Response by Dan Lamers: Yes.

C. Older Vehicles, More Emissions

Comment: Loosely, five to ten percent of vehicles are 50 percent of the bad emission violators. How do these vehicles get captured in air quality strategies?

Summary of response by Dan Lamers: The AirCheckTexas program addresses the issues of older vehicles on the roadway. The program provides financial incentives to repair or replace older vehicles.

D. AirCheckTexas

Question: How does the AirCheckTexas program guard against an individual receiving a voucher, going across county lines to an area that is in attainment, purchasing another older, polluting vehicle and driving it back into the North Central Texas region and continuing to pollute?

Summary of response by Madhusudhan Venugopal: There are a number of rules in place to prevent such activities.

E. Clean Vehicle Program

Comment: Please expand on the Clean Fleet Vehicle program.

Summary of response by Amanda Brimmer: The Clean Fleet Vehicle program is a federally funded program that helps attain or retrofit new fleet vehicles. Adoption of the Clean Fleet Vehicle Policy entitles the adopting entity to compete for clean vehicle funding. Eligible project types include new purchases, replacements, retrofits, repowers, and conversions of heavy- and light-duty vehicles. The goal is to replace dirty fleet vehicles in the region, with cleaner, more environmentally friendly vehicles.

F. Idling Reduction

Question: How does the $750,000 from the EPA tie into the idling reduction program?

Summary of response by Amanda Brimmer: The aim of the Diesel Freight Vehicle Idling program is to reduce unnecessary diesel-engine idling. A call for projects, which was open to both public and private entities, closed on January 16, 2009. These grant opportunities are one measure to receive assistance in acquiring equipment that helps stay in compliance with anti-idling regulations which has the added benefit of reducing fuel consumption and saving on operating costs.

G. Idling Reduction Participation

Question: How many cities have idling reduction restrictions?

Summary of response by Amanda Brimmer: There are currently 15 cities with Memorandums of Agreements (MOA) with the State.

Pay-As-You-Drive Insurance (PAYD) Pilot Program

George DuPont – Vice Chairman Planning and Zoning Commission, Town of Prosper (Farmers Branch)

A. Tax Advantage

Comment: Mr. Dupont said he applauds the work NCTCOG is doing overall, but expressed concern about the PAYD plan. He said it appears to be just another opportunity for the insurance companies to profit. To achieve the same air quality benefit, the focus should be on discounts to those individuals who use lower-emitting vehicles.

Summary of response by Amanda Brimmer: PAYD is just one tool to achieve the air quality goals of the region. The focus of this program is reducing vehicle miles of travel (VMT). The program is not intended to replace traditional insurance but offer another incentive for individuals to adjust their driving habits.

B. Driving Penalization

Comment: Drivers should not be penalized for how much they have to drive. Instead, reward drivers based on their vehicle choices.

Summary of response by Amanda Brimmer: PAYD would serve as another option for vehicle owners that ties the cost of the insurance to the number of miles driven. NCTCOG is not proposing PAYD replace traditional insurance rates and plans. PAYD is one of many control strategies for meeting the air quality goals of the region.

Julie Smith – Denton (Denton)

A: Transportation Oriented Development (TOD)

Comment: The PAYD seems to be most effective in areas that have high densities and TODs. It appears that the program was not as effective with participants in the residential communities where transit options are limited.

Summary of response by Amanda Brimmer: Not necessarily. Although, it is inherently easier for those in TOD areas to decrease vehicle miles driven, it was concluded that all areas had the same opportunity to reduce VMT's.

Question/Comment: How do they all have the same opportunity? It is clear to me an individual living at Mockingbird Station has much more opportunity to choose to reduce VMTs than someone living in rural Denton.

Summary of response by Dan Lamers and Amanda Brimmer: Once an individual is paying for insurance based on the VMTs, all participants have the same opportunity to decide if a particular vehicle trip is necessary or if errands can be combined into one vehicle trip. There may be more choices for an individual living in Mockingbird Station to reduce VMTs, but the opportunity to make choices is available to all.

Donna Harrison – Pinnacle Consulting Management Group (Fort Worth)

A. Mileage Limits to Participate

Question: Is there a mileage limit to qualify for the PAYD insurance?

Summary of response by Amanda Brimmer: Ultimately, mileage limits will be determined by the individual insurance companies. PAYD is another vehicle insurance option for drivers and it will still be necessary to compare insurance rates to determine which plan is best for an individual.

Unified Planning Work Program Modifications and Development (UPWP)

Claudia Reynolds – UNT (Denton)

B. Planning Funding Sources

Comment: The UPWP funding appears to come from roadway sources only. Don't the transit agencies contribute to the funding of the work program?

Summary of response by Vickie Alexander and Dan Lamers: The planning funding sources illustrated represent current funding and contracts. NCTCOG currently works in partnership with the transit agencies. As the new UPWP plan is developed, the planning revenue sources may include the transit agencies.

There are a number of UPWP funding sources. The primary sources of UPWP funding are the United States Department of Transportation (USDOT), the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA). The bulk of funding, which is from USDOT, requires that all planning be multimodal and comprehensive.

Bicycle and Pedestrian

George DuPont – Vice Chairman Planning and Zoning Commission, Town of Prosper (Farmers Branch)

A. Funding

Comment: Depending on what county one is in, there are alternative funding mechanisms for bicycle and pedestrian facilities. In example, in Collin County there are 50-50 matching opportunities to fund bicycle and pedestrian facilities with county funds. Often developers are required to integrate parks and schools into their bids. There are a variety of options available, but sometimes people just don't know where to look.

Response by Dan Lamers: Thank you.

David Robinson – Dallas (Farmers Branch)

A. Demand for Projects

Comment: There are different schools of thought regarding public demand for bicycle and pedestrian facilities. One philosophy is that a project is built if demand exists. Another philosophy is that demand naturally follows a project. An example of the second philosophy is the development of the Katy Trail in Dallas. Initially, there was very little demand for the trail to be built, but now usage rates of the trail continue to increase.

Summary of response by Dan Lamers: NCTCOG attempts to strike a balance. The local governments and citizen groups know best community needs and wants. One role of NCTCOG is to cooperate with these local entities and facilitate the building of these types of projects. NCTCOG also tries to provide other funding opportunities for these types of projects so a more equitable review system can be utilized for project development. For example, upcoming is a $40 million Sustainable Development Call for Projects. Bicycle and pedestrian projects are eligible. The benefit of this type of funding alternative is that projects will be reviewed only against other sustainable development projects.

B. Demand for Projects

Comment: It was stated earlier that the North Central Texas region was built around the automobile and this has been the mentality for the last 40 to 50 years. Local communities are beginning to address the variety of issues for good community development, and slowly but surely, priorities are changing. In Dallas, the city council is finally coming to the realization of the development potential in walkable and user friendly communities.

Summary of response by Dan Lamers: One program NCTCOG sponsors is The Center of Development Excellence. The program is aimed at working with local governments to solve the problems created by the development of non-cohesive communities. In many areas this often equates to retrofitting, which is usually more time consuming and expensive. Even though it may not be obvious, there is a lot of interest and effort going into such programs with the goal of reducing the dependency on the automobile. These programs will not only create a better quality of life but have the added benefit of reducing congestion and improving air quality.

Rail

David Robinson – Dallas (Farmers Branch)

A. Advocate Rail

Question: Right-of-way availability and costs determine rail feasibility. Given realistic restrictions, how much is NCTCOG staff advocating for alternate transportation options?

Summary of response by Dan Lamers: NCTCOG staff will soon begin developing a new, long-range transportation plan, Mobility 2035. This process will include inventories of mobility needs and the potential for regional rail and public transportation facilities.

Sophisticated travel models are used to predict public transportation use. Mass transit is dependent upon density of development and people. In the North Central Texas region, there are only a few densely developed areas. Addison and Mockingbird stations are prime examples of areas with TODs. NCTCOG is evaluating and encouraging similar development in other communities.

Regional Outer Loop

Jill Beaty – Aubrey (Denton)

A. North Denton

Question: How far along in the planning cycle is the North Denton County portion of the regional outer loop?

Summary of response by Dan Lamers: There are currently no firm proposals for any of the right-of-way of the proposed regional outer loop. The map on page 17 of the Mobility 2030 Executive Summary illustrates the entire regional outer loop staging by year as proposed two years ago during the development of the current metropolitan transportation plan. The North Denton County segment isn't anticipated to be operational until around the 2025 timeframe.

The regional outer loop is a proposed, 240-mile long transportation corridor that would include auto, truck, and freight rail facilities. Location analyses are currently underway; meaning staff is working with county and city officials to identify viable locations for the corridor. The two areas currently being focused on are Loop 9 and portions of the roadway in northeast Collin County. The North Denton County portion must eventually align with the Collin County segment. These corridors are still very early in the planning process.

B. Loop 9

Question: The Loop 9 segment is staged to be operational in 2015, is this accurate?

Summary of response by Dan Lamers and Lara Kohl: Work began on the Loop 9 segment approximately ten years ago. It is currently in the middle of the federal environmental review process. As a result of this process, towards the end of this year, a record of decision is anticipated from the federal government. If the record of decision is received and if funding is available, that project could proceed.

Common concerns about the illustrated segment staging map are that some landowners are prematurely apprehensive the roadway will be impacting specific properties. The alignments being presented are only placeholders that indicate future transportation needs and do not represent specific alignments. Other than the Loop 9 and Collin County segments, the regional outer loop is still much too early in the planning stages to have defined alignments. If and when specific properties will be affected by the regional outer loop corridor, all stakeholders will be involved in the process.

C. Construction

Question: Will each segment need to be environmentally cleared before the entire regional outer loop can proceed to construction?

Summary of response by Dan Lamers: Yes and no. Each section, called a section of independent utility, must pass through an environmental review process. Federal rules state that a project cannot be built if it is contingent upon another project being in place. Each section will be constructed independently.

The regional outer loop is one of the important long-term goals of the RTC. Due to the size and scope of the project, acquisition of the right-of-way is extremely important and this process will take a lot of time and work. One of the goals of the Streamlined Project Delivery Team is to coordinate and expedite the environmental clearance of the entire regional outer loop.

Brandyn D. Littleton – UNT (Denton)

A. Boundary Determination

Question: How are the segment boundaries of the regional outer loop determined?

Summary of response by Dan Lamers: One of the first considerations is to review the conditions that currently exist such as: present roadways, travel conditions, demographics and current and proposed projects. Because of the inherent variety of these external environments, some segments of the proposed regional outer loop are easier to pinpoint and other segments present much more of a challenge. Traffic forecasts and modeling tools are then utilized to estimate future traffic conditions, and this helps to gauge where the segment boundaries can be drawn.

Managed Lanes

Julie Smith – Denton (Denton)

A. HOV Lanes

Question: If the shift is toward managed lanes, what happens to the free HOV lanes that currently exist?

Summary of response by Dan Lamers: The free HOV lanes that currently exist are considered interim HOV lanes. Due to the air quality nonattainment status of the region the FHWA made design exceptions and allowed building a majority of the HOV lanes on the shoulder capacity of the roadways. This was always considered a temporary provision. When a corridor goes under reconstruction the HOV lanes as they are built today will no longer exist.

