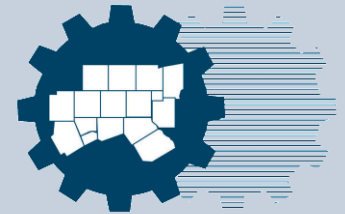


Public Participation Plan Revisions



North Central Texas
Council of Governments

Regional Transportation Council
Amanda Wilson
February 12, 2015

Public Participation Plan

Meets basic public involvement requirements established in laws and legislation

Defines public involvement procedures and comment periods

Provides the public mechanisms for input into the planning process

Includes relevant policies as attachments

Developing Draft Revisions

Changing communications trends

**New, more effective ways to reach, engage
North Texans at convenient times, places**

**Increasing number of public meetings potentially
contributing to declining attendance**

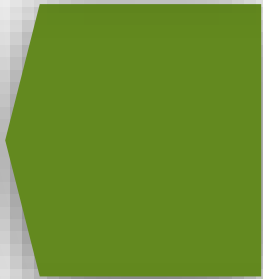
**Greater emphasis on aligning outreach, public
input opportunity to significance of decision**

**Consistent with public input through survey and
public meetings in June and September**

Public Participation Goals



Inform & Educate



**Engage Diverse Audiences &
Encourage Continued Participation**



Evaluate Strategies

Reaching Audiences

Public meetings

Media outreach

Publications

Videos

Community events

Surveys



NCTCOGtrans

Enhancing Efforts



<p>"SOMETHING NEEDS TO BE DONE ABOUT THAT."</p> <p>Have you ever said that when you encountered a problem on the road? Here are the most common traffic issues that have caused the most frustration in Dallas, Fort Worth.</p> <p>POTHOLES</p> <p>TRAFFIC LIGHTS</p> <p>STALLED VEHICLE FLAT TIRE</p> <p>ROAD DEBRIS</p> <p>HAVE AN IDEA?</p>	<p>COMMUTING BY BICYCLE</p> <p>Bicycling commutes can face a unique set of issues when getting to and from work. Many of these challenges can be addressed if the right people are contacting.</p> <p>LACK OF BIKE LANES</p> <p>UNWEEDEN OBSTACLES</p> <p>WISDOMTY ISSUES</p> <p>INADEQUATE FACILITIES</p> <p>HAVE AN IDEA?</p>	<p>GETTING THERE ON PUBLIC TRANSIT</p> <p>Many have a common problem: an increasingly lengthy wait to board a bus or train. Here are some tips to help you get to work on time.</p> <p>COMMUTING ACROSS MULTIPLE COUNTIES</p> <p>MISSUS IN LATE TRAIN</p> <p>WHEN DOES THE NEXT BUS ARRIVE?</p> <p>IS ADEQUATE PARKING NEARBY?</p> <p>HAVE AN IDEA?</p>
--	---	---

Schedule of Meetings



Revising the Public Participation Plan

Shifting to online public review and comment periods for routine items

Reserving public meetings for development of plans, programs and policies and significant changes

Continuing to announce all public input opportunities

Continuing to allow 30 days for public review and comment

Revising the Public Participation Plan, cont'd

Administrative revision policy for the Metropolitan Transportation Plan

More extensive public involvement, including public meetings, will continue for development of the Metropolitan Transportation Plan as well as Amendments and Updates

Revising the Public Participation Plan, cont'd

Documenting public involvement for the annual listing of obligated projects

Documenting that Federal Transit Administration Programs of Projects will continue to be discussed at public meetings

Revising the Language Assistance Plan to incorporate updated demographic information

Defining evaluation criteria for public involvement efforts

Timeline

2014

- | | |
|----------------------------|---|
| June | Public meetings – preliminary recommendations |
| June - July | Public comment period |
| Summer | Refine potential revisions |
| August | STTC information item |
| September | Public meetings – final recommendations
RTC information item |
| September - October | Public comment period |
| December | Public meetings – update on schedule |
| December - February | Additional public comment period |

2015

- | | |
|-----------------|--|
| January | RTC information item
STTC action item |
| February | RTC action item |

Public Comments

Action Requested

Regional Transportation Council approval of the revised Public Participation Plan and its attachments

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NCTCOGtrans



PROPOSITION 1 FUNDING PROGRAM

**Regional Transportation Council
February 12, 2015**



North Central Texas Council of Governments
Transportation Department

OVERVIEW

Proposition 1 will provide \$1.74 billion to the State Highway Fund from the Rainy Day Fund in the first year

The DFW region anticipates receiving \approx \$367.6 M in year one

Allocations in future years will be dependent on oil prices and legislative support



PROPOSITION 1 – SIX GUIDING PRINCIPLES

1. Use formula allocation
2. Bottom-up approach to project development
3. Metropolitan Planning Organizations (MPOs) have broad-based, collaborative public involvement procedures that involve TxDOT
4. Project selection should come from the regions
5. Legislature should give greater flexibility to TxDOT to get projects ready
6. Greater focus on transportation system versus projects, creating opportunities for statewide benefits



STATEWIDE PROGRAM RULES

Projects must be on the Interstate Highway System or the State Highway System

Traditional roadway projects are eligible (transit, bicycle/pedestrian, and toll roads are ineligible)

By December 2015, projects should be ready to let for the first round of funding

No supplanting of project funds



PROJECT SELECTION FOCUS AREAS

STAFF RECOMMENDATION

Projects selected in the first year must be environmentally cleared

Projects must be consistent with the Mobility Plan

Sensitivity to existing projects with funding shortfalls

Greater focus on capacity rather than maintenance

Additional projects to be identified in years two, three, and four



EQUITY PRINCIPLES

Equity by county

Review/maintain regional east-west equity

Ensure equitable distribution between counties across the four-year period



COORDINATION WITH TxDOT

TxDOT and NCTCOG staffs have inventoried potential projects over the last several months in anticipation of a successful election

Coordination efforts led to development of a draft project list

Congestion is a focus for the DFW MPO; connectivity is a focus for the TxDOT Districts

Lead the State in development of statewide connectivity projects (e.g., IH 20 East, IH 35E South, IH 30 West)



COORDINATION WITH NEIGHBORS

Lead the State in coordination with neighboring MPOs and TxDOT Districts

Facilitate opportunities to fund projects that enhance statewide connectivity and regional corridors

Coordination meetings have been held with:

