MINUTES
Regional Transportation Council
PUBLIC MEETINGS

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

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

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

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

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

The agenda also included other relevant transportation topics:

1. North Central Texas Clean School Bus Program Call for Projects Recommendations
Public and private schools, school districts and school bus operators were eligible to submit applications this fall for funding to reduce ozone-causing emissions. Predominant scoring criteria were emissions reductions, cost-effectiveness and implementation timeline. Draft staff recommendations will be presented to the Regional Transportation Council for approval in January. Finally, a new clean school bus call for projects will be opening in early 2011 to fund eligible replacement, repower, retrofit, and on-board idle reduction technology projects. For more information, visit: www.nctcoq.org/cleanschoolbus.
2. **Clean Fleets North Texas: Recovery Act Project (Round 2)**

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

3. **Diesel Idling Reduction Program 2010 Call for Projects**

The Regional Transportation Council on Dec. 9 approved funding for on-site and on-board projects that reduce idling emissions from heavy-duty diesel vehicles. The RTC allocated funds to projects that will result in the installation of 6 auxiliary power units and four electrification sites. The RTC approved staff to allocate remaining funds for on-board projects on a modified first-come, first-served basis. For more information, visit: [www.nctcog.org/aqfunding](http://www.nctcog.org/aqfunding).

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

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

**Outline of Public Meetings**

**Welcome, introductions** –

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

**Summary of Presentations**

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

- Freight planning addresses several ways to move goods: heavy-duty truck, rail, pipeline and intermodal facility.

- NCTCOG staff have either worked or are working on freight projects and initiatives:
  - Tower 55 Rail Reliever Study
  - Truck Lane Restrictions Pilot Study
  - Diesel Freight Vehicle Idle Reduction Program
  - Railroad Crossing Reliability Partnership Program
  - Freight-oriented Sustainable Development
  - Regional Outer Loop/Rail Bypass Corridor Refinement Study
• Additionally, NCTCOG staff maintain an inventory of existing freight facilities in the 12-county Metropolitan Planning Area.

• NCTCOG staff are beginning development of Freight North Texas, a comprehensive freight plan that analyzes current operations and facilities and outlines recommendations for the future, for several reasons:
  o A comprehensive freight study of the 16-county North Texas area has never been done.
  o The region is large with diverse needs.
  o The region is a major freight hub, and its economy depends on freight mobility.
  o Potential freight mobility improvements will be more easily and effectively identified and prioritized.

• The plan is expected to result in reduced congestion, enhanced safety and improved air quality.

• Study components:
  o Data collection including but not limited to interviews and surveys of facilities, service providers and system users.
  o System modeling.
  o Assessment planning to address socioeconomic considerations and training opportunities.
  o Implementation planning.
  o Outreach and final publication.

• Next steps as development commences:
  o Establish a Regional Freight Advisory Committee.
  o Issue freight survey.
  o Publish a freight-focused Regional Mobility Initiative report.

• Specific topics and issues presented for public involvement:
  o Freight North Texas need, purpose and next steps.
  o Distribute freight facility survey information also available at www.nctcog.org/freightsurvey.

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

• It is anticipated that the North Texas Tollway Authority will pay an upfront payment of $200 million to the region to develop, operate and own SH 161 between SH 183 and IH 20 in Dallas County.
  o There are transportation funding shortfalls at all levels of government; therefore, innovation and collaboration have become very important.
  o The region must decide how to spend the SH 161 concession payment and leverage it with other available funding sources.
  o A county task force of staff, elected officials and transportation partners developed recommendations.

• According to state law, a large portion of the funds will be allocated to Dallas County so review and recommendations focused on Dallas County needs. A five-step process was used to review projects and needs and develop recommendations. A series of project listings that corresponded to each step was included in the public meeting packet.
• Review existing commitments from previous calls for projects to determine if still necessary.
• Calculate county distribution of SH 161 funds based on RTC policy and value of toll transactions by county using NTTA TollTag and TxDOT TxTag data from January 2010. $167.65 million is expected to be available to Dallas County. For more information on allocations to other counties, visit [www.nctcog.org/trans/outeach/meetings](http://www.nctcog.org/trans/outeach/meetings).
• Identify needs and unfunded projects; develop consensus and prioritize projects.
• Balance revenue from available funds considering priority, cash flow and strategic/technical prioritization of projects.
• Finalize draft recommendations and seek input from the public.

