MINUTES
Regional Transportation Council
PUBLIC MEETINGS

Mobility 2045: The Metropolitan Transportation Plan for North Central Texas

2018 Transportation Conformity

Strategic Partnerships (Round 2)

School Projects Update

Meeting Dates and Locations

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

1. Tuesday, May 8, 2018 – 6:00 pm – Central Library (Fort Worth); attendance: 10; moderated by Christie Gotti, Senior Program Manager
2. Tuesday, May 15, 2018 – 2:30 pm – North Central Texas Council of Governments (Arlington); attendance: 10; moderated by Dan Lamers, Senior Program Manager
3. Wednesday, May 16, 2018 – 6:00 pm – Richardson Civic Center (Richardson); attendance: 23; moderated by Dan Lamers, Senior Program Manager

Public Meeting Purpose and Topics

The public meetings were held in accordance with the NCTCOG Transportation Department Public Participation Plan, 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 February 12, 2015. Staff presented information about:

1. Mobility 2045: The Metropolitan Transportation Plan for North Central Texas – presented by Kevin Feldt
2. 2018 Transportation Conformity – presented by Jenny Narvaez
3. Strategic Partnerships (Round 2) – presented by Christie Gotti (Fort Worth); Brian Dell (Arlington and Richardson)
4. School Projects Update – presented by Kathryn Rush (Fort Worth and Richardson); Shawn Conrad (Arlington)

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 presentations made at the meetings are available at www.nctcog.org/input, and a video recording of the Arlington public meeting was posted at www.nctcog.org/video.

Each person who attended one of the public meetings received a packet with a meeting agenda, a sheet on which to submit written comments and copies of the presentations.

Summary of Presentations

Mobility 2045: The Metropolitan Transportation Plan for North Central Texas presentation:
https://www.nctcog.org/trans/outreach/meetings/2018/05/Mobility%202045.pdf
The Metropolitan Transportation Plan is required by federal law. This financially-constrained plan guides expenditures of federal and State funds, identifies policies, programs and projects for continued development and represents a blueprint for the region’s multimodal transportation system.

The MTP development process maximizes the existing transportation system through infrastructure maintenance; management and operations; and growth, development and land-use strategies. Strategic infrastructure investments include transit; HOV and managed lanes; and freeways, tollways and arterials.

NCTCOG staff is working on the latest version of the MTP, Mobility 2045. A prospering region, corporate relocations and congestion maintenance are some of the key foundations for this current long-term plan. Staff will incorporate the latest project developments and planning initiatives into the document, including IH 35W Segment 3C, IH 635 Phase 3 (LBJ East), high-speed rail, modern people movers and emerging technologies.

The Regional Transportation Council (RTC) will take action on Mobility 2045 on June 14, 2018.

2018 Transportation Conformity presentation:

Ground-level ozone, commonly referred to as “bad ozone,” forms when emissions from transportation, industrial and commercial operations and natural sources emit nitrogen oxides (NOx) and volatile organic compounds (VOC).

According to the latest Environmental Protection Agency (EPA) designations, ten counties in North Texas violate federal standards for having high concentration of ground-level ozone. This designation is known as nonattainment. These counties are currently designated nonattainment under the 2008 ozone standard. Additionally, nine out of the ten counties are also designated nonattainment under the 2015 ozone standard. (Rockwall County is in attainment under the 2015 standard.)

An air quality Conformity analysis demonstrates projected emissions from transportation projects are within emission limits established by the State Implementation Plan (SIP). The analysis also ensures federal funding and approval are applied to transportation projects that are consistent with air quality planning goals.

The RTC will take action on the 2018 Transportation Air Quality Conformity Analysis on June 14, 2018. The Federal Highway Administration (FHWA) is expected to approve Conformity no later than November 23, 2018.

Strategic Partnerships (Round 2) presentation:
https://www.nctcog.org/trans/outreach/meetings/2018/05/Partnerships%20Round%202.pdf

In April 2017, a process to select projects via several funding programs was presented to the RTC. Projects were categorized into 11 programs, and project selection is occurring in stages throughout 2017 and into 2018.
The purpose of the Strategic Partnerships (Round 2) Program is to coordinate and develop partnerships with local agencies and the Texas Department of Transportation (TxDOT) to help fund high-priority projects, leverage non-RTC funds and advance project development.

Staff is proposing to allocate more than $20 million in non-RTC funding to various projects, including East Bear Creek Road, Merritt/Sachse Road, SH 66 at Dalrock, IH 635/LBJ at Belt Line Road, Meandering Road from SH 183 to Gillham Road, the Veterans Administration (VA) Hospital and the DFW Connector.

All partnership details will be finalized before the RTC takes action on the Strategic Partnerships (Round 2) Program in June 2018.


According to the 2009 National Household Travel Survey, 72 percent of children in the Dallas-Fort Worth region are driven to school in a personal vehicle. Potential factors behind the decline in walking and biking to school include lack of sidewalks and crosswalks, distance, traffic safety concerns and personal security concerns.

The Community Schools and Transportation Program encourages coordination between school districts and local governments, advances long-term planning for school sitings, advocates for transportation safety improvements near schools and promotes alternative transportation options to schools. NCTCOG staff created several materials to help advance the program’s initiatives, including a school siting guidebook, school zone safety flyer and a pamphlet for the Safe Routes to School Program, which helps identify measures to improve safety and encourage students to walk and bike to school.

