



AGENDA

**CITY COUNCIL WORK SESSION
City of Garland
Duckworth Building, Goldie Locke Room
217 North Fifth Street
Garland, Texas
January 19, 2016
5:30 p.m.**

DEFINITIONS:

Written Briefing: Items that generally do not require a presentation or discussion by the staff or Council. On these items the staff is seeking direction from the Council or providing information in a written format.

Verbal Briefing: These items do not require written background information or are an update on items previously discussed by the Council.

Regular Item: These items generally require discussion between the Council and staff, boards, commissions, or consultants. These items are often accompanied by a formal presentation followed by discussion.

**[Public comment will not be accepted during Work Session
unless Council determines otherwise.]**

NOTICE: The City Council may recess from the open session and convene in a closed executive session if the discussion of any of the listed agenda items concerns one or more of the following matters:

- (1) Pending/contemplated litigation, settlement offer(s), and matters concerning privileged and unprivileged client information deemed confidential by Rule 1.05 of the Texas Disciplinary Rules of Professional Conduct. Sec. 551.071, TEX. GOV'T CODE.
- (2) The purchase, exchange, lease or value of real property, if the deliberation in an open meeting would have a detrimental effect on the position of the City in negotiations with a third person. Sec. 551.072, TEX. GOV'T CODE.
- (3) A contract for a prospective gift or donation to the City, if the deliberation in an open meeting would have a detrimental effect on the position of the City in negotiations with a third person. Sec. 551.073, TEX. GOV'T CODE.
- (4) Personnel matters involving the appointment, employment, evaluation, reassignment, duties, discipline or dismissal of a public officer or employee or to hear a complaint against an officer or employee. Sec. 551.074, TEX. GOV'T CODE.
- (5) The deployment, or specific occasions for implementation of security personnel or devices. Sec. 551.076, TEX. GOV'T CODE.
- (6) Discussions or deliberations regarding commercial or financial information that the City has received from a business prospect that the City seeks to have locate, stay, or expand in or near the territory of the City and with which the City is conducting economic development negotiations; or to deliberate the offer of a financial or other incentive to a business prospect of the sort described in this provision. Sec. 551.087, TEX. GOV'T CODE.
- (7) Discussions, deliberations, votes, or other final action on matters related to the City's competitive activity, including information that would, if disclosed, give advantage to competitors or prospective competitors and is reasonably related to one or more of the following categories of information:
 - generation unit specific and portfolio fixed and variable costs, including forecasts of those costs, capital improvement plans for generation units, and generation unit operating characteristics and outage scheduling;
 - bidding and pricing information for purchased power, generation and fuel, and Electric Reliability Council of Texas bids, prices, offers, and related services and strategies;
 - effective fuel and purchased power agreements and fuel transportation arrangements and contracts;
 - risk management information, contracts, and strategies, including fuel hedging and storage;
 - plans, studies, proposals, and analyses for system improvements, additions, or sales, other than transmission and distribution system improvements inside the service area for which the public power utility is the sole certificated retail provider; and
 - customer billing, contract, and usage information, electric power pricing information, system load characteristics, and electric power marketing analyses and strategies. Sec. 551.086; TEX. GOV'T CODE; Sec. 552.133, TEX. GOV'T CODE]

1. Written Briefings:

a. Sale and Abandonment of Extraneous Right-of-Way at 1220 Cuero Drive to Yolanda and Juan Rodriguez

Council is requested to consider abandoning a portion of extraneous right-of-way (ROW) along Marguerita Drive located at 1220 Cuero Drive. Unless otherwise directed by Council, this item will be scheduled for formal consideration at the February 2, 2016 Regular Meeting.

b. Reappraisal of Storm Damaged Property

Property value is established as of January 1st for each calendar year. This value is used to assess a tax levy for the full calendar year. In light of the recent natural disaster that occurred on December 26, 2015, the staff would like to inform the City Council of the option to reappraise property which has been damaged as a result of the disaster. If the Council so chooses, the reappraisal will be conducted in accordance with the Texas Property Tax Code Section 23.02. Unless otherwise directed by Council, this item will be scheduled for formal consideration at the February 2, 2016 Regular Meeting.

c. Optional Redemption of Tax Notes

When Council approved the issuance of \$4,000,000 Tax Notes, Series 2015 on September 15, 2015, it was contemplated that the City would exercise the call provision to redeem the notes on March 1, 2016 prior to the scheduled maturity date of November 1, 2016. Staff requests Council consider approving an ordinance to redeem the Tax Notes, Series 2015 as contemplated. Unless otherwise directed by Council, this item will be scheduled for formal consideration at the February 2, 2016 Regular Meeting.

d. January Transportation Update

Council will be updated on the Transportation activity regarding the major transportation initiatives IH-635 East, IH 30, SH 78.

Item	Key Person
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2. Verbal Briefings:

a. Preview of 2016 Proposed CIP **Young**

Staff will provide an overview of the 2016 Proposed Capital Improvement Program (CIP), which will be formally presented by the City Manager at the January 19, 2016 Regular Meeting.

b. Internal Audit Committee Report **Dodson**

Deputy Mayor Pro Tem Lori Barnett Dodson, chair of the Internal Audit Committee, will provide a committee report on the following items:

- *Firewheel Internal Control Audit*
- *Cash Count Audit*
- *Kraft Retention Agreement Audit*
- *Utility System Access Rights Audit Follow-up*

c. Update of the December 26, 2015 Tornado Event

Staff will provide an update to the Council on the December 26, 2015 tornado.

d. Garland Tornado Relief Fund

The City Council is being asked to authorize the City Manager to establish a Garland Tornado Relief Fund with the Communities Foundation of Texas, a non-profit group that administers the receipt and disbursement of donations for such purposes. Persons who wish to make donations to be used by persons affected by the December 26, 2015 tornado in Garland will be directed to donate to the fund so established. No City funds will be involved. Disbursements from the fund will be administered through the Communities Foundation of Texas under parameters established by the City.

3. Discuss Appointments to Boards and Commissions **Council**

Council Member Stephen W. Stanley

- Jason Curtis – Property Standards Board

4. Consider the Consent Agenda

Council

A member of the City Council may ask that an item on the consent agenda for the next regular meeting be pulled from the consent agenda and considered separate from the other consent agenda items. No substantive discussion of that item will take place at this time.

5. Announce Future Agenda Items

Council

A member of the City Council, with a second by another member, or the Mayor alone, may ask that an item be placed on a future agenda of the City Council or a committee of the City Council. No substantive discussion of that item will take place at this time.

6. Adjourn

Council



Policy Report

SALE AND ABANDONMENT OF EXTRANEIOUS RIGHT-OF-WAY AT 1220 CUERO DRIVE TO YOLANDA AND JUAN RODRIGUEZ

ISSUE

Consider abandoning a portion of extraneous right-of-way (ROW) along Marguerita Drive located at 1220 Cuero Drive.

OPTIONS

1. Abandon a portion of extraneous ROW along Marguerita Drive located at 1220 Cuero Drive to Yolanda and Juan Rodriguez.
2. Take no action.

RECOMMENDATION

Approve Option 1. Unless otherwise directed by Council, this item will be scheduled for formal consideration at the January 5, 2016 Regular Meeting.

COUNCIL GOAL

Sustainable Quality Development and Redevelopment
Financially Stable Government with Tax Base that Supports Community Needs
Safe, Family-Friendly Neighborhoods

BACKGROUND

The City acquired 1220 & 1300 Cuero Drive for the extension of Marguerita Drive from Dairy Road to Cuero Drive in 1978. The street was constructed along the lot line between 1220 & 1300 Cuero Drive, leaving extraneous right-of-way on either side. Per City Ordinances, the adjacent land owner is responsible for typical maintenance of the ROW adjacent to their property. This includes watering, mowing, trimming, etc...

Yolanda and Juan Rodriguez live adjacent to 1220 Cuero Drive and have been maintaining the extraneous right-of-way for many years, keeping it free of trash and debris that results from passing traffic along Marguerita Drive. They approached the City requesting the abandonment of the extraneous ROW adjacent to their property so

SALE OF EXTRANEIOUS R.O.W. AT 1220 CUERO DRIVE TO YOLANDA AND JUAN RODRIGUEZ

Page 2

that they may include it as part of their yard for their grandchildren to play in. They have offered to purchase the land for \$1,500.

The extraneous ROW parcel is not of adequate size or shape to be developed as a separate lot. The City does not have any proposed use for the parcel of land. The Rodriguez's are the only adjacent property owner to this parcel of land.

According to Dallas County Appraisal District (DCAD), the land value for 1220 Cuero Drive is \$1.77 per square foot. Based on this information, the extraneous ROW (4,894 SF) would be valued at \$8,662.

The City Attorney's Office advised that the City is authorized under State law (LCG 272.001(b) (1)) to convey real property to abutting landowners for less than fair market value where the land or real property because of its size or shape, or small area, cannot be used independently under its current zoning or under applicable subdivision or other development control ordinances.

CONSIDERATION

1. The extraneous ROW is no longer required as all of Marguerita Drive improvements are complete for this area. The limited size and shape of the parcel does not allow the land to be developed as a separate lot. The abandonment would allow Yolanda and Juan Rodriguez to proceed with the proposed expansion of their yard, allowing better utilization of the property.
2. The City Attorney's Office has reviewed this information.

ATTACHMENTS

1. Location Map
2. Extraneous R.O.W. Abandonment Instruments
3. Original Request to Abandon the ROW from Yolanda and Juan Rodriguez

Submitted By:

Michael C. Polocek, P.E.
Director of Engineering

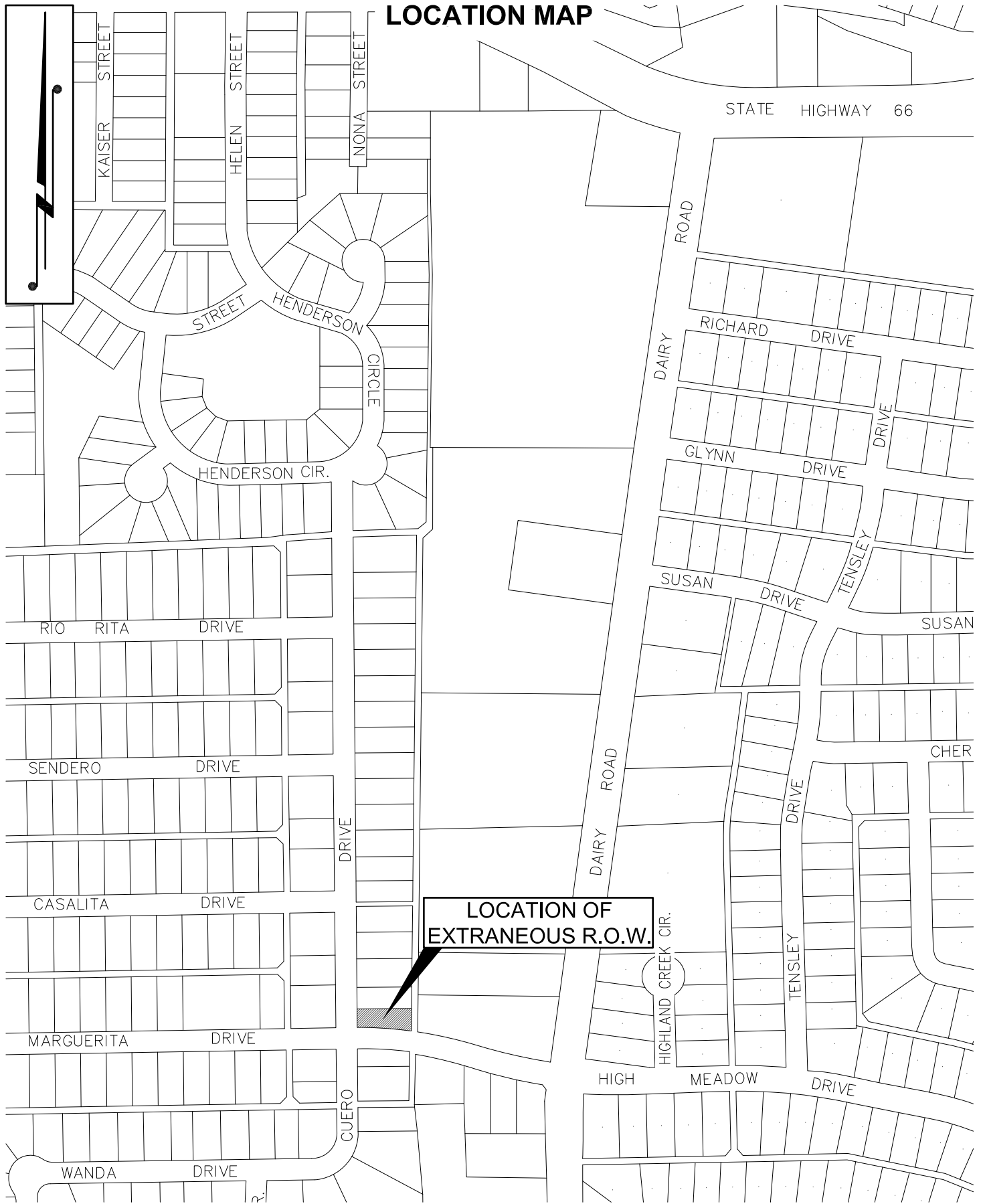
Date: January 19, 2016

Approved By:

Bryan L. Bradford
City Manager

Date: January 19, 2016

LOCATION MAP



GARLAND
TEXAS MADE HERE
ENGINEERING DEPARTMENT

SALE OF EXTRANEEOUS R.O.W.
AT 1220 CUERO DRIVE

PATH: G:\ENG\GBreysacher\DRAWINGS\R.O.W...\Marguerita Drive

DRAWN: JMB

DATE: 11/3/2015

SCALE: 1" = 300'

EXHIBIT 'A'

**4,894 SQUARE FEET OF LOT 3, BLOCK G, ROUTH TERRACE FIRST INSTALLMENT REVISED,
BEING PART OF MARGUERITA DRIVE RIGHT-OF-WAY
EAST OF CUERO DRIVE,
IN THE CITY OF GARLAND, TEXAS**

BEING situated in the E. Crockett Survey, Abstract No. 227, Dallas County, Texas, and being part of Lot 3, Block G, of Routh Terrace First Installment Revised, an addition to the City of Garland, Texas, according to the plat thereof recorded in Volume 19, Page 215, of the Map Records of Dallas County, Texas, and being more particularly described as follows:

Coordinates and bearings of lines in the following description refer to Grid North of the Texas Coordinate System of 1983 (North Central Zone, NAD83) as computed from conventional traverse from City of Garland geodetic monument GPS30b (Y=7016187.552, X=2544723.664) and monument GPS127 (Y=7016847.479, X=2544888.775) for azimuth. At the PLACE OF BEGINNING described below, True Azimuth = Grid Azimuth - 01°01'23".

Distances in the following description are Horizontal Surface Distances in units of US Survey Feet computed using the Combined Grid Factor of 0.99985518 (Surface Distance = Grid Distance / 0.99985518) calculated at GPS30b;

BEGINNING at a 1/2" iron rod found (Y=7016354.37, X=2544290.25) for the southwest corner of Lot 4, Block G of said Routh Terrace First Installment Revised, being in the east right-of-way line of Cuero Drive (50' R.O.W.), from which a 3/8" iron rod found leaning bears N 45°27'16" E a distance of 0.32 feet;

THENCE North 89 deg. 30 min. 22 sec. East with the south line of said Lot 4 and north line of said Lot 3, 122.73 feet to a 3-1/4" aluminum disk stamped "CITY OF GARLAND SURVEY MONUMENT" (3-1/4" ADCOG, (Y=7016355.43, X=2544412.96) set for the northeast corner of said Lot 3 and being in the west right-of-way line of a 15' alley;

THENCE South 00 deg. 52 min. 45 sec. West with west right-of-way line of 15' alley 45.96 feet to a 3-1/4" ADCOG set for corner in the apparent northerly right-of-way line of Marguerita Drive (60' R.O.W.), said disk being in a curve to the left having a central angle of 06°42'01", a radius of 956.91', a chord which bears N 86°14'13" W a distance of 111.84';

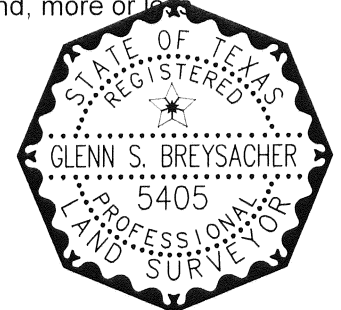
THENCE with said curve to the left and said apparent right-of-way line an arc distance of 111.90 feet to a 3-1/4" ADCOG set for corner at the southeasterly end of an apparent right-of-way clip;

THENCE North 45 deg. 28 min. 36 sec. West with right-of-way clip 14.29 feet to a 3-1/4" ADCOG set for corner in said east right-of-way line of Cuero Drive (60' R.O.W.);

THENCE North 00 deg. 29 min. 38 sec. West with said east right-of-way line 27.54 feet to the PLACE OF BEGINNING and containing calculated area of 4,894 square feet or 0.1123 acres of land, more or less.



GLENN S. BREYSACHER, RPLS
CITY SURVEYOR, CITY OF GARLAND, TEXAS



NOTE: A DRAWING OF EVEN DATE
ACCOMPANIES THIS DESCRIPTION.



GARLAND
TEXAS MADE HERE
ENGINEERING DEPARTMENT

EXHIBIT "A"
SHEET 1 OF 2

PATH: C:\DWG\SUBDVN\ROUTHTERRACE\609ROUTHTERR.dwg

DRAWN: GSB
DATE: 2/4/15
SCALE: NONE



CONVERGENCE ANGLE
01° 01' 23"

PLACE OF BEGINNING

1/2" IRF
N:7016354.37
E:2544290.25

(50' R.O.W.)
CUERO DRIVE

3/8" IRF-CM

S 00°29'38" E - 188.81'

N 00°29'38" W
60.00'

PART OF LOT 3

MARGUERITA DRIVE (60' R.O.W.)

LOT 2
BLOCK G
ROUTH TERRACE FIRST INST. REV.
VOL. 19, PG. 215
M.R.D.C.T.

4,894 SQ. FT. OR 0.1123 AC.
PART OF LOT 3
BLOCK G
ROUTH TERRACE FIRST INST. REV.
VOL. 19, PG. 215
M.R.D.C.T.

$\Delta = 6^\circ 42' 01''$
R=956.91'
L=111.90'
CH=N 86°14'13" W
CH.L=111.84'

BLOCK G

EXHIBIT 'A'

4,894 SQUARE FEET OF LOT 3, BLOCK G, ROUTH TERRACE FIRST INSTALLMENT REVISED,
BEING PART OF MARGUERITA DRIVE RIGHT-OF-WAY
EAST OF CUERO DRIVE,
IN THE CITY OF GARLAND, TEXAS

LOT 4

3/8" IRF LEANING BEARS
N 45°27'16" E ~ 0.32'

N 89°30'22" E
122.73'

N:7016355.43
E:2544412.96
3-1/4" ADCOG

15' ALLEY

S 00°52'45" W
45.96'

3-1/4" ADCOG

NOTE: A DESCRIPTION OF EVEN DATE
ACCOMPANIES THIS DRAWING.

The bearings shown hereon are NAD83 (CORS 96, EPOCH 2002) tied to the Texas Coordinate System of 1983, North Central Zone (4202), established from conventional survey methods, using City of Garland geodetic monument GPS30b (Y=7016187.552, X=2544723.664) and monument GPS127 (Y=7016847.479, X=2544888.775) for azimuth. At the PLACE OF BEGINNING described below, True Azimuth = Grid Azimuth - 01°01'23". All distances are reported as horizontal surface measurements. To convert reported distances to the projection plane apply the combined scale factor of 0.99985518.



GARLAND
TEXAS MADE HERE

ENGINEERING DEPARTMENT

EXHIBIT 'A'
SHEET 2 OF 2

PATH: C:\DWG\SUBDVN\ROUTHTERRACE\609ROUTHTERR.dwg



LEGEND

IRF— Iron rod found

CM— Controlling Monument

M.R.D.C.T.— Map Records of Dallas County, TX

3-1/4" ADCOG— Alum. disc stamped "City of Garland
Survey Monument" set on 5/8" iron rod

DRAWN: GSB

DATE: 2/4/15

SCALE: 1"=30'

Yolanda and Juan Rodriguez
1216 Cuero Dr.
Garland, Texas 75040
Ph. 972-214-864-0740
Ph. 972-854-1192

November 7, 2014

Michael Polocek
City of Garland Director of Engineering
Engineering Department
800 Main Street
Garland, Texas 75040

Dear Mr. Polocek:

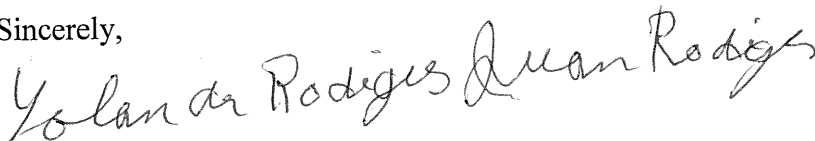
We are Yolanda and Juan Rodriguez and we have lived at 1216 Cuero Dr. in Garland for approximately 27 years. During that time I have seen the neighborhood grow around me and I have maintained my corner lot. Every day, trash is thrown since it is a corner lot and I clean the glass bottles and trash to keep it from flowing into the creek that flows behind my property.

I am interested in buying a small piece directly next to my property at Cuero and Marguerita Rd. The dimensions are approximately 16 ft. by 124 ft. My property is 60 ft. wide by 124 ft. deep. I am interested in buying this piece of land to extend my property line and maintain the corner lot clean. I have grandchildren and want them to play inside my property. Currently, many people litter and walk on that area to vandalize the creek and drainage, which I also help to keep clean.

I am prepared to offer \$1,500 for the land. Although it is not much, it would allow me to extend my property line while helping the City to keep the area clean.

Please let me know if this is possible. I look forward to hearing from you. If you need more information, please call me or my wife or daughters at the numbers above. I look forward to hearing from you.

Sincerely,

A handwritten signature in cursive script that reads "Yolanda Rodriguez". The signature is written in dark ink and is positioned above the typed name of the sender.

Yolanda and Juan Rodriguez
Long time residents of 1216 Curero Drive.
Garland, Texas



Policy Report

REAPPRAISAL OF STORM DAMAGED PROPERTY

ISSUE

Property value is established as of January 1st for each calendar year. This value is used to assess a tax levy for the full calendar year. In light of the recent natural disaster that occurred on December 26, 2015, the staff would like to inform the City Council of the option to reappraise property which has been damaged as a result of the disaster. If the Council so chooses, the reappraisal will be conducted in accordance with the Texas Property Tax Code section 23.02.

OPTIONS

1. Consider a resolution during the February 2, 2016 City Council Meeting to authorize the reappraisal of the disaster stricken area which would result in a prorated reappraisal for the affected property owners.
2. Do not request the reappraisal resulting in no change of the 2015 value for the affected property owners.

RECOMMENDATION

Authorize the reappraisal property damaged by the December 26th storm. Unless otherwise directed by Council, this item will be scheduled for formal consideration at the February 2, 2016 Regular Meeting.

COUNCIL GOAL

The Council shall have power to levy, for general purposes, an ad valorem tax on real, personal and mixed property within the territory of the City of Garland, not exempt from taxation by the Constitution and laws of the State of Texas, based upon its true value as provided by law, to the extent of the constitutional limit permitted by the State of Texas to cities of over five thousand (5,000) population, and which said tax shall embrace all taxes for municipal purposes.

BACKGROUND

Section 23.02 of the Texas Property Tax Code allows for the reappraisal of property that was damaged in a disaster area if the governing body of a taxing unit request the reappraisal. If the reappraisal is not authorized by all taxing units in which the property is located, an indication of the participating taxing units will be included in the appraisal

Reappraisal of Storm Damaged Property

Page 2

district's records. The requesting taxing units shall share in the cost of reappraisal; however, the Dallas Central Appraisal District has waived all additional cost relating to this effort. There will be a minor administrative effort within the tax office in order to recalculate the affected tax levies.

CONSIDERATION

Approximately 276 properties were affected and many sustained significant damage. These properties may receive a prorated reduction in value. The impacted properties could receive a prorated assessment beginning on the date of the disaster (December 26, 2015) through the remainder of the year 2015. An example of this calculation is indicated below:

Original Value	Tax Rate	= Original Levy	Prorated at 359 days taxable
\$200,000	.007046	\$1,409.20	\$1,385.74
Reappraised Value	Tax Rate	= Reappraised Levy	Prorated at 6 days taxable
\$60,000	.007046	\$422.76	\$6.96
		Total Reappraised Tax Levy	\$1,392.70

This example provides a \$16.50 savings to the property owner

ATTACHMENT

Section 23.02 from the Texas Property Tax Code

Submitted By:

Corey Worsham, RTA
Tax Assessor/Collector
Date: January 5, 2016

Reviewed By:

Kevin Slay
Managing Director
Date: January 5, 2016

Approved By:

Bryan L. Bradford
City Manager
Date: January 5, 2016

Texas Property Tax Code

Sec. 23.02. Reappraisal of Property Damaged in Disaster Area.

(a) The governing body of a taxing unit that is located partly or entirely inside an area declared to be a disaster area by the governor may authorize reappraisal of all property damaged in the disaster at its market value immediately after the disaster.

(b) If a taxing unit authorizes a reappraisal pursuant to this section, the appraisal office shall complete the reappraisal as soon as practicable. The appraisal office shall include on the appraisal records, in addition to other information required or authorized by law:

(1) the date of the disaster;

(2) the appraised value of the property after the disaster; and

(3) if the reappraisal is not authorized by all taxing units in which the property is located, an indication of the taxing units to which the reappraisal applies.

(c) A taxing unit that authorizes a reappraisal under this section must pay the appraisal district all the costs of making the reappraisal. If two or more taxing units provide for the reappraisal in the same territory, each shall share the costs of the reappraisal in that territory in the proportion the total dollar amount of taxes imposed in that territory in the preceding year bears to the total dollar amount of taxes all units providing for reappraisal of that territory imposed in the preceding year.

(d) If property damaged in a disaster is reappraised as provided by this section, the governing body shall provide for prorating the taxes on the property for the year in which the disaster occurred. If the taxes are prorated, taxes due on the property are determined as follows: the taxes on the property based on its value on January 1 of that year are multiplied by a fraction, the denominator of which is 365 and the numerator of which is the number of days before the date the disaster occurred; the taxes on the property based on its reappraised value are multiplied by a fraction, the denominator of which is 365 and the numerator of which is the number of days, including the date the disaster occurred, remaining in the year; and the total of the two amounts is the amount of taxes on the property for the year.

(e) [Repealed by Acts 1983, 68th Leg., ch. 851 (H.B. 1203), § 28, effective August 29, 1983.]

(Enacted by Acts 1981, 67th Leg., 1st C.S., ch. 13 (H.B. 30), § 57, effective January 1, 1982; am. Acts 1983, 68th Leg., ch. 851 (H.B. 1203), § 28, effective August 29, 1983; am. Acts 2013, 83rd Leg., ch. 1259 (H.B. 585), §§ 13, 14, effective June 14, 2013.)

Sec.



Policy Report

OPTIONAL REDEMPTION OF TAX NOTES

ISSUE

When Council approved the issuance of \$4,000,000 Tax Notes, Series 2015 on September 15, 2015, it was contemplated that the City would exercise the call provision to redeem the notes on March 1, 2016 prior to the scheduled maturity date of November 1, 2016. Staff requests Council consider approving an ordinance to redeem the Tax Notes, Series 2015 as contemplated.

OPTIONS

1. Call the Tax Notes, Series 2015 on March 1, 2016.
2. Allow the Tax Notes, Series 2015 to mature on November 1, 2016.

RECOMMENDATION

Unless otherwise directed by Council, this item will be scheduled for formal consideration at the February 2, 2016 Regular Meeting.

COUNCIL GOAL

Financially stable government with tax base that supports community needs

BACKGROUND

On December 13, 2011, Council approved Ordinance 6509 authorizing a \$50 million General Obligation Commercial Paper program. The program has significantly reduced interim financing costs and as a result, \$4,000,000 of additional debt capacity was created in the FY2015-16 budget. On September 15, 2015 Council approved the issuance of Tax Notes, Series 2015 in the amount of \$4,000,000 to fund additional infrastructure improvements. Tax Notes, Series 2015 was issued with the intent of exercising the option to early redeem the tax notes.

CONSIDERATION

If Council approves this request to redeem the tax notes on March 1, 2016, the City will save approximately \$37,000 in interest cost paid from the General Obligation Interest & Sinking Fund.

ATTACHMENT(S)

Optional Redemption of Tax Notes

Page 2

None.

Submitted By:

Approved By:

David Schuler
Chief Financial Officer

Bryan L. Bradford
City Manager

Date: January 19, 2016

Date: January 19, 2016



Meeting: Work Session

Date: January 19, 2016

Policy Report

JANUARY TRANSPORTATION UPDATE

ISSUE

Update of Transportation activity regarding the major transportation initiatives: IH 635 East, IH 30 and SH 78

OPTIONS

Report only

RECOMMENDATION

Report only - no action needed

COUNCIL GOAL

Sustainable Quality Development and Redevelopment
Financially Stable Government with Tax Base that Supports Community Needs

BACKGROUND

Monthly updates on the progress of major transportation initiatives were requested by Council.

CONSIDERATION

IH 635 East

- NCTCOG public meetings including the 2040 Long Term Mobility Plan
 - Public meetings were held in December and January by NCTCOG. Meeting minutes including public comments are attached
 - The upcoming meeting in Garland previously scheduled for February 8 has been relocated to Richardson Civic Center for February 9, 2016 at NCTCOG's request due to the potential impacts of the Tornado.
- RTC meeting January 14, 2016
 - An agenda item at the January 14 RTC meeting covered the topic of additional projects authorized by the NCTCOG. These include the Eastern Subregion Supplemental Projects
 - Additional noise walls along IH 635 East - \$35M – funded with RTR funds – Additional noise walls along the corridor have been requested by the City of Dallas.
 - Skillman/Audelia Interchange - \$65M – funded with Prop 1 and Cat12 funds – this project will substantially upgrade this poorly

operating interchange and enhance the development access and aesthetics of the area at the request of the City of Dallas

- On December 17, staff met with TxDOT and Deputy Mayor Pro Tem Lori Dobson to discuss improving proposed access to Shiloh Road
 - Access is improved to Shiloh Road from IH 635
 - Due to the density of crossing arterials, and need for continuous frontage roads, Shiloh Road and the frontage roads no longer connected
 - Properties on Shiloh Road near IH 635 did not benefit as significantly as those directly adjacent to the frontage road or those located further north.
 - A possible solution was developed in the meeting which would allow for improved access to nearby properties
 - Halff and TxDOT are still developing the proposed concept
- Construction Update on Soundwall:
 - Subgrade improvement work continues along with the construction of 187 drill shafts that will form the foundation of the wall
 - Conceptual enhancements to the soundwall have been forwarded to TxDOT for inclusion at the ends of the soundwall

IH 30

- The “IH 30/US 80 East Corridor Project” has started which will evaluate the needs of the corridor over the next 20 years. This project will develop alternatives, evaluate the impacts of those alternatives and develop mitigation for those impacts.
- TxDOT has retained Halff and Associates to perform the Garland Section
- Halff began data collection in December
- Staff level meetings are expected to begin in February

SH 78

- The TxDOT alignment study has started which will be a formal alternatives analysis of the alternatives developed during the Thoroughfare plan update. The impacts and benefits of these alternatives (including the no-build option) will be quantified and through a collaborative public process an alternative will be selected.
- CH2M Hill was authorized to start work on December 15, 2015.
- Current activities include
 - collecting data,
 - assembling ariel survey and utility information, and
 - developing the city’s initial conceptual alignments

- Meetings with City staff will be held in early Spring

ATTACHMENTS

Sound Wall Design Package

Sound Wall Photo

NCTCOG meeting minutes from December public meeting

NCTCOG announcement for January meetings

Submitted By:

Approved By:

Paul Luedtke
Director of Transportation

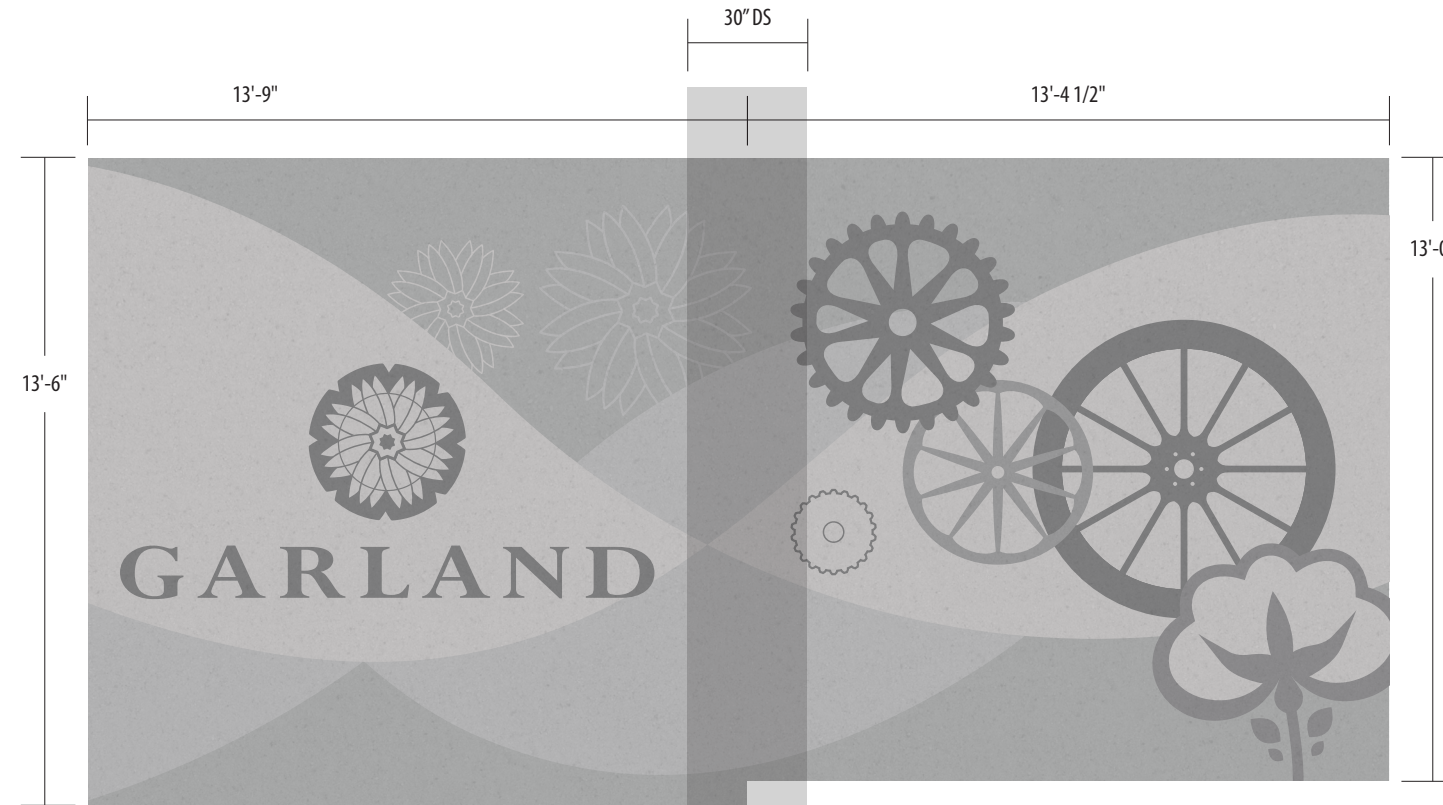
Bryan L. Bradford
City Manager

Date:

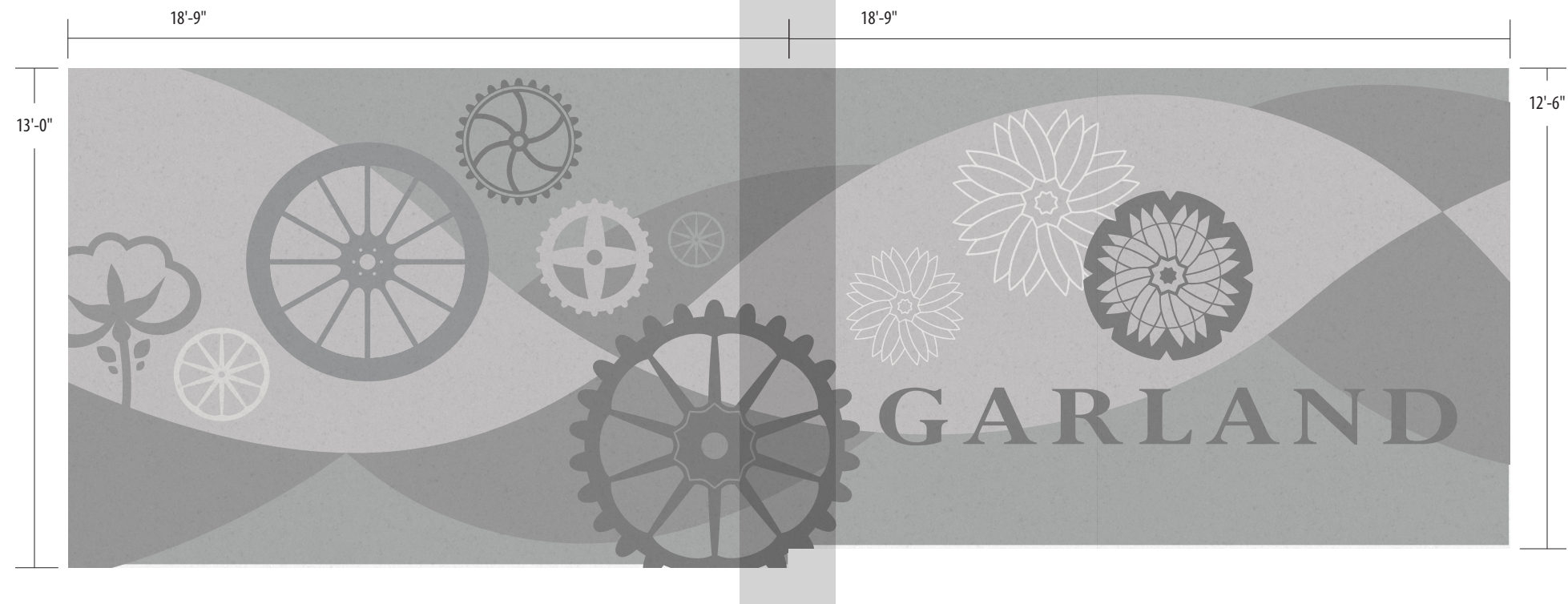
Date:



Pannels 1-2



Pannels 221-222





MINUTES

Regional Transportation Council PUBLIC MEETINGS

Preliminary Draft Mobility 2040 Recommendations

End of Ozone Season Update and New EPA Air Quality Standard

Meeting Dates and Locations

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

1. Monday, Dec. 14, 2015 – 6:30 pm – Denton North Branch Library (Denton); attendance: 5; moderated by Dan Lamers
2. Wednesday, Dec. 15, 2015 – 6:30 pm – Richardson Civic Center (Richardson); attendance: 24; moderated by Michael Morris
3. Thursday, Dec. 16, 2015 – 2:30 pm – Ella Mae Shamblee Branch Library (Fort Worth); attendance: 15; moderated by Dan Lamers

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 February 12, 2015. Staff presented information about:

1. Preliminary Draft Mobility 2040 Recommendations – presented by Chad McKeown (Denton and Richardson); Kendall Wendling (Fort Worth)
2. End of Ozone Season Update and New EPA Air Quality Standard – presented by Jenny Narvaez (Denton); Jody Loza (Richardson and Fort Worth)

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 public meeting held in Fort Worth on Dec. 16, 2015, was posted at www.nctcog.org/video.

