

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 the individual. 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.

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 initial 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.

On June 1, 1994, the Regional Transportation Council (RTC) adopted the NCTCOG Transportation Public Involvement Process. The procedures were amended on April 11, 2002. The Public Participation Plan was again reviewed for needed amendments in Spring 2007 in accordance with 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 of the document with 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 (as approved May 2007) is provided in the subsequent pages of this chapter. In addition, all public meeting notices and comments received during the public meetings associated with development of the 2008-2011 TIP, Mobility 2030, and the resulting air quality conformity determination are included in this chapter.

In August 2008, staff began collecting information with the intent to develop the 2010-2013 Transportation Improvement Program. During the development of the 2010-2013 TIP document, public meetings were held to obtain a consensus of the constituency served by the program. Initial public meetings were held in Carrollton, Burleson and North Richland Hills on October 14 and 15, 2008 to present the TIP Development Process. Public meetings were also held in Arlington, Lewisville, and Fort Worth on January 7 and 8, 2009 to present draft project information. At this time staff also presented an update to the TIP Development Process. In lieu of creating a new 2010-2013 TIP document, staff would continue implementing the 2008-2011 TIP. Any modifications gathered during the creation of the 2010-2013 TIP would be added to the current 2008-2011 TIP as amendments. A third round of meetings was held in Plano, Fort Worth and Desoto on February 9 and 10, 2009 to present a draft list of amendments to the 2008-2011 TIP. This meeting also included updates to the new TIP Development Process and included information on the American Recovery and Reinvestment Act of 2009. Final meetings were held in Fort Worth, Denton, and Farmers Branch on March 4 and 5, 2009 to present final

amendments for the 2008-2011 TIP. These meetings were held to educate, inform, and seek comments from the public on these transportation issues and the specific projects proposed for funding 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 9, 2009. 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 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 vital 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. This process will be discussed in greater detail in the next chapter. These project modifications are communicated to the public the Public Involvement Process.

NCTCOG staff considers environmental justice issues in the transportation planning process when conducting public meetings. Location selection is based on several criteria: consideration of minority and low-income communities, site selection based on transit accessibility, transportation issues within a particular community, and an attempt to choose convenient times of the day to conduct 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.

Invitations were 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 were also mailed to public libraries and city/county offices for posting.

Public Meetings

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.

get informed,
involved —
make a
difference



Monday, October 9, 2006

Dallas City Hall
LIFN Auditorium
1500 Marilla Street
Dallas, Texas 75201

10:30 a.m.

Monday, October 9, 2006

First Baptist Church Euless
Campus West
(across the street from the main church)
209 N. Industrial Blvd
Bedford, Texas 76021

6:30 p.m.

Tuesday, October 10, 2006

Fort Worth Intermodal
Transportation Center
1000 Jones Street
Fort Worth, Texas 76102

6:30 p.m.

Mobility 2030, Amendments to the 2006-08 Transportation Improvement Program/Regionally-significant capacity improvements to the 2008-2011 Transportation Improvement Program, and associated air quality conformity analysis

- The Metropolitan Transportation Plan is a comprehensive, multimodal “blueprint” for transportation systems and services aimed at meeting the mobility needs of the Dallas-Fort Worth Metropolitan Area through the next 25 years. Draft recommendations for the newest plan, Mobility 2030, will be presented including alternative

futures scenarios that examine the impact of aviation, the Trans-Texas Corridor and various demographic changes.

- The TIP is a multi-year inventory of funded transportation projects that includes committed funding from federal, State and local sources within the Dallas-Fort Worth Metropolitan Area. Every two to three years, a new TIP is developed through a cooperative effort of the North Central Texas Council of Governments (NCTCOG), the Texas Department of Transportation (TxDOT), local governments and transportation authorities. Staff will highlight the TIP development process

and timeline and discuss new requirements associated with the enactment of SAFETEA-LU, the 2005-2009 transportation funding bill.

- In 2004, the Environmental Protection Agency designated Collin, Dallas, Denton, Ellis, Johnson, Kaufman, Parker, Rockwall and Tarrant counties as nonattainment for the pollutant ozone. This designation imposes a federal requirement known as transportation conformity—a way to ensure that federal funding and approval goes to those transportation activities that are consistent with regional air quality goals. Staff will explain

how transportation conformity relates to air quality and the way communities plan and build transportation projects within the region.

Regional Public

Transportation Coordination

Staff will provide an update on regional coordination activities and present draft recommendations of the North Central Texas Regional Public Transportation Coordination Plan for review and comment. The final recommendations will be presented December 4 and 5 at public meetings.

Please contact Jahnae Stout at (817) 608-2335 or jstout@nctcog.org for special accommodations due to a disability or for language translation. Reasonable accommodations will be made.



North Central Texas
Council of Governments
Transportation Department

www.nctcog.org/trans/outreach/involve

MINUTES

PUBLIC MEETINGS

***Regional Public Transportation Coordination • 2008-2011 Transportation Improvement Program (TIP) Development Process • Metropolitan Transportation Plan (Mobility 2030)
• Air Quality Conformity of the TIP and Mobility 2030***

Meeting Dates and Locations

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

1. Monday, October 9, 2006 – 10:30 a.m. – Dallas City Hall; attendance: 22; moderated by Dan Kessler, NCTCOG Assistant Director of Transportation
2. Monday, October 9, 2006 – 6:30 p.m. – First Baptist Church Euless (Campus West); attendance: 10; moderated by Dan Kessler, NCTCOG Assistant Director of Transportation
3. Tuesday, October 10, 2006 – 6:30 p.m. – Fort Worth Intermodal Transportation Center; attendance: 19; moderated by Dan Kessler, NCTCOG Assistant Director of Transportation

Public Meeting Purpose and Topics

The public meetings were held in accordance with NCTCOG's Transportation Public Involvement 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 April 11, 2002. Topics covered at the meetings:

1. Regional Public Transportation Coordination – presented by Michelle Bloomer (Dallas and Euless) and Ken Kirkpatrick (Fort Worth)
2. 2008 – 2011 Transportation Improvement Program (TIP) Development Process – presented by Christie Jestis
3. Metropolitan Transportation Plan (Mobility 2030)
 - a. Background: What is the MTP? How is it developed? – presented by Mike Burbank
 - b. Major Components of Mobility 2030 – presented by Mike Burbank
 - c. Alternative Futures, Demographics, Environmental Justice and Pedestrian/Bicycle System – presented by Alicia Hopkins
 - d. Aviation – presented by Rachel Wiggins (Dallas and Euless) and Alicia Hopkins (Fort Worth)
 - e. Goods Movement and the Trans-Texas Corridor – presented by Greg Royster (Dallas and Fort Worth) and Jasen Haskins (Euless)
4. Air Quality Conformity of the TIP and Mobility 2030 – presented by Jenny Danieau

The 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 9, 2006. 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, copies of the presentations and related handouts, the new NCTCOG English-Spanish citizen's guide, "Charting the Future: A Guide to Transportation Planning and Programming in the Dallas-Fort Worth Metropolitan Area" and a copy of the 2006 NCTCOG Transportation State of the Region Annual Report.

Outline of Public Meetings

- I. Welcome, introductions and summary of presentations** – Dan Kessler thanked individuals at each location for letting NCTCOG use their facilities. He also thanked everyone for attending the public meetings.

Dan explained the importance of public comments and encouraged attendees to take advantage of the opportunity to talk with NCTCOG staff representing several distinct areas of transportation planning.

Dan also explained the significance of the Mobility 2030 draft recommendations and the official beginning of the 90-day comment period for the plan. He stated that final recommendations would be presented at public meetings in early December and to the RTC in January.

II. Summary of Presentations

A. Regional Public Transportation Coordination – Michelle Bloomer (Dallas and Euless), Ken Kirkpatrick (Fort Worth)

- **In 2003 state legislators passed House Bill 3588, Article 13** – requiring statewide coordination of public transportation funding and resources to generate efficiencies and improve service, eliminate waste and duplication of services and further statewide efforts to reduce air pollution.
- **Initially, the Regional Public Transportation Coordination Task Force identified three barriers to coordination:**
 - Lack of communication and education between providers and between providers and users
 - Inefficient use of resources and funding
 - Lack of seamless transportation services

The Task Force provides policy direction and guidance for integrating and coordinating system-based and client-based transportation delivery modes; NCTCOG staff provides technical support for the 25-member Task Force.

- **The Task Force is in the process of developing a Coordination Plan.**
 - Eighty-seven potential strategies comprised a master list. Initial screening eliminated strategies that did not meet State or regional goals; did not have public, agency or transit provider support; or could be merged with other strategies.
 - Sixty-five strategies from the master list remained. These strategies were evaluated and scored for impact on potential customers, impact on the transit provider, cost, how State and regional goals were met, pilot project potential and strategic value.
 - Forty-seven unique strategies were prioritized as short-term or long-term projects.

- Implementation will focus on 27 strategies to be included in the Coordination Plan.
- State regulations require NCTCOG, the lead agency, to create a coordination plan every two years. Federal regulations require a plan to be created every four years.
- Draft recommendations directly address coordination barriers.
- **Strategies for improved communication/education**
 - Develop a regional customer education program to help public transportation users know how to read schedules, make connections, pay fares, etc.
 - Update existing Regional Transit Provider Inventory so customers have access to a comprehensive list of providers and services. The inventory will be available electronically and at libraries, senior centers, workforce centers, community centers, etc.
 - Establish a transit provider/operations workgroup so transportation providers have a forum for discussion.
 - Develop interagency coordination agreements and establish regional standards and guidelines between providers.
- **Strategies to maximize resources and funding**
 - Coordinate resources to eliminate idle wait time and maximize vehicle use.
 - Establish a capital asset management plan to identify underutilized vehicles, opportunities for vehicle sharing and interagency vehicle disposition when applicable.
 - Encourage regional, rather than local, taxi cab certification and registration. Taxis, a component of the public transportation system, can only operate currently in the cities where they are registered.
- **Strategies to develop seamless transportation services**
 - Simplify the system by developing regional policies for integrated services, i.e., common ID cards; regionally-defined standards and rates for similar services; common eligibility application process; standardized reservation, scheduling and dispatch of services.
 - Develop a linked system of transfer points.
 - Eliminate service gaps and overlaps within and between service areas.
 - Provide service where no service exists or it is limited.
- **Specific topics and issues presented for public involvement**
 - Do residents have comments or questions on the short list of draft coordination strategy recommendations?

B. 2008-2011 Transportation Improvement Program (TIP) Development Process – Christie Jestis

- **The TIP is a federal and state mandated inventory of transportation projects.** The TIP includes regionally-significant local projects, state-funded projects and federally-funded projects.
- **The TIP is updated quarterly and re-developed every two to three years** – the development process (in progress for the 2008-2011 inventory) consists of several steps:

- Review all existing projects and solicit additional locally-funded, regionally-significant projects
- Work with implementing agencies to make needed staging, funding or scope adjustments to existing projects
- Develop revised project listings which includes existing projects, new projects and adjusted projects
- Balance project listings with estimated revenue
- Conduct mobility plan and air quality reviews to ensure mobility and air quality goals are met.
- Three stages of public involvement:
 - During the development process
 - After draft listings are developed
 - Before final listings are presented to the Surface Transportation Technical Committee and the Regional Transportation Council
- Finalize project listings and submit to State and federal partners.
- **Important Dates**
 - December 2006: Public meetings to discuss draft project listings
 - March 2006: Public meetings to discuss final project listings
 - January 2007: Quarterly amendments to the 2006 – 2008 TIP presented to the RTC with Mobility 2030 and Air Quality Conformity
 - April 2007: 2008 – 2011 TIP presented to RTC for approval
 - May 1, 2007: Final document sent to the Texas Department of Transportation (TxDOT) in Austin for Texas Transportation Commission approval in July
 - October 2007: Federal/State approval finalized
- **Specific topics and issues presented for public involvement**
 - Do residents have any questions or comments on what the TIP is, what it includes or how it is developed?

C. Mobility 2030: The Metropolitan Transportation Plan

1. Background: What is the MTP? How is it developed? – Michael Burbank

- **Mobility 2030 is the long-range, multimodal, financially-constrained transportation plan for the nine-county Metropolitan Planning Area.**
 - Mobility 2030 represents the blueprint for the future vision of all transportation systems and services in the region.
 - Mobility 2030 will guide the expenditure of federal and State transportation revenue sources.
 - Air quality conformity analysis is required for all final recommendations in Mobility 2030. The projects in Mobility 2030 must help fulfill air quality goals set to bring the region into attainment of federal air quality standards.
- **The transportation funding need exceeds available resources**
 - The Dallas-Fort Worth region has a need by 2030 for \$114.9 billion to eliminate the most severe congestion. Congestion is bad and getting worse, and construction costs have risen 30 percent in the last three years. Additionally, the Regional Transit Initiative is not yet resolved. The current Mobility 2030 budget is \$69 billion.

- **To develop the draft recommendations, staff prioritized projects** and focused on Partnership Programs, Comprehensive Development Agreements and projects in the Unified Planning Work Program (UPWP). Plan components listed in order of funding priority:

- Maintenance and operation of existing facilities – highest priority for funding
- Management and operation projects like Intelligent Transportation System improvements and bike/pedestrian systems
- Rail, bus and other projects aimed at removing trips
- HOV/Managed lane projects that encourage drivers to make behavior modifications
- Projects that increase single occupant vehicle capacity – lowest priority

2. Major Components of Mobility 2030 – Michael Burbank

- **Rail and transit – staff presented three scenarios**

- 2030 rail recommendations by mode – the map included light rail, light-rail compliant, regional rail, intercity rail and potential Trans-Texas Corridor high-speed rail.
- 2030 rail recommendations dependent on funding from the Regional Transit Initiative – ideal plan
- 2030 rail recommendations independent of funding from the Regional Transit Initiative and potentially deferred lines

If approved by State legislators and North Texas residents, the Regional Transit Initiative would remove or increase the sales-tax cap in non-DART and non-DCTA (Denton County Transit Authority) cities. The additional half-cent sales tax revenue could help fund regional rail.

- **Overview of transit recommendations (Total: 480 miles)**

- Existing service: 83 miles
- Programmed projects and projects currently under development with committed funding: 158 miles
- Projects pending alternate funding: 239 miles

- **Freeway, tollway, HOV lane and managed lane projects were scored and prioritized using the following recommendation strategy:**

- Identify needs based on congestion.
- Increase emphasis on toll/managed lane facilities that are cost neutral.
- Recommend projects with existing regional commitment and funded through the Regional Partnership Program, the Unified Transportation Plan or Transportation Improvement Program.
- Recommend Comprehensive Development Agreement projects, concession fees and excess revenue projects.
- Recommend toll road corridors.
- Rank remaining projects based on:
 - Facility age
 - Cost effectiveness
 - System need
 - Non-dependency on other projects
 - Lack of other parallel improvements
- Recommend highest ranking projects by composite score (subject to financial constraints) – East requirement: score of six and above; West requirement: score of eight and above.

- **Transportation system safety and security is included in Mobility 2030.**
 - Staff has developed safety strategies and programs for the roadway and transit systems: safety crossings; freeway incident management training; engineering and planning solutions; the Dallas-Fort Worth Regional Safety Information System.
 - Staff has developed security strategies and programs to ensure people can enter and exit the region in an emergency situation or evacuation: infrastructure for critical transportation and communication; plans for regional response, evacuation and points of distribution; emergency responders uniform communication system.
- **Congestion management strategies are included in Mobility 2030**
 - Intelligent Transportation System – closed circuit TVs to monitor traffic; lane control signs; mobility system patrols on the freeways.
 - Transportation System Management – improves traffic flow and safety through better management and operation of the existing system – 1,081 intersection improvements by 2030; 7,291 traffic signal improvements by 2030.
 - Travel Demand Management – changes driver behavior and choices by implementing employee-trip-reduction programs and vanpools and establishing park and ride facilities.
- **Regional air quality targets and associated programs are included in Mobility 2030 because the region is classified as nonattainment for the pollutant ozone.**
 - Targets: high-emitting vehicles, vehicle cold starts, hard accelerations, excessive idling, high speeds, low speeds, diesel engines, high level of vehicle miles traveled.
 - Programs: Regional Smoking Vehicle Program, Diesel Freight Vehicle Idling Reduction Program, Dallas-Fort Worth Clean Cities, Clean Fleet Vehicle Policy, Clean School Bus Program, Texas Emissions Reduction Plan Partnership, SmartWay Transport Program, AirCheck Texas Repair and Replacement Program, Pay-As-You Drive Insurance Pilot Program and Local Law Enforcement Pilot Program.
- **Specific topics and issues presented for public involvement**
 - Are there any comments or questions about project evaluation and selection for Mobility 2030?

3. *Alternative Futures, Demographics, Environmental Justice and the Pedestrian/Bicycle System – Alicia Hopkins*

- **Scenario planning analyzes different assumptions** about population growth and future development in the region. Mobility 2030 is the first transportation plan to consider alternative scenarios.
 - The 2030 demographic forecast anticipates 8.5 million people will be living and working in the 16-county North Central Texas region. There are currently 5.5 million people in the Metropolitan Planning Area. Alternative future demographic scenarios compare different growth assumptions and market forces
 - Rail scenario without county control totals – redistributes population and development around rail lines and across county lines. Reduces total vehicle miles traveled (VMT) by 6 percent and total vehicle hours of delay by 24 percent.

- Infill scenario without county control totals – assumes population and employment would be encouraged to develop in areas with existing utilities and infrastructure instead of in “greenfield” (undeveloped) areas. Redistributes growth across county lines Reduces total VMT by 5 percent and total vehicle hours of delay by 19 percent.
 - Rail scenario maintaining county control totals – more realistic than scenarios without county control totals; redistributes population and development around rail lines within each county, but redistribution does not cross county lines. Reduces total VMT by 1.3 percent and total vehicle hours of delay by 4 percent.
 - Combination scenario – hybrid scenario that will redistribute growth to both rail-oriented and infill-oriented areas. This scenario is currently under development.
 - Staff proposed a four-step process in which the RTC would approve the alternative future policy program in Mobility 2030 and then staff and local governments would work together to develop draft ordinances. The RTC would then take action to approve alternative future ordinances, and then local governments would adopt the ordinances.
 - Alternative future policies will address: transit-oriented development, infill development, freight-oriented development, rural preservation, redevelopment of south Dallas and southeast Fort Worth, bicycle and pedestrian development tied to land use, mixed use development and access management.
- **The cost and revenue assumptions for the bicycle/pedestrian system have been updated** in Mobility 2030.
 - The Veloweb—a dedicated, off-street, hard-surface trail system – will ultimately include 640 miles of trails, and 250 miles of Veloweb have been completed. Funding needs to be secured for 283 miles of recommended routes and 202 candidate Veloweb routes.
- **Staff will refine how underrepresented communities are identified and incorporate environmental justice principles** in each modal chapter of Mobility 2030.
 - Outreach will increase.

4. Aviation – Rachel Wiggins (Dallas and Euless), Alicia Hopkins (Fort Worth)

- **Aviation is a new chapter in the Metropolitan Transportation Plan.** The chapter reflects the roles of the NCTCOG Executive Board and Air Transportation Technical Advisory Committee, which is in its formative stage. The chapter includes recommendations for aviation planning activities:
 - Continue monitoring aviation activity levels for passengers, aircraft and air cargo.
 - Review surface access to aviation facilities and related alternative access/congestion scenarios.
 - Report on two regional studies:
 - Overall regional system study of general aviation airports and heliports
 - Joint Land Use Study surrounding the Naval Air Station Joint Reserve Base in Fort Worth
- **There are more than 50 public use airports and dozens of private use air strips** in the 16-county North Central Texas region.