Results of the program to date include over $400,000 in funding for improvements around Applied Learning Academy as well the striping of new and faded crosswalks in Dallas. Upcoming projects include a State Farm grant to prepare more Safe Routes to School plans, development of a guide on coordinating school transportation and public transit and the study of impacts of school locations on traffic congestion and safety.
Mobility 2045: The Long-Range Transportation Plan for North Central Texas

Charles Edmonds, Trinity Metro Board of Directors (Fort Worth)

A. Strategy to encourage transit use

Question: Do you all have a specific strategy to encourage people to utilize public transit?

Summary of response by Kevin Feldt: There isn’t a specific plan or project at this point, but we try to encourage last-mile connections for transit.

Comment: We just started an initiative with the Tarrant County College (TCC) campuses. Students will be able to go from campus to campus using a public transportation pass. There might also be something we can do to help raise awareness.

James Watson, Citizen (Fort Worth)

A. Light rail

Question: Is anyone advocating the use of rail?

Summary of response by Kevin Feldt: We’re trying to utilize some of the rail built for the TEX Rail project. We’re also hoping to add an extension on the Trinity Railway Express (TRE). However, everything depends on funding.

Andre McEwing, Tarrant Transit Alliance (Fort Worth)

A. Technology’s impact on transit funding

Question: Would transit funding be impacted by innovative technology?

Summary of response by Kevin Feldt: At this point, our plan does not account for technological advancements because we don’t know what those will be. By the time we get to the next plan, we’ll have a better understanding.

Summary of response by Christie Gotti: While the technology might change, I don’t think the funding would stop being used for subsidized transportation sources. The source would still be available.

Mary German, Arlington Convention and Visitors Bureau (Arlington)

A. Advancement of technology

Question: How does the advancement of technology impact planning both today and in the future?

Summary of response by Dan Lamers: You can’t turn on the TV today without seeing something about the advancement of technology. We can’t predict the future, but we can plan for a system that can accommodate potential technology. We’ve hired a team of people who work on this initiative every day.

Sarah Depew, Citizen (Richardson)
A. Technology’s impact on the plan

**Question:** How does innovative technology impact the plan?

**Summary of response by Kevin Feldt:** One of the things we’re doing for the new plan is writing a whole technology section. We don’t have data right now that tells us how the technology will impact transportation. However, we have policies that help with emerging technologies.

**Summary of response by Dan Lamers:** We also have a team of people who were hired to work on emerging technologies every day.

**Nancy Jakowitsch, Citizen (Fort Worth)**

**Question:** How are multimodal and land-use initiatives being factored into the plan?

**Summary of response by Kevin Feldt:** We forecasted what population and employment patterns will be by 2045 and used that information to cite land uses. We also take travel behavior and put it into the model to determine modes. We have a lot of policies that are geared towards getting people to use the system to its full extent, and we’re looking at a lot of technological advances that might be last-mile connections between residential locations and bus stops or rail stations. Since we don’t have land-use authority, we have to coordinate with the local governments.

**Question:** Do you factor in current behavior?

**Summary of response by Kevin Feldt:** Yes, that’s correct.

**Question:** If we’re basing the plan on current behavior, will we be able to make progress?

**Summary of response by Kevin Feldt:** Yes, the projects themselves are one thing. The strategies and policies lead programs to create some of the changes, including things like telecommuting to work or incentivizing strategies. There are things, however, we can do better on, including parking. We keep making progress, but there are challenges.

**Summary of response by Christie Gotti:** Our model looks at historical behavior and programs and projects we’re implementing to see how they affect decisions. It tries to capture how it’s changing behavior. We try to incentivize things too. We don’t have direct land-use authority, but we can fund projects that help steer land-use authority. We work with cities to help change their programs to align with regional initiatives. We’re also encouraging improvement of sidewalks.

**Debbie Fisher, Lucas City Council (Richardson)**

A. Transportation impacts on City of Lucas

**Comment:** I am a councilmember for the City of Lucas. We are a low-density population and yet all of the plans have created a congestion bottleneck our citizens are paying for, and it’s a big concern. We’re not a wealthy city, and the arterial plans are impossible to attain. We aren’t the ones adding to the congestion.

**Summary of response by Dan Lamers:** You’re in an unfortunate situation. You’re in a small city surrounded by larger cities growing very quickly. People are cutting through your city to get to their jobs because there are a lack of options available to them. We’ve looked at many solutions, and we’re continuing to work with Collin County. Within the next 40 years, Collin County will be as big as Dallas County is today, and we’re going to have to figure out how to
provide as much roadway capacity as we can. We update this plan every two or three years, which gives us an opportunity to include whatever comes out of our continued work in the next plan.

Alex Gonzalez, Creekside at Lake Highlands Homeowners Association (Richardson)

A. Status of LBJ East project

Question: What is the latest news on the LBJ East project?

Summary of response by Dan Lamers: The plan recommends a tolled managed lane in the LBJ East Corridor along with an addition to the general purpose lanes. We want to move ahead with the construction of the corridor but right now the authorization would only allow us to reopen one of the managed lanes in each direction. We hope to work with the state government to ultimately have two tolled managed lanes in each direction. The RTC has already voted to move ahead with staged construction, widening the road to five non-tolled lanes and one tolled managed lane in each direction.

2018 Transportation Conformity

Chris Guldi, Sierra Club (Richardson)

A. Attainment in Rockwall County

Question: How did Rockwall County manage to be in attainment?

Summary of response by Jenny Narvaez: We don’t have an answer for that yet. We’ve asked the Environmental Protection Agency (EPA), and they have to have scientific documentation to back up the decision. This documentation hasn’t been published yet in the Federal Register, but it should will be available hopefully in the next week or so.