B. Free HOV Lanes

Question: Will there still be free HOV lanes?

Summary of response by Dan Lamers: No, in reconstructed corridors there will be no additional free lanes constructed, except possibly new frontage roads. There will be improved, more efficient main lanes and managed lanes.

Question: Doesn't this take away the incentive for individuals to carpool?

Summary of response by Dan Lamers: For the managed lanes, RTC policy is those vehicles which choose to travel with multiple riders will receive a reduced toll of up to 50 percent during peak periods.

Question: How will that process work?

Summary of response by Dan Lamers: Answers to such questions are issues that are under discussion. Currently, there is no automated technology available. Similar to HOV enforcement today, managed lanes will require manual enforcement. One proposal is that a driver will declare the vehicle HOV ahead of time and somehow be designated as such. Although there will be no "toll booths" on these lanes, another option is to have manned booths by which the HOV vehicles would have to pass.

C. Environmental Justice

Question: Since there is a cost associated with managed lanes, is there an environmental justice component to be considered?

Summary of response by Dan Lamers: Yes. Environmental justice is an area the FHWA is very concerned about. One of the focuses in the UPWP, Task 4 - Metropolitan Transportation Plan, contains an environmental justice component.

Concerning managed lanes and environmental justice issues, studies across the country have shown inequity in this type of lane is not a major factor. In California, surveys have been conducted that show on a daily basis the same proportion of low income people utilize the managed lanes as the low income people utilizing the free lanes. The surveys do conclude that upper and middle income individuals tend to use the managed lanes more consistently, whereas, lower income people utilize the managed lanes only when it necessitates. Informal studies have also shown that lower income individuals appreciate the option of a managed lane when it is considered necessary.

Claudia Reynolds – UNT (Denton)

A. Flow of Traffic

Question: How are managed lanes going to ensure traffic will move faster?

Summary of response by Dan Lamers: The idea is to actively manage the flow of traffic with sensors in the roadway. There will not be toll booths, but vehicles will have some type of toll tag technology. When a vehicle enters the system it will be monitored as it progresses through the system. The speed of not only the vehicles, but the speed in particular segments of the roadway, can be calculated from the information gathered. The managed aspect of these lanes will be through the price. The price will more than likely be higher than the current charge for toll roads, and at peak periods throughout the day, price fluctuations will be determined by demand.

B. Entry and Exit

Question: With the managed lanes, is the strategy to have fewer entrance and exit ramps so only the vehicles that have longer commutes will utilize these lanes?

Summary of response by Dan Lamers: Yes, precisely. The concept is to actively manage the lanes, therefore, fewer entrance and exit ramps will be allotted. The goal is to operate these lanes at a high level of reliability and efficiency and limiting the access to these lanes is the only way to effectively achieve this goal. The second aspect is that the cost to use these lanes will be higher than the tolls that exist today, and of course, this cost will fluctuate during peak periods and off-peak periods.

Amanda Caldwell – Lewisville (Denton)

A. Signage

Question: Will there be some type of digital sign at the entrance to a managed lane that shows the current price for utilizing these lanes?

Summary of response by Dan Lamers: Yes. At the time of entrance into the system, signs will make you aware of the travel time from point to point, the current traveling speed, and the current price. Once a vehicle has entered the system, the price will stay constant for the entire trip.

Brandyn D. Littleton – UNT (Denton)

A. Emergency Vehicles

Question: With the minimal usage of exit and entrance ramps, won't this have a negative impact on emergency vehicles getting to the scene of an accident that may occur on these lanes?

Summary of response by Dan Lamers: That is definitely a concern and a faster alternative for emergency response is actually a key component to the managed lane planning. All managed lanes will have two lanes of traffic in each direction, with shoulders, to accommodate emergency response vehicles. Special event management will also be a component to the managed lane network.

B. Barriers for these Lanes

Question: Will concrete be used as barriers for these lanes?

Response by Dan Lamers: Yes.

Roadways

William Lovas – Carrollton (Farmers Branch)

A. I.H. 635 (LBJ)

Comment: The plan is to widen LBJ. How are service roads on both sides of LBJ going to fit? Is the plan to dislocate the businesses along the corridor?

Summary of response by Dave Davis, City of Farmers Branch and Dan Lamers: The expansion of LBJ will not dislocate any business along the corridor. All the right of way for the LBJ expansion is currently owned by TxDOT, and the project does not require any further right of way. TxDOT is obligated to maintain all access to the properties and businesses during construction.

The planning for the expansion of LBJ began many years ago. At the time, the public involvement process was the most extensive campaign ever done for a roadway corridor in the State of Texas. The present plans are a result of ten years of planning and discussion with the community to build the project and minimize the amount of private property that would be disrupted.

Trade-offs for transportation projects include cost, environment, and community needs among others. For example, the initial plans for LBJ were for an elevated roadway. However, final plans are to build the roadway expansion in a trench. The trench is more expensive compared to an at-grade or elevated facility, but the final planned facility is the acceptable plan by the community and their concerns are a welcome part of the planning process.

B. I.H. 35E - Lewisville

Comment: The plan is to widen the west side of I.H. 35E from the Beltline to Lewisville. If this project moves forward, quite a few businesses along this corridor would be lost. I know of one businessman who received a letter saying he is going to have to move by 2010. Who gives the transportation agencies the right to do this?

Summary of response by Dan Lamers and Christie Jestis: All transportation projects go through a prolonged planning process including an extensive environmental and public involvement process. The project to widen the west side of I.H. 35E has not been through this complete process and no one has been asked to relocate yet. But, there are a number of projects along that corridor, and the business being referred to may be in the alignment of some other project.

Amanda Caldwell – Lewisville (Denton)

A. Trans-Texas Corridor (TTC)

Question: Are there still plans for the TTC, but the name TTC just isn't used in public?

Summary of response by Dan Lamers: Officially as a transportation system the TTC does not exist. There are segments of the corridor, formally known as the TTC, which are still necessary, viable, and will be pursued but on a much smaller scale.

Donna Harrison – Pinnacle Consulting Management Group (Fort Worth)

A. DFW Connector

Question: Will the DFW Connector project be awarded to a bidder in March?

Summary of response by Dan Kessler: The understanding is the project will be awarded in March. There is not an upfront payment associated with the CDA. It is a design-build option. The corridor will include managed lanes, and it is expected to generate revenue that can be used for other projects.

Adam Furlow – Keller (Fort Worth)

A. S.H. 199

Question: When will S.H. 199 be completed?

Summary of response by Dan Kessler: There is not enough revenue to complete all the projects as fast as everyone would like. For example, it took all the gasoline-tax revenues for ten years to build the interchanges near North East Mall and downtown Fort Worth. It is a huge challenge to balance available revenues to the large number of projects that need to be completed.

Transportation Funding

William Lovas – Carrollton (Farmers Branch)

A. Project Funding

Question: NCTCOG presents all these plans, and they are just a big wish list. Where is all the money coming from to pay for these projects which only continue to rapidly increase in cost?

Summary of response by Dan Lamers and Christie Jestis: The funding to build transportation projects comes from several sources. Historically, one of the largest sources for funding is the gasoline-tax revenue which is placed in the highway trust fund. Every six years the federal government passes a new transportation funding bill which allocates these funds to the states.

The region is trying to be proactive in exploring ways to provide more reliable revenue streams to fund the growing infrastructure needs of the area. A few of the less popular sources of funding are public/private partnerships and toll roads. If building toll roads and leveraging this revenue to help fund other projects is not a viable option, the pace that projects can be built will continue to decline to a standstill. This type of revenue source is the emerging trend and will likely become more commonplace in the region because raising taxes is usually even more unpopular.

Vic Muse – Dallas – (Farmers Branch)

A. I.H. 635 (LBJ)

Comment: Mr. Muse noted he has been involved with an LBJ Project work group since 1996. The initial plan was to build the HOV lanes on LBJ in a tunnel between I.H. 35E and U.S. 75.

Summary of response by Dan Lamers: The tunnel option was very expensive. TxDOT sought private-sector input and it was determined the project would cost less if built as a trench. In some cases, private-sector innovation can allow a project to be built at a lower cost.

Comment: The DART Orange Line is another example of how community input can impact transportation plans. Initial plans for the DART Orange Line did not include a station in North Dallas.

Response by Dan Lamers: Thank you

Ken Gooch – Arlington (Fort Worth)

A. Increase the Gasoline-tax

Comment: Increase the gasoline-tax by one dollar per gallon. This will raise the needed revenue and will also have a positive impact on the driving behaviors of the citizens.

Summary of response by Dan Kessler: An increase in the State gasoline-tax as a viable alternative this legislative session is unlikely. The gasoline-tax has not been increased since 1991, when it was raised five cents. Senator Carona released a report showing that every year $1.4 billion is diverted from the gasoline-tax revenue to non-transportation uses.

One option being discussed is indexing the gasoline-tax which would be similar to a sales tax; as the price of gasoline increased or decreased so would the indexed tax rate.

One proposal is to index the gasoline-tax based on changes in transportation construction costs. If construction costs were to increase three percent, then the gasoline-tax index would also increase three percent. Another option being discussed is indexing to the consumer price index so, at a minimum, the gasoline-tax revenue would keep up with inflation.

B. Diversion of Funds

Comment: If the diversion of transportation funds continues, it probably wouldn't help to raise the gasoline-tax.

Summary of response by Dan Kessler: One of the important points of the local option initiative is to give the citizens the opportunity to raise the funds for the transportation projects that are important to their communities.

Donna Harrison – Pinnacle Consulting Management Group (Fort Worth)

A. I.H. 635 (LBJ)

Question: How did TxDOT save $250 million on LBJ?

Summary of response by Dan Kessler: TxDOT did a price estimate of what the project would cost if the public sector constructed it. As a result of a competitive building process and CDA with a private entity the bid came in $250 million less. The RTC had provided a financial backstop for this project and since the bid is this much lower this money is now available for other projects.

Other

Julie Ryan – Bedford (Farmers Branch)

A. "Greenstorming"

Question: Is there a regional entity or forum for "greenstorming", where public and private entities gather to discuss green solutions for transportation projects?

Summary of response by Dan Lamers and Amanda Brimmer: Yes. Some of these forums are encompassed in the Center of Development Excellence program. NCTCOG has also recently hired staff that specializes in the environmental sciences to work on Environmental Justice initiatives in cooperation with the Environment and Development Department at NCTCOG. One program, Gray to Green, called Greenprinting, is one such initiative. This program will study how to develop typical infrastructure projects and public buildings (gray), into greener development (green). This will include not only a building's construction, but water supply, power distribution, roadway design, etc.

During the last State Implementation Plan (SIP), around 2005, the air quality staff went to various public meetings and stakeholder groups and garnered a list of over 1000 air quality strategy recommendations. This list was eventually developed into a control strategy catalog for the SIP. With the implementation of the new ozone standard, it is likely the North Central Texas region will be designated nonattainment in 2010 and the air quality strategy process will need to be repeated for the new SIP coming up early next year.

B. Media

Question: How accurately do you think the media conveys your message to the public? What information would you like to see disseminated?