- **The travel radius to reach the Dallas-Fort Worth International Airport in 45 minutes** during peak periods has decreased considerably since 1999. This metric will be updated as part of the Mobility Plan update.

5. Goods Movement and the Trans-Texas Corridor – Greg Royster (Dallas and Fort Worth), Jasen Haskins (Euless)

- **The Trans-Texas Corridor (TTC) chapter in Mobility 2030 will reflect the RTC position**, be the foundation for initiating environmental studies, include a staging schedule and lane concepts and establish financing strategies.
 - The TTC will accommodate truck and auto traffic and whenever possible, utilities, freight rail and passenger rail.
 - Eastern Loop 9 and the Tower 55 onsite solution will be completed between 2009 and 2015.
 - The freight rail outerloop and intercity high speed rail will be completed after 2030.
 - Other sections of the TTC will be completed between 2016 and 2030.
- **The first of two tiers of environmental assessment has been completed.** The Tier Two Environmental Study should be federally approved in 2007.
- **The recommended on-site, short-term solution for Tower 55**—where Union Pacific and Burlington Northern Santa Fe freight lines cross in Tarrant County—will be funded with SAFETEA-LU money. Short- and long-term Tower 55 solutions will be included in Mobility 2030.
- **Truck lane restrictions will be included in Mobility 2030** because I.H. 20 and I.H. 30 pilot study results revealed regional benefits:
 - Public approval
 - No adverse impacts
 - Improved safety
- **Based on the results, staff is recommending implementation criteria for truck restrictions.**

D. Air Quality Conformity of the TIP and Mobility 2030 – Jenny Danieau

- On June 15, 2004 the Environmental Protection Agency designated Collin, Dallas, Denton, Tarrant, Ellis, Johnson, Kaufman, Parker and Rockwall counties as nonattainment under the eight-hour National Ambient Air Quality Standards for ozone; therefore, the region must demonstrate ongoing efforts to decrease emissions and reach the attainment standard by July 2010.
- Conformity determinations demonstrate vehicle emissions associated with regional transportation projects are within emission limits “budgets.” The upcoming conformity determination analyzes projects in Mobility 2030 and amendments to the 2006-08 TIP. Conformity determinations report emissions for Nitrogen Oxides (NOx) and Volatile Organic Compounds (VOC) —the two precursor pollutants that form ozone.
- Conformity determinations involve two tests. Results are compared to a baseline year (2002) and the set “budgets.”
 - Emission reduction test – results are compared to a baseline year (2002)
 - Motor vehicle emission budget test – results are compared to the set budgets
- **Emissions are under budget for 2007 and 2009 for both NOx and VOC.**
 - RTC air quality initiatives contributed to the 2007 conformity determinations being below budget.

- **RTC initiatives to remove people from cars, thus eliminating emissions**
 - Vanpools, HOV lanes, public education, rail, bicycle/pedestrian facilities, park-and-ride facilities, employer trip reduction programs
- **RTC initiatives to improve traffic flow and reduce emissions**
 - Traffic signal improvements, intersection improvements, grade separations
- **Important Dates**
 - December 11 and 12: Public meetings about conformity findings
 - January 2007: Conformity determination presented for RTC approval
 - April 2007: Anticipated date for federal approval of conformity determination
- **Specific topics and issues presented for public involvement**
 - Is there any feedback about air quality initiatives or conformity determination for 2006-08 TIP amendments or Mobility 2030?

ORAL COMMENTS RECEIVED AT MEETINGS

(Meeting location in parentheses)

Central Expressway Corridor, S.H. 183 and other projects

Gus Delaloye – Murphy, TX (Dallas)

A. Need for rail

Comment: Mr. Delaloye, a Dallas resident for 50 years, shared his observations of Central Expressway and the High Five area. He called the area “constantly entangled.” Billions have been spent on fixing and expanding Central Expressway, he said. However, the region cannot overcome congestion problems by building more facilities to move cars. Facilities to move people—not their cars—are needed. Please direct as much transportation money as possible toward the rail system, Mr. Delaloye said.

Summary of response from Dan Kessler: The Central corridor is a major focus. The RTC is working with DART and northern-tier suburban cities to expand rail north from Plano to Frisco, Allen and McKinney. NCTCOG staff is also working with the Sherman-Dennison Metropolitan Planning Organization. By 2010 the existing Central Expressway corridor between downtown Dallas and the High Five area will have rail that carries 40 percent of the inbound traffic in the morning and 40 percent of the outbound traffic in the evening. This rail rider capacity is equivalent to traffic on four freeway lanes.

One mode will not solve every transportation problem in every corridor. Only a combination of rail, express lanes, managed facilities and Intelligent Transportation System improvements can effectively address congestion and transportation needs.

The region will benefit greatly from the completion of reconstruction north of the LBJ Freeway and when the rail system is more interconnected.

Jim Story – Bedford – City of Bedford (Euleless)

A. S.H. 183

Question: What is the schedule for widening S.H. 183?

Summary of response from Jeff Neal: The environmental study is ongoing for S.H. 183. The project will be combined with two other projects in a Comprehensive Development Agreement (CDA)—I.H. 35W south of S.H. 170 to downtown Fort Worth and I.H. 820 beginning at I.H. 35W. All three projects are expected to be under construction by late 2008 and completed by 2018. The CDA will expedite construction because adequate gas tax funding does not have to be secured.

Byron Sousa – Fort Worth – Fort Worth League of Neighborhood Associations and the Texas Bicycle Coalition (Fort Worth)

A. Bicycle/pedestrian facilities

Comment: Transportation planners and engineers make road plans and ignore the need for facilities for non-motorized vehicles. Without more emphasis on these facilities, the air quality problem will not be solved.

Summary of response from Dan Kessler, Christie Jestis and Alicia Hopkins: At the local level, transportation trends are changing and focusing more on bicycle and pedestrian facilities and sustainable development policy. For example, in a recent call for projects to build arterial streets, construction of sidewalks was a consideration in project selection. Significant sustainable development and air quality funds have been used recently to build trails and sidewalks.

The RTC incorporates the Clean Vehicle Model Ordinance with calls for projects and requires cities to adopt the ordinance to be eligible for project selection. Similar RTC action could be applied to sustainable development policies.

Transportation planners and the RTC have recognized the need for more bicycle and pedestrian facilities. NCTCOG staff is working with agencies and private companies associated with transit-oriented developments to address interconnectivity of trails, sidewalks and transit stations.

For residents to benefit most from sustainable development improvements, the investments must be coordinated with land use. It is difficult for MPOs to control land use. It is also difficult to find funding for sustainable development projects because it is not a national transportation priority.

B. Freight vs. Rail

Question: Why is so much freight carried on trucks instead of rail? In Europe there are never as many trucks on the roads.

Summary of response from Dan Kessler and Greg Royster: Land use contributes to the high number of freight trucks on roadways. Materials and goods are distributed all over large metropolitan regions like North Central Texas, which is larger than 16 states geographically. Time is money, and the flexibility of trucks makes it an easier and faster mode.

The goal of the Tower 55 project is to make freight rail more attractive and effective. Freight rail growth is increasing faster than truck capacity on the roads because shipments from Asia are loaded on trains and sent across the U.S. High-value, low-weight items are shipped in air cargo. Lower-value, higher-weight products are shipped on trucks. Lowest-value and heaviest items are shipped on freight rail.

Gas Tax

Marcus Wood – Dallas – Mixmaster Business Association (Dallas)

A. Funding shortage and increasing the gas tax

Question: According to a *New York Times* article published October 8, the average U.S. gas tax is \$0.40 per gallon compared to \$1 per gallon in Canada and several dollars per gallon in European countries. (See Attachment 1) How come studies have not been conducted to determine the gas tax increase needed to overcome the funding deficit? Increasing the gas tax would encourage use of rail and rideshare programs. Alan Greenspan, proponent of the increase, stated an increased gas tax would decrease oil demand; therefore, increasing national security, according to the article. Impact on infill development and rail density should also be studied. Finally, are construction assumptions based on history or the high inflation rates of the last 3 years?

Summary of response from Dan Kessler, Dan Lamers and Mike Burbank: Legislators in the next session will most likely discuss tying the gas tax to an economic index so the taxes are consistent with inflation. In other large Metropolitan Planning Areas in Texas, residents would prefer to pay a higher gas tax over tolls. The elimination of projects from the plan will force elected officials to discuss increasing the gas tax.

The budget for Mobility 2030 is based on the assumption that the gas tax will increase \$.05 every eight years beginning in 2010; therefore, residents will be paying an additional \$.30 per gallon by 2030. This assumption is reasonable because it is based on the rate changes in the last 40 years. Doubling the increase—total 2030 gas tax would be \$1—enough to fund deferred or eliminated projects in the current plan.

Michael Burbank cited a study by TxDOT that estimated \$1.20 state fuel tax increase would be required to eliminate the need for new toll roads.

Construction assumptions are based on current dollars, and inflation is assumed to be 3 to 4 percent. The inflation estimate is based on historical trends—not more recent 10 to 20 percent increases.

Dan Kessler encouraged everyone at the meeting to share their opinions on the gas tax. He said that RTC members and elected officials were very interested in hearing residents' thoughts.

Jim Story – Bedford – City of Bedford (Euleless)

A. Gas tax rate

Question: Is the gas tax rate fixed or floating?

Summary of response from Dan Kessler: The gas tax is fixed—about \$.185 per gallon federally and \$.20 per gallon at the state level. Indexing the gas tax will be discussed in the next legislative session.

Trans-Texas Corridor (TTC)

Rosemarie Budd – Dallas – RCGroup (Dallas)

A. Comprehensive Development Agreements (CDAs)

Question: Has there been a study about funding the Trans-Texas Corridor with a \$.05 per gallon gas tax increase instead of using a CDA? Will the TTC be owned by a foreign country?

Summary of response from Dan Kessler and Greg Royster: No, a study about increasing the gas tax to fund the TTC has not been undertaken. Even though funding has not been resolved completely, there is little opposition to building the TTC. Nearly everyone understands the need for improving I.H. 35 between San Antonio and Dallas. Determining how to fund the project will be a political decision. To date, all financial commitments are for the TTC to be built with private, toll money. A private, CDA firm would be selected during a competitive process. The CDA firm will manage and operate the facility for a time period, probably 50 years, which is specified in a contract. State funds paid for preliminary design and engineering. The project will not proceed until the environmental study is complete. Cintra-Zachary was selected to do preliminary engineering, right-of-way and design work, but the company has not been designated as the CDA firm.

John V. Blain, Jr. – Kaufman – Dean International, Inc. (Dallas)

A. Loop 9

Question: What is the definition of Loop 9?

Summary of response from Greg Royster: It is the light green section labeled E (on slide 53 titled "Mobility 2030 Pending Update: TTC-35 Plan). The boundary in the West is S.H. 360 and there is a split at I.H. 20. Sections C and D—purple and brown respectively—will be completed later, between 2016 and 2030.

Marla Homan – Burleson (Fort Worth)

A. Truck traffic from Mexico

Question: Will truck traffic from Mexico travel on S.H. 360 or farther East?

Summary of response from Dan Kessler: NCTCOG staff has worked with TxDOT officials and used modeling and simulation to study assumptions about increased truck traffic in the NAFTA and North Central Texas corridors. The impact on the proposed Trans-Texas Corridor is being analyzed. The proposed TTC outer loop would allow trucks to bypass the region. However, 70 percent of trucks currently traveling through the region need to stop here. When determining the loop location, proximity to the metropolitan area and congestion concerns will have to be considered.

Johnny Swaim – Farmers Branch (Fort Worth)

A. Federal approval of the TTC

Question: What does the anticipated federal approval of the environmental study mean?

Summary of response from Dan Kessler and Greg Royster: The approval will give environmental clearance for the Loop 9 route—not the exact location. TxDOT included the outer loop in the tier one environmental assessment as an alternative. The tier one and two environmental studies do not examine the exact location of the route.

Mobility 2030

John V. Blain, Jr. – Kaufman – Dean International, Inc. (Dallas)

A. Prioritization of projects

Comment: Mr. Blain said that he was pleased to see that the section of I.H. 30 from Dallas to Rockwall met criteria to be included in the plan. He also said improvements to S.H. 80 that go to the Metropolitan Planning Area boundary—another section that met evaluation criteria—will be important because many Kaufman County residents drive to work in Dallas on S.H. 80.

Jim Story – Bedford – City of Bedford (Euless)

A. Current population in the Metropolitan Planning Area and growth

Question and Comment: What is the current population in the Metropolitan Planning Area? The Fort Worth population has increased the most.

Summary of response from Dan Kessler and Alicia Hopkins: The 2030 forecast of 8 million people is for the 16-county North Central Texas region which has a current population of about 6 million. The current population for the Metropolitan Planning Area is about 5.5 million. Fort Worth has experienced the greatest population growth, adding 20,000 to 30,000 residents each year for the last four to five years.

Melissa Wade – Fort Worth – University Place Neighborhood Association (Fort Worth)

A. Letter about the Trinity Railway Express (TRE) from Darrell Jones

Comment: See Attachment 8

Summary of response from Dan Kessler: Staff, RTC members and officials at the DART and Fort Worth Transportation Authority agree with Mr. Jones. Double tracking the TRE is a priority so that express and skip-stop service can be offered. Ridership levels prove there is a need for the double track. The majority of parking lots are consistently full. When gas prices increase, ridership increases; and often these riders continue to use the system after prices recede. The Cottonbelt Line will provide northern access to DFW Airport, downtown Fort Worth and the hospital district. It is the next rail project to be undertaken. Some of the needed funding has been secured.

Byron Sousa – Fort Worth – Fort Worth League of Neighborhood Associations and Texas Bicycle Coalition (Fort Worth)

A. Commuter train speed

Comment: The commuter train is too slow for greater use. It should be possible to travel from Fort Worth to Dallas in 30 minutes or less on the train.

Summary of response from Dan Kessler: Once the TRE has double track, express service will be offered. The express service will be more competitive and effective.

Micah Ater – Arlington (Fort Worth)

A. Rail design

Question: Will the rail be designed so that it does not interrupt the flow of traffic?

Summary of response from Dan Kessler: Funding does not exist to build complete grade separations at all major crossings. However, designers and engineers can use other tools and strategies. For example, DART and the city of Dallas coordinated the signal

system downtown. Federal funding is available to make crossings safer; therefore, trains can move faster, more safely and more efficiently.

TIP Funds

Jim Story – Bedford – City of Bedford (Euless)

A. Traffic signal improvements

Question: Are there funds available for traffic signal improvements? If not, when will they be available?

Summary of response from Christie Jestis: Multiple funding opportunities and sources exist. The state has funds available all the time for improvements on state highways. The RTC makes funds available, and projects are evaluated and selected directly. A call for projects was completed in July 2006. Air quality and mobility funds were used. Local money allocated for regional use also funded projects to re-time traffic signals and upgrade equipment. Any city or public agency can apply during the calls for projects. The next major funding opportunity will be in 2008-09 after the new, federal transportation funding bill is passed. The Congestion Management System has a thoroughfare assessment program and funds for re-timing signals in certain corridors.

Air Quality

Priya Myder – Roanoke (Fort Worth)

A. Incentives for companies with large fleets to use alternative fuels or clean vehicles

Question: Are there any incentives to encourage companies with large fleets to use alternative fuels or clean vehicles?

Summary of response from Dan Kessler, Christie Jestis and Jenny Danieau: There is a major push for private and public entities to use more clean vehicles and alternative fuels. Numerous calls for projects have been conducted.

- Public agencies and private companies sponsored by public entities were recently eligible to apply for funds to pay for the incremental cost of purchasing a new, cleaner vehicle.
- Public school districts will be eligible in the future to apply for funding from the DFW Clean School Bus Program.
- \$1.3 million is available for regulated fleet program. This program will focus on taxis. Taxi cabs are private companies regulated by local governments. Funding and project selection strategies have not been determined.
- NCTCOG and the RTC have partnered with the Texas Emissions Reduction Plan (TERP), a state program, to fund projects. A current call for projects focuses on heavy-duty diesel vehicles.

Legislators will discuss extending the TERP to 2013. Air quality and implementation success depends on the industry and company culture. For example, the railroad companies have aggressively pursued TERP grants even though 100 percent of the cost is not covered. An Air Quality Regional Mobility Initiative will be published, and it will outline 35 to 40 air quality programs that have been implemented.

B. Standards for international trucks

Question: Will international trucks and ships have to meet certain standards or pass inspections to operate in the U.S.?

Summary of response from Dan Kessler and Greg Royster: An evaluation of costs and benefits will be a major consideration when determining truck regulations and policies.

Dedicated truck facilities will be built to specifically accommodate and withstand heavier vehicles. This construction strategy should make the facilities more effective and decrease maintenance costs.

Technology to weigh and inspect trucks already exists in areas like Laredo, Texas.

Siham McBride — Arlington – UTA student (Fort Worth)

A. Coal plants

Question: What measures exist to regulate the construction of coal plants?

Summary of response from Dan Kessler: Our staff focuses mainly on transportation air quality issues. However, the NCTCOG executive director has been involved with negotiations between TXU and local government officials. City officials are trying to ensure the cleanest, most advanced technology will be used in the new power plants. Evidence and documentation show that background emissions can travel long distances; therefore, any power plants built south of the region, will impact the air quality in the North Central Texas region.

WRITTEN COMMENTS RECEIVED AT MEETINGS

Name and Title	Agency, City Represented (meeting location in parentheses)	Topics addressed	Comments
Rosemarie Budd	RCG Consulting Group, Dallas (Dallas)	Trans-Texas Corridor and gas tax	See Attachment 2.
Michael Copeland	North Texas Tollway Authority, Dallas (Dallas)	Extension of the Dallas North Tollway to Grayson County	See Attachment 3.
Gus Delaloye	Murphy, Texas (Dallas)	Seamless transportation system – DART and Greyhound	See Attachment 4.
Thomas E. Kriehn	Lake Highlands “L” Streets, Dallas (Dallas)	High speed rail	See Attachment 5.
Siham McBride	UTA student, Arlington (Fort Worth)	Regional Public Transportation Coordination	See Attachment 6.

ADDITIONAL COMMENTS

Name and Title	Agency, City Represented (meeting location in parentheses)	Topics addressed	Comments
Donald Koski	Dallas County (Dallas)	Loop 9 of the Trans-Texas Corridor	See Attachment 7.
Darrell Jones	University Place Neighborhood Association, Fort Worth (Fort Worth)	Trinity Railway Express schedule	See Attachment 8.

PUBLIC MEETINGS

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.

get informed, involved—make a difference

2008-2011 TRANSPORTATION IMPROVEMENT PROGRAM

The TIP is a multi-year inventory of funded transportation projects that includes committed funding from federal, State and local sources within the Dallas-Fort Worth Metropolitan Area.

Every two to three years, a new TIP is developed through a cooperative effort of the North Central Texas Council of Governments (NCTCOG), the Texas Department of

Transportation (TxDOT), local governments and transportation authorities. Staff will present the draft listing of projects to be funded in fiscal year 2008-2011.

