

MINUTES

Regional Transportation Council PUBLIC MEETINGS

Transportation Authority Program of Projects Proposed Modifications to the List of Funded Projects Unified Planning Work Program Development and Modifications Final Recommendations: Mobility 2035

Meeting Dates and Locations

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

1. Monday, March 14, 2011 – 6:30 p.m. – Fort Worth Intermodal Transportation Center; attendance: 21; moderated by Dan Kessler, Assistant Director, NCTCOG Transportation Department
2. Tuesday, March 15, 2011 – 10:30 a.m. – Mesquite Arts Center; attendance: 19; moderated by Dan Lamers, Senior Program Manager, NCTCOG Transportation Department
3. Tuesday, March 15, 2011 – 6:30 p.m. – Emily Fowler Central Library (Denton); attendance: 11; moderated by Ken Kirkpatrick, Senior Program Manager, NCTCOG Transportation Department

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. Transportation Authority Program of Projects – presented by Jessie Huddleston (Fort Worth), Nicholas Vail (Mesquite) and Jessie Huddleston and Dee Leggett (Denton)
2. Proposed Modifications to the List of Funded Projects – presented by Robert Pacleb (Fort Worth), Marcos Narvaez (Mesquite) and Jose Perez (Denton)
3. Unified Planning Work Program Development and Modifications – presented by Dan Kessler (Fort Worth), Vickie Alexander (Mesquite) and Ken Kirkpatrick (Denton)
4. Final Recommendations: Mobility 2035 – presented by Mike Burbank (Fort Worth), Tamara Cook (Mesquite) and Dan Lamers (Denton)

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 13, 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 online: www.nctcog.org/trans/committees/rtc/roster.rtc032811.pdf.

Moderators at each meeting summarized calls for projects highlighted on the public meeting agenda.

1. Clean School Bus Program 2011 Call for Projects: Public and private schools, school districts and school bus operators in the 16-county North Central Texas region are eligible to apply for funding for projects that reduce nitrogen oxide emissions by 25 percent or more. School bus replacement, engine repower, engine/exhaust retrofit and idle-reduction projects are eligible to receive funding. Applications are due at 5 p.m. March 18. For more information, visit www.nctcog.org/cleanschoolbus.
2. Job Access/Reverse Commute and New Freedom Programs 2011 Call for Projects: The Job/Access Reverse Commute Program provides funding for local transportation projects designed to assist low-income individuals in getting to and from employment and employment-related activities as well as transportation services from urban, suburban and rural areas to suburban employment opportunities.

The New Freedom Program supports new public transportation services and new alternatives to public transportation services that address the transportation needs of individuals with disabilities beyond those required by the Americans with Disabilities Act of 1990 (ADA). For more information, visit www.nctcog.org/jarc.

Summary of Presentations

A. Transportation Authority Program of Projects – presented by Jessie Huddleston (Fort Worth), Nicholas Vail (Mesquite) and Jessie Huddleston and Dee Leggett (Denton)

- **Federal Transit Administration (FTA) Section 5307 Urbanized Area Formula Program funds are allocated to urbanized areas which are incorporated areas with populations of 50,000 or more as designated by the US Census Bureau.**
 - There are three urbanized areas in North Texas, and each receives funding:
 - Dallas-Fort Worth-Arlington Urbanized Area: \$64.8 million
 - Denton-Lewisville Urbanized Area: \$3.3 million
 - McKinney Urbanized Area: \$743,866
 - The funds are allocated based on a formula that includes factors such as population density, passenger miles traveled and others. In North Texas, transit agencies propose projects to the metropolitan planning organization, and the Regional Transportation Council selects projects.
 - Funds can be used for three types of projects: capital expenses like buses, operating expenses like fuel and salaries and transportation-related planning.
- **Dallas Area Rapid Transit, the Fort Worth Transportation Authority (The T) and Denton County Transportation Authority receive 94 percent of the nearly \$69 million available to the region with the most going to Dallas Area Rapid Transit.**
 - There are thirteen entities eligible to receive a portion of funds:
 - Dallas-Fort Worth-Arlington Urbanized Area
 - Dallas Area Rapid Transit
 - Fort Worth Transportation Authority
 - Arlington/Handitran
 - Grand Prairie/The Grand Connection
 - Mesquite Transportation for the Elderly and Disabled
 - Northeast Transportation Services
 - Cletran - City/County Transportation
 - Collin County Area Rural Transportation/STAR Transit
 - Public Transit Services
 - Special Programs for Aging Needs