Waco MPO

Wichita Falls MPO

Sherman-Denison MPO



YEARS TWO THROUGH FOUR REVENUE

Year two revenue is anticipated to be announced by TxDOT in June 2015

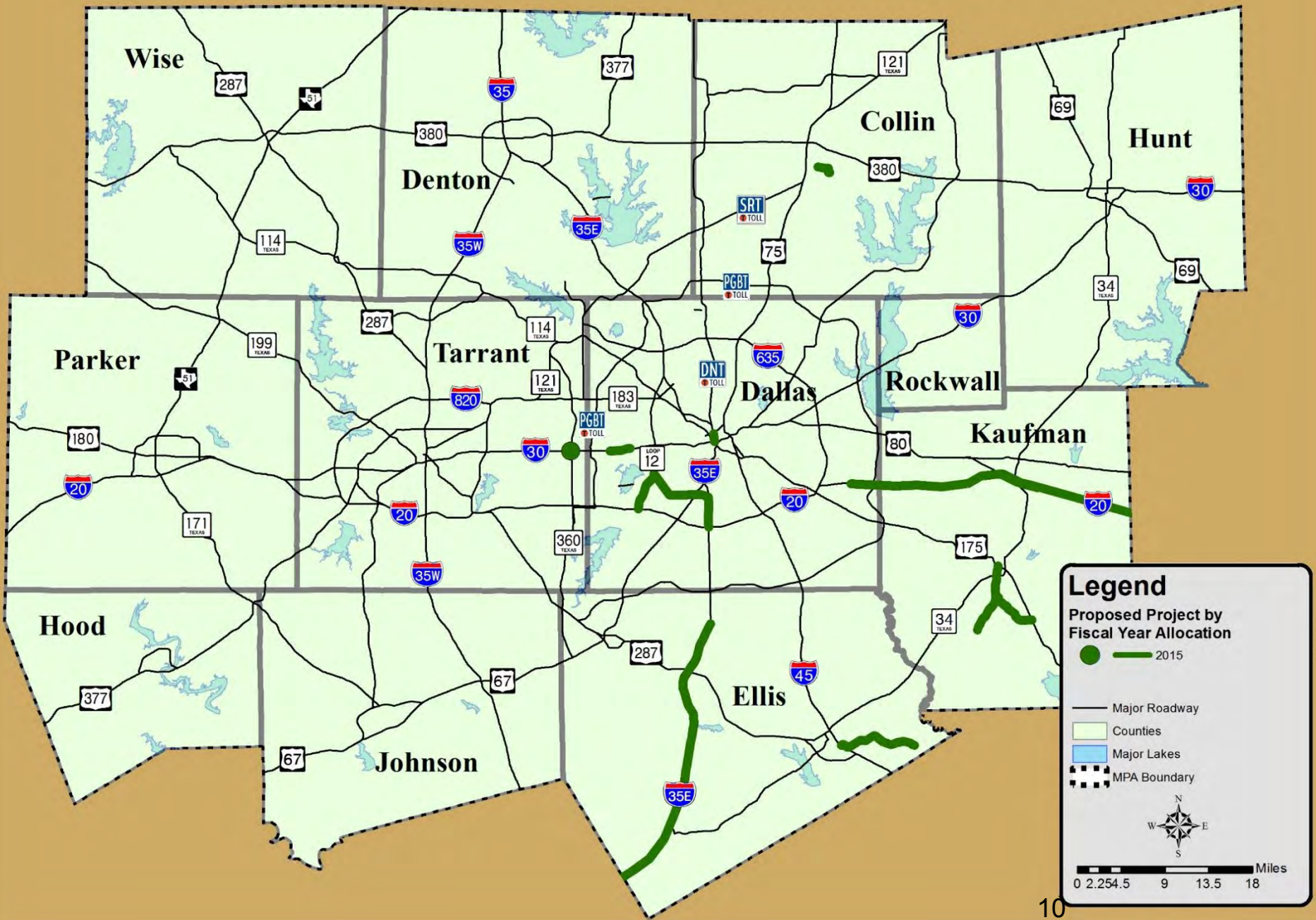
For now, SH 360 at IH 30 Interchange will “borrow” eastern subregion funds to let in 2015. Since FY 2016 funds will be available in 2015, the loan will likely be repaid before funds are ever spent

Funding Estimates For Future Years
\$ in Millions

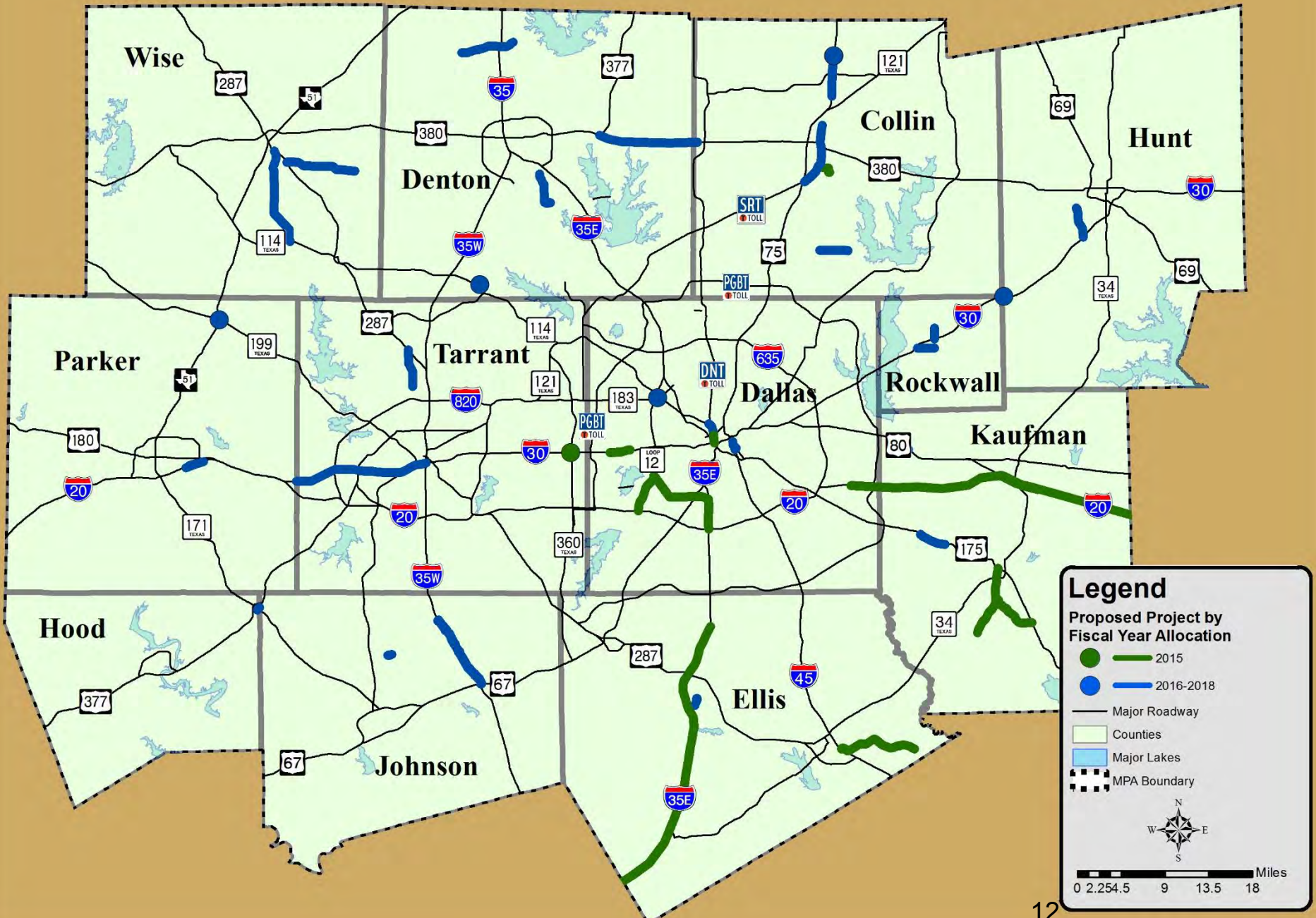
	FY 2016	FY 2017	FY 2018
NCTCOG	≈209.5	≈209.5	≈209.5
State Comptroller	≈257.3	≈257.3	N/A