Each person who attended 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

A. Preliminary Draft Mobility 2040 Recommendations

- **The Metropolitan Transportation Plan for North Central Texas**
 - Introduction to the Metropolitan Transportation Plan
 - Public involvement and guiding principles
 - Financial element of the plan
 - Focus area: backing off tolls
 - Roadway recommendations
 - Bicycle/pedestrian recommendations

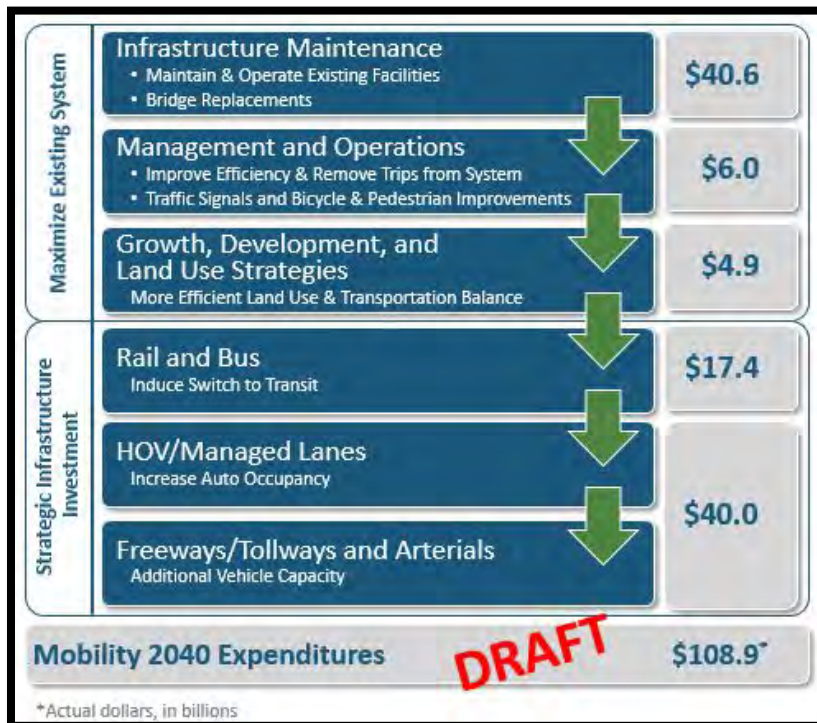
- Transit recommendations
- Focus area: Cotton Belt rail implementation
- Air quality conformity
- **What is the Metropolitan Transportation Plan?**
 - Represents a blueprint for the region's multimodal transportation system
 - Covers at least a 20-year timeframe
 - Responds to Regional Transportation Council goals
 - Identifies policies, programs, and projects for continued development
 - Guides the expenditure of federal and state transportation funds
- **What's New for Mobility 2040?**

Planning Horizon	Demographics	Financial Assumptions
2040 (24 years)	Population by 2040: 10.7 million Employment by 2040: 6.7 million	Legislative action and RTC direction
Planning Requirements	Policy Considerations	Recommendations
Legislative action and/or pending official guidance on MAP-21	Focus on balance and integrated system connectivity More transportation options and choice	Dependent on demographics, financial assumptions, planning requirements, and policy considerations

- **Mobility 2040 Public Input Surveys**
 - Spring/Summer Survey: Approximately 2,500 responses
 - Nearly 90 percent say congestion is a top challenge facing North Texas
 - Range of responses regarding transportation choices are indicative of the diverse needs of the region
 - Fall Survey: Approximately 1,200 responses
 - Nearly 70 percent would like improved access to transit in their cities
 - Nearly 60 percent say that transportation or lack of transportation has influenced a major life decision
 - Full results available at: www.nctcog.org/mobility2040
- **Mobility 2040 Guiding Principles**
 - Comprehensive corridor evaluation
 - Capital/Maintenance (Cap/Main) improvement project
 - Reconstruction/widening of existing corridor
 - New location corridor
 - Illustrative project for future evaluation
 - Reevaluation of toll facility recommendations
 - Review regional balance of toll roads and tax-funded roads
 - Evaluate the need for new toll roads and managed lanes in light of new funding opportunities

- Reviewing needed arterial improvements
- Reevaluation of regional rail recommendations
 - Look for opportunities to implement “high intensity bus” service in managed lane and future rail corridors
- Updating the Regional Veloweb
- Maintaining and enhancing existing infrastructure
- Consideration of the role of new technology

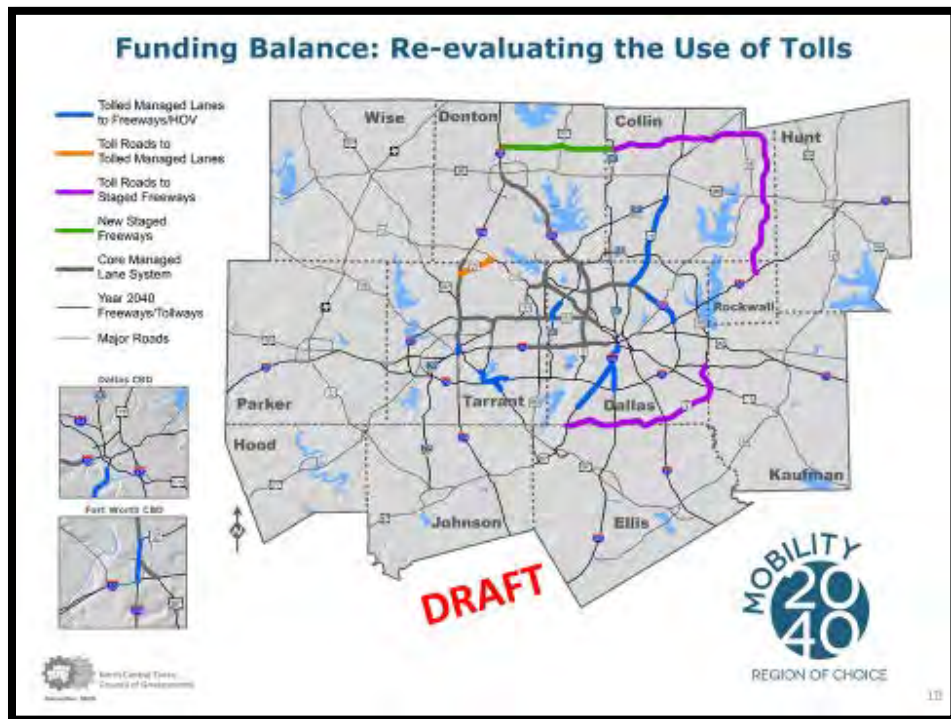
- **Mobility 2040 Prioritization and Expenditures**



- **Mobility 2040: Backing Off the Use of Tolls**

- For 20 years, transportation funding declined
- State/RTC policy added new capacity with tolls
- Recent MTPs relied on tolls: toll roads/tolled managed lanes
- Last two legislative sessions provided new funding
 - Proposition 1: \$10.6B, does not expire
 - Proposition 7 Sales Tax: \$16.9B, expires 2032
 - Proposition 7 Excise Tax: \$3.6B, expires 2029
 - Ending Diversions: \$15B, does not expire
- Mobility 2040 reduces use of tolls in proportion to new revenue
 - Approximately 40 percent of roads considered for tolling will be toll-free
 - Additional toll-free freeway projects added to plan
- Tolled managed lanes focus on core system in congested areas

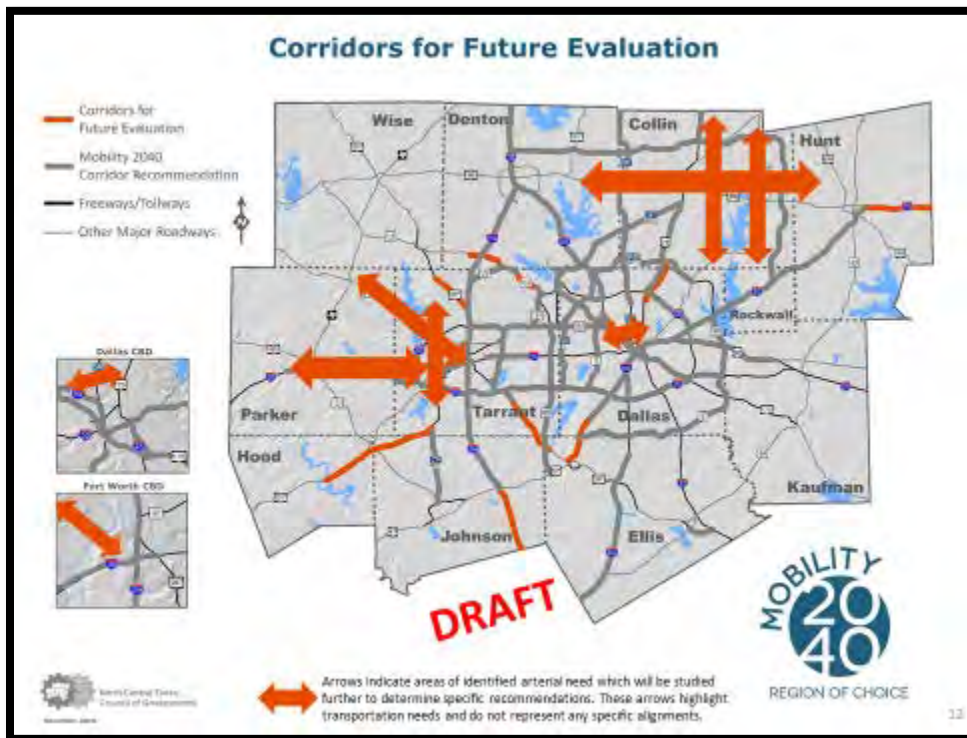
- Funding Balance: Re-evaluating the Use of Tolls



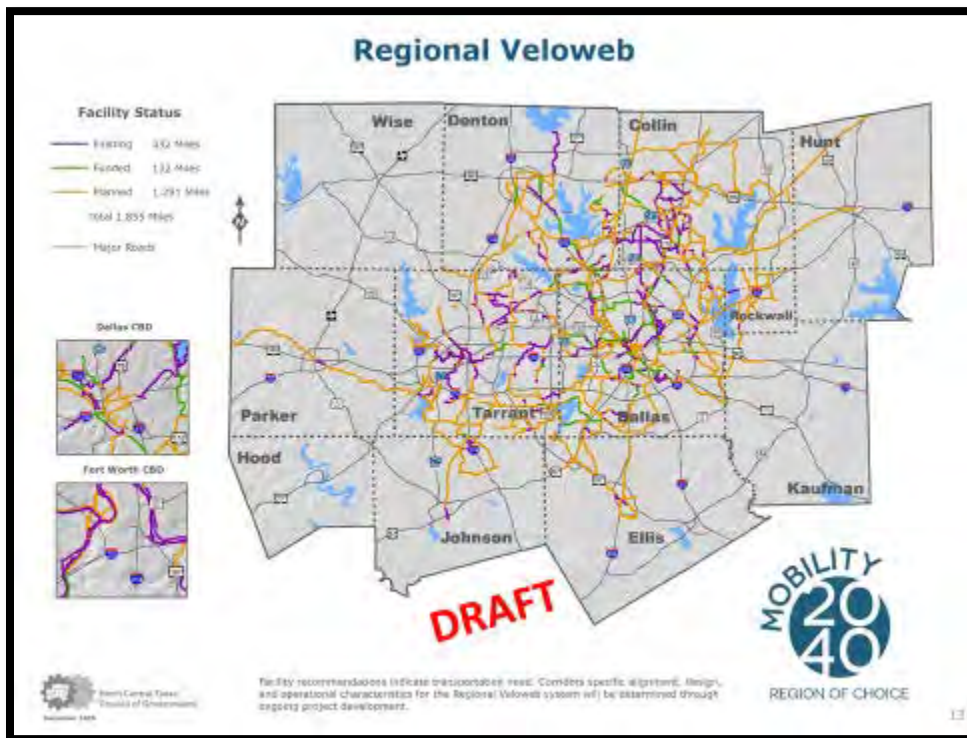
- Draft Roadway Recommendations



- Corridors for Future Evaluation



- Regional Veloweb

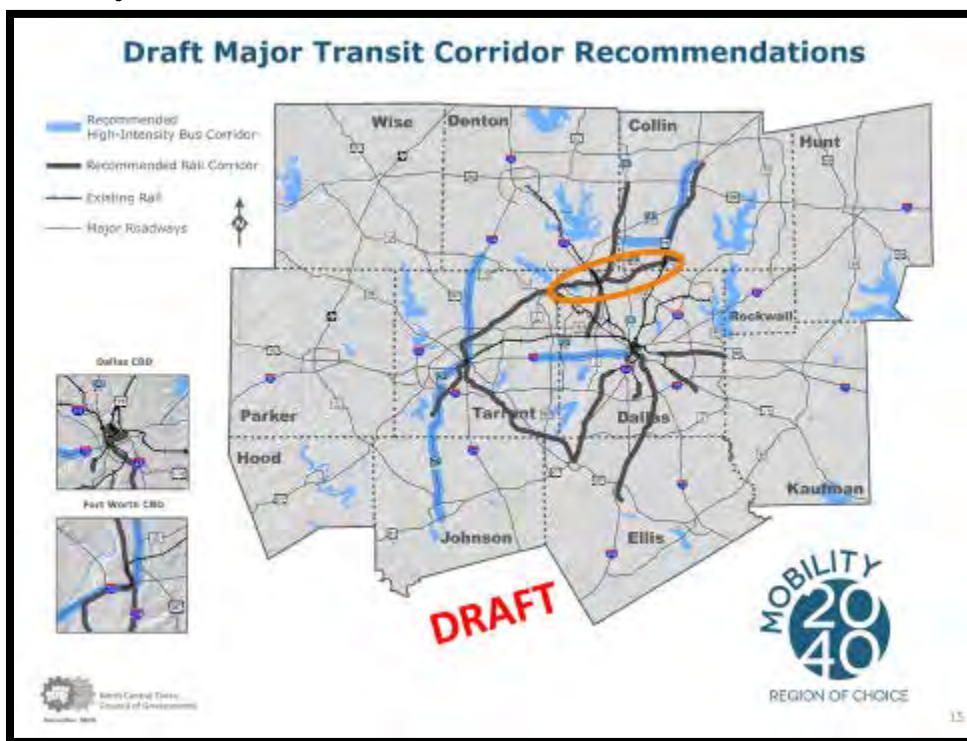


- **High-Intensity Bus Service**

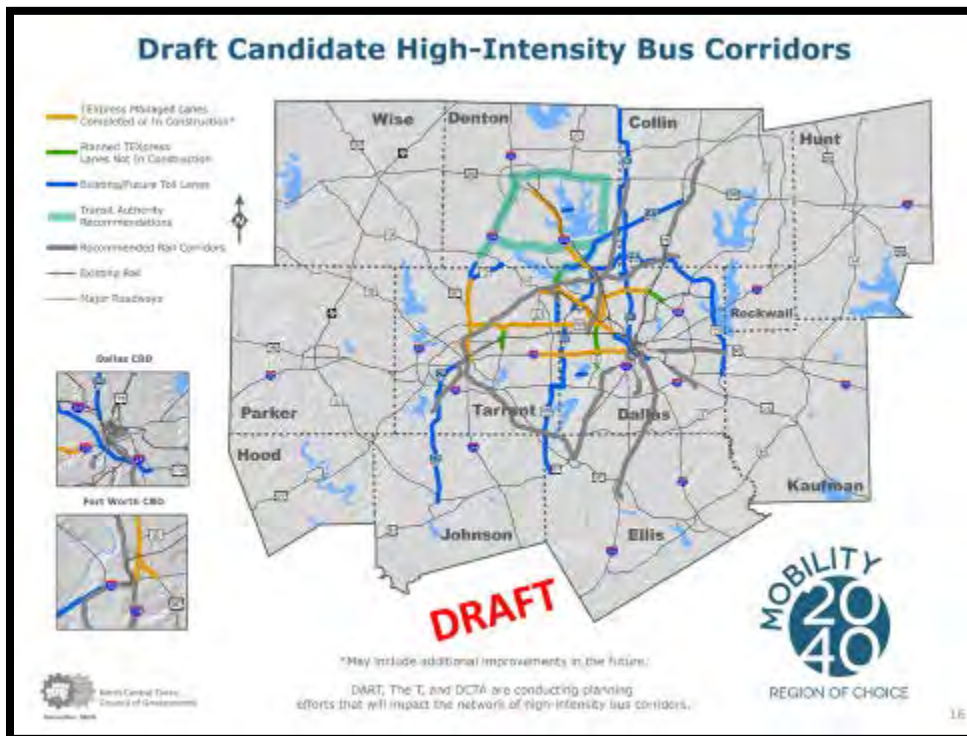
High-Intensity Bus Service	Where
Lower-cost replacement for rail service	Speedway Line and Chisholm Trail Parkway
Precursor for rail service	In rail corridors, starting with US 75
Other opportunities	In other high-demand corridors, including corridors with managed lanes or toll roads with excess capacity

- Premium bus service may include features such as:
 - Travel time savings when operated in managed lanes
 - Buses with commuter amenities
 - Park-and-rides or other waiting areas with amenities
 - Fare discounts if buses do not arrive on time

- **Draft Major Transit Corridor Recommendations**



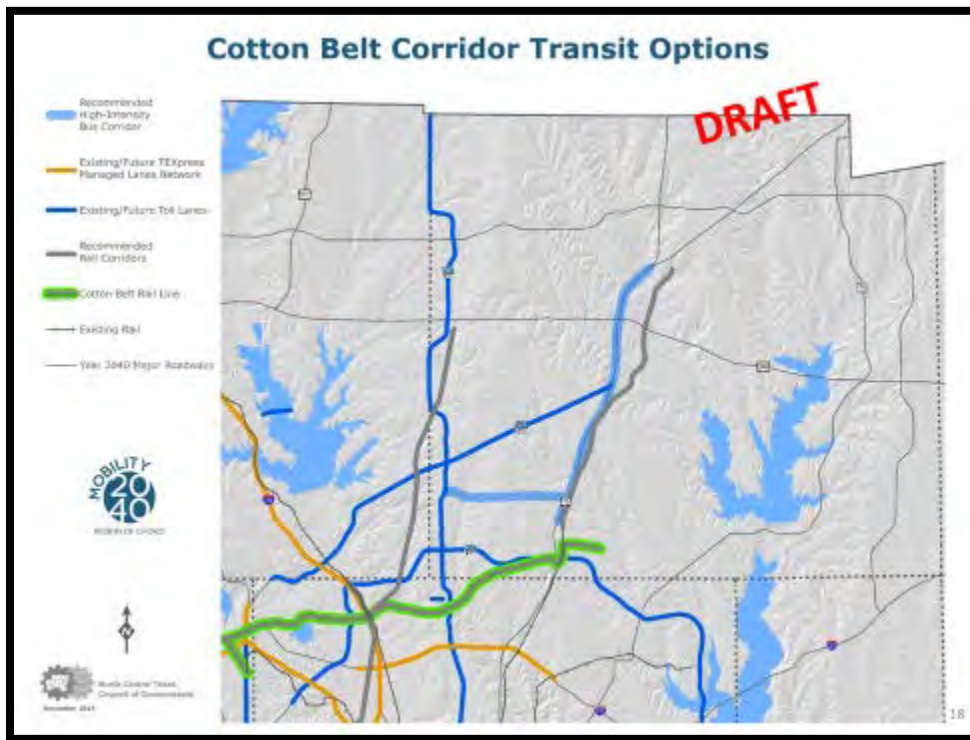
- Draft Candidate High-Intensity Bus Corridors



- Advancing Cotton Belt Rail Service

Advancing Cotton Belt Rail Service	
Date	Action
July 2011	Transit agencies commit to cooperatively developing and carrying out the Metropolitan Transportation Plan (MTP)
2011 to 2014	Stakeholders including local governments, DART, and NCTCOG staff coordinate on funding and preliminary engineering for Cotton Belt rail service
November 2014	Existing MTP includes Cotton Belt rail service and a policy for a seamless transit system (e.g. transit agencies simplify the user experience through one-seat rides on rail service)
March 2015	NCTCOG staff presents information on fast-tracking Cotton Belt rail service and distributes a paper on "The Case for Rail Transit"
Summer to Fall 2015	Cotton Belt cities and counties, DART, and NCTCOG staff coordinate to get rail service faster than 2035
September 2015	DART's Board adopts a plan that includes funding for Cotton Belt rail service in 2035 and actively accelerating the timeline
October 2015	NCTCOG staff outlines three options to get transit service on the Cotton Belt before 2035
December 2015	New federal legislation (Fixing America's Surface Transportation Act - FAST Act) signed into law; increases transit funding and provides long-term funding certainty for surface transportation
December 2015	Draft Mobility 2040 (MTP) recommends rail in Cotton Belt corridor
Spring 2016	Rail service connecting to the western end of the Cotton Belt is anticipated to receive funding for construction (TEX Rail)

- **Cotton Belt Corridor Transit Options**



- **Cotton Belt Corridor Public Input**

- At their Dec. 10 meeting, the RTC requested that NCTCOG staff solicit public input regarding bus or rail options on the Cotton Belt corridor east of DFW Airport.
- The RTC is requesting public input on:
 - Bus or rail options on the Cotton Belt corridor including interim or long-term implementation
 - The need for seamless connections (e.g. one-seat ride) between TEX Rail west of the airport and the Cotton Belt corridor east of the airport

- 2016 Transportation Conformity

2016 Transportation Conformity

Purpose: Federal requirement in nonattainment areas to conduct air quality analysis on projects, programs, and policies identified in transportation plans, transportation improvement programs, federally funded projects, or projects required for federal approval

Analysis Area: Ten-County Ozone Nonattainment Area

Analysis Years: 2017, 2027, 2037, and 2040

Latest Planning Assumptions: MOVES2014 Emissions Model

- 2014 Registration
- 2014 Traffic Count Data
- 2014 Meteorological Data

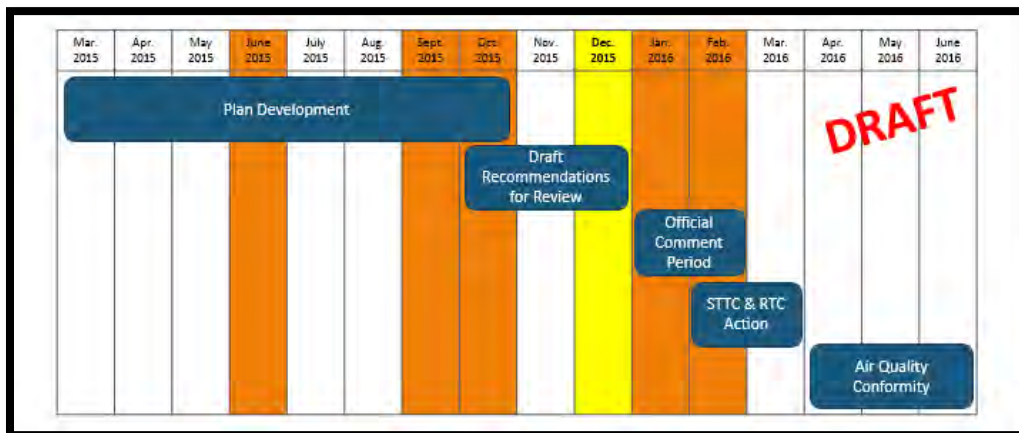
Motor Vehicle Emissions Budgets (MVEBs)*

- Nitrogen Oxides (NO_x) = 148.36 tons/day
- Volatile Organic Compounds (VOC) = 77.18 tons/day

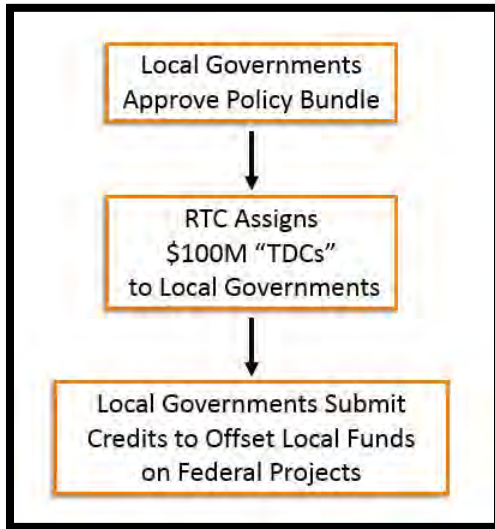
Draft Final Analysis in February 2016

* Contained in the Dallas-Fort Worth 2008 8-hour Ozone Reasonable Further Progress State Implementation Plan. Adequacy of the MVEBs for Transportation Conformity anticipated in coming months.

- Schedule



- **Policy Bundle Concept - Credit Bank**



- **Proposed New Policies**

- Government entities decision
 - Voluntary
 - Decide preference
 - 50 percent target

- **Proposed New Policies - Joint Staff Coordination (Type 1)**

- Meet with major employers to promote Employer Trip Reduction program
- Implement strategies to reduce wrong-way driving crashes
- Secure transportation infrastructure
- Integrate traffic operations systems
- Develop parking management strategies
- Coordinate implementation of safe routes to school
- Improve railroad safety
- Share best practices to prevent copper theft

- **Proposed New Policies - Governing Body Approval (Type 2)**

- Existing policy: Clean Fleet
- Proposed new policies
 - Support traffic incident management
 - Develop sustainable land use strategies to support urban, rural and suburban communities
 - Collaborate on ISD growth plans and city plans
 - Implement complete streets policy
 - Implement urban thoroughfare revitalization
 - Implement sustainable storm water practices
 - Encourage use of lower-emission construction equipment
 - Allocate local funds to support public transit

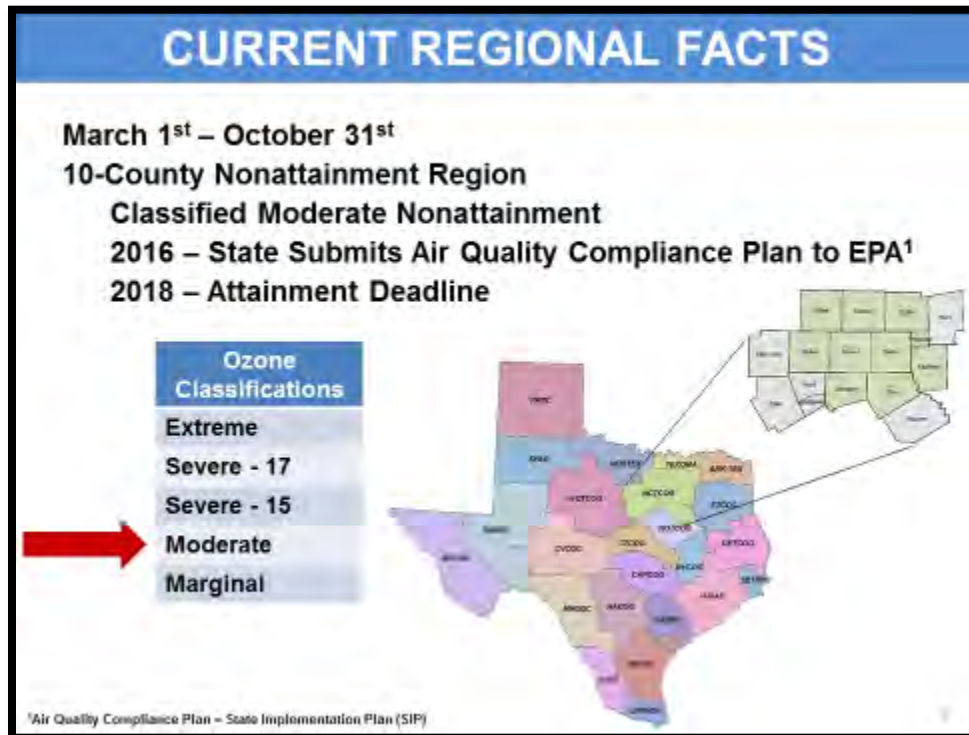
- **Proposed New Policies - Ordinance and Election (Types 3 and 4)**

- Ordinance
 - Implement and enforce locally enforced motor vehicle idling limitations

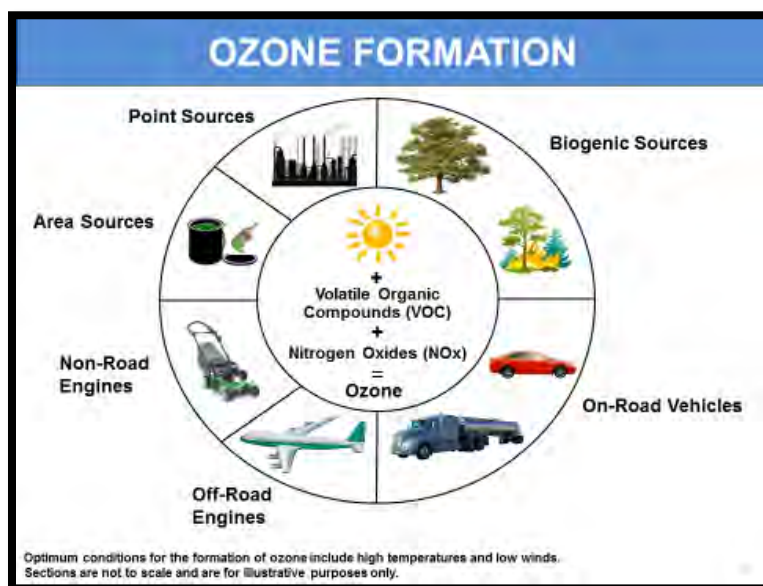
- Enhance freight-oriented land-use sustainability
- Implement operational restrictions of Unmanned Aircraft Systems (UAS)
- Election
 - Participate in membership with a transportation authority