- Denton-Lewisville Urbanized Area
Denton County Transportation Authority
- McKinney Urbanized Area
Collin County Area Regional Transit
- **The majority of funds are recommended to be spent on preventive maintenance.**
The remaining funds are split fairly evenly between vehicles, operating assistance and other capital items. A very small percentage of the funds are used for transit planning activities.
- **Fort Worth Transportation Authority funding recommendations**

| Project | Local Share | Federal Share | Total Funding |
|------------------------|--------------------|----------------------|----------------------|
| Paratransit Service | \$300,000 | \$1,200,000 | \$1,500,000 |
| Preventive Maintenance | \$2,766,018 | \$11,064,071 | \$13,830,089 |
| Replacement Vehicles | \$697,000 | \$3,403,000 | \$4,100,000 |
| Transit Enhancements | \$44,304 | \$177,215 | \$221,519 |
| Total | \$3,807,322 | \$15,844,286 | \$19,651,608 |

- **Denton County Transportation Authority funding recommendations**

| Project | Local Share | Federal Share | Total Funding |
|-------------------------------------|--------------------|----------------------|----------------------|
| Administration/Maintenance Facility | \$272,017 | \$1,088,066 | \$1,360,083 |
| Bus Preventive Maintenance | \$220,781 | \$883,124 | \$1,103,905 |
| Operating Assistance | \$499,726 | \$499,726 | \$999,452 |
| Rail Preventive Maintenance | \$201,111 | \$804,444 | \$1,005,555 |
| Transit Enhancements | \$8,271 | \$33,084 | \$41,355 |
| Total | \$1,201,906 | \$3,308,444 | \$4,510,350 |

- **A comprehensive list of funding recommendations for all transit agencies was included in the public meeting packets.**
- **Specific topics and issues presented for public involvement:**
 - Funding recommendations for FTA Section 5307 Urbanized Area Formula Program funds.

B. Proposed Modifications to the List of Funded Projects – presented by Robert Pacleb (Fort Worth), Marcos Narvaez (Mesquite) and Jose Perez (Denton)

- **The Transportation Improvement Program (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 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:
 - Administrative amendments – Following certain guidelines, NCTCOG Director of Transportation Michael Morris has the authority to approve amendments administratively; 48 administrative amendments were finalized in February 2011.
 - Proposed revisions – NCTCOG staff will request the RTC approve revisions April 14, 2011; about 45 modifications are being processed through the quarterly cycle. Modifications will be finalized during the May 2011 TIP cycle.
- **TIP modification types:**
 - Adding projects to the TIP/Statewide Transportation Improvement Program (STIP).
 - Scope of work refinements.
 - Cost increases/cost decreases.
 - Change funding source or funding shares.
 - Refinements to transit program of projects.
- **Specific topics and issues presented for public involvement:**
 - Present administrative amendments and proposed modifications to the TIP.
 - Distribute detailed listings of the TIP May 2011 Modifications and Revisions in the Dallas-Fort Worth region. For more information please visit: www.nctcog.org/trans/tip.

