Public Comments at Regional Transportation Council Meetings (HB 2840) Rules

REGIONAL TRANSPORTATION COUNCIL
MARCH 12, 2020

AMANDA WILSON, AICP
Overview of HB 2840

Members of the public must be allowed to make comments to a governmental body before or during the body’s consideration of an item.

A governmental body may adopt reasonable rules regarding public comments, including rules that limit the amount of time for each public comment.

If no simultaneous translation equipment is used, a member of the public using a translator must be given double the amount of time to comment.

A governmental body may not prohibit public criticism of the body.

Bill took effect on September 1, 2019.
Draft Rules

Single public comment period, following the pledges, before any action items

Public comments will be taken on any agenda item

Establishes a 3-minute time limit; 6-minute time limit if using a translator

Large delegations may be encouraged to have one spokesperson speak for the group; in this case a 5-minute time limit is provided (10 minutes if using a translator)

Translation will be provided by RTC, if requested, 72 hours in advance

Provisions for warning speakers if time exhausted or removal, if necessary
Draft Rules, continued

Speaker Request Card must be completed prior to the start of the RTC meeting

Speakers must provide the following information:

- Name
- City of Residence
- Zip Code
- Agenda item(s) on which the speaker plans to speak
- Indication if speaking on/for/against the agenda item(s)
- Any other information requested by RTC staff

Opportunity to provide written comments rather than speak at the meeting
Additional Items

Benchmarked local governments on a number of topics

RTC Rules will be added to Public Participation Plan as an appendix when adopted; will be added to RTC Bylaws when next updated (2022)

Considered room layout, personnel and technology needs to effectively implement the public comments

Information will be provided on the RTC website regarding the public comment opportunity, as well as ability to request translation

Comments received will be documented in RTC minutes

Written comments will be provided to RTC prior to item consideration; individuals may state only for/against an item and that will be provided to the RTC at the end of the comment period
## Schedule

<table>
<thead>
<tr>
<th>Milestone</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Draft Rules Presented to RTC for Information (Action to Take to Public Input Opportunity)</td>
<td>January 9, 2020</td>
</tr>
<tr>
<td>Public Input Opportunity (45-Day Comment Period)</td>
<td>January 13-February 26, 2020</td>
</tr>
<tr>
<td>STTC Information Item</td>
<td>January 24, 2020</td>
</tr>
<tr>
<td>STTC Action Item</td>
<td>February 28, 2020</td>
</tr>
<tr>
<td>RTC Action Item</td>
<td>March 12, 2020</td>
</tr>
</tbody>
</table>
Action Requested

Approve Rules for Public Comments at Regional Transportation Council Meetings (Electronic Item 5.1).
Questions/Comments

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Ken Kirkpatrick
Legal Counsel
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kkirkpatrick@nctcog.org
TRINITY RIVER VISION BRIDGE

Regional Transportation Council
March 12, 2020

Michael Morris, P.E.
Director of Transportation
North Central Texas Council of Governments
Trinity River Vision Bridge Projects

Additional Funding Request and Loan Agreement with the City of Fort Worth
WHERE: Greater Focus on Vulnerable Area
Storms Exceeding Infrastructure and NFIP Standards

Regional observed storms
USACE extreme storm database
24-hour rainfall for 10 mi²
Plotted in descending order
Grey band is current design standard (100-year) for all of TX
Blue X’s points are 2010-2017 storms that exceed 100-year
18 events exceeded the 100-yr design standard
Background

The Panther Island Central City Flood Project is the planned construction of a 1.5 mile bypass channel of the Trinity River to control flooding north of downtown Fort Worth. The project will create two islands, collectively known as Panther Island.

One of the key features of the project are the signature bridges on Henderson Street, N. Main Street, and White Settlement Road.

The RTC was originally involved in funding three bridges with a variety of federal, state, regional, and local funding sources.
Project Location

While the original bid came in under the funded amount, constructability issues the resulting project delays have created a cost overrun.

The RTC has been asked to help pay for the increase.
TRV Bridge Project Financial Status

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Original Funding</td>
<td>$69.9 million</td>
</tr>
<tr>
<td>Projected Cost</td>
<td>$89.3 million</td>
</tr>
<tr>
<td>Current Project Overrun</td>
<td>$19.4 million</td>
</tr>
</tbody>
</table>

Source: TxDOT - 2/13/2020
Action Being Considered

Regional Transportation Council (RTC) approval to:

Provide an additional $20 million to cover the cost overrun
  $15 million is a grant
  City of Fort Worth and other local partners will pay back $5 million over 10 years
IH 35 AUSTIN: PRESENTATION OF PLAN B

2020, 2021 Unified Transportation Program

Michael Morris, PE
Director of Transportation
March 6, 2020
PURPOSE: PROPOSED REGIONAL TRANSPORTATION COUNCIL ACTION