B. End of Ozone Season Update and New EPA Air Quality Standard

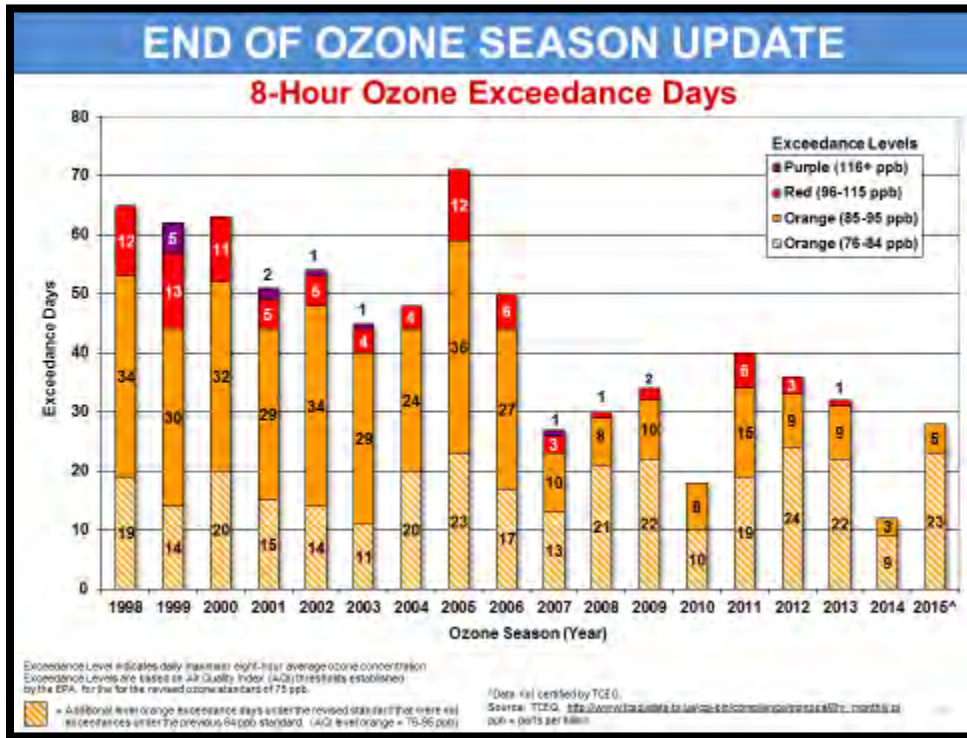
- Current Regional Facts



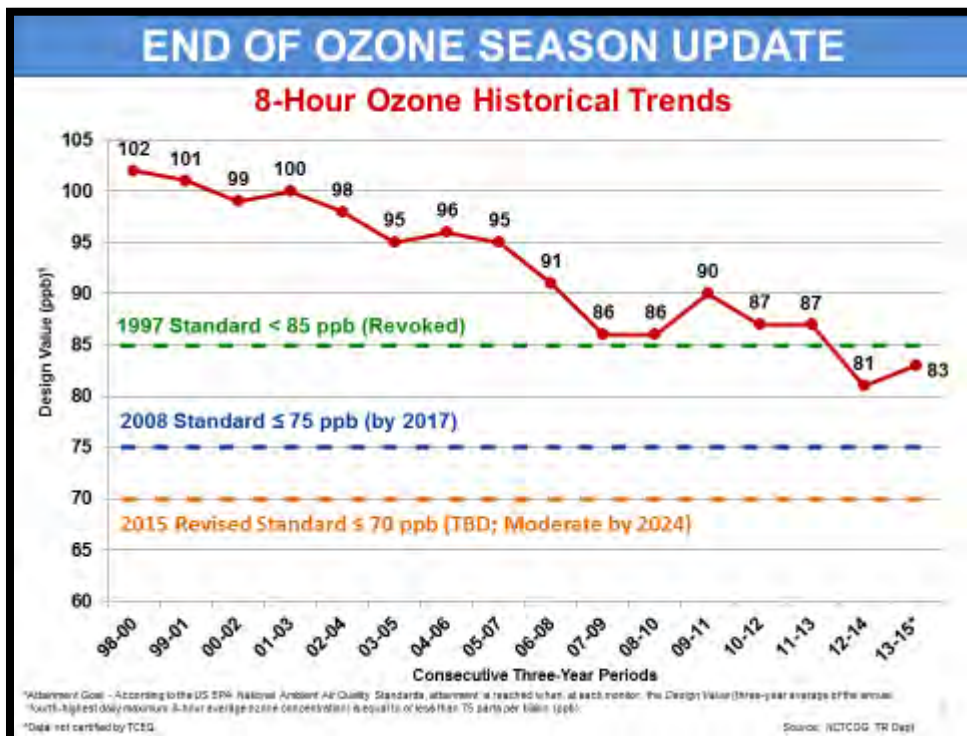
- Ozone Formation



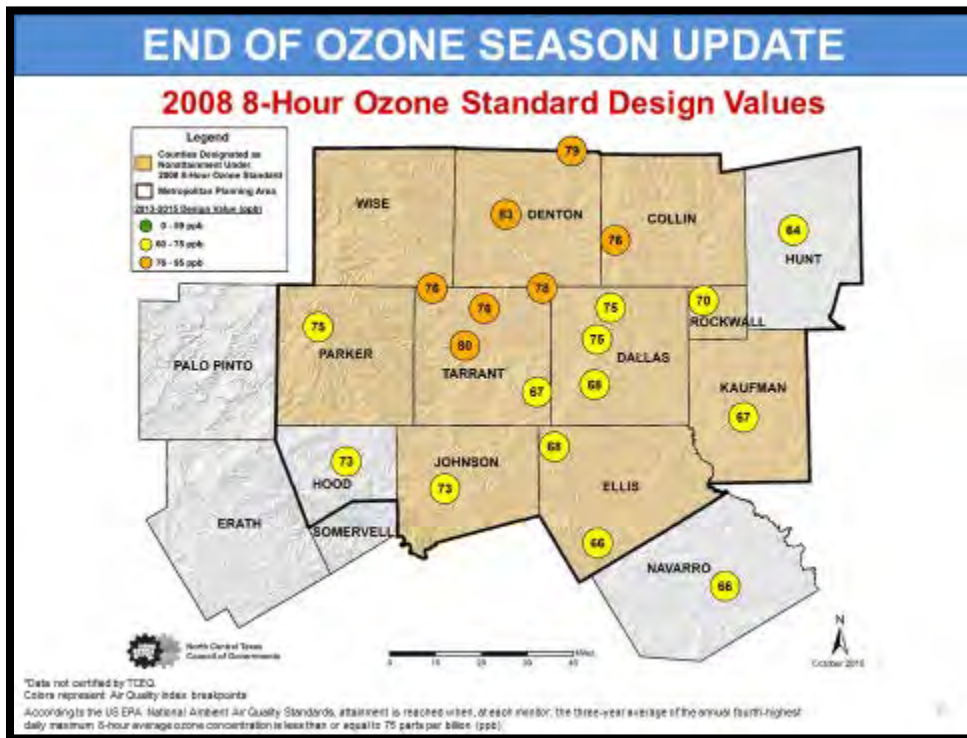
- End of Ozone Season Update



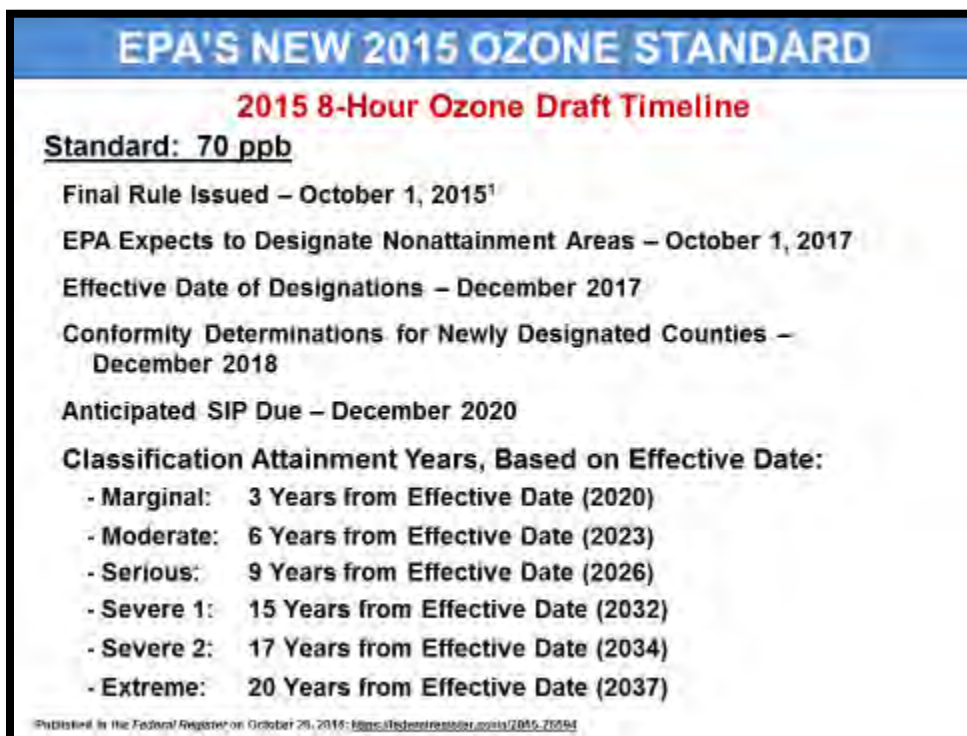
- End of Ozone Season Update (Continued)



- End of Ozone Season Update (Continued)



- New 2015 Ozone Standard



- EPA'S NEW 2015 OZONE STANDARD**
- Ozone Season Extended**
- Ozone Season Extended by One Month**
(March 1 – November 30)
- Effective January 1, 2017**
- RTC Previously Provided Comments Encouraging EPA to Not Implement Extended Ozone Season in the Dallas-Fort Worth Nonattainment Region from the End of October Through the End of November.**
- In Past 10 Years, No Exceedances**
(≤ 70 ppb) Recorded During Month of November

- # MOBILE SOURCE AIR QUALITY PROGRAMS

WARNING
5 MINUTE IDLE LIMIT
SIGNS - MAXIMUM 30 MINUTES
STATE CODE: 30 TAC 14.548
www.EngineEmissionsTexas.org

SmartWay
Saving Money and Reducing Fuel Emissions

evnt
Electric Vehicleing North Texas

try parking it
Historians, Record, Record.

NED

Bike/Walk North Texas

Drive a Clean Machine

ASVP
REGIONAL AIR QUALITY HOTSPOT PROGRAM
Don't Smoke, Call ASMOKE

AirCheckTexas

2015 SMARTWAY AFFILIATE CHALLENGE HONOREE

Star

SmartWay

http://www.nctcoq.org/trans/air/programs/

- **Air Quality Funding Opportunities**

[illegible]

ORAL COMMENTS RECEIVED AT MEETINGS
(Meeting Location in Parenthesis)

Preliminary Draft Mobility 2040 Recommendations

John Davis, City of Denton (Denton)

A. Bus service via local transit systems

Question: Do any of the transit systems currently provide a bus rapid transit service?

Summary of response by Dan Lamers: Yes, but the service is different than high-intensity bus. High-intensity bus is equivalent to riding in a train or high speed rail car. The T in Fort Worth operates a BRT line on Lancaster Avenue, and it uses a regular roadway but has signal priority. The other two authorities aren't actively doing BRT right now, but all three transit authorities, DART, DCTA and The T, are currently working on their long-range system plans and including some type of premium bus system. We don't have the benefits of those now. The only reason we currently have the routes for Denton County is because DCTA told us they are going to include the bus system in their plan. The routes are already in their long-range planning document.

Marshall Surratt, Citizen (Denton)

A. Regional driving patterns

Comment: I assume you have information regarding driving patterns?

Summary of response by Dan Lamers: Yes, we have traffic counts and the American Community Survey. We have a lot of existing information on patterns as well as a very extensive travel model we use to forecast future travel. We know where there's vacant land and where jobs might potentially be located. We can predict where we think travel will occur.

Question: Where is most of the Denton travel going?

Summary of response by Dan Lamers: It depends on where you live in Denton, but I would say most people headed to work are either going toward the Alliance area or toward Dallas. People are really going all over.

Comment: I noticed you don't have any arterial roads going from Denton to Frisco or Plano.

Summary of response by Dan Lamers: The largest roadway going in an east-west direction right now is U.S. 380.

Question: There's no mass transit between Denton and Frisco and Plano?

Summary of response by Dan Lamers: Other than the high-intensity bus proposed by Denton County Transportation Authority, no.

Question: Would those go along U.S. 380?

Summary of response by Dan Lamers: Yes, one of them is proposed on U.S. 380.

Summary of response by Chad McKeown: That's one of the things DCTA is working on. They want to go from interstate to interstate across the southern part of the county.

Comment: There's a lot of buildout on U.S. 380.

Summary of response by Dan Lamers: Several things are being planned. You notice part of this grey line was included in our current transportation plan. It's called the Collin County outer loop. It's a portion of what we once considered a larger regional outer loop. For various reasons we aren't pursuing the entire regional loop anymore, but Collin County was always one of the most significant parts we've needed because of the east-west travel. For the first time in a long time, we're adding this piece from IH 35W over to the planned outer loop as a proposed freeway to be built sometime in the next 15 to 20 years.

Questions: When do the buses go into effect?

Summary of response by Dan Lamers: DCTA is still working on that. I'm not sure when, but they did include them in their long-term financial plan. Buses can really occur any time because there's not a lot of major capital that goes into them. I don't have that information right now. We know there are limited east-west arterials in that part of the region. We're working with everyone to identify opportunities.

Robert Tickner, Citizen (Denton)

A. Interim transportation planning

Question: You mentioned U.S. 380. I think your planning is spot on, but what's happening between now and 2040?

Summary of response by Dan Lamers: We currently have several studies going on. But because the transportation problem is very complex in this region, it does take very rigorous studies to figure out what the problem is and how we can address it. As Chad mentioned, the state legislature provided additional funding. Almost 100 percent of the money available from the federal or state government over the last 20 years has gone to either maintaining the existing system or to building larger regional projects that benefit the most people. With this new source of funding, we think there will be opportunities to fund some of these other sub-regional projects.

Summary of response by Chad McKeown: We also look at more arterials than you see in this presentation. Denton County is working on their plan right now, and we take that into account as well.

Summary of response by Dan Lamers: Both the Denton County Commissioners Court and the city of Denton are very active in planning transportation. We work with them regularly. There's not a day that goes by that we don't hear from someone about moving projects forward. Denton County is in pretty good shape to take advantage of any additional funding that could come along.

B. Rail and bus in the Cotton Belt corridor

Comment: There's 15,000 new jobs showing up on the SH 121 corridor in Plano. We don't have a reasonable way to get there right now, but I think one possibility would be to get the Cotton Belt corridor up and running so we can make the connection in Carrollton.

Summary of response by Dan Lamers: On our transit recommendation map, Chad mentioned the A-train is already operating and doing very well. It doesn't go all the way to the Carrollton Transit Center but it gets you pretty close. The plan is to make that transit center a hub where you could make an easy transfer to the Cotton Belt. If the Cotton Belt was a bus rapid transit corridor, you'd have to transfer to a bus to get to that part of the region. Technically, the RTC would like to see a seamless transportation system, minimizing the amount of transfers you have to take. We've seen in the past that the more difficult you make it to use a transit system, the less people will want to use it. Up to now, the RTC has been pretty steadfast on encouraging the transit authorities to develop a one-seat ride concept so when you go from DCTA's A-train to the Cotton Belt, you wouldn't have to make that transfer. You may have to transfer trains, but they can be timed so they arrive at the station at the same time and you walk off one and on to the other. The RTC wants to know how important the one-seat ride concept is, particularly in the Cotton Belt corridor as well as what people think about implementing bus instead of rail in that corridor.

Comment: I think the one-seat ride is very important. I know several people who won't use transit because they have to make the connection at Trinity Mills, especially senior citizens. The DCTA line needs to be extended down to Carrollton. As you said, the easier you make it, the more appealing it is.

Summary of response by Dan Lamers: As Chad mentioned, years ago the three transit authorities signed a triparty agreement. Yes, DART is fully on board with eventually having the A-train coming into the Carrollton station. In fact, there's been talk that the Carrollton line could be extended into the DART system without having to get off the train. We're looking at identifying a regional rail vehicle that could operate in both the light rail and commuter rail corridors.

Question: Has the amount of money spent on rail been discussed? There's a lot of money that could be cut to get that up and running. You don't need a multimillion dollar station.

Summary of response by Dan Lamers: You're absolutely right. DART is doing a study on the Cotton Belt corridor that looks at all those options. We're going to be working with them on ways to get the rail up and running faster. Similar to the staged freeway concept we talked about earlier, we would build it in phases and wouldn't need all the money right away. DART has a history of quick implementation to get service up and running. The Victory Station at the American Airlines Center is a great example. It was once just a platform and now it's a nice station. You get the service going and then eventually you get the money and complete the corridor. Most of DART's current rail system, other than the TRE they operate with The T, is light rail. All of the rail lines we're proposing in this plan are on existing rail corridors. You wouldn't need to spend money to build electric infrastructure. You operate trains like DCTA is operating, which look and operate much like the light rail vehicle. There's a difference between TRE and DCTA. The TRE is a 20-year-old solution to operating low-cost rail. DCTA has a new vehicle. It's a diesel engine, but its creating electricity to power the train. In all of these new corridors it's cheaper to not have to build that electric infrastructure. That's why we're trying to find a vehicle that can operate in both corridors seamlessly.

Comment: At one of the DCTA meetings, they showed their bus plan and didn't seem to be using existing rail stations as connecting points. To me, that's not the right road to go down. It would be great to be able to take a rail or bus connection to the airport.

Summary of response by Dan Lamers: I mentioned earlier how complex our transportation needs are. I haven't looked at everything DCTA has, but the idea of feeding regional rail stations makes a lot of sense. I haven't seen their long-range planning efforts yet, but I'd be surprised if they're not proposing a more structured system in the long run. What they may be talking about is early implementation. Remember buses can only drive on roadways, and not all rail stations are near those roadways. I'm sure their staff would love to sit down and have that conversation with you.

Comment: I noticed on your maps you aren't showing connectivity.

Summary of response by Dan Lamers: When you're talking about a region with 10,000 square miles, it's hard to get into the details of our transportation system. Much like our roadways, we focus on the major freeways and principle arterials. We really rely on counties and local governments to help us with the feeder system and local facilities. We also really rely on the transit authorities to do their homework and work with their communities to identify feeder systems.

C. Toll managed lanes

Question: Does the number of people using the toll managed lanes justify the expansion? They're expensive to build.

Summary of response by Dan Lamers: So far on LBJ and NTE, the private developers operating them are saying they're at least meeting or exceeding expectations. The only complaint I've heard so far is that because they don't have as many exits as the freeway lanes, people don't know where they can and can't get to when they're in them. Especially with LBJ since it's below ground, and you can't see it. In fact, both of them just had a ride free for a week promotion through their app, which is their way of trying to get you to try them to see where you can and can't go. At least half of the users are not regular users. The more you use them when it's cheaper or free, the more you will use them even when you don't need to, and you'll get used to them.

Comment: I think you're on the right track with reducing toll roads.

Summary of response by Dan Lamers: We did some rough calculations. We're backing off about 40 percent. The legislature gave us about 30 percent of what we need to build the roadways. We thought that was pretty fair.

Ray Davenport, Citizen (Denton)

A. Status of transportation projects in Denton County

Comment: As you said, there are a lot of studies going on related to U.S. 380. They seem to suggest the project won't be a freeway but an arterial that won't alleviate congestion.

Summary of response by Dan Lamers: One of the policy bundles I talked about looks at land-use characteristics. Part of that policy would try to preserve as much existing rural space as possible. Counties don't have land-use authority, but cities do. There are incentives we can provide to

developers to help encourage them not to develop in certain areas where it could be potentially harmful to the transportation system. The idea is to adopt land-use strategies relevant to each area. In Denton County we wouldn't propose a lot of the mixed-use development that you would see in say Las Colinas or downtown Fort Worth. The focus would be more on preserving rural areas. Second, if you go to the Mobility 2040 website, there is a table there that has our specific recommendations. We have the Denton/Collin County Outer Loop proposed as a staged freeway. We believe it will be a full freeway with continuous frontage roads by 2040. We're calling it a staged freeway because you wouldn't necessarily go out and build the full freeway today. You would build the frontage roads or half of the frontage roads first. As the demand grew, you'd build the other side of the frontage road and then the freeway main lanes.

Question: One of the cities along U.S. 377 has developed a map. Their route doesn't take into account the existing roadway that runs through that area. You wonder how they're going to build a roadway through there without it looking like the New Orleans area. Will there be more public discussion on the development of the plan?

Summary of response by Dan Lamers: Yes, absolutely. This is a long-range plan.

Question: I know the meeting schedule is in the handouts, but at what point will U.S. 377 be discussed?

Summary of response by Dan Lamers: That corridor still has to go through the environmental process. The federal and state governments have to look at it to determine if there are negative environmental consequences, which generally takes several years and many public meetings. That process hasn't even begun yet.

Question: Would it take five or 10 years?

Summary of response by Dan Lamers: Environmental studies may start within the next five years. You also have to find funding. It's years away from environmental approval and implementation.

Summary of response by Chad McKeown: To address relieving U.S. 380, 85 percent of that 3.7 million people are projected to be in the four core counties. There's 1 million people in Collin County now, with potential for a million more. It's more about managing congestion rather than relieving it. You mentioned calling it the outer loop, but we're really seeing it as a U.S. 380 bypass more than an outer loop.

Summary of response by Dan Lamers: We should have started thinking about U.S. 380 as a freeway 20 years ago, but that didn't happen. Denton and Collin counties aren't alone in this. North Tarrant County saw the exact same thing happen 20 years ago. Back in 1986 we proposed a freeway in the plan for the northern part of Tarrant County, and we had a mayor of one of the local governments come to us and say we'd never build that freeway. Now we have those folks begging us to help them solve their transportation problems. We're trying desperately to avoid that conversation in this part of the region. You also have a lot of geographical constraints making it very difficult to implement transportation projects. One of the biggest reasons we abandoned the regional outer loop this west of IH 35W is because we cannot find a route to get through all the gas wells to connect anything and that's not going away.

B. High-intensity bus system and Cotton Belt corridor

Question: The recommended high-intensity bus corridor in Collin County and the recommended rail along U.S. 75 stop short of the Cotton Belt line?

Summary of response by Dan Lamers: The rail line stops at the Parker Road station and eventually the rail will continue north. Since U.S. 75 is being reconstructed, we're proposing a way to run buses in the U.S. 75 corridor as an early transit service implementation until we can build the rail line. The idea is to still build the rail by 2040 but implement bus rapid transit in the meantime. You can see why it's important to try and get the rail system built in a way that doesn't include awkward connections at those end points. We're proposing rail in the Cotton Belt and rail along U.S. 75 that connects with the rest of the regional rail system. The idea is to expedite rail on the Cotton Belt as soon as possible. If we implement it soon, we wouldn't abandon the idea of buses, but there are other facilities that we could run express buses on as a very early implementation. We're asking you what the long-term solution is in the Cotton Belt corridor. Is rail the solution or is bus rapid transit a better one? That's what the RTC would like public input on. It is more expensive to build rail than to build buses, but I don't think there's enough information to know what the price difference is yet in that corridor. To implement buses in the corridor you'd have to build a roadway, making it more expensive. Again, the idea is to plan for rail and if you needed to operate buses, there are other facilities you can utilize.

John Davis, City of Denton (Denton)

A. Bus and rail on the Cotton Belt corridor

Question: Regarding the Cotton Belt corridor, have you surveyed major employers in the Fort Worth area to see if any of their employees could use the Cotton Belt?

Summary of response by Dan Lamers: Yes, we expect the agreement with the federal government next year to fully fund the Fort Worth component so it can be under construction soon. DART has been active for years studying the Cotton Belt. We know very well what the interaction is between the TEX Rail and Cotton Belt corridor. Roughly half of the expected passengers on TEX Rail want to continue on in the Cotton Belt corridor east of the airport. For the most part, people don't want to just go to the airport. Yes, there is a large employment factor at the airport, which both Cotton Belt and TEX Rail would serve, but about half would continue on to the Dallas area.

Comment: It seems like a BRT or bus system would be a great test to see how many people would ride transit in that area and a lot less expensive than implementing a rail system to begin with. Build it and they will come is not exactly the case in transit

Summary of response by Dan Lamers: You're exactly right. In this case, the Cotton Belt has been studied for years, and rail is warranted. The question on the table is when. The RTC has been looking for ways to work with DART to expedite the rail investment in the Cotton Belt corridor.

Comment: It seems like BRT would be good.

B. FAST Act

Question: You mentioned the FAST Act in one of your slides. Have you had a chance to incorporate any of the changes from the legislation into the plan?

Summary of response by Dan Lamers: Not directly. It's hard when it was only adopted a week ago. Our cursory look doesn't tell us anything major will change the direction of our plan. Chad mentioned the increase in public transportation funding, so we think that corresponds to us looking at a regional rail system. There's one thing that's a bit different. The last 20 years we've relied on toll roads at the state level, but the rest of the country wasn't doing that. The state is now coming to us saying they'll give us money so we don't have to build as many tolled facilities. The federal government is about 20 years behind. A lot of the FAST Act is encouraging public/private partnerships to build tolled facilities, but federal government isn't saying you can't build free tax-funded facilities. They're saying if you don't have the money to do it, you should explore other options like Texas did. We don't have to rely on that as much as we used to with the funding the legislature has given us.

Paul Voelker, Mayor of Richardson (Richardson)

A. Rail along the Cotton Belt corridor

Comment: First and foremost, we fully support the plan as presented, and we appreciate all of the effort that has been put into it. The city of Richardson is blessed with tremendous access. It's what distinguishes us and differentiates us as a city when people are looking for employment or residential opportunities. When you look at things like IH 635, the Tollway, President George Bush Turnpike, U.S. 75 and our quarter of a billion dollar investment in DART that we've committed to with the light rail, access we have as a city truly is a tremendous asset to our employers and employees. With respect to the plan, I've been involved with transportation personally, professionally and politically now for over a decade. When I served as chairman for the chamber of commerce, one of my top priorities was Cotton Belt rail. I truly believe we've proven light rail is a differentiator, a driver for transit oriented development and a way to increase urbanization and density. I believe it is a tremendous way for us to leverage the resources we need to manage very carefully. It is our position as the city of Richardson that the Cotton Belt be a rail line and not a bus system. We think the rail line will have the most success as far as getting people to participate. We think it's the best alternative at this point for employers, employees and even students, since we have the University of Texas at Dallas in Richardson. I'll leave it at that. I wanted to welcome everyone to Richardson and make a couple of points about our support for the plan.

Steve Mitchell, Richardson City Council (Richardson)

A. City of Richardson's support for the Mobility 2040 plan

Comment: I've been fortunate to serve on Richardson City Council since 2005, and I'm a former mayor. I've served on the Dallas Regional Mobility Coalition since 2007. The last two years I've served as the co-chair. I'm currently the alternate member for Addison and Richardson on the RTC. My family moved here in 1965 when I was three, and I've really seen this region grow.

We have to not only get up to speed on past efficiencies, but we also have to get ahead because we're seeing the population skyrocket. I want to express my thanks to Michael and the Council of Governments for developing an overall mobility plan that will serve our region. I think one of the things that Richardson has tried to do, and I think it's very evident, is be a team player when it comes to regional goals, particularly with transportation. We support the efforts outlined in the draft plan. Tonight I want to speak to several primary projects that are part of the plan that will have long-lasting benefits for Richardson's vitality in the future. The first is the Cotton Belt. We feel strongly that the Cotton Belt corridor must be developed as a passenger rail route. Our

comprehensive plan includes its development as a passenger rail line. We have asked for and received dedicated right-of-way from the developers of CityLine specifically for this purpose. For those of you who aren't aware, CityLine is the development right up at U.S. 75 and George Bush with lots and lots of employees. We're not opposed to evaluating BRT or high density bus service on other select corridors in the region. They're a viable option and one that may be necessary where rail service will simply not occur within the mobility plan. We really believe in having as many tools in the tool box as we possibly can, and I think this is one of them. However, we believe the Cotton Belt is different. The T is already proceeding with a rail option along the corridor west of DFW Airport. DART already has rail service included in its financial plan east of the airport. We believe the mobility plan should focus exclusively on the passenger rail option along the Cotton Belt. Passenger rail is a catalyst for development and attracts many more users than a bus service. Great examples of this are Mockingbird Station, CityLine and even downtown Plano. Passenger rail best leverages our region's abilities to meet the needs of growth projected for our area. Passenger rail is the most responsible choice for those who have contributed millions of dollars over the last three decades with the expectation that passenger rail would be the result.

The next item I wanted to address is U.S. 75 North Central Expressway. While we wait for the expansion of passenger rail, we're very focused on the need to improve traffic flow on U.S. 75 North Central Expressway. The U.S. 75 corridor is our most paramount transportation artery, and Richardson joins many cities in our region in their desire to find a workable option and alternatives to alleviating the congestion we see today. This corridor is why we are very pleased to see its designation as a capacity maintenance corridor. We support all efforts to add capacity utilizing current assets and reduce construction that would have serious right-of-way impacts in Richardson. Those of us who lived here in the 1980s saw U.S. 75 reconstructed and a lot of the right-of-way removed. We simply have no more right-of-way to give up. We support continued evaluation on other long-term solutions that follow our adopted Richardson U.S. 75 guiding principles. Our guiding principles outline 10 primary goals we've identified to work with TxDOT for future improvements. It outlines our concerns and desires for what those improvements should look like. The city of Richardson welcomes the opportunity to further discuss and evaluate the long-term future of U.S. 75 so a consensus can be established between all stakeholders along the corridor. We join Collin County in its support for the creation of an outer loop highway. We feel an outer loop highway will open up other corridors for commuters that will help to alleviate demand on U.S. 75 and thus improve Richardson's access to areas to the north. For this reason we also support and value the proposed expansion of IH 635 in Garland as outlined in the plan. We believe it will also provide improved capacity and traffic flow that will reach the U.S. 75 North Central Expressway. In the meantime, we are encouraged by the discussion of an interim pilot project considering the transition of the existing HOV lanes into a flexible peak period travel lane. The recent success of the peak period travel lane on SH 161 in Irving can be enhanced on U.S. 75. Technological advancements will allow passenger vehicles to operate on these lanes not only during peak periods but also during accidents, special events and other high travel demand scenarios. We look forward to working with TxDOT and the Council of Governments on developing this pilot project.

In conclusion, I want to thank Michael and his team once again for the opportunity to speak tonight. While I'm a member of many regional organizations, I'm speaking on behalf of the city of Richardson. We know transportation is a critical issue, and these are very important steps that you're taking to plan for the future. We realize a great deal of planning and research has gone into this proposed Mobility 2040 draft. Again, we support the goals currently outlined and offer any assistance we may be able to provide as the plan continues to move forward toward adoption.

Bill Sproull, Richardson Chamber of Commerce (Richardson)

A. Global competitiveness of the North Central Texas transportation system

I've been doing economic development work here in the region for about 20 years. It's been really remarkable to see the population almost double during that period of time, to see the tremendous employment growth and to see us go from being what I'd call a great domestic competitor to being an international competitor.

Michael, I think it's interesting that you talk about North Texas being a region of choice and going from a region of 7 to 10.7 million people. As we've matured, we've become more than just a successful North American city. We've become a global competitor. In order to maintain our competitiveness, we really have to have the best transportation infrastructure possible. I will tell you transportation access equals employment. We see that here in Richardson. In fact, we've used COG data before to show that because we're a great transportation area with U.S. 75, DART, IH 635 and U.S. 190 around us, we're the second or third largest employer here in the telecomm corridor. We really depend on mobility for our success, and we're going to continue to grow as our population increases.

I want to talk about the importance of the Cotton Belt as well as provide comments on U.S. 75. I had the opportunity to travel this fall to Asia and Europe. I saw some of the best transportation systems in the world that connect plane to train in Tokyo, Beijing, Shanghai, Hong Kong and Milan. They're able to sustain great economic momentum because they know how to move people around in very dense, urban environments and keep them moving. When you think about our connectedness, the Cotton Belt is the next big challenge for us. It is a really important east/west connector for our employment center to connect across the region but particularly to DFW Airport. When we look at our history and the development along the DART rail line, we've seen tremendous growth. Councilman Mitchell referred to the success of CityLine. That is a new city being built within a city at the intersection of U.S. 75 and U.S. 190 and the DART rail line. State Farm has built 2 million square feet of office space to employ up to 10,000 people. Raytheon has built about .5 million square feet to employ up to 1,700. We suspect the buildout of that project, whenever that occurs, will be about 20,000 to 30,000 employees at CityLine. That would not have occurred without multimodal transportation. For planning purposes, they've already dedicated the right-of-way to have the Cotton Belt connect into CityLine so we have a side-by-side platform between a Cotton Belt station and the DART Red Line Station, which will provide the best of both worlds as far as connectedness for employers and people who are going to live there. When I say people are going to live there, we have about 4,000 apartment units being developed in that area, and those people are going to want mobility as well. We know passenger rail and those TOD centers already host some of the largest employers in the region, but I want to talk about the international component of this. We now have a tremendous new air service advantage in North Texas that we have not seen since I've been here. We have three direct nonstop flights from DFW into China. We have multiple direct nonstop flights into Japan. We've recently seen Toyota move their North American headquarters into Plano. We have increasing air service into Europe. I know from experience over the decades dealing with international companies that they don't want their employees suddenly arriving in the U.S. for the first time and renting a car at DFW Airport to get onto IH 635. You don't want that. They want them to get from one point to the other in the safest way possible. They want them to get off the plane and onto a train at the DFW Airport to get over to the telecom corridor for someone to pick them up. China has a different idea of what the lines in the street mean and whether or not you're supposed to cross them. You don't want them on those highways. From a safety perspective and the appeal as a region of choice, they're used to having a system where there's multimodal

access for them to get from international destinations to corporate destinations and around within region.

Now let me talk about rail versus bus. The reason you select train is threefold. First, it's timely. You don't know what's going to happen on the road, but I guarantee the rail will run on time. The second reason is speed. I get to my destination quicker with rail than I do bus. That's really important. If I've scheduled a flight to arrive at a certain time, and I've got a critical meeting to make, I don't want to worry about whether or not my bus is going to be in a traffic accident or break down on the highway. The third is one ride. That's really critical. For the business community, rail is the only viable option out there. I can't think of a more unifying force to link our communities together and to bring economic opportunity than rail on the Cotton Belt. I think it's very exciting for us and all the communities around the metroplex.

Finally, I'll echo what Councilman Mitchell said about the rebuild of U.S. 75 and what happened in the business community. We've had to invest tremendous resources into the redevelopment of the Heights Shopping Center. When U.S. 75 was rebuilt, it raised the level to where you could not see the shops, and they started going out of business. From a principle perspective, no higher and no wider is kind of a ground rule for any consideration of expansion of U.S. 75 through Richardson. I guarantee you'll receive love letters from employees in Richardson for opening up HOV lanes. It is a critical factor for a lot of our employers and employees, and it's absolutely needed.

Cookie Peadon, Cotton Belt Concerned Citizens Coalition, Dallas Zoning and Planning Commission (Richardson)

A. Thoroughfare streets

Comment: I represent District 12 on the Dallas City Zoning and Planning Commission, and my first comments will be addressing related concerns. Maybe I missed it or didn't hear correctly, but I don't see anything in the current plan that would relieve traffic congestion for Preston Road, Hillcrest and Coit. All of you know because you share the problems that we have at Coit Road. There is a huge development of apartments and there are houses going in over there. Our already congested situation is going to be exacerbated by that intense development. I hear those concerns from everyone in our area.

Summary of Response by Michael Morris: Before you leave, give me the perimeter of the streets that are in that thoroughfare system.

Question: The main cross streets, Michael?

Summary of Response by Michael Morris: Yes. If you're concerned about helping the thoroughfare system in that area, I'd like it to come from you instead of our staff. Get that in the illustrative list and let us work with the city to see what we can do in regards to that particular problem.

Comment: Those of you dealing with Coit, if you could help with input I think that would be quite beneficial.

B. Safety issues with BRT and rail

I also work with the Cotton Belt Concerned Citizens Coalition. Plano currently has plans to put a school just south of Highland Springs. There's also a Catholic school just east of Coit. There are some serious safety concerns that neighbors hit me with before I even got on the planning commission. Michael has worked with me for two or three years, and we have not been able to find a solution to satisfy everyone. We're talking about high speed. We're not talking about light rail. We're talking about commuter rail, which is much heavier and more difficult to stop because of the kinetic energy going forward. The other part is that if you put Cotton Belt rail through there, we have to find some way to not transect those north/south, metro thoroughfares. We've talked about elevating and a number of different things. It is a problem. It is a safety factor because it cuts off fire and police stations from all their southern routes. If someone has suggestions, I'd love to sit down and talk to you. Those are serious safety concerns. I think we can somehow find a win/win situation. I just don't know who can help us do that most efficiently. Gary Thomas asked us to float a trial balloon by the people who were really concerned about rail. We did that and a lot of people in that area felt that because of the number of schools, BRT would be a better solution. I don't know if that's true or not. They want to know if it would be an interim solution and if so, how long the interim solution would last. I wasn't familiar with the high intensity bus lines until a few days ago. Even if you went with a proposed southern route that had been looked at a long time ago along LBJ Corridor and tied it in with the Red Line in the Richardson area, it ignores UTD. They run constant buses through the neighborhoods in my district because they have to do something to get students to the campus. Those are concerns that aren't taken lightly. That goes back to the zoning commission hat that I wear. I don't know the best solution. If we could get rail through, I think it would be preferred, but we have to do it in a way that everyone can live together peacefully and everyone can get a win-win out of it. Whatever solution we come up with, whether BRT, high intensity bus or rail, there are a lot of significant challenges. I'm currently working on a list with other members of CBCCC to try to give Tim McKay and Gary Thomas a prioritized list so we can come up with a solution. We have a number of schools right against those rail tracks, and a lot of kids walk to school. I think Richardson is as concerned about safety as we are. Then it comes back to our north/south corridors. Collin County has major issues with growth. They don't contribute, don't particularly want rail service and would rather take their cars. There are a lot of challenges we face in relieving congestion on those north/south roads. If you put anything across there and you don't elevate it or go underground to avoid transecting those major highways, we do have an issue. Thank you very much for your time and thanks to all the people who've worked so hard on this.