C. Unified Planning Work Program Development – presented by Dan Kessler (Fort Worth), Vickie Alexander (Mesquite) and Ken Kirkpatrick (Denton)

- **The Unified Planning Work Program (UPWP) for Regional Transportation Planning is required by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) and summarizes annual metropolitan planning organization (MPO) funding.**
 - The UPWP addresses regional and local issues, inventories MPO planning and programming activities and allocates funds to specific tasks.
 - The MPO serves 12 North Texas counties.
 - More than 150 individual projects are listed in the UPWP.
- **In the coming months, NCTCOG staff will be developing the UPWP for Fiscal Year 2012 and Fiscal Year 2013.**
- **The Metropolitan Planning Process**
 - Support the economic vitality of the metropolitan planning area;
 - Increase the safety of the transportation system;
 - Increase the security of the transportation system;
 - Increase the accessibility and mobility of people and freight;

- Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns;
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- Promote efficient system management and operation; and
- Emphasize the preservation of the existing transportation system.
- **Funding sources outlined in the UPWP:**
 - Transportation Planning Formula Funds
 - Transportation Planning Non-formula Funds
 - Implementation Non-formula funds
 - Planning and Implementation, RTC Local Funds
 - Implementation, Regional Toll Revenue Funds
- **Projects are grouped by tasks in the UPWP:**
 - Task 1: Administration and Management
 - Task 2: Transportation Data Development and Maintenance
 - Task 3: Short-range Planning and Programming and Air Quality and Transit Operations
 - Task 4: Metropolitan Transportation Plan
 - Task 5: Special Studies and System Operation
- **Included in each public meeting packet was a form on which requests for planning study technical assistance could be submitted.**
- **Development schedule highlights:**
 - April 1: Project submittals for technical assistance due
 - May 3-5: Public meetings on draft Fiscal Year 2012 and Fiscal Year 2013 UPWP
 - May 27: Surface Transportation Technical Committee action on recommended UPWP
 - June 2: RTC action on recommended UPWP
 - June 23: Executive Board Action on recommended UPWP
 - July 15: Submittal of recommended UPWP to TxDOT for review
- **Specific topics and issues presented for public involvement:**
 - Regional and local issues that should be addressed in the UPWP.

D. Unified Planning Work Program Modifications – presented by Dan Kessler (Fort Worth), Vickie Alexander (Mesquite) and Ken Kirkpatrick (Denton)

- **The Unified Planning Work Program (UPWP) for Regional Transportation Planning is required by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) and summarizes annual metropolitan planning organization (MPO) funding.**
 - The UPWP addresses regional and local issues, inventories MPO planning and programming activities and allocates funds to specific tasks.
 - The MPO serves 12 North Texas counties.
 - More than 150 individual projects are listed in the UPWP.

- **Modifications to the Fiscal Year 2010 and Fiscal Year 2011 UPWP were presented for input.**
 - Fiscal Year 2010 funds were under expended by \$406,604; therefore, staff recommended reprogramming funds in Fiscal Year 2011 as follows:

| | |
|---|-------------|
| Task 1: Administration and Management | - \$224,396 |
| Task 2: Transportation Data Development and Maintenance | +\$320,000 |
| Task 3: Short-range Planning and Programming and Air Quality and Transit Operations | -\$ 26,000 |
| Task 4: Metropolitan Transportation Plan | +\$ 54,000 |
| Task 5: Special Studies and System Operation | +\$283,000 |

- **Other proposed modifications:**
 - Update text to clarify references to “engineering” in document.
 - Increase disadvantaged business enterprise program goal from 13 percent to 25 percent.
- **To see specific funding and project modification recommendations,** review the public meeting presentation available at www.nctcog.org/trans/outreach/meetings.
- **Modification schedule highlights:**
 - March 25: Surface Transportation Technical Committee action
 - April 14: RTC action
 - April 28: Executive Board action
 - April 29: Submittal to TxDOT
- **Specific topics and issues presented for public involvement:**
 - Proposed modifications to the current UPWP.