B. Source of ozone formation

Comment: I noticed in your presentation you only addressed the on-road vehicle emission source.

Summary of response by Jenny Narvaez: Our main contribution to the air quality issue is cars. That doesn’t mean the other sources aren’t addressed, but they are addressed by the Texas Commission on Environmental Quality (TCEQ).

C. Emission budget

Question: Who sets your emission budget?

Summary of response by Jenny Narvaez: We contract with TCEQ, tell them the estimated emissions and they set the budget. We have to meet the budget in order to pass Conformity.

School Projects Update

Charles Edmonds, Trinity Metro Board of Directors (Fort Worth)

Question: Can you provide more information on the development of coordination between schools and public transportation systems.
Summary of response by Kathryn Rush: We are in the very beginning stages. It will involve a peer review of what others are doing across the county. We then plan to conduct interviews with major school districts and transit agencies in the region to come up with example strategies.

Stephanie Morris, My Ride Tarrant (Fort Worth)

A. Bicycle and pedestrian safety

Question: What is the plan to address safety while walking and biking to school?

Summary of response by Kathryn Rush: Traffic and crime are two key factors related to safety, and they require different strategies. We can combat crime by creating walking school buses and patrolling in communities. We’re also looking into regional walking-and-biking-to-school days, and we provide funding for the traffic side through calls for projects.

Other

Andre McEwing, Tarrant Transit Alliance (Fort Worth)

A. Coordination between local governments and NCTCOG

Comment: The Tarrant County Mayors’ Council developed a resolution related to a study in the City of Lakeside. How would NCTCOG work with Tarrant County cities like Lakeside to address projects and programs?

Summary of response by Kevin Feldt: I don’t know parameters of that study, but we’re always looking for better ways to coordinate with local governments.

Summary of response by Christie Gotti: We will pull the resolution and get you a more formal answer.

B. Federal funding

Question: Is NCTCOG the steward of federal dollars?

Summary of response by Kevin Feldt: We are the steward of some smaller federal dollars for transit agencies. For larger projects, funding goes directly to the agencies.

Summary of response by Christie Gotti: Congress establishes a transportation funding bill every so often. They only give the federal agencies the authority to spend a portion, and we plan around our expenditures knowing that. It rarely impacts our specific budgets.

Dustin Germany, Citizen (Richardson)

A. Funding process

Comment: You mentioned you funded public transit efforts in Arlington. Did Arlington approach you about it? Do you research organizations and projects before providing funds?

Summary of response by Dan Lamers: Our goal is to try and provide funding everywhere in the region. We work with cities to make sure folks are served. Arlington many years ago recognized the need to provide transportation services to the elderly, low-income individuals, etc. The process involves both us looking for gaps and cities approaching us for funding opportunities.
There are also always very specific requirements for funding. We must make sure entities are following the rules and implementing the service they told us they were going to implement.

**Barbara Tunstall, Bubbl (Richardson)**

A. Funding for Bubbl

*Comment:* I am here today on behalf of Bubbl, which provides transportation services to young children, the elderly and peoples with disabilities. We’re looking for federal funding opportunities for the program.

*Summary of response by Dan Lamers:* We need to put you in touch with the right people at our organization. Every year we do a call for projects.

**John Stafford, Citizen (Richardson)**

A. Vehicle occupancy detection on tolled managed lanes

*Comment:* There is a sensor on roads in Washington DC that checks the number of people in the car yet here in Dallas, we have to call ahead if we have more than two people in our car to take managed lanes. Can we put sensors on LBJ East?

*Summary of response by Dan Lamers:* We actually have a program we’re working on to use technology to do what you’re saying. It’s not perfect, but it’s better than the current system. I agree it’s cumbersome.

B. Grade separation initiative

*Question:* Have we given up on the idea of grade separation on Preston Road?

*Summary of response by Dan Lamers:* We have been requested by local governments to take them out of our transportation plan. Whenever you have grade separation, it limits development in corners and intersections. Folks don’t want to lose access to their transportation systems.

**Dr. Elaine Edmonds, Citizen (Fort Worth)**

A. Traffic circles

*Question:* Do you encourage the use of traffic circles?

*Summary of response by Christie Gotti:* We don’t encourage one recommendation over another. We have funded a traffic circle in Frisco and one in Colleyville, but they don’t work in all situations.
## WRITTEN COMMENTS FROM PUBLIC MEETINGS

<table>
<thead>
<tr>
<th>Name and Title</th>
<th>Agency, City Represented</th>
<th>Topics Addressed</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Debbie Fisher</td>
<td>Lucas City Council</td>
<td>Mobility 2045 draft</td>
<td>Attachment 1</td>
</tr>
<tr>
<td>Alex Gonzalez</td>
<td>Creekside at Lake Highlands HOA</td>
<td>LBJ East</td>
<td>Attachment 2</td>
</tr>
<tr>
<td>Chris Guldi</td>
<td>Sierra Club</td>
<td>Conformity analysis</td>
<td>Attachment 3</td>
</tr>
<tr>
<td>Sarah Depew</td>
<td>Citizen</td>
<td>Mobility 2045 draft; technological innovation</td>
<td>Attachment 4</td>
</tr>
<tr>
<td>Reza Sardari</td>
<td>C&amp;M Associates</td>
<td>Transportation planning; ozone forecasts</td>
<td>Attachment 5</td>
</tr>
<tr>
<td>Barbara Tunstall</td>
<td>Bubbl</td>
<td>Federal funding</td>
<td>Attachment 6</td>
</tr>
</tbody>
</table>
Public Meeting Comment Form

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 as well as the date and location of meeting.
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: Debbie Fisher
Organization: City of Lucas
Date: 5.16.2018
Meeting Location: Richardson Civic Center

Please provide written comments below:
The City Council of Lucas does not support this draft plan. You have created a bottle neck in our city rather than solving the congestion problem. The upgrades submitted by our city were contingent on the LKN crossing the peninsula to go south. Without that, I cannot support the arterial upgrades you are recommending for Lucas in this document.