Summary of response by Dan Lamers and Jahnae Stout: In terms of NCTCOG planning activities, there is not a lot of media coverage. The planning message is mostly conveyed through the local governments and these entities are much more attuned with the planning resources of the agency.

When projects are being built, the relationship between NCTCOG and the transportation partners receive more of the media attention. Again, because NCTCOG does not actually implement the projects, the agency is typically not mentioned. From this perspective, there is not much complaint for the level of exposure received by the media.

More media coverage would be ideal in the success of the air quality initiatives and programs. Much of the public may not realize NCTCOG is the catalyst behind these programs and the RTC's strong leadership over the past few years to address and improve air quality in the region.

NCTCOG is in frequent contact with the media, but the focus is certainly on current projects that have been implemented. The print and news media are invited to quarterly media briefings at the NCTCOG offices. The Public Involvement program tries to be proactive, not only with the media, but also with the public in order to gather as much feedback as possible so all sides are considered in decision making.

William Lovas – Carrollton (Farmers Branch)

A. Partnerships and Project Resolution

Comment/Question: Where was NCTCOG when there was a conflict between city government and DART when the Green Line was being planned into Carrollton? DART planned the corridor on the west side of I.H. 35E and the City of Carrollton disagreed because it would disrupt too many business owners. The City of Carrollton wanted to put the corridor on the east side of I.H. 35E and DART disagreed, arguing there is too much residential on the east side. The recommendation is to build an elevated rail line from Inwood to Trinity Mills. In downtown Carrollton, it is proposed there be two rail lines that cross and one of the towers under construction is supposed to be 70 feet tall. There was also a conflict between the City of Dallas and DART. DART wanted the Green Line to travel under Dallas Love Field but discovered that plan would cost too much.

How is NCTCOG alleviating all these considerable and constant problems; and at the same time, taking into account the future of the roadway system?

Summary of response by Dan Lamers: NCTCOG is a planning agency and does not implement projects. Staff provides the technical expertise that helps inform the building process. During the planning of transportation studies, there is constant interaction with local governments, the transportation agencies and all partners. Since the local governments and transportation agencies are responsible for the actual implementation of the project, these entities hold more responsibility for the social and environmental concerns of the local communities.

One role of the RTC is to mediate any issues that may arise out of the planning and building process and to be a reliable source for information in order to make the best decisions. Ultimately, the elected officials and transportation agencies make the final decision about where and how to build a project.

Summary of response by Doug Hrbacek, A.W. Perry Neighborhood, Carrollton: The DART Green Line will be 28 feet above grade and the Cotton Belt and BNSF rail lines will be at-grade. Nothing will be built 70-feet high.

Kathleen Matsumura – (Farmers Branch)

A. Presentations

Question: Why are the roadway and rail plans shown on separate maps? Coordinate these to one map so it can be easily discerned to the viewer.

Summary of response by Dan Lamers: NCTCOG and all the transportation partners, TxDOT, DART, NTTA, DCTA, and The T, are required to consider every transportation mode in their planning efforts – rail, roadway, express bus, and bicycle/pedestrian. In order to be coherent, the roadway and regional rail systems are displayed separately on maps. During the planning process all the information is merged into one comprehensive plan.

Ken Gooch – Arlington (Fort Worth)

A. Natural Gas

Question: Why not encourage automobile manufacturers to move towards more natural gas technologies?

Summary of response by Dan Kessler: A number of NCTCOG's call for projects award funding for alternative vehicles: cars, garbage trucks, school buses, taxis, etc. When gasoline went up to $4 per gallon, the interest in alternative fuels and vehicles increased dramatically. As the price of fuel decreased so did the public demand and interest. It is a challenge. A balance must be struck between the price citizens can, and are willing to pay, per gallon of fuel; yet still create enough incentive to experiment and advance alternative fuels and vehicles.

C. Hybrid Vehicles

Comment: Doesn't it come down to making the correct decisions for the future?

Summary of response by Dan Kessler: There is a lot of optimism in the country and the American automobile manufacturers seem to be making a stronger commitment toward a hybrid fleet. As long as this commitment remains, by 2012 there should be a wider variety of hybrid models available.

D. Car Design

Comment: If vehicles were designed smaller, wouldn't more fit on the current roadways?

Summary of response by Dan Kessler: Discussions are currently underway, in a variety of areas, with automobile manufacturers about the future of the industry and the implications for the transportation industry. In Texas, one complexity is the demand for added capacity on the roadways. In the example of LBJ, actual demand for use on that corridor is approximately 450,000 vehicles and current capacity is approximately 240,000 vehicles. Managed lanes are one solution that is expected to help alleviate some of the capacity demands, and these will be complemented with programs that encourage higher occupancy vehicles rather than single-occupant vehicles.

Donna Harrison – Pinnacle Consulting Management Group (Fort Worth)

A. Presentation

Question: Does NCTCOG give presentations to local organizations?

Response by Dan Kessler: Yes, leave your information and NCTCOG would be happy to contact you.

Adam Furlow – Keller (Fort Worth)

A. Fix the Problems

Comment: For years, NCTCOG has been saying it is committed to fixing the congestion and the myriad of transportation problems and the problems have steadily gotten worse.

Summary of response by Dan Kessler: The lack of funding is the main reason projects cannot be built sooner. The diversion of the gasoline-tax revenue to non-transportation purposes is not helping. Most would agree it is extremely frustrating, but historically transportation is not considered a priority among the legislators.

B. Regional Planning

Comment: If NCTCOG expects regional cooperation for funding projects, the planning of transportation projects must be inclusive of the entire region.

Summary of response by Dan Kessler: When the revenue available for funding projects is limited, prioritization, as tough as it is, must take place. NCTCOG does it's best to try to be equitable to all areas to promote a truly regional transportation network.

WRITTEN COMMENTS RECEIVED AT MEETINGS

Name and Title	Agency, City Represented (meeting location in parentheses)	Topics addressed	Comments
Kathleen Matsumura	(Farmers Branch)	Public Meetings	Attachment 1
Robert Tickner	Denton (Denton)	ARRA Projects	Attachment 2

North Central Texas Council of Governments

PUBLIC MEETING COMMENT SHEET

Wednesday, March 4, 2009
2:00 p.m.
Farmers Branch Recreation Center
Pecan Room
Farmers Branch, TX 75234

Instructions:
1. Please mark the box indicating whether you would like to make an oral comment, a written comment, or both oral and written comments.
2. Please fill in your name and affiliation.
3. If you are submitting a written comment, please write your comment on this form.
4. Please return this form to an NCTCOG employee at the registration desk.

☐ **I wish to make an oral comment at the public meeting**
☐ **I wish to submit a written comment at the public meeting**
☐ **I wish to make both oral and written comments at the public meeting**

Name Kathleen Matsumura

Organization Citizen

Kmatsumura@sbcglobal.net 972-484-1391

Please provide written comments below:

DON'T SPEND VALUABLE TIME OUTLINING YOUR OPERATION - INSTEAD, GIVE CITIZENS TIME TO ASK QUESTIONS AND OFFER COMMENTS. OFFER RESOURCES FOR CITIZENS TO ACCESS ONLINE AND PRINT FOR THOSE INTERESTED IN ALL THE STATS THAT FILED THIS AFTERNOON'S OVER

To submit comments or questions by mail, fax, or e-mail, please send to:
North Central Texas Council of Governments, Transportation Department
P.O. Box 5888, Arlington, TX 76005-5888 **Phone**: (817) 695-9240 **Fax**: (817) 640-3028
E-mail: jstout@nctcog.org **Website**: http://www.nctcog.org/trans

North Central Texas Council of Governments

PUBLIC MEETING COMMENT SHEET

Wednesday, March 4, 2009
6:30 p.m.
Denton North Branch Library
3020 N. Locust Street
Denton, TX 76209

Instructions:
1. Please mark the box indicating whether you would like to make an oral comment, a written comment, or both oral and written comments.
2. Please fill in your name and affiliation.
3. If you are submitting a written comment, please write your comment on this form.
4. Please return this form to an NCTCOG employee at the registration desk.

☐ **I wish to make an oral comment at the public meeting**
☒ **I wish to submit a written comment at the public meeting**
☐ **I wish to make both oral and written comments at the public meeting**

Name Robert Tickner, 3900 Deer Forest, Denton, TX 76208
Organization 940 390-9354

Please provide written comments below:

I wish to submit for Economic Recovery ACT Funding an AMTRAK/TRANSIT STATION at Krum, Tx to serve the Denton area, Denton County on the AMTrak Heartland Flyer Corridor Line. I request $500,000 be considered for the project to construct a station platform shelter, benches, etc and related parking facilities in downtown Krum.
This project has been reviewed and recommended by the Regional Transportation Council
If this project does not qualify for the short shovel ready list please consider inserting on a project list for funding in the next 18-24 months or sooner.

To submit comments or questions by mail, fax, or e-mail, please send to:
North Central Texas Council of Governments, Transportation Department
P.O. Box 5888, Arlington, TX 76005-5888 **Phone**: (817) 695-9240 **Fax**: (817) 640-3028
E-mail: jstout@nctcog.org **Website**: http://www.nctcog.org/trans

Additional Public Comments

Name	Topics addressed
Tom Stamey	Pay-As-You-Drive Insurance
Brianne Moore	Pay-As-You-Drive Insurance
Ward Hansen	Rail Funding, Costs and Plans
Dennis Killy	Rail Funding, Costs and Plans
Annette Graves	Rail Funding, Costs and Plans
Liz Goulding	Rail Funding, Costs and Plans
Wayne Szot	Rail Funding, Costs and Plans
Claudia Reynolds	Transit-Oriented Development in Denton
Brandyn Littleton	Bicycle Plans
James Hoefert	Roadway Plans
Carmen Oprea	Roadway Plans
Pete Powell	Public Participation/Outreach

Pay-As-You-Drive Insurance

Comment submitted electronically February 24, 2009

Tom Stamey
Pay as your drive insurance--NO WAY. And no pay as your drive taxes either.

Comment submitted electronically March 4, 2009

Brianne Moore
Hello, I will be attending the meeting tonight at the Denton Library at 6:30. I was hoping that you could address the pay-as-you-go insurance and what (if any) restrictions will be made in order to ensure that policy holders will not be made to pay more than an original premium. Will there be a cap on the amount billed?

Rail Funding, Costs and Plans

Comment submitted electronically February 25, 2009

Ward Hansen
Be advise that I am adimently opposed to your plan to "tax" us without local voter approval. Your actions are questionable in regard to the "one man one vote". We have evry right to vote locally to decide "if" we want our taxes to go to this pork barrell. I understand our vote is only to decide which manner of tax will be levied. If I am misinformed -- please advise. If no, with all due respect -- stop trying to "help" me. As my granddad said " Mind your own business".

Comment submitted electronically February 28, 2009

Dennis Killy
Elected and appointed officials are all about self promotion. Regional Rail or whatever it is now called is a premier example of how off the beaten path these people can get. As the plan is currently structured… it will cost our grandchildren's grandchildren more than $35 Billion. Taxpayers will end up paying at least 85% of the build and maintenance & operations costs.