Proposed Projects to Receive Proposition 1 Funding (2015)



Proposed Projects to Receive Proposition 1 Funding (Four Years)






DRAFT

PROPOSED PROPOSITION 1 2015 TOTALS AND PERCENTAGES BY SUBREGION

	Proposed Funds (\$ in Millions)	Overall
Eastern Subregion (Including Paris District/Hunt County and Navarro County)	\$167.60	45.6%
Western Subregion (Including Erath, Jack, Palo Pinto, and Somervell Counties)	\$ 200.00	54.4%*
Total	\$ 367.60	100.0%

*Includes temporary loan amount of \$70,965,000 from Eastern Subregion to Western Subregion

TIMELINE

- 
- November 2014 Voter approval
RTC information
- December 2014 TTC approved funding distribution
STTC information
- January 2015 RTC information
STTC action for public review
- February 2015 Public meetings
RTC action for approval; contingent on
public comments
Deadline to submit projects to TxDOT
TTC action

ACTION NEEDED

Approve the Proposition 1 funded projects for Year One (CY 2015), Reference Item 5.2

Administratively amend appropriate administrative/planning documents (e.g., 2015-2018 TIP/STIP)

Continue to refine year two through year four with year two revenues expected in June 2015.



STATE AND FEDERAL LEGISLATIVE UPDATE

Regional Transportation Council

February 12, 2015



Amanda Wilson, AICP

North Central Texas Council of Governments

Federal Legislative Update

114th Congress Convened January 6, 2015

**House Transportation and Infrastructure
Committee Texas Membership**

- **Rep. Eddie Bernice Johnson (North Texas)**
- **Rep. Brian Babin (Freshman, Southeast Texas)**
- **Rep. Blake Farenthold (South Texas)**

**Highway Trust Fund and MAP-21 Extension Expire
May 31, 2015**

Regional Transportation Council Federal Legislative Program

Adequately Fund the Transportation System

Define a National Transportation Vision

Increase Efficiency and Performance

Expand Options

Pursue Innovation, Technology and Safety

Federal Bills of Interest

Rebuild America Act of 2015, S 268

- **Invest \$1 Trillion in Infrastructure over Five Years, Funding Not Identified**

Partnership to Rebuild America Act of 2015, HR 413

- **Uses International Corporate Tax Reform to Fund the Highway Trust Fund and Infrastructure Fund**

Administration Released FY2016 Budget

- **Proposes Funding for GROW AMERICA Act 2.0, a Six-Year, \$478B Reauthorization**
- **Policy Details Not Yet Released**

84th Texas Legislature

Senate Transportation Committee Membership

- **Senator Nichols (Jacksonville) Remains Chair**
- **North Texas Members: Vice Chair - Huffines, Hall, Hancock, Taylor**

House Transportation Committee

- **New Chair Rep. Joe Pickett (El Paso)**
- **North Texas Members: Burkett, Y. Davis, Simmons**

Regional Transportation Council State Legislative Program

Legislation to Actively Pursue

Identify Additional Transportation Revenue

**Retain Limited Authority for TxDOT to Enter into
Public-Private Partnerships on Specific Projects**

**Support Full Funding for the AirCheckTexas
Program**

High-Speed Rail

84th Texas Legislature

Bills of Interest

Transportation Revenue Bills Filed

- Redirect Motor Vehicle Sales and Use Tax (MVST) to Transportation
- Eliminate Diversions
- Motor Vehicle Fuel Tax Increase
- Vehicle Registration Fee Increase

SB 5, SJR 5 (Nichols)

- Reserves \$2.5B of MVST Per Year for General Fund, Additional Revenue to State Highway Fund, Beginning FY2018, Requires Voter Approval

84th Texas Legislature

Bills of Interest

Air Quality

- **HB 1030/HB 1031 (Leach)**

Would Expand the Low-Income Vehicle Repair Assistance, Retrofit and Accelerated Retirement Program (LIRAP)/Local Initiative Projects (LIP) and the Texas Emissions Reduction Plan (TERP)

Additional Topics of Interest

- **Aviation/Encroachment**
- **Bike/Ped Unprotected Road Users**
- **Bus Shoulder Pilot Program**
- **Dedicated Revenue Accounts**
- **Eminent Domain**
- **Red Light Cameras**
- **Tolls**