CONGESTION MANAGEMENT PROCESS PLAN UPDATE

The congestion management process (CMP) seeks a “management” solution to a growing traffic problem by targeting resources to operational management and travel demand reduction strategies. Although major capital investments are needed to meet the growing travel demand, the CMP also develops lower cost strategies that complement major capital recommendations. The result is a more efficient and effective transportation system, increased mobility and a leveraging of resources. The draft recommendations for the CMP document will be presented to the public for comment.

UNIFIED PLANNING WORK PROGRAM MODIFICATIONS

The Unified Planning Work Program for Regional Transportation Planning (UPWP) is required by federal and State transportation planning regulations and provides a summary of the transportation and air quality planning tasks to be conducted by the Metropolitan



#smoke

a region-wide program for identifying high emitting vehicles on roadways due to fictitious or counterfeit state inspection

stickers. The initial phase of the pilot program has been completed and preliminary results have been compiled. Staff will provide a summary of the pilot program and outline plans for future program expansion.

Regional Smoking Vehicle Program

NCTCOG, in collaboration with the Texas Commission on Environmental Quality and the Regional Transportation

Council, will soon launch a Regional Smoking Vehicle Program (RSVP) for North Central Texas. RSVP will target high-emitting vehicles suspected of releasing excessive smoke and pollutants. Staff will provide a summary of the program and information on how to report a smoking vehicle.

Planning Organization (MPO) staff. Fiscal year 2006 and fiscal year 2007 UPWP identifies the activities to be carried out between October 1, 2005 and September 30, 2007. In conjunction with the Safe, Accountable, Flexible, Efficient Transportation Equity Act—A Legacy for Users (SAFETEA-LU), proposed modifications to the UPWP will be presented.

AIR QUALITY

Public Agency Policy for Construction Equipment

Local cities and counties are able to affect construction equipment emissions by offering incentives, preferences or requirements in their contracting process for construction projects. NCTCOG, with local government and private stakeholder participation, will develop a public agency policy for construction equipment that addresses acquisition, maintenance, operation and verification.

Dallas Emissions Enforcement Pilot Program

NCTCOG partnered with various local and State agencies to implement the Dallas Emissions Enforcement Pilot Program (DEEP) in Precinct 4 in Dallas County.

DEEP was established to verify the need for

Monday, January 15, 2007—6:30 p.m.

Addison Conference Center
15650 Addison Road
Addison, TX 75001-3285

Tuesday, January 16, 2007—10:30 a.m.

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

Tuesday, January 16, 2007—6:30 p.m.

Tarrant County College Northwest Campus
Michael Saenz Conference Room,
WACB 1123 (Formerly the Optimum Room)
4801 Marine Creek Parkway
Fort Worth, TX 76179

Visit www.nctcog.org/trans/outreach/involve for more information. Please contact Jahnae Stout at (817) 608-2335 or jjstout@nctcog.org for special accommodations due to a disability or for language translation.



North Central Texas
Council of Governments
Transportation Department

MINUTES

PUBLIC MEETINGS

2008-2011 Transportation Improvement Program (TIP) Draft Project Listings • Congestion Management Process Plan Update • Unified Planning Work Program Modifications • New Air Quality Initiatives

Meeting Dates and Locations

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

1. Monday, January 15, 2007 – 6:30 p.m. – Addison Conference Center; moderated by Michael Morris, NCTCOG Director of Transportation
2. Tuesday, January 16, 2007 – 10:30 a.m. – Mesquite Arts Center; moderated by Dan Kessler, NCTCOG Assistant Director of Transportation
3. Tuesday, January 16, 2007 – 6:30 p.m. – Tarrant County College Northwest Campus; moderated by Michael Morris, NCTCOG Director of Transportation

Public Meeting Purpose and Topics

The public meetings were held in accordance with NCTCOG's Transportation Public Involvement 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 April 11, 2002. Topics covered at the meetings:

1. 2008-2011 Transportation Improvement Program (TIP) Draft Project Listings – presented by Christie Jestis (Mesquite) and LaDonna Smith (Fort Worth)
2. Congestion Management Process Plan Update—New/Immediate Solutions to Congestion Relief – presented by Natalie Bettger (Mesquite) and Sonya Jackson (Fort Worth)
3. Modifications to the 2006-2007 Fiscal Year Unified Planning Work Program – presented by Michael Morris (Fort Worth) and Dan Kessler (Mesquite)
4. New Air Quality Initiatives
 - a. Public Agency Policy for Construction Equipment – presented by Carrie Reese (Mesquite) and Michael Morris (Fort Worth)
 - b. Dallas Emissions Enforcement Pilot Program – presented by Richard McComb
 - c. Regional Smoking Vehicle Program – presented by Neal Jones

Due to inclement weather, limited staff attended the public meeting January 15 in Addison. Michael Morris, instead, summarized all topics.

The 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 February 15, 2007. 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, copies of the presentations, related handouts and the NCTCOG English-Spanish citizen's guide, "Charting the Future: A Guide to Transportation Planning and Programming in the Dallas-Fort Worth Metropolitan Area."

Attendees also received a packet with a summary of strategies and public meeting dates for the Texas Commission on Environmental Quality's (TCEQ) State Implementation Plan (SIP). TCEQ will host public meetings about the SIP on January 31 and February 1 in the Dallas-Fort Worth area. More information about the SIP and public meetings is available on the TCEQ Web site, www.tceq.state.tx.us/implementation/air/sip/dfw.html.

Outline of Public Meetings

I. Welcome, introductions and summary of presentations

In Addison and Fort Worth, Michael thanked attendees and staff at Tarrant County College. He summarized presentations, noted the variety of topics on the agenda and highlighted the depth of project specific information available from staff. Staff from the TIP team had on-site capabilities to query past, present and draft project listings.

In Mesquite, Dan welcomed attendees and thanked the Mesquite Arts Center staff. He explained that the public meeting topics represented four of the five program areas federally-required of Metropolitan Planning Organizations (MPO) in nonattainment areas with a population greater than 200,000 people.

As the MPO, the NCTCOG Transportation Department must update and monitor the TIP, a record of transportation expenditures, and the UPWP, an inventory of all planning activities and funding sources.

The U.S. Environmental Protection Agency designated nine North Central Texas counties as nonattainment for the pollutant ozone; therefore, the MPO is required to have a congestion management process and works closely with TCEQ and the EPA to implement air quality improvement programs.

Dan explained that the fifth, federally-required MPO activity is the long-range, financially-constrained, multimodal transportation plan. The RTC approved the most recent plan, Mobility 2030, on January 11, 2007.

II. Summary of Presentations

A. 2008-2011 Transportation Improvement Program (TIP) Draft Project Listings – Michael Morris (Addison), Christie Jestis (Mesquite), LaDonna Smith (Fort Worth)

- **The TIP is a federal and State mandated inventory of transportation projects in the nine-county Metropolitan Planning Area.** Projects receive funding from federal, State, local, transportation authorities and/or transit agency sources.
- **The total budget for all 1,100 active projects listed in the 2008-2011 TIP is \$8.48 billion.**
 - RTC-selected projects account for \$509 million of the total.
 - Projects selected by either the Fort Worth or Dallas district of the Texas Department of Transportation (TxDOT) account for \$6.16 billion of the total; however, \$2 billion of the TxDOT total is funding for "Metropolitan Corridor Projects" jointly selected by TxDOT and the RTC.
 - Transit projects account for \$1.37 billion of the total.
 - Local projects include projects with local government, county or transit agency funding and account for \$445 million of the total.
- **More than 80 agencies are involved** with implementing projects listed in the 2008-2011 TIP.

- **Staff provided 2008-2011 TIP project listings with draft funding amounts and funding years** and educated the public about how to find project-specific information on the NCTCOG Web site.
 - Past TIP documents as well as the 2008-2011 TIP draft are available on the Web site.
 - Criteria—city, county, implementing agency, project type and/or street name—can be used to sort TIP project listings.
 - An interactive map with search criteria is also available.
- **Specific topics and issues presented for public involvement**
 - Do residents have comments or questions on funding sources, funding years or other details included in the 2008-2011 TIP draft project listing?

B. Congestion Management Process (CMP) Plan Update—New/Immediate Solutions to Congestion Relief – Michael Morris (Addison), Natalie Bettger (Mesquite), Sonya Jackson (Fort Worth)

- **The CMP is involved at all levels of transportation planning and involves four steps:**
 - Monitor and evaluate performance of the existing transportation network.
 - Develop strategies to improve performance and decrease congestion.
 - Implement strategies.
 - Measure effectiveness of strategies.
- **The CMP is needed to:**
 - Manage travel demands with operational and trip reduction strategies.
 - Reduce single occupancy vehicle travel.
 - Improve efficiency of the transportation system.
 - Maximize transportation funds by implementing low-cost, efficient strategies for alleviating congestion.
 - Justify need for additional capacity.
 - Facilitate coordination between regional partners to improve the regional transportation network.
- **Congestion problems will increase as the population increases.**
 - 2006 population: 6.2 million people
 - Estimated 2030 population: 8.5 million people
- **Components of the regional transportation network:** toll roads; 650 centerline miles of freeway; 1,600 miles of arterials; high occupancy vehicle (HOV) lanes; commuter rail and light rail. These components support transportation activity and provide opportunities for congestion management strategies to be implemented.
- **New/immediate congestion solutions include operational and trip reduction strategies**
 - **Truck Lane Pilot Study** – operational strategy
 - Strategy implemented: Trucks with three axles or more were restricted from inside lanes. The strategy was only applicable to facilities with at least three lanes in each direction.
 - Results: Before and after studies showed average speed increased in every lane and congestion decreased. The most significant change in speed was in the left lane—average speed increased from 71.5 mph to 72.38 mph. The average speed in the middle

lane—the fastest lane in which trucks could travel on highways with restrictions—was 66.19 mph; therefore, maximum truck speed was lowered with lane restrictions. The RTC included truck lane restrictions in Mobility 2030.

- **Thoroughfare Assessment Program** – operational strategies to maximize the capacity of the existing transportation system.
 - Strategies implemented: Traffic signal retiming and minor hardware upgrades at intersections with existing traffic signals.
 - Results in completed corridors: Twelve percent decrease in travel time; 31 percent decrease in the number of stops; 15 percent increase in speeds; 28 percent decrease in delay; 4 percent reduction in Nitrogen Oxides (NOx) emitted and 14 percent reduction of Volatile Organic Compounds (VOCs) emitted. NOx and VOCs are two precursor agents that form ozone. Results based on before and after studies.
- **Mobility Assistance Patrol Program** – operational strategy to reduce congestion and improve safety by efficiently removing a vehicle from the roadway if a driver is stranded or involved in minor accidents.
 - Strategy implemented: Provided assistance to motorists stranded due to vehicle problems or non-injury accidents. The Mobility Assistance Patrol had scheduled routes during peak traffic periods in Dallas and Tarrant counties.
 - Results: 101,859 motorists assisted in 2006 compared to 53,739 motorists assisted in 2003. Program expanding to Collin and Denton counties.
- **www.tryparkingit.com** – trip reduction strategy to reduce demand on the transportation system.
 - Strategy implemented: Continuous initiative to track employee commutes, eliminate trips, educate employees and employers about alternatives to single-occupant vehicle transportation and monitor system performance.
 - Results: Promotes alternative commute options—carpooling, vanpooling, riding transit, telecommuting, working a compressed week, using park-and-ride facilities, riding a bicycle and walking. Calculates trips reduced, miles saved, fuel saved, money saved, calories burned and emission reductions. Staff will monitor and evaluate use of single-occupant transportation alternatives.
- **Employer Trip Reduction Program** – trip reduction strategy to reduce demand on the transportation system.
 - Strategy implemented: voluntary program for employers with 100 or more employees. Encourages employers to promote employee participation in trip reduction programs and use of single-occupant transportation alternatives like telecommuting, flexible schedules, transit pass subsidies, biking and walking.
 - Results: promotes transportation alternatives which have congestion and air quality benefits.

- **Regional Vanpool Program** – trip reduction strategy to reduce demand on the transportation system.
 - Strategy implemented: Regional vanpool program provided by Dallas Area Rapid Transit (DART) and Fort Worth Transportation Authority (The T).
 - Results: 237 vanpools operating in the region; 71,000 trips removed monthly from the transportation system.
- **Additional operational congestion strategies:** bottleneck removal; intelligent transportation systems, i.e., traffic cameras, dynamic message signs; managed lanes; and freeway incident management training for fire and police to quickly and safely remove accidents from the roadway.
- **Additional trip reduction strategies to change driver behaviors:** transit pass program; regional Veloweb and bicycle/pedestrian routes; and sustainable development projects.
- **Specific topics and issues presented for public involvement**
 - Each attendee was encouraged to register at www.tryparkingit.com.
 - Do residents have suggestions to reduce congestion?

C. Modifications to the 2006-2007 Fiscal Year Unified Planning Work Program (UPWP)

- **The UPWP guides planning activities and NCTCOG programs for the 2006-2007 fiscal year.** The RTC oversees the document.
- **Project/funding modifications**
 - Additional funding from the Transportation Pooled Fund (TPF) for computer resource management and equipment purchase needed because of federal archive requirements and the regional demand for travel forecasting models from NCTCOG staff. Staff creates travel forecasts/models for TxDOT and the North Texas Tollway Authority (NTTA).
 - Additional Department of Defense funding for Joint Land-Use Study—a region-critical study—at the Naval Air Station Joint Reserve Base.
- **Modifications to current implementation programs**
 - High Emitting Vehicle Program – staff will begin managing and operating the Regional Smoking Vehicle Program (RSVP)
 - Clean Vehicle Program additions
 - Clean Fleet Technology Program – staff will focus on technical projects to make fleets cleaner
 - Adopt-a-School Bus Program – NCTCOG staff will now implement this program that was originally launched by the EPA.

D. New Air Quality Initiatives

1. Public Agency Policy for Construction Equipment – Carrie Reese (Mesquite), Michael Morris (Addison and Fort Worth)

- **About 75 percent of NOx emissions come from fleets.**
 - Several types of fleets have been identified—public activity fleets, regulated fleets, goods movement fleets and construction fleets/equipment. Guidelines and policies help reduce emissions from fleets:

- Public activity fleets – RTC Model Clean Fleet Vehicle Policy regulates the maintenance, management and procurement of fleets.
 - Regulated fleets, i.e., taxi cabs – A model ordinance was established for fleets to be eligible for RTC funds.
 - Goods movements fleets – State and federal regulations exist and the RTC has provided funding to reduce emissions.
 - Construction fleets/equipment – RTC Model Ordinance under development. Funding from the Texas Emissions Reduction Plan (TERP) will be determined.
- **Non-road mobile sources of emission account for 27 percent of total emissions per day.** Construction equipment and aircraft are included in this category.
 - Construction equipment accounts for 37.3 percent of emissions from non-road mobile sources.
- **Public Agency Construction Policy goals:** encourage the use of clean diesel equipment, engines and technology in local government and other public agency projects; promote clean diesel equipment incentive programs like TERP grants; receive Voluntary Mobile Emission Reduction Program (VMEP) credit in the eight-hour ozone State Implementation Plan—the State-developed plan explaining how federal air quality standards will be met in areas designated as nonattainment for the pollutant ozone.
- **The policy applies to large construction companies with large equipment** because 75 percent of non-road equipment owned by, operated by or on behalf of, or leased by a local government or public agency have a horsepower rating of 50 or greater and are assigned to contract for 30 days or more.
- **Before 2010, the policy will apply to contracts \$10 million or greater.** After 2010, the policy will apply to all contracts.
- **Contract options for local governments and public agencies:**
 - Contract specifications – require emission reduction technology and practices in the contract’s terms and conditions section.
 - Contract preferences – establish bid evaluation criteria that favors bidders committed to using emission reduction technology and practices.
 - Contract allowances – establish financial incentives for local governments and public agencies to fully or partially offset the cost incurred by contractors for emission reduction investments.
- **The policy includes technological provisions and standards** based on industry and equipment type. The policy does not include restrictions on when equipment can be operated.
- **Operational strategies** to reduce emissions focus on maintenance, excessive idling, traffic disruption and public health/well-being. Strategies will:
 - Encourage routine maintenance.
 - Whenever possible, limit idling to five minutes for delivery trucks, dump trucks and other diesel equipment.
 - Minimize negative impacts on traffic flow by encouraging off-peak construction whenever possible.
 - Minimize negative impacts on public health and well-being at sites like schools and hospitals.

- **The compliance verification process** will involve initial inventory of equipment and emission reduction measures among suggested contractors and monthly or as needed reporting from public agencies to NCTCOG.
- **Specific topics and issues presented for public involvement**
 - Is there any feedback on the policy or its development?
 - Stakeholder workshops will be held to get input from public agencies and construction companies.

2. Dallas Emissions Enforcement Program (DEEP) Preliminary Results and Future Expansion – Richard McComb

- **DEEP Purpose:** Determine the size and scope of the problem in Dallas County with counterfeit or fictitious State inspection stickers and registration certificates.
- **DEEP Goal:** Reduce the number of high-emitting vehicles displaying counterfeit or fictitious State inspection and/or registration certificates; thus reducing emissions.
- **DEEP is supported by** the Texas Transportation Code (section 548.603) that allows police officers to impound a vehicle for a fictitious inspection sticker. House Bill 1611 provides funding for the program. Federal requirements to reach attainment for the pollutant ozone and negative health impacts of exposure to excessive emissions also justify the enforcement program. DEEP is a collaborative effort between police officers, county officials, the Texas Department of Public Safety and NCTCOG.
- **DEEP was implemented in District 4 in Dallas County** from August 1, 2004 to December 31, 2006. There are 433,000 people living in this district and 283,000 registered vehicles. The district includes the cities of Irving and Grand Prairie.
- **Implementation steps:**
 - Constable stops suspect vehicle and checks inspection and registration stickers. If one or both of the stickers is fictitious, the constable can write a citation, order the vehicle to be impounded or both. The constable provides information about AirCheck Texas.
 - The driver appears in court to plead on the citation. The judge explains the \$1,000 fine and provides information about AirCheck Texas. If the driver misses this court date, an arrest warrant is issued.
 - After the court appearance, towing and impound fees are collected and the vehicle is released for inspection.
 - The driver is responsible for inspection and any needed repairs. The court will dismiss the fine upon receiving documentation that the vehicle passed the emissions inspection.
- **AirCheck Texas Repair and Replacement Assistance Program** provides financial assistance for eligible drivers who have a vehicle that fails the State emissions test.
- **Eleven used car lots permitted constables to check inspection stickers on their properties.** Of the 313 vehicles reviewed, 3.5 percent had a stolen, fictitious or counterfeit inspection sticker, and 22.1 percent had been incorrectly inspected. Among the cars reviewed, 32.3 percent did not have a current inspection sticker despite the requirement to renew inspection certificates/stickers every 90 days. One stolen vehicle was also identified.