E. Final Recommendations: Mobility 2035 – presented by Mike Burbank (Fort Worth), Tamara Cook (Mesquite) and Dan Lamers (Denton)

- **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.
- **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:
 - Management and operations.
 - Growth, development and land use strategies for a more efficient land use and transportation balance – a new section in the metropolitan transportation plan.

- Rail and bus.
- HOV/managed lanes.
- Freeway/tollway and arterials.
- **A total of \$101.1 billion is expected to be available for transportation projects in the next 25 years.** This is significantly less than the current long-term transportation plan, Mobility 2030 - 2009 Amendment. Revenue sources assumed for Mobility 2035: existing state and federal funds, innovative financing from toll roads and managed lanes, sales tax for transit, local funding, state and federal fuel tax increase, local revenue enhancement from vehicle registration fee increase.
- **Mobility 2035 includes several revenue enhancement assumptions between now and 2035.** Together these assumptions represent \$26.2 billion of the \$101.1 billion plan.
 - Eliminate 80 percent of diversions incrementally by 2025.
 - Begin indexing state fuel tax to fuel efficiency in 2015.
 - Increase vehicle registration fee by \$10 in 2015 and \$10 in 2025.
 - Increase state and federal fuel tax by five cents in 2020 and 2030.
- **Maps of Mobility 2035 major roadway and rail recommendations were included in the presentation available at www.nctcog.org/trans/outreach/meetings.** Each presenter highlighted two roadway recommendations added to Mobility 2035 since the last set of public meetings: extend SH 360 toll road recommendation to US 67 and add capacity to US 175 in southeast Dallas.
- **With population expected to surge in the next 25 years and limited funds, congestion will worsen.**
 - The cost of congestion in 2012 is \$4.5 billion annually. The cost of congestion in 2035 is expected to be \$10.1 billion annually.
- **The air quality conformity analysis for Mobility 2035 shows** projected emissions from transportation sources do not exceed emission limits established in the State Implementation Plan. Nine North Texas counties are classified as nonattainment for the pollutant ozone.
 - 2009 Attainment Demonstration Nitrogen Oxide Motor Vehicle Emission Budget: 186.81 tons/day. Projected emissions for all analysis years are below budget; therefore, demonstrating air quality conformity.
 - 2012: 132.09 tons/day
 - 2020: 57.03 tons/day
 - 2030: 46.42 tons/day
 - 2035: 48.04 tons/day
 - 2009 Attainment Demonstration Volatile Organic Compound Motor Vehicle Emission Budget: 99.09 tons/day. Projected emissions for all analysis years are below budget; therefore, demonstrating air quality conformity.
 - 2012: 83.35 tons/day
 - 2020: 57.69 tons/day
 - 2030: 58.08 tons/day
 - 2035: 61.59 tons/day
- **Modifications to the 2011-2014 Transportation Improvement Program, a list of projects expected to be built in the next four years, were included in the public meeting packet.**
- **An environmental justice assessment was performed on Mobility 2035 roadway and transit recommendations according to federal guidelines.** Performance

measures include accessibility and mobility criteria. The recommendations of Mobility 2035 do not impose disproportionately high impacts to protected populations.

- **On April 14, 2011, the RTC is expected to review RTC-adopted recommendations and consider any final public input received. Federal approval of Mobility 2035 is expected in June 2011.**
- **Specific topics and issues presented for public involvement:**
 - Final project recommendations.

ORAL COMMENTS RECEIVED AT MEETINGS

(Meeting location in parentheses)

Transit Authority Program of Projects

Citizen (Fort Worth)

A. Route Extension

Question: Could transit enhancement funds be used as a match for a short route extension if it serves the elderly?

Summary of response by Jessie Huddleston: The funds could not be used as a match, but the route extension could be a separate project funded in part by federal funds.

Citizen (Fort Worth)

A. Local Share

Question: Does the local share funding come from sales tax?

Summary of response by Jessie Huddleston: The local share is from the half-cent sales tax. The percentage of local share funding is based on the requirements and total funding needed. Additionally, each project type requires a different local match percentage.