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Forecast 2040 Update

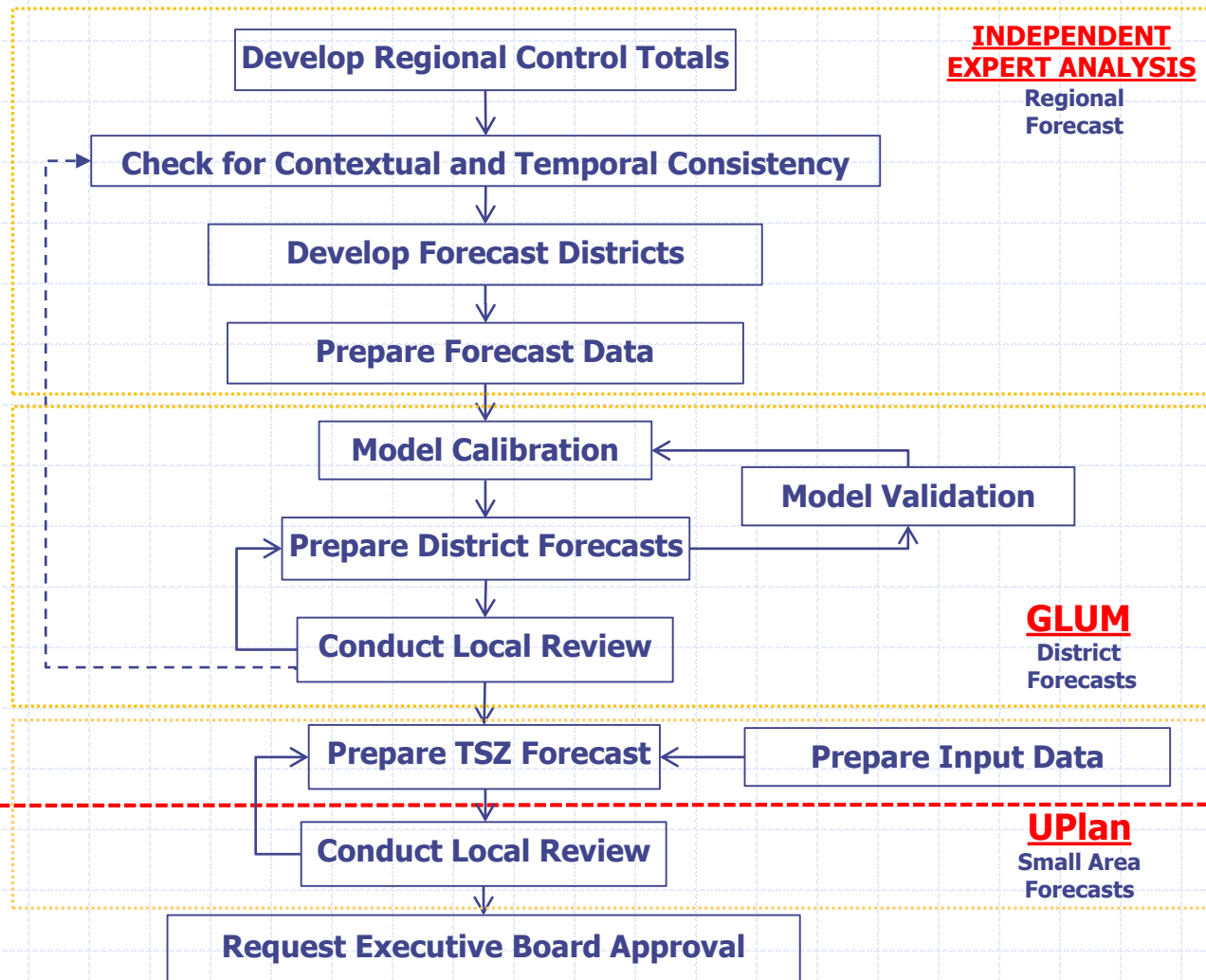
Presented to



Regional Transportation Council

February 12, 2015



Demographic Forecast Steps

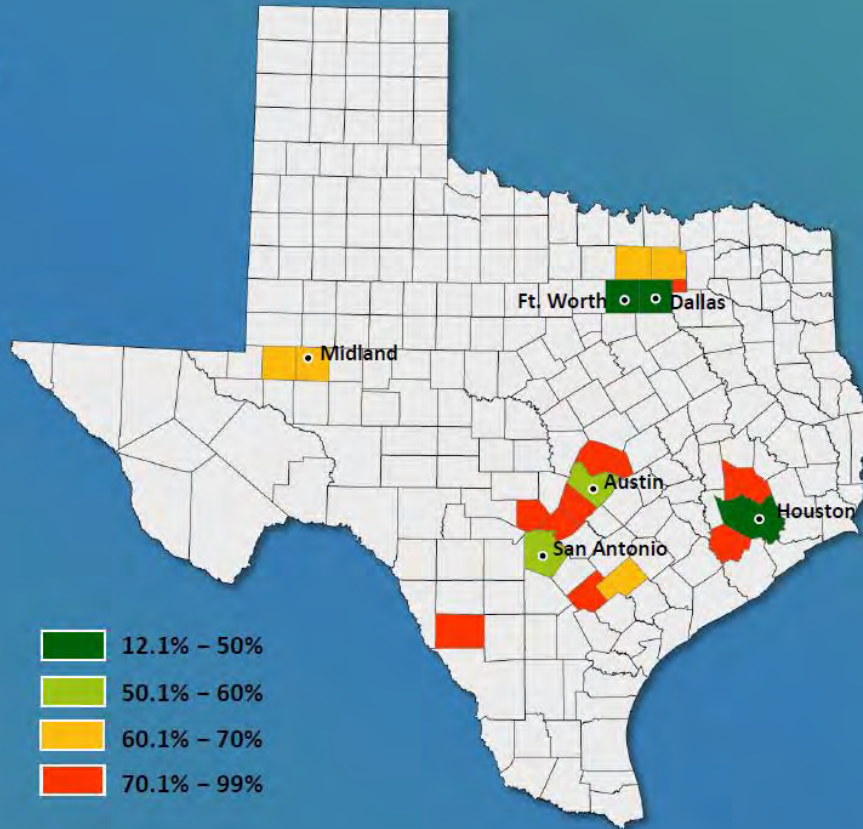


 Done
 In Progress

Texas Net Migration (2010-2013)