• The RTC will be asked in January 2011 to approve an initial set of projects, and staff will continue to work to finalize funding recommendations for another set of high-priority projects before returning to the RTC to seek additional approval.

• Regional Toll Revenue fund and project information is maintained online at [www.nctcog.org/trans/rtr](http://www.nctcog.org/trans/rtr). The searchable Revenue and Project Tracking System allows users to see up-to-date funding and project status information.

• Specific topics and issues presented for public involvement:
  • County distribution of SH 161 funds.
  • Project listings for each step of recommendation development.
  • Final draft recommendations.
  • Regional Toll Revenue Project Tracking System.

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

• Mobility 2035 is the next long-term transportation plan. It will be a comprehensive, financially constrained plan that includes projects, programs and policies aimed at meeting transportation needs through the next 25 years.
  • Mobility 2035 represents a blueprint for a multimodal transportation system that includes roads, rail, transit-oriented development, sustainable development and bicycle/pedestrian plans.
  • Mobility 2035 responds to RTC-established goals that focus on mobility, system sustainability, quality of life and implementation.
  • Mobility 2035 identifies policies, programs and projects for continued development and guides expenditures of federal and state funds.
  • Air quality conformity analysis ensures the transportation plan does not exceed emissions limits set by the state and Environmental Protection Agency.
  • Mobility 2035 and the Transportation Improvement Program will be consistent.

• Major policy positions incorporated in Mobility 2035:
  • Needs exceed available revenue.
  • Building out of congestion is not a viable option; therefore, additional alternatives to single-occupant vehicle travel needed.
  • The existing transportation system should be maximized.
  • Sustainable development strategies should be used to reduce demand on the transportation system and provide multimodal options.
  • Environmental aspects and quality of life should be emphasized.
  • Infrastructure investments must be strategic.
• Improvements in Mobility 2035 are prioritized. Infrastructure maintenance is the highest priority followed by several other project categories that maximize the existing system or offer strategic investments:
  - Management and operations.
  - Growth, development and land use strategies for a more efficient land use and transportation balance – a new section in the metropolitan transportation plan.
  - Rail and bus.
  - HOV/managed lanes.
  - Freeway/tollway and arterials.

• A total of $98.8 billion is expected to be available for transportation projects in the next 25 years. This is $46.7 billion less than the current long-term transportation plan, Mobility 2030 - 2009 Amendment. The types of projects to be funded are outlined in the presentation at www.nctcog.org/trans/outreach/meetings. Maps of Mobility 2035 major roadway and rail recommendations are also online.
  - Impacts of the transportation funding situation through the next 25 years:
    - Reassessment of regional goals and priorities.
    - Significant delays in project completion.
    - Removal of projects previously included in a long-term transportation plan.
    - Increased congestion.
    - Potential negative air quality impacts.
    - Potential increase in revenue generating projects.
    - Reliance on local and private funds.

• The Mobility 2035 total assumes several revenue enhancements between now and 2035.
  - 2013: Begin eliminating 80 percent of diversions by 2025
  - 2015: Begin indexing fuel tax to fuel efficiency
  - 2015: $10 vehicle registration fee increase
  - 2020: 5 cent federal and state fuel tax increases
  - 2025: 10 vehicle registration fee increase
  - 2030: 5 cent federal and state fuel tax increases

• Specific topics and issues presented for public involvement:
  - Financial assumptions of Mobility 2035.
  - Project prioritization and policy considerations.
  - Draft project recommendations.

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

• The Transportation Improvement Program (TIP) is an inventory of roadway, transit and locally funded transportation improvements funded for implementation.
  - Federal- and state-mandated inventory of transportation projects.
  - Contains projects funded with local, state and federal funding sources.
  - Covers four years of available funding.
  - Updated on a quarterly basis, but completely re-developed every two to three years.
  - The current TIP document was approved by the RTC in June 2010.

• The TIP is a collaborative effort involving local city and county governments, Dallas, Fort Worth and Paris districts of the Texas Department of Transportation (TxDOT), transportation agencies, and transit agencies.
• The TIP is a dynamic document. It is updated quarterly to reflect changes in project work scope or funding, the addition or deletion of projects, or refinement of transit agency program of projects. The RTC-authorized TIP Modification Policy allows for changes to be processed in one of two ways:
  o Administrative amendments – Following certain guidelines, NCTCOG Director of Transportation Michael Morris has the authority to approve amendments administratively; 16 administrative amendments were finalized in November 2010.
  o Proposed revisions – NCTCOG staff will request the RTC approve revisions January 13, 2011; about 50 modifications are being processed through the quarterly cycle. Modifications will be finalized during the February 2011 TIP cycle.