Citizen (Fort Worth)

A. Population Growth

Question: The 2010 Census shows there was much more growth in Tarrant County than in the rest of the 12-county area. Will the percentage of federal funds allocated to Tarrant County change in the future?

Summary of response by Jessie Huddleston: The populations in the western part of the region and in the McKinney area are growing faster. The population growth will be factored into the formula program. However, population density is also considered. It is unknown as to how significantly the funding share will change west versus east. The east is denser; whereas, the west is growing faster. More will be known with the 2013 FTA funding allocation.

Citizen (Fort Worth)

A. Availability of Funding

Question: How is the annual allocation to the region decided?

Summary of response by Jessie Huddleston: FTA allocates the funding by a formula that includes about 20 factors. Population and population density are the most important factors, but others include miles traveled by transit vehicles, growth over time and more.

When the MPO subsequently allocates funding within the region, the formula is applied again.

Alan Abeson (Fort Worth)

A. Job Access/Reverse Commute and New Freedom Programs and Elderly Programs

Question: SAFETEA-LU requires transit coordination. What will be done to encourage increased coordination as transit funds are allocated? Would it be correct to assume if a project is submitted for funding and does not meet coordination needs it will not be funded?

Summary of response by Jessie Huddleston: Transit coordination is always a consideration. The MPO is also responsible for updating the state-required regional public transportation coordination plan. For Job Access/Reverse Commute and New Freedom specifically, funding applicants must list all agencies involved in coordination, describe how funds would be leveraged, estimate the impact on the population served and include other project details. Public transportation coordination, however, is the most important selection criteria. There would be very little chance that a project not meeting coordination needs would be competitive enough to receive funding.

Unified Planning Work Program

Curvie Hawkins, Director of Planning – The T (Fort Worth)

A. Boarding and Lighting Study

Comment: For the Unified Planning Work Program, one of The T's highest priority is a boarding and lighting study at bus stops. The last data was collected in 2005, and new information is needed to determine how to prioritize bus stop improvements. The information will also help with deployment of a real-time passenger information system.

Summary of response by Dan Kessler: Thanks for your comments.

Marvin Sutton (Mesquite)

A. Disadvantaged Business Enterprise Program

Comment: I would like to applaud you for the 12 percent increase in the disadvantaged business enterprise goal.

Summary of response by Dan Lamers: Thank you for your comment.

Final Recommendations: Mobility 2035

Curvie Hawkins, Director of Planning – The T (Fort Worth)

A. Managed Lanes

Question: According to Mobility 2035, the intersection of IH 20 and IH 820 near US 287 will have HOV/managed lanes. Does that mean there will not be additional capacity?

Summary of response by Mike Burbank: Much more significant and costly improvements were planned in Mobility 2030 – 2009 Amendment. However, due to the funding shortfall those could not be included. However, many of the tolled managed lane components were kept in the long-term plan because over time those will contribute needed revenue and encourage higher vehicle-occupancy.

Marvin Sutton (Mesquite)

A. Roadway Improvements

Question: As an Arlington resident for the last 27 years, I've watched the traffic increase, and there is significant congestion between IH 20 and IH 30. I have not yet seen solutions. What improvements can citizens expect in the next five to 10 years?

Summary of response by Dan Lamers: The reconstructed interchange at SH 360 and Division should open soon. There will be continued expansion of the HOV lane on IH 30. In the next few years it is expected to expand west to Fielder. When SH 161, the President George Bush Turnpike Western Extension, is complete in the next 18 months or so, congestion on SH 360 should be reduced.

Unfortunately, those are the only major infrastructure improvements expected. Intersection improvements and traffic signal re-timing within the city will alleviate some congestion, but \$45 billion in needed infrastructure improvements in the region is deferred from Mobility 2035 due to funding constraints.

Regionally the focus is on better managing the existing transportation system and encouraging congestion-reducing behavior changes among drivers.