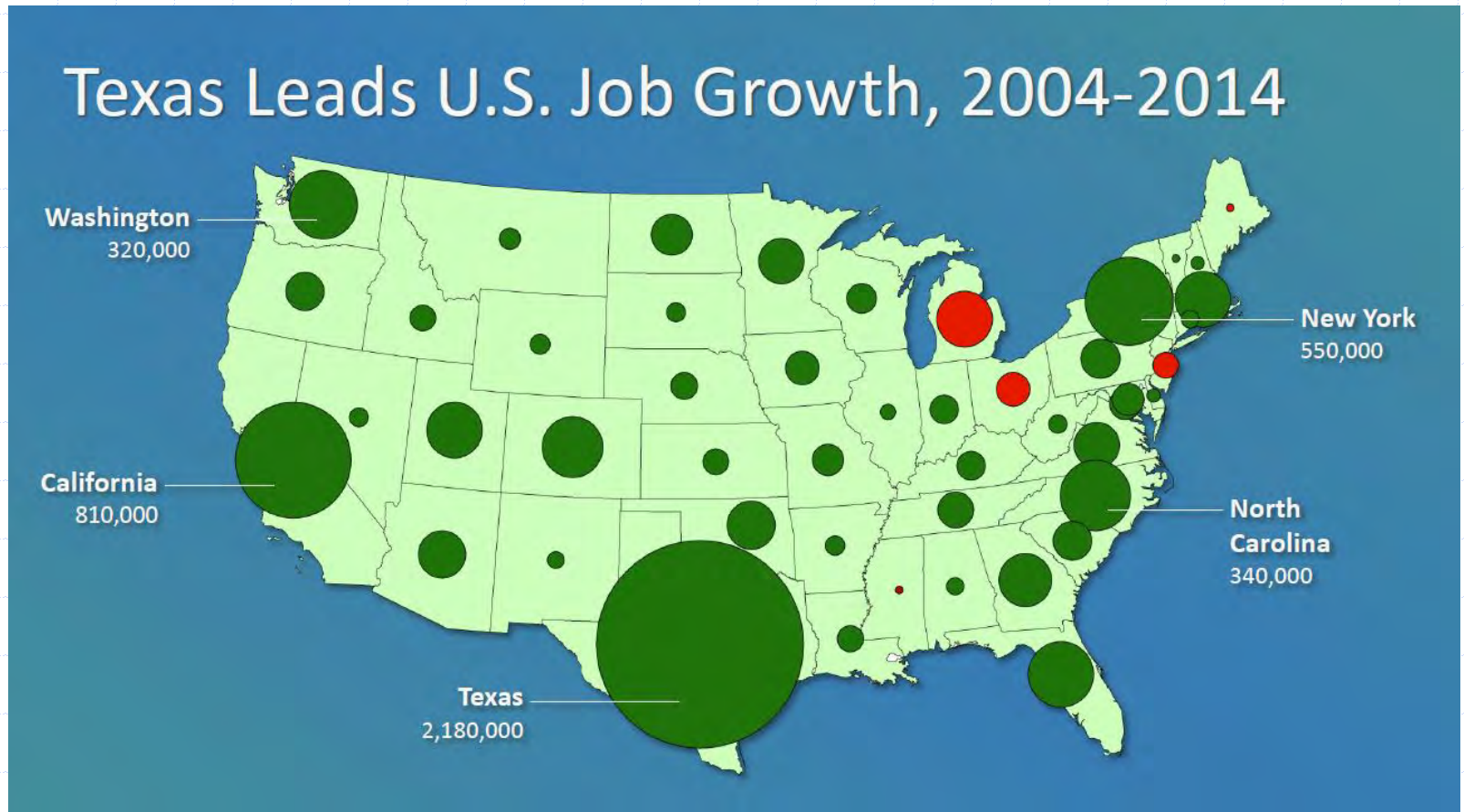
Net Migration

Percent of 2010-2013
Population Change
from Net Migration



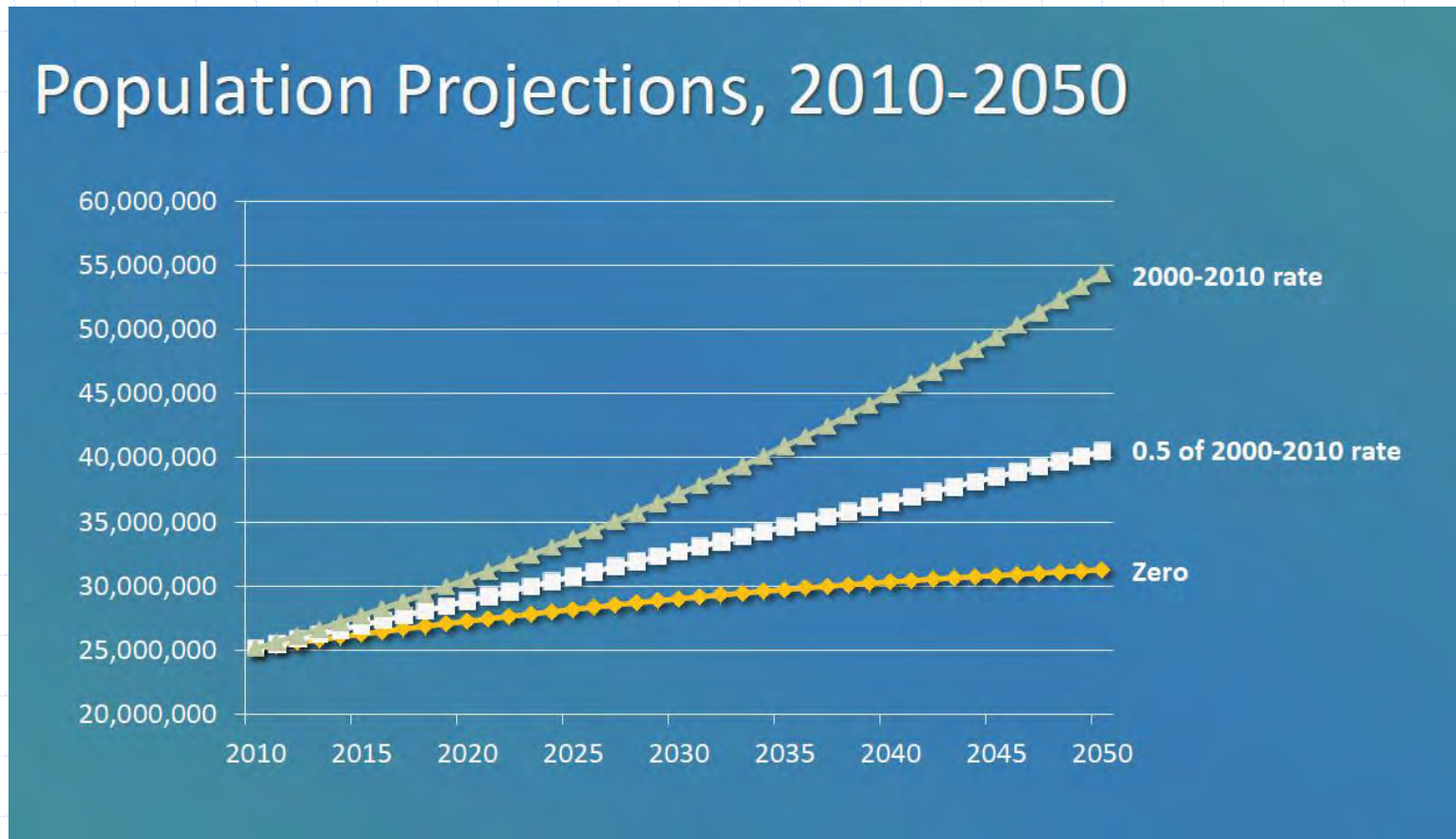
Source : Dr. Lloyd Potter, Texas State Demographer

Texas Job Growth (2004-2014)



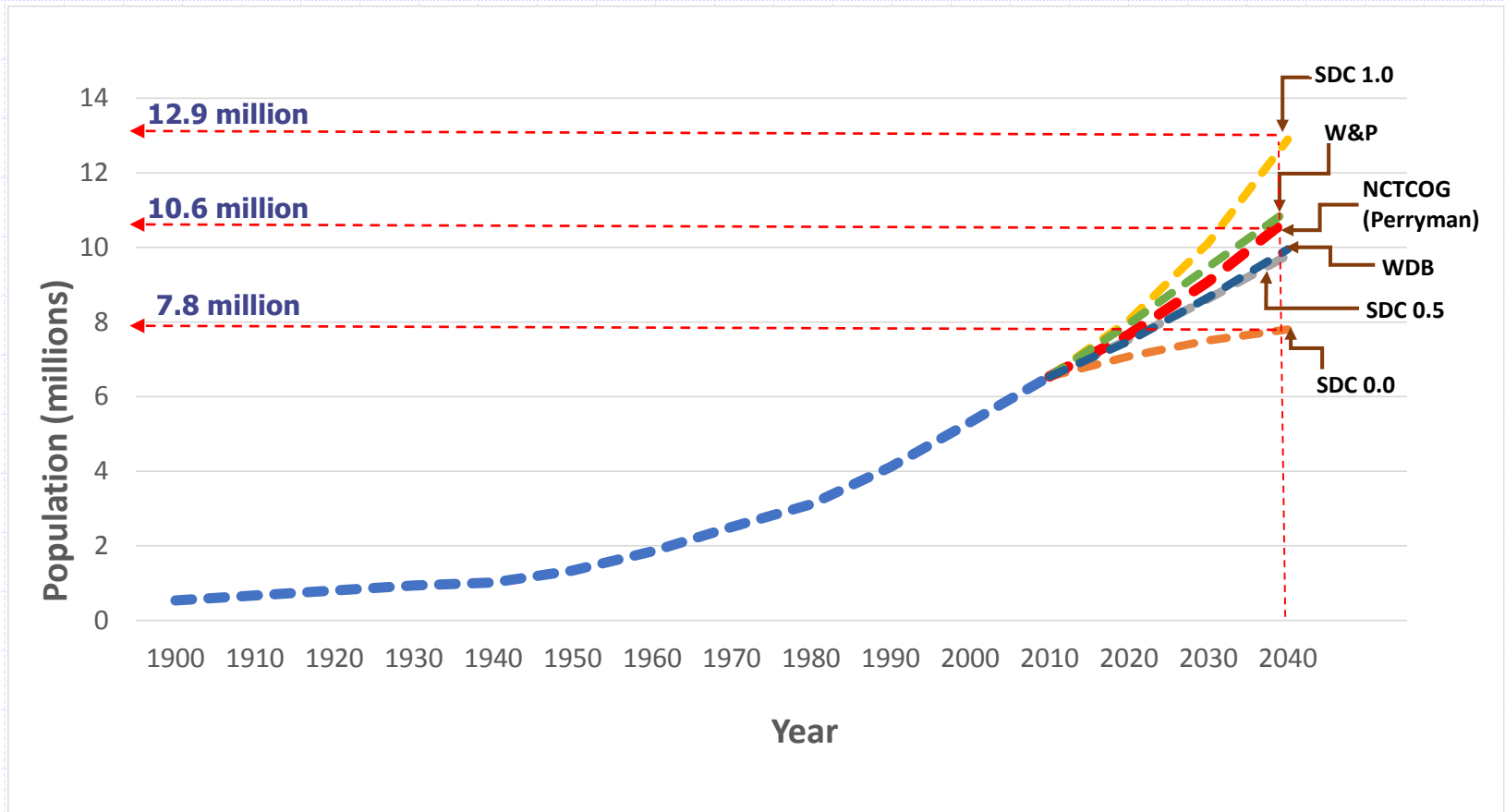
Source : Dr. Lloyd Potter, Texas State Demographer