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: transinfo@nctcog.org Website: http://www.nctcog.org/trans
Public Meeting Comment Form

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 as well as the date and location of meeting.
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 Alex Gonzales
Organization Crookside Park Highlands HOSA
Date 5-16-18
Meeting Location Richardson Civic Center

Please provide written comments below:

What is the latest regarding the LBJ EAST project?

What will the vote request be at the upcoming BTC meeting?

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: transinfo@nctcog.org Website: http://www.nctcog.org/trans
Public Meeting Comment Form

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 as well as the date and location of meeting.
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 Guidi
Organization: Sierra Club (Dallas Group)
Date: 5/16
Meeting Location: Richardson

Please provide written comments below:

Questions: What are pages 14-16 of the mobility plan about?
Air Quality Conformity Analysis:
Who is NCTCOG contracted to on road vehicle control?
Who are the NOx and VOC budgets?
How do we get to attain our air quality standards?

How is NCTCOG improving transit availability?
Efficiency of buses? Cost to low-income?
What needs to be done to achieve attainment?

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: transinfo@nctcog.org Website: http://www.nctcog.org/trans
Public Meeting Comment Form

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 as well as the date and location of meeting.
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: Sarah Dapew
Organization: __________________________
Date: 5/14/18
Meeting Location: Richardson

Please provide written comments below:
I'm overall supportive of the plan. I'd like to hear more about transportation innovations that will get more commuters off the roads. I've heard that automated vehicles will be a daily reality in 10 years.

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) 895-9240 Fax: (817) 840-3028
E-mail: transinfo@nctcog.org Website: http://www.nctcog.org/trans
Public Meeting Comment Form

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 as well as the date and location of meeting.
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: Reza Sardari
Organization: C&M Associates - UT Arlington
Date: 5/16/2018
Meeting Location: ____________________________

Please provide written comments below:

The total expenditures for mixed-use and land use strategies are ~ 117 of HOV and tollways. Considering induced travel demand, these highway developments with low density offsets high VMT and encourage suburbanization.

Secondly, in your ozone forecasts, did you consider AV and connected or electric cars in your model?
Public Meeting Comment Form

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 as well as the date and location of meeting.
3. If you are submitting a written comment, please write your comment on this form.
4. Please return this form to an NCTCOG employee at the registration desk.

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

Name: Barbara Tunstall
Organization: Bubbl
Date: 05-16-18
Meeting Location: Richardson Civic Center

Please provide written comments below:
I am interested in knowing how to partner/access federal funding for transportation needs in Collin County, Denton County, Dallas County for special needs, low income and senior citizens.

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 5898, Arlington, TX 76005-5898 Phone: (817) 695-9240 Fax: (817) 640-3028
E-mail: transinfo@ncicog.org Website: http://www.ncicog.org/trans
Email

1. Jim Bookhout

My comment is **NO MORE TOLLS**. I am opposed to any further tolling of our Texas roadways.

2. Dan Mingea

4/30/2018 DMN has an article, "Cars are ruining our cities," which needs to be read and digested by COG, Commish, and City Councils. More roads is not the answer, it’s time to think outside the old weary and worn box. What’s wrong with being a small city?? Where’s the bad in that? No urban sprawl needed, JUST SAY NO!! Smog in Dallas? Build some new roads into the ‘burbs, spread the smog around! Bring it on!!

3. Jon Donhy

Dear NCTCG,

1. Why are toll roads still being discussed?

I thought the public had made it clear that no more toll roads were to be constructed.

2. Why is it necessary for TxDot to duplicate your extensive studies? (They are presenting their study for Hwy. 380 tonight in Princeton.)

4. Erik Smith

A few months ago, the curious decision was made to seemingly worsen traffic flow on the 121 to 35 south ramp in the morning. What used to be 3 lanes of traffic merging into 2 lanes on the ‘weave segment’ leading to the Bush Turnpike is now 3 lanes of 121 being merged into 1 lane - seemingly for the benefit of the single lane exiting 35 and onramp from the 35 south service road. I feel this should be reversed given the immensely greater traffic flow on 121 relative to the 35 exit and 35 service road onramp - traffic on 121 now seems no better than it was prior to the installation of the ‘weave segment’.

5. John Koonz

Car-First transportation policies have failed us. The death toll on our roads is unacceptable. The financial stain of car ownership on struggling families is overwhelming. Traffic is at a standstill, but we cannot pave enough lanes to get out of it. Our climate is affected by car pollution. We must shift transportation modes, but we are going to meet a lot of NIMBY resistance. Americans are lazy and addicted to the convenience of personal car ownership. Our leaders must have the courage to stand up to the push-back from the people who think the status quo is ok - even though they are harmed by it too.
6. Matt Daigle

Hi, I was wondering which people that put forward this plan are elected officials in Dallas? Or, is any of this plan subject to approval by any elected officials in Dallas?

What I'm getting at, is this is the dumbest plan I have ever heard in terms of use of money, and none of the podunk communities like Cleburne would ever make financial sense to run a DART rail line to them.