• TIP modification types:
  o Adding projects to the TIP/Statewide Transportation Improvement Program (STIP)
  o Scope of work refinements.
  o Cost increases/cost decreases.
  o Change funding source or funding shares.
  o Refinements to transit program of projects.

• Specific topics and issues presented for public involvement:
  o Present administrative amendments and proposed modifications to the TIP.
  o Distribute detailed listings of the TIP February 2011 Modifications and Revisions in the Dallas-Fort Worth region. For more information please visit: www.nctcog.org/trans/tip.

ORAL COMMENTS RECEIVED AT MEETINGS
(Meeting location in parentheses)

Draft Project Recommendations: SH 161 Regional Toll Revenue Funding Initiative

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

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

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

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

Mobility 2035: Determining the Future of Transportation

Greg Royster – DFW International Airport (Arlington)

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

  Question: The current metropolitan transportation plan includes an east-west roadway between SH 360 and SH 161 that traverses through airport property. Airport staff, in coordination with stakeholders, are in the middle of a preliminary engineering study and
have reached a preferred option. The preferred option would require a change to the metropolitan transportation plan. The preferred option is slightly more north than what is currently shown in the plan. It connects Mid-Cities Boulevard and Walnut Hill to complete the route. Finally, the change will also have to be reflected in the Federal Functional Classification System update next year.

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

Resident – (Farmers Branch)

A. Financial projections

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

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

I.H. 35E

Resident – (Farmers Branch)

A. Status of I.H. 35E and LBJ improvements

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

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

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

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

WRITTEN COMMENTS RECEIVED AT MEETINGS

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<tr>
<th>Name and Title</th>
<th>Agency, City Represented (meeting location in parentheses)</th>
<th>Topics addressed</th>
<th>Comments</th>
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<tr>
<td>Thomas E. Kriehn</td>
<td>Lake Highlands “L” Streets</td>
<td>Roadway and transit preferences</td>
<td>Attachment 1</td>
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PUBLIC MEETING

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

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

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

Name  THOMAS E. KRAJCIK  5025 LARCHWOOD DR. DALLAS TX 75238-3635
Organization  LAKE HIGHLANDS "L" STREETS

Please provide written comments below:


[Diagram of a busway system showing various lanes and pedestrian over/underpasses.]

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

To submit comments or questions by mail, fax, or e-mail, please send to:
North Central Texas Council of Governments, Transportation Department
P.O. Box 5888, Arlington, TX 76005-5888 Phone: (817) 695-9240 Fax: (817) 640-3028
E-mail: jstout@nctcog.org Website: http://www.nctcog.org/trans
GREEN/ORANGE LINE SUBWAY PAST DALLAS CONVENTION CENTER HOTEL, DALLAS CITY HALL; THIS SUBWAY ROUTING SCHEME IS A POLITICAL PEGO TRIP, DART SHOULD LOOK AT THE FREIGHT TRAM SERVICE BETWEEN KLOTEN AIRPORT AND THE HOTELS IN DOWNTOWN ZURICH, SWITZERLAND. DART SHOULD PURCHASE A Fleet OF FREIGHT TRAMS WITH WHICH TO TRANSPORT LUGGAGE BETWEEN D/FW AIRPORT AND LOVE FIELD, AND VARIOUS HOTELS IN DOWNTOWN DALLAS AND BEYOND. THE HOTELS CAN DISPATCH PORTERS TO TRANSPORT THE LUGGAGE BETWEEN THE EXISTING RAIL STATIONS AND THE HOTELS' FRONT DESKS. I HAVE IN MIND FREIGHT TRAMS WITH LUGGAGE RACKS ON ONE SIDE, PASSENGER SEATING ON THE OTHER SIDE, SO PASSENGERS WHO DON'T WANT TO ESCORT THEIR LUGGAGE ALL THE WAY BETWEEN AIRPORT AND HOTEL CAN LEAVE THE JOB TO THE HOTEL PORTERS. THE AIRTRAMS FREIGHT SERVICE CAN TRANSPORT THE LUGGAGE BETWEEN THE AIRLINE GATES AND D/FW AIRPORT NORTH STATION.