B. Rail Investments

Question: If a private investor was interested in building rail, what, if anything, could be offered in return?

Summary of response by Dan Lamers: Similar to what is being done for LBJ managed lanes and the North Tarrant Express, planners are investigating innovative financing for rail and whether a private investor could be attracted. The region can offer a structure that would allow a private investor to pay for a rail project up front and work with cities to capture revenue over time.

C. Toll Roads

Question: Toll roads cause an additional burden on taxpayers. Is it true that SH 360 would be extended as a toll road?

Summary of response by Dan Lamers: It is the Regional Transportation Council's policy that no existing free roadway capacity be converted to tolled capacity. What is under consideration is a tolled extension of SH 360 south of Arlington to Mansfield and US 287.

Ray Clark, Commissioner – Kaufman County (Mesquite)

A. Funding Shortfall

Comment: New funding for transportation is going to be very difficult to find. Reallocation of existing funds may be the best solution. There is an interesting concept being considered in San Antonio. Leaders are considering using Low Income Repair, Retrofit and Accelerated Retirement Program (LIRAP) funds for transit. What are the benefits and disadvantages of such a reallocation?

Summary of response by Dan Lamers: Planners and leaders are always looking for ways to get the most benefit out of available funding. LIRAP is a state program intended to help low-income residents repair or replace vehicles that do not meet emissions standards.

Christopher Walker – University of North Texas Student Government Association (Denton)

A. Toll Roads

Question: Will the toll roads shown in Mobility 2035 be completely new or retrotolled?

Summary of response by Dan Lamers: It is the Regional Transportation Council's policy that no existing free roadway capacity be converted to tolled capacity. All of the existing free capacity will remain free in the future. However, when capacity is added to a corridor, the new capacity is tolled and the existing capacity remains free. Examples of this are the DFW Connector, North Tarrant Express and LBJ managed lanes. New capacity is being added as tolled capacity because there is no money to add the capacity except as tolled. If the region had to wait until the funding was available, it would be another 20 to 30 years before the projects could be implemented.

B. High Speed Rail

Question: President Obama has pledged funding for rail expansion. Is the region considering that federal funding?

Summary of response by Dan Lamers and Ken Kirkpatrick: Mobility 2035 includes allowances for high speed rail connections in the Dallas-Fort Worth area as the national high speed rail system is further developed.

The region has received funding from the federal government during the Obama administration. Two examples include \$23 million for the Dallas streetcar project and Recovery Act funding for DART.

Mesquite Rail Connections

Ronald L. Mottwiler (Mesquite)

A. Funding for Rail

Question: What is the status of connecting Mesquite to the DART Green Line?

Summary of response by Dan Lamers and Jerry Dittman, Assistant City Manager, City of Mesquite: Sales tax revenue is the primary funding source for transit. For years, the RTC has tried to identify additional funding for rail. Discussions are ongoing about how cities can join existing transportation agencies, and work will continue to identify funding needed.

Dittman said DART and the City of Mesquite have been discussing how non-member cities may be able to pay for contracted services. It would require a DART policy change. He also said three private investors have expressed an interest in funding the rail line that would connect Mesquite to DART. The investors, however, would like to see more government support for the project.

Dan cited the agreement between the City of Grapevine and The T as an example of how a non-member city joined a transit agency by contributing an equivalent amount of funding as a sales tax investment.

Denton County Transportation Authority

Carl Garber (Denton)

A. Senior Passes

Question: Is there a way to get a senior discount card in Denton or can the identification card required only be obtained in Dallas?

Summary of response by Dee Leggett: To receive the discounted fare, a person must prove eligibility based on age or disability. A person must be at least 65 years old or have a Medicare type card related to the disability to be eligible for the discounted fare. A person may purchase a reduced fare. A fare inspector may ask the individual to show an identification card verifying eligibility.