Texas Population Projections (2010-2050)



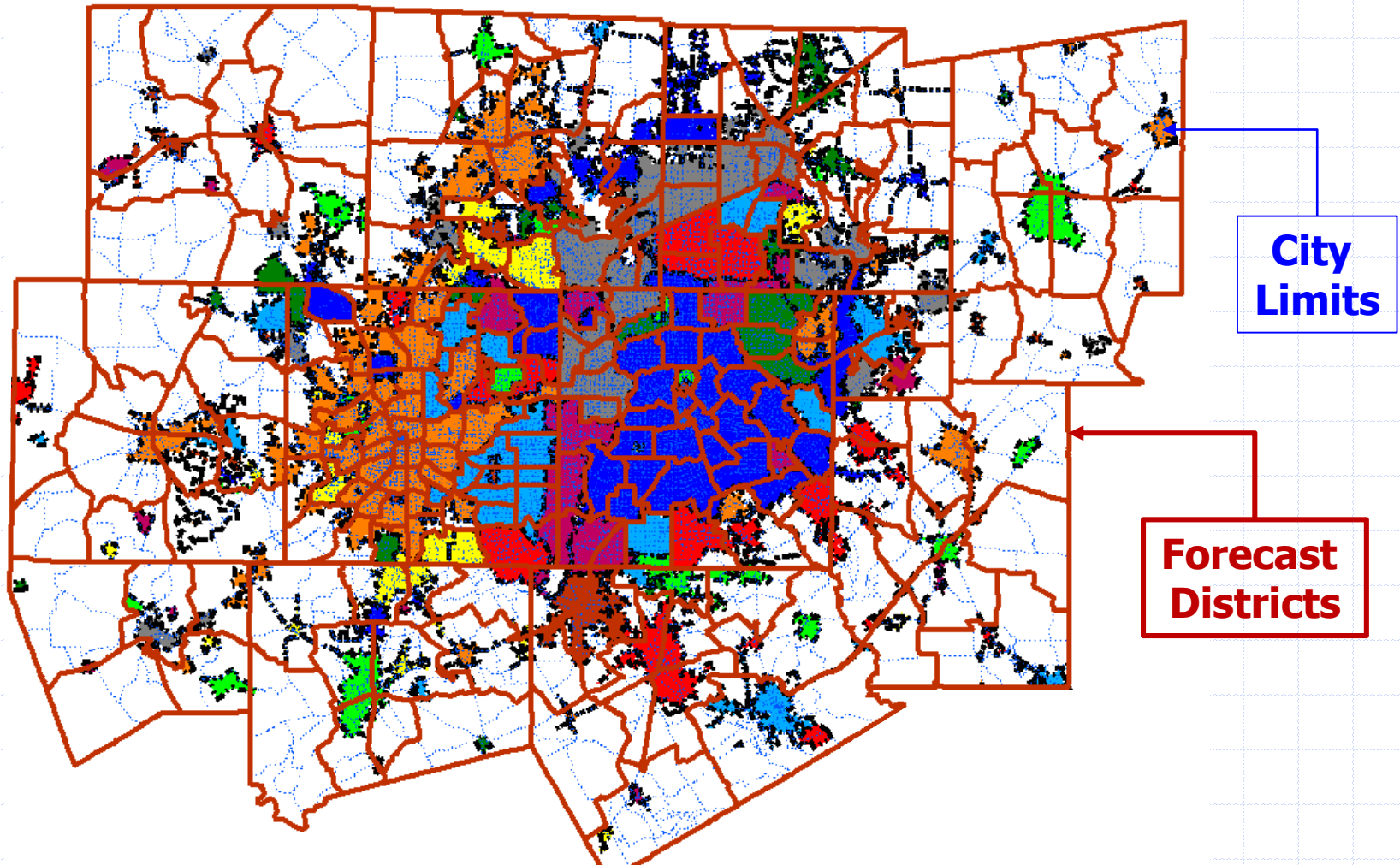
Source : Dr. Lloyd Potter, Texas State Demographer

2040 Population Forecasts (Control Total)



Sources : Decennial Census, Woods & Poole, Texas Water Development Board, State Data Center, The Perryman Group

GLUM Forecast Districts (232)



NCTCOG 2040 Population Forecast*

County	Census 2010	2040 Forecast	% Difference
Collin	778,427	1,523,114	95.7%
Dallas	2,337,741	3,357,524	43.6%
Denton	652,270	1,241,664	90.4%
Ellis	148,000	283,900	91.8%
Hood	50,481	81,578	61.6%
Hunt	84,260	131,024	55.5%
Johnson	148,290	245,782	65.7%
Kaufman	102,014	210,098	106.0%
Parker	113,806	195,286	71.6%
Rockwall	77,678	166,356	114.2%
Tarrant	1,788,400	3,094,651	73.0%
Wise	58,147	101,864	75.2%
Total	6,339,514	10,632,841	67.7%

* Forecasts reviewed by local governments at the district level.

NCTCOG 2040 Employment Forecast*

County	BEA 2010	2040 Forecast	% Difference
Collin	452,982	751,908	66.0%
Dallas	1,884,799	3,232,330	71.5%
Denton	251,394	432,175	71.9%
Ellis	58,519	96,877	65.5%
Hood	18,045	29,450	63.2%
Hunt	40,702	70,103	72.2%
Johnson	64,198	105,194	63.9%
Kaufman	40,558	64,036	57.9%
Parker	52,532	80,411	53.1%
Rockwall	33,163	48,681	46.8%
Tarrant	1,036,558	1,739,340	67.8%
Wise	31,516	40,941	29.9%
Total	3,964,966	6,691,447	68.8%

* Forecasts reviewed by local governments at the district level.

Largest Population Growth Cities

City	Population 2005	Population 2040	2005-2040 Growth
Fort Worth	603,928	1,344,850	740,922
Dallas	1,160,501	1,624,811	464,310
Frisco	77,491	335,016	257,525
Irving	196,773	409,195	212,423
Arlington	345,485	515,850	170,366
McKinney	92,634	234,677	142,043
Grand Prairie	143,967	266,344	122,377
Mansfield	43,063	133,165	90,102
Wylie	28,943	105,391	76,448
Garland	214,053	285,842	71,789
Denton	92,241	159,975	67,734
Mesquite	126,183	191,561	65,379

* All forecasts are based on the draft 2040 demographic forecasts and current city limits.