I hate this plan, I hate this committee, and I want to complain to the correct people, so kindly direct me to whom I may speak.

Response by Kevin Feldt, NCTCOG

Mr. Daigle,

Thank you for your comments regarding the Mobility 2045 Plan. I am attaching the current Regional Transportation Council roster which identifies members representing Dallas. Hopefully this information is helpful. Thank you for your interest in transportation planning in North Central Texas.

7. Karl Woods

Subject: Royse City, TX, Immediate Transportation I-30 Improvements projects

Dear Madam or Sir:

I am selling my farm property located in Royse City, Texas, just 31-miles east of downtown Dallas on Interstate-30 East.

My attorney has asked me to contact your transportation experts to determine whether or not any current-in-progress transportation/construction projects are happening NOW for the Interstate-30 transportation needs of the Royse City area travelling from Dallas through Royse City to Commerce, Texas.

Also, are there any immediate transportation/construction improvement plans that are proposed where construction will begin soon that will improve the Interstate-30 transportation needs of the Royse City area travelling from Dallas through Royse City to Commerce, Texas.

Specifically, are there any “just-completed” projects now open that will improve the Interstate-30 transportation corridor from Dallas through Rockwall and Royse City to Commerce, Texas and beyond?

For example, is there a eight-lane (that is four lanes in each direction) proposed construction and expansion projects for a Super-Interstate-Highway from Dallas, along I-30, to Commerce, TX, through Rockwall, Royse City, and Greenville?

Response by Mitzi Ward, NCTCOG

Mr. Woods,
The North Central Texas Council of Governments (NCTCOG) Transportation Department is currently finalizing the recommendations for the region’s long-range transportation plan, Mobility 2045. We have coordinated extensively with our transportation partners in the development of the plan. A Metropolitan Transportation Plan (MTP) typically recommends projects out to a 20-year horizon, with this plan extending out to 2045. Federal requirements state that the recommendations must be staged at least 10-years apart, therefore; the lane recommendations will be reported in this plan for the years 2018, 2020, 2028, 2037 & 2045. Due to the years of staging, a project may be open to traffic in the year 2021 but it will not show reported until 2028. You may find the recommendations here; https://www.nctcog.org/trans/mtp/2045/documents/9MAY2018PACKET_002.pdf.

You may also find more near-term improvements in NCTCOG’s programming document, the recently approved 2019-2022 Transportation Improvement Program. You can query ‘IH 30’ in the project listing to review the various funded projects and determine the status based on the estimated completion date. https://www.nctcog.org/trans/tip/19-22/FinalTIPListings.pdf

The Texas Department of Transportation (TxDOT) would have a better source of information regarding ongoing and completed projects. They have an excellent project tracking tool on their website. http://apps.dot.state.tx.us/apps-cq/project_tracker/ The interactive map is color-coded by; construction underway or begins soon, construction begins within 4 years, constructions begins in 5-10 years, and corridor studies/constructions in 10+ years. This database also contains a contact person for each project.

I hope that you find this information helpful. Please feel free to contact me if you have questions or need further information.

8. Dave Carter, City of Richardson

Mitzi –

Here are some comments:

1. RSA 2.305.275 - is shown on map as located on Campbell Road between Greenville and Glenville Road. However, the table lists it as on Campbell between Jupiter and Shiloh which would overlap with RSA 2.305.325. I believe the RSA 2.305.275 location on the map is correct - however, Campbell is not planned to be widened to 8 lanes wide in this section between Greenville and Glenville. I suspect it is a hold over from the Campbell Road Tunnel project which was eliminated around 15 years ago. I think you can eliminate this project.

2. RSA 2.330.425 - Main Street from US75 to Sherman Street is already at least 6 lanes (3 Eastbound, and 5 Westbound when you include left turn and right turn lanes). It won’t be getting any wider in that segment so I think you can remove this project as well.

3. RSA 2.330.475 - Belt Line Road from Abrams to Frances Way - This project shows widening Belt Line from 4 lanes to 6 lanes which is never going to happen. Main Street / Belt Line in downtown Richardson is constrained to only 4 lanes. Widening Belt Line Road to 6 lanes east of Abrams would not remove the downtown bottleneck and would require acquisition
of land from approximately 50 single family homes, 2 apartment buildings, 3 churches, and a shopping center. We could use some isolated widening to add a westbound left turn bay at Abrams and at Walton, however, the full widening to 6 lanes can be removed from the Mobility Plan.

Response by Mitzi Ward, NCTCOG

Dave,

Thanks for your review and comments. These projects must have been left over from previous MTPs. We will remove the overlapping project and the recommendations for widenings.

9. Patrick Kennedy, DART Board

Chair Bauman/Mr. Thomas,

I'm responding to chair Bauman’s request for feedback and/or questions related to the NCTCOG’s 2045 Mobility Plan. I have three:

First, I was of the understanding that Dallas city councilwoman Sandy Greyson (cc’d) requested the inclusion of targets for mode share would be included so that there are performance metrics applied to the taxpayer dollars that the RTC and NCTCOG are appropriating. However, after reviewing the 2045 plan I have not seen any such targets. Is there a reason target metrics have not been included? Without those policy targets, the long-range regional performance metrics are projecting current commuting patterns/modes to 27 years in the future and assume the market would not in any way adapt to changing conditions. Thus not including target metrics as guides makes long-range planning inherently directionless.