Comment submitted electronically March 3, 2009

Annette Graves
I plan to attend the Regional Transportation Council public meeting tomorrow, March 4 at 6:30pm at the Denton North Branch Library. Thank you for holding this meeting and receiving public comments. I have a question regarding future plans for railway expansion: Do you have an anticipated projection of the cost for any environmental assessments or environmental impact statements that may be done for the future railway expansion plans?

Comment submitted electronically March 4, 2009

Liz Goulding
I will be at the meeting in Denton this evening, and I was hoping to hear about North Texas's plans to support modes of transportation that will help reduce our carbon footprint (beyond DART). Thanks!

Comment submitted electronically March 13, 2009

Andrea Loker
My husband and I both use DART daily for the past 6years!
Any way any time this project could come to McKinney would be fantastic!!
We drive 25 minutes on side streets to access Parker rail station. This would cut our drive by 15 minutes one way. The area proposed for the rail, would dramatically increase a needed income for the area.
We have voted for this issue whenever it comes on a ballot. We are all for using tax dollars or home assessment taxes for this funding if needed.
Just get a move on it is a serious need. Come to the DART and survey partron who are from McKinney;Allen; Melissa; Prosper;Texoma. There are a lot of customers from regions north of the rail!

Comment submitted electronically March 30, 2009

Wayne Szot
Hello, My wife and I are Grapevine residents and I would like to submit a comment regarding the recent discussions on how the new rail lines coming north of DFW airport might interface with the area (reported in Dallas Morning News on March 7). I would like to say that we are in *full support* of the idea of moving the rail transfer point north to the outside of the airport. In this way will the new rail lines planned not only serve the airport, but will also be more beneficial to the regional transit needs of those who live outside the airport. Also, I think that this move will not significantly impact those wanting to take rail to get to the airport, the current design of having the rail lines terminate inside the airport will necessitate a transfer for airport passengers anyway - moving that transfer point outside the airport will not have a huge impact.

Transit-Oriented Development in Denton

Comment submitted electronically March 2, 2009

Claudia Reynolds
What incentives is Denton using to help fund TOD? Are they counting on revenue from land ownership, using rebates (such as for permitting fees), and other tactics that don't require that Denton write checks to encourage development? When discussing the success of previous DART projects, it seems that the focus is usually just on the number of riders. What can you do to show the public and media that true sustainability in a project like this must also take into account the decrease in traffic and pollution?

Bicycle Plans

Comment submitted electronically March 2, 2009

Brandyn Littleton
Does mobility 2030 include any plans for the expansion of bike lanes and encouragement bicycle commuting? Does it include further development of the Veloweb?

Roadway Plans

Comment submitted electronically March 4, 2009

James Hoefert
Please confirm during the Denton Public Meeting @ 6:30 PM this eveing if I-35 E will be inaccessible across Lewisville Lake, after the expansion of FM 2499 to Swisher Road is eventually completed.

Comment submitted electronically March 4, 2009

Carmen Oprea
I have some comments for today's meeting, at the Denton Library. Is probably too late but anyway... As we can see from the Transportation Improvement Program (TIP), there are a lot of projects that involve widening roads and adding new lanes as a way of improving traffic flow. I think these measures will solve the problem only in the short run but for the long run, the problem still exists because more and more people will use the new lanes just because they are available. My suggestion is to find alternative ways to reduce the traffic such as: public transportation, incentives for carpooling, and direct the flow to less used regional arterials. Do any of these proposed projects take into consideration at least one, if not all of these alternatives? For example, it will be of great help for UNT commuter students a DART line from Dallas, to Denton UNT campus to solve the parking problem in campus. I also find Pay-As-You-Drive Insurance Pilot Program a very useful incentive to make people think of other ways to move around. But this program, in my opinion, can be functional only for private individuals not for businesses that provide transportation services, like taxi and limousine services. If people drive less, they will relay more on these types of car services. If their insurance will grow according to the mileage, this will be reflected in an increase of prices, so people have to pay more and they could change their minds and use their cars again. Are the companies which offer transportation services excluded from this program?

Public Participation/Outreach

Comment submitted electronically March 18, 2009

Pete Powell
Thank you for the all the work/improvements that NCTCOG has had a hand in, and for all the timely information you have provided the regions HOAs over the years.

As an officer in a Denton County HOA for the last fifteen [15] years, I can truly say we have seen the improvements and benefits. THANK YOU, again.

It's time for my wife and I to retire and move closer to our families, so while I will check on North Texas' progress from time to time. We no longer will be checking weekly or reviewing the day to day goings on. Again, thanks for the information.

AGENDA

REGIONAL TRANSPORTATION COUNCIL
NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

PUBLIC MEETINGS

North Richland Hills City Hall
7301 NE Loop 820
North Richland Hills, Texas 76180
Tuesday, October 14, 2008 – 6:30 p.m.

Burleson City Hall
141 W. Renfro Street
Burleson, Texas 76028
Tuesday, October 15, 2008 – 10 a.m.

Carrollton Public Library at Josey Ranch Lake
1700 Keller Springs Road
Carrollton, Texas 75006
Tuesday, October 15, 2008 – 6:30 p.m.

1. Welcome and Introductions
2. Long-term Transportation Planning
    a. Mobility 2030 Amendments
    b. 2010 – 2013 Transportation Improvement Program (TIP)
    c. Air Quality Conformity Schedule and Comments
3. Brownfield Development Call for Projects
4. Trinity Railway Express Partnership
5. Regional Outer Loop Status Report and Next Steps
6. Public Comments/Questions

Other relevant transportation topics:
More than $1.5 million will be available to reduce emissions from school buses and vehicles powered by heavy-duty diesel engines. Separate calls for projects will open this fall. Visit www.nctcog.org/trans/outreach/media/.

AirCheckTexas again accepting applications for financial assistance to replace older, high-polluting vehicles. Visit www.nctcog.org/aircheckttexas.

Texas Transportation Commission will meet in Dallas on Thursday, Oct. 30, 9 a.m. at the MLK Recreation Center, 2901 Pennsylvania Avenue, Dallas, TX 75215.
Visit www.dot.state.tx.us/about_us/texas_transportation_commission/2008mtgs.htm

All public meeting presentations are available @ *www.nctcog.org/trans/outreach/meetings*

MINUTES

Regional Transportation Council
PUBLIC MEETINGS

- ***Long-term Transportation Planning:***
  - ***a) Mobility 2030 Amendments***
  - ***b) 2010 – 2013 Transportation Improvement Program (TIP)***
  - ***c) Air Quality Conformity Schedule and Comments***
- ***Brownfield Development Call for Projects***
- ***Trinity Railway Express Partnership***
- ***Regional Outer Loop Status Report and Next Steps***

Meeting Dates and Locations

The North Central Texas Council of Governments (NCTCOG) held public meetings as follows:

1. Tuesday, October 14, 2008 – 6:30 p.m. – North Richland Hills City Hall; attendance: 16; moderated by Dan Kessler, NCTCOG Assistant Director of Transportation
2. Wednesday, October 15, 2008 – 10 a.m. – Burleson City Hall; attendance: 33; moderated by Dan Kessler, NCTCOG Assistant Director of Transportation
3. Wednesday, October 15, 2008 – 6:30 p.m. – Carrollton Public Library at Josey Ranch Lake; attendance: 22; moderated by Dan Lamers, NCTCOG Senior Program Manager

Public Meeting Purpose and Topics

The public meetings were held in accordance with the NCTCOG Transportation Department Public Participation Process, which became effective June 1, 1994, as approved by the Regional Transportation Council (RTC), the transportation policy board for the Metropolitan Planning Organization (MPO) and amended on May 10, 2007. Staff presented information about:

1. Long-term Transportation Planning:
   a. Mobility 2030 Amendments – presented by Michael Burbank (North Richland Hills), Mitzi Ward (Burleson) and Elizabeth Whitaker (Carrollton)
   b. 2010 – 2013 Transportation Improvement Program (TIP) – presented by Christie Jestis (North Richland Hills) and Adam Beckom (Burleson and Carrollton)
   c. Air Quality Conformity Schedule and Comments – presented by Madhusudhan Venugopal
2. Brownfield Development Call for Projects – presented by Karla Weaver (North Richland Hills and Burleson) and Alma Martinez (Carrollton)
3. Trinity Railway Express Partnership – presented by Christie Jestis (North Richland Hills) and Michelle Bloomer (Burleson and Carrollton)
4. Regional Outer Loop Status Report and Next Steps – presented by Jeff Neal

The agenda also included other relevant transportation topics:

1. More than $1.5 million will be available to reduce emissions from school buses and vehicles powered by heavy-duty diesel engines. Separate calls for projects will open this fall. Visit http://www.nctcog.org/trans/outreach/media.
2. AirCheckTexas is again accepting applications for financial assistance to replace older, high-polluting vehicles. Visit www.nctcog.org/aircheckTexas.

3. Texas Transportation Commission will meet in Dallas on Thursday, October 30, 9:00 a.m. at the MLK Recreation Center, 2901 Pennsylvania Avenue, Dallas, TX 75215. Visit www.dot.state.tx.us/about_us/texas_transportation_commission/2008mtgs.

The NCTCOG public meetings were held to educate, inform, and seek comments from the public. Comments were solicited from those present who wished to speak for the record. The 30-day comment period remained open through November 14, 2008. The presentations made at the meetings are available at www.nctcog.org/trans/outreach/meetings.

Each person who attended a public meeting received a packet with a meeting agenda, a sheet on which to submit written comments and copies of the presentations and related handouts. The names of RTC members were listed on the back of the agenda so attendees could see who represented them. A list of RTC members is available online at: http://www.nctcog.org/trans/committees/rtc/roster.090308.pdf.

Outline of Public Meetings

Welcome, introductions – At all three meetings, Dan Kessler or Dan Lamers welcomed and thanked attendees for coming and summarized public meeting topics.

Dan noted the North Richland Hills meeting was being broadcast on the local Citicable NRH Streaming Video.

At the Burleson meeting, Dan recognized a number of the elected officials attending the meeting and thanked them for all the hard work they do for the region.

At the Carrollton meeting Dan Lamers highlighted the Mobility 2030 Executive Summary, State of the Region, and the Air Quality Regional Mobility Initiatives booklets available at the sign-in table that serve as excellent supplements to the information presented at the public meeting.

Lastly, both encouraged attendees to ask questions or provide comments about the presentation topics or any transportation issues with which they are concerned.

Summary of Presentations

A. 1) Long-Term Transportation Planning: Mobility 2030 Amendments – Michael Burbank (North Richland Hills), Mitzi Ward (Burleson), and Elizabeth Whitaker (Carrollton)

- **Mobility 2030, the long-range Metropolitan Transportation Plan (MTP), approved in January 2007 by the RTC, is the comprehensive, multimodal blueprint for transportation systems and services aimed at meeting the mobility and financial needs of the Dallas-Fort Worth metropolitan area through 2030.**
  - o The MTP responds to the adopted goals:
    - Improving mobility.
    - Improving quality of life.
    - Meeting financial and air quality constraints.
  - o Guides expenditures of federal and State funds.
  - o Federal air quality approval for MTP 2030 was in June 2007.