B. Sheltered Bus Stops

Question: Are two sheltered bus stops still planned near the new Walmart in Denton?

Summary of response by Dee Leggett: Yes, there were procurement delays. A contractor has now been selected, and DCTA is working with the city. Site improvements are needed and then shelters can be installed. Hopefully in the next four to five months the shelters will be complete.

Citizen (Denton)

A. Taxi/Pedicab Stands

Question: Has any thought been given to allowing taxi/pedicab stands at the DCTA transit station at Hickory and Bell?

Summary of response by Dee Leggett: There has been informal discussion of this topic. DCTA is about to issue a request for proposals related to the commercial space in the Downtown Denton Transit Center. If there is interest in the community, Dee would encourage these individuals to contact DCTA.

Christopher Walker – University of North Texas Student Government Association (Denton)

C. Bus Maintenance

Question: What is the state of the DCTA fleet maintenance, and what can be anticipated in the next several years?

Summary of response by Dee Leggett: As part of the agreement with the University of North Texas, 12 UNT-branded buses were contributed by UNT for the campus shuttle service. Twenty-eight buses are used on the UNT campus shuttle system, and DCTA provided the other 18 needed. DCTA is trying to maintain the fleet as best as possible; however, with limited funds, there are limited opportunities to buy new fleet. The current lack of a bus operating and maintenance facility contributes to the challenge. Two-thirds of the DCTA ridership is on the UNT campus system, and DCTA is doing as much as possible to keep the fleet maintained.

D. A-train

Question: Will there reduced A-train fares for students?

Summary of response by Dee Leggett: DCTA staff plans to propose to the Board of Directors a semester pass structure for students. The next step will be a meeting with students to get input. UNT has said there are no funds available to help offset the cost to the students. DCTA recognizes there is a great ridership opportunity and would like to offer a reduced fare within the semester pass structure.

Kenneth Townsend – Incomplete Business, Inc. (Denton)

A. A-train Transit Passes

Question: Will the monthly, six-month and yearly passes be paper, plastic or laminated?

Summary of response by Dee Leggett: Paper passes will be used for everything less than a month. There is not a six-month pass option. Yearly passes will be laminated.

B. Corinth Stop

Question: Will there be an A-train stop in Corinth?

Summary of response by Dee Leggett: No, DCTA has had discussions with Corinth and Lake Dallas regarding a station. The cities would need to contribute capital for a station plus an ongoing participation cost. Neither city has submitted a formal proposal as to how they would cover the capital or operating costs.

C. Trash Cans

Comment: There are not enough trash cans at the bus station that just opened.

Summary of response by Dee Leggett: The project is not yet complete. Thank you for letting us know now.

D. Commuter Express

Question: Will the Commuter Express continue operating once A-train service begins?

Summary of response by Dee Leggett: The Commuter Express currently operates a schedule similar to what the A-train will serve. As a cost-savings measure, the Commuter Express will only run between 11:30 a.m. and 12:30 p.m. serving the A-train stations and connecting with Trinity Mills.

WRITTEN COMMENTS RECEIVED

| Name and Title | Agency, City Represented | Topics addressed | Comments |
|--|--|---|-----------------|
| Gerrit K. Spieker | AARP Chapter President | The T's bus routes; North Tarrant Express construction impact | Attachment 1 |
| Alan Abeson | | Regional transit coordination | Attachment 2 |
| Ray Clark, County Commissioner | Kaufman County | Regional outer loop alignment | Attachment 3 |
| Mike Shook, Director of Public Works | City of Forney | Forney Parkway Bridge | Attachment 4 |
| Christopher Walker | University of North Texas Student Government Association | Toll roads, mass transit | Attachment 5 |
| Kenneth Townsend | Incomplete Business, Inc. | Denton County Transportation Authority passes, bicycle lanes | Attachment 6 |
| Dana Crawford | | Behavior change incentives | Attachment 7 |



North Central
Texas Council
of Governments

PUBLIC MEETING

Monday, March 14, 2011
6:30 p.m.