Summary of response by Michael Morris: I want to spend some time discussing the bus service because it's very new. I'm going to pick on Fort Worth first. Fort Worth's desire is to build a rail line from southwest of Fort Worth all the way through downtown and to the airport. They didn't have enough money to do it all so their minimum operable segment is from downtown to the DFW Airport. They should get their full funding grant agreement within the next 60 days now that we have new five-year, federal legislation. Imagine southwest Fort Worth like it is the Cotton Belt. If there's no desire from Fort Worth to put buses on the rail track, why don't we put buses on the Chisolm Trail in the interim? Over time the buses would come off Chisolm Trail Parkway and at some point we would put rail on the rail track. Staff's position is to put rail on the Cotton Belt. We need to develop a win-win situation sooner rather than later. We're getting a request from some of the RTC members for feedback regarding this issue. They want to know if we should put buses on the Cotton Belt as an interim solution. I scratched my head about it. If you're going to put buses in that area, why wouldn't you go ahead and put them on the toll road or take advantage of the Plano thoroughfare street? The idea is to provide a coach experience to someone going 70 mph on a managed lane, and if they can't get to their destination on time,

we'll pay their transit fare. It's a bold statement for us but not really. We're updating the managed lane costs every six minutes and controlling the speeds. Why aren't we putting buses on the toll managed lanes versus putting them on the active freight rail corridor? If there are problems with rail on the Cotton Belt corridor, would there be problems with buses on the Cotton Belt corridor? That's what I'm trying to seek clarity on.

Frank Turner, Deputy City Manager of Plano (Richardson)

A. Plano's opinions on the Mobility 2040 draft recommendations

Comment: With respect to the Cotton Belt, Plano firmly supports the notion of a one-seat ride from Fort Worth to Plano. We support the TEX Rail project. However, as we all know, funding is fickle. Should funding not work out, we believe we should be open to exploring other options within the corridor, whether rail or not.

I'm going to jump to U.S. 75 and BRT from Plano to McKinney. In an ideal world perhaps you would run light rail all the way to McKinney. The development of BRT or high-intensity bus may be an alternative. We like the notion of the cap/main strategy you've outlined. However, there are additional ramp and interchange improvements that could be made that would help improve congestion. One that might be examined in Plano would be the Park Lane interchange. We like crosstown routes in general. We're also very pleased that you've shown the Spring Creek corridor option for a potential BRT. It needs north/south to be extended all the way to Sam Rayburn Tollway. We're very much in support of continued development of south arterials in Collin County, particularly in the eastern portion of the county where they're highly deficient. We think the Santa Fe line is also a very good project.

Duncan Webb, Collin County Commissioner (Richardson)

A. Future of the Collin County transportation system

Comment: I'm really directing my comments toward members of the public who live in this area, specifically Collin County and far north Dallas County. I'm very supportive of this plan. I voted for it, and I've had input on it. I do want to ask that you really look at what we're really trying to do the next 25 years. If you live in Collin County you should be very concerned about where we're heading. We're projected to grow by 1 million people in 25 years. Collin County just did an analysis, and that number may be low. We have some new numbers suggesting we may be bigger than that. Ultimately, we may be the biggest county in the region. There's one study that says we could approach 4 million people. Our studies show we may reach 3.4 million. The proposal is the way it is because if you look at Dallas County, it's got 2.6 million people. If you look at all the roads, they're limited access roads moving those 2.6 million people around. Look at Collin County in terms of what it has in limited access roads. Assuming the outer loop is built, how are we going to move 2 to 2.3 million people with that number of limited access roads? I'm asking you all to seriously look at the situation. Anything else we do in the county is going to require us to take people's improved property. Unless we do something, I don't see how we're going to move the people that are coming here. Therefore, I'm asking for your cooperation. We're going to try and bring out a study next year in terms of where we need to be going if we're going to handle the growth because it's coming whether we build additional roads or not. We have to develop ways to move people east and west and north and south. Please be open-minded. There will be opposition, and I need leadership and open-mindedness. Otherwise, I think you'll find that movement in this county is going to be very difficult. Thank you. I appreciate the opportunity

Mickey Parson, Granbury City Council (Fort Worth)

A. Status of potential parkway between Granbury and Fort Worth

Comment: Driving back and forth between Granbury and Fort Worth, we have four divided lanes basically all the way. When the economy is booming, we get a new red light a month on the road for some new commercial or residential development. Over a period of years, some 60 to 70 percent of the Hood County workforce drives to Tarrant County for work. What used to take me 40 minutes to get to Fort Worth now takes an hour. Over a period of time it will become almost impossible for someone to live in Granbury and go to work in downtown Fort Worth. I saw how long it took to build the Chisholm Trail Parkway. I started to think that maybe what we could do is build what I call the Comanche Peak Trail Parkway. That would come off the Chisholm Trail Parkway somewhere south of Benbrook or FM 1187 and right at Lake Benbrook. The Comanche Peak could come to Granbury and provide toll service from Granbury to downtown Fort Worth, basically making Granbury much like Cleburne is now, accessible to the whole metroplex without running into a stop light. I've presented some letters to you that have been written by the city manager. I have support of city council and the Hood County Commissioners Court in advocating for the Comanche Peak Trail. I was delighted to see when you went through the presentation that we have a red line through there so perhaps it's on your radar, too. We appreciate any consideration or any thoughts on getting that into the Mobility 2040 plan.

Summary of response by Dan Lamers: Yes, sir. I'm glad you brought that up. We have been remiss in not getting back to you as timely as we should. I think you presented the letters from both TxDOT and NCTA suggesting they'll get with us to look into it, and we have. With everything else going on with the transportation plan, we haven't had time to get back to you on it. The corridor is under further evaluation so let me explain why it's on that map. We did our analysis, and we agree with you that there is currently some travel-time benefit that would occur by implementing a parkway. At the moment, due to financial constraint and the fact it hasn't been through a formal environmental impact statement, we didn't feel like it's ready to be put in the financially-constrained part of the transportation plan, which is the part that identifies that there is a formal recommendation the RTC is making to fund the project in the near future. We put it on the corridors for future evaluation map to say yes, there is an eventual need for this type of facility and let's begin the planning process to look at how best to solve the transportation need. We're not recommending it for funding but to further advance planning of that particular recommendation. After we get this plan adopted, we'll get back to you on the formal study we did to warrant its inclusion among corridors for further evaluation.

Comment: Thank you for that. It's interesting to see that red line on there. I forgot to mention one aspect of U.S. 377. We have a nuclear power plant 15 miles south of us. That is a particular issue because the evacuation routes were developed in the 70s or 80s when that plant was built. If we had some type of nuclear reaction at that plant, you would not be able to get out of Granbury.

Summary of response by Dan Lamers: We considered that in our study. It is one of the reasons why we kept it in this part of the plan. We agree it's an important aspect.

Comment: Thank you very much. I'm glad I came.

Summary of response by Dan Lamers: I apologize for not getting back to you sooner. I appreciate all the letters. Some of them I haven't seen before.

A. High speed rail

Comment: I noticed you didn't have a corridor for high speed rail.

Summary of response by Dan Lamers: We didn't show it here, but it will certainly be part of this transportation plan. We're figuring out how to best show it in there. Yes, you will see what is essentially in the current plan, which is a three-station concept in Dallas, Arlington and Fort Worth so the high speed rail coming up from Houston will go through Dallas, go over to Arlington and then over to Fort Worth. We're working with TxDOT on an environmental alignment document. We're also going to incorporate a larger effort that the Federal Railroad Administration is looking at on high speed rail. That one isn't as far advanced as the Houston to Dallas or the Dallas to Fort Worth piece, but we're working on seamless connections between all three. I'm glad you brought that up. It will be a key part of this plan.

Curvie Hawkins, Citizen (Fort Worth)

A. Thoughts on IH 20 project recommendations in mobility plan

Comment: I noticed your survey indicated 70 percent would like improved access to transit in their cities. As an Arlington resident, I'm glad to hear it. It's something needing to be focused on at a more local level. With that being said, I'd like to talk about some of the roadway recommendations. I noticed on IH 20 you have a capacity and maintenance project identified on the IH 20 corridor going through Arlington. There's a new or expanded capacity project near IH 820. I'm just wondering why that project wouldn't go all the way across IH 20. The pinch point of IH 820 does slow down, but it's pretty congested on that whole section of IH 20. I don't know what capital and maintenance improvements are being thought about, but I think capacity improvements could be added right there. I noticed on SH 161 between IH 30 and IH 20 you do have expanded capacity on that segment. I don't travel that way every day, but I've traveled a couple of times. I've never seen issues on that part, but I see a lot of issues on IH 20. It's just getting worse. I think there's a lot of new development there. It's not just even at peak hour. It's six days a week in that area.

Summary of response by Dan Lamers: As a resident of Arlington as well, I feel your pain. Let's talk about SH 161. As you know it's a toll road. The idea here is that those capacity improvements are paid for by the users of the facility. There is a guaranteed revenue source applied to that roadway itself. There is no competition or financial constraint issues associated with widening of the toll roads. It's simply a matter of when NTTA identifies the need and has the funding available. That's one reason why you often see toll roads move ahead faster than other roads.

Now let's talk about IH 20. The capacity/maintenance initiative is a relatively new program we're identifying in this transportation plan. The idea is that there are capacity needs in those corridors, but the pavement or structure of the facility is relatively new or in good condition for its age. If you add capacity to those corridors the traditional way, you rip out the existing facility and rebuild it completely. We're talking about identifying corridors where the pavement still has a useful life to it. Let's take advantage of that useful life and see if there are things we can do to improve the traffic flow and add capacity in locations without destroying the original pavement. We can do that by simply adding things or trying to keep any additional capacity in the right-of-way that already exists. There is existing right-of-way in the IH 20 corridor. The pavement is in relatively good condition. We don't have any specific recommendations as to what to do in that corridor. For example, take what we've done on the SH 161 corridor north of SH 183. Within the last

several months, TxDOT opened up the shoulder for vehicles to use as a travel lane only during the peak periods. That's a quick and easy way of gaining capacity when we need it during the peak without having to rebuild the entire corridor. It won't last forever that way. We had to take a shoulder to do that, but those are the type of things we're talking about. We looked a little bit at the IH 20 corridor, and we think some of the issues are due to bottlenecks. You've got vehicles coming in from ramps causing significant weaving issues. We think there are potential things like reconfiguring ramps and frontage road access that would buy some additional time on IH 20 before it needs to be completely reconstructed. It is on our radar. Due to financial constraints, we just aren't sure it's worth the money to completely redo the corridor at this time. We have a meeting with Representative Turner and his office next week to talk about the IH 20 corridor. He's very concerned as well. We've talked to TxDOT, and we'd like to initiate a more comprehensive study before we make recommendations to widen it.

Question: I have another quick thought on that same area. Are the folks utilizing SH 161 and SH 360 going to be on IH 20 for that little segment in between?

Summary of response by Dan Lamers: Kendall mentioned in her presentation this idea of developing a core system of toll managed lanes and toll lanes. The idea is to connect SH 161 or the President George Bush western extension toll road that exists now and the newly let SH 360 extension from Sublett Road in Grand Prairie and Arlington down to U.S. 287 in Mansfield as a toll road. We'd build a connector between the two so you'd have a seamless toll road connection that would go literally from north Dallas down into the Mansfield area. The piece you're talking about isn't funded yet, but it's something TxDOT is interested in looking at. We've had discussions with NCTA. Because of the proximity of those two roadways, what we don't want is for a massive weaving section on IH 20 between those two facilities, which exists today. It would be a very similar idea to what happens at the airport right now. When you come up SH 360 there are high fly over ramps that get you onto International Parkway. You don't have to get on SH 183. It's that type of concept.

B. Rail line connectivity

Question: On the major transit corridor recommendations, I noticed you have a line that goes from Fort Worth to southeast Tarrant County down to Mansfield. Was that in the last mobility plan?

Summary of response by Dan Lamers: Yes, that's the Mansfield line, and I believe The T has looked at some station locations at various places along the line.

Comment: I think the commuter rail line service is an important service for Tarrant County because the TEX Rail will provide that additional service farther north. It's something Tarrant County should be very supportive of because it provides an additional travel option between two major areas of employment: Fort Worth and Dallas.

Summary of response by Dan Lamers: That's a great comment. The TEX Rail and Cotton Belt are essentially one corridor separated at the north end of the airport. The idea there is a seamless connection between TEX Rail and Cotton Belt. I think that's what you're speaking to, Curvie.

Comment: It's important because you won't have to transfer. Right now you can't do that without this project anyway.

Summary of response by Dan Lamers: Studies in the past have shown approximately 50 percent of the riders that will be on TEX Rail coming in from Fort Worth want to continue on to the north Dallas and Collin County area. That was the item the RTC wanted a little feedback on as well as bus options. A priority of the region is to expedite rail service on the Cotton Belt corridor. We're working with local governments and DART to get rail funded sooner rather than later. The other concept is if for some reason that can't be done, there are other options to provide some level of bus service in that same corridor on an interim basis. The RTC is also interested in comments regarding whether bus service is more critical in that corridor.

Eric Fladager, City of Fort Worth (Fort Worth)

A. Cross section for SH 360 south of IH 20

Question: Can you remind us what the ultimate cross section is for SH 360 south of IH 20?

Summary of response by Dan Lamers: SH 360 south of IH 20 will eventually be a six lane toll road. It's currently under construction as a four lane toll road.

Questions: The existing frontage roads will stay intact as free lanes?

Summary of response by Dan Lamers: As you get closer to the south, there are no frontage roads right now. The idea is to connect those frontage roads and put the tollway main lanes in between those. It would be both continuous frontage roads and continuous main lanes throughout the corridor.

Question: The main lanes would be tolled?

Summary of response by Dan Lamers: The main lanes would be tolled and the frontage roads would continue to be free. It should be a fairly quick construction project since right-of-way already exists and very few utilities have to be moved.

B. Benefits of adding rail in the North Central Texas region

Comment: I would say one of the things rail will do is guide development and allow higher mixed-density usage. You're accommodating regional growth by redirecting it to those locations. You're meeting a marketing need for those interested in living in walkable areas. Bus doesn't address those at all. It doesn't provide the opportunity for growth, and if you lose the opportunity and something else is developed instead, you've got decades before you have a chance to address that with redevelopment.

Agatha Benjamin, EPA (Fort Worth)

A. Transportation community impact

Question: Have you given any consideration to how transportation directly or indirectly affects surrounding communities?

Summary of response by Dan Lamers: Excellent question. We are a maturing region with dense development. Any time you're talking about expanding transportation facilities, it's a critical concern and taken very seriously. We talked about air quality impacts a little while ago. We also do something called an environmental justice impact analysis. Kendall is our manager for that

entire program. We always look at potential areas where there might be social or environmental concerns in all of the corridors. The plan goes through a process to identify those potential areas and ensure there aren't adverse impacts. If you'd like more information, Kendall is the perfect person to talk to. Transportation 40 years ago didn't care about impacting communities, but transportation today is very different. We're looking for ways to use transportation to help restore previous impacts and facilitate community development. For example, when IH 30 was being considered for widening 25 years ago, the original proposal was to just widen it where it was. Through a lot of community work, we've seen IH 30 move south to allow for more reconnecting of north and south downtown Fort Worth. We also have a sustainable development team who works with communities to balance transportation, land use and economic development to maximize all three.

End of Ozone Season Update and New EPA Air Quality Standard

John Davis, City of Denton (Denton)

A. Ozone migration patterns

Question: How does the ozone in Dallas migrate to the Denton area?

Summary of response by Jenny Narvaez: During the summer, the winds blow from the south to the north. In the morning when there's a lot of traffic on the road, a lot of pollutants are emitted and the ozone forms, lingering in the hot summer air. When everyone gets in their cars to drive home from work, it all starts over again.

Summary of response by Dan Lamers: Volatile organic compounds and nitrogen oxide in the presence of heat and sunlight form ozone. The morning drive produces these pollutants, the sun bakes them and then the winds come out of the south. So by the afternoon, ozone is forming in the northern part of the region.

Marshall Surratt, Citizen (Denton)

A. What happens when we don't meet the air quality standard

Question: As the ozone standard increases, so does the population. What happens if we don't meet the standard?

Summary of response by Jenny Narvaez: We get reclassified. We're moderate right now so we have until 2018 to attain it. If 2018 creeps up on us, and we're nowhere near 75, we would get reclassified again under that standard to severe and be given more time to try and reach it.

Summary of response by Dan Lamers: It sounds like you get a pass for not meeting it, but you have to be more creative.

Summary of response by Jenny Narvaez: You have a longer time to reach it, but there are certain things you have to abide by as a nonattainment area.

Robert Tickner, Citizen (Denton)

A. Financial cost of nonattainment

Question: Is it costing us financially?

Summary of response by Dan Lamers: Not yet. The only situation I know of happened in Atlanta. They failed and didn't produce a plan demonstrating how they'd reach attainment. We've failed before, but we've always been successful at producing a plan that shows all the programs we're implementing to help us achieve attainment. We've never had to worry about financial sanctions.

Summary of response by Jenny Narvaez: The one good thing about lowering the standard is a lot of the ozone production in our region is not necessarily from our region. When you go out and start your car in the morning, you could be as high as 50 or 60 ppb. Ozone can drift a pretty long way. With a lower standard there will be more nonattainment areas having to put certain practices in place to help manage the ozone.

Summary of response by Dan Lamers: We've always thought a lot of our ozone comes from Houston in the summer because the air drifts north. But it also may come from other areas with no controls because they're in attainment. Huntsville is an example. It is a very serious issue. The link between health and air quality has been demonstrated over and over again.

Summary of response by Jenny Narvaez: Ozone knows no boundaries, but our air is becoming cleaner. Overall, our vehicles are becoming a lot cleaner. Within the next 10 to 15 years vehicles may not be a primary ozone source.

Mickey Parson, Granbury City Council (Fort Worth)

A. Keeping Hood County in attainment

Question: I see Hood County is at 73. Will that keep us from having stricter air quality regulations?

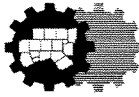
Summary of response by Jody Loza: That's a great question. EPA has what's called an advance program. It's specifically for areas near nonattainment areas. Hood County Clean Air Coalition joined the program, and they come up with a formal plan to keep their design value at or below the current standard. Hood County has been working really hard on that, and we've been working alongside them. Unfortunately, since it will be based on 2015, 2016 and 2017 data, I don't know if Hood County will be designated nonattainment. Right now at 73, yes they would be considered nonattainment because the new standard is 70. I know there is discussion at the county level of them wanting to be their own nonattainment area versus becoming a part of the larger nonattainment area. There are arguments on both sides as to why or why not. From my standpoint, I do all the air quality modeling and we already model all of the other counties because they're part of our regional planning area. It wouldn't be additional work on our part. However, I think the county does not want to be subject to some of the other higher level readings. They'd like their classification to stay at a lower level so they don't have to stay in nonattainment that long. Ultimately, it will be up to the EPA how they want to add or not add to the existing nonattainment areas.

Comment: We created the Clean Air Coalition once we were able to push into the attainment category. We're making a substantial effort to stay in attainment.

Summary of response by Jody Loza: Wise County was added to the nonattainment area and Hood County was not. It's interesting because Wise County doesn't have a monitor. I do know a lot of the reason Hood County was able to stay out was because they agreed to do the advance program and implement all the great programs. The state will make recommendations, and EPA will decide who will become nonattainment.

WRITTEN COMMENTS

Name and Title	Agency, City Represented	Topics Addressed	Comments
Marshall Surratt	Citizen	U.S. 380 and rail system	Attachment 1
Cookie Peadon	Cotton Belt Concerned Citizens Coalition	Relief of traffic congestion and challenges of implementing BRT, high intensity bus and rail in the Cotton Belt corridor	Attachment 2
Duncan Webb	Collin County Commissioner	Transportation resources for Collin County and support of the Mobility 2040 plan	Attachment 3
Thomas Kriehn	Lake Highlands "L" Street	School construction, parking, Dallas congestion and Cotton Belt corridor	Attachment 4
Mickey Parson	City of Granbury, Councilman	Possible expansion of Chisolm Trail Parkway	Attachment 5
Brian Johnson	City of Kennedale, Mayor	Support of the IH 20/U.S. 287/Loop 820 and transit corridor inclusion in Mobility 2040, veloweb development and widening of U.S. 287	Attachment 6
Bob Hart	City of Kennedale, City Manager	Transportation sales tax and traffic access study for Kennedale Parkway	Attachment 7



Public Meeting Comment Form

Instructions:

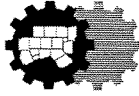
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4. Please return this form to an NCTCOG employee at the registration desk.

- ☐ 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 MARSHALL GURRATT
Organization _____
Date 14 Dec. 2015
Meeting Location DENTON

Please provide written comments below:

We need to be proactive along 380, etc.
to stay ahead of growth. And implement
rail between Denton and Frisco/Plano/121 Corridor.



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Name COOKIE PEADON

Organization COTTLE BELT CONCERNED CITIZEN'S

Date 12/15/2015

Meeting Location RICHARDSON

Please provide written comments below:

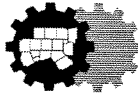
- ① The plan does not address relief of traffic congestion on the major arterials - Preston Road, Wilshire, Coit. NCT does not provide any relief given population growth in the northern sector.
- ② Bus R/T and High Intensity - would these be interim solutions. Privatization indicates a prelude to rail.
- ③ Cattle Belt Corridor - Whatever solution used BRT, High Intensity Bus and Rail all present significant challenges in terms of greenway, safety concerns (numerous schools, shot track, and block major arterial north/south corridors. See Tarrant County rather than relieve congestion).

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>



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

Name DUNCAN Webb
Organization _____
Date 12/15/15
Meeting Location Richardson, TX

Please provide written comments below:

- Good Presentation
- Very informative
- Supportive of the plan; Need more planning & resources to Collin County, focus on leveraging of those resources to maximize transportation projects in Collin County.

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P.O. Box 5888, Arlington, TX 76005-5888 Phone: (817) 695-9240 Fax: (817) 640-3028
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- ☐ I wish to make both oral and written comments at the public meeting

Organization CARLE HIGHLANDS "L" STREETS

Date DEC. 15, 2015

Meeting Location REICHARDSON CITY HALL.

Please provide written comments below:

SCHOOL CONSTRUCTIONS I'D LIKE TO SEE A HIGH SCHOOL BUILT UPSIDE DOWN OVER STRIP RETAIL. THE LOCAL BUS^{BIKE} ROUTES WOULD SERVE BOTH THE HIGH SCHOOL AND THE RETAIL. I'M FED UP WITH ASinine STATUTORY FACILITIES REQUIREMENTS SUCH THAT SCHOOLS MUST BE BUILT WAY OUT IN THE BOUNDARIES: ATHLETIC FIELDS AND COURTS, PARKING LOTS, STADIUM, ETC.

PARKING: REPLACE THE STATUTORY MINIMUM PARKING REQUIREMENTS WITH ~~MINIMUM~~ ^{MINIMUM} PARKING REQUIREMENTS, IMPLEMENT AN ON-LINE INTERNET TRACKING APPLICATION THAT KEEPS A CONSTANT INVENTORY OF AVAILABLE VACANT PARKING SPACES. (THE PARKING TRACKING APPLICATION IN SAN FRANCISCO TRACKS ONLY ON-STREET PARKING, I'D LIKE TO SEE AN ~~TRACKING~~ APPLICATION THAT TRACKS OFF-STREET PARKING ALSO, IN ALL THREE OR FOUR DIMENSIONS. ³ PARKING ENTREPRENEURS SHALL HAVE FULL

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P.O. Box 5888, Arlington, TX 76005-5888 Phone: (817) 695-9240 F

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

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og.org Website: <http://www.nctcog.org/trans>

NORTH DALLAS TRAFFIC CORRIDOR: RE-OPEN DART'S
PROPOSAL FOR BUSWAYS ALONG NORTHWEST HIGHWAY
AND FERGUSON/GARLAND ROADS. MY FIRST MODELS ARE
THE ORANGE LINE BUSWAY ALONG LAUREL CANYON BLVD.
IN LOS ANGELES, AND THE HEALTHLINE BUSWAY ALONG
EVELD AVE. IN CLEVELAND. I'M NOT SO SURE ABOUT
USING LEFT-SIDED BUSES INSTEAD OF THE EXISTING
RIGHT-SIDED BUSES: E.G., ~~AREA~~ BUSWAY INTO DOWNTOWN
QUITO, ECUADOR.

I'VE ALREADY SAID THAT MY MODEL FOR BUS RAPID TRANSIT
ALONG IH-635, IH-35, SH-183, SH-114, IH-45, US-80, IH-30, ETC.,
IS THE TRANSMILENIO BUSWAY SYSTEM IN BOGOTA, COLOMBIA.
I LIKE THE LEFT-SIDED BUSES IN THAT SYSTEM BECAUSE
I'D RATHER STAND ON A CENTER MEDIAN PLATFORM AND
LOOK OUT UPON APPROACHING EXPRESSWAY TRAFFIC THAN
STAND ~~ON~~ ON A RIGHT-SIDED CENTER PLATFORM WITH ALL
THE APPROACHING TRAFFIC BEHIND MY BACK.
THE BUSWAY ALONG THE SAN BERNARDINO FREEWAY ~~RESEMBLES~~
~~RIGHT-SIDED~~ IN LOS ANGELES RESEMBLES RIGHT-SIDED BUSES.

COTTONBELT BUSWAY: THE ADDISON RESIDENTS ARE STILL
WAITING ANXIOUSLY FOR RAIL SERVICE, MEANWHILE,
I SUGGEST A MID-BOULEVARD BUSWAY ALONG BELT LINE ROAD.
AS FOR THE RAIL LINE, I'M AWARE OF TWO MODELS FOR
BUS-ON-RAIL: BUSES WITH RETRACTABLE STEEL WHEELS
SUCH AS IN ENGLAND AND FRANCE; AND O-BAHN BUSES ALONG
LIGHT RAIL TRACKS IN ESSSEN, GERMANY. THE O-BAHN BUSES
USE O-BAHN TRACKS SUPERIMPOSED UPON THE LIGHT RAIL
TRACKS. I HAVE IN MIND A BUS ROUTE (#350) THAT
RUNS ALONG CITY STREETS BETWEEN PARKER ROAD STATION
AND ADDISON TRANSIT CENTER, THEN ALONG BELT LINE
ROAD (#400) BETWEEN ADDISON TRANSIT CENTER AND
DOWNTOWN CARROLLTON STATION, THEN BUS-ON-RAIL
(NO CURRENT ROUTE NUMBER) BETWEEN DOWNTOWN CARROLLTON
STATION AND D/FW NORTH STATION. I'M NOT SO SURE
ABOUT BUS-ON-RAIL THE REST OF THE WAY FROM D/FW
NORTH STATION TOWARDS DOWNTOWN FT. WORTH'S ETC.

SO I SUGGEST DUAL-SIDED BUSES: RIGHT-SIDE MODE BETWEEN
PARKER ROAD STATION AND D/FW NORTH STATION; AND THEN
LEFT-SIDE MODE ALONG SH-121 TOWARDS THE ETC.

I DETEST ~~THE DART~~ D/FW AIRPORT'S SKYLINK PEOPLEMOVER OUTSIDE
DART RAIL'S ORANGE LINE'S AIRPORT STATION. THE SKYLINK
IS DESIGNED FOR AIRPORT HUB SECURITY, AND IS HENCE USELESS
FOR VISITORS WHO WANT TO TRAVEL FROM D/FW AIRPORT NORTH
STATION SOUTH TOWARDS TERMINAL 2 TO MEET ARRIVALS OR
DEPARTURES THERE. I THINK THE AIRPORT BOARD SHOULD
RESURRECT AND EXTEND THE AIRTRANS PEOPLEMOVER ALL THE
WAY BETWEEN D/FW AIRPORT NORTH STATION AND CENTREPORT
STATION. THE AIRTRANS SERVICE WILL INCLUDE FREIGHT SERVICE,
SUCH AS ~~TRANSPORTATION~~ OF PASSENGERS' LUGGAGE BETWEEN THE
REMOTE STATIONS AND THE AIRPORT'S INTERIOR.

**Instructions:**

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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

Comments at the public meeting

Name Mickey Parson
Organization City of Granbury Texas
Date 12-16-15
Meeting Location Ellis Mae Library

Please provide written comments below:

see Attached

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>



Mailed 12/3/15

8/8

December 7, 2015

Mr. Brian R. Barth, P.E.
District Engineer
Texas Department of Transportation
2501 S W Loop 820
Fort Worth, Texas 76133

Dear Mr. Barth,

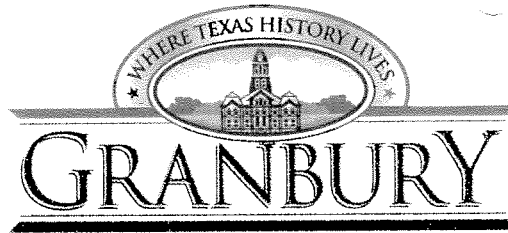
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It has been some time since the previous City Manager contacted you regarding this matter. However, I am not informed of any communication back to the City pertaining to the "Comanche Peak Trail" as proposed to you. If possible, could I meet with you to discuss this idea to allow me the opportunity to begin moving this proposal forward?

Warmest regards,

Chris Coffman, CPM
City Manager

CC: Nin Hulett, Mayor
Mickey Parson, Mayor Pro Tem and Council Member Place 6
The Honorable Roger Harmon, Johnson County Judge
David Fowler, Area Engineer, TxDOT



December 7, 2015

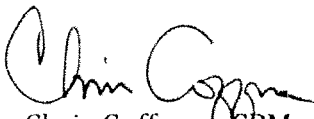
Mr. Michael Morris
Director of Transportation
North Central Texas Council of Governments
P.O. Box 5888
Arlington, TX 76005-5888

Dear Mr. Morris,

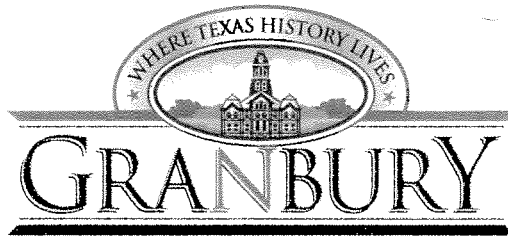
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Warmest regards,


Chris Coffman, CPM
City Manager

CC: Nin Hulett, Mayor
Mickey Parson, Mayor Pro Tem and Council Member Place 6
The Honorable Roger Harmon, Johnson County Judge



December 7, 2015

Mr. Gerald Carrigan
Executive Director
North Texas Tollway Authority
5900 W. Plano Parkway
Plano, TX 75093

Dear Mr. Carrigan,

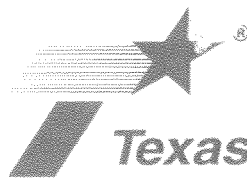
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City Manager

CC: Nin Hulett, Mayor
Mickey Parson, Mayor Pro Tem and Council Member Place 6
The Honorable Roger Harmon, Johnson County Judge



125 EAST 11TH STREET | AUSTIN, TEXAS 78701-2483 | (512) 463-8588 | WWW.TXDOT.GOV

September 5, 2014

Chisholm Trail Parkway Expansion Request

Mr. Wayne McKethan
City Manager
City of Granbury
116 W. Bridge Street
Granbury, Texas 76048

Dear Mr. McKethan:

Thank you for your letter regarding the potential expansion of the Chisholm Trail Parkway. Transportation networks typically require years of regional planning of which the plans are generally financially constrained. I appreciate the city of Granbury's vision to look for future transportation connectivity in our growing North Texas area.

To address the City's request, I will reach out to the North Texas Council of Governments and the North Texas Tollway Authority to begin discussions on what steps should be taken in order to study this concept further.

Again, please express my appreciation to the City Council. I or one of my staff will be contacting you. If you have any questions until then, please contact me at 2501 SW Loop 820, Fort Worth, Texas 76133; (817) 370-6514; or email brian.barth@txdot.gov.

Sincerely,

Brian R. Barth, P.E.
District Engineer
Fort Worth District

cc: The Honorable Roger Harmon, Johnson County Judge
The Honorable Nin Hulett, Mayor, City of Granbury
The Honorable Mickey Parson, Council Member, City of Granbury
Mr. Michael Morris, NCTCOG Director of Transportation
Ms. Elizabeth Mow, NTTA Assistant Executive Director of Infrastructure
David D. Fowler, P.E., TxDOT-FTW Area Engineer Erath, Hood & Somervell

OUR GOALS

MAINTAIN A SAFE SYSTEM ▪ ADDRESS CONGESTION ▪ CONNECT TEXAS COMMUNITIES ▪ BEST IN CLASS STATE AGENCY

An Equal Opportunity Employer



NORTH TEXAS TOLLWAY AUTHORITY

5900 West Plano Parkway • Plano, Texas 75093 • (214) 461-2000 • Fax (214) 528-4826 • www.ntta.org

Chisholm Trail Expansion

August 1, 2014

Mr. Wayne McKethan
City Manager
City of Granbury
116 W. Bridge Street
Granbury, Texas 76048

Wayne,

Thank you for your letter regarding expansion of the Chisholm Trail Parkway into Hood County. Please allow us time to visit with staff at the Regional Transportation Council and we will get back with you to schedule a meeting to discuss this item further.

Please call me anytime with questions. You may also contact Elizabeth Mow, Assistant Executive Director of Infrastructure, at (214) 224-2157 or emow@ntta.org.

Thank you again, and we will respond once we have had an opportunity to review the necessary information.

Sincerely,

A handwritten signature in dark ink, appearing to read "Gerald E. Carrigan", is written over a horizontal line.

Gerald E. Carrigan, P.E.
Executive Director

Cc: The Honorable Nin Hulett, Mayor, City of Granbury
The Honorable Mickey Parson, Councilmember, Place 6
The Honorable Roger Harmon, Johnson County Judge
Mr. Michael Morris, P.E., Director of Transportation, NCTCOG

Mailed

July 29, 2014

SLP



July 28, 2014

Mr. Gerald Carrigan
Executive Director
North Texas Tollway Authority
5900 W. Plano Parkway
Plano, TX 75093

Dear Mr. Carrigan,

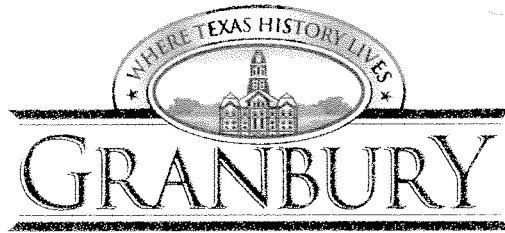
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We would like to begin discussions and gain direction from your office pertaining to the process by which this is undertaken, as well as involvement in the planning process for any possible future extension of the Chisholm Trail in order to protect our entry way into Fort Worth.