- **MTP amendment and update schedule:**
  - o 2009: Mobility 2030 amendments:
    - April: RTC approval
    - July: Federal air quality approval
  - o 2011: Mobility 2035 (new plan):
    - April: RTC approval
    - July: Federal air quality approval

- **MTP amendments identify policies, programs and projects that need to be amended for continued development.**
  - Amendments are administrative updates and represent changes to currently planned projects. Changes that may be incorporated include:
    - Inclusion of regional toll road revenue projects.
    - Previous partnership program refinements.
    - Roadway and transit corridor study changes.
    - Recommendations from environmental documents.
    - Recent toll road changes.
    - Refinement of State Implementation Plan (SIP) commitments.
  - The RTC must adopt any amendments before a project can proceed.
  - NCTCOG staff should be informed of project(s) progress and/or updates so the necessary amendments can be made to the MTP.
- **RTC conditions for MTP amendments:**
  - Must have strong local consensus.
    - Local government support and/or endorsement of the proposed project change.
    - Public involvement process allows residents and interested parties to comment.
  - Must be cost-effective.
    - Preferred alternative should have come from a Major Investment Study, Environmental Assessment, or Environmental Impact Statement where a range of alternatives were considered.
  - Must consider all reasonable travel demand management (TDM) strategies.
    - TDM strategies should continue to be identified and included in the major investment and environmental study process and TDM commitments should continue to be honored.
  - Must fit into financially-constrained MTP.
    - Mobility 2030 is financially-constrained to available funds. If additional funding is needed, the source of this funding must be identified.
  - Must allow MTP to meet all air quality conformity requirements.
    - All project changes combined must maintain air quality conformity compliance.
- **There will be two additional public meetings to present the draft and the final Mobility 2030 amendment recommendations and receive public feedback.** View the amendments under evaluation and the detailed timeline for the MTP amendments, TIP development, and Air Quality (AQ) conformity analysis at: www.nctcog.org/trans/outreach/meetings.
- **Specific topics and issues presented for public involvement:**
  - Mobility 2030 Executive Summary available at the sign-in table.
  - Review the amendment process and schedule for Mobility 2030.
  - Any progress or updates to projects? Please contact Michael Burbank, AICP, Program Manager at: (817) 695-9251 or mburbank@nctcog.org.

A. 2) Long-Term Transportation Planning: 2010 – 2013 Transportation Improvement Program (TIP) – Christie Jestis (North Richland Hills), Adam Beckom (Burleson and Carrollton)

- **The TIP is a dynamic document, updated quarterly to reflect changes in project work scope or funding, the addition or deletion of projects, or refinement of transit agency program of projects.** NCTCOG is currently operating under the 2008 – 2010 fiscal year TIP. The TIP:
  - o Is a federal and State mandated inventory of transportation projects.
  - o Contains projects funded with local, State, and federal funding sources.
  - o Covers four years of available funding.
  - o Is updated on a quarterly basis, but completely redeveloped every two to three years in coordination with the metropolitan transportation plan and air quality conformity.
- **Transportation programming and project implementation is a collaborative effort** involving local city and county governments, Dallas and Fort Worth districts of the Texas Department of Transportation (TxDOT), and various transportation and transit agencies in the region.
- **2010 – 2013 TIP focus areas:**
  - o Limited funding available.
    - ▪ Decreased funding levels in all categories.
    - ▪ Financial constraints.
    - ▪ Project prioritization.
  - o Milestone policy.
    - ▪ Deletion of inactive projects.
- **2010 – 2013 TIP development process:**
  - o Review all existing projects and solicit additional locally funded projects.
  - o Make needed adjustments to existing projects (staging, funding, scope).
  - o Develop revised project listings.
  - o Balance project listings to estimated revenue.
  - o Conduct mobility plan and air quality review.
  - o Solicit public review (process, draft listings, final listings) in January 2009.
  - o Finalize project listings and submit to partners.
- **Specific topics and issues presented for public involvement:**
  - o Outline the 2010-2013 TIP development process.
  - o To view the current TIP project listings please visit: www.nctcog.org/trans/tip.

A. 3) Long-Term Transportation Planning: Air Quality Conformity Schedule and Comments – Madhusudhan Venugopal

- **Coordination with air quality conformity analysis is required for federal approval during the MTP amendment process and the TIP development process.** Air quality conformity analysis:
  - o Demonstrates that projected emissions from transportation projects are within emission limits established in the State Implementation Plan (SIP).
  - o Ensures federal funding and approval is applied to transportation projects that are consistent with air quality planning goals.
- **Nine counties are classified by the Environmental Protection Agency (EPA) as nonattainment for the pollutant ozone. Air quality conformity analysis will include the entire counties of:** Collin, Dallas, Denton, Ellis, Kaufman, Johnson, Parker, Rockwall, and Tarrant.

- **The air quality conformity analysis:**
  - o Must be within motor vehicle emission budgets approved by the EPA for:
    - Nitrogen Oxides (NOx) = 186.81 tons/day.
    - Volatile organic compound (VOC) = 99.09 tons/day.
  - o Analysis years (emissions should be less than established budgets):
    - 2009, 2019, 2025, and 2030.
  - o Requesting locally funded project listings from the region that demonstrate positive air quality conformity goals for the region.
- **Air quality conformity timeline**
  - o Public meetings:
    - October 2008 (orientation)
    - January 2009 (status)
    - February 2009 (findings)
  - o Local approval:
    - RTC: April 2009 (tentative)
  - o Federal approval:
    - US Department Transportation: July 2009 (tentative)
- **Specific topics and issues presented for public involvement:**
  - o NCTCOG staff is requesting that any local entities that currently have projects that demonstrate positive air quality conformity standards; such as bicycle and pedestrian programs or intersection improvements, please contact Madhusudhan Venugopal, Senior Transportation Planner, (817) 608-2333 or mvenugopal@nctcog.org.

B. Brownfield Development Call for Projects – Karla Weaver (North Richland Hills and Burleson) and Alma Martinez (Carrollton)

- **The RTC was awarded a $3 million grant from the EPA for cleanup activities at brownfields.** This resulted in the establishment of the NCTCOG Brownfields Revolving Loan Fund (RLF) Program.
- **A brownfield is 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.**
- **The goal of the NCTCOG Brownfields RLF is to maintain the program as a revolving fund for brownfield projects in the region.** The grant was received from the EPA by the RTC, who in-turn will disburse the loans to local governments. As the loans are repaid to the RTC, the money will be re-invested into the RLF fund and another call for projects will be announced.
- **NCTCOG Brownfields RLF call for projects:**
  - o Opens November 2008.
  - o Closes June 2009.
  - o $1.5 million available for petroleum site cleanup.
  - o $1.5 million available for hazardous site cleanup.
  - o Local governments are eligible borrowers and can partner with the private sector.
  - o Per the EPA, the borrower and/or current property owner cannot have caused the contamination.
  - o Includes a twelve-county region.

- **The NCTCOG Brownfields RLF project selection criteria will be evaluated on a point system:**
  - o Site location – focus area will be transit-oriented development (TOD) potential sites but all other site utilizations will be considered.
  - o Environmental Justice protected population.
  - o Reduction of threat to human health and environment.
  - o Reuse and recycling of construction and demolition materials.
  - o Infill or reuse of vacant or underutilized property.
  - o Removal of blight.
  - o Private funds leveraged.
  - o Consistent with the Mobility 2030: the MTP for the Dallas-Fort Worth area and/or transit agency long-range plan.
  - o Promotes city/county development goals.
  - o Community relations plan.
  - o Quality assurance project plan.
- **NCTCOG Brownfields RLF advantages:**
  - o Interest rate no greater than the average rate of NCTCOG's investment pool (currently 2.4%) and this does fluctuate.
  - o No fees.
  - o 20% local match: cash, in-kind, donated time/fees.
  - o Repayment can start as late as 2012.
- **NCTCOG will be hosting a workshop** for participants to review the rules of the program, the application, EPA requirements, selection criteria, and loan terms and conditions.
  - o Tuesday, November 4, 2008, 2 p.m. till 3:30 p.m., NCTCOG, 616 Six Flags Drive, Centerpoint II, Arlington, TX 76011, William Pitstick Executive Board Room.
- **Specific topics and issues presented for public involvement:**
  - o Distribution of "turning brownfields green" brochure.
  - o Call for projects announcement.
  - o Introduction of RLF selection criteria.
  - o To register for the workshop, contact Karla Weaver, AICP at (817) 608-2376 or kweaver@nctcog.org, or Alma Martinez, Transportation Planner at (817) 704-2512 or amartinez@nctcog.org or visit the brownfield Web site below.
  - o To view successful brownfield cleanup and revitalization projects please visit: www.nctcog.org/trans/sustdev/landuse/brownfields.

C. Trinity Railway Express Partnership – Christie Jestis (North Richland Hills), Michelle Bloomer (Burleson and Carrollton)

- **In operation since 1996, the Trinity Railway Express (TRE) was completed in 2001, and runs between the cities of Dallas and Fort Worth.** It is a 34-mile long rail corridor with daily service to nine stations and a special events service to Victory Plaza in Dallas. The partnering transportation agencies that own and operate the TRE are Dallas Area Rapid Transit (DART) and the Fort Worth Transportation Authority (The T).
- **In recognition of the benefits to their residents, as well as the region, nine cities along the rail corridor contribute toward the operation of the commuter rail service.** The nine participating cities are: Arlington, Bedford, Colleyville, Euless, Grand Prairie, Grapevine, Haltom City, Hurst, and North Richland Hills.

- **A partnership has occurred in the past between DART, The T, NCTCOG, and the nine participating cities. Elements of the third partnership are outlined below:**
  - o These cities combined will contribute approximately $793,000 annually in support of the commuter rail service in fiscal years 2008, 2009, and 2010.
  - o NCTCOG will retain these contributions of approximately $2.38 million in local monies:
    - These are highly flexible funds and can be used to leverage other available federal funds to implement air quality projects and other initiatives to help meet federal air quality standards.
- **In exchange for these local monies:**
  - o DART and The T are requesting $4.7 million in federal funds to help finance increased capacity improvements along the TRE rail corridor:
    - $2.7 million for expanded parking at stations:
      - Hurst/Bell – an additional 160 spaces, for a total of 547.
      - Richland Hills – an additional 150 spaces, for a total of 494.
      - T&P – additional 80 spaces, for a total of 431.
    - $2 million toward the purchase of two locomotives.
- **Specific topics and issues presented for public involvement:**
  - o Explain the TRE partnership opportunity to exchange local and federal funding to help provide financing for the needed increased capacity improvements on the TRE rail corridor.

D. Outer Loop/Rail Bypass Study – Jeff Neal

- **The genesis of the regional outer loop/rail bypass resulted from a study initiated by TxDOT ten years ago** on the anticipated statewide transportation demands on the I.H. 35 corridors for 2025:
  - o Over 60 percent of the future Texas population will live within 50-miles of the I.H. 35 corridor.
  - o Over 35 percent of the future Texas population will live in the Dallas-Fort Worth region.
  - o Right-of-way along the I.H. 35 corridor is not available to meet the needs of future growth.
- **The original plan for the Trans Texas Cooridor-35 (TTC-35) was born out of these future anticipated transportation demands.** The initial TTC -35 corridors were designed to bypass the urban core areas of the Dallas-Fort Worth area. NCTCOG and local officials believe it will be beneficial for the whole region to combine local and regional initiatives with the TTC-35 corridor.