- **DEEP results**
 - A total of 1,016 vehicles were impounded for fictitious inspection stickers. Owners of impounded vehicles had 30 to 60 days to repair their vehicles and pass the emissions test. Sixty-eight percent of the impounded vehicles passed the test after this repair period. Three percent continued to fail, and 28 percent of drivers made no attempt to pass the inspection. Of the 28 percent not repaired, 12 percent were left at impound lots.
- **Conclusions based on DEEP results**
 - Law enforcement officials needed access to a database to verify inspection stickers. Previously, officials had to use a land-line phone during business hours to check if an inspection sticker was valid. TCEQ helped develop a database of all inspections made since 2004 in the nine-county nonattainment area. There are currently 18 million entries in the database and about 3 million entries are added annually.
 - Tougher legislation is needed to penalize vehicle owners with fictitious inspection stickers and inspectors who perform inaccurate tests.
 - Used car lot owners who do not comply with inspection standards contribute to the problem.
 - There is widespread support for the emissions enforcement program.
 - Increased education and outreach is needed to inform law enforcement officials, county officials and legislators about the problem and available database.
- **Future plans**
 - 2007: Expand the program to all districts in Dallas County thanks to \$133,000 from the Sue Pope North Texas NOx Reduction Fund Grant. The inspection database will also be available to all North Texas Law Enforcement
 - 2008: Expand the program to all North Central Texas Counties assuming funding is made through HB 1611.
- **Specific topics and issues presented for public involvement**
 - Anyone who knew of law enforcements that would be interested in the program was asked to let Richard know so he could help them access the database at no charge.
 - Are there any questions about the display with counterfeit inspection stickers?

3. Regional Smoking Vehicle Program (RSVP) – Neal Jones

- **RSVP Goals:** Identify high-emitting vehicles suspected of releasing excessive smoke and pollutants; reduce harmful emissions by encouraging proper vehicle maintenance; provide local solutions to owners of a high-emitting vehicle.
- **RSVP—a collaborative project** between TCEQ, NCTCOG and residents—is supported by State legislation, federal requirements to come into attainment for air quality standards and the negative health effects of exposure to excessive emissions.
 - House Bill 2134 passed by the 77th legislature includes the definition of a “smoking vehicle” and the \$1000 fine for operating a smoking vehicle.
 - House Bill 1611, assuming it is passed, will provide funding for RSVP.

- **North Texas residents can help improve air quality by reporting smoking vehicles.**
 - Residents may report a smoking vehicle by dialing #SMOKE (#76653) on a cell phone or 817-704-2522 from a land line phone. Residents will not be charged for any cell phone minutes, and the land line number is a free in-region call.
 - Vehicles may also be reported online at www.smokingvehicle.net, www.smokingvehicle.com or www.smokingvehicle.org.
- **Information needed when reporting a vehicle:** license plate number, location and time of day. The program is only applicable to vehicles registered in Texas. If the smoking vehicle is from another state, it cannot be reported.
- **All types of vehicles can be reported**, i.e., cars, SUVs, vans, diesel vehicles, trucks, buses, etc.
 - To report a heavy-duty truck, the license plate number on the truck—not the trailer—is needed.
- **RSVP is applicable to the 16-county North Central Texas region.** TCEQ operates a similar statewide program. Unlike the State program, RSVP will provide local solutions and assistance to reported vehicle owners.
- **When a vehicle is reported, RSVP staff will contact the vehicle owner and provide information about local solutions and assistance programs:**
 - AirCheck Texas Repair and Replacement Assistance Program
 - Coupons and rebates for discounted automotive parts (project under development)
 - Improved vehicle retirement/replacement incentives (project under development)
- **Future RSVP plans** include launching an advertising campaign, increasing outreach and education and offering additional assistance and solutions for owners of reported vehicles.
 - RSVP slogan: “Don’t Choke, Call #SMOKE”
- **Specific topics and issues presented for public involvement**
 - Is there any input on the brochure or future plans?

ORAL COMMENTS RECEIVED AT MEETINGS

(Meeting location in parentheses)

Air Quality

Roy Lee – Grand Prairie (Addison)

A. Car maintenance

Comment: The catalytic converters found in new cars cost about \$600. Compared to converters, filters and replacement parts only eliminate one-fourth or one-fifth of emissions.

Summary of response from Michael Morris: New cars have a 100,000 mile warranty for emissions limits. Among the majority of failing vehicles, the catalytic converter is not the cause of the emissions problem.

Construction policy

Gene Saunders – Dallas – Northwood Hills Homeowners Association (Addison)

A. Legislation

Question: Does legislation exist that addresses emissions from construction equipment?

Summary of response from Michael Morris: No, there is not any existing bills or proposed legislative items relating to emissions from construction equipment. NCTCOG staff is in the process of developing policies and solutions that can be implemented without legislative action. Stakeholder groups are involved in this process.

Greg Hirsch – Addison – City of Addison (Addison)

A. Solution options

Question: What alternative fuel technology is available for school buses?

Summary of response from Michael Morris: Ultra Low Sulfur Diesel, compressed natural gas fuel, retrofit technologies to reduce exhaust emissions from tailpipes or to improve fuel economy and tier 2 or tier 3 engines.

Congestion Management Process

Jim Robertson – Flower Mound – Sunland Group and Denton County Transportation Authority Board (Mesquite)

A. Mobility Assistance Patrol

Question: How do people know how to contact the assistance patrol? Is the number displayed on the dynamic message signs above highways?

Summary of response from Natalie Bettger: Currently the number is not displayed on the message signs. Staff will suggest to TxDOT officials.

Currently, the Dallas and Fort Worth Courtesy Patrol phone numbers are online at dfwtraffic.dot.state.tx.us/courtesy.asp. Residents benefit most from the program if they have the Courtesy Patrol number programmed in their cell phone or written down. Otherwise, drivers would not have access to the number when stranded.

B. Dynamic message signs

Comment: The digital overhead signs/dynamic message signs are not being used to their full potential. San Antonio has an advanced system of signs with travel time estimates and real time data about construction and accidents. Most signs in Dallas-Fort Worth are blank or have a standard message like Ozone Alert, DART ride share, etc. Is there a timeline for fully deploying the system needed to collect travel speeds?

Summary of response from Dan Kessler, Natalie Bettger and Christie Jestis: Dan said that staff shares Mr. Robertson's concern about the message signs. Staff has discussed the issue with TxDOT officials. The RTC programmed \$100 million from tax revenue for the signs and would like to improve utilization.

Two barriers must be addressed to make travel times available on the message signs: the travel speed system must be regionally-deployed and existing systems must be coordinated. Systems at the Dallas and Fort Worth TxDOT districts, cities and transportation agencies all have to be coordinated to make corridor travel times available for message signs. Full deployment, improved coordination and increased communication are the long-range goals.

Christie mentioned that deployment will be facilitated by efforts to build infrastructure at the same time roadway improvements are being made.

Comment: Mr. Robertson said that as a motorist and tax-payer he appreciates the progress evident and staff's work to improve utilization of the message signs.

Robert Kleineck – Mesquite – Sunland Group (Mesquite)

A. Mobility Assistance Patrol

Question: Is the number for the Mobility Assistance Patrol/Courtesy Patrol on the back of Texas drivers' licenses? It should be.

Summary of response from Dan Kessler and Natalie Bettger: No. Dan thanked Mr. Kleineck for his observation and suggestion. Natalie differentiated the numbers by explaining that a driver who calls the 1-800 phone number listed on the back of Texas drivers' licenses will be charged for towing and assistance. The TxDOT Courtesy Patrols provide free assistance when a driver is out of gas or stranded due to a non-injury accident, stalled car or flat tire.

Rail

Brian Brooks – Forney – City of Forney (Mesquite)

A. Traffic and commercial rail

Question: Many of the traffic and congestion problems in Forney are caused by commercial rail traffic on the Union Pacific line. Do future roadway and rail plans address this issue? Are all solutions at-grade?

Summary of response from Dan Kessler and Christie Jestis: A major project relating to commuter and commercial rail is the Tower 55 Study. Tower 55 is where UP and Burlington Northern Santa Fe tracks cross in downtown Fort Worth. It is the third busiest at-grade crossing in the United States. More than 120 trains pass through Tower 55 daily. Delays at Tower 55 impact commercial rail throughout the region. The RTC had a major role in acquiring federal funding for the study.

A three-year planning effort that was recently finished focused on increasing rail options in the region. Mobility 2030 was recently approved by the RTC and included 350 commuter rail miles.

Legislators were involved with a \$2 million feasibility study that evaluated rail options. Now residents, transportation officials and local-elected officials are looking to State legislators for solutions to financing and institutional issues. The Fort Worth Transportation Authority (The T), Denton County Transportation Authority (DCTA) and Dallas Area Rapid Transit (DART) have made future rail plans and agreed to work together. Most local governments, however, do not have money from sales tax to fund rail; therefore, local elected officials would like an exemption from the sales tax cap when funds will be used for transit. Regional

officials are hopeful that Senator John Carona, chair of the Transportation and Public Works Committee, will introduce a bill asking the State to give North Central Texas residents the right to vote on increasing the sales tax for transit.

In 2001, the RTC programmed about \$15 million to relieve congestion and improve safety at railroad crossings. Funding was used to create “quiet zones” along rail corridors. The overall goal of a quiet zone is to keep commercial and passenger rail moving and improve safety. In quiet zones, safety features at intersections allow trains to travel through intersections without slowing down significantly. Congestion, pollution and noise are reduced; safety is improved. Fort Worth leads the region in creation of quiet zones.

Residents can work with city officials to identify problem areas and funding sources, i.e., calls for projects.

Most solutions are at-grade because graded rail crossings are very expensive. Graded rail crossings, however, are a more feasible and justifiable solution when tracks and two roadways intersect.

Public Involvement

Jim Wilson – Benbrook – Lockheed Martin Recreation Association (LMRA) Bicycle Club

A. Presentations

Question: Can NCTCOG presentations be posted on the LMRA Web site?

Summary of response from Michael Morris and Lara Rodriguez: Of course. Providing links to specific sections of the NCTCOG Web site will ensure interested individuals obtain the most recent presentations.

DEEP

Jim Wilson – Benbrook – LMRA Bicycle Club

A. Violation indications

Question: From a distance, how can law enforcement officials determine if an inspection sticker is real or fictitious?

Summary of response from Richard McComb and Michael Morris: Officers have developed their own techniques and sharpened their skills with experience. Fading and different font sizes for the expiration date are giveaways. Also, certain color stickers are no longer valid. An officer who notices these discrepancies has probable cause to pull a driver over.

Michael clarified that individual rights will not be sacrificed for strict enforcement of the emissions inspection law.

B. Database

Question: Are databases available for other districts in the region?

Summary of response from Michael Morris: The database Richard referred to contains information about every emissions inspection conducted between August 2004 and the present in the nine county nonattainment region.

C. Used car lots

Question: Is legislation proposed to extend program jurisdictional boundaries to used car lots?

Summary of response from Michael Morris: A request was made to legislators for the authority to check inspection stickers on used car lots. Legislators have the results of DEEP that justify a need for this authority. The most effective way to eliminate cars with fictitious or expired inspection stickers is to find them before they are on the roadways. Other areas of concern include junkyards, auto auctions and facilities where cars are repaired and resold.

D. Enhanced vehicle replacement

Question: What is the cost of vehicle registration based on? In other countries, registration increases steeply as a vehicle gets older. This would be an incentive for drivers to retire older vehicles.

Summary of response from Michael Morris: An old vehicle is not necessarily a high-emitting vehicle. Drivers have the opportunity to take care of their cars. It would not be fair for the government to determine when responsible vehicle owners must retire their cars. Additionally, it would not be fair for a driver who can afford a new car to pay less than someone with a well-running older vehicle. Vehicle owners must take responsibility for their personal property. The purpose of enforcing the emissions requirement is to find vehicle owners disregarding their personal responsibility.

Truck Lanes

Thomas Wade – Fort Worth

A. Safety

Question: Mr. Wade, who said he was in favor of the truck lane restrictions, asked if the number of accidents decreased.

Summary of response from Michael Morris: Safety and Infrastructure maintenance are the highest priorities. Safety was not a performance measure because data is not applicable to the entire region. Some cities only report accidents with an injury. Staff is working to coordinate accident report procedures. Insurance companies have the most data about property-damage accidents. Staff is trying to build partnerships with insurance companies because property-damage reports can help improve safety.

Overall, every truck lane restriction performance measure yielded a positive result. The RTC approved truck lane restrictions in Mobility 2030.

Bike and Pedestrian Planning

Jim Wilson – Benbrook – LMRA Bicycle Club

A. Roadway construction and bike lanes

Comment: We would like bike lanes to be a consideration during every roadway construction project.

Summary of response from Michael Morris: When planning bike lanes, there has to be evidence that residents will use the routes. A before and after study is one way to evaluate the need for bicycle lanes.

B. Alternate transportation

Comment: The “balance of ease and pain” will determine if people use alternate forms of transportation. A comprehensive, trip-planning resource is needed to make commuting easier. The resource should include all transportation resources and routes. Can staff at NCTCOG help put this system together? The system should allow users to input interest in cycling or walking to a transit station.

Summary of response from Michael Morris: Staff has plans to create a trip-planning system. It will be a time-intensive process requiring lots of coordination. The system will be available electronically as well as at libraries and community centers because all individuals should have access to this information.

Point-to-point transportation options and combinations will be listed. The system will also help staff identify gaps and overlaps.

Kyle Carr – Benbrook – LMRA Bicycle Club

A. Bike lanes

Question: What determines if a road will have a bike lane?

Summary of response from Michael Morris: Land use trends and population density are major factors in the decision-making process for bicycle planning. Facilities are more likely to be built in areas with a high population density and development that encourages and complements bicycle and pedestrian activity.

B. Bicycle versus pedestrian planning

Question: Why are bicycle and pedestrian planning always grouped together? The needs and facilities are quite different. Do planners consider bicycles an alternate form of transportation? Cyclists share the road with drivers and have all the same rights.

Summary of response from Michael Morris: Even though bicycle and pedestrian systems are implemented very differently, planners often consider them together because they are both alternate forms of transportation.

C. Veloweb

Question: Why does the Veloweb consist of off-road routes?

Summary of response from Michael Morris: The Veloweb system is, by design, off road so higher speeds can be reached. Michael encouraged Mr. Wilson and Mr. Carr to look at the Veloweb map in Mobility 2030 and let staff know areas where more attention is needed.

D. Routes to Lockheed Martin plant needed

Comment: Lockheed Martin recently installed shower facilities for employees who ride a bike to work. However, there are not any safe bike routes for employees to get to the plant.

Summary of response from Michael Morris: Michael encouraged Mr. Wilson and Mr. Carr to contact Mike Sims, senior program manager. Michael said staff would need the zip codes of employees currently riding a bicycle to work and those who would ride a bicycle to work if safer routes existed. Michael stated that this could be a possible pilot project. Within the next 45 days, employees at Lockheed Martin will be working with staff to identify needs and solutions.

WRITTEN COMMENTS RECEIVED AT MEETINGS

Name and Title	Agency, City Represented (meeting location in parentheses)	Topics addressed	Comments
Jim Robertson	Sunland Group and DCTA Board Member (Mesquite)	Mobility Assistance Program; Dynamic Message Signs	See Attachment 1.
Brian Brooks	City of Forney (Mesquite)	Commercial rail traffic	See Attachment 2.



PUBLIC MEETING COMMENT SHEET

Tuesday, January 16, 2007

10:30 a.m.

Mesquite Arts Center
1527 N. Galloway Avenue
Mesquite, Texas 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.
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 JIM ROBERTSON
 Organization SUNLAND GROUP (TO CALL)
 (ALSO DCTA BOARD MEMBER)

Please provide written comments below:

① MOBILITY ASSISTANCE PROGRAM - HOW DOES A STRANDED MOTORIST KNOW THE NUMBER? CAN THE NUMBER BE DISPLAYED ON THE OVERHEAD DIGITAL MESSAGE BOARDS? (MOST MOTORISTS HAVE CELL PHONES)

② THE OVERHEAD DIGITAL MESSAGE BOARDS SEEM TO BE UNDER UTILIZED. MESSAGES ARE GENERALLY "RIDE SHARE," "OZONE ALERT" OR "AMBER ALERT" JUST RECENTLY TRAVEL TIMES HAVE BEEN ADDED BETWEEN TWO POINTS. SAN ANTONIO'S MESSAGE BOARDS ARE WELL COORDINATED & PROVIDE REAL TIME DATA TO MOTORISTS. CAN D/FW IMPROVE THEIR SYSTEM?

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>

IS THIS A FUNDING ISSUE?

public meetings

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.

get informed, involved —
make a difference

Regional Transportation Council • North Central Texas Council of Governments

Transportation Authority Program of Projects (POP)

- **Fort Worth Transportation Authority (The T) POP, Fort Worth meeting only**
- **Denton County Transportation Authority (DCTA) POP and Proposed Commuter Express Service Changes, Denton meeting only**

The T and DCTA are designated recipients for Federal Transit Administration funding. Agency representatives will outline how much Section 5307 federal funding is available and the associated program of projects. Attendees will be encouraged to submit comments about the proposed program of projects and budget.

Public Participation Plan

NCTCOG's Transportation Department supports open, interactive public participation in its transportation planning activities. To guide this process, NCTCOG has updated their Public Participation Plan, in accordance with federal legislation. This public participation plan outlines the key elements for an open exchange of information and ideas between the public and transportation decision makers. The public is asked to review and comment on the revised public participation plan.

Unified Planning Work Program (UPWP) Development

The UPWP for Regional Transportation Planning provides a summary of the transportation and air quality planning tasks conducted by the Metropolitan Planning Organization. The schedule for development of the Fiscal Year 2008 and Fiscal Year 2009 UPWP will be presented.

RTC/County Comprehensive Development Agreement (CDA) Initiatives

The first CDA project award for North Texas was announced February 27, 2007. According to RTC policy, projects will be selected through a cooperative process to receive funding from excess toll revenue. The Texas Department of Transportation and the RTC will implement the cooperative process which will consider the desires of the cities and counties in which the revenue-generating project is located. In the spring, local governments will be encouraged to submit projects for funding. Staff will review the CDA process and regional significance of the project award.

Transportation Improvement Program (TIP)

- **Quarterly Project Modifications**
- **Fiscal Year 2006 Obligated Projects**
- **Final Project Listings for Fiscal Year 2008-2011 TIP**

The TIP is a staged, multi-year listing of surface transportation projects proposed for funding by federal, State, and local sources within the Dallas-Fort Worth Metropolitan Area. The TIP contains projects with committed funds in current and future fiscal years. The entire TIP document is updated every two years, but quarterly modifications to projects within the TIP maintain accurate project listings at any given time. Project listings are financially constrained to available resources.

Fort Worth

Monday, March 12, 2007—6:30 p.m.

Fort Worth Intermodal
Transportation Center
1000 Jones Street
Fort Worth, TX 76102

Garland

Tuesday, March 13, 2007—10:30 a.m.

Central Library
625 Austin Street
Garland, TX 75040

Denton

Tuesday, March 13, 2007—6:30 p.m.