Second, after reviewing the Revenue and Expenditure Summary and subsequently reviewing the project-related parameters for the traditional sources of funding (categories 2, 5, 7, and 12), it seems that at the very least Category 7 (Surface Transportation Block Grants) and Category 5 (Congestion Mitigation and Air Quality grants) can be used for public transit capital projects. The funding sources account for $8,277,500,000 by 2045. However, only $84,500,000 or 1% of these funds are currently earmarked for transit. I would like to know why so little of these kind of multi-modal discretionary funds are being utilized in a truly multi-modal fashion and what specific projects are these funds going towards instead.

Lastly, why are the population projections largely outside of currently populated cities within the region while nationwide trends are reversing course and instead favoring infill locations? It would seem a better use of taxpayer dollars to be investing and reinvesting in areas where taxpayers currently live and/or in areas needing greater density in order to better support transit and modal-shift away from single-occupant vehicle travel. Furthermore, on the population projection heatmaps, why is 10,000 per square mile, a number lower than needed baseline for transit-supportive density, the highest color category? There are many census tracts within the region that are already over 20-, 30-, and even 40-thousand residents per square mile.
Hello,

I enjoyed watching the replay of NCTCOG’s transportation public meeting held in Arlington last Tuesday (May 15), and I wanted to comment on a portion of the meeting and also ask a couple of questions. I was very impressed with and pleased to hear about NCTCOG’s plans to work with school districts and local governments throughout DFW to help encourage and promote kids walking or riding bicycles to and from school in order to help reduce car traffic and road congestion, and also to promote physical activity and the enjoyment of walking and bicycle riding.

I live in the master planned community of Lantana (pop. 12,000) in Denton County, which has three elementary schools and one middle school. One of the elementary schools is about a block or two off of Lantana Trail, the main thoroughfare, and another elementary school is adjacent to the middle school. While there are a fair number of kids here in Lantana who walk or ride bikes to and from school, there are many who don’t, which creates much car traffic, the potential for either illegal or unsafe parking, and it also increases the potential for accidents with pedestrians. In the seven years I’ve lived in Lantana, there have been at least two incidents of cars hitting kids walking to or from school, and also at least three near misses. I think it would be wonderful if Denton ISD, the schools here in Lantana, the Lantana Community Association, and Denton County Fresh Water Supply Districts 6 and 7 could encourage and promote kids walking or bicycling to and from school. Has NCTCOG contacted or worked with the aforementioned groups here in Lantana and Denton County to help promote walking and bicycling to and from school?

I also wanted to follow up regarding a question I had after watching the replay of the previous transportation public meeting in April. What specific programs does NCTCOG have or support promoting the use of mass transit and non-motorized options to improve air quality?

Please let me know if you have any questions or need any additional information. Thank you very much!

Response by Carli Baylor, NCTCOG

Hi, Paul

Thank you for contacting the NCTCOG Transportation Department. You’ll find answers to your questions enclosed below.

Has NCTCOG contacted or worked with the aforementioned groups here in Lantana and Denton County to help promote walking and bicycling to and from school?

We are glad to hear of your support for our collaboration with school districts. We are currently working with Denton ISD and Denton County on the siting of new schools in ways that encourage walking and biking and the alleviation of traffic congestion. At this point in time, our focus with Denton ISD and Denton County is not on the promotion of walking and bicycling to existing schools. Additionally, we have not had the opportunity to work with Lantana on our school initiatives.

10. Paul McManus
More information on Safe Routes to School can be found [here](#). We will pass these resources along to the local governments you mentioned, make them aware of your concern and look for ways to work with them in the future.

Please let us know if you have concerns about particular routes or streets related to walking and biking to school.

**I also wanted to follow up regarding a question I had after watching the replay of the previous transportation public meeting in April. What specific programs does NCTCOG have or support promoting the use of mass transit and non-motorized options to improve air quality?**

**Air Quality Initiatives**

NCTCOG supports the use of transit and non-motorized options for improving air quality, as many strategies are needed to reach ground level ozone attainment. For more information, visit our travel demand management (TDM) website: [https://www.nctcog.org/trans/cmp/tdm/index.asp](https://www.nctcog.org/trans/cmp/tdm/index.asp)

Many collaborations exist between the NCTCOG and public transportation providers. We work together to find opportunities for increased service in the region, establish transit service in locations where it currently does not exist and improve the efficiency and effectiveness of current systems: [https://www.nctcog.org/trans/transit/planning/index.asp](https://www.nctcog.org/trans/transit/planning/index.asp)

The Regional Transportation Council is finalizing the region’s long-range transportation plan. Chapter 6.4 outlines opportunities to effectively expand and modernize public transportation service throughout the region. This information can be found on page 27: [https://www.nctcog.org/trans/mtp/2045/documents/6.0MobilityOptions.pdf](https://www.nctcog.org/trans/mtp/2045/documents/6.0MobilityOptions.pdf)

Lastly, many NCTCOG transportation initiatives benefit air quality while keeping other primary goals in mind. Some of these initiatives include retiming traffic signals, adding turn lanes to intersections and implementing strategies to improve traffic flow and reduce emissions. Additionally, we implement strategies specific to improving air quality directly. (Many are focused on identifying high-polluting vehicles and either replacing them with newer, cleaner vehicles or repairing them to run properly.) A full discussion of regional air quality, including a sampling of programs, is available in the Air Quality Handbook.

**Travel Demand Management (TDM) Program**

NCTCOG’s Travel Demand Management Program manages and implements multiple programs and projects to promote and encourage the use of alternatives to driving alone. These programs include the Regional Employer Trip Reduction Program, TryParkingIt.com and the Regional Vanpool Program. A brief summary of each program is enclosed below.