- **There will be an integrated team approach for the regional outer loop environmental clearance process** that will result in a corridor identification/refinement and record of decision that needs approval by the Federal Highway Administration (FHWA). This will be a streamlined approach with:
  - o Oversight by:
    - TxDOT – mulitmodal, Dallas and Fort Worth districts.
    - Texas Turnpike Authority (TTA).
  - o Management by:
    - RTC
    - NCTCOG – outer loop/rail bypass corridor refinement team.
  - o Guidance from:
    - Outer loop stakeholder roundtables.
    - Resource agencies.
    - Local partners such as:
      - Municipalities
      - Counties
      - Special districts
      - Landowners
- **The regional outer loop study is a four-phase process design. Please view the entire flowchart at: www.nctcog.org/trans/outreach/meetings.**
  - o The regional outer loop/rail bypass corridor refinement team is currently at the end of Phase One – Scoping/Purpose and Need and performing:
    - Traffic analysis.
    - Purpose and need statements.
- **In the spirit of coordinated and all-inclusive planning for the regional outer loop, stakeholder efforts include:**
  - o Outer loop corridor refinement team.
    - Technical team is composed of NCTCOG, Federal Highway Administration (FHWA), Texas Turnpike Authority (TTA), local TxDOT districts, and consultants.
  - o Outer loop stakeholder roundtables:
    - Regional coordination team consisting of local elected officials and technical representatives (approximately 90 total members).
    - Representatives are split into four sub–area groups:
      - North segment (Collin, Denton, and Wise counties)
      - East segment (Dallas, Hunt, Kaufman, and Rockwall counties)
      - South/West segment (Ellis, Hood, Johnson, Parker, and Tarrant counties)
      - S.H. 360 Extension (Ellis, Hill, and Johnson counties.)
  - o Outer loop citizen advisory committees to be coordinated in January 2009:
    - Direct communication and interaction with the general public.
  - o Resource agencies (local, State, and federal).
    - Early/continuous information exchange and integration of environmental planning factors into all study phases.

- **The regional outer loop/rail bypass study has been divided into two groups; the regional outer loop study will consist primarily of auto/truck elements and the freight rail bypass will study the possible rail elements.** Study elements include:
  - Regional outer loop segments (roadway/truck):
    - To be divided into logical segments for individual study.
    - Two segments are within the formal TxDOT environmental clearance process:
      - Loop 9 Southeast (U.S. 287 to I.H. 20) – expected approval fall 2009.
      - Loop 9 East (I.H. 20 to I.H. 30) – expected approval in spring 2011.
    - Corridor identification and refinement will be coordinated with counties, cities, special districts, and individual landowners.
  - TTC-35 is a completely separate process:
    - Conducted by the State as a separate study.
    - Since the regional outer loop is a potential connecting facility, TTC-35 may be used as a funding mechanism for construction.
  - Freight rail bypass:
    - A single environmental study for the entire bypass route(s), and importantly, including right-of-way for new utility capacity where feasible (electricity, natural gas, petroleum, water/wastewater, fiber optics, etc.).

- **Advantages of a freight rail bypass corridor:**
  - Separate freight rail bypass Environmental Impact Statement (EIS) frees auto/truck elements from being predetermined by rail design, location, and other operational or environmental constraints.
  - Single freight rail bypass EIS enables a more efficient study under Surface Transportation Board regulations.
  - Speed, efficiency, safety, and other operational characteristics will greatly influence bypass location.
  - Two preliminary alternative “family” concepts have been developed:
    - A single bypass route inside the 12-County NCTCOG Metropolitan Planning Area (MPA) boundary.
    - Multiple bypasses covering a larger North Texas region. To view detailed maps of the NCTCOG area rail bypass alternative and the possible North Texas rail bypass alternatives, see the presentation at: www.nctcog.org/trans/outreach/meetings.

- **There are wide-ranging freight-oriented development opportunities for the freight rail bypass corridors.** A major intermodal hub could mean:
  - Millions of dollars in private investment for rail intermodal facilities.
  - Site selection favored by national and international logistics firms.
  - New warehouse, assembly and distribution facility construction.
  - 300,000+ direct new jobs over ten years.
  - Long-term tax base stability and economic development opportunity.

- **The freight rail bypass can also provide a long-term solution for Tower 55. The at-grade intersection in downtown Fort Worth is a bottleneck for approximately 100 to 125 trains per day.** The next steps for the freight rail bypass study:
  - Tower 55 improvement alternatives analyzed by the TxDOT/HNTB railroad traffic control model during the fall of 2008 will simulate these four possible solutions:
    - At-grade improvements.
    - East-west flyover.
    - North-south trench.
    - Fort Worth & Western Railroad bypass (construction bypass option).
  - Model runs including potential commuter rail service alternatives and freight rail bypass options may begin in early 2009.

- Model runs will help determine capacity limits of proposed local improvements at Tower 55 and identify growth markers for freight rail bypass implementation.
- Consult with railroads to resolve location, operation, and efficiency needs for alternative "families".
- Consult with utility companies to determine capacity needs, engineering requirements, and obstacles for developing a multi-purpose utility corridor within the proposed freight rail bypass.

- **The goal of the regional outer loop is to not create a roadway that encourages congestion and urban sprawl.** Roadway/truck alternative considerations:
  - Environmental and socio-economic constraints.
  - Context-sensitive design that encourages regional sustainable development.
  - Right-of-way preservation and staging.
  - Design speed:
    - 85 mph for general purpose toll lane.
    - 65 mph for direct connectors (freeway/toll road interchanges).
  - Toll feasibility.
  - Interchange spacing and access management.
  - To help deter the type of strip mall sprawl, at this point in planning, frontage roads would not be continuous throughout the entire regional outer loop corridor.
  - Typical section width.

- **Description of typical roadway section (on average 450 to 600 feet wide):**
  - 6 frontage road lanes (where applicable).
  - 6 general purpose toll lanes.
  - Wide median preserved for dedicated truck lanes or future multimodal facility (as warranted).
  - Width may expand due to major interchanges or environment conditions that impact geometric design.

- **Environmental analysis:**
  - Plan for a comprehensive outer loop/rail bypass information system:
    - TxDOT/NCTCOG exchanges of geographic information system (GIS) files and other databases to enhance technical interaction and analysis.
    - SAFETEA-LU planning provision for resource agency coordination.
    - Covers full spectrum of National Environmental Policy Act (NEPA) criteria for identifying preferred one-half to one-mile-wide corridor:
      - Land use
      - Social impacts
      - Relocation and right-of-way requirements
      - Economic development
      - Environmental justice
      - Air quality
      - Noise
      - Permits
      - Water quality
      - Wetlands/jurisdictional waters
      - Floodplains
      - Visual impacts
      - Construction impacts
      - Cumulative and indirect impacts
      - Prime and unique farmlands
      - Pedestrian and bicycle facilities
      - 4(f) and 6(f) properties and open space

- Recreational uses
- Vegetation wildlife
- Wild and scenic rivers
- Threatened and endangered species
- Historic and archeological preservation
- Hazardous waste sites

- **Objective is to achieve context-sensitive, place-making community opportunities by:**
  - Listening to local concerns.
  - Enhancing existing small town development.
  - Promoting connectivity to “complete streets”.
  - Improving safety.
  - Creating lasting economic development through quality public infrastructure and land use planning.
  - Providing compatibility and balance between function, land use, and the environment.

- **To view detailed maps please see the presentation at:**
  www.nctcog.org/trans/outreach/meetings.
  - Preliminary corridor alternatives for the counties of Collin, Denton, Johnson, Kaufman, Parker/Tarrant, Rockwall, and Wise.
  - Community context planning in Parker/Tarrant counties (gas wells and extraction paths).
  - S.H. 360 corridor - U.S. 287 to U.S. 67.
  - Mobility 2030 Plan - 2009 Amendment.

- **Next steps:**
  - Complete outer loop/rail bypass information system to begin environmental analysis of potential outer loop corridors.
  - Begin future-year traffic analysis of potential outer loop corridors using expanded 13-county TransCAD model.
  - Work with outer loop/rail bypass corridor refinement team to determine logical termini for outer loop segments.
  - Coordinate with TxDOT and NTTA on environmental analysis of the S.H. 170 and S.H. 360 corridors.
  - Perform context sensitive solution and sustainable development analysis in concert with local government and/or special district economic development efforts.
  - Initiate activities with citizen advisory committees.
  - Incorporate preliminary recommendations and staging plan into the Mobility 2030 Plan – 2009 amendment.
  - Complete outer loop corridor identification report, defining the preferred one-half to one-mile-wide corridor, within the next 12 to 18 months.

- **Specific topics and issues presented for public involvement:**
  - Current updates and a detailed plan for the regional outer loop/rail bypass study.
  - Public involvement encouraged on any issues or concerns relating to planning for the regional outer loop/rail bypass study.

ORAL COMMENTS RECEIVED AT MEETINGS

(Meeting location in parentheses)

Regional Outer Loop Status Report and Next Steps

Lee Hamilton – Educators of Liberty (North Richland Hills)

A. Toll Lanes

Question: Will these new corridors be toll roads?

Summary of response from Dan Kessler and Jeff Neal: It is very likely portions of the auto/truck regional outer loop bypass will be toll roads. There is nothing on the horizon to suggest the corridor could be constructed without a toll financing option. Again, it is the issue of financial constraints. Considering the number of projects slated for the region, there are simply not enough funds available to construct the entire regional outer loop without some type of innovative financing.

There are several locations where the regional outer loop corridor can travel along existing corridors. In these circumstances, according to RTC policy, current roadway capacity that has been funded by the gasoline tax will not be converted to a toll facility.

The goal is to not construct a roadway that encourages urban sprawl and creates more congestion. The objective is to plan the project smartly, enhance the quality of life in the region and provide multimodal transportation options that can seamlessly integrate with the rest of the state.

William G. Carroll – Celina (Carrollton)

A. Regional Outer Loop through Grayson County

Question: About a year ago, the NCTCOG Web site had a map created by a construction company that showed the northern section of the regional outer loop going through Grayson County. How does that plan relate to the regional outer loop plan presented at the public meeting?

Summary of response from Dan Lamers and Jeff Neal: That was likely the Cintra-Zachary's Master Development Plan, the developer working with TxDOT on the TTC-35. Mr. Neal said, as of yet, he does not believe TxDOT has identified specific corridors for TTC-35. Currently, the TTC-35 is planned on a different route than the regional outer loop; but the strategy is to integrate the TTC-35 corridors with the regional outer loop corridors through the North Central Texas region.

The aim is to combine efforts with TxDOT so the two agencies are essentially planning for the same vision. The goal is to be able to utilize some of TxDOT's financial resources to help construct the corridor. The overall purpose of the regional outer loop is to meet the North Central Texas regional needs, but also complement those needs with those of the State.