Fort Worth Intermodal Transportation Center
1001 Jones Street
Fort Worth, TX 76102

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 GERRIT K SPIEKEN
 Organization CITIZEN - AARP CHAPTER PRESIDENT

Please provide written comments below:

2/01 NEW FREEDOM
 EXPLORE USE OF FTA FUNDS TO:
 1) R41: EXTEND AUTO MUST SENIOR CTR (M-FRI)
 FOR ELDERLY WITHOUT ACCESS TO QOL
 FACILITY IN RICHLAND HILLS.
 2) EXTEND R41 BUS SERVICE TO NEW MAIL
 COMPLEX FOR ELDERLY, DISABLED AND JOB
 ACCESS
 - CURRENTLY FWTA PROVIDES SERVICE TO
 ONE / NEW MAIL POINT.

ALSO PROVIDES TRAFFIC SIGNALING P.O. FOR →

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>

Om

I WOULD LIKE TO EXPLORE WHAT
CONGESTION MODELING HAS BEEN DONE
ON IMPACT OF NT EXPRESS WAY CONSTRUCTION
ON SH 183 FROM IH 820 WEST TO
SH 26.

GRAND SPOKER



North Central
Texas Council
of Governments

PUBLIC MEETING

Monday, March 14, 2011

6:30 p.m.

Fort Worth Intermodal Transportation Center
1001 Jones Street
Fort Worth, TX 76102

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 ALAN ABESON

Organization _____

Please provide written comments below:

WHAT WILL BE DONE TO STIMULATE
COORDINATION REGARDING NEW FREEDOM, TALE AND
5307 (ELDERLY AND PERSONS WITH DISABILITIES PROGRAM)
PROTECTIONS?

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

Tuesday, March 15, 2011

10:30 a.m.

Mesquite Arts Center
1527 N. Galloway Avenue
Mesquite, TX 75149

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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Name Ray Clark

Organization Kaufman County Commissioner

Please provide written comments below:

Would like to finalize route for the
outlet loop in Kaufman County - local
preference is using the west side of
~~Brawley~~ Brawley Creek from SH 205 to US 80
from US 80 to I-20 use the eastern side
of Brawley

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North Central
Texas Council
of Governments

PUBLIC MEETING

Tuesday, March 15, 2011

6:30 p.m.

Emily Fowler Central Library
502 Oakland Street
Denton, TX 76201

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Name CHRISTOPHER WALKER
 Organization Denton Resident / UNT Student Body & SGA

Please provide written comments below:

• Are there plans to create further tolled roads and highways, and as such, will they be "retro-tolled"?

• If yes to "retro-tolling", is there a significant figure of funds produced from toll roads to justify new tolling? Percentages? (Out of the 5 Revenue Centers)

//

• Are there prospects from the recent announcements of the Obama Administration towards federal funding for mass rail expansion in our area?

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Name KENNETH TOWNSEND

Organization INcomplete BUSINESS INC

Please provide written comments below:

Are the monthly, 6 month and yearly PASSES going
to be PAPER, plastic or laminated?
Will the commuter buses do when train starts
SERVICE
Will bicycles have space on the 50's train
Did Corinth join the DCTA and get a stop there?

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 E-mail: jstout@nctcog.org Website: <http://www.nctcog.org/trans>

Sent: Sunday, March 27, 2011 11:43 AM

To: Transinfo

Subject: Mass Transit Incentives

Hello,

I heard a suggestion related to mass transit today that I wanted to pass along.

London Weighting Allowance

- Reduces traffic by encouraging people to live in London, instead of outside of the city
- For people who do live outside of London, companies are required to pay employees for commute time in excess of one hour. This would provide an incentive for companies to allow more people to telecommute to reduce their own labor expenses.
- http://en.wikipedia.org/wiki/London_weighting

Regards,

Dana Crawford