Sincerely,

Wayne McKethan
City Manager

CC: Nin Hulett, Mayor
Mickey Parson, Council Member Place 6
The Honorable Roger Harmon, Johnson County Judge



July 28, 2014

Mr. Michael Morris
Director of Transportation
North Central Texas Council of Governments
P.O. Box 5888
Arlington, TX 76005-5888

Dear Mr. Morris,

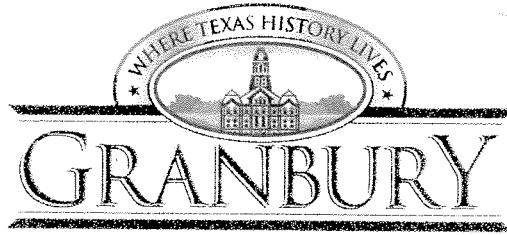
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Wayne McKethan
City Manager

CC: Nin Hulett, Mayor
Mickey Parson, Council Member Place 6
The Honorable Roger Harmon, Johnson County Judge



July 28, 2014

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District Engineer
Texas Department of Transportation
2501 S W Loop 820
Fort Worth, Texas 76133

Dear Mr. Barth,

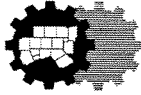
I am writing on behalf of the citizens of Granbury and their City Council. They have expressed an interest in a possible expansion of the Chisholm Trail. The suggestion is to create a Y at the existing toll road and FM 1187. One leg would be the new "Comanche Peak Trail" extension which would veer west. At Cresson the new Comanche Peak Trail would continue down Highway 377 to Granbury. The Comanche Peak Trail would insure Granbury and Hood County's improved access to all of the Fort Worth, Dallas area.

We would like to begin discussions and gain direction from your office pertaining to the process by which this is undertaken, as well as involvement in the planning process for any possible future extension of the Chisholm Trail in order to protect our entry way into Fort Worth.

Sincerely,

Wayne McKethan
City Manager

CC: Nin Hulett, Mayor
Mickey Parson, Council Member Place 6
The Honorable Roger Harmon, Johnson County Judge
David Fowler, Area Engineer, TxDOT



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 Brian Johnson & Bob Hawk
Organization City of Kennedale
Date Dec. 16, 2015
Meeting Location FT. Worth

Please provide written comments below:

City supports the I-20/us 287/bop 820 inclusion
in the Roadway recommendations

City supports the Regional Reconnect plan and
is committed to constructing connectors
in Kennedale and along Wilkpe Creek

City supports the major transit corridor. The
city has acquired land for a future
railstop in Kennedale along the "Mansfield
line".

Kennedale would like to see inclusion of
Business 287 between Kennedale and Mansfield
for widening



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.
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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 Brian Johnson ? Bob Haer
Organization City of Kennedale
Date Dec. 16, 2015
Meeting Location Ft. Worth

Please provide written comments below:

Kennedale supports the voluntary measures. The
city would support legislation to phase in
a transportation sales tax. Draft legislation
has been prepared

Kennedale has requested a traffic access
study for Kennedale Parkway, (Bus. 287) to
improve safety and access.

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>

WRITTEN COMMENTS SUBMITTED BY WEBSITE AND EMAIL

Michael Beck, Nov., 7, 2015

Dear Elected Officials,

I wanted to take the time to pass along a positive message. In my line of work I travel about the area quite regularly. As an area Realtor I am affected directly both professionally and personally by the area growth and traffic as you can imagine. My recent travels north through McKinney have spurred me to send you all, a rousing well done on the expansion of US 75.

To keep things brief, the new lanes are simply magnificent! I know there was a great deal of work behind this project and I ask that you forward my congratulations to those involved that I may never know. The reduction in congestion, travel time, improvement in safety, et al are simply wonderful. It was a giant sigh of relief being able to pass through the area without the stress of previous trips.

Now if we can carry this lesson on to the southern part of the corridor through Plano and Richardson, without tolling, that would indeed be magnificent too!

Margaret DeMoss, Dec. 1, 2015

Once again, you have scheduled public meetings when no one can or wants to come. It is inexcusable. If you really cared about public input, you would schedule meetings at a more convenient time of the year "for the public".

Michael Grace, Dec. 2, 2015

To whom it may concern,

The city of Lancaster would like to see additional funding set aside to expedite the development of Loop 9 and for coordination/planning of the DART commuter rail line corridor to Waxahachie which runs they Lancaster.

Michael Muceli, Dec. 2, 2015

Is there any new information about the Collin County Outer loop?

Steve Turner, Dec. 5, 2015

I understand that the transportation council is considering "Roundabouts" or Traffic Circles. These have been tried before and unless you can come up with a different kind of circle they are the wrong way to go. I've seen them in Dallas, Texas and other towns and you take your life in your hands if you get on one. With traffic entering getting in the way of those who are exiting will cause more accidents. Ft Worth has one today on the west side of town on Camp Bowie and it is horrendous. TRAFFIC CIRCLES (roundabouts should not be implemented they are very dangerous. Dallas had one at Harry y Hines and N W HWY and it was terrible and done away with. Don't waste money on TRAFFIC CIRCLES (roundabouts)

Pam Thompson, Dec. 8, 2015

I'm interested in the staff analysis behind the suggestion for the southern option for east/west access in North Dallas (the route generally between the Medical District at I-35 and Fitzhugh at 75). I understand that this is a corridor "for further study," but declaring a corridor for further study requires a certain amount of analysis. Please send me any reports, memos, presentations, etc. that outline the analysis that was conducted that led to this recommendation. I am not able to attend the upcoming public meetings, or I would ask my question there. My apologies. Thank you.

Keith Boyles, Dec. 15, 2015

a community that benefits from being accessible should share the cost of that access! I shop at home depot which is 3 miles from my home and travel to and fro does not require a toll road— however, everything in that store arrived via the 'toll road'- roads are both an infrastructure cost and a community benefit. I recently purchased a new car. The young lady in the F&I office and I engaged in a toll road discussion. Due to 'use fees' she has elected to travel to and from her job via non-toll roads. So, how will toll roads sustain themselves as others ditch the fee. What about road maintenance- is her mentality helping or hurting the community/environment? She's not on the toll road but rather in stop and go traffic light managed traffic.

Dormand Long, Dec. 18, 2015

http://www.gizmag.com/self-de-icing-asphalt/40970/?utm_source=Gizmag+Subscribers&utm_campaign=05f530e1fd-UA-2235360-4&utm_medium=email&utm_term=0_65b67362bd-05f530e1fd-92087049

Tim Foster, Dec. 18, 2015

I would like to comment on transportation improvement projects. I recommend NCTCOG add the following projects:

1. Expand Spring Creek Parkway from Highway 78 in Wylie, TX to Stonewall Road (Dallas County) from 2 lane rural to 4 lane urban. Follow Kreymer Lane and Troy Road routes.
2. Expand Elm Grove Road from Liberty Grove Road to Sachse Road from a 2 lane rural to a 4 lane urban road.
3. Expand FM 552 from SH 205 (Rockwall County) to Highway 190 (Dallas County) This will require a new bridge across Lake Ray Hubbard. This route would relieve traffic from I-30 east and Highway 66 east.

Please add these three projects to the 2040 plan.

Murray Morgan, Dec. 22, 2015

Dear Mr. Morris,

Below is a letter/email/social media post sent to residents of Lake Highlands in response to a survey sent by Senator Huffines (except attached). I believe that LHAIA's position is pretty clear, "Move forward with 635 East with tolled lanes":

There's a survey circulating from Senator Don Huffines that has a question asking if the 635 project from 75 to I30 should be completed with tolls, or postponed. In other words, the State can't afford it without the four toll lanes, and won't be able to until they figure out how to raise taxes or fees. First, he uses a scare tactic by alluding that 635 is a "Toll Road". Not true. The debate is about toll LANES. As it stands currently, there would be five "free" lanes in each direction, and two toll lanes in each direction. What we're actually talking about is four out of fourteen lanes. Don't let his use of "toll road" confuse you.

Without toll lanes, Texas has to raise fees and/or taxes to pay for road improvements. This is not solely an East Dallas area problem, it's state wide. We could even be looking at a State income tax. Texas growth is outstripping its resources. New automobile technology will increase the costs of highway construction and maintenance. Let's face it, the current lane monitoring devices available from every automobile manufacturer don't work if lanes aren't clearly marked or disappear in strong sunlight or rain. Waiting five years to improve 635 could (will) cost hundreds of millions more. It's a high price to pay simply to avoid four toll lanes.

Fuel taxes don't cut it anymore. Cars are becoming more fuel efficient, electric cars are booming, and alternate fuels are on the horizon. Let me ask, how do states like Texas pay for the new, high tech roads necessary to support all these changes? It boils down to higher taxes and fees, or drivers paying for higher speed lanes on a voluntary basis. I personally oppose "toll roads" where all lanes are charged. Toll Lanes are purely voluntary. It's a freedom of choice, so I refer to the express lanes as "Texas Freedom Lanes".

TEXAS FREEDOM LANES

With Freedom Lanes, drivers have the freedom of using the free lanes, or pay-for-mile Freedom Lanes. Who uses Freedom lanes? The Senator, and others, wants us to believe that Freedom Lanes are only for the "rich". Actually, they're used by everyday people that need to get from one part of Dallas to another quickly. Using the guaranteed speed of Freedom Lanes allows repair and service people like electricians, plumbers, air conditioning, appliance repair, and many others to avoid gridlock and rapidly move from job to job. Freedom Lanes can make the difference between two calls a day, or three, Freedom Lanes can mean tens of thousands of dollars a year in additional incomes, and millions to the Dallas economy. Salespeople, limo services, Uber drivers, and so many more people benefit from Freedom Lanes. Tolls become a cost of doing business, and included in their fees. The "only for the rich" argument just doesn't hold water. And you have the choice of free lanes or Freedom Lanes.

Freedom lanes aside, the primary benefit for Lake Highlands, East Dallas, and Garland will be the redevelopment that the 635 road improvements and access roads will bring. I haven't figured out why the area east of 75 is discriminated against, but it was skipped over about ten years ago, and the 635 improvements went to North Dallas. All the massive redevelopment along 635 at Hillcrest, Preston, Dallas North Tollway (that toll road worked), and all the way around to the airport got the redevelopment that Lake Highlands, East Dallas, and Garland so badly need. Now, the State appears to want to delay again simply because someone doesn't want four out of fourteen lanes from Miller Road to 75 to be tolled until they figure out how to tax us in other ways. Let the people that use the lanes help pay for the highway. Give us the opportunity to revitalize and grow our home area. Help us with the 635 gridlocks. Improve our safety. Stop treating us like second class citizens. Give us Texas Freedom Lanes so that we can gain higher home values, thriving communities, and an improved quality of life. It's so much more than an East-West traffic issue. It's about people.

Vote to allow the Freedom Lanes now, and stop Texas from figuring out a way to increase taxes and fees on everyone for road improvements later. Return the survey, write, email, or call Senator Huffines's office (info below) with a resounding confirmation that we're tired of being discriminated against, we're tired of road improvements going elsewhere, that we want the vitality and redevelopment that 635 can bring to Lake Highlands, East Dallas and Garland, and we absolutely don't want increased taxes or fees. Do it now, and avoid higher taxes later.

Elaine Laisure, Jan. 4, 2016

I30/I20 to Weatherford is already gridlocked. Now you are adding 30K houses in the near Future. Include adding RAIL SERVICE from Fort Worth to Weatherford within the next 5 years. . FORT WORTH is way Behind other MAJOR CITIES without a mass Rail System. No More Toll roads where the money goes to a FOREIGN COUNTRY.

Lake Highlands Resident, Jan. 7, 2016

1. We support expediting the Skillman Gateway project a. To increase safety and straighten out the Skillman /LBJ /Audelia crossing b. We support the signature bridge to provide a real gateway into our community and CONNECT north of 635 with south of 635 c. We need the economic development this project will bring and the additional opportunities for development 2. We support expediting the Sound Walls along all residential areas protecting our neighborhoods from the public nuisance of 635 a. Quality of life, property values, and individual peace of mind must be improved with the sound walls that have been promised for years b. With increased congestion and traffic the issues have increased exponentially, and the proper height and length of the sound walls are essential 3. We support the LBJ East Expansion project with additional free use (tax funded) lanes even if it included optional tolled express lanes from 75 to Miller Road. a. Main Point: We understand that without the partial tolling of the optional express lanes, the project could be delayed indefinitely, and this project is essential to our quality of life and mobility b. We support the 5:2:2:5 lane allocation with 5 free use lanes going each way and 2 tolled lanes going each way (the tolled lanes are only from 75 to Miller road exit and become free east of Miller Road) c. We need continuous frontage roads to help with access and provide opportunity for economic development to meet restaurant and retail needs.

Victoria George, Jan. 7, 2016

As a resident of Lake Highlands, I am in support of the following in regards to Mobility 2040 (LBJ East Expansion): Expediting the Sound Walls along all residential areas protecting our neighborhoods from the public nuisance of 635 a. Quality of life, property values, and individual peace of mind must be improved with the sound walls that have been promised for years b. With increased congestion and traffic the issues have increased exponentially, and the proper height and length of the sound walls are essential. I believe the recommended height is 9 feet. I would like to strongly urge the maximum height. My home backs up to 635 and I cannot tell you how much sleep I have lost due to 18 wheelers and motorcycles that travel along 635 at all hours of the night. I was informed that the noise prevention walls were promised to us and would be going up within a few years. That was over 5 years ago. I strongly urge expediting the sound walls! I would love to be able to utilize my backyard for cook-outs and other events. Right now, I can't entertain due to the noise. I greatly appreciate your time and attention to this matter! I know all of Lake Highlands would support sound walls going up to help us enjoy our neighborhood to the fullest! Thanks!



Mayor Paul Voelker's Comments for the NCTCOG Mobility Plan Public Input Meeting

**Tuesday, December 15, 2015
6:30 p.m.
Richardson Civic Center**

Good evening and thank you for this opportunity to appear before you this evening to speak about the 2040 Mobility plan, and welcome to Richardson.

I will speak very briefly this evening in regards to the development of the plan...

However, my fellow City Council member Steve Mitchell is also here tonight.

He serves as a representative for the Dallas Regional Mobility Coalition and as an alternate member for Richardson and Addison on the Regional Transportation Council.

He will convey our position in greater detail regarding specifics of this plan.

As Mayor of the city of Richardson, I would like to simply convey our overall support for the draft plan as it is presented.

We feel it correctly reflects the areas of most pressing concern for transportation needs in and around Richardson...

And, we specifically support the need for the Cottonbelt Rail Line to be considered a future passenger rail route, and not a possible corridor for a High Intensity Bus Route.

We feel regional rail is the most appropriate alternative to meeting the transportation needs of our existing and expected future employers, and to meet the needs of the growing student population at the University of Texas at Dallas...

We also feel it is the best alternative for meeting environmental goals for our region, serving to attract the most users and reducing carbon emissions and other impacts.

Plus, we feel it is the most responsible alternative, meeting the expectations and contributions of many DART member cities that have long planned and supported the creation of the Cottonbelt passenger rail line.

And, we feel in the long run it will also prove to be the most economical plan.

One that will not only attract the most users....

But that will also attract the right type of mixed-use and high density development needed to support mass transit use and success.

For our part, I cannot overstate the importance we hold to the development of a Cottonbelt regional rail line.

The impacts and dividends our community has received from the creation of DART's Red Line are phenomenal.

And, for my community, creation of the Cotton Belt Rail Line is one of the most important economic development opportunities that can occur in Richardson's foreseeable future.

I would like to conclude this evening by thanking the members of this group for your attention and dedication to this process.

The projected growth of this region is a great blessing to have...

And meeting the transportation challenges that come with that blessing is very important work.

Thank you for this time to bring our perspective.



Comments for NCTCOG 2040 Mobility Plan – Councilman Steve Mitchell

**Tuesday, December 15, 2015
6:30 p.m.
Richardson Civic Center**

Thank you for this opportunity to appear before you this evening to speak about the draft 2040 Mobility Plan.

My name is Steve Mitchel and I am a former Mayor of Richardson and currently serve on the Richardson City Council.

I am also a representative on the Dallas Regional Mobility Coalition, serving as a member of the governance / executive committee as the organization's co-chair.

And I serve as the alternate representative on the Regional Transportation Council for Richardson – serving to represent Richardson and Addison in helping to improve and plan for the transportation needs in the Dallas / Fort Worth Metroplex.

I mention that so you will understand the comments I'm about to make come from experience and personal involvement in regional transportation planning.

However, I am here today only to represent the city of Richardson.

OPENING

I would like to begin by expressing our appreciation to the Council of Governments for its efforts to develop an overall Mobility Plan to serve our very large and growing region.

Richardson has always been very conscientious of being a team player in supporting regional goals, and we strongly support the efforts outlined in the draft plan.

Tonight, I would like to speak to several primary projects or programs that are part of the plan and that will have long lasting benefits to Richardson's vitality in the future.

COTTON BELT

First, as Mayor Voelker expressed... we feel strongly about the development of the Cotton Belt corridor, and that it be developed as a passenger rail route.

Our comprehensive plan includes its development as a passenger rail line, and we have asked for and received dedicated right of way from the developers of CityLine specifically for this purpose.

We would like to say, we are not opposed to evaluating Bus Rapid Transit or High Intensity Bus service on other select corridors in the region.

We feel it is a viable option, and one that may be necessary where rail service is just simply not likely to occur within the mobility planning horizon.

However, because the Fort Worth T is already proceeding with a rail option along the Cotton Belt west of the DFW Airport and DART already has rail service included in its financial plan east of the Airport, we believe that the Mobility Plan should focus only on the rail option along the Cotton Belt.

Rail is a catalyst for development and attracting users, much more so than can be achieved with bus service.

And, we feel the rail option will best leverage our region's abilities to meet the needs of the growth projected for the corridor and area.

We also feel it is the most responsible choice for those who have contributed for decades in to DART, with the expectation that passenger rail would be the result.

US 75 / CENTRAL EXPRESSWAY

While we wait for the expansion of passenger rail, we are also very focused on the needs to improve traffic flow on US 75, the Central Expressway.

The US 75 Corridor is our most paramount transportation artery, and we join the many cities in our region in their desire to find options and alternatives to alleviating congestion.

That is why we are very happy to see its designation as a capacity maintenance corridor.

We fully support all efforts to add capacity utilizing current assets, and to reduce construction that would have serious right-of-way impacts in Richardson.

And we support continued evaluation of any other long-term solution that follows within our Richardson US 75 Guiding Principles that we have adopted.

It outlines 10 primary goals that we have identified to work with TxDOT for future improvements...

And specifically outlines our concerns and desires for what those improvements should look like in the future.

We will provide a copy of that to you.

Meanwhile, the City of Richardson welcomes the opportunity to further discuss and evaluate the long term future of US 75 so that a consensus can be established between all the stakeholders along the corridor.

OTHER ITEMS

While not immediately apparent as a positive to Central Expressway, we join Collin County in its support for the creation of an Outer Loop Highway.

We feel this will open up other corridors for commuters that will help to alleviate the demand on US 75, and improve Richardson's access to areas to our north.

For the same reason, we also support and value the proposed expansion of Interstate 635 in Garland as outlined in the plan.

We believe it will also provide improved capacity and traffic flow that will reach to the Central Expressway corridor.

In the meantime, the City is very encouraged by the discussion of an interim pilot project considering the transition of the existing HOV lanes in to a flexible peak period travel lane.

The recent success on the peak period travel lane on SH 161 in Irving can be further enhanced on US 75, and we believe technology advancements would allow passenger vehicles to operate on these lanes not only during preset peak period times but also during incidents, special events and other high travel demand scenarios.

We look forward to working with TxDOT and the Council of Governments on the development of this pilot project.

CONCLUSION

I would like to thank you once again for this opportunity.

Transportation is such a vital issue to our region, and these are very important steps you are taking to plan for its future.

We realize that a lot of planning and research has gone in to the proposed 2040 Mobility plan currently drafted.

We support the goals currently outlined, and offer any assistance we may be able to provide as this plan continues to move forward to adoption.

Thank you...

Central Expressway/ US 75 Guiding Principles

The Central Expressway/US 75 Corridor is the City of Richardson's "Main Street"; its paramount transportation artery. The Corridor is authentically multi-modal in character and function as it comprises an extraordinary confluence of freeway travel lanes, managed lanes, high-occupancy vehicle lanes, and frontage roads complemented by DART's light rail Red Line and its four stations, the Cotton Belt commuter line connection, and the backbone of the City's regional trail system, the Central Trail. The Central Expressway/US 75 Corridor traverses the heart of the community and sustains the local economy, which in turn nourishes the quality of life enjoyed by its citizens. The image the City imparts and its perception are not only substantially shaped by one's experience on Central Expressway itself, but also by one's experience within the adjoining urban fabric that comprises the highway's broader physical context. It is therefore imperative that any reconstruction of the highway be mindful of its dual role as a component of the greater state-wide transportation network as well as an essential contributor to the long-term health and vitality of the City of Richardson. It is the City of Richardson's view that this objective may be best achieved through a context sensitive approach that acknowledges the following:

- Central Expressway/US 75 operates foremost as a commuter corridor serving locally-situated regional employment centers and proximate residential population. The accommodation of comparatively larger volumes of traffic, particularly commercial trucking, is better suited to true interstate corridors.
- Interstate status for the segment of Central Expressway/US 75 that passes through the City of Richardson would not be in the best interests of the City and is categorically opposed. However, Richardson does steadfastly maintain its support for designation of US 75 to Interstate status beginning in McKinney and continuing north into Oklahoma.
- The bi-directional, eight hour span of traffic congestion projected for the segment of Central Expressway/US 75 that passes through the City of Richardson affirms its unique character as a commuter corridor. Consequently, addressing long-term traffic projections by maintaining bi-directional congestion relief is a fundamental necessity.
- Any expansion of the Central Expressway/US 75 right-of-way within the City of Richardson must not impair long-term planning objectives to enhance neighborhood integrity and foster on-going reinvestment, redevelopment and densification of properties that flank either side of the highway.
- Increasing the traffic capacity of Central Expressway/US 75 must be accomplished in manner that does not require vertical expansion of the roadway. At-grade and below-grade design solutions are the preferred options to accommodate additional capacity. Vertical expansion shall be minimized to the

City of Richardson US75 Corridor Vision

greatest extent practicable and limited exclusively to discrete locations as necessary to provide access to or from the freeway and managed travel lanes.

- East/west, intra-city connectivity through the Central Expressway/US 75 Corridor must be meaningfully improved by providing for safer, more attractive and comfortable pedestrian and bicycle mobility.
- While managed lanes may afford a viable solution to generate revenue for project funding, safe and efficient ingress and egress shall be made available and maintained to benefit those individuals working, residing or visiting in the City of Richardson.
- High Occupancy Vehicle (HOV) Lanes are an essential component of the Central Expressway/ US 75 Corridor. Safe and efficient ingress and egress shall be made available and maintained to benefit those individuals working, residing or visiting in the City of Richardson.
- Any reconstruction or redesign of Central Expressway/US 75 must tangibly contribute to one's sense of arrival and the City's uniqueness of place by implementing a comprehensive urban design theme that fortifies City of Richardson gateway and portal features, and which should include landscaping, enhanced pavement, specialty lighting, signage, and architectural treatments to elements such as column cladding, retaining walls, bridge bents, abutments, etc.
- Access to the proximate DART Red Line light rail stations and the capacity of the Red Line itself must not be compromised in any way as a result of reconstruction or redesign of Central Expressway/US 75. Neither shall such reconstruction or redesign impede extension of the Cotton Belt commuter rail over Central Expressway /US 75 to link with the DART Red Line at the Bush Turnpike Station.



TEXAS HOUSE *of* REPRESENTATIVES

Chris Turner

State Representative, District 101

November 10, 2015

Mr. Michael Morris
Director of Transportation, North Central Texas Council of Governments
616 Six Flags Drive
Arlington, TX 76011

Via electronic mail: transinfo@nctcog.org

RE: Transit Corridor Projects

Dear Mr. Morris,

Thank you for again allowing the public to provide input regarding critical transportation issues impacting our community. Allowing affected citizens to actively participate in development of our transportation system is an important step in the planning process and the North Central Texas Council of Government's (NCTCOG) efforts are laudable.

To that end, this letter is to serve as official comments regarding the Mobility 2040 Plan and information presented during the public meeting held at NCTCOG's office on October 14, 2015. My thoughts focus on the draft Transit Corridor Projects map which marks prospective corridors utilizing the categories "Under Evaluation / \$8.3 Billion; Funded/\$3.6 Billion, and Current Transit Rail Network."

Whether I limit my viewpoint to House District 101 or consider the greater geographic area served by NCTCOG, I am concerned that the proposal does not include a more south Tarrant County east/west corridor between Dallas and Fort Worth. It also seems an oversight to omit a north/south corridor centrally located between Fort Worth and Dallas. If studies have not been previously completed, I recommend a feasibility study of both potential corridors.

While I respectfully defer to the transit policy experts regarding the exact corridor locations, I believe a corridor south of Interstate 30 should be considered as an east/west corridor based on the lower border for "Severe Congestion" as illustrated on the draft map titled, "Levels of Congestion 2040". Perhaps Interstate 20 should also be studied for feasibility. With respect to a north/south corridor feasibility study, a corridor along State Highway 360 would be centrally located between Dallas and Fort Worth, and in the center of the Metroplex, while also providing increased ridership associated with Dallas Fort Worth International Airport (DFW).

Mr. Morris
November 10, 2015
Page 2

I request that these comments be considered in advance of future Mobility 2040 plan revisions, which will occur in coming years. Our community would greatly benefit from additional transit corridors during the next twenty-five years as part of a comprehensive congestion and connectivity solution.

Thank you again for offering the opportunity to participate in the NCTCOG Public Participation Plan and giving citizens the ability to be involved in long-term transportation planning.

If you have any questions regarding this letter or if I may ever be of assistance to you or your organization, please do not hesitate to contact me.

Sincerely,

A handwritten signature in black ink, appearing to read "Chris Turner", with a stylized, flowing script.

Chris Turner

cc: Dan Lamers, Senior Program Manager



VAN TAYLOR
TEXAS STATE SENATOR
DISTRICT 8

COMMITTEES:
NOMINATIONS, VICE-CHAIR
EDUCATION
HEALTH & HUMAN SERVICES
TRANSPORTATION

Rebecca Hernandez
Communications Coordinator
North Texas Council of Governments
616 Six Flags Drive P.O. Box 5888
Arlington, TX 0

December 4, 2015

Dear Ms. Hernandez,

As you may know, the Collin County legislative delegation recently issued its support of opening high occupancy vehicle (HOV) lanes to single occupancy vehicles on US 75 during peak hours and times of other congestion. So that we are all reviewing the same set of data, we wanted to share with you some of the research regarding traffic and congestion in our region that was used to formulate the bullet points highlighting the need for such a transition.

Alleviating traffic and congestion issues are of great concern to our constituents and economic development for our region. Should you have any question please don't hesitate to contact us any time.

We look forward to working with you to address the transportation and infrastructure needs of our growing region. Together, we are confident that we can provide meaningful solutions for the people we serve and keep our area the very best place to live, work, and raise a family.

Sincerely,

Senator Van Taylor

Representative Jodie
Laubenberg

Representative Jeff Leach

Representative Scott
Sanford

Representative Scott
Turner

Representative Matt
Shaheen

RECEIVED

CAPITOL OFFICE:
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(512) 463-0108 • FAX: (512) 463-7579

DISTRICT OFFICE:
6301 PRESTON ROAD
SUITE 700
PLANO, TEXAS 75024
(972) 398-9416 • FAX: (972) 398-9419

WWW.VANTAYLOR.SENATE.STATE.TX.US

DEC 11 2015

TRANSPORTATION

Enclosures:

- *Footnoted joint press release from the Collin County Legislative Delegation supporting opening the HOV lane on US 75 to SOV to reduce congestion*
- *U.S. 75 heat maps showing directional traffic patterns*
- *Texas Department of Transportation Top 100 Most Congested Roadways in Texas*
- *Texas Department of Transportation US 75 Corridor Study from I-635 to SH 121 (SRT) presented to the McKinney City Council on June 15, 2015*

A version of this letter was sent to Mayors and City Council Members in Allen, McKinney, Plano, and Richardson, the Collin and Dallas Commissioners Court, the Texas Department of Transportation, and the North Texas Council of Governments (NTCOG).

FOR IMMEDIATE RELEASE (Revised):
November 13, 2015

COLLIN COUNTY LEGISLATIVE DELEGATION SUPPORTS OPENING HOV LANES TO REDUCE CONGESTION ON US75

*Delegation Proactive in Offering Meaningful Solutions to Expand the Total
Capacity for Transportation Along US75 Corridor*

PLANO, TX – The Collin County legislative delegation today released a joint statement in support of opening high occupancy vehicle (HOV) lanes to single occupancy vehicles during peak hours and times of other congestion.

"As the elected legislative leaders for Collin County, we remain committed to working to reduce and relieve traffic congestion in North Texas, especially on US75, one of the most congested highways in the State of Texas," the delegation stated. "In that regard, we are unified in our support of expanding the access to, and usage of, the existing HOV lanes to provide near-term congestion relief, without adding a tolling component. The current HOV lane on US75 is widely regarded as ineffective, a legitimate safety hazard, and a waste of roadway that could be much better utilized. It is our hope that the discussions regarding the future of the HOV lanes continue and that a plan will be developed to adequately and effectively address congestion problems along this stretch of highway, both for the people who are here now, and for those on their way."

The Collin County legislative delegation consists of Senator Van Taylor and Representatives Jodie Laubenberg, Jeff Leach, Scott Sanford, Scott Turner, and Matt Shaheen.

US 75 Traffic Statistics:

- According to an October 29, 2015 study by the Texas Department of Transportation (TxDOT) and the Texas A&M Transportation Institute, US 75 from IH 635 to Woodall Rogers Freeway is the 12th most congested roadway in the state, US 75 from PGBT / SH 190 to IH 635 is the 21st most congested, and US 75 from Sam Rayburn Tollway / SH 121 / SH 399 to PGBT / SH 190 is the 55th most congested.¹
- US 75 from IH 635 to Woodall Rogers Freeway accounts for 501,265 annual hours of delay per mile, from PGBT / SH 190 to IH 635 accounts for 362,364 annual hours of delay per mile, and from Sam Rayburn Tollway / SH 121 / SH 399 to PGBT / SH 190 accounts for 173,879 annual hours of delay per mile.²
- The hours of delay per mile create a congestion cost for frequent US 75 users from of \$108.34 from IH 635 to Woodall Rogers Freeway, \$53.71 from PGBT / SH 190 to IH 635, and \$45.25 from Sam Rayburn Tollway / SH 121 / SH 399 to PGBT / SH 190.³
- Based on NCTCOG data, significant traffic growth is projected on the US 75 main lanes.⁴
- NCTCOG Models suggest that existing congestion will increase from an average of 2.5 hours per day to 8-10 hours per day if no transportation improvements are made.⁵
- Northbound US 75 at MidPark averages 54 miles per hour during peak morning hours (6:00am - 9:30am) versus 30 miles per hour during afternoon peak hours (3:30pm - 7:00pm).⁶

- Southbound US 75 at MidPark averages 43 miles per hour during peak morning hours (6:00am - 9:30am) versus 53 miles per hour during afternoon peak hours (3:30pm - 7:00pm).⁷
- Northbound US 75 at Park averages 60 miles per hour during peak morning hours (6:00am - 9:30am) versus 38 miles per hour during afternoon peak hours (3:30pm - 7:00pm).⁸
- Southbound US 75 at Park averages 36 miles per hour during peak morning hours (6:00am - 9:30am) versus 57 miles per hour during afternoon peak hours (3:30pm - 7:00pm).⁹

¹ "100 Most Congested Texas Road Sections," prepared by Texas A&M Transportation Institute, August 2015.

² *ibid*

³ *ibid*

⁴ US 75 Corridor Study, McKinney City Council Meeting, June 15, 2015

⁵ *ibid*

⁶ NCTCOG US 75 Heat Map at MidPark Northbound, Page 2, September 2015.

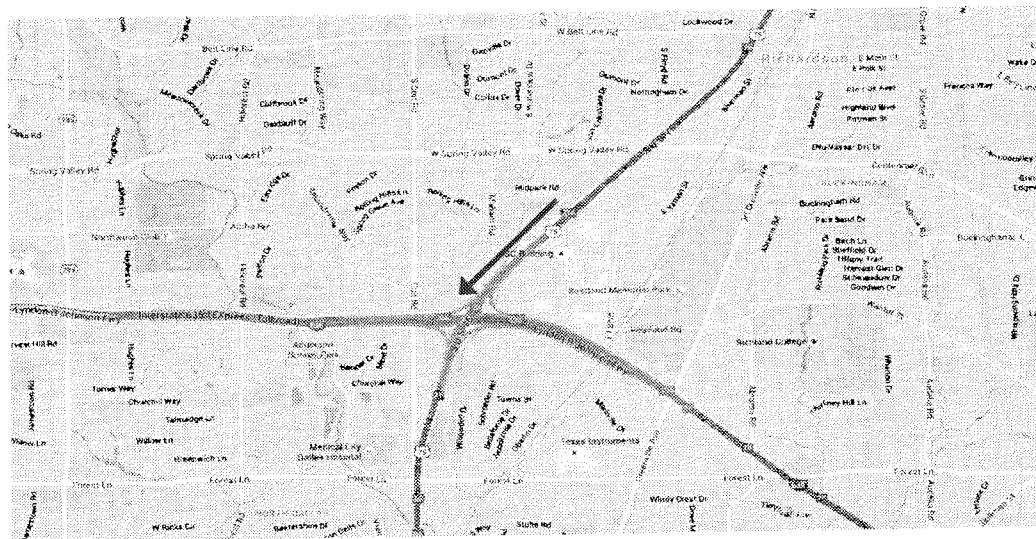
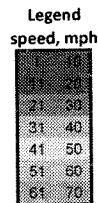
⁷ NCTCOG US 75 Heat Map at MidPark Southbound, Page 1, September 2015.

⁸ NCTCOG US 75 Heat Map at Park Northbound, Page 4, September 2015.

⁹ NCTCOG US 75 Heat Map at Park Southbound, Page 3, September 2015.