COMMISSION
PLAN A
Correct Project
Wrong Approach

PLAN B
WIN for Neighborhoods
WIN for Users
WIN for Other Texas Urban Areas
WIN for Rural Texas
### MAIN STREET, AUSTIN, TEXAS
(I.H. 35 from SH 45N to SH 45S)

<table>
<thead>
<tr>
<th></th>
<th>Commission Plan A</th>
<th>Plan B</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Distance (miles)</strong></td>
<td>27</td>
<td>27</td>
</tr>
<tr>
<td>Non-Tolled Frontage Road (lanes)</td>
<td>6</td>
<td>6</td>
</tr>
<tr>
<td>Non-Tolled Freeway (lanes)</td>
<td>8</td>
<td>8</td>
</tr>
<tr>
<td>Non-Tolled Express</td>
<td>4</td>
<td>0</td>
</tr>
<tr>
<td>Tolled Express</td>
<td>0</td>
<td>4</td>
</tr>
<tr>
<td>Percent Freeway Lanes Non-Tolled</td>
<td>100%</td>
<td>67%</td>
</tr>
<tr>
<td>Percent All Lanes Non-Tolled</td>
<td>100%</td>
<td>80%</td>
</tr>
<tr>
<td>$ For Other Non-Tolled Projects</td>
<td>$0¹</td>
<td>$4.3B</td>
</tr>
</tbody>
</table>

¹ Revenue from DFW ≈ $1B
<table>
<thead>
<tr>
<th></th>
<th>Commission Plan A</th>
<th>Plan B</th>
</tr>
</thead>
<tbody>
<tr>
<td>Currently Funded</td>
<td>$1.9B</td>
<td>$1.9B</td>
</tr>
<tr>
<td>Plan A New Funds (2020)</td>
<td>$3.4B</td>
<td>0</td>
</tr>
<tr>
<td>Austin MPO Transfer (from Debts)</td>
<td>$0.6B</td>
<td>0</td>
</tr>
<tr>
<td>Plan A New Funds (2021)</td>
<td>$0.3B</td>
<td>0</td>
</tr>
<tr>
<td>Unfunded Local Government</td>
<td>$1.8B</td>
<td>0</td>
</tr>
<tr>
<td>(Context Sensitive Design)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Managed Lane Funds (Local)</td>
<td>0</td>
<td>$8.0B</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$8.0B</strong></td>
<td><strong>$9.9B</strong></td>
</tr>
<tr>
<td>Assistance from Rest of the State</td>
<td>≈ 75%</td>
<td>0</td>
</tr>
<tr>
<td>Impact to DFW</td>
<td>$1.0B</td>
<td>0</td>
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</table>
IH 35 Reconstruction Project, Austin, TX: Plan "A" = One Project

IH 35 Reconstruction – Plan “A” ($8.0 billion)
IH 35 Reconstruction Project, Austin, TX: Plan "B" = Many Projects

Restored Funding

- CAPCOG
- H-GAC
- NCTCOG
- RURAL
- AACOG
- LRGVDC
- RIOCOC
- CTTCGC
- CBCOG
- SPAG
- STCOG

IH 35 Reconstruction - Plan "B" ($9.9 billion)
## IMPLICATIONS

<table>
<thead>
<tr>
<th></th>
<th>Commission Plan A</th>
<th>Plan B</th>
</tr>
</thead>
<tbody>
<tr>
<td>Meet Long Term Mobility Needs</td>
<td>No</td>
<td>Yes</td>
</tr>
<tr>
<td>Guaranteed Speeds</td>
<td>No</td>
<td>Yes</td>
</tr>
<tr>
<td>Reliability</td>
<td>No</td>
<td>Yes</td>
</tr>
<tr>
<td>Choice Lanes</td>
<td>No</td>
<td>Yes</td>
</tr>
<tr>
<td>Guaranteed Transit</td>
<td>No</td>
<td>Yes</td>
</tr>
<tr>
<td>Technology Lanes</td>
<td>No</td>
<td>Yes</td>
</tr>
<tr>
<td>Gentrification Funding</td>
<td>No</td>
<td>Yes</td>
</tr>
<tr>
<td>Context Sensitive Design</td>
<td>No</td>
<td>Yes</td>
</tr>
<tr>
<td>35-I30 System</td>
<td>No</td>
<td>Yes</td>
</tr>
<tr>
<td>Construction Reliability</td>
<td>No</td>
<td>Yes</td>
</tr>
<tr>
<td>Build $4.3B Statewide</td>
<td>No</td>
<td>Yes</td>
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</tbody>
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COMMENT

COMMISSION
PLAN A
Correct Project
Wrong Approach

PLAN B
WIN for Neighborhoods
WIN for Users
WIN for Other Texas Urban Areas
WIN for Rural Texas
TxDOT UTP SCHEDULE

March 12, 2020:       PUBLIC MEETING
March 13 – April 13, 2020:    PUBLIC COMMENTS
April 7, 2020:            Public Hearing
April 30, 2020:           Commission Meeting

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            AUSTIN, TX 78714-9217