Martin Luther King Jr.
Recreation Center
1300 Wilson Street
Denton, TX 76205



MINUTES

Regional Transportation Council PUBLIC MEETINGS

Transportation Authority Program of Projects • Public Participation Plan • Unified Planning Work Program Development • Transportation Improvement Program • RTC/County Comprehensive Development Agreement Initiatives

Meeting Dates and Locations

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

1. Monday, March 12, 2007 – 6:30 p.m. – Fort Worth Intermodal Transportation Center; attendance: 21; moderated by Michael Morris, NCTCOG Director of Transportation
2. Tuesday, March 13, 2007 – 10:30 a.m. – Garland Central Library; attendance: 27; moderated by Dan Kessler, NCTCOG Assistant Director of Transportation
3. Tuesday, March 13, 2007 – 6:30 p.m. – Martin Luther King Jr. Recreation Center (Denton); attendance: 14; moderated by Dan Kessler, NCTCOG Assistant Director of Transportation

Public Meeting Purpose and Topics

The public meetings were held in accordance with the NCTCOG's Transportation Public Involvement 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 April 11, 2002. Five topics were covered at the meetings:

1. Transportation Authority Program of Projects (POP)
 - a. Fort Worth Transportation Authority (The T) POP – presented by Monique Pegues – Fort Worth meeting only
 - b. Denton County Transportation Authority (DCTA) POP and Proposed Commuter Express Service Changes – presented by Carl Weckenmann –Denton meeting only
2. Public Participation Plan – presented by Lara Rodriguez
3. Unified Planning Work Program (UPWP) Development – presented by Michael Morris (Fort Worth) and Dan Kessler (Garland and Denton)
4. Transportation Improvement Program (TIP) – presented by Christie Jestis (Fort Worth), Wendy Evans (Garland) and LaDonna Smith (Denton)
 - a. Quarterly Project Modifications
 - b. Fiscal Year 2006 List of Obligated Projects
 - c. Final Project Listings for the Fiscal Years 2008-2011 TIP
5. RTC/County Comprehensive Development Agreement Initiatives – presented by Michael Morris (Fort Worth), Dan Kessler (Garland) and Christie Jestis (Denton)

The 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 11, 2007. 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. Attendees also received a copy of Local Motion—the Transportation Department's monthly progress report. Several Local Motion articles related to public meeting topics and attendees

could see one way public comments are communicated to the RTC, the Surface Transportation Technical Committee (STTC) and other locally-elected officials.

The agenda also included information about the Safe Routes to School Program Application Workshop hosted by NCTCOG on March 15. NCTCOG staff is assisting the Texas Department of Transportation with the call for projects under the federal Safe Routes to School (SRTS) Program that is designed to encourage children to walk or bike to school. Between 2005 and 2009, Texas anticipates receiving about \$40 million in SRTS funding for infrastructure and education improvements.

Outline of Public Meetings

I. Welcome, introductions – In Fort Worth, Michael Morris thanked staff at the Fort Worth Intermodal Center for letting NCTCOG use the facilities. He recognized Tarrant County Judge Glen Whitley, an RTC member, who attended the public meeting. Michael thanked Monique Pegues from The T—one of the Transportation Department’s partner agencies—for presenting the authority’s program of projects.

In Garland, Dan thanked the City of Garland Transportation Department for helping make arrangements for the meeting. In Denton, Dan recognized DCTA staff.

II. Summary of Presentations

A. Transportation Authority Program of Projects (POP)

1. The T POP – Monique Pegues, The T – Fort Worth meeting only

- **The T provides several transportation services in Fort Worth, Richland Hills and Blue Mound:**
 - Fixed route bus service
 - Mobility Impaired Transportation Service (MITS)—door-to-door transportation for the elderly and disabled
 - Trinity Railway Express—commuter rail
 - Carpool and vanpool programs—there are currently 140 vanpools and the program is growing
- **The T receives federal funds:**
 - Section 5307 Federal Transit Administration Formula Funds—received annually, based on the size of the urbanized region.
 - Section 5309 Congressional Earmarks—received annually; typically used for bus maintenance, facilities and replacements.
 - Flexible funds from Congestion Mitigation Air Quality (CMAQ) Improvement Program and the Surface Transportation Program-Metropolitan Mobility (STP-MM)—allocated by the RTC.
- **The fiscal year 2007 Section 5307 formula fund POP allocates money for preventative maintenance, paratransit service, replacements and enhancements:**
 - Preventative maintenance of facilities and buses: \$8.1 million
 - Complementary paratransit service (MITS): \$1.2 million
 - New, 40 foot, compressed natural gas buses will replace buses on high-occupancy routes first and then be phased in on other routes: \$3.2 million
 - Transit enhancements include passenger amenities like shelters, signage and landscaping: \$200,000

- Total: \$12.7 billion; projects will be included in the May 2007 TIP/State Transportation Improvement Program revision
- **The fiscal year 2007 flexible fund POP:**
 - Southwest to Northeast rail project: \$8 million from CMAQ – funding will be used for an environmental impact study and preliminary engineering which will include a Johnson County study.
 - Vanpool program: \$1.1 million from STP-MM – funding will be used to continue operating leases and vanpools in Tarrant County.
 - Trinity Railway Express double tracking design at Minnis/Handley in Richland Hills: \$1.3 million CMAQ.
- **Specific topics and issues presented for public involvement**
 - Do residents have comments on the proposed program of projects or budget?
- 2. ***DCTA POP and Proposed Commuter Express Service Changes – Carl Weckenmann – Denton Meeting Only***
 - **Fiscal year 2007 Section 5307 formula fund program of projects allocates money for preventative maintenance, operating expenses and RailDCTA engineering and design:**
 - Operating costs: \$1 million
 - Maintenance costs: \$510,448
 - Operating and maintenance costs include: Connect fixed-route service in Denton and Lewisville; Commuter Express coaches linking Denton and Dallas counties; Access paratransit and Dial-A-Ride services for elderly or disabled residents in Lewisville, Highland Village, Denton, Hickory Creek and Corinth; and University of North Texas shuttle for the Denton campus and surrounding area.
 - More than 1.5 million passenger trips are expected to be made on the DCTA system.
 - UNT pays DCTA for the campus service.
 - Engineering, environmental assessment and design for RailDCTA project: \$3 million
 - The project is the centerpiece of the DCTA service plan and will connect Denton central business district to Carrollton and provide Denton County residents a link to the DART light rail system.
 - **DCTA Commuter Express currently provides** six daily commute round trip options from Denton to the Dallas central business district, three daily round trip options from Dallas and Carrollton to Denton. The Commuter Express provides more than 200 one-way passenger trips daily. Fare is \$5.
 - **Proposed changes include time adjustments to better reflect actual travel times, addition of three reverse commute options from Dallas and Lewisville to Denton and UNT and new service to Texas Woman’s University (TWU).**
 - Travel time adjustments save \$15,000 annually and improve punctuality.
 - Three additional reverse commute options will cost less than \$46,000 annually and are expected to generate an additional \$87,000 from grant funds and fares. Passenger service from downtown Dallas to Denton County will be provided on shuttles that previously traveled the route without passengers. The Lewisville park-and-ride shuttle will travel to Denton and UNT.

- Minor route deviations at the beginning and end of the current reverse commute trips will allow single seat service from Dallas and Carrollton to TWU. The change will cost less than \$8,000 annually and generate an estimated \$2,000 in new fare revenues.
- **Summary of proposed DCTA Commuter Express changes:**
 - Departure times from park-and-ride facilities remain the same.
 - Final pick-up from Dallas central business district changes from 5:40 p.m. to 6:10 p.m.
 - Morning shuttles from Carrollton to Denton and UNT will depart 10 minutes earlier.
 - Afternoon trips from Denton and UNT to Carrollton and Dallas will depart 15 minutes earlier. The last trip will continue to be at 6 p.m.
- **Specific topics and issues presented for public involvement**
 - Are there any comments or questions about the proposed DCTA Commuter Express service changes?

B. Public Participation Plan – Lara Rodriguez

- **Goals of public involvement include:**
 - educating stakeholders—residents, State and local governments, partner agencies and the news media
 - seeking public input and support
 - developing an open, inclusive process in which decision makers consider and address diverse needs
 - communicating future plans and visions
 - engaging the public in the planning and decision making processes
- **Public involvement is an important part of transportation planning.** It is federally required, develops support among residents for projects in their community, and provides opportunities for input in the planning process.
- **Prior to 1991, the public involvement process was not formalized,** but it has always been an important part of transportation planning. The process has been formalized and updated according to federal transportation legislation.
- **NCTCOG public involvement efforts exceed requirements and include:**
 - Publications—newsletters, technical reports and other informational materials.
 - Public meetings about projects and decisions of the RTC as well as general updates about activities and plans.
 - Community events like health fairs, Earth Day celebrations, etc.
 - Proactive media relations—press releases, briefings and interviews
 - Community relations—responses to phone, email and Web site inquires
- **Forty-one public meetings were held last year.**
 - Information is presented at three meetings which are held throughout the region. Daytime and evening meeting times facilitate access to information.
 - All public comments and questions are reported to the technical body, STTC, and policy body, RTC.

- **NCTCOG staff is gauging the effectiveness of current efforts and updating the public involvement process according to changes established in the most recent federal transportation bill—Safe, Accountable, Flexible, Efficient Transportation Equity Act: a Legacy for Users (SAFETEA-LU).**
- **Summary of changes:**
 - Change the document title from “Public Involvement Process” to “Public Participation Plan.”
 - Expand interested parties list based on input from federal partners. Specific outreach efforts will target segments. Staff is constantly trying to expand the current publication and public meeting distribution list. About 8,000 interested individuals are on the current list.
 - Increase emphasis on using maps and other visualization techniques.
 - Increase emphasis on Web site use and resources.
 - Require a 60-day public comment period during the development of the Metropolitan Transportation Plan—the region’s long-range, multimodal, financially-constrained transportation plan.
 - Clarify the TIP modification policy.
- **The updated Public Participation Plan will be presented for approval by STTC in April and the RTC in May. Staff would like to receive any comments, questions or suggestions by April 11.**
- **Specific topics and issues presented for public involvement**
 - When and where should public meetings be held?
 - How should public meetings be publicized?
 - Currently, public meetings are advertised in the metropolitan section of the *Star-Telegram*, *Dallas Morning News* and community papers; notifications are sent to interested parties on the NCTCOG distribution list; flyers are posted at NCTCOG, city halls and libraries as well as electronically on the NCTCOG Web site, Texas Register and city Web sites. Is this effective? Should other communication methods be utilized?
 - Should publications, notices and information be distributed by e-mail?
 - How should the public be able to participate in the transportation planning process?, i.e., question/answer time at public meetings, workshops, open houses, etc.
 - How can staff balance open access with electronic resources?

C. Unified Planning Work Program (UPWP) Development

- **The RTC oversees the UPWP document.** The UPWP outlines planning activities and NCTCOG programs. The UPWP is updated every two years.
- **Because NCTCOG is a metropolitan planning organization and council of governments,** funds are acquired through a variety of sources including State and federal transportation and environmental agencies. Generally, funds are used for transportation planning, project funding or program implementation.
 - The federal government requires MPOs to consider a comprehensive list of issues in the planning process.

- **The total operating budget last year was \$55 million.**
 - **The purpose of presenting the UPWP development** at public meetings is to educate the public about MPO activities and receive feedback and ideas for future projects, programs and activities.

D. Transportation Improvement Program (TIP) – Christie Jestis (Fort Worth), Wendy Evans (Garland) and LaDonna Smith (Denton)

- The TIP is an inventory of roadway, transit and locally funded transportation improvements funded for implementation in the next three years.
 - The TIP is a collaborative effort between:
 - local city and county governments
 - Dallas and Fort Worth districts of the Texas Department of Transportation (TxDOT)
 - transportation agencies (North Texas Tollway Authority, Dallas-Fort Worth Airport and others)
 - transit agencies (Dallas Area Rapid Transit, The T, DCTA and others)

1. Quarterly Project Modifications

- **The TIP is a dynamic document. It is updated quarterly to reflect changes in project work scope or funding or the addition or deletion 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; 16 administrative amendments were finalized in February 2007.
 - Proposed Revisions – NCTCOG staff will request the RTC to approve revisions April 12; about 48 modifications are being processed through the quarterly cycle. Modifications will be finalized during May 2007 Statewide Transportation Improvement Program revisions.
- **The financial impact** for this quarter's modifications is a \$135 million increase in transportation funding. Local funding increased the most, \$81 million.

2. Fiscal Year 2006 List of Obligated Projects

- **A report of current and completed projects is created annually. It is part of the federal funding process.** The project list includes the location, description of work performed, estimated completion date and cost of projects.

3. Final Project Listings for Fiscal Years 2008-2011 TIP—the new programming document

- **The 2008-2011 TIP funding total is \$7 billion.** The document includes more than 1,100 active projects and involves more than 80 implementing agencies.
- **Compared to the current TIP document for fiscal years 2006 – 2008,** the new document for fiscal years 2008 – 2011 has 71 new transit authority or TxDOT-selected projects. One hundred ninety-seven projects are in the new TIP because of being delayed to future years. One hundred twenty-nine projects listed in the 2006 – 2008 document have gone to construction, and 65 projects have been completed.

- **Staff anticipates federal/State approval** of the 2008-2011 TIP in October 2007.
- **Specific topics and issues presented for public involvement**
 - Staff would like the public to review project listings. An interactive project listing is available at www.nctcog.org/trans/tip. Staff was available after the public meetings to help attendees find projects in their communities.

E. RTC/County Comprehensive Development Agreement Initiatives – Michael Morris (Fort Worth), Dan Kessler (Garland) and Christie Jestis (Denton)

- **The State legislature passed a bill four years ago that allows private sector companies to assist with building toll roads. The RTC determined business terms for public-private partnerships:**
 - The RTC set a maximum toll limit and inflation percentage. The private sector cannot increase toll rates.
 - The business terms require an upfront payment that can be used immediately for transportation improvements as well as funding for future maintenance of the regional transportation system.
- The RTC business terms were incorporated in the State procurement document. After a competitive process, TxDOT awarded Cintra Concesiones de Infraestructuras de Transporte, S.A., a Spanish transportation company, the Comprehensive Development Agreement to build part of S.H. 121 as a toll road. However, the agreement contract written by the State has not been finalized.
- The RTC policy for spending upfront CDA revenue is to involve local communities in the decision-making process to determine what transportation projects will be built.
 - CDA Task Force meetings were held in Dallas, Tarrant, Denton and Collin counties to explain the CDA for S.H. 121.
 - In March, the RTC will approve detailed procedures and a schedule for spending upfront CDA funds.
 - Staff will host workshops to explain the application process for spending CDA funds.
- According to terms set by TxDOT, Cintra would improve the 23-mile section of S.H. 121 north of DFW Airport, around the Lewisville bypass, through the Dallas North Tollway interchange and to McKinney. The project in Collin and Denton counties would be a toll road. The Cintra bid proposed \$5.06 billion for the S.H. 121 project. The funds would be allocated for regional and project needs:
 - Upfront concession fee for the region: \$2.10 billion; the RTC will determine which projects to build.
 - Excess revenue over time (net present value): \$700 million over life of concession; the RTC would decide how to allocate revenue within the region.
 - Cintra will pay \$25 million per year to the region for the next 49 years. The purpose of the payments is to ensure future generations have funding for transportation projects.
 - Construction of S.H. 121: \$560 million; project includes improving S.H. 121 interchanges at Dallas North Tollway and U.S. 75.
 - Operations, preventative maintenance and capacity enhancement costs (net present value): \$1.70 billion
 - The CDA contract will set a level of service requirement. If the requirement is not met during the 50 years Cintra is operating and

- maintaining the road, the company will be required to pay for needed capacity enhancements.
 - Before Cintra returns highway operation and maintenance responsibilities to the State, S.H. 121 will be evaluated using several performance measures. If standards are not met, Cintra will be required to make needed improvements.
 - Any unused funds will be allocated to the region.
 - **All figures above are approximate and subject to CDA contract execution and financial closing.**
- **The RTC policy is to share excess revenue among counties** based on the percentage of county residents paying tolls.
- **Next steps:**
 - Continue to work with legislators and address concerns
 - Determine the percent share of upfront revenue counties will receive
 - Establish rules and procedures for funding
 - Conduct county workshops to explain funding application process and rules/procedures
 - Select projects for funding (Summer 2007)
 - Update the public on the S.H. 121 CDA (June 2007)
- **Specific topics and issues presented for public involvement**
 - What projects, plans, programs, partnerships or policies should be funded with CDA money?
 - Michael encouraged attendees to “think outside the box.” He explained that flexible CDA funds can be used for toll and non-toll roadway facilities, transit, air quality, safety and sustainable development projects.
 - Michael explained that cities and counties would be expected to declare objective(s) so that NCTCOG can assess and evaluate how well the objective(s) are accomplished.

ORAL COMMENTS RECEIVED AT MEETINGS

(Meeting location in parentheses)

Rail

Robert Frias – Arlington (Fort Worth)

A. Transportation alternative: non-stop, high-speed rail

Comment: Mr. Frias proposed a national high-speed rail system as a “considerably less expensive transportation solution.” At the public meeting he described this new transportation system.

Benefits of the high-speed rail plan, according to Mr. Frias: located on existing right-of-way; elevated about 30 ft. so property owners still have access to land; several trains can travel on the same track at the same speed (250 – 300 mph); runs nonstop; pricing would be competitive with other transportation modes; loading, unloading and billing points determined by market demand; the structure includes a pipeline for moving water; and the overall system benefits Americans instead of foreigners.

Mr. Frias said the high-speed trains are powered by electric, linear motors—not gas. He proposed that routes would be located around the periphery of the United States with diagonal, cross-country routes serving interior urban areas.

Mr. Frias said presidents of major rail companies emphasized the need for a faster rail system with fewer or no stops. He also said large railroad contractors have expressed interest in the system because existing railroad right-of-way could be exchanged for part ownership of the high-speed rail system.

Summary of response from Michael Morris: Michael asked Mr. Frias to send him a map of where he expects routes to be in Texas. Michael also asked Mr. Frias to send him a short description of loading and unloading procedures.

Related comment: Mr. Frias emphasized that the proposed plan would benefit the entire nation and solve numerous transportation problems. He expects a rail line to connect El Paso, San Antonio, Dallas and Houston.

Mr. Frias compared getting on the train to merging onto a highway. Train passengers would get on a train that would accelerate to the non-stop train speed. To get off, passengers move to a train that slows to a stop.

Neely Kerr – Dallas – Save Open Space (Garland)

A. City approval for mass transit

Question: If a city does not approve mass transit, could a rail line still go through the city? Is cooperation with private companies being expedited for rail planning?

Summary of response from Dan Kessler: Most of the rail plans are in existing or abandoned freight rail corridors. NCTCOG staff is working with railroad companies to use existing right-of-way for passenger rail; however, companies are hesitant to cooperate because of the high freight-rail volume. Twenty to thirty trains travel daily on the Union Pacific line in the western part of the region. This would be the corridor with the most passenger rail traffic. More freight rail volume is needed; therefore, part of a passenger rail solution involves reducing gridlock at Tower 55 in downtown Fort Worth. More than 120 trains pass through Tower 55 daily where UP and Burlington Northern Santa Fe lines cross. The average pass-through delay is two hours.

DART has purchased abandoned corridors and The T has \$100 million for connecting the TRE into DFW Airport and a feasibility study is near completion. The T is also in the middle of a feasibility study for the Cottonbelt Corridor from downtown Fort Worth to Plano and Wylie.

Passenger and freight rail issues are complicated because Dallas-Fort Worth is the largest metropolitan area without access to a seaport. All freight is coming into the region by air, rail or truck transportation.

Devlin Bourdier – The Colony (Garland and Denton)

A. Rail in toll road corridors

Question: Are there any rail plans in toll road corridors? Will rail segments be staged with links, i.e., will residents be able to travel from McKinney to downtown Dallas?