B. Planning

Question: The regional outer loop was mentioned in regard to the TTC-35 corridor; do you envision two loops being built around the region?

Summary of response from Dan Lamers and Jeff Neal: No. The strategy is to develop a proposal for the regional outer loop that has solid local support and avoid the negativity the public perceived over the process and the land-issues associated with the TTC-35 proposal.

The goal is to partner with TxDOT to develop a seamless transportation network. The regional outer loop presentation specifically detailed the exhaustive planning process for identifying the regional outer loop/rail bypass corridors. TxDOT and developer Cintra-Zachary will have to go through that exact process for the entire TTC-35 corridor.

The strategy is to have the regional outer loop corridor defined and environmentally cleared so that TxDOT can seamlessly align the TTC-35 corridor with NCTCOG plans and eliminate the planning expense in this region and thereby, hopefully, NCTCOG can partner with TxDOT to fund the construction of certain segments of the regional outer loop.

C. Groundbreaking

Question: According to the proposed regional outer loop Mobility 2030 amendment and staging, the section between I.H. 35E and U.S. 75 will be operational by 2019. When would groundbreaking begin in this section?

Summary of response from Jeff Neal: The section between I.H. 35E and I.H. 75 would likely take four to five years of construction. Plans are to break ground around 2014. The section must be environmentally cleared, and requires an agreement with TxDOT, who would likely consult with a developer or possibly NTTA. Plan recommendations will be reviewed.

John Brown – Carrollton (Carrollton)

A. Regional Outer Loop Planning

Question: Will the TTC-35 or the regional outer loop corridor pass through Denton County?

Summary of response from Dan Lamers and Jeff Neal: A portion of the regional outer loop will pass through Denton County.

The original concept for the TTC-35 by TxDOT was to completely bypass the urban areas in the North Central Texas region. Within North Texas, locally elected officials proposed that any bypass for traffic to go around the metropolitan area should meet the needs of the rapidly growing region, as well as, connect to the TTC-35. Therefore, regional outer loop plans are proceeding, but coordination is ongoing with TxDOT regarding TTC-35 plans.

B. Warehouse Development

Question: What is the status of plans for warehouse terminals in Cooke County? Will these terminals be part of the regional outer loop?

Summary of response from Jeff Neal: Mr. Neal said he had heard of the concept for the warehouse terminals in Cooke County and believed it to be part of the TTC-35 master development plan, but Mr. Neal stressed that NCTCOG will be concentrating on development opportunities within the 450-mile regional outer loop.

Regional Rail

Ron Harmon – Former County Commissioner Johnson County (Burleson)

A. Regional Rail

Comment: The cities of Burleson, Cleburne, Crowley, and Joshua applied for and received a grant in 2006 for a regional rail assessment in the area. Mr. Harmon was happy to say the report is expected to be completed in February and the participating cities are eager to move forward with developing plans for a regional rail corridor.

Summary of response from Dan Kessler: These grants are a good model for what cities can do to advance the planning of the regional rail network. These programs are important for laying the groundwork to move forward on these additional rail lines.

The expanded rail network is a very ambitious project that is going to be very expensive. It is imperative to have the local-elected officials and the private sector support the Rail North Texas funding initiative that will be presented to the 81st Texas Legislature. In January, the RTC will be asking the legislature for the opportunity to put local revenue options up for a vote to see if the citizens are willing to support helping to pay for a regional rail network.

B. Regional Rail

Comment: Mr. Harmon highlighted that the RTC provided the grant that allowed these cities to make steady progress on the regional rail assessment.

Summary of response from Dan Kessler: This reflects the priorities of the RTC and the belief of many that the region's transportation solutions will not be served by roadways alone.

Chris Wyatt – Grapevine (Carrollton)

A. Rail Expansion

Question: What is the status of rail expansion specifically around Grapevine and Denton County?

Summary of response from Dan Lamers and Jeff Neal: The maps on page 11 of the Mobility 2030 Executive Summary illustrate the existing regional rail projects that are programmed or currently under-development and a map also illustrates the 251-miles of additional rail the region is hoping to secure through alternative funding sources via the Rail North Texas initiative.

The Fort Worth Transportation Authority (The T) is currently involved in the planning process for the Cotton Belt rail line that is similar to the regional outer loop planning process presented by Jeff Neal. The rail plans must also pass through the federal environmental study process.

The Cotton Belt rail line will begin in Southwest Fort Worth and advance up the 8th Avenue corridor and continue into the Dallas Fort Worth International Airport. All regional transportation partners are actively pursuing this rail corridor. Service could begin in five years. Residents in the City of Grapevine approved a one-quarter cent sales tax to partner with The T and help pay for that rail line.

The rail line in Denton County that will travel into Carrollton has already been studied by the Denton County Transportation Authority (DCTA) and has received environmental clearance. DCTA is receiving a one-half cent sales tax from the cities of Denton, Highland Village, and Lewisville to help fund that particular rail line. The DCTA also received $230 million from the S.H. 121 Regional Toll Revenue funding initiative for construction of this rail line.

Vic Muse – Dallas (Carrollton)

A. Rail Expansion

Comment: Will the Denton County rail line connect with the DART rail line?

Summary of response from Dan Lamers: Yes. The goal of the RTC and its transportation partners; The T, DART, and the DCTA, is to create a seamless transportation system throughout the region.

Public Involvement

Ken Gooch – Arlington (Carrollton)

A. Contacting NCTCOG with Questions

Question: Is it possible to contact NCTCOG staff on the Web site to ask specific questions?

Summary of response from Dan Lamers: Yes, the public is encouraged to call the office any time or visit the NCTCOG Web site to submit any questions. The question(s) will be directed to an appropriate staff member to respond in detail.

B. Public Meetings

Question: Are all of the meetings listed on the NCTCOG Web site open to the public?

Summary of response by Dan Lamers: All meetings are open to the public. Material sent through the mail informs the public about upcoming meetings that might be of particular interest to residents.

I.H. 35E

Vic Muse – Dallas (Carrollton)

A. Service Roads

Question: What is the timeline for constructing service on I.H. 35 roads through Lake Dallas?

Summary of response from Jeff Neal: There is a project currently under way. TxDOT is attempting to get environmental clearance for the 28-mile corridor of I.H. 635 up to west U.S. 380, which will include service roads across Lake Lewisville. It is anticipated those service roads will be part of the first project built in that segment. The initial construction will go from President George Bush Turnpike (PGBT) to F.M. 2181. Approximately $547 million was allocated to this project through the S.H. 121 Regional Toll Revenue (RTR) funding.

Environmental clearance is expected by the summer/fall of 2009 with construction beginning possibly by early 2010. Overall, the project should take about four years to construct with completion of that particular segment estimated around 2014-2015.

B. Roadway Planning

Question: I.H. 35E has been a problem for years and often dangerous road conditions are not improved unless there is an accident; such as the recent accident at U.S. 175 and S.H. 310. Is there a solution for more foresight into planning these corridors?

Summary of response from Dan Lamers: Years ago, when the design decisions were made for many of the corridors in this region, it was not anticipated that roadways would be supporting the amount of traffic and the type of development that is occurring today. It takes quite awhile, in most cases many years, to get projects through the planning process and secure the necessary funding.

The “Dead Man’s” curve on U.S. 175 and I.H. 35E are recognized problem areas and have been in planning discussions for awhile. The U.S. 175 curve will be eliminated in the Trinity Parkway project.

John Brown – Carrollton (Carrollton)

A. Plan Changes for HOV Lanes

Question: I understand from discussions with the Dallas District of the Texas Department of Transportation that the I.H. 35E corridor plans are being returned for redesign for elevated HOV lanes. Will this affect the timeline mentioned earlier?

Summary of response from Jeff Neal: No. the timeline from the earlier question was based on the efforts to redesign the corridor for the concurrent flow, managed lanes. The I.H. 35E HOV study between I.H. 635 to U.S. 380 was split into four sections. TxDOT has gotten very aggressive in this corridor and there is a concerted effort to environmentally clear, with this new design, the entire 28-miles of the corridor all at once.

B. Timeline for Construction

Question: Do you think this will occur this next summer?

Response from Jeff Neal: Yes

C. Timeline for Construction

Question: What is the anticipated timeline after that? Will all four segments begin construction at once?

Summary of response from Jeff Neal: There is $547 million available to begin this project. Overall, the project is estimated to cost $3 to $3.5 billion. Prioritization will have to occur as to which segments can be constructed first, second, etc.

One option for the initial $547 million is to begin acquiring the right of way. In the meantime, transportation partners can begin developing the Contracts Call to Sign-Build process with TxDOT. Within this process, it would be advantageous to develop strategies that enable incentives and bonuses to be offered for completing projects early which reduces cost increases resulting from inflation.

D. Elevated HOV Lanes

Question: Will the redesign for elevated HOV lanes increase the corridor footprint?

Summary of response from Jeff Neal: The overall footprint will be larger than the current footprint, but in the segments where significant planning has already occurred or in segments that have been environmentally cleared, planners want to keep the redesign within the current footprint as much as possible. This is one reason the HOV lanes may need to be elevated.

E. Elevated HOV Lanes

Question: In Austin, the elevated freeways created a nightmare of air and noise pollution, whereas in Houston this did not seem to be the case. Is that a result of design or just a different environment?

Summary of response from Jeff Neal: The HOV lanes in Houston are single lane, reversible facilities. In Austin, there are two lanes in each direction on both the upper and lower facilities and the result is a lot more traffic. One of the main responsibilities of TxDOT in reconstructing these corridors is ensuring that noise and visual impact studies are conducted and devise strategies to relieve these impacts.

F. Elevated HOV Lanes

Question: Are they going to take the necessary steps to ensure Lewisville and Hickory Creek do not have noise and air pollution problems like those in Austin?

Summary of response from Dan Lamers and Jeff Neal: Yes. The purpose of the environmental review process is for TxDOT to work with the individual cities to ensure that local needs and federal requirements are met.

G. Right of Way

Question: When will right-of-way acquisition begin for I.H. 35E?

Summary of response from Jeff Neal: No right-of-way acquisition can begin until the environmental clearance is complete. After clearance, as to which corridor they may begin right-of-way acquisition, I do not know.

I.H. 635 (LBJ)

Travis Phemister – Irving (Carrollton)

A. I.H. 635 (LBJ)

Question: Could you elaborate on the LBJ to I.H. 35E project?

Summary of response from Dan Lamers and Jeff Neal: The project has been in the plans for 15 to 20 years. That particular corridor has been environmentally cleared for several years and TxDOT has opened the project to bids from the private sector.

Currently, the plans are for adding managed lanes and there is additional capacity available to add a toll lane feature for consumers who are not traveling in high-occupancy vehicles (HOV). Because of this variable price component, there is the potential for a private developer to construct the facility, in exchange for, the rights to lease the facility from TxDOT and collect the associated tolls. TxDOT is currently in this acquisition process and final proposals are expected within the next few months. A decision on a developer is expected sometime next year and construction could possibly begin 12-months after a decision.