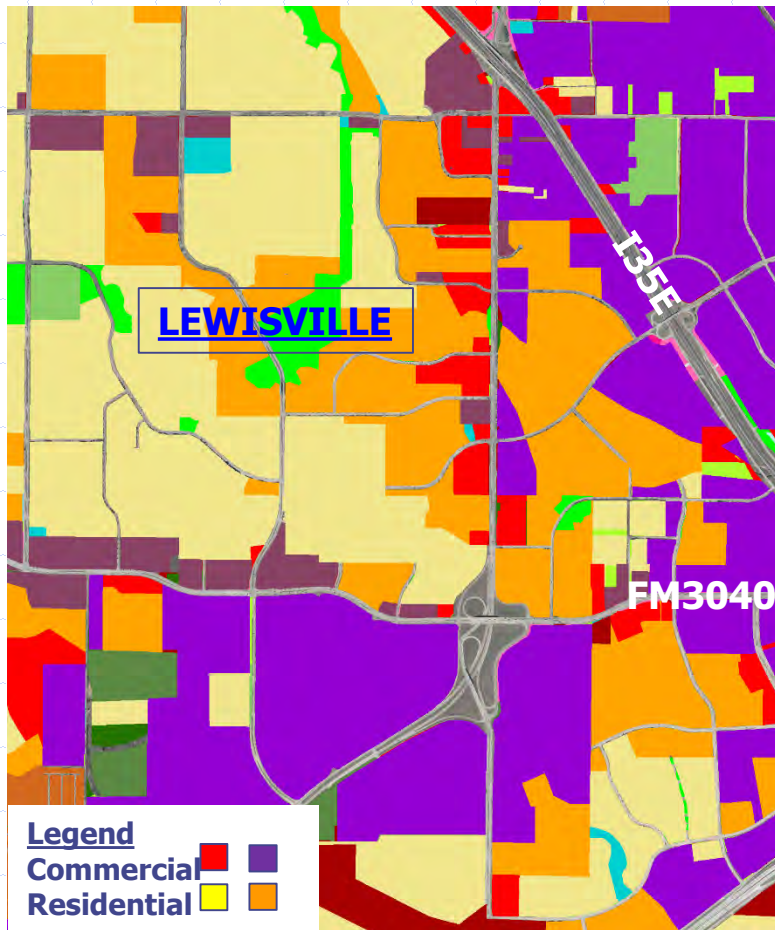
UPlan Input Data For TSZ Activity Allocation (5,252)

- Land Use (locally adopted land use and zoning plans)
- Attractors (proximity to transportation, parks, other amenities, etc.)
- Discouragers (proximity to airports, landfills, incompatible uses, etc.)
- Exclusions (floodplains, cemeteries, airports, roadways, parks, etc.)

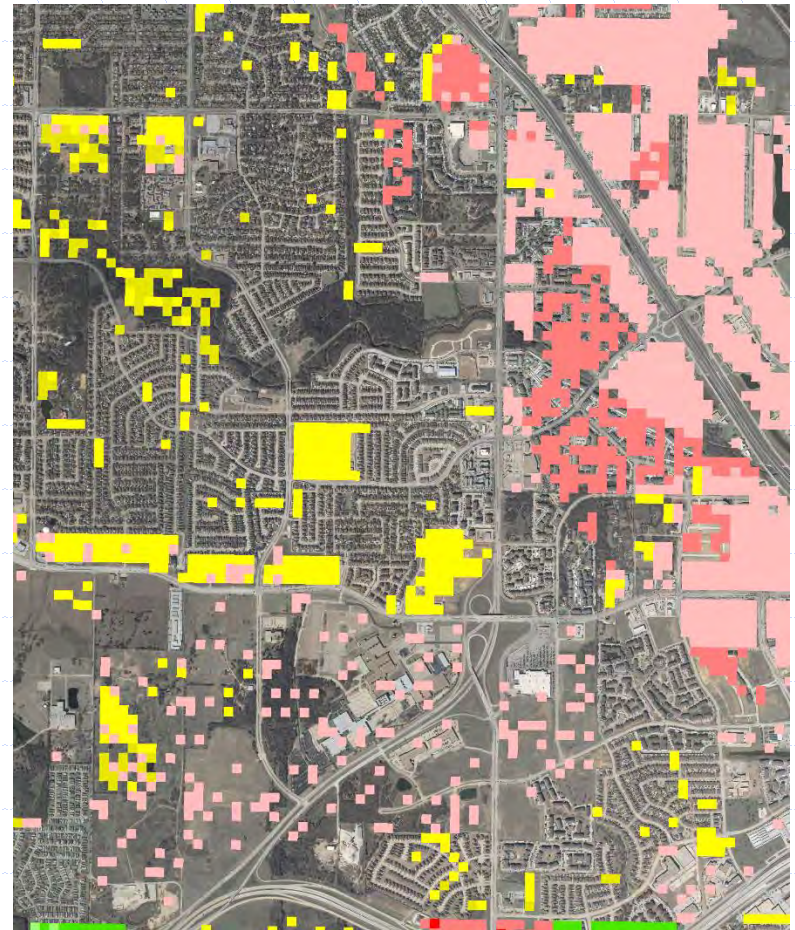
TSZ Allocation Example

(Activity Assignment is Done at 50mx50m tiles)