Summary of response from Dan Kessler: Passenger rail is planned in corridors with existing rail right-of-way or abandoned or low-use freight rail alignments. The RTC-approved Mobility 2030 rail plan shows DART rail plans, development of a light rail compatible system based on ridership volume and regional rail plans. However, 239 miles of planned rail are dependent on innovative funding recommended through the

Regional Transit Initiative. The RTC is hopeful for an exemption to the 8.25 percent sales tax cap if additional tax is allocated for transportation. If the legislature permits an exemption, city elections would be held to increase the sales tax locally. Cities currently using a portion of sales tax for transit would have the opportunity to approve a sales tax increase for economic development.

B. Privatization of rail

Question: Will future rail lines be privately managed?

Summary of response from Dan Kessler: CDA applicants have investigated rail options, but it is difficult to recover transit investments.

Public Participation Plan

Charles Scoma – North Richland Hills – Former Mayor of NRH (Fort Worth)

A. Targeted Outreach

Comment: To learn more about the transportation needs of senior citizens—safety, access, etc.—increase communication with senior citizen organizations. Develop a task force of seniors to discuss needs and issues.

Summary of response from Lara Rodriguez and Michael Morris: Thank you.

Comment: Targeted outreach efforts for high school juniors and seniors could raise awareness about carpooling and safety. As a result of outreach efforts, congestion around the high school might improve.

Summary of response from Lara Rodriguez and Michael Morris: Thank you for submitting targeted, strategic outreach ideas.

Terry Watson – Dallas (Garland)

A. Coordinating NCTCOG public involvement process with implementing agencies, project consultants

Comment: Public involvement is a major part of the environmental process. Would it be possible for NCTCOG to lead public involvement efforts and expand the ongoing public meeting series to anticipate the environmental processes for projects? NCTCOG public outreach efforts are successful, and implementing agencies, as well as the public, would benefit from a coordinated process. Currently, every project has a unique logo and Web site and separate public involvement process. It is difficult for the public to understand how the projects relate to the entire transportation system.

Summary of response from Dan Kessler: This is a good idea. NCTCOG and the RTC are continuously trying to involve all stakeholders at the earliest possible point.

Devlin Bourdier – The Colony (Garland and Denton)

A. Public meeting advertisement placement

Comment: To get people to come to public meetings and sign up for the public involvement mailing list, an ad should be placed on the front page of the *Dallas Morning News*, *Fort Worth Star-Telegram*, *Dallas Observer* and community newspapers. The ad should run two weeks prior to the meeting, one week prior and then several days immediately before the meeting.

Summary of response from Lara Rodriguez: Public meetings ads are currently placed in the metropolitan sections of the *Fort Worth Star-Telegram* and *Dallas Morning News*. The ad is also placed in community newspapers. Staff will consider the timeline suggested and placing an ad in the *Dallas Observer*. Often, newspapers do not sell ad space on the front page. Additionally, staff would not be able to justify spending that amount of federal funds on advertising.

Related comment from an attendee: The *Denton Record-Chronicle* includes a special section with information about government meetings. Public meetings could be listed.

Karen Collins – McKinney (Denton)

A. Public meeting locations

Question: Why was there not a public meeting in Collin County? Please have a public meeting in Collin County.

Summary of response from Lara Rodriguez: Public meetings are held throughout the region on a rotating basis. Meetings are often held in Ellis, Johnson and Collin counties as well as Dallas and Tarrant counties. Location suggestions would be appreciated.

Comprehensive Development Agreements

A. Non-compete clause

Question: What does the non-compete clause mean?

Summary of response from Dan Kessler: The non-compete clause says that TxDOT and the RTC can build any freeway that is included in current or future mobility plans. Staff and RTC members are confident that no other freeways will be built in the CDA corridors.

B. Toll road use

Comment: If drivers choose not to use the new toll road, congestion on U.S. 380 will increase.

Summary of response from Dan Kessler: Past experience with toll roads in North Central Texas shows that when they are built, people use them. The Dallas North Tollway is at record capacity and the President George Bush Turnpike volume exceeds volume expectations by 10 to 15 percent.

C. Allocation of upfront funding

Question: Can projects be submitted for funding approval throughout the length of the CDA contract?

Summary of response from Christie Jestis: Staff and the RTC recognize that city and county officials will submit projects with large scopes of work; therefore, arbitrary deadlines will not be set. If funding is divided for different types of projects, i.e., air quality, sustainable development, etc. deadlines may be set.

D. Foreign investment

Question: Does NCTCOG have any influence on foreign investors making investments in American cities and stocks and bonds?

Summary of response from Dan Kessler: The reality is that we live in a global economy. Foreign investors have been involved with almost every major public works project in the nation. International investors buy stocks and bonds that fund the projects. It is important

to remember that the CDA does not mean the private company owns the land. The state maintains ownership and leases operations to the private company. The road and land will ultimately be returned to the State.

E. Lack of transparency, refusal of full disclosure

Question: If the CDA is such a good deal for Texas and taxpayers, why is there so much secrecy about the contract terms? If the State is signing away land for 50 years, State auditors and elected officials should have access to the proposed contract.

Summary of response from Dan Kessler: The companies were competing for the right to construct and operate S.H. 121, and there is a lot of proprietary information. A company was selected, but a contract has not been executed or signed. TxDOT has promised to fully disclose details in due time.

The RTC terms and policies included in the contract are available online. Local elected officials determined these policies.

F. Moratorium

Question: If the CDA moratorium is passed, would S.H. 121 be setback? Have alternatives been studied?

Summary of response from Dan Kessler: The impact of the proposed moratorium on S.H. 121 has not been studied in depth, and no alternatives have been analyzed.

Esther McElfish – Fort Worth (Fort Worth)

A. Tarrant County Transportation Needs

Question: What are the “Big Four” Tarrant County transportation needs? Will the bottleneck at S.H. 183 be improved?

Summary of response from Michael Morris: Tarrant County officials are focusing on four projects:

- I.H. 30 improvements in Arlington.
- Completing the “Funnel Project” in northeast Tarrant County where S.H. 121 and S.H. 114 converge and then split to S.H. 121, S.H. 114 and I.H. 635.
- Constructing Southwest Parkway from downtown Fort Worth to Cleburne.
- Improving S.H. 183 from S.H. 161 west to the I.H. 35W/I.H. 820 interchange.

Projects will be staged so both DFW Airport entrances are not under construction at the same time. The “Funnel Project” will go to contract first. Improvements between I.H. 35 and S.H. 161 will be built west to east at the same time as the “Funnel Project.” S.H. 183 Interchanges at I.H. 820, S.H. 121, and S.H. 161 will be improved. Three of the “Big Four” will have managed lanes.

Charles Scoma – North Richland Hills – Former Mayor of NRH (Fort Worth)

A. RTC policy for allocating revenue

Question: Has the RTC finalized a policy to allocate toll revenue? It is important to publicize this policy. Many residents who travel on non-toll roads do not realize they will also benefit.

Summary of response from Michael Morris: If toll revenue is allocated to NTTA, more toll roads would be built. The RTC recognizes the diversity of transportation needs in North Central Texas—goods movement, air quality, sustainable development, passenger rail,

etc—and would like to create a more flexible revenue stream. Funding is needed for thoroughfares and non-traditional transportation projects like passenger rail.

Larry Heissiner – Plano (Garland)

A. Toll rates

Question: Who controls toll rates?

Summary of response from Dan Kessler: Toll rates are established by the RTC. The RTC set a maximum toll rate and multiple adjustment measures.

Neely Kerr – Dallas – Save Open Space (Garland)

A. Audit privileges and financing risk

Question: What audit privileges does the State have when working with a foreign company? What if the private company funding the toll road goes bankrupt?

Summary of response from Dan Kessler: Audit privileges are the same as for working with a public company, according to the proposed contract terms. TxDOT will have full access to all financials.

The financial risk associated with the CDA was carefully evaluated, and there is an extremely low chance of bankruptcy. All parties involved with the procurement process and contract are comfortable with the financial details. However, according to the proposed contract, TxDOT would regain control and responsibility of the highway if the private sector defaults. The State is leasing—not selling—land to the private company.

Arturo Serna – City of Richardson (Garland)

A. CDA Moratorium

Question: What are legislative concerns about CDAs? If the legislature passes a CDA moratorium, when would it be effective? Who is sponsoring the draft moratorium?

Summary of response from Dan Kessler: Legislators are concerned about the length of the contract and foreign investment. They also want to ensure the State is getting the best return on investment.

NCTCOG staff, RTC members and other locally-elected officials are requesting an exemption for projects in North Central Texas because so many desperately needed projects depend on immediate funding. Most legislation is enacted September 1 because that is the beginning of the State fiscal year.

District 3 Senator Robert Nichols filed Senate Bill 1267 to place a two-year moratorium on private sector toll projects. Twenty-five of thirty-two senators have signed the bill. House Bill 2772 is the companion bill signed by more than 60 representatives. Staff and local elected officials are answering legislator questions and communicating regional need and concern to the delegation.

Jeffrey Sheldon – Rowlett Environment and Development Commission (Garland)

A. Regional transportation improvements, energy conservation and environmental concern

Comment: NCTCOG staff and RTC members should be advisors who focus on regional transportation improvements, energy conservation and environmental awareness. These elements are often ignored during development of projects, programs, policy, plans and partnerships because alternate modes of transportation are not given enough consideration. Additionally, it takes too long to implement projects.

Summary of response from Dan Kessler: Staff and the RTC would like to build projects faster. Alternate modes of transportation are frequently studied. One solution could never meet all of the needs; therefore, a multi-modal solution must be developed. Rail alone will not solve all of the region's problems, and new roads will not alleviate all of the gridlock. The solution must have the right modes in the right corridors. The final solution must maximize the balance of cost and benefit.

Land-use decisions are made by local governments. The RTC can work with local governments and provide incentives to make land-use more compatible with transportation projects. Many cities are promoting higher-density developments and transit-oriented developments. NCTCOG staff and the RTC will continue to focus on promoting responsible, coordinated land-use decisions.

Devlin Bourdier – The Colony (Garland and Denton)

A. Privatization of toll roads

Question: Why is it more feasible for a private company to fund a toll road than a public company? What is the rationale for privatizing toll roads?

Summary of response from Dan Kessler: The private sector has more access to money; therefore, it is easier for these investors or companies to provide upfront money. The incentive for private companies to fund infrastructure development is recognition that roads are good investments. NTTA, however, is also involved in CDA/toll road discussions for five corridors in the region.

If S.H. 121 is not funded through a CDA, traditional funding will not be available until after 2020. S.H. 121 corridors with the most traffic carry 30,000 – 40,000 cars daily. Improvements cannot be delayed for 15 or 20 years.

All Fort Worth TxDOT district money over the last 10 years was spent on interchanges at North East Mall and downtown Fort Worth. LBJ improvements will cost \$1.8 billion. It would take 20 years to accumulate that amount of money.

The financial and public safety expense of delaying improvements must be considered.

Related comment from Barbara Leftwich: In the LBJ corridor, a CDA firm will operate the new managed lane and pay for reconstructing the entire facility—including non-toll lanes.

Summary of response from Dan Kessler: Managed lanes are included in nearly all reconstruction plans in the next 20 years. The RTC managed lane construction/reconstruction policy is to maintain the number of free flow lanes. All managed lanes will be electronically tolled and priced with the goal of drivers being able to travel 50 – 55 mph.

North Central Texas drivers are frustrated with the lack of transportation system reliability. Managed lanes will generate revenue to help fund and maintain the system, improve traffic flow and accommodate high-occupancy vehicles (HOVs), carpools and vanpools. HOV lanes have been very successful in the region.

B. Public access to financial details

Question: Will residents have access to financial information quarterly?

Summary of response from Christie Jestis and Dan Kessler: NCTCOG staff will work with TxDOT to report financial details to the RTC and general public. Most likely, the information will also be available online.

Roger Kislingbury – Garland (Garland)

A. Return on regional investment

Question: How would you define a “reasonable return on investment” when dealing with a privately funded toll road?

Summary of response from Dan Kessler: A specific amount of expected regional revenue has not been set. Once TxDOT executes the contract with Cintra, more information about regional return will be available. According to procurement process policy, toll road revenue generated in excess of the CDA agreement is returned to the region. Excess revenue, upfront funding, maintenance, and construction procedures as well as performance measures will be set prior to execution of the contract.

The RTC, NTTA and TxDOT signed a “protocol agreement” stating joint evaluation of projects to determine if a CDA is the correct funding source. Expectations for return rates will be established as more projects and financing options are evaluated. Returns from privately-funded toll roads and NTTA toll roads will be compared.

Robert Wunderlich – STTC member, City of Garland (Garland)

A. Project implementation with upfront CDA funds

Comment: To complement new funding, the project implementation process should be updated. The RTC, TxDOT, cities and counties should be involved in determining how to equitably distribute funding and streamline the implementation process. Construction costs escalate monthly.

Summary of response from Dan Kessler: Developing processes to allocate funds and expedite the implementation of projects will be important and require cooperation from local governments and transportation partners.

Don Halzwarth – Dallas County Public Works Director (Garland)

A. Project implementation with upfront CDA funds

Comment: Mr. Holzwarth echoed Mr. Wunderlich’s concern about expediting project implementation and encouraged NCTCOG staff to continue to seek better methods of delivery. Mr. Holzwarth recognized that if allocation process for upfront CDA funds is similar to the federal process that it will take years or decades to build projects. He commended the RTC and NCTCOG for developing partnerships with cities, counties, transportation agencies and TxDOT.

Summary of response from Dan Kessler: The environmental process has gotten increasingly complicated and delays the federal process. The RTC recently allocated about \$80 million for local air quality and sustainable development calls for projects. Staff anticipates the projects will be completed by 2011. The expertise and work of local governments is becoming increasingly important for project implementation.

Joyce Poole – Denton (Denton)

A. Taxpayers

Question: Does the term “private funding” mean the money is from taxpayers?

Summary of response from Christie Jestis: No. Taxpayer money is part of the public sector. Private funding is from a developer who is willing to give, in this case, \$5.1 billion to build a transportation project.

David Kinser – McKinney (Denton)

A. Comparison of private funding and public funding

Comment: An article in the *Dallas Morning News* said NTTA could contribute more money to Texas than a private company.

Summary of response from Christie Jestis and Dan Kessler: A year ago, NTTA conducted a study of the S.H. 121 corridor and concluded it would not be possible to make it a toll road; therefore, the RTC worked with TxDOT to solicit a CDA for the corridor. NTTA officials will evaluate options and determine if they can make a similar upfront funding offer without jeopardizing their ability to build other toll roads in the region. NTTA is also evaluating five other possible toll road corridors.

Upfront and excess NTTA revenue is less flexible than CDA revenue. NTTA revenue is typically used to pay for other existing toll roads or new toll roads. The revenue must be spent in the area where it was generated. CDA revenue can be used anywhere in the region and for a wide variety of projects.

B. Toll rate

Comment: It will cost a five-axle truck \$0.57 per mile to travel on the S.H. 121 toll road, Mr. Kinser said. He said a TxDOT engineer gave him the figure. Mr. Kinser explained that he thought Cintra could raise the toll by 6 percent every two years. Mr. Kinser calculated that it would cost \$4.50 for a passenger car driver to travel 30 miles and compared the figure to the gas tax.

Summary of response from Dan Kessler: The RTC established the toll policy and sets an initial toll of about \$0.14 per mile. It costs between \$0.10 and \$0.12 per mile to travel on NTTA toll roads. The policy also includes measures for increasing the toll rate fairly. The policy is available online.

About 70 percent of the gas tax fund is needed for maintenance of existing roads. In the future, all gas tax funds may be needed for maintenance and there will not be any funds available to expand the current system. Every year, 180,000 new residents move to the region. The gas tax and the transportation system cannot keep pace with the rapid growth.

Toll rates are higher for vehicles with multiple axles because these vehicles degrade the pavement faster.

Related comment: More revenue will be available because more people will be paying the gas tax.

Summary of response from Dan Kessler: The additional revenue was figured into the financial forecast that shows that, over the next 20 years, there will be \$50 billion shortfall in transportation funding needed to maintain level of service F – the lowest service level.

Tony Johnston – City of The Colony – The Colony (Denton)

A. Project application workshops

Question: Where and when will workshops be held?

Summary of response from Christie Jestis: Five workshops will be held—one in Tarrant, Dallas, Denton and Collin counties as well as one at the NCTCOG office. The meetings will be held at different times and on different days. The same information will be presented at all five meetings.

B. Funding schedule

Question: How many years will revenue be available?

Summary of response from Christie Jestis and Dan Kessler: The region will receive \$25 million annually for the next 25 years. The RTC policy on CDA states that any excess revenue generated will be returned to the RTC who will distribute funds according to the policy currently being developed.

Karen Collins – McKinney (Denton)

A. Project priority

Question: Will certain projects, like the interchange at S.H. 121 and U.S. 75, be higher priorities for funding?

Summary of response from Dan Kessler: Yes, improving the S.H. 121/U.S. 75 interchange is an RTC priority.

Gas Tax

Barbara Leftwich – STTC member, Ellis County (Garland)

A. How much would the gas tax have to increase to fund projects?

Question: A one-cent gas tax increase generates \$110 million additional funding Statewide. Twenty-five percent of gas tax revenue is allocated for education. Texas is a “federal donor state;” therefore, part of the revenue leaves Texas. The remaining revenue is divided statewide. The Dallas TxDOT district would receive about \$20 million from a one-cent gas tax increase. The Fort Worth TxDOT district would receive about \$8 million. A significant gas tax increase would be required to generate billions of dollars for the region. More legislative assurances are needed to ensure gas tax revenue is allocated for transportation projects.

The gas tax has not been increased since 1991 when a \$.05 increase was approved. Gas tax indexing is being discussed around the country. Construction costs have increased 10 percent annually the last three years, but gas tax revenue has remained flat.

Calculations show that a gas tax increase will not generate sufficient funding to meet transportation needs; therefore, both toll roads and CDAs are essential to overcoming the funding shortfall.

Air Quality

John Clary – Garland – League of American Bicyclists (Garland)

A. Alternate transportation options

Question: What is being done to get residents out of their cars? One-third of the air pollution is caused by mobile sources.

Summary of response from Dan Kessler: Everything within a reasonable level of cost-effectiveness is being done to improve air quality, eliminate single occupant vehicles and offer transportation alternatives. More than 30 programs are being implemented to promote preserving the air and non-vehicular travel. NCTCOG is creating a publication with a comprehensive list of efforts. Additionally, bicycle and pedestrian facilities are being incorporated in new corridor design.

In the last six to eight years, the RTC programmed \$100 million for bicycle, pedestrian and transit-oriented projects. Restrictions on federal funds create a challenge for funding

non-traditional projects like bicycle and pedestrian facilities, but local elected officials have shown a strong commitment to finding innovative funding and projects.

Bicycle and Pedestrian Projects

John Clary – Garland – League of American Bicyclists (Garland)

A. Funding

Question: What is the total cost for planned Veloweb projects included in Mobility 2030? Is an authority needed to implement the projects?

Summary of response from Dan Kessler: Staff will send Mr. Clary the cost of the bicycle and pedestrian facilities planned. The projects are implemented through local governments or TxDOT. There are 112 miles of completed Veleweb routes throughout the region.

Devlin Bourdier – The Colony (Garland and Denton)

A. Funding

Question: Have environmental organizations been contacted about funding bicycle and pedestrian routes? Could these organizations find private investors to fund projects?