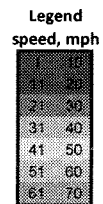
US 75 at Midpark,SB

Speeds, mph, by time of day (15-minute interval) and day of September 2015

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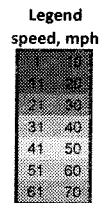
US 75 at MidPark, NB

Speeds, mph, by time of day (15-minute interval) and day of September 2015

[illegible]

US 75 at Park,SB

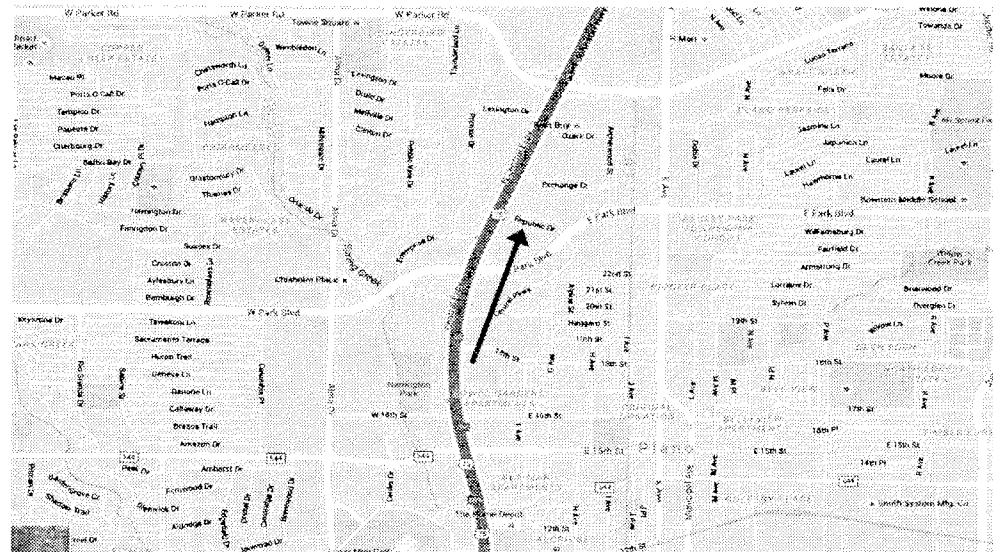
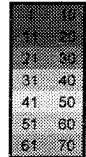
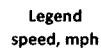
Speeds, mph, by time of day (15-minute interval) and day of September 2015

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US 75 at Park,NB

Speeds, mph, by time of day (15-minute interval) and day of September 2015

Hour		DOW	TIME OF THE DAY																																																																																																																																															
			Early Morning Off-Peak																								Morning Peak												Midday Off-Peak												Afternoon Peak												Night Off-Peak																																																																																			
			0:00	0:15	0:30	0:45	1:00	1:15	1:30	1:45	2:00	2:15	2:30	2:45	3:00	3:15	3:30	3:45	4:00	4:15	4:30	4:45	5:00	5:15	5:30	5:45	6:00	6:15	6:30	6:45	7:00	7:15	7:30	7:45	8:00	8:15	8:30	8:45	9:00	9:15	9:30	9:45	10:00	10:15	10:30	10:45	11:00	11:15	11:30	11:45	12:00	12:15	12:30	12:45	13:00	13:15	13:30	13:45	14:00	14:15	14:30	14:45	15:00	15:15	15:30	15:45	16:00	16:15	16:30	16:45	17:00	17:15	17:30	17:45	18:00	18:15	18:30	18:45	19:00	19:15	19:30	19:45	19:50	20:00	20:15	20:30	20:45	21:00	21:15	21:30	21:45	22:00	22:15	22:30	22:45	23:00	23:15	23:30	23:45																																															
September 1, 2015	Tue	0.00	0.15	0.30	0.45	1.00	1.15	1.30	1.45	2.00	2.15	2.30	2.45	3.00	3.15	3.30	3.45	4.00	4.15	4.30	4.45	5.00	5.15	5.30	5.45	6.00	6.15	6.30	6.45	7.00	7.15	7.30	7.45	8.00	8.15	8.30	8.45	9.00	9.15	9.30	9.45	10.00	10.15	10.30	10.45	11.00	11.15	11.30	11.45	12.00	12.15	12.30	12.45	13.00	13.15	13.30	13.45	14.00	14.15	14.30	14.45	15.00	15.15	15.30	15.45	16.00	16.15	16.30	16.45	17.00	17.15	17.30	17.45	18.00	18.15	18.30	18.45	19.00	19.15	19.30	19.45	19.50	20.00	20.15	20.30	20.45	21.00	21.15	21.30	21.45	22.00	22.15	22.30	22.45	23.00	23.15	23.30	23.45																																																
September 2, 2015	Wed	0.00	0.15	0.30	0.45	1.00	1.15	1.30	1.45	2.00	2.15	2.30	2.45	3.00	3.15	3.30	3.45	4.00	4.15	4.30	4.45	5.00	5.15	5.30	5.45	6.00	6.15	6.30	6.45	7.00	7.15	7.30	7.45	8.00	8.15	8.30	8.45	9.00	9.15	9.30	9.45	10.00	10.15	10.30	10.45	11.00	11.15	11.30	11.45	12.00	12.15	12.30	12.45	13.00	13.15	13.30	13.45	14.00	14.15	14.30	14.45	15.00	15.15	15.30	15.45	16.00	16.15	16.30	16.45	17.00	17.15	17.30	17.45	18.00	18.15	18.30	18.45	19.00	19.15	19.30	19.45	19.50	20.00	20.15	20.30	20.45	21.00	21.15	21.30	21.45	22.00	22.15	22.30	22.45	23.00	23.15	23.30	23.45																																																
September 3, 2015	Thu	0.00	0.15	0.30	0.45	1.00	1.15	1.30	1.45	2.00	2.15	2.30	2.45	3.00	3.15	3.30	3.45	4.00	4.15	4.30	4.45	5.00	5.15	5.30	5.45	6.00	6.15	6.30	6.45	7.00	7.15	7.30	7.45	8.00	8.15	8.30	8.45	9.00	9.15	9.30	9.45	10.00	10.15	10.30	10.45	11.00	11.15	11.30	11.45	12.00	12.15	12.30	12.45	13.00	13.15	13.30	13.45	14.00	14.15	14.30	14.45	15.00	15.15	15.30	15.45	16.00	16.15	16.30	16.45	17.00	17.15	17.30	17.45	18.00	18.15	18.30	18.45	19.00	19.15	19.30	19.45	19.50	20.00	20.15	20.30	20.45	21.00	21.15	21.30	21.45	22.00	22.15	22.30	22.45	23.00	23.15	23.30	23.45																																																
September 4, 2015	Fri	0.00	0.15	0.30	0.45	1.00	1.15	1.30	1.45	2.00	2.15	2.30	2.45	3.00	3.15																																																																																																																																			





TEXAS DEPARTMENT OF TRANSPORTATION

2015 Most Congested Roadways in Texas

2015 Rank	2015 Rank Truck	Roadway	From	To	County	Annual Hrs of Delay per Mile	Annual Hrs of Truck Delay per Mile	TCI	PTI	CSI	Annual Congestion Cost (M)	Annual Truck Congestion Cost (M)
1	1	IH 35	US 290 N	SH 71	Travis	975,552	114,930	2.54	5.08	3.31	\$201.28	\$73.57
2	7	IH 610	IH 10 / US 90	US 59 / IH 69	Harris	971,985	53,092	2.31	3.58	2.98	\$73	\$14.55
3	5	US 59	IH 10 / US 90	SH 288	Harris	810,785	71,965	2.34	4.23	3.14	\$59.75	\$17.67
4	8	US 59	IH 610 W	SH 288	Harris	609,082	52,955	1.76	3.58	1.88	\$78.36	\$22.95
5	10	IH 35E / US 77	SH 183	IH 30	Dallas	602,114	48,643	1.82	3.26	2.19	\$62.89	\$17.33
6	4	IH 35W / US 287	US 81 / US 287	28th St / SH 183	Tarrant	599,739	82,273	2.18	3.44	2.27	\$87.96	\$36.04
7	3	IH 635	IH 35E / US 77	US 75	Dallas	578,542	83,394	1.70	2.64	2.05	\$128.45	\$54.39
8	21	IH 10 / US 90	N Eldridge Pkwy	Sam Houston Tollway W	Harris	545,686	32,563	1.93	4.00	2.26	\$43.03	\$9.28
9	6	IH 35W / US 287	28th St / SH 183	IH 30	Tarrant	532,608	54,182	1.95	3.12	1.87	\$58.63	\$19.38
10	9	IH 45	Sam Houston Tollway NW	IH 610 N	Harris	524,701	50,923	1.65	2.55	1.97	\$127.02	\$40.87
11	20	IH10 / US 90	IH 610	IH 45	Harris	519,820	33,636	1.78	2.83	2.00	\$59.53	\$13.86
12	17	US 75	IH 635	Woodall Rodgers Freeway	Dallas	501,265	39,318	1.70	2.69	1.95	\$108.34	\$29.65
13	13	US 290	Sam Houston Tollway NW	IH 610	Harris	500,008	42,465	1.73	2.87	2.00	\$100.22	\$29.11
14	16	IH 610 N	IH 45	IH10 / US 90	Harris	499,335	39,731	1.86	3.56	2.24	\$77.47	\$21.21
15	11	IH 45	IH 10 / US 90	IH 610	Harris	458,650	46,138	1.61	2.34	1.81	\$78.65	\$25.75
16	15	IH 30 / US 67	Jefferson Viaduct	SL 12 E	Dallas	441,769	40,667	1.73	2.90	2.08	\$90.65	\$27.76
17	12	IH 45	IH 610 N	IH 10 / US 90	Harris	440,426	44,657	1.61	2.55	1.94	\$44.51	\$14.73
18	18	IH 35E / US 77	IH 635	SL 12 N	Dallas	434,883	38,658	1.76	2.96	1.80	\$30.69	\$9.16
19	-	Woodall Rodgers Fwy	US 75	N Beckley Ave	Dallas	413,192	14,832	1.93	3.68	2.15	\$19.90	\$2.74
20	22	IH 45	Sam Houston Tollway SE	Nasa Pkwy / FM 528	Harris	363,613	32,217	1.66	2.64	1.90	\$66.64	\$19.86
21	28	US 75	PGBT / SH 190	IH 635	Dallas	362,364	27,173	1.58	2.55	1.85	\$53.71	\$14.19
22	24	IH 35E / US 77 / US 67	IH 30	US 67	Dallas	359,414	31,709	1.50	2.27	1.82	\$46.44	\$13.75
23	2	IH 345 / US 75 / IH 45	Woodall Rodgers Freeway	US 175	Dallas	354,695	93,045	1.71	3.26	2.21	\$29.55	\$17.99
24	14	IH 35	SH71	Slaughter Ln	Travis	349,264	41,931	1.73	3.56	2.29	\$33.29	\$12.44
25	42	IH 10 / US 90	Sam Houston Tollway W	IH 610 W	Harris	339,314	19,227	1.45	2.41	1.64	\$47.08	\$9.87
26	23	SH 288	IH 45	IH 610 S	Harris	327,930	31,745	1.68	3.31	1.95	\$39.49	\$12.53
27	26	IH 35E / US 77	BS 121 H	IH 635	Denton	325,116	28,255	1.68	2.70	2.08	\$80.05	\$23.60



TEXAS DEPARTMENT OF TRANSPORTATION

2015 Rank	2015 Rank Truck	Roadway	From	To	County	Annual Hrs of Delay per Mile	Annual Hrs of Truck Delay per Mile	TCI	PTI	CSI	Annual Congestion Cost (M)	Annual Truck Congestion Cost (M)
28	19	US 290	SH 6	Sam Houston Tollway NW	Harris	306,141	35,846	1.74	2.76	2.23	\$36.25	\$13.27
29	-	Mopac Expwy / SL 1	US 183	SL 360	Travis	299,867	4,637	1.87	3.85	2.34	\$61.63	\$3.91
30	30	IH10 / US 90	Grand Pkwy / SH 99	N Eldridge Pkwy	Harris	298,440	26,148	1.68	3.05	2.10	\$67.34	\$19.90
31	35	IH 69 / US 59	IH 610 SW	Sam Houston Tollway SW	Harris	288,002	24,125	1.44	2.40	1.72	\$52.99	\$15.20
32	-	US 281	Stone Oak Pkwy	SL 1604	Bexar	272,029	12,007	1.53	2.48	1.65	\$16.89	\$2.81
33	36	IH10 / US 90	IH 45	US 59	Harris	256,382	22,274	1.57	2.52	1.80	\$18.47	\$5.41
34	37	IH 45	Lake Front Cir	FM 2920	Montgomery	254,925	22,091	1.41	2.18	1.49	\$41.21	\$12.16
35	-	SH 183	SL 12 W	IH 35E / US 77	Dallas	246,655	13,590	1.68	3.46	1.80	\$17.31	\$3.51
36	25	IH 35 / IH 410	IH 410 NE	IH 410 E	Bexar	243,352	29,583	1.54	2.41	1.75	\$23.75	\$9.02
37	-	IH 10	Hawkins Blvd	Lee Trevino Dr	El Paso	233,010	16,039	1.41	1.97	1.58	\$20.22	\$4.97
38	46	US 59	IH 610 N	IH 10 / US 90	Harris	230,313	16,959	1.44	3.10	1.66	\$15.49	\$3.95
39	32	IH 35 / IH 10	IH 37 / US 281	US 90	Bexar	226,131	25,003	1.48	2.68	1.68	\$22.65	\$7.95
40	-	Dallas North Tollway	PGBT	IH 635	Dallas	223,514	7,003	1.65	3.14	2.02	\$28.12	\$3.48
41	29	IH 35	FM 734	US 290 N	Travis	222,199	26,191	1.58	2.88	1.98	\$36.56	\$13.47
42	41	IH 45	FM 2920	Sam Houston Tollway N	Harris	210,600	19,324	1.35	2.05	1.41	\$42.59	\$13.11
43	-	IH 610	US 59 / IH 69	SH 288	Harris	208,419	12,592	1.45	2.28	1.74	\$36.70	\$8.06
44	-	US 75 / SH 121	US 380	Sam Rayburn Tollway	Collin	202,551	14,536	1.54	2.29	1.59	\$19.09	\$4.87
45	-	IH 410	US 281	IH 10 / US 87	Bexar	196,170	7,965	1.28	1.88	1.34	\$18.86	\$2.97
46	34	IH 35	SL 1604 NE	IH 410	Bexar	194,617	24,316	1.39	2.27	1.61	\$23.70	\$9.15
47	-	SH 360	IH 30	IH 20	Tarrant	193,351	10,714	1.37	2.05	1.63	\$23.92	\$4.91
48	-	SH 121	SH 26	IH 820	Tarrant	191,577	13,713	1.32	2.03	1.47	\$53.80	\$13.58
49	44	IH 45	IH 610 SE	Sam Houston Tollway SE	Harris	188,397	17,927	1.36	1.96	1.54	\$66.11	\$20.83
50	-	IH 10 / US 87	SL 1604 N	IH 410	Bexar	186,555	6,602	1.38	2.23	1.77	\$26.87	\$3.75
51	-	IH 35E / US 77	SL 288	N Denton Dr	Denton	185,689	15,370	1.48	2.32	1.42	\$24.58	\$7.02
52	33	IH 635	SH 78	US 80	Dallas	178,930	24,659	1.35	2.08	1.56	\$27.50	\$11.41
53	-	SH 360	SH 183	IH 30	Tarrant	176,944	8,852	1.41	2.22	1.69	\$21.05	\$3.96
54	-	FM 1093	Sam Hosuton Tollway W	IH 610 W	Harris	175,985	13,494	1.25	1.59	1.34	\$27.41	\$7.01



TEXAS DEPARTMENT OF TRANSPORTATION

2015 Rank	2015 Rank Truck	Roadway	From	To	County	Annual Hrs of Delay per Mile	Annual Hrs of Truck Delay per Mile	TCI	PTI	CSI	Annual Congestion Cost (M)	Annual Truck Congestion Cost (M)
55	-	US 75	Sam Rayburn Tollway / SH 121 / SH 399	PGBT / SH 190	Collin	173,879	12,654	1.33	1.94	1.51	\$45.25	\$11.68
56	37	IH 35	RM 1431	SH 45	Williamson	167,436	27,294	1.32	1.75	1.48	\$23.76	\$10.94
57	-	IH 410	IH 10 / US 87	Culebra Rd	Bexar	163,773	6,261	1.37	2.25	1.60	\$21.11	\$3.13
58	-	SH 288	IH 610	Sam Houston Tollway S	Harris	162,033	13,370	1.65	2.95	2.14	\$21.19	\$5.95
59	-	Sam Houston Tollway W	IH 10/ US 90	IH 69 / US 59	Harris	160,737	2,288	1.48	2.66	1.73	\$26.33	\$1.57
60	-	Sam Houston Tollway N	Tomball Pkwy / SH 249	Hardy Toll Rd	Harris	159,245	1,509	1.53	2.36	1.50	\$24.08	\$0.97
61	38	IH 635	US 75	SH 78	Dallas	157,870	20,823	1.32	1.87	1.53	\$30.87	\$12.39
62	-	FM 1960	SH 249	IH 45	Harris	154,925	8,987	1.35	1.60	1.53	\$30.29	\$6.24
63	-	IH 410	US 281	IH 35	Bexar	153,604	6,152	1.43	2.45	1.51	\$18.02	\$2.76
64	-	Sam Houston Tollway W	W Little York Road	IH 10/ US 90	Harris	153,245	1,525	1.52	2.42	1.76	\$18.47	\$0.78
65	-	US 183	RM 620 N / SH 45	N Mopac Expwy / SL1	Williamson	153,149	5,951	1.50	2.63	1.85	\$24.49	\$3.65
66	43	IH 35	Slaughter Ln	SH 45	Travis	148,926	19,023	1.46	2.77	1.76	\$19.35	\$7.52
67	-	IH 35W	IH 30	IH 20	Tarrant	147,143	12,712	1.29	1.92	1.41	\$19.02	\$5.61
68	-	SL 12 W	SL 12 N	IH 30	Dallas	140,596	8,396	1.49	2.49	1.83	\$23.29	\$5.08
69	-	IH 820	IH 35W	SH 183	Tarrant	140,583	12,906	1.32	1.99	1.43	\$23.46	\$7.17
70	-	IH 30	SL 12 W	Jefferson Viaduct	Dallas	138,800	13,974	1.37	2.14	1.53	\$20.75	\$6.84
71	-	IH 10	US 54	Hawkins Blvd	El Paso	138,574	8,210	1.22	1.61	1.32	\$11.57	\$2.51
72	-	IH 820 E	SH 183	IH 30	Tarrant	138,529	10,661	1.41	2.12	1.52	\$14.79	\$3.98
73	-	IH 610 S	SH 288	IH 45	Harris	131,885	5,577	1.33	2.04	1.49	\$16.57	\$2.70
74	-	IH 610 E	IH 10	IH 45	Harris	131,234	7,275	1.34	2.06	1.36	\$17.16	\$3.55
75	-	US 183	N Mopac Expwy / SL 1	IH 35	Travis	130,672	5,984	1.32	2.12	1.42	\$9.97	\$1.76
76	-	SL 360	RM 2244	US 290 / SH 71	Travis	128,418	3,720	1.56	2.74	1.87	\$13.39	\$1.53
77	-	FM 1093	SH 6	Sam Houston Tollway W	Harris	126,775	9,655	1.24	1.57	1.27	\$13.01	\$3.35
78	49	IH 35	FM 3009	SL 1604 NE	Guadalupe	122,874	16,613	1.27	1.92	1.34	\$13.17	\$5.36
79	-	SH 183	SH 161	SL 12 W	Dallas	122,637	7,465	1.36	2.08	1.59	\$16.32	\$3.63
80	-	IH 30	IH 820 E	SH 360	Tarrant	120,301	9,993	1.28	1.80	1.39	\$24.60	\$7.02
81	-	SH 121	BS 121 H	SH 114	Dallas	115,970	8,421	1.50	2.61	1.73	\$12.93	\$3.28



TEXAS DEPARTMENT OF TRANSPORTATION

2015 Rank	2015 Rank Truck	Roadway	From	To	County	Annual Hrs of Delay per Mile	Annual Hrs of Truck Delay per Mile	TCI	PTI	CSI	Annual Congestion Cost (M)	Annual Truck Congestion Cost (M)
82	-	SL 1604 N	US 281	IH 10 / US 87	Bexar	115,845	11,335	1.49	2.32	1.45	\$22.93	\$7.36
83	-	US 281	IH 410	IH 35	Bexar	115,128	2,389	1.25	1.74	1.29	\$14.20	\$1.21
84	-	US 59	Sam Houston Tollway SW	SH 6	Harris	114,702	9,253	1.26	1.99	1.40	\$14.08	\$3.92
85	-	US 281	Bitters Rd	IH 410 N	Bexar	113,687	2,279	1.27	1.70	1.41	\$7.43	\$0.62
86	-	IH 69 / US 59	IH 610 N	Little York Rd	Harris	112,381	6,616	1.23	1.65	1.39	\$10.48	\$2.27
87	50	IH 35W	SH 170	US 81 / US 287	Tarrant	110,809	16,545	1.40	2.32	1.62	\$15.56	\$6.82
88	-	IH 35E / US 77	W Hundley Dr	BS 121 H	Denton	110,268	9,124	1.25	1.91	1.38	\$19.53	\$5.59
89	-	SL 1604 NW	IH 10 / US 87	Braun Rd	Bexar	109,862	11,071	1.57	3.23	1.96	\$14.06	\$4.59
90	-	Eisenhower Rd	SL 368	FM 1976	Bexar	107,950	3,426	1.30	1.81	1.34	\$8.88	\$1.07
91	-	IH 10 / US 90	US 59	IH 610 E	Harris	107,734	12,669	1.27	2.18	1.41	\$11.34	\$4.21
92	-	Dallas North Tollway	Sam Rayburn Tollway	PGBT	Collin	107,364	3,718	1.51	2.30	1.74	\$12.04	\$1.63
93	48	IH 10	Lee Trevino Dr	SL 375	El Paso	106,477	16,710	1.35	2.25	1.53	\$10.80	\$4.88
94	-	SL 360	US 183	RM 2222	Travis	106,080	3,547	1.57	2.71	1.78	\$8.30	\$1.07
95	-	US 290 / SH 6	Spring Cypress Rd	SH6	Harris	106,019	15,007	1.49	3.32	1.84	\$16.42	\$6.82
96	-	Dallas North Tollway	IH 635	SL 12 N	Dallas	105,024	3,923	1.32	2.02	1.34	\$9.14	\$1.33
97	-	FM 1960	Tomball Pkwy / SH 249	US 290	Harris	104,543	6,772	1.24	1.50	1.30	\$11.79	\$2.68
98	-	UA 90	South Fwy / SH 288	IH 610 SW	Harris	104,328	8,166	1.19	1.66	1.23	\$9.75	\$2.55
99	-	IH 35	SH 45	FM 734	Williamson	104,216	12,199	1.27	1.98	1.46	\$14.57	\$5.33
100	-	SH 249	Perry Rd	Sam Houston Tollway NW	Harris	104,062	14,350	1.33	2.34	1.49	\$11.71	\$4.80

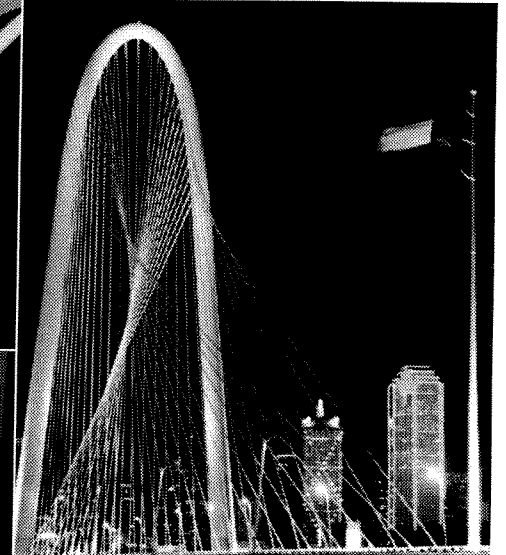
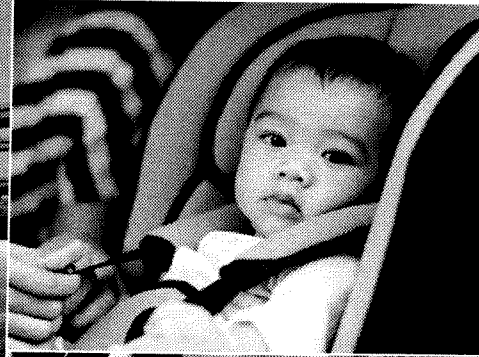
TCI: Texas Congestion Index - ratio of the peak period average travel time to the freeflow travel time. A value of 1.20 means that a 30 minute trip during light traffic would take 36 minutes during peak periods.

PTI: Planning Time Index - (a reliability measure) ratio of the 95th percent peak period travel time to the freeflow travel time. A value of 2.50 means that for a 30 minute trip in light traffic, 75 minutes should be planned.

CSI: Commuter Stress Index - the same as the TCI except it is for the peak direction of travel only.



TEXAS DEPARTMENT OF TRANSPORTATION



US 75 Corridor Study

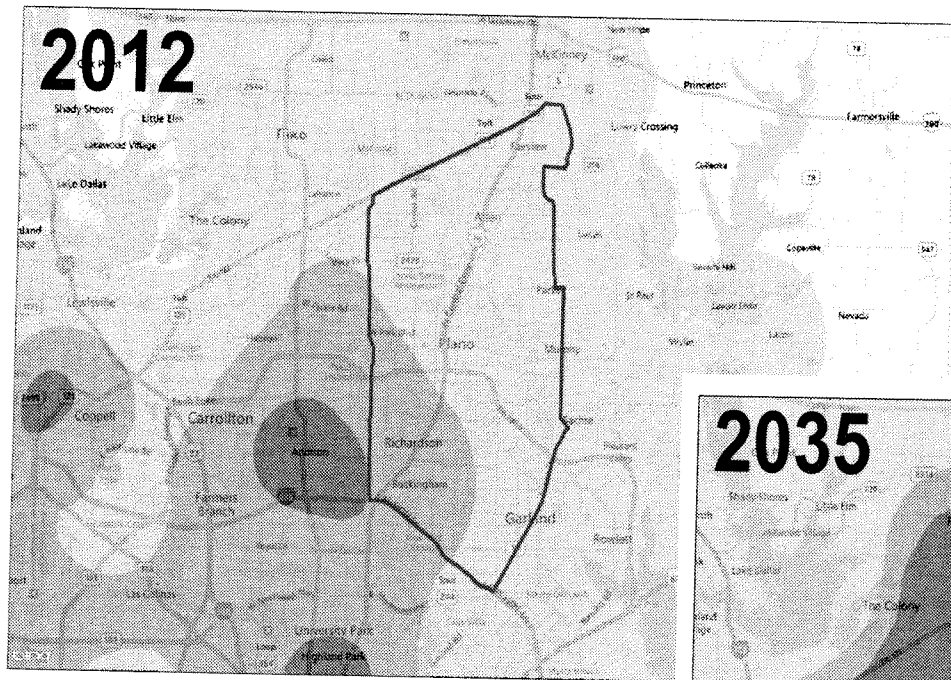
From: I-635

To: SH 121 (SRT)

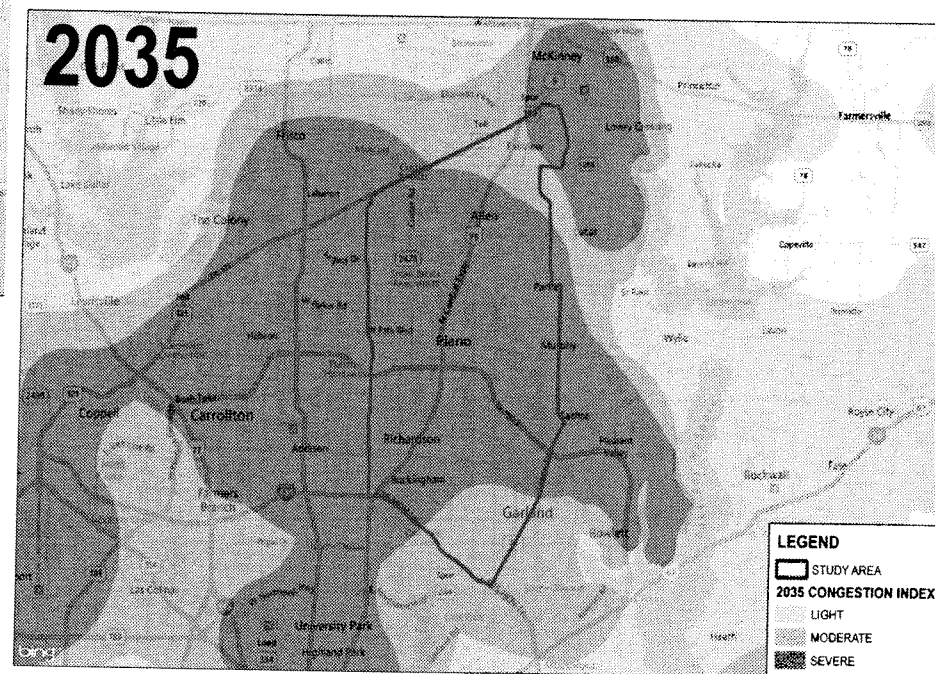
McKinney City Council Meeting

June 15, 2015

Existing and Future Congestion Levels



A do-nothing approach does not address the severe congestion in the region resulting in more stop and go or standstill traffic conditions.



US 75 Traffic

Location	2012 Existing Daily Vehicle Traffic	2035 Projected Vehicle Traffic with No Improvements	2035 Projected Daily Vehicle Demand**
I-635 to Campbell	225,000	245,000*	450,000
Campbell to Legacy	150,000	250,000	500,000
Legacy to SH 121	105,000	225,000	400,000

* Limited by capacity

** Vehicles that desire to utilize US 75 Freeway based on NCTCOG Regional Travel Demand Model, if congestion was not an issue.

- As congestion increases, motorists desiring to utilize the US 75 Freeway will seek alternate routes due to congestion.
- Based on NCTCOG data, significant traffic growth is projected on the US 75 mainlanes.
- Existing congestion will increase from an average of **2.5 hours/day** to **8-10 hours/day** if no transportation improvements are made.

Previous City Identified Objectives

- Main Themes
 - Maximize the “Hybrid” Approach
 - Address the Needs of the Community
 - Minimize the Amount of ROW Required
 - Maximize Use of the Existing Assets in the Corridor
 - Minimize Elevated Roadway

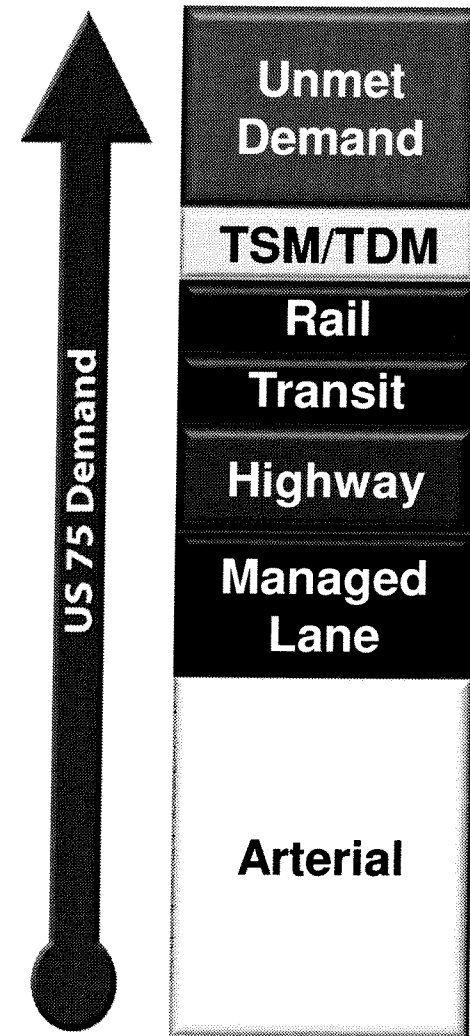
McKinney Specific Items Identified

- Support Corridor Communities
- Be consistent with Current US 75 Construction in McKinney
- Agree with the “hybrid” approach
- Access to managed lanes is important
- Maintain traffic flow along corridor

US 75 Shared Solution

A wide range of solutions will need to work together to address the overall demand in the US 75 Corridor, including...

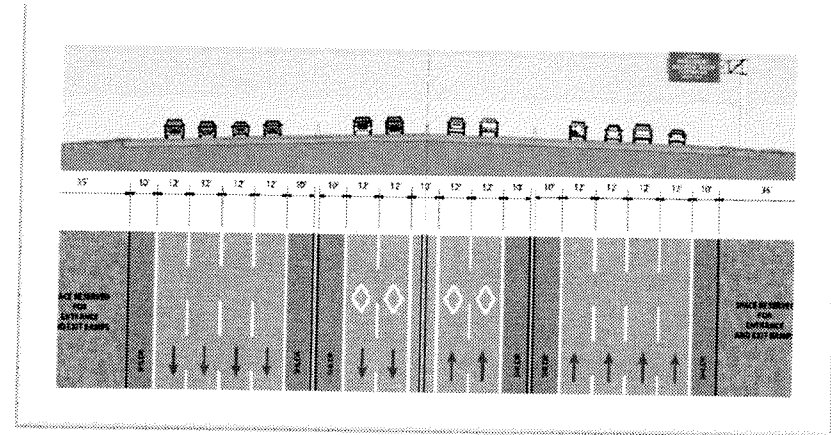
- Transportation Systems Management (TSM)
- Travel Demand Management (TDM)
- Transit
 - DART Rail (Current Service Plan)
 - TAPS (Parker Road Station)
 - Bus Service
- General Purpose Freeway Lanes
- Managed/Toll Lanes
- Arterial Improvements
 - Super Arterial
 - Operational Improvements



What are Managed/Express Lanes?

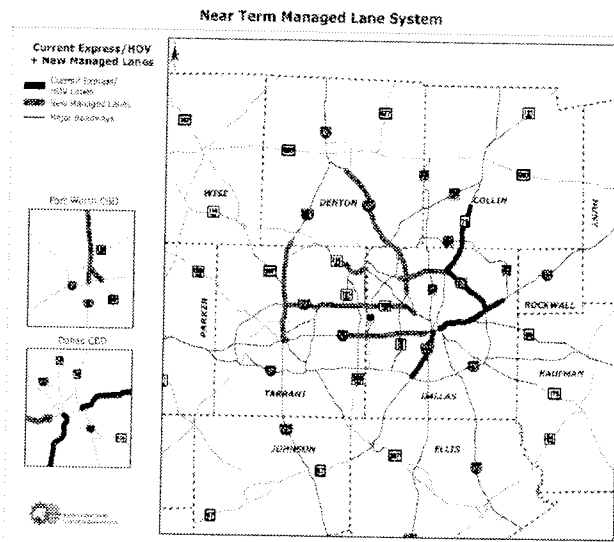
Managed Lanes

- Provides a reliable/predictable choice for commuters.
- High Occupancy Vehicles (HOV) are allowed for free or at a reduced rate.
- Single Occupancy Vehicles (SOV) pay a toll to utilize Managed Lanes.
- The toll rate is adjusted throughout the day based on the level of congestion in the general purpose lanes.
- Access into and out of the Managed Lane is provided at specific locations along the corridor.