B. I.H. 635 (LBJ)

Question: Some of the right-of- way in that area is very tight; are planners going to make the roadway wider or stack the lanes? There are a number of neighborhoods in that area, what is the community reaction to this plan?

Summary of response from Dan Lamers: Throughout the ‘90s, there was an aggressive grassroots effort to cooperate with the homeowners, communities, business leaders, and local governments to develop a preferred alternative for this roadway. Some sections have sufficient space to add additional lanes at-grade. Other sections, mainly the areas on either side of the Dallas North Tollway, could have additional lanes entrenched below-grade, meaning the managed lanes could travel down the middle of the corridor and the main lanes would be above.

The plan is to maintain the eight free lanes, add an additional six managed lanes, and add continuous service roads in the entire area. The strategy is to direct the local traffic to these service roads.

C. I.H. 635 (LBJ) Construction Timeframe

Question: What is the construction timeframe?

Summary of response from Dan Lamers: As with most large projects, this will be constructed in phases and stages over a period of time. The earliest any segment could possibly open would be 2020.

Ken Gooch – Arlington (Carrollton)

A. I.H. 635 (LBJ) Capacity

Question: How many additional passengers will be able to travel on LBJ Freeway when construction is complete?

Summary or response from Dan Lamers: There will be an additional six lanes of traffic, and each lane can carry approximately 20,000 to 25,000 vehicles per day. If the additional capacity for high-occupancy vehicles (HOV) is accounted for, passenger capacity of that roadway can essentially double.

B. I.H. 635 (LBJ)/U.S. 75 High Five Interchange

Question: Have traffic volumes through the High Five interchange at U.S. 75 and LBJ Freeway increased? Was this the first freeway project with all the construction completed by one contractor?

Summary of response from Dan Lamers: Mr. Lamers stated he did not have the traffic figures for the interchange. The High Five interchange project was the largest public works project undertaken in the State of Texas at the time and cost over $300 million to build. The project was designed for the anticipated doubling of traffic on LBJ, in addition to the anticipated increase in traffic on U.S. 75. One contractor did all the construction.

C. I.H. 35E/LBJ

Question: What will the I.H. 35E/I.H. 635 (LBJ) interchange look like?

Summary of response from Dan Lamers: The I.H. 35E/LBJ interchange will be a fully directional interchange. Due to the managed lanes on I.H. 35E and LBJ, this interchange and the High Five interchange also will move traffic in both directions not only on the main lanes, but will be fully directional for the managed lanes also.

Vic Muse – Dallas (Carrollton)

A. I.H. 30 Construction Timeframe

Question: Is the preliminary work complete on I.H. 30?

Response from Dan Lamers: Yes.

Gasoline Tax

William G. Carroll – Celina (Carrollton)

A. Gasoline Tax

Question: Is the gasoline tax-based transportation funding a State-set amount per gallon or is it a percentage rate per gallon?

Summary of response from Dan Lamers: The gasoline tax is a state-set amount per gallon. There is a misperception that when gasoline prices increase the gasoline tax revenues are also increasing. The gasoline tax is exactly the same regardless of residents paying $4 per gallon or 50 cents per gallon.

B. Gasoline Tax

Question: Is there a sales tax on gasoline?

Summary of Response by Dan Lamers: No. The Governor of Texas was quoted in the newspaper recently saying that he would not veto any proposed legislation that would begin indexing the gasoline tax. Indexing would be similar to a sales tax; as the price of gasoline increased or decreased so would the indexed tax rate.

One proposal is to index the gasoline tax based on changes of construction. If construction costs were to increase three percent, then the gasoline tax index would also increase three percent. All major transportation projects are funded through the State and federal gasoline taxes. The high price of fuel is resulting in major cut backs from consumers and this revenue source is decreasing significantly at the precise time we need it the most. There are plenty of people and groups working on how to solve that dilemma.

Ken Gooch – Arlington (Carrollton)

A. Transportation Funding

Question: Do you have think tanks brainstorming on gasoline tax indexing and the transportation funding dilemma?

Summary of response from Dan Lamers: Yes, not only at the State level, but also at the federal level. Some of the brightest people in the country continuously work on this issue and it is not easy to solve. The problem is that it is not possible to build new projects without increasing the revenue sources, which in turn, means increased costs to the users. The bottom line is there is not enough money to build and maintain all the infrastructure projects this country is going to need for future economic competiveness.

John Brown – Carrollton (Carrollton)

A. Gasoline Tax Funding

Comment: The prospect of decreasing revenues from the gasoline tax has been an issue for many years.

Summary of response from Dan Lamers: Yes. This is why a lot of the new facilities recommended in the metropolitan transportation plan are tolled or managed facilities. Again, there is not enough revenue generated with the gasoline tax to build the additional capacity demands of the future. TxDOT estimates that within the next ten years, there will be no revenue available to build new capacity on the roadways; only maintenance of the current system can be financed. The only way to increase revenue for transportation projects is direct user fees. The public is generally not supportive of that solution.

Thanks

Jim Wadlow – Councilmember Burleson (Burleson)

A. Thank You

Comment: Mr. Wadlow expressed thanks to the RTC for presenting the issues to the citizens of Burleson.

Response from Dan Kessler: Thank you.

WRITTEN COMMENTS RECEIVED AT MEETINGS

Name and Title	Agency, City Represented (meeting location in parentheses)	Topics addressed	Comments
Ken Hamilton	Educators of Liberty(North Richland Hills)	Tolls	Attachment 1

North Central Texas Council of Governments

PUBLIC MEETING COMMENT SHEET

Tuesday, October 14, 2008
6:30 p.m.
North Richland Hills City Hall
7301 NE Loop 820
North Richland Hills, Texas 75006

Instructions:
1. Please mark the box indicating whether you would like to make an oral comment, a written comment, or both oral and written comments.
2. Please fill in your name and affiliation.
3. If you are submitting a written comment, please write your comment on this form.
4. Please return this form to an NCTCOG employee at the registration desk.

☐ **I wish to make an oral comment at the public meeting**
☐ **I wish to submit a written comment at the public meeting**
☒ **I wish to make both oral and written comments at the public meeting**

Name Lee Hamilton
Organization Educators of Liberty

Please provide written comments below:

1) These tolls are a double tax. We already pay a gas tax.
2). These tolls roads are owned by a foriegn government in part. Loose sovereignty –
3). ~~Re~~ Tolls are being built in already existing roads
4) These tollroads cause congestion not relieve congestion
5) These toll roads have no sunset – they will go on and on.
6) No compete clause kills local ~~road~~ roads and businesses.
The toll money will be used for more pork belly projects not on roads

To submit comments or questions by mail, fax, or e-mail, please send to:
North Central Texas Council of Governments, Transportation Department
P.O. Box 5888, Arlington, TX 76005-5888 **Phone**: (817) 695-9240 **Fax**: (817) 640-3028
E-mail: jstout@nctcog.org **Website**: http://www.nctcog.org/trans

Additional Public Comments

Name	Topics addressed
Carrie Paige	Public involvement, planning
Horace Blake	
Ken Gooch	
Anne Dyson	Transit, Loop 820 Managed Lanes
Norman Miner	Texas Sunset Advisory Commission staff report

Public involvement, planning

Comment submitted electronically October 2, 2008

Carrie Paige
Why aren't any of these public meetings in rail accessible locations?

Comment submitted electronically October 2, 2008

Horace Blake
Will there be anything new as I have been to several of these meetings and it appears as just rehashed information as before. How about some concrete updates that are more focused. I attended TxDot meeting in Austin and was able to get some concrete information back in late Spring. Are you guys working more with the state to streamline these anticipated projects?

Comment submitted electronically October 10, 2008

Ken Gooch
Thanks for keeping us informed. Thanks for your leadership and vision.

Comment submitted electronically October 18, 2008
Anne Dyson
I remember the airport being built and lived most of my life in Irving, so I witnessed all the growth in the DFW area since 1975 and the air pollution that has came with it.

I have been very disappointed to see the black soot that bellows from construction vehicles on the road and off; as my mother has asthma as do many children in the DFW area. As you know the DFW area has multiple sources of air pollution including the wet cement kilns in Midlothian.

I understand that a new toll road/ toll lanes are planned for NE Tarrant County and I do not understand why the plan does not also call for a commuter train in the corridor of 820 north.

Please let me know what you know about mass transit for this corridor.

Response from Lara Kohl, Public Involvement Manager, NCTCOG Transportation Department
Our long-term transportation plan for the DFW metropolitan area, Mobility 2030, is a multi-modal plan that includes freeways, toll roads, transit and bike/pedestrian facilities.

While the mobility plan does include plans for tolled managed lanes in the 820 corridor, as you mentioned, it also includes plans for regional rail/light rail from downtown Fort Worth into the north side of Dallas Fort Worth International Airport, then on to north Dallas. This line is being

developed by the Fort Worth Transportation Authority. More information about it can be found here: www.sw2nerail.com/default.asp.

Giving our residents multi-modals options for traveling throughout our region is critical to addressing the congestion and air quality facing the region over the next 20-25 years. For more information about the region's long-term transportation plan, including maps of planned projects, go to www.nctcog.org/trans/mtp/2030.

Please feel free to contact me with any other questions or concerns. Citizen, local government and private sector input are an essential component of transportation and air quality policies, programs and plans. Transportation affects every aspect of living and doing business in the Dallas-Fort Worth region; therefore, increased public involvement in and awareness of transportation and air quality planning and programs benefit our daily lives and the region.

October 14, 2008

Linda Koop, Chairperson
Regional Transportation Council
North Central Texas Council of Governments
616 Six flags Drive
P.O. Box 5888
Arlington, Texas 76005-5888

Dear Ms. Koop:

I've read your comments dated July 10, 2008, regarding practices of the Texas Department of Transportation (TxDOT) and the Texas Sunset Advisory Commission Staff Report. I appreciate also your concerns for the efficiency and effectiveness of such State agencies as TxDOT.

My comments for your consideration represent the views of tens of thousands of those Texans that will be asked to give up their lands, farms, ranches, homes, and businesses to accommodate the 1200 feet wide right-of-way for the various Trans-Texas Corridors (TTC). As TTC-35 is currently configured more than 500,000 acres will be lost in Cooke County. Those of us that will be asked to give up our lands through eminent domain believe that the TTC is a plan to raise funds for the construction of transportation infrastructure to relieve traffic congestion in urban areas of Texas.

We understand the need to relieve traffic congestion in the urban areas, and the need for funds to resolve those problems. However we believe other methods of raising those funds should be carefully considered rather than only on the backs of rural families. Other sources of revenue might be a modernized State motor fuels tax, possibly a transportation tax added to annual registration fees for those Counties with the problems of traffic congestion (Dallas and Tarrant Counties, for example), or tolled roads in the urban areas. I'm sure there are other fair methods of taxation that do not involve the inequities or the displacements of the TTC concepts.

Possibly you might please share these concerns with your colleagues of the North Central Texas Council of Governments, which I notice does not include any representatives from Cooke or Denton Counties, as it might be difficult for them to feel the frustrations and pain of the rural families that will be asked to sacrifice so much for the purpose of relieving urban traffic congestion. Thank you.

Norman Miner

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