**Employer Trip Reduction (ETR) Program**

An educational program designed to reduce work-related drive alone commute trips through the marketing and implementation of Travel Demand Management strategies such as rideshare programs (carpooling and vanpooling), telecommuting, flexible work-hour programs, transit, bicycling and walking. Through the ETR Program, employers are
assisted with the formation of company-specific Trip Reduction Programs, which may include program education and recruitment, program setup and maintenance, data collection and reporting of results.

**TryParkingIt.com**
The region’s ride-matching and commute tracking website. It assists users in locating traditional carpool and vanpool matches as well as matches commuters with biking, walking or transit buddies. The site also enables commuters to track their alternative commute activities and receive an estimate of miles saved, trips reduced, harmful emissions reduced, calories burned and money saved as a result of the chosen alternative commute option. With every logged alternative commute, website users earn points that can be used to enter contests or purchase rewards on the site.

**Regional Vanpool Program**
A TDM strategy implemented in the Dallas-Fort Worth region to reduce drive alone travel from the roads and help improve air quality in our region. The Regional Vanpool Program is operated by three transit agencies, Dallas Area Rapid Transit (DART), Trinity Metro (previously known as The T), and Denton County Transportation Authority (DCTA). The vans used in the program are available at a low monthly cost to riders and can seat as many as 15 people.

11. J. David Chilcott

In Collin County (City of Murphy), Please connect the North End of North Murphy Road to the Southern End of Angel Parkway. Having the 1 light at an intersection would alleviate a ton of traffic instead of having 2 right next to each other. Also the areas of Murphy, Wylie, Parker, Lucas are in need of better access to get to freeways. People are using Park, Parker, 544, Renner and Bethany like freeways at freeway speeds, just to get to 75 or George Bush. This area is and has developed too fast with no real freeway access.

12. Sam Gutierrez

To whom it may concern;

I just viewed a story from NBC5 on your plans for expansion into Collin county. Many of my co-workers are frustrated with the fact that there is no community transportation/DART rail for us in southern Dallas! Duncanville, Cedar Hill, DeSoto, Lancaster, Red Oak, Ovilla are just a few cities that are still in Dallas county but yet DART continues to move further North and ignore the southern portion of Dallas.

I have to drive south to Glenn Heights to get a DART shuttle that will take me to downtown where I take the DART train to work. I no longer take that route because of the waste of 30 minutes coming from and to the Glenn Heights station which makes my total commute time 75 minutes, one way, which is more time as me driving to work.

Also recognizing that DART has no interest in providing reasonable transportation for our southern Dallas cities, I choose not to support DART by stopping to use their services, even though we get a discount from TI. Why should I financially support DART if it doesn’t benefit me, but only residence in North, far North and now even farther North Dallas. Please create a DART rail to these southern parts of DALLAS county instead of another county. Your company is D(Dallas)ART not C(Collin)ART.
DeSoto is currently using a private transportation contractor to provide buses for us to get from place to place because of growing demand and DART’s lack of concern for southern Dallas county. Lancaster, Cedar Hill along with other cities will soon be starting their own community transportation. Please start a dialog with our southern cities for opportunities to provide transportation solutions and services for us instead and before expanding to another county.

13. Tim Glass

Hello –

Can NCTCOG provide the 2045 plan’s GIS data, specifically the passenger rail, high-speed rail, and new major surface transportation corridors (freeways and major roadways)? Thank you.

Facebook

1. Shenita Cleveland

The Mobility 2045 presentation is very thought provoking. Great information. Many questions.

Response by NCTCOG Transportation Department

Hi, Shenita! If you have any thoughts you’d like to share or questions you’d like answered, feel free to email us at transinfo@nctcog.org. Have a great day!
From: Shawn Poe <spoe@rowlett.com>
Sent: Tuesday, May 15, 2018 12:19 PM
To: mobilityplan <m3@nctcog.org>
Subject: Rowlett Comments

Hello,

Attached are comments related to the 2045 Mobility Plan for consideration to be included in the proposed plan. I apologize for the late response but had to gather input from staff and the process took longer than expected. Sarah Chadderton at the NCTCOG already informed me the DART rail extension in Dalrock would not be considered for this draft but I was directed to submit the comments anyhow. Let me know if you have any questions.

Kindest regards,

Shawn Poe, P.E., CFM | Director of Public Works
City of Rowlett | 4310 Industrial St. | Rowlett, TX 75088
o 972.412.6196 | m 469.745.9214 | spoe@rowlett.com
Visit our Citizen Action Center at www.rowlett.com for questions or requests.
Facility recommendations indicate transportation need. Corridor-specific alignment, design, and operational characteristics will be determined through ongoing project development.
### Transit Projects Listing