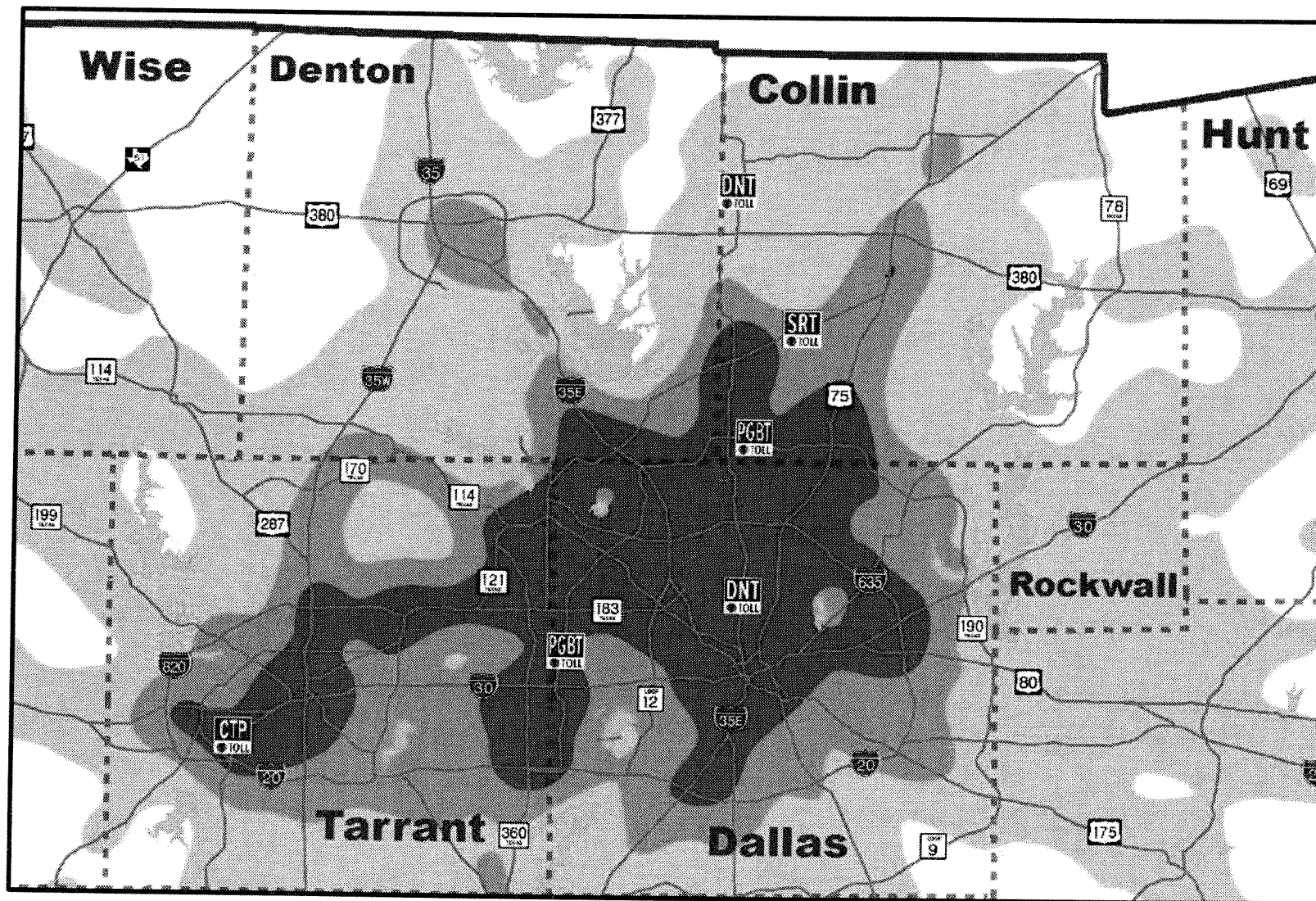


NCTCOG Managed Lane Policy

- Express Lanes/HOV Lanes (Blue Lines)
 - Fixed-fee schedule to ensure speed 50 mph guarantee
 - SOV will pay full rate
 - HOV 2+ can use lanes for free.
 - Review and adjust tolling schedule and auto occupancy requirements over time.



US 75 only North-South Connection in Collin County



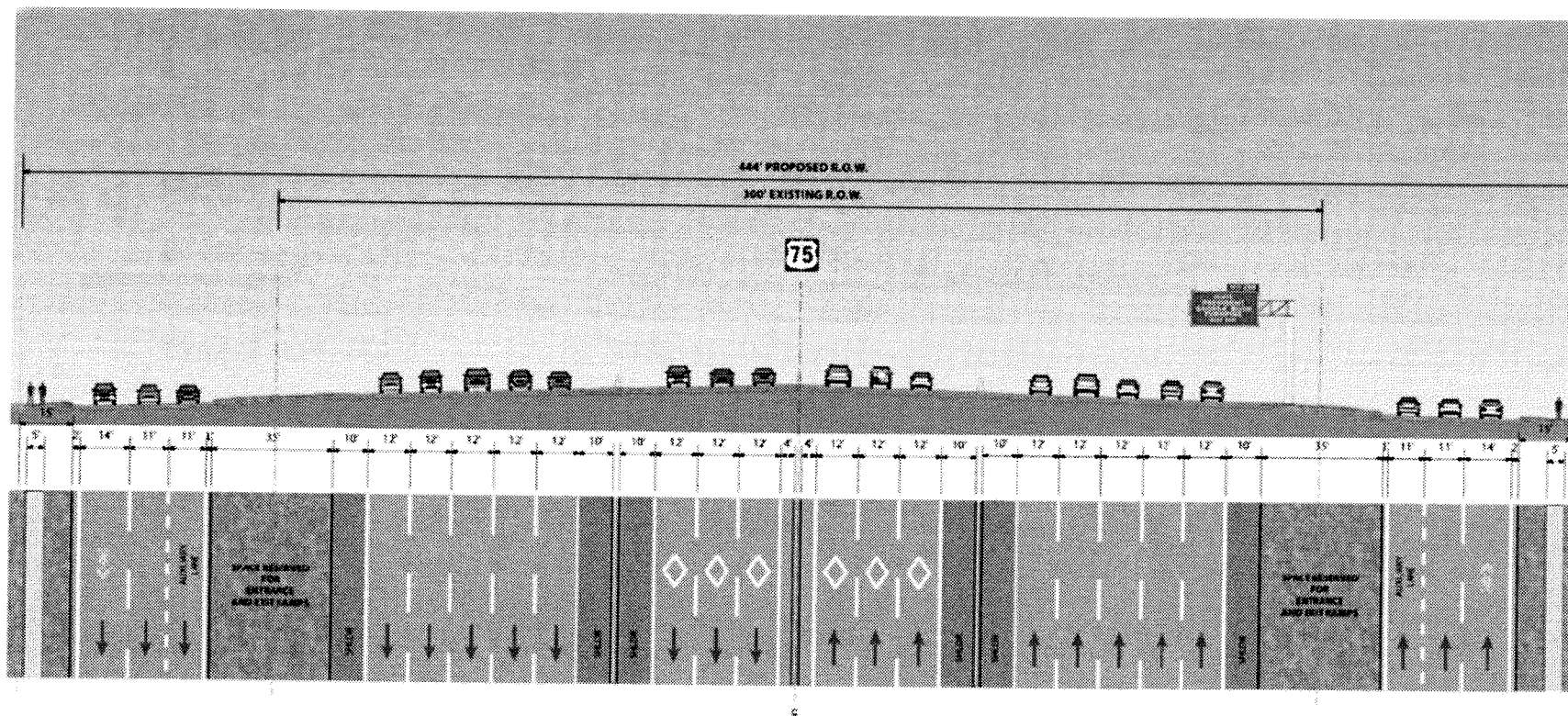
“Hybrid” Approach/Shared Solution – Four Programs

	Strategy	Responsible Entity				
		TxDOT	DART	City	County	NCTCO G
Street Program	Arterial Improvements	X		X	X	
	Intersection Improvements	X		X	X	
	Signal Timing Improvements	X		X		
Transit Program	Light Rail Capacity Improvements		X	X		
	Commuter Rail Improvements		X	X		X
	Bus Rapid Transit	X	X	X		
	Streetcar	X	X	X		
Integrated Corridor Management Program	Intersection Signalization	X		X		
	Staged Wrecker /Emergency Service	X		X		
	Active Traffic Management	X		X		
	Light Rail Express	X	X	X		
Sustainable Program	Traffic System Management (TSM)	X		X		X
	Travel Demand Management (TDM)	X		X		X
	Land Use Applications			X	X	
	Bicycle/Pedestrian	X		X		
	Aesthetics	X		X		

Preliminary Alternative Matrix

Alt. #	Alternative	Hybrid Approach	Impact to ROW	Maximize Exist. Asset	Minimize Elevated	Construct.	Cost	Capacity	Congestion Ratio Capacity/Demand (Demand=400k vpd)	Peak Period Reliable Trip	Off-Peak Reliable Trip	Improves GP Lane Balance	Supplements ML Network	Potential for Revenue
1	No-Build	Yes	None	Good	Yes	Good	Low	240,000	60%	Poor	Poor	No	No	Poor
2	4-1R-4	Yes	10 feet each side	Good	Yes	Good	Low	265,000	64%	Moderate	Poor	No	Yes	Poor
3	4-1-1-4 At-Grade	Yes	15 feet each side	Good	Yes	Good	Low	270,000	68%	Moderate	Moderate	No	Yes	Poor
4	4-2R-4	Yes	20 feet each side	Good	Yes	Good	Low	270,000	68%	Good	Poor	No	Yes	Moderate
5	4-2-2-4 At-Grade	Yes	10 feet each side	Moderate	Yes	Moderate	Moderate	300,000	75%	Good	Good	No	Yes	Moderate
6	4-2-2-4 Outside Depressed	Yes	10 feet each side	Good	Yes	Moderate	Moderate	300,000	75%	Good	Good	No	Yes	Moderate
7	4-2-2-4 Elevated	Yes	20 feet each side	Moderate	No	Moderate	Moderate	300,000	75%	Good	Good	No	Yes	Moderate
8	4-2-2-4 Depressed	Yes	15 feet each side	Poor	Yes	Poor	High	300,000	75%	Good	Good	No	Yes	Moderate
9	4-3R-4	Yes	30 feet each side	Good	Yes	Good	Low	285,000	71%	Good	Poor	No	Yes	Moderate
10	4-3-3-4 At-Grade	Yes	30 feet each side	Moderate	Yes	Moderate	Moderate	330,000	83%	Good	Good	No	Yes	Good
11	4-3-3-4	Yes	15 feet each side	Good	Yes	Moderate	Moderate	330,000	83%	Good	Good	No	Yes	Good
12	4-3-3-4 Elevated	Yes	15 feet each side	Good	No	Moderate	Moderate	330,000	83%	Good	Good	No	Yes	Good
13	Depressed	Yes	side	Poor	Yes	Poor	High	330,000	83%	Good	Good	No	Yes	Good
14	5-1-1-5 At-Grade	Yes	20 feet each side	Good	Yes	Good	Low	330,000	83%	Moderate	Moderate	Yes	Yes	Poor
15	5-2R-5	Yes	25 feet each side	Good	Yes	Good	Low	330,000	83%	Good	Poor	Yes	Yes	Moderate
16	5-2-2-5 At-Grade	Yes	30 feet each side	Moderate	Yes	Moderate	Moderate	360,000	90%	Good	Good	Yes	Yes	Moderate
17	5-2-2-5	Yes	15 feet each side	Good	Yes	Moderate	Moderate	360,000	90%	Good	Good	Yes	Yes	Moderate
18	5-3-3-5 At-Grade	Yes	15 feet each side	Moderate	Yes	Moderate	Moderate	390,000	98%	Good	Good	Yes	Yes	Good
19	5-3-3-5 Outside Depressed	Yes	side	Moderate	Yes	Moderate	Moderate	390,000	98%	Good	Good	Yes	Yes	Good
20	5-3-3-5 Elevated	Yes	10 feet each side	Good	No	Moderate	High	390,000	98%	Good	Good	Yes	Yes	Good
21	5-5	Yes	12 feet each side	Good	Yes	Good	Low	300,000	75%	Poor	Poor	Yes	No	Poor
22	6-6	Yes	24 feet each side	Good	Yes	Good	Moderate	360,000	90%	Moderate	Moderate	Yes	No	Poor
23	Tunnel * New Location	Yes	Minimal	Good	Yes	Good	High	300,000	75%	Good	Good	No**	Yes	Good
24	Managed Lane * Elevated Arterial	Yes	Minimal	Good	No	Good	High	300,000	75%	Good	Good	No**	Yes	Good
25	Tunnel * Cut/Cover	Yes	Minimal	Good	Yes	Moderate	High	300,000	75%	Good	Good	No**	Yes	Good

Previously Recommended Solution



5-3-3-5 At-Grade

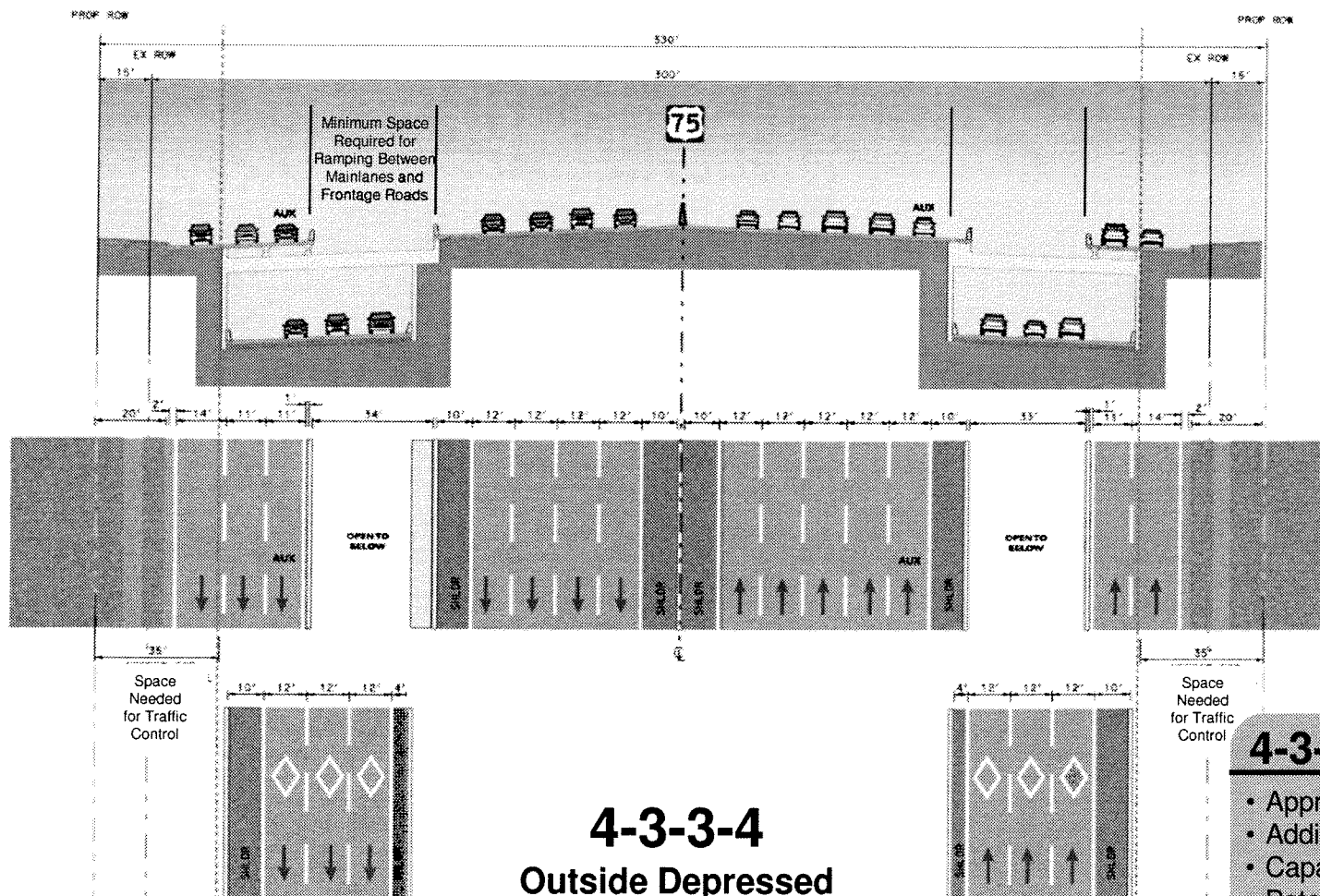
Notes

- 1 Existing ROW = 300 feet (varies)
- 2 Anticipated Demand = Approx. 400,000 vpd
- 3 Revenue for comparison purposes only – No T&R Study has been performed

5-3-3-5 At-Grade

- Approx. ROW width: 444 Feet ¹
- Additional ROW per side 72 Feet
- Capacity: 390,000 vpd ²
- Potential Net Revenue \$1.48 B ³

Revised Recommended Solution



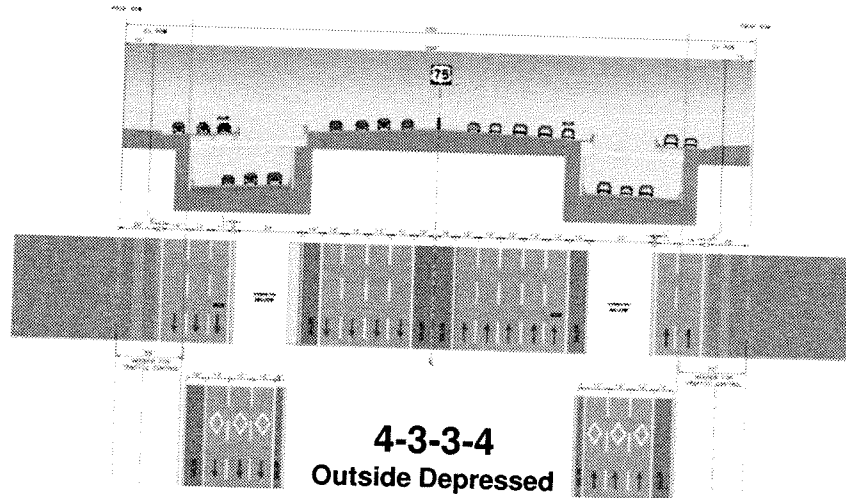
Notes

- 1 Existing ROW = 300 feet (varies)
- 2 Anticipated Demand = Approx. 400,000 vpd
- 3 Revenue for comparison purposes only – No T&R Study has been performed

4-3-3-4 Outside Depressed

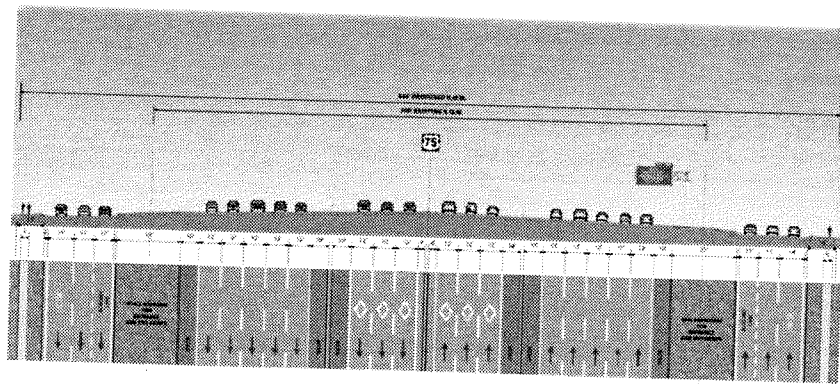
- Approx. ROW width: 330 Feet¹
- Additional ROW per side 15 Feet
- Capacity: 330,000 vpd²
- Potential Net Revenue \$1.74 B³

Alternative Comparison



4-3-3-4 Outside Depressed

- Approx. ROW width: 330 Feet ¹
- Additional ROW per side 15 Feet
- Capacity: 330,000 vpd ²
- Potential Net Revenue \$1.74 B ³



5-3-3-5 At-Grade

- Approx. ROW width: 444 Feet ¹
- Additional ROW per side 72 Feet
- Capacity: 390,000 vpd ²
- Potential Net Revenue \$1.48 B ³

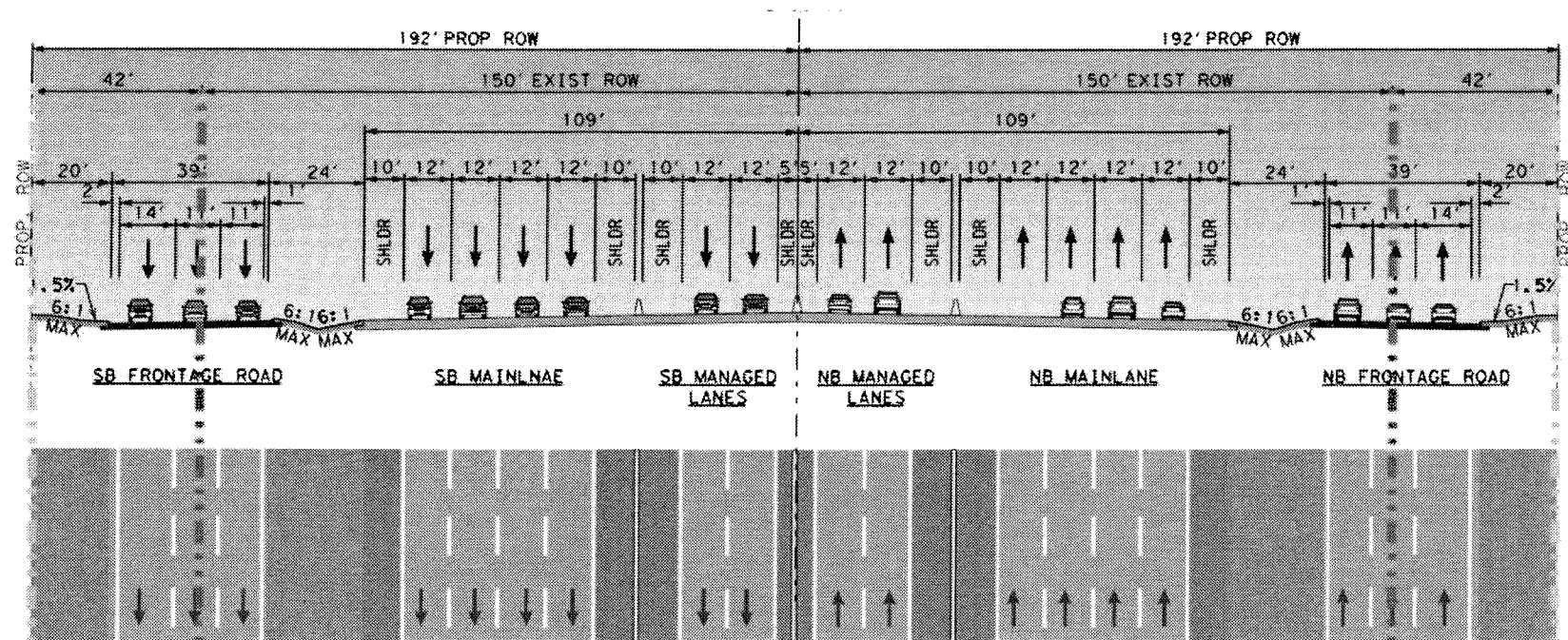
Notes

¹ Existing ROW = 300 feet (varies)

² Anticipated Demand = Approx. 400,000 vpd

³ Revenue for comparison purposes only – No T&R Study has been performed

Transition to 4-3-3-4 – South of SH 121



- 4-3-3-4 South of Legacy
- 4-2-2-4 South of Stacy
- 4-1-1-4 at SH121 (SRT)
 - To match design north of SRT
 - Does not preclude future extension

Previous Steps

- Development of Initial Alternatives
- Public Meeting #1 (June 18 & 20, 2013)
- Monthly Project Work Group Meetings
- Evaluation of Alternatives
- Recommendation of the 5-3-3-5 At-Grade Alternative
- Recommendation of the “Shared Solution” or Hybrid Approach
- Corridor-Wide Local Agency Meeting (Dec 16, 2014)
- Re-Evaluation of Alternatives
- Recommendation of the 4-3-3-4 Outside Depressed Alternative
- Meetings with Richardson, Dallas, Allen, Collin County, DART and NCTCOG

Next Steps

- Meetings Planned Fairview
- Refine Proposed 4-3-3-4 Solution
 - Cross Street Layouts
 - Hybrid Solution
 - Identify Breakout Projects
- Public Meeting Based upon Local Government Consensus



T E X A S

Real. Texas. Flavor.

December 21, 2015

Stan Pickett

Mayor

Greg Noschese

Mayor Pro Tem

Bruce Archer

Deputy Mayor Pro Tem

Bill Porter

Councilmember

Jeff Casper

Councilmember

Shirley Roberts

Councilmember

Dennis Tarpley

Councilmember



Ted Barron

City Manager

Mr. Michael Morris, P.E.
Director of Transportation
North Central Texas Council of Governments
P.O. Box 5888
Arlington, Texas 76005-5888

Reference: Draft Mobility 2040 Recommendations

Dear Mr. Morris:

The City of Mesquite appreciates the opportunity to comment on the Draft Mobility 2040 Recommendations. Overall I would like to commend NCTCOG staff on preparation of another comprehensive transportation plan for the North Texas region. There are two suggestions for incorporation into the plan that I would like to make:

1. On Slide 21, "Corridors for Future Evaluation," the City would like to see the remaining segment of IH635/LBJ from US Highway 80 to its junction with IH20/US175 studied for future improvements. To my knowledge, the segment of IH635/LBJ has not been studied in the past 20 years, so it is time. There is also significant congestion along this segment, particularly at the SH352 and the IH20/US175 interchanges.
2. On Slide 22, "Regionally Significant Arterial Improvements," the City would like to see Bruton Road added as a regionally significant east-west arterial road. Bruton Road lies between Scylene Road and Lake June Road. It starts at IH635/LBJ as a four-lane divided arterial, transitions to a two-lane road from Rodeo Center Boulevard/Hickory Tree Road to Sam Houston Road with the City of Mesquite to the north and the City of Balch Springs to the south, and finally transitions to a six-lane divided road as it crosses into the City of Dallas. Bruton Road, if improved, could become a significant east-west reliever for US80/IH30.

Thank you for considering these changes.

Sincerely,

Stan Pickett

Mayor

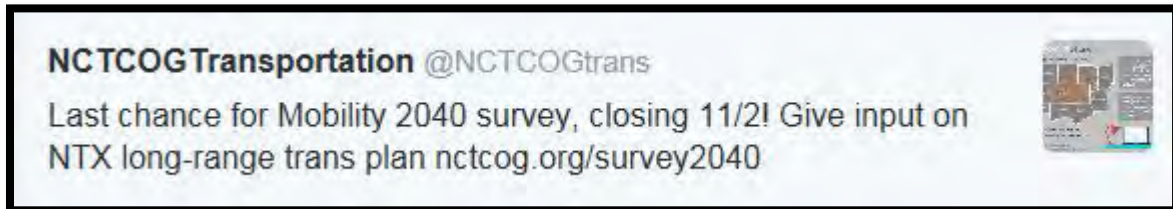
WRITTEN COMMENTS SUBMITTED BY SOCIAL MEDIA

If Prop 7 passes would @NCTCOGtrans advocate the use of increased funding towards "some non-highway projects?" #TransitAlternatives – Txbornviking (@txbornviking)

See @1500Marilla & @NCTCOGtrans - it is possible! – Phillip Goss (@gosspl)

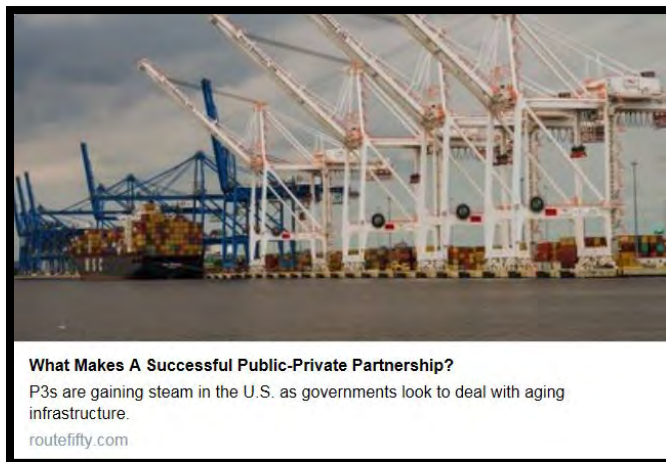


Hate traffic? If you live or work in the #Dallas / #FortWorth region, weigh in. – WTS Dallas Ft. Worth (@WTSDFW)



What+Makes+A+Successful+Public-Private+Partnership?

<http://www.routeifty.com/2015/10/public-private-partnerships-infrastructure/123255/> ... via @statelocal @NCTCOGtrans @1500Marilla @TxDOTDallasPIO – Lee M. Kleinman (@LeeforDallas)



What Makes A Successful Public-Private Partnership?
P3s are gaining steam in the U.S. as governments look to deal with aging infrastructure.
routeifty.com

.@eproseus @dfwtower – Whitehead (@ntxweathersoonr)

NCTCOGTransportation @NCTCOGtrans

Alliance Airport is planning a runway expansion. Could make nearby @FedEx a bigger player worldwide. bit.ly/1iy7EyC

Check out my transportation blog. <http://www.parkercountytransportationblog.com> vote YES PROP 7 #transportation @NCTCOGtrans @MoveTXForward @TxDOTAustin – Judge Mark Riley (@judgeriley)

Gordon Excel from @WestportDotCom @NGVAmerica presenting on options for use of #NatGas in trucking @NCTCOGtrans – Texas Natural Gas (@TexasNaturalGas)



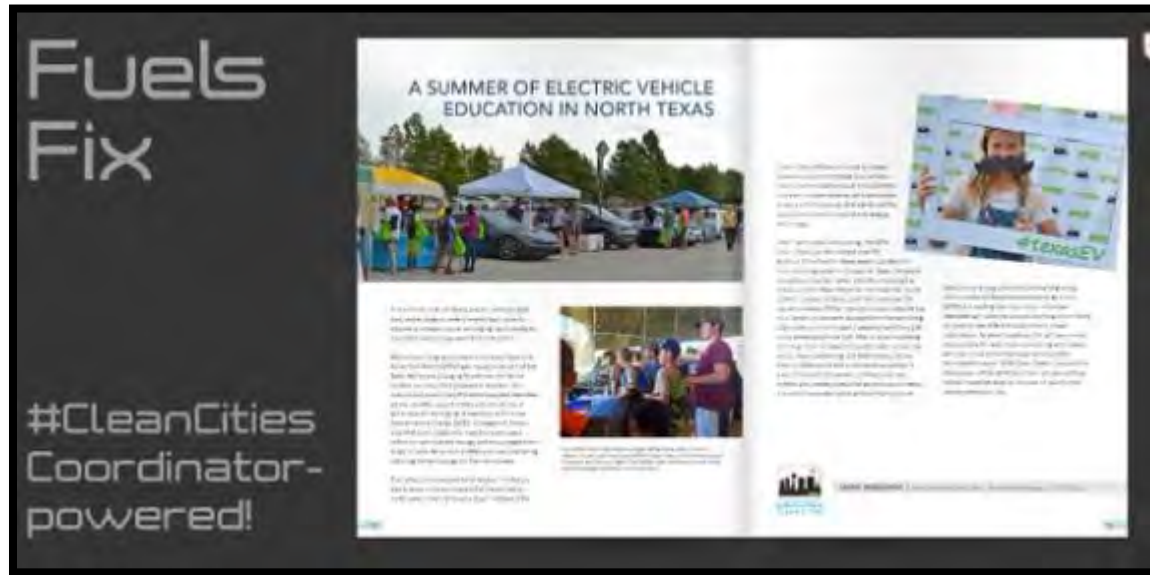
Thank you for keeping the region informed! – N. TX Tollway Auth. (@TollTagTidbits)

NCTCOGTransportation @NCTCOGtrans

Read about air quality, high speed rail and more in this month's #LocalMotion. bit.ly/ccf1Ox @TollTagTidbits, @TxDOTFTWPIO

.@epa lowers ozone limit to protect public health. Read more in @NCTCOGtrans' #LocalMotion: <http://bit.ly/ccf1Ox> . – TxDOTDallas District (@TxDOTDallasPIO)

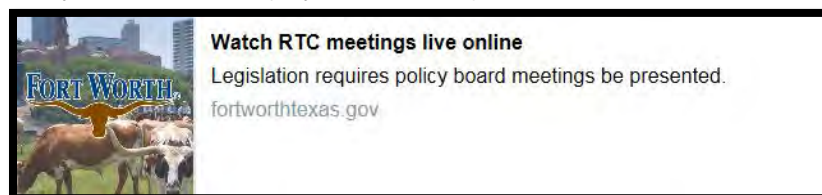
#WorkplaceChargingChallenge heads to @NCTCOGTrans #EV p. 13 <http://ow.ly/UxB4J> – Fuels Fix (@fuelsfix)



Screen grab: <http://thumbs.dreamstime.com/z/caveman-drawing-wall-illustration-depicts-petroglyphs-cave-42026563.jpg> ... – patrick kennedy (@WalkableDFW)



Watch @NCTCOGTrans Regional Transportation Council meetings live online <http://ow.ly/UtZL6> – City of Fort Worth (cityofFortWorth)



@cityoffortworth Thanks for helping us spread the word! – NCTCOG Transportation Department (@NCTCOGTrans)

RTC mtg right now. COG proposing east-west freeway on or near Mockingbird. Lex Luther crap <http://www.nctcog.org/trans/committees/rtc/video.asp> ... – Philip Kingston (@PhilipTKingston)

@PhilipTKingston Do I remember the @Advocate_ED years ago quoting Morris telling @AngelaHunt that he wouldnt pursue this anymore? – Dallas May (@1DaIM)

@1DaIM @PhilipTKingston @Advocate_ED You mean this article? "How outdated transportation models stifle growth."