Summary of response from Dan Kessler: That is an interesting point. Proactive outreach to environmental groups is an important part of transportation planning. In addition to cities implementing bicycle and pedestrian facilities, mixed-use developers often include facilities. There is not really an incentive for private investors to fund bicycle routes.

Trans-Texas Corridor 35 and Regional Outer Loop

Roger Kislingbury – Garland (Garland)

A. Trans-Texas Corridor 35 connection with a regional outer loop

Question: What is the status of the regional outer loop being incorporated in plans for TTC-35?

Summary of response from Dan Kessler: A regional outer loop has been included in metropolitan transportation plans since the 1960s. The RTC recognizes that a regional outer loop is needed to accommodate the region's rapid growth. The Trans-Texas Corridor could become a financing mechanism to fund the regional outer loop. Inclusion of the regional outer loop in the TTC-35 plans would expedite construction and allow the RTC to allocate gas tax money to other projects.

DCTA

A. Funding approval

Question: Who does DCTA submit information to in order to get federal funding? Who is a direct contact person?

Summary of response from Carl Weckenmann: The Federal Transit Administration is responsible for DCTA funding. The Region 6 FTA office is the best place to contact.

Joyce Poole – Denton (Denton)

A. Green Trail overpass

Question: The Green Trail overpass was recently removed. What are DCTA rail plans in the area? Will the existing rail line be used? Residents have already endured a year and a half of congestion and construction in that area and do not want to do it again.

Summary of response from Carl Weckenmann: DCTA has currently completed 5 to 10 percent of the engineering for a rail line that will use the existing line. The DCTA Board of Directors will decide whether the new rail will cross S.H. 288 at grade or if an underpass or overpass will be built.

Related comment from Ms. Poole: At a previous meeting, DCTA staff said a train would cross S.H. 288 every 30 minutes.

Summary of response from Carl Weckenmann: It will take less than 30 seconds for the passenger train to cross S.H. 288. Passenger trains are considerably shorter than freight rail trains and will be similar to DART light rail.

Summary of response from Christie Jestis: Christie encouraged Ms. Poole to submit her input to the DCTA Board of Directors since a final decision about the rail crossing has not been made.

B. DCTA service to UNT

Question: Ms. Poole said she lives on North Bonnie Brae Street and observes a DCTA bus pass every 15 minutes. She said the bus travels from the main UNT campus to the research center, but she has never seen more than four people on the bus. Can 12-passenger vans be used instead of the large coach bus? Could trips on the route be reduced?

Summary of response from Carl Weckenmann: UNT pays for all DCTA services provided on campus; therefore, the university dictates what kind of service is offered and owns the vehicles. Carl said he would review the route, and if another type of vehicle is warranted, DCTA staff can make a recommendation to UNT.

C. Passenger trips

Question: Are passenger trips defined as the number of seats available or the number of people on the bus?

Summary of response from Carl Weckenmann: The term “passenger trip” refers to unlinked trips. Every time someone boards a bus, it is considered a “passenger trip.”

D. Funding

Comment: As a taxpayer, Ms. Poole said that she would prefer bonds approved for funding DCTA not be used for other purposes or projects.

Summary of response from Carl Weckenmann: Thank you.

Miscellaneous

A. Trucks

Question: Why has nothing been done to control truck traffic? Truck routes used to be enforced. Nationally, 5,000 people have died in crashes involving 18-wheelers. Ten percent of the deaths were in Texas. Why?

Summary of response from Dan Kessler: Dallas-Fort Worth is the largest metropolitan region without direct access to a seaport; therefore, there are more freight trucks in the region. The RTC recently completed a pilot study of prohibitive truck lanes on I.H. 20 in Dallas and I.H. 30 in Tarrant County. Trucks were restricted from the left lane in the corridors. The study was successful. Traffic flow improved. The RTC is moving forward with prohibitive truck lanes on I.H. 20, I.H. 30 and I.H. 45. Future plans will include prohibitive truck lanes on I.H. 35E, I.H. 35W and U.S. 75.

Related comment: In New York, trucks have been successfully diverted to side roads. However, it would be a challenge to acquire needed land in North Central Texas.

David Kinser – McKinney (Denton)

A. Pass-through financing

Question: What is “pass-through financing”?

Summary of response from Christie Jestis: If residents decide they cannot wait for TxDOT funding to be available for a state facility, the community pays for the project and TxDOT pays the city back over time. The money paid back can only be used for transportation.

Karen Collins – McKinney (Denton)

A. New facilities

Question: Will all new facilities be toll roads?

Summary of response from Dan Kessler: Managed lanes are planned for most corridors. Additional capacity will be added to some corridors depending on traffic volume, cost, existing right-of-way, design and environmental issues. Residents should monitor progress in the I.H. 30 corridor between Arlington and downtown Dallas. This will be the first managed lane facility in the region, and it is scheduled to be finished in 2010.

Kevin Ommodt – Allen (Denton)

A. Funding allocation

Question: Will the RTC receive all of the CDA funding?

Summary of response from Dan Kessler: Yes, all of the funding will go to the RTC. Texas law requires that any CDA or excess toll revenue must stay in the TxDOT district where it was generated.

B. Unfair tolling

Comment: Residents in the region do not share toll costs equally. For example, Frisco residents live at the intersection of two toll roads and will be paying for roads on which others drive.

Summary of response from Christie Jestis and Dan Kessler: A large percentage of the county supports the CDA because money that would have been used to improve S.H. 121 will now be used for other needed transportation projects along S.H. 121. The policy is called “near neighbor, near time frame program.” F.M. 720 and F.M. 423 were funded with money that would have been used for S.H. 121. In Denton County, \$300 million is available for I.H. 35 expansion. This money would not have been available for decades. The policy ensures that a significant amount of funding stays in the county with the toll road.

Finally, the percentage of funds that a county will receive will be based on how much toll residents are paying.

C. Percentage of accidents due to construction

Question: How much travel time delay is caused by road construction?

Summary of response from Dan Kessler: Staff will send any available data. It would be very corridor-specific. Determining how to keep traffic efficiently moving through a corridor during reconstruction is a major challenge. Traffic planning and modeling was used to determine alternate routes during reconstruction of Central Expressway.

Related comment: Construction should be done at night.

Summary of response from Dan Kessler: Construction was done at night for the LBJ/U.S. 75 High 5 interchange and S.H. 183 improvements through the mid-cities. Construction on I.H. 35 in Burleson is currently being done at night.

Devlin Bourdier – The Colony (Garland and Denton)

A. Impact fees

Question: Were impact fees considered as a funding source?

Summary of response from Dan Kessler: An impact fee is a local government financing mechanism associated with land use; therefore, impact fees do not apply to the RTC. Some cities have successfully used impact fees, but other cities preferred to promote economic development.

B. Evacuation routes

Question: Has the Department of Homeland Security provided direction for creating evacuations routes and containment areas?

Summary of response from Dan Kessler: The NCTCOG Emergency Preparedness department receives funding from the Department of Homeland Security, and the department is studying what would be done if a major biological event occurred. The Transportation Department has provided resources and technical data. A lot of emergency preparedness activities are coordinated by county-level organizations.

C. iWitness technology

Question: Is iWitness assistance available for state and local police?

Summary of response from Dan Kessler: The RTC provided funding for iWitness technology and the Transportation Department is involved with ongoing training programs for cities. Nearly 50 percent of freeway delay is caused by accidents; therefore, the most cost effective method to improve the system is to get accidents cleaned up quickly and safely so traffic can flow smoothly again.

Related question from Mr. Bourdier: Has anyone considered working with tow truck companies so they are at incidents quickly? Do other city sheriff's departments have response vehicles like the City of Dallas?

Summary of response from Dan Kessler: The ongoing Regional Freeway Response Initiative involves working with tow truck companies and cities. There are many other related, corridor-specific details. For example, NTTA and the Department of Public Safety have an agreement for service on toll roads. Additionally, NTTA has the best freeway monitoring system in the region.

The RTC recently allocated \$100 million for Intelligent Transportation System (ITS) deployment. However, it is cost prohibitive to install technology in the existing system. Whenever corridors are reconstructed, the ITS technology will be installed. The Fort Worth TxDOT traffic control center was recently completed and the Dallas center is under construction. A coordinated communication system has been developed. Most cities can now connect to each other, TxDOT and the DFW Airport ITS. Dynamic message signs on I.H. 20 in Dallas provide travel times and alternate routes in the case of an accident. Regional ITS deployment is expected, and use of dynamic message signs will improve.

D. Putting black top over concrete

Question: What is the purpose of black-topping concrete?

Summary of response from Christie Jestis and Dan Kessler: Black-topping extends the life of the road.

E. Landscaping on U.S. 75

Question: Who pays for the landscaping on U.S. 75?

Summary of response from Christie Jestis and Dan Kessler: If it is on the side of the toll road, NTTA is paying for the landscaping. The NTTA Board of Directors focuses on creating nicer facilities since drivers pay to use the road. Comments can be made to the Board of Directors.

Local governments often fund landscaping on roads traveling through their city. A national movement called “contact sensitive design” supports inclusion of amenities like landscaping in transportation corridors.

F. NCTCOG authority

Question: Does NCTCOG have more authority than local governments?

Summary of response from Dan Kessler: NCTCOG and local governments have a partnership.

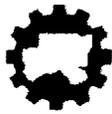
G. Construction signage

Comment: Signs in construction zones need to be checked for accuracy daily.

Summary of response from Dan Kessler: The TxDOT Collin county area office is the best place to submit the comment. Contact information is available on the TxDOT web site.

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	Toll roads, bus lanes, bicycle lanes	See Attachment 1.



PUBLIC MEETING COMMENT SHEET

Tuesday, March 13, 2007

10:30 a.m.

Central Library

625 Austin Street

Garland, Texas 75040

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 R. KRIVIAN

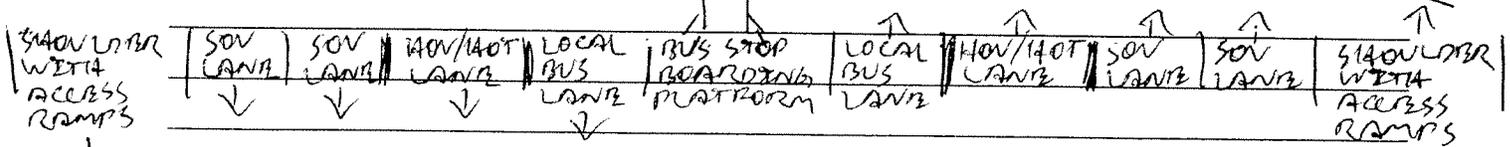
Organization SO LAKE HIGHLANDS "L" STREETS

Please provide written comments below:

TOLL ROADS: THE TOLLS SHOULD BE COLLECTED FOR TRAFFIC CONTROL, NOT HIGHWAY CONSTRUCTION. TOLLS SHOULD BE COLLECTED ALONG EXISTING HIGHWAYS.

BUSWAYS: I PREFER MID-RIBBWAY BUSWAYS, WITH STOPS AT 1-3 MILE INTERVALS. THESE BUSWAYS SHALL BE IN ADDITION TO HOV/40T LANES. COMMUTERS' CHOICE SHALL BE WEAR: RIDE THE BUSES, PAY EXTORTIONATE TOLLS, OR STAY IN GRIDLOCK.

PEDESTRIAN OVER/UNDERPASSES



BIKEWAYS: THESE BIKEWAYS CAN EXPLOIT THE PEDESTRIAN OVER/UNDERPASSES AT THE BUSWAY STATIONS.

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>

SAME ROUTES TO SCHOOLS: I PREFER INSTALLATION OF STREET CORNER BULBOOTS THAT WILL EFFECTIVELY REDUCE FOUR-LANE MOTOR ROUTES INTO TWO-LANE MOTOR ROUTES, MOTORISTS SHALL CREEP ALONG THE CENTER LANES; BICYCLISTS SHALL TRAVEL ALONG THE OUTSIDE LANES, DESPITE THE ANNOYING HUMPS OVER THE CORNER BULBOOTS. THE BULBOOTS WILL ALSO ENHANCE THE PEDESTRIAN CROSSINGS, PROVIDED THAT THE BICYCLISTS DON'T CRASH INTO THE PEDESTRIAN THE 38TH STREET TRANSIT MALL IN PORTLAND, OREGON USES THE BULBOOTS TO KEEP RACUNNERS OUT OF THE SHOULDER BUS LANES. MOTORISTS TO THE LEFT OF THE BUS LANES MUST YIELD TO THE LEFT-MERGING BUS DRIVERS AT THE BULBOOTS. THE 38TH STREET TRANSIT MALL INCLUDES METERED CURB PARKING BEHIND THE BUS STOPS. THE BULBOOTS EFFECTIVELY KEEP THE RACUNNERS OUT OF THE EMPTY PARKING SPACES ALSO. PENNDALE ROAD IN LAKE HIGHLANDS USES STEEL BARRIER RAILS TO KEEP SPEEDERS FROM CRASHING INTO HOUSES AT MCCREE ROAD AND LANSHIRE DRIVE. BULBOOTS ALONG PENNDALE ROAD COULD MORE EFFECTIVELY FUNNEL THESE RACUNNERS INTO DELIBERATE GRIDLOCK. SHORT OF POPULATION INTENSIFICATION, I DON'T KNOW WHAT PART WILL REQUIRE FOR REVERSAL OF THE H534 AND H569 BUS ROUTES ALONG PENNDALE ROAD. I DON'T THINK MY NEIGHBORS WILL ALLOW THE ZONING CHANGES TO ENABLE SUCH POPULATION INTENSIFICATION.

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/airchecktexas.

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.**
 - The MTP responds to the adopted goals:
 - Improving mobility.
 - Improving quality of life.
 - Meeting financial and air quality constraints.
 - Guides expenditures of federal and State funds.
 - Federal air quality approval for MTP 2030 was in June 2007.
- **MTP amendment and update schedule:**
 - 2009: Mobility 2030 amendments:
 - April: RTC approval
 - July: Federal air quality approval
 - 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:
 - Is a federal and State mandated inventory of transportation projects.
 - Contains projects funded with local, State, and federal funding sources.
 - Covers four years of available funding.
 - 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:**
 - Limited funding available.
 - Decreased funding levels in all categories.
 - Financial constraints.
 - Project prioritization.
 - Milestone policy.
 - Deletion of inactive projects.
- **2010 – 2013 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) in January 2009.
 - Finalize project listings and submit to partners.
- **Specific topics and issues presented for public involvement:**
 - Outline the 2010-2013 TIP development process.
 - 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:
 - 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 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:**
 - Must be within motor vehicle emission budgets approved by the EPA for:
 - Nitrogen Oxides (NO_x) = 186.81 tons/day.
 - Volatile organic compound (VOC) = 99.09 tons/day.
 - Analysis years (emissions should be less than established budgets):
 - 2009, 2019, 2025, and 2030.
 - Requesting locally funded project listings from the region that demonstrate positive air quality conformity goals for the region.
- **Air quality conformity timeline**
 - Public meetings:
 - October 2008 (orientation)
 - 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:**
 - 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:**
 - Opens November 2008.
 - Closes June 2009.
 - \$1.5 million available for petroleum site cleanup.
 - \$1.5 million available for hazardous site cleanup.
 - Local governments are eligible borrowers and can partner with the private sector.
 - Per the EPA, the borrower and/or current property owner cannot have caused the contamination.
 - Includes a twelve-county region.

- **The NCTCOG Brownfields RLF project selection criteria will be evaluated on a point system:**
 - Site location – focus area will be transit-oriented development (TOD) potential sites but all other site utilizations will be considered.
 - Environmental Justice protected population.
 - Reduction of threat to human health and environment.
 - Reuse and recycling of construction and demolition materials.
 - Infill or reuse of vacant or underutilized property.
 - Removal of blight.
 - Private funds leveraged.
 - Consistent with the Mobility 2030: the MTP for the Dallas-Fort Worth area and/or transit agency long-range plan.
 - Promotes city/county development goals.
 - Community relations plan.
 - Quality assurance project plan.
- **NCTCOG Brownfields RLF advantages:**
 - Interest rate no greater than the average rate of NCTCOG's investment pool (currently 2.4%) and this does fluctuate.
 - No fees.
 - 20% local match: cash, in-kind, donated time/fees.
 - 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.
 - 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:**
 - Distribution of "turning brownfields green" brochure.
 - Call for projects announcement.
 - Introduction of RLF selection criteria.
 - 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.
 - 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:**
 - These cities combined will contribute approximately \$793,000 annually in support of the commuter rail service in fiscal years 2008, 2009, and 2010.
 - 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:**
 - 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:**
 - 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:
 - Over 60 percent of the future Texas population will live within 50-miles of the I.H. 35 corridor.
 - Over 35 percent of the future Texas population will live in the Dallas-Fort Worth region.
 - 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 Corridor-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:
 - Oversight by:
 - TxDOT – multmodal, Dallas and Fort Worth districts.
 - Texas Turnpike Authority (TTA).
 - Management by:
 - RTC
 - NCTCOG – outer loop/rail bypass corridor refinement team.
 - 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.**
 - 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:**
 - Outer loop corridor refinement team.
 - Technical team is composed of NCTCOG, Federal Highway Administration (FHWA), Texas Turnpike Authority (TTA), local TxDOT districts, and consultants.
 - 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.)
 - Outer loop citizen advisory committees to be coordinated in January 2009:
 - Direct communication and interaction with the general public.
 - 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.nctcoq.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 competitiveness.

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)

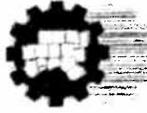
A. Thank You

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 gas tax.
 - 2) These toll roads are owned by a foreign government in part.
whose sovereignty -
 - 3) ~~But~~ tolls are being built in already existing roads
 - 4) These toll roads cause congestion not relieve congestion
 - 5) These toll roads have no sunset - they will go on and on.
 - 6) No compete clause kills local 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 come 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-modal 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

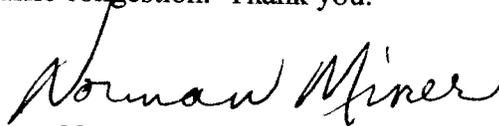
Dear Ms. Koop:

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
300 County Road 134
Gainesville, TX 76240

(817) 283 9100

RECEIVED

OCT 15 2008

TRANSPORTATION

NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS
REGIONAL TRANSPORTATION COUNCIL

OPEN HOUSE AGENDA

TRANSPORTATION | AIR QUALITY

**North Central Texas
Council of Governments**
616 Six Flags Drive
Arlington, Texas 76011
Wednesday, January 7, 2009
2:30 p.m.

**Fort Worth Intermodal
Transportation Center**
1001 Jones Street
Fort Worth, Texas 76102
Wednesday, January 7, 2009
6:30 p.m.