<table>
<thead>
<tr>
<th>Corridor ID</th>
<th>MTP ID</th>
<th>Corridor</th>
<th>From</th>
<th>To</th>
<th>Estimated Length (miles)</th>
<th>Region</th>
<th>Agency</th>
<th>Mode</th>
<th>Status</th>
<th>Conformity Network Year *</th>
<th>Recommendation</th>
<th>Project Cost (SMY)</th>
<th>Capital Cost (50% YOE)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>TR1-10314.0</td>
<td>Cotton Belt</td>
<td>DPVIA Terminal A/B</td>
<td>Shiloh</td>
<td>26</td>
<td>East</td>
<td>DART</td>
<td>Regional Rail</td>
<td>Programmed</td>
<td>N N Y Y Y</td>
<td>DART</td>
<td>New Corridor</td>
<td>$1,100</td>
</tr>
<tr>
<td>2</td>
<td>Cotton Belt East Extension</td>
<td>Shiloh</td>
<td>Wylie</td>
<td></td>
<td>9</td>
<td>East</td>
<td>East-Other</td>
<td>Regional Rail</td>
<td>Future</td>
<td>N N N N Y</td>
<td>NCTCOG</td>
<td>New Corridor</td>
<td>$90B</td>
</tr>
<tr>
<td>3</td>
<td>TR1-10333.0</td>
<td>Downtown Dallas 2nd Alignment (D2)</td>
<td>Victory Station</td>
<td>Deep Ellum</td>
<td>2.4</td>
<td>East</td>
<td>DART</td>
<td>Light Rail</td>
<td>Programmed</td>
<td>N N Y Y Y</td>
<td>DART</td>
<td>New Corridor</td>
<td>$1,300</td>
</tr>
<tr>
<td>4</td>
<td>TR1-10351.2</td>
<td>Dallas Streetcar (Central Link)</td>
<td>Urban Circulator/McKinney Avenue Trolley</td>
<td>Union Station</td>
<td>1.5</td>
<td>East</td>
<td>East-Other</td>
<td>Streetcar</td>
<td>Programmed</td>
<td>N N Y Y Y</td>
<td>DART</td>
<td>New Corridor</td>
<td>$92</td>
</tr>
<tr>
<td>5</td>
<td>TR1-10306.2</td>
<td>A-train</td>
<td>Trinity Mills</td>
<td>Belt Line (Carrollton)</td>
<td>2</td>
<td>East</td>
<td>DCTA</td>
<td>Regional Rail</td>
<td>Future</td>
<td>N N N Y Y</td>
<td>DCTA</td>
<td>Extension of Line</td>
<td>$125</td>
</tr>
<tr>
<td>6</td>
<td>TR1-10318.0</td>
<td>Frisco Line</td>
<td>South Irving Transit Center</td>
<td>Frisco</td>
<td>29</td>
<td>East</td>
<td>East-Other</td>
<td>Regional Rail</td>
<td>Future</td>
<td>N N N Y Y</td>
<td>RRCS</td>
<td>New Corridor</td>
<td>$1,271</td>
</tr>
<tr>
<td>7</td>
<td>TR1-10328.0</td>
<td>Mansfield Line</td>
<td>Midlothian</td>
<td>Fort Worth ITC</td>
<td>30</td>
<td>West</td>
<td>West-Other</td>
<td>Regional Rail</td>
<td>Future</td>
<td>N N N N Y</td>
<td>NCTCOG</td>
<td>New Corridor</td>
<td>$1,730</td>
</tr>
<tr>
<td>8</td>
<td>TR1-10300.2</td>
<td>McKinney Line</td>
<td>Parker Road Station (Plano)</td>
<td>McKinney North</td>
<td>18</td>
<td>East</td>
<td>East-Other</td>
<td>Regional Rail</td>
<td>Future</td>
<td>N N N N Y</td>
<td>RRCS</td>
<td>New Corridor</td>
<td>$1,817</td>
</tr>
<tr>
<td>9</td>
<td>TR1-10336.0</td>
<td>Midlothian Line</td>
<td>Westmoreland</td>
<td>Midlothian Central</td>
<td>18</td>
<td>East</td>
<td>East-Other</td>
<td>Regional Rail</td>
<td>Future</td>
<td>N N N N Y</td>
<td>RRCS</td>
<td>New Corridor</td>
<td>$1,817</td>
</tr>
<tr>
<td>10</td>
<td>TR1-10302.2</td>
<td>Green Line - Southeast Extension</td>
<td>Buckner Blvd.</td>
<td>South Belt Line Road</td>
<td>6</td>
<td>East</td>
<td>East-Other</td>
<td>Regional Rail</td>
<td>Future</td>
<td>N N N N Y</td>
<td>NCTCOG</td>
<td>Extension of Line</td>
<td>$606</td>
</tr>
<tr>
<td>11</td>
<td>Cleburne Line</td>
<td>Fort Worth ITC</td>
<td>Cleburne Intermodal Transportation Depot</td>
<td>Cleburne</td>
<td>30</td>
<td>West</td>
<td>West-Other</td>
<td>Regional Rail</td>
<td>Future</td>
<td>N N N N Y</td>
<td>NCTCOG</td>
<td>New Corridor</td>
<td>$1,730</td>
</tr>
</tbody>
</table>

Add the Dalrock Station to serve the Bayside development per the DART draft 2040 plan
Arterial Improvements - Dallas (Northeast)

- Castle Road: 2 lanes to 4 lanes undivided. Non-RSA $5.5M
- Elm Grove: 2 to 4 lanes undivided. Non-RSA $1.2M
- Liberty Grove: 2 lanes to 4 lanes undivided. Non-RSA $1.2M
- Dalrock: 2 lanes to 4 lane divided. Non-RSA $20M
- Chiesa: 2 lanes to 4 lane undivided. Non-RSA $14M
- Liberty Grove: 2 lanes to 4 lanes undivided. Non-RSA $9M
- Miller Road: from 2 lanes to 4 lanes divided including new bridge over LRH. RSA recommended due to incident manage if IH-30 is closed. $27.8M
- Chiesa Road: from SH 66 to Dalrock 2 lanes to 4 lane divided. RSA recommended due to current and future volume $26M
- Dalrock 4 to 6 lanes. RSA recommended due to current volume and need $15M

Facility recommendations indicate transportation need. Corridor-specific alignment, design, and operational characteristics will be determined through ongoing project development.

Mobility 2045
May 2018
North Central Texas Council of Governments