<http://lakewood.advocatemag.com/2014/06/23/concrete-problems/> – Angela Hunt (@AngelaHunt)

@AngelaHunt @PhilipTKingston Wait, That's just from last year.
@NCTCOGtrans had the patience to put it off nearly a whole 18 months – Dallas May (@1DaIM)

@AngelaHunt @brandonformby @1DaIM @PhilipTKingston @Advocate_ED there's just no economic way to destroy Dallas prime tax base for a tunnel – Sonja McGill (@SonjaMc)

@SonjaMc @AngelaHunt @brandonformby @PhilipTKingston @Advocate_ED I'm starting to think @NCTCOGtrans is just trolling us. – Dallas May (@1DaIM)

@1DaIM @AngelaHunt @brandonformby @PhilipTKingston @Advocate_ED @NCTCOGtrans or a rouse 4 something bigger. He only matters w/ new projects – Sonja McGill (@SonjaMc)

WTF? The @NCTCOGtrans wants to run a highway through the middle of Oak Lawn? Seriously?!? – Wylie H. Dallas (Wylie_H_Dallas)

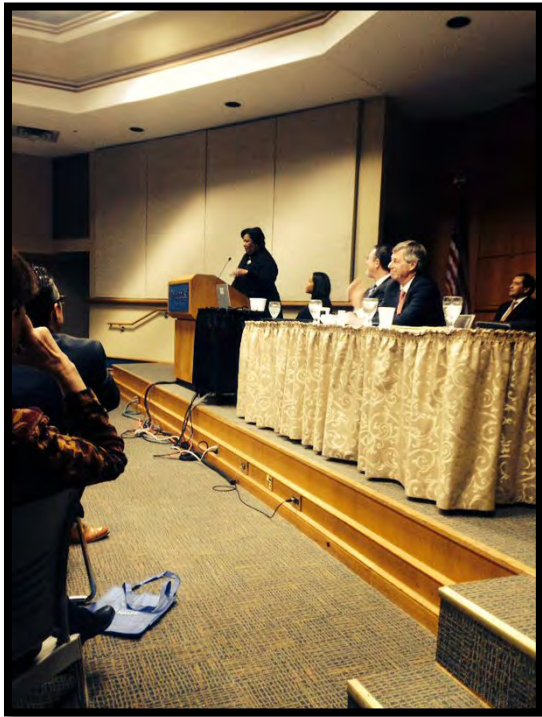


Where is #WorkplaceChargingChallenge heading next? Find out here! @NCTCOGTrans #EV p. 13 <http://ow.ly/UG9nL> – Fuels Fix (@fuelsfix)

@oakcliffchamber Transportation Summit @dartmedia @1500Marilla @NCTCOGtrans @HighSpeedRailTX #RepYvonneDavis – Lee M. Kleinman (@LeeforDallas)



TX Rep Yvonne Davis talks #transportation & funding for multimodal approach @TxDOT @CityofDallas @NCTCOGtrans – Cynthia White (@CynthiaPatriot)



Live in Denton? Take this short survey to improve public transportation in your area. – NCTCOG Transportation Department



DCTA @RideDCTA


Denton Residents! Voice your opinion by taking our survey to improve our system surveymonkey.com/r/DentonCOA #RideDCTA

@NCTCOGtrans Thanks for sharing with your followers! – DCTA (@RideDCTA)

Thanks to @NCTCOGtrans for helping to spread the message to #EndTheStreakTX – TxDOT (@TxDOT)

NCTCOG Transportation @NCTCOGtrans

Nov. 7, 2000, was the last fatality-free day on Texas roads. Let's #EndtheStreakTX. @TxDOT



Over at @bcitiestowns, Rob Steuteville explores the benefits of freeway teardown in #SF: <http://ow.ly/UYvJf> – NewUrbanism (@NewUrbanism)

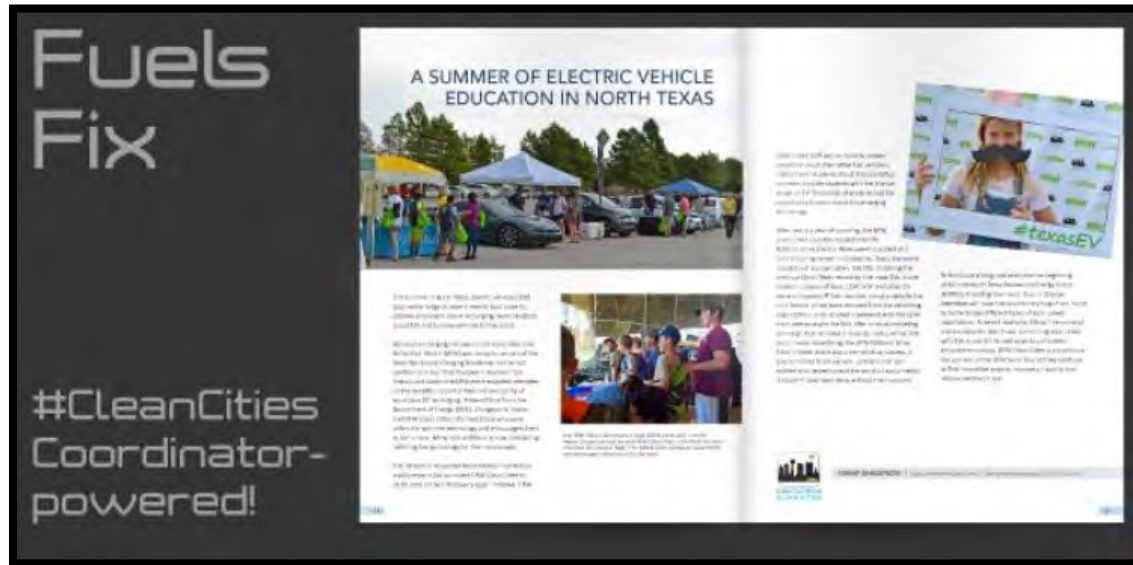


@NewUrbanism @bcitiestowns here's a little light reading for you, @NCTCOGtrans & @TxDOT – Collin Cole (@CoollinCoole)

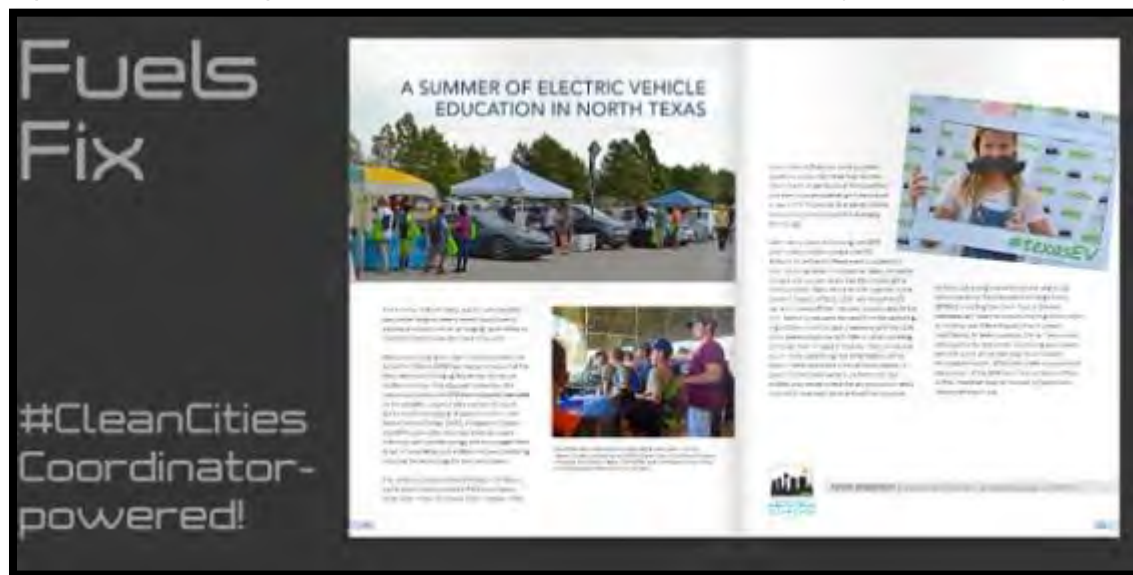
I hope @NCTCOGtrans and @TxDOT R paying attending. The time is NOW 4 #TransitAlternatives. I-35 can't widen forever. – Txbornviking (@txbornviking)



@NCTCOGtrans teaches #EV to folks at Texas #WorkplaceCharging Roadshow-
<http://FuelsFix.com> p12 THX @PerotMuseum – Fuels Fix (@fuelsfix)



@NCTCOGtrans teaches #EV to folks at Texas #WorkplaceCharging Roadshow-
<http://FuelsFix.com> p12 THX @PerotMuseum – ETClean Fuels (@ETCCleanFuels)



Senate passes \$305 billion five-year transportation bill <http://on.wsj.com/1lz5QXO> via WSJ
@NCTCOGtrans @1500Marilla – Lee M. Kleinman (@LeeforDallas)



"Can you hear the people singing..." @brandonformby @NCTCOGtrans – Dallas May (@1DalM)



Definitely looking forward to this flood trap getting fixed @Geostrophic – J Whitehead (@ntxweathersoonr)

NCTCOG Transportation @NCTCOGtrans

Altamesa Blvd from Granbury Rd to the Chisholm Trail will close from 12/10 – 12/24. bit.ly/1XSGFkT

Great resource for drivers. We also recommend the ProgresNTTA website for additional info on projects. – N. TX Tollway Auth. (@TollTagTidbits)

NCTCOG Transportation @NCTCOGtrans

NTTA has several lane closures planned this month for construction. Stayed updated at, bit.ly/1IV6RyV @tolltagtidbits

Why driverless cars make planners heads explode:

<http://blogs.crikey.com.au/theurbanist/2015/12/09/what-should-we-be-doing-now-to-prepare-for-driverless-cars/> ... @NCTCOGtrans – Thomas Bamonte (@TomBamonte)



What should we be doing now to prepare for driverless cars? –

If our cities are going to benefit from the transformative potential of autonomous vehicles, we need to start building a consensus now that the...

blogs.crikey.com.au

@ntxweathersoonr @NCTCOGtrans @USDOT @FAANews yeah was reading that today – Mike Prendergast (@MPrendergasTX)

@NCTCOGtrans Thank you - glad you saw USDOT blog about #SolarRoadways We have lots of interest in projects from TX! – Solar Roadways (@SolarRoadways)

NCTCOG Transportation @NCTCOGtrans

A pavement that generates solar power and melts snow is one step closer to reality. @USDOT @SolarRoadways 1.usa.gov/1NvviF4

Say what? #ThisIsITS – Houston Radar (@houston_radar)

NCTCOG Transportation @NCTCOGtrans

A pavement that generates solar power and melts snow is one step closer to reality. @USDOT @SolarRoadways 1.usa.gov/1NvviF4

Attending ITS Texas Connected and Automated Vehicle Training @NCTCOGtrans. 50+ traffic engineers attending. Much interest in local deploy. – Thomas Bamonte (@TomBamonte)

@TomBamonte @NCTCOGtrans Oh that should be VERY interesting! – James Welling (@speedysticks)

Rail agreement allows @theTFortWorth to operate TEX Rail from downtown FW to Grapevine to @DFWAirport by late 2018. <http://bit.ly/1NBHpkc> – NCTCOG Transportation Department (@NCTCOGtrans)

@NCTCOGtrans @TheTFortWorth @DFWAirport Yes!!! I am so excited!!! Growth for #smallbusiness like ours @Danettesoasis ! It's about rail time! – Danette's UrbanOasis (@Danettesoasis)

Our prayers are with the residents of Garland and Rowlett. Please support both relief efforts if you can. – WTS Dallas Ft. Worth (@WTSDFW)

NCTCOG Transportation @NCTCOGtrans

Garland tornado relief info can be found at garlandtx.recovers.org. Rowlett relief updates are on the city of Rowlett Facebook page. (2/2)

With @VP in November to discuss @TxHSR @SouthSideDT @TexasCentral @1500Marilla @NCTCOGtrans @TxDOT – Lee M. Kleinman (@LeeforDallas)



@NCTCOGtrans to host #propane subcommittee meeting open to stakeholders & the public. #infrastructure #cleancities <http://campaign.r20.constantcontact.com/render?ca=631ae327-e396-483b-bbe4-1eff3340d002&c=29abf560-3420-11e3-85e0-d4ae5292c38a&ch=2ad692b0-3420-11e3-864f-d4ae5292c38a> ... – CleanFUEL USA (@CleanFUELUSA)

A new interactive map from the Texas A&M Transportation Institute shows the most congested roadways in Texas. View the map here, <http://bit.ly/1Hp7d09> – NCTCOG Transportation Department

Please notice that US 67 is not on the list. – Dallas May

Drivers, bicyclists, and pedestrians must work together to keep each other safe. That's why we have 21 tips to help people look out for one another on North Texas roads. Press Release: <http://bit.ly/1MAhIEu> – NCTCOG Transportation Department

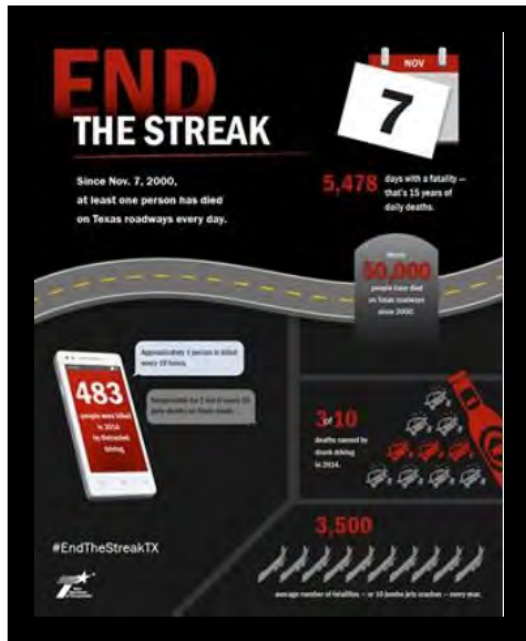


Thank you for this. – Andrew Richardson

And cyclists need to follow ALL traffic laws too. More often I see this: (There is not a stop sign emoji!!) – Andrea Scholtz Herbst

Keep in mind where I live (in a college town) with a wide array of ethnicities. Cyclists here are convinced they own the road and don't have to obey traffic signals. And they ride on sidewalks ALL. THE. TIME. – Andrea Scholtz Herbst

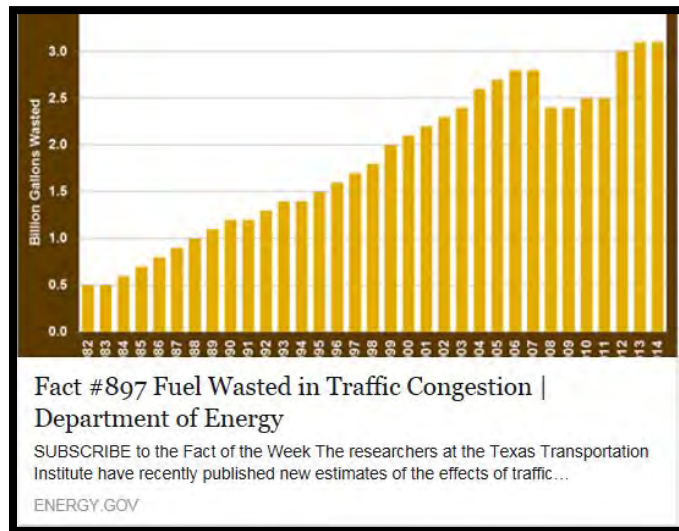
NCTCOG shared TxDOT's photo – NCTCOG Transportation Department



If 10 jumbo jets crashed in Texas every year there would be a massive out cry for major safety improvements and regulation. People would be terrified to fly. But with cars @NCTCOGTRANS says "What? It's not like thousands of deaths every year on our roadways has anything to do with the way we plan and design them." – Dallas May

I wish you could build HOV lanes in both directions between Dallas and San Antonio – John Johnny Halliburton

How much fuel is wasted in traffic congestion? Texas Transportation Institute and the US Department of Energy have recently published new estimates. See the numbers: <http://1.usa.gov/1iOcLe> – NCTCOG Transportation Department



How much fuel is wasted because of NCTCOG Transportation Department sponsored urban sprawl and failure to develop adequate alternative forms of transit? – Wylie H. Dallas

The annual Texas A&M Transportation Institute report of the top 100 congested roadways in the state was recently released. See where DFW roads are ranked: <http://bit.ly/1QrWR75> – NCTCOG Transportation Department



Wherever you are going, you have options. Read about the region's diverse transportation system in Progress North Texas 2015: bit.ly/1W7TWVJ – NCTCOG Transportation Department

So, this is a fictional work? – Wylie H Dallas

Nov. 7, 2000, was the last fatality-free day on Texas roads. Let's #EndtheStreakTX. – NCTCOG Transportation Department



Pretty hard, when NCTCOG Transportation Department policy emphasizes the construction of deadly high-speed highways while virtually no funds are directed towards the region's decrepit/non-existent pedestrian infrastructure. – Wylie H Dallas

End the streak of highways separating and dividing neighborhoods. We don't want another highway inside Dallas. – Phillip Goss

Two thoroughfares in central and east Arlington will get a \$27 million update early next year. Abram Street will be rebuilt from Collins Street to Stadium Drive, and Great Southwest Parkway from Abram north to Avenue E, near IH 30. Both projects are expected to begin Jan. 4, 2016, and be completed in June 2017. For more information: <http://bit.ly/1P38FNG> – NCTCOG Transportation Department



Halliburton Construction a rail system – John Johnny Halliburton

Today at Congressman Burgess' Transportation Summit, NCTCOG's Michael Morris, TxDOT Dallas' Kelly Selman and TxDOT Fort Worth's Brian Barth reflected upon the importance of avoiding distractions on roads so we can #EndTheStreakTX. – NCTCOG Transportation Department



Can you please build a rail system soon – John Johnny Halliburton

What about designing the roads in such a manner as to discourage dangerous driving?
– Wylie H Dallas

Denton County Transportation Authority (DCTA) was recently awarded nearly \$2.4 million in funds to complete the last portion of the Lewisville Hike and Bike Trail. For more information: <http://bit.ly/1T0h9mG> – NCTCOG Transportation Department



Why do the long-suffering citizens of Dallas keep being told that the only significant COG-administered dollars to which we have access need to be expended on new, sprawl inducing roads through rural farmland? – Wylie H Dallas

VIDEO: Help us end traffic fatalities on Texas roads. bit.ly/1HAnGUN #EndTheStreakTX
Credit: Texas Department of Transportation – NCTCOG Transportation Department



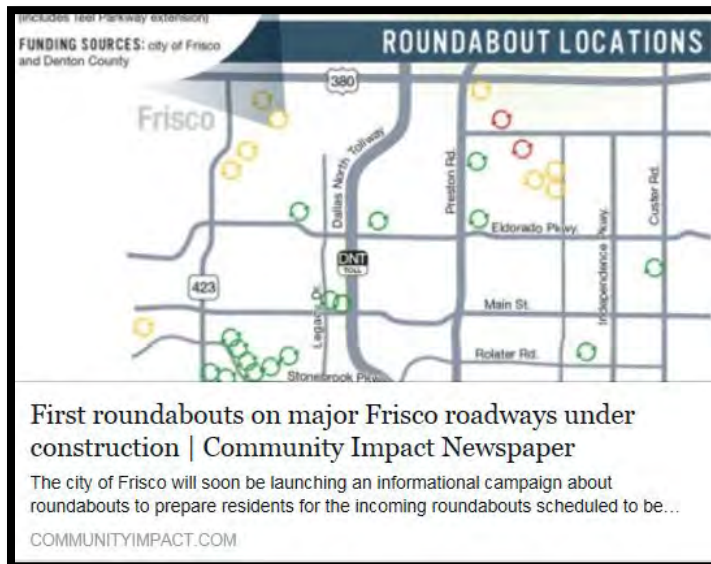
The only way to do this will be for NCTCOG Transportation Department to adopt best practices in safe street design. Instead, NCTCOG appears to consistently prioritize high speeds and regional mobility over human life. – Wylie H Dallas

Lightning Hybrids, a Dallas-Fort Worth #CleanCities Coalition sponsor, received the “Best Venture” award for hybrid vehicle technology at the Industry Growth Forum hosted by the U.S. Department of Energy’s National Renewable Energy Laboratory (NREL). Congratulations to Lightning Hybrids! NREL news feature: <http://1.usa.gov/1Nwpt9y>. – NCTCOG Transportation Department



Thanks NCTCOG! – Lightning Hybrids

Drivers traveling in Frisco will see new roundabouts in 2016. The new multilane roundabouts will be located at Rockhill and Teel parkways as well as at Gaylord and John Hickman parkways. Learn more, <http://bit.ly/1QyabXc> – NCTCOG Transportation Department



Avoid these intersections - Texans have no clue how to navigate them frown emoticon – Frank Becker

And now we welcome the New Year, full of things that have never been.” — Rainer Maria Rilke
#HappyNewYear #nye2016 – NCTCOG Transportation Department



Can you please build express lanes on I-45 – John Johnny Halliburton

TRANSPORTATION PUBLIC MEETINGS

Fiscal Year 2016 and Fiscal Year 2017 Unified Planning Work Program (UPWP) Modifications

The UPWP for regional transportation planning provides a summary of the transportation and air quality planning tasks to be conducted by the metropolitan planning organization. Proposed modifications to the Fiscal Year 2016 and Fiscal Year 2017 UPWP will be presented for public review and comment.

Draft Mobility 2040 Recommendations

As the metropolitan planning organization for the Dallas-Fort Worth area, NCTCOG is required to maintain a long-range transportation plan that defines a blueprint for the region's multimodal transportation system and guides expenditures of local, state and federal transportation funds. This long-range plan must have a time horizon of at least 20 years. Over the last year staff has been developing Mobility 2040, the next long-range transportation plan, and will present draft recommendations and information on the related air quality analysis for public review and comment. Draft recommendations for major roadways, transit projects and bicycle and pedestrian infrastructure will be highlighted along with a program to encourage local agency adoption of transportation-related policies and a list of near-term Transportation Improvement Program projects affected by the Mobility 2040 plan. Mobility 2040 is expected to be adopted by the RTC in March 2016.

Look Out Texans Safety Campaign

The recently launched Look Out Texans regional public education and outreach campaign encourages North Texans to bike, walk and drive safely together. It comes at a time when motor vehicle crashes that involve people bicycling and walking are increasing in North Texas. Between 2010 and 2014 there were more than 8,200 such crashes reported, resulting in more than 500 fatalities. Consequently, the Federal Highway Administration has designated both Dallas and Fort Worth as two of its 35 Pedestrian-Bicycle Focus Cities, which are selected based on high rates of bicycle and pedestrian crash fatalities. Staff will present an overview of the safety campaign as well as specific tips on how bicyclists, walkers and drivers should interact together to improve safety for all people.

Other Information to be Highlighted at the Meetings:

- AirCheckTexas Program Resumes

A video recording of the Arlington meeting will be online
at www.nctcog.org/input.



NCTCOGtrans



North Central Texas
Council of Governments

THURSDAY, JAN. 7, 2016

6:30 PM

Center for
Community Cooperation
2900 Live Oak Street
Dallas, TX 75204

TUESDAY, JAN. 12, 2016

6:30 PM

Lewisville City Hall
151 W. Church Street
Lewisville, TX 75057

WEDNESDAY, JAN. 13, 2016

2:30 PM

North Central Texas
Council of Governments
616 Six Flags Drive
Arlington, TX 76011

For anyone wanting to ride transit to the Jan. 13 public meeting, NCTCOG will offer a free connection to the meeting upon request on a first-come, first-serve basis. To request a free roundtrip ride between NCTCOG and the Trinity Railway Express CentrePort/DFW Airport Station, contact Jahnae Stout at least 72 hours prior to the meeting at 817-608-2335 or istout@nctcog.org.



CentrePort/DFW Airport Station
Arrival Options Jan. 13

Eastbound Train 2:10 pm

Westbound Train 2:20 pm

For special accommodations due to a disability or language translation, contact Jahnae Stout at 817-608-2335 or istout@nctcog.org at least 72 hours prior to the meeting. Reasonable accommodations will be made. *Para ajustes especiales por discapacidad o para interpretación de idiomas, llame al 817-608-2335 o por e-mail: istout@nctcog.org con 72 horas (mínimo) previas a la junta. Se harán las adaptaciones razonables.*



City Council Item Summary Sheet

☒ **Work Session**

Date: January 19, 2016

☐ **Agenda Item**

Preview of 2016 Proposed CIP

Summary of Request/Problem

Staff will provide an overview of the 2016 Proposed Capital Improvement Program (CIP), which will be formally presented by the City Manager at the January 19th, 2016, Regular City Council Meeting.

Schedule for Review and Approval:

Jan. 19	Tues.	Preview of 2016 Proposed CIP to Council
Jan. 19	Tues.	City Manager Presentation of 2016 Proposed CIP to Council
Jan. 23	Sat.	Budget Work Session – 9:00 A.M.
Feb. 1	Mon.	Council Work Session – Tentative (if needed)
Feb. 2	Tues.	Public Hearing on 2016 CIP – 7:00 P.M.
Feb. 15	Mon.	Council Work Session – Deliberations
Feb. 16	Tues.	Public Hearing and Adoption of 2016 CIP – 7:00 P.M.

As shown in the schedule above, Budget Sessions for review of the proposed capital plan will take place on Saturday, January 23rd, Monday, February 1st, and Monday, February 15th, 2016. A Public Hearing on the CIP will be held on February 2nd and February 16th, 2016, with final adoption proposed to take place on February 16th, 2016.

Recommendation/Action Requested and Justification

Information only.

Submitted By:

Ron Young
Director of Budget and Research

Approved By:

Bryan L. Bradford
City Manager



City Council Item Summary Sheet

☒ **Work Session**

Date: January 19, 2016

☐ **Agenda Item**

Internal Audit Committee Report

Summary of Request/Problem

Deputy Mayor Pro Tem Lori Barnett Dodson, chair of the Internal Audit Committee, will provide a committee report on the following items:

- Firewheel Internal Control Audit
- Cash Count Audit
- Kraft Retention Agreement Audit
- Utility System Access Rights Audit Follow-up

Recommendation/Action Requested and Justification

Council discussion.

Submitted By:

Approved By:

Bryan L. Bradford
City Manager



City Council Item Summary Sheet

☒ Work Session

Date: January 19, 2016

☐ Agenda Item

Update of the December 26, 2015 Tornado Event

Summary of Request/Problem

Staff will provide an update to the Council on the December 26, 2015 tornado.

Recommendation/Action Requested and Justification

Council discussion.

Submitted By:

Approved By:

Bryan L. Bradford
City Manager



City Council Item Summary Sheet

☒ **Work Session**

Date: January 19, 2016

☐ **Agenda Item**

Garland Tornado Relief Fund

Summary of Request/Problem

The City Council is being asked to authorize the City Manager to establish a Garland Tornado Relief Fund with the Communities Foundation of Texas, a non-profit group that administers the receipt and disbursement of donations for such purposes. Persons who wish to make donations to be used by persons affected by the December 26, 2015 tornado in Garland will be directed to donate to the fund so established. No City funds will be involved. Disbursements from the fund will be administered through the Communities Foundation of Texas under parameters established by the City.

Recommendation/Action Requested and Justification

Council discussion and direction.

Submitted By:

Approved By:

Bryan L. Bradford
City Manager



FUND
A Designated Fund

Fund Name: _____ Fund of Communities Foundation of Texas

Donor(s): _____, ("Donors")

Date Established: February 15, 2013

Agreement: This agreement ("Agreement") is entered into by _____ and Communities Foundation of Texas, a Texas non-profit corporation ("CFT").

Type of Fund: The _____ Fund of CFT (the "Fund") is a non donor-advised designated fund under the ultimate control of the Board of Trustees of CFT (the "Trustees"). The Trustees will operate the Fund in compliance with Internal Revenue Service and U.S. Treasury regulations to ensure that the Fund is a "component" of a public charity and not a private foundation.

Disbursements: All disbursements from the Fund must be made in accordance with CFT Fund Administration Guidelines (the "Guidelines") that are in effect at the time of the distribution. A copy of the Guidelines in effect at the time of the execution of this Agreement is attached as Exhibit A and is incorporated by reference. Notwithstanding any provision in the Agreement to the contrary, CFT will distribute such amounts from the Fund as may be required by law, whether by statute or regulation.

Committee of Advisors: Written recommendations regarding Fund distributions may be accepted from a committee that operates under the authority of the Trustees. The Trustees acting in compliance with the Designated Fund Committee Policies ("Committee Policies") will approve the appointment of individuals serving on the committee. A copy of the Committee Policies is attached as Exhibit C and is incorporated by reference. Recommendations require at least two committee members' signatures.

Assets: The initial contribution to the Fund is \$ [amount]. Additional contributions may be added to the Fund at any time.

The assets in the Fund will be available for grants and charitable distributions in accordance with CFT Guidelines and be subject to the Annual Fee Schedule ("Schedule") in existence at the time a fee is charged. The Schedule, as it may be amended by CFT from time to time in its sole discretion, is incorporated by reference into this Agreement. A copy of the Schedule in effect at the time of the execution of this Agreement is attached as Exhibit B. As noted, any unusual out-of-pocket expenses, fees or commissions related to the operation of the Fund shall be directly charged to the Fund.

Non-Cash Contributions: Donated securities and assets, other than cash or cash equivalents, will be liquidated as soon as is practical unless it is determined by the Trustees that it would be prudent to retain the assets donated or to sell them at a later date. In any event, donated assets are subject to the provisions of law, including any statute or regulation, governing the Fund's ability to retain that asset. Subject to the other provisions in this Agreement, grants and charitable distributions will be limited to the net proceeds from the liquidation of any assets existing at the time of distribution.

Philanthropic Interests: The purpose of the fund is to provide funding for the _____ nonprofit organization. Should the Nonprofit no longer exist, funds shall be used for the benefit of other organizations with a similar mission and service area.

Variance Power: The Board of Trustees shall have the power to modify any donor recommendation, restriction or condition on the distribution of funds for any specified charitable purpose or to specified organizations, if in the Board's sole judgment (without the approval of any trustee, custodian or agent), such restriction or condition becomes, in effect, unnecessary, incapable of fulfillment or inconsistent with the charitable needs of the community served.

AGREED:

Date

Date

COMMUNITIES FOUNDATION OF TEXAS:

Date

Brent E. Christopher, President and Chief Executive Officer
Communities Foundation of Texas

EXHIBIT A
COMMUNITIES FOUNDATION OF TEXAS
DESIGNATED FUND ADMINISTRATION GUIDELINES

In order for Communities Foundation of Texas ("CFT") to provide exemplary service, act as a wise steward of resources, and serve as a trusted partner for community knowledge and collaboration with the funds under its control, all Donor(s) must agree with the following terms:

1. It is understood that the Board of Trustees of CFT (the "Trustees") has exclusive legal control and final authority at all times over all gifts, funds, investments, methods of covering costs or operation of the funds, grant distributions, and CFT will not be bound by the advice offered by the donors or member(s) of any advisory (or other named) committee(s). The Trustees possess the right to modify provisions of a fund agreement if circumstances or laws call for change;
2. Assets of a fund may be maintained or administered in an identifiable or separate fund. However, the fund may have commingled investments with other CFT funds;
3. Donors or Advisors (established in writing by Donors) may request disbursements from the fund up to the total asset value of the fund, or in the case of an endowed fund the spending policy amount, to be granted to a particular qualifying charitable organization or purpose at the time of a particular gift to CFT, consistent within the scope of charitable, educational or other exempt purposes of CFT;
4. CFT staff will research, as set forth below, whether a grant is consistent with CFT's policies, as determined by the Trustees.
 - (a) The research will include:
 - (1) Determination of the organization's tax-exempt status or project's charitable purpose and review of reports from the Internal Revenue Service and other private and public entities which track and report the practices of charitable organizations;
 - (2) Inspection of the headquarters and/or place of service, if the organization is local.
 - (b) CFT, at its discretion, may award funds on an advancement or reimbursement basis. Back-up information, including invoices, expense and activity reports will be reviewed by CFT's staff to ensure the payment (1) is appropriate, (2) complies with CFT's standards, and (3) complies with all other applicable rules, regulations, laws and ordinances; and
5. CFT, within the provisions herein stated, shall use its assets for such charitable, religious and educational uses and purposes as will, in the discretion of the Trustees most effectively assist, encourage, and promote the well-being of the community and beyond. CFT does not discriminate in any capacity when selecting grant recipients. "Charitable", as defined by the IRS, includes but is not limited to relief of the poor, the distressed or the underprivileged; advancement of religion; advancement of education or science; erecting or maintaining public buildings monuments or works; lessening the burden of the government; lessening neighborhood tensions; eliminating prejudice or discrimination; defending human and civil rights secured by law; and combating community deterioration and juvenile delinquency.
6. CFT may, at its discretion, choose to close a fund and use the remaining assets for its grant-making if all of the conditions below are met:
 - (a) The Fund balance is below \$10,000;
 - (b) No gifts to the Fund have been received for 3 consecutive years;
 - (c) No grants from the Fund have been requested for 3 consecutive years; and
 - (d) All attempts to reach and research the Donor or Advisor on record have failed.
7. CFT reserves the right to periodically increase or decrease the amount transferred from a fund to CFT's general fund for administrative and investment fees, as deemed reasonable and appropriate.

EXHIBIT B COMMUNITIES FOUNDATION OF TEXAS FEE SCHEDULE

Communities Foundation of Texas ("CFT") fees offset the costs associated with administering a fund at CFT. Fees help pay professional services and sustain the work of the CFT within the community. These costs include the recordkeeping of each fund as well as staff time devoted to investment oversight and grant-making. Fees are reviewed annually. CFT may adjust fees as appropriate, at its discretion. *Fees are assessed monthly.*

Annual Service Fees:

FAIR MARKET VALUE	SERVICE FEE	EXAMPLE	
		FUND BALANCE	FEE ASSESSED
Up to \$1,000,000	1.00%	\$100,000	\$1,000
From \$1,000,000 to \$3,000,000	0.60%	\$2,000,000	\$16,000
From \$3,000,000 +	0.40%	\$8,000,000	\$42,000

Note: There is a minimum monthly fee of \$25.

Assets which are granted from any fund sooner than 90 days after receipt of the assets by the foundation may be subject to a 1% pass-through fee.

Investment Management Fees:

Each fund pays 30 basis points per year to defray the costs of managing our investment platform, with the exception of those funds invested in cash and/or short-term funds, which pay 5 basis points per year. In addition, fees from money managers and custodians are charged pro-rata to each fund. On average, these fees range from approximately 40 to 80 basis points per year.

Additional Fees:

In addition to the annual service and investment fees described above, certain funds are subject to fees commensurate with additional administrative requirements. These include:

- **Scholarship Funds:** A transaction fee of \$20.00 per check issued;
- **Hardship Funds:** 2% of contributions plus a transaction fee of \$50 per check issued. These funds are not subject to the minimum monthly fee;
- **Special Project Funds:** Fees are determined on a case-by-case basis.

Other Expenses:

CFT may apply specific related legal and other expenses in connection with the creation and administration of the fund or unusual out-of-pocket expenses related to the operation of the fund. This can include, but is not limited to, credit-card fees, brokers, agents, or other fees for liquidating stocks or other management-intensive assets (such as real estate). These additional expenses will be directly charged to the fund.

EXHIBIT C

COMMUNITIES FOUNDATION OF TEXAS DESIGNATED FUND COMMITTEE POLICIES

A. Communities Foundation of Texas

Carrying out the charitable work of many of the designated funds at Communities Foundation of Texas ("CFT") requires knowledgeable committees of involved and informed participants. At the same time, the results of the actions of the committees are ultimately the responsibility of the Board of Trustees (the "Trustees") and officers of CFT. Should a problem arise or a liability be incurred as a result of an action (or inaction) of a designated fund committee or from actions of an individual member of a committee, while acting in his or her capacity as a committee member, it is the Trustees that are ultimately held responsible for rectifying or resolving the matter. In order to recognize this relationship and to provide the appropriate lines of authority, while giving ample control and input to the committee in the operation of a designated fund, the following procedures and rules apply.

B. Committee Structure of Designated Funds

A designated fund committee ("Committee") operates under the authority of the Trustees, who must approve the appointment of individuals serving on the committee. The majority of a committee shall be "independent" of the donor and the committee may include a CFT staff member. All committee members shall serve at the will of the Trustees. If at any time a committee member is unable to fulfill his or her duties, the Trustees may replace the committee member with a suitable person, keeping in mind the charitable purpose of the fund in question. A fund agreement may set forth criteria for the qualifications and number of committee members. If a committee has been given authority to appoint new or replacement committee members, then the committee should recommend, in writing, the name or names of the suggested person(s) to CFT for Trustee approval. A new committee member should be allowed to participate in the committee's work, yet refrain from voting until notified by CFT of the new member's formal approval by the Trustees. As a practical matter, CFT often solicits suggestions for selecting committee members. In those cases, CFT will review the qualifications of the individual(s) and the appropriateness of the suggestion to determine the suitability of the individual(s) to become a committee member. Individuals or groups establishing a designated fund may suggest the initial members of a committee. CFT Trustees will make the final decision on the appointment of all designated fund committee members.

Committee members are required to operate under the rules and regulations of CFT and in compliance with Internal Revenue Service and U. S. Treasury regulations. A committee is required to provide a written report to CFT staff that describes any action or proposed action which might give rise to issues requiring oversight, such as fund-raising activities (including possible requests for reimbursements), printing of materials, and publicity for the fund using CFT's name or the taking of a formal position on a public issue in their capacity as a committee. Expenses submitted for payment or application for reimbursement must be approved in advance by CFT, include appropriate signatures and comply with IRS and U. S. Treasury regulations.

Also included are negotiations regarding projects, grants under review and consideration of acceptance of property (real, personal, tangible and intangible). Committees are not allowed to open bank or similar accounts in the name of the fund or CFT. A committee should not make any commitment on behalf of the designated fund nor execute any obligations, including the awarding of scholarships, for the fund. In special cases, the committee should request CFT make the obligation, commitment, or scholarship award on behalf of the Foundation and the specific fund. Grant recommendations by the committee must be presented in writing to CFT staff with the appropriate signatures as required by the fund agreement. Committees should give ample time to CFT staff if a decision will be required on an issue that might require study. However, should a question arise as to the appropriateness of a grant recommendation or expense, CFT will seek to resolve the issue in reasonably short order.



City Council Item Summary Sheet

☒ Work Session

Date: January 19, 2016

☐ Agenda Item

Boards and Commissions

Summary of Request/Problem

Council is requested to consider appointments to Boards and Commission.

Recommendation/Action Requested and Justification

Council discussion.

Submitted By:

Approved By:

Bryan L. Bradford
City Manager