**Lewisville
City Hall**
151 W. Church Street
Lewisville, Texas 75057
Thursday, January 8, 2009
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 (NO_x) = 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 NO_x and VOCs are currently under budget for the critical attainment year 2009.**
 - Current emissions (must be less than established budgets):
 - NO_x = 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.nctcoq.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 NCTTA have all explored, and continue to explore, opportunities to encourage the private sector to enter the mass transit market. The fact that 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 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

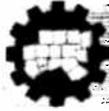
Comment: Mr. Hafer applauds The T and the City of Fort Worth for using compressed natural gas vehicles in their fleet. He said he was so impressed with this energy source he explored the opportunities for converting his personal vehicle to compressed natural gas. This was not an easy or inexpensive task. 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 KILLY

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,

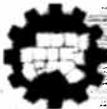
Thanks for attending the Public Meeting held at the North Central Texas Council of Governments offices on January 7. Your comments focused on passenger rail in the region if my memory serves me right. You asked about capital costs and operating and maintenance costs for a 100 year time frame. I don't 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



North Central
Texas Council
of Governments

PUBLIC MEETING COMMENT SHEET

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2:30 p.m.

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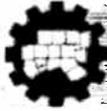
Name Barbara Koerble, AICP

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

To submit comments or questions by mail, fax, or e-mail, please send to: *meeting, so that information was very helpful.*
 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>



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Texas Council
of Governments

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Council of Governments
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Name Harriet Inby

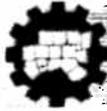
Organization DFW RCC

Please provide written comments below:

I congratulate Cog + the PTC on 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 for me in as a senior to Dallas + Fort Worth and also points beyond.

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
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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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 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 eminent 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 - PASSENGER

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 in 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 FWR, and the FWR 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 thearrant 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 FWR 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 cycling 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 really care about real alternatives 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 information 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.**
 - 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.**

- **Current status:**
 - 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.
 - Funding allocations.
 - TxDOT financial concerns.
 - Economic recovery package.
 - Texas Legislative Session.
 - Project prioritization continues as a major theme in 2009.
- **Next steps:**
 - Work under current TIP (2008-2011) making quarterly modifications as necessary.
 - Continue to discuss project prioritization.
 - TxDOT re-evaluates financial situation once outcome of federal economic recovery package and legislative session is known.
 - Potential RTC re-prioritization depending on allocated funding levels.
 - Develop new TIP in early 2010.
- **Timeline:**
 - Spring 2009: Legislative session, continue project prioritization.
 - Summer/Fall 2009: TxDOT re-evaluates available funding.
 - Winter 2009: Possible project re-prioritization, develop new TIP.
- **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. 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.**
 - 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 amendment and update schedule:**
 - 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
 - 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:**
 - 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.
 - 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:**
 - Mobility 2030: total revenue = \$135.2 billion
 - Mobility 2030 (2009 Admendment): total revenue = \$146.1 billion
 - Mobility 2030: total cost = \$134.8 billion
 - Mobility 2030 (2009 Amendment): total cost = \$145.5 billion
 - 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.
 - 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.
 - 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 (NO_x) = 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:**
 - Present further 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 the various programs and initiatives of the RTC to help advance air quality goals.
 - 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:
 - Communication with TxDOT on the draft listing of projects.
 - Communication with the public and through the media seeking as much feedback to the process as possible.
 - 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:**
 - Projects must be implemented immediately (Congress: 50 percent in less than 180 days).
 - Projects must be environmentally cleared.
 - Right-of-way must be available.
 - Plans must be 100 percent complete and reviewed by TxDOT.
 - Projects must be consistent with the Mobility 2030 plan.
 - 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?**
 - Projects must be ready to go.
 - Must be high priority projects.
 - Does the project create mobility improvements?
 - Is there a possibility to pool revenue sources?
 - Can the funding be leveraged to build more projects?
 - There must be fair distribution throughout the region.
 - Are there available projects that have recently lost funds?
 - Are there available projects that have been previously staged?

- **Question #3: Which process is desirable, a comprehensive or simple approach?**
 - Keep it simple and use the region's \$130 million allocation for maintenance projects, OR
 - Partner with the State for discretionary funds which could equate to the \$130 million plus up to possibly \$600 million.

- **Next steps:**
 - Continue project review (confirm readiness).
 - Seek public comment and review to the three questions.
 - Prepare for bill authorization.
 - Finalize prioritization of projects.
 - Seek RTC approval of projects.
 - Perform TIP/STIP modification, MTP amendment or other administrative procedures, if necessary.

- **Specific topics and issues presented for public involvement:**
 - Introduce the federal economic recovery package outline.
 - 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.
 - Distribute handouts of possible project candidates for discussion and feedback.
 - 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.

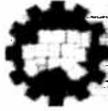
Bobby Waddle – Mayor, City of DeSoto (DeSoto)

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.
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 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.

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>



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Name Robert Martinez
 Organization Irving Convention & Visitors Bureau B.O.D.

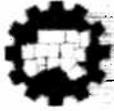
Please provide written comments below:

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.

To submit comments or questions by mail, fax, or e-mail, please send to:

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PUBLIC MEETING COMMENT SHEET

Tuesday, February 10, 2009

10:30 a.m.

Ella Mae Shamblee Library

1062 Evans Avenue

Fort Worth, TX 76104

Instructions:

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Name Harriet Irby
 Organization Metroplex Democratic Club (Arlington)

Please provide written comments below:

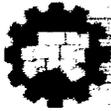
The federal stimulus package could be used to provide badly needed jobs for mass transit projects. These projects (lowering the cost of transport) could provide the basis for more centralized + productive population centers.

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 ~~per~~ subject to regional design so that users can efficiently

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

2



North Central
Texas Council
of Governments

Ph Harriet Siley
817-265-4355
thirby@hotmail.com

PUBLIC MEETING COMMENT SHEET

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- I wish to make both oral and written comments at the public meeting

Name _____

Organization _____

Please provide written comments below:

make both short and long trips

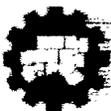
5. Mass transit systems should be planned around Multi-modal designs: This for environmental security and the requirements of various segments of the population.

6. The problem of peak oil will be common public knowledge 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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 E-mail: jstout@nctcog.org Website: <http://www.nctcog.org/trans>

8, GET This Done: Its 25 years over due.



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Texas Council
of Governments

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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 Lee Hamibba
 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 soon indefinitely and will not end after the road is payed for. There will be no compete zones which will destroy the local economy. ~~This toll~~ The tollroad will cause more congestion because who would pay the toll unless there was congestion. The contract is giveing away our sover'n soil to foreign country's. The money from this tollroads will help build a Chd-Chod train. This train will have to be heavily subsidied as all railways are. These things are a bad Idea. Bad Policy breeds more Bad Policy.

To submit comments or questions by mail, fax, or e-mail, please send to:
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 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>

government Projects. The government creating jobs is a misdemeanor. A government job ~~job~~ takes money from the tax payers to pay for the new jobs, This will lower everyone wealth across the board.



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 I wish to make both oral and written comments at the public meeting

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 SH 75 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.

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>

- Pioneer Road From Beltlineⁿ Haru Mesquite is
on Dallas MCIIP & could use funding in Balch Springs
County \$500,000.



North Central
Texas Council
of Governments

PUBLIC MEETING COMMENT SHEET

Tuesday, February 10, 2009

10:30 a.m.

Ella Mae Shamblee Library

1062 Evans Avenue

Fort Worth, TX 76104

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 CHRIS WALLACE

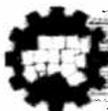
Organization GREATER IRVING-LAS COLINAS CHAMBER OF COMMERCE

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).

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

Tuesday, February 10, 2009

6:30 p.m.

DeSoto Civic Center

Bluebonnet Room #3

DeSoto, TX 75115

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 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 TRF) and to neighboring

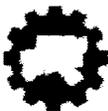
To submit comments or questions by mail, fax, or e-mail, please send to:

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>

cities along the corridor - providing economic development opportunities to existing properties and future developments.



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.
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 GEORGE DUPONT

Organization TOWN OF PROSPER

Please provide written comments below:

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>

#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 ↓
BLUE 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 widening 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 infrastructure. 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 Rockwall 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.ltm_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 originally 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 cost 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 exemption 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 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 crowded 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 like 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 entrance 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. However, 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)



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,

A handwritten signature in black ink, appearing to read "Darrell Grooms".

Darrell Grooms
Mayor
City of Forney

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 analysis², 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.

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 and eighty days. We are confident that this project meets this criterion, and we are ready to implement construction and expend funds immediately.



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,

A handwritten signature in black ink, appearing to read "William Cates", is written over a light blue horizontal line.

William Cates
President
Forney Economic Development Corporation

A Community of Values and Vision

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) 279-1085

2500 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:

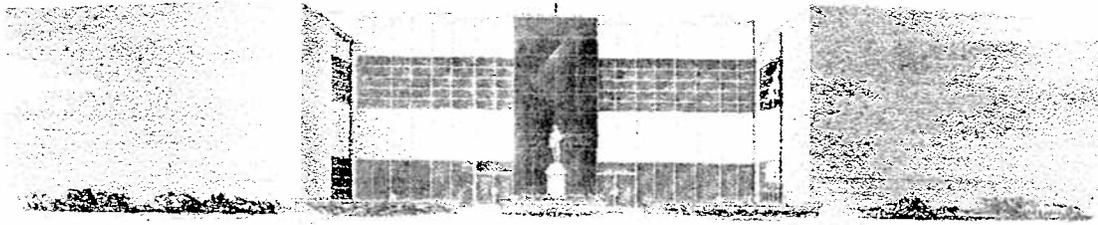
I am very pleased to see the short list of Economic Recovery Projects put forth through the North Central Council of Governments, specifically the \$18 million for the US 80 New Interchange Project in Forney. This is an exciting opportunity to bridge two large developable properties in Forney that will 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,

A handwritten signature in black ink that reads "Bob Deuell".

Robert F. Deuell, M.D.
Texas Senate, District Two



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

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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.

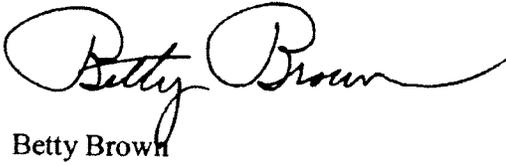
In addition, I would like to take this opportunity to highlight some important transportation projects in Terrell that I would like to see funding for in the immediate future. The following projects are ready to move forward and not only would they provide quick job availability for construction but 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



Please do not hesitate to contact me if I can be of any assistance in the future.

Sincerely,

A handwritten signature in cursive script that reads "Betty Brown". The signature is fluid and elegant, with a long horizontal flourish extending to the right from the end of the name.

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 – Fort 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:**
 - POP are those which will receive federal funding.
 - Federal Transit Administration (FTA) requires these projects be approved in the TIP for the region.
 - Public input on the program is a federal requirement and beneficial to the DCTA.
- **DCTA federally funded transit projects:**
 - Hebron Park & Ride (Lewisville).
 - Preventive maintenance.
 - Transit enhancements (shelters, benches, signage).
 - Security systems.
 - Intelligent transportation systems (scheduling, software, electronic fare boxes, etc.).
 - Fleet replacement.
 - Americans with disabilities (ADA) operating assistance.
 - 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:**

- Ridership increased from 1.78 to 1.98 million trips.
- Purchased property for bus operating and maintenance facility.
- Began design of bus operating and maintenance facility.
- Experienced record ridership on Commuter Express.
- Developed intracity connections between Lewisville, Denton, and Highland Village.
- Added a mid-day trip to Commuter Express.
- Working with the City of Denton on the downtown Denton Transit Center.
- Launched FM 407 Park and Ride.

- **A Train – recent accomplishments:**

- Design completed.
- Property acquisition underway.
- Full funding received (20 percent match required).
 - Rail vehicles - \$57,200,000
 - Rail line and facilities - \$193,160,000
- Construction slated to begin in April (www.myAtrain.com)
- Rail cars selected:
 - Rail Diesel Cars (RDC's) – first 18 months
 - Diesel Multiple Units (DMU's) - 2011

- **Upcoming planning activities:**

- Service improvement program:
 - Commuter Express improvements: January 2009
 - Lewisville/Highland Village improvements: April 2009
 - Denton: August 2009
- Supplemental taxi service: Summer 2009
- University corridor analysis: Spring/Summer 2009
- Vanpool program: Winter 2010
- Long-range service priorities: Ongoing

- **Upcoming public meetings:**

- Monday, March 30, 2009
6:30 p.m.
City of Lewisville Community Room, Municipal Annex
- 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:**
 - Fort Worth
 - Richland Hills
 - Blue Mound
 - Grapevine
- **The T services:**
 - Fixed route bus.
 - Paratransit Mobility Impaired Transit Services (MITS).
 - Trinity Railway Express.
 - Carpool and vanpool programs.
- **Federal funding sources:**
 - Section 5307: Formula funding
 - Section 5309: Congressional earmarks
 - 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):**
 - Preventive maintenance: \$10,484,000
 - Complementary MITS: \$1,200,000
 - Transit enhancements to include: construction of bus shelters, signage improvements, artwork installation and landscaping beautification: \$176,000
 - 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:**
 - March 5, 2009: Public meetings/public comment
 - April 16, 2009: The T Board of Director's approval
 - June 2009: POP approved in TIP/STIP
 - July 2009: FTA grant application submission
 - 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.**
 - 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.**
- **2008-2011 TIP Update**
 - 2010 – 2013 TIP development delayed statewide.
 - Significant project changes resulting from Metropolitan Transportation Plan (MTP) amendments will be included in the May 2009 TIP modification cycle.
 - Scope changes
 - Funding changes
 - 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:
 - 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.
 - 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:**
 - Adding new projects to the TIP/Statewide Transportation Improvement Program (STIP).
 - Scope of work refinements.
 - Cost increases/cost decreases.
 - 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.
 - Signed into law on February 17, 2009.
 - Purpose:
 - Rebuild U.S. economy.
 - Retain and create jobs.
 - Invest in infrastructure.
 - Maintain accountability and transparency.
 - Funding source is from the general revenue, not the Federal Trust Fund.
 - 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.
 - Communication with TxDOT.
 - Draft list of projects
 - Communication with public.
 - February 9-10 public meetings (initial)
 - Media interviews
 - March 4-5 public meetings (follow-up)
 - 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:**
 - State will select projects within each region across the state (metro, rural, safety, maintenance, enhancements).
 - DFW created a partnership with TxDOT to encourage consideration of the regions top priorities.
 - Solve eastern/western sub region Regional Toll Revenue (RTR) spending issue.
- **DFW partnership proposal details:**
 - 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
 - Anticipate TxDOT selecting:
 - DFW connector project (configuration 2).
 - Maintenance and low volume bridges (mostly rural).
 - Enhancements projects (including Woodall Rodgers deck).
 - 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:**

- Conclude public comment and review period.
- Finalize prioritization of projects.
- Seek RTC approval of projects.
- Monitor commission selection of projects in DFW region (March 5, 2009).
- Perform TIP/STIP modification, MTP amendment or other administrative procedures, if necessary.

- **Specific topics and issues presented for public involvement:**

- Administrative amendments and proposed modifications to the TIP. For a detailed listing of the TIP modifications please visit www.nctcog.org/trans/tip.
- 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:**

- Mobility 2030: total revenue = \$135.2 billion
 - Mobility 2030 (2009 Amendment): total revenue = \$146.1 billion
- Mobility 2030: total cost = \$134.8 billion
 - Mobility 2030 (2009 Amendment): total cost = \$145.5 billion
- 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:**

- 2005 Texas Legislative Session: Regional Transit System Review Committee created.
- 2007 Texas Legislative Session: Introduction of bills that would increase sales tax for transit purposes (S.B. 257, H.B. 2084); no vote occurred.
- 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.
- 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:**
 - 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.
 - Legislative working groups are rewriting the bills.
 - Bills will go through committees in both the House and Senate.
 - Both House and Senate must approve the same version of the bill.
 - The bill must receive approval by the governor.
- **Specific topics and issues presented for public involvement:**
 - Summarize the process and amendments to Mobility 2030 (2009 Amendment).
 - 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:
 - Demonstrates that projected emissions from transportation projects are within emission limits established in the State Implementation Plan.
 - 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.**
 - Motor vehicle emissions budgets approved by the EPA.
 - Nitrogen Oxides (NO_x) = 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 NO_x and VOCs are currently under budget for the critical attainment year 2009.** Emissions must be less than established budgets.
 - Critical attainment year 2009:
 - NO_x = 180.00 tons/day
 - VOC = 97.56 tons/day
 - Future analysis years:
 - 2019
 - NO_x = 55.47 tons/day
 - VOC = 57.68 tons/day
 - 2025
 - NO_x = 43.41 tons/day
 - VOC = 49.40 tons/day
 - 2030
 - NO_x = 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.nctcoq.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 system (ITS) projects
- **Air quality conformity timeline.**
 - Local approval:
 - RTC: April 2009 (tentative)
 - Federal approval:
 - US Department Transportation: July 2009 (tentative)
- **Specific topics and issues presented for public involvement:**
 - Present the 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 the various programs and initiatives of the RTC to help advance air quality goals.
 - 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:**
 - Fall 2004: Research on PAYD program begins
 - January 2005: Phase I commences
 - December 2005: Phase I concludes, analysis published
 - January 2006: Phase 2 commences
 - March 2006: Participant selection
 - April 2006: Pre-pilot survey concluded
 - May 2006: Data collection begins
 - April 2007: Mid-course report published
 - June 2007: Data collection ends
 - July 2007: Post-pilot survey conducted
 - August 2008: Phase 2 concludes, final report published
- **PAYD Phase I Overview:**
 - 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.
 - 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:
 - Is required by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).
 - Summarizes annual MPO funding.
 - Addresses regional and local issues.
 - Inventories planning and program activities.
 - Allocates available funds to specific tasks.
- **The metropolitan planning process and the UPWP includes all modes of transportation to:**
 - 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 improvement 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.
 - Emphasize the preservation of the existing transportation system.
- **The UPWP for regional transportation planning encompasses six areas:**
 - Task 1 – Administration and management
 - Task 2 – Transportation data development and maintenance
 - Task 3 – Short-range planning and programming
 - Task 4 – Metropolitan transportation plan
 - Task 5 – Special Studies
 - 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:
 - Transportation planning formula funds.
 - Transportation planning non-formula funds.
 - Implementation non-formula funds.
 - Planning and implementation, RTC local funds.
 - Implementation, RTR funds.

- **FY2010 – FY2011 UPWP development schedule:**
 - April 10, 2009: Project submittals for technical assistance due to NCTCOG.
 - May 22, 2009: Draft UPWP to STTC for information.
 - May 29, 2009: Draft UPWP submitted to TxDOT for information.
 - June 2009: Public meetings on draft UPWP.
 - June 11, 2009: Draft UPWP to RTC for information.
 - June 26, 2009: Recommended UPWP to STTC for action.
 - July 9, 2009: Recommended UPWP to RTC for action.
 - July 23, 2009: Recommended UPWP to NCTCOG Executive Board for action.
 - 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:**
 - Task 1 - Administration and management.
 - Task 2 - Transportation data development and maintenance.
 - 2.03 – Cooperative digital aerial photography.
 - Task 3 - Short-range planning and programming.
 - 3.03 – Regional public transportation coordination.
 - 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.
 - Task 5 - Special studies.
 - 5.01 – Corridor studies/environmental study support – Streamlined Project Delivery.
 - 5.15 – Special event planning and traffic operations.
 - 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:**

- Review the UPWP purpose and planning process.
- 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.
- 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.

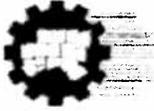
B. Regional Planning

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



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@swbell.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 IN PRINT FOR
THOSE INTERESTED IN ALL THE STAYS

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>

over →

THAT FILED THIS AFTERNOON'S
PRESENTATION



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 evening 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 rely 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.