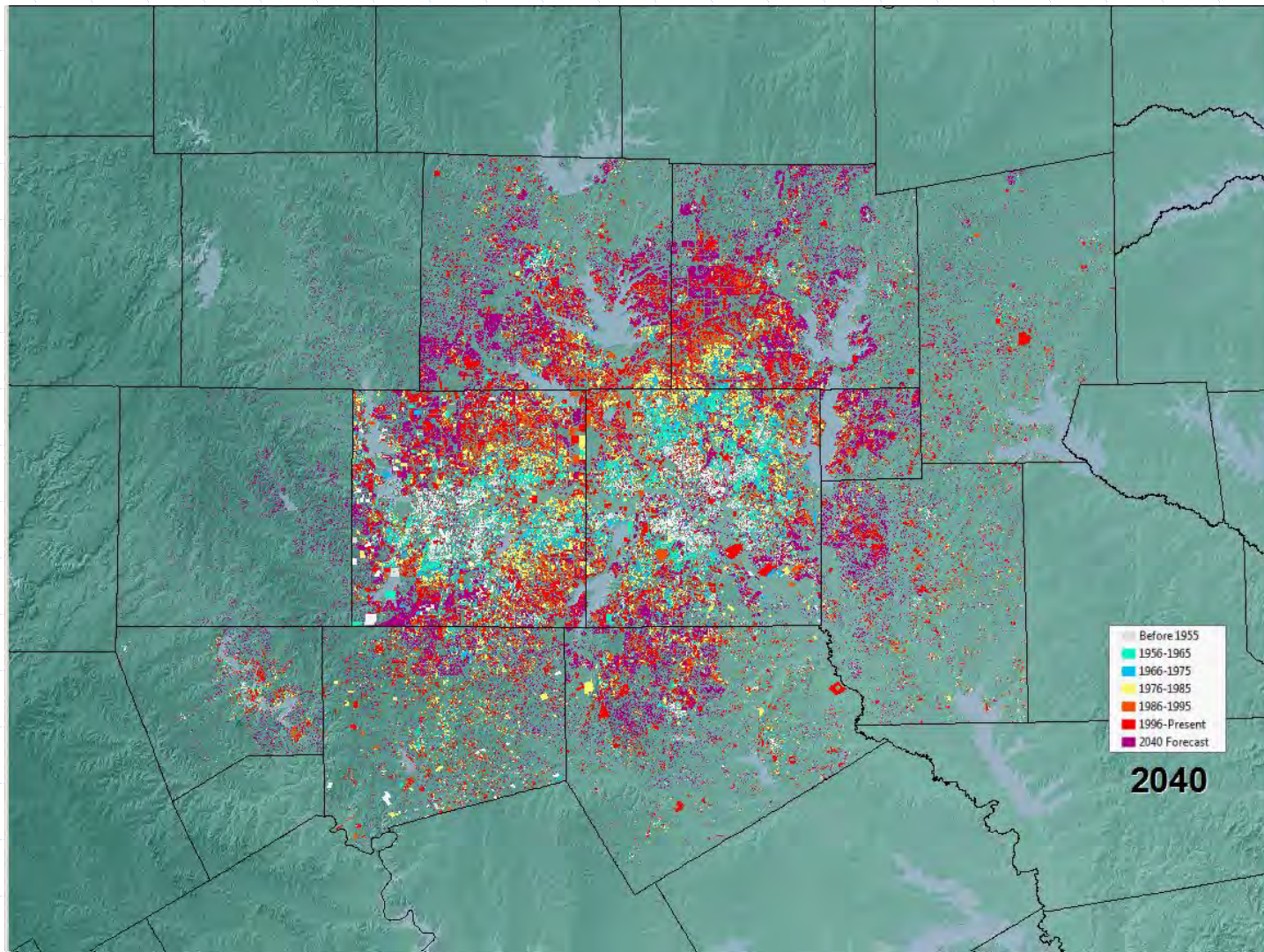
2040 Land Use Plan



2040 Allocated HH and EMP



1950-2040 Growth Animation



2040 Forecast Completion Schedule

- October-December, 2014
 - Local government/agency review of TSZ forecasts
- January-March, 2015
 - Review comments received
 - Finalize TSZ forecasts
- March-May, 2015
 - Approval by the NCTCOG Executive Board

Forecast 2040 Project Staff

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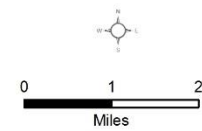
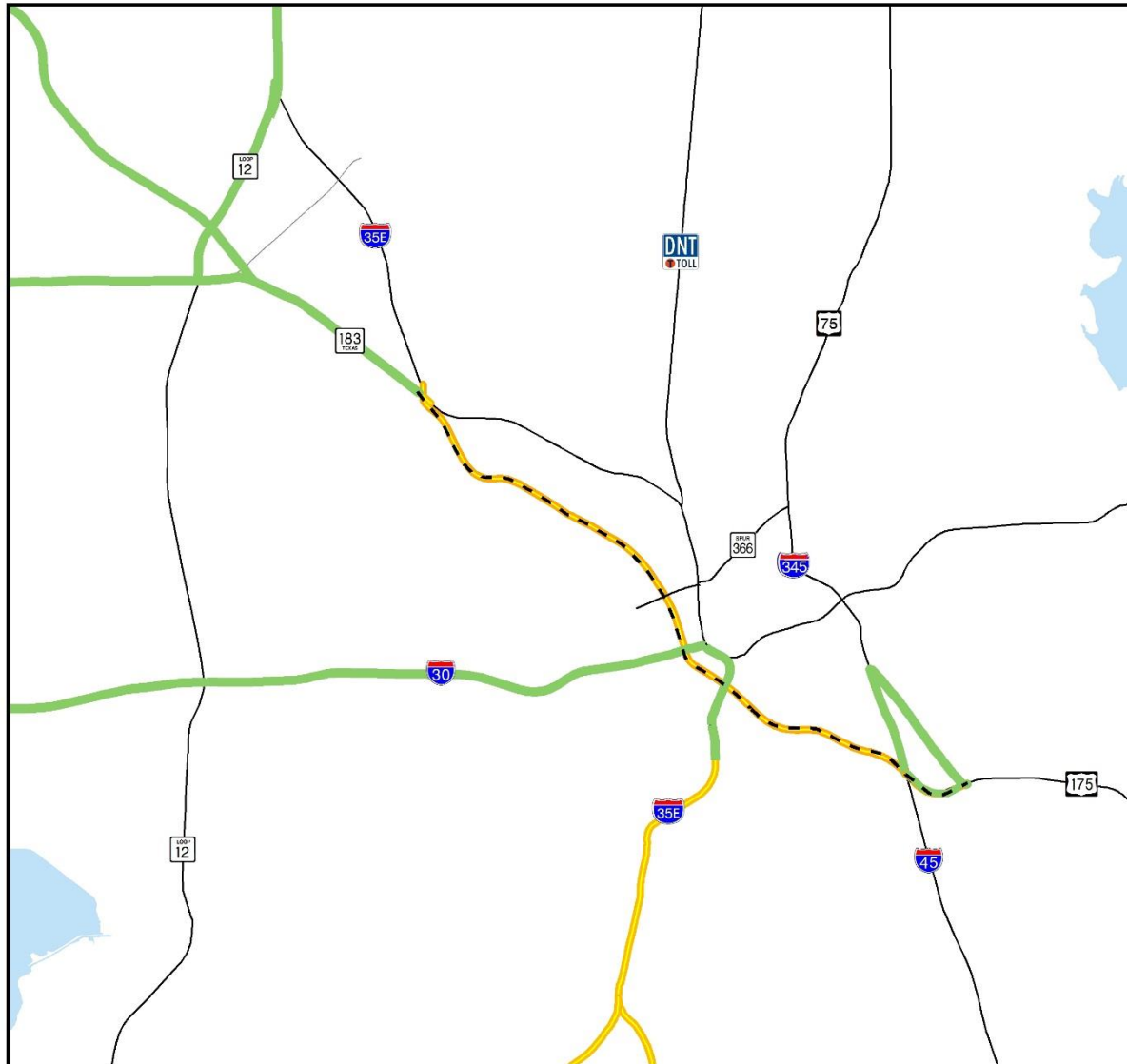
817 608 2387

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Keystone Project

Legend

- Roadway Projects
In NEPA Process
(With Priced Component)
- Funded
- Trinity Parkway
- Freeways/Tollways
- Major Roadways
- Lakes



June 2014
DRAFT



Trinity Parkway Project Staged Elements

- Staged construction
- 4 lanes
- 11-foot lanes
- No inside shoulder
- 50% structure in Section 1 and 4
- Fewer ramps
- No auxiliary lanes
- 55 mph
- No trucks
- 5 park access and egress locations on “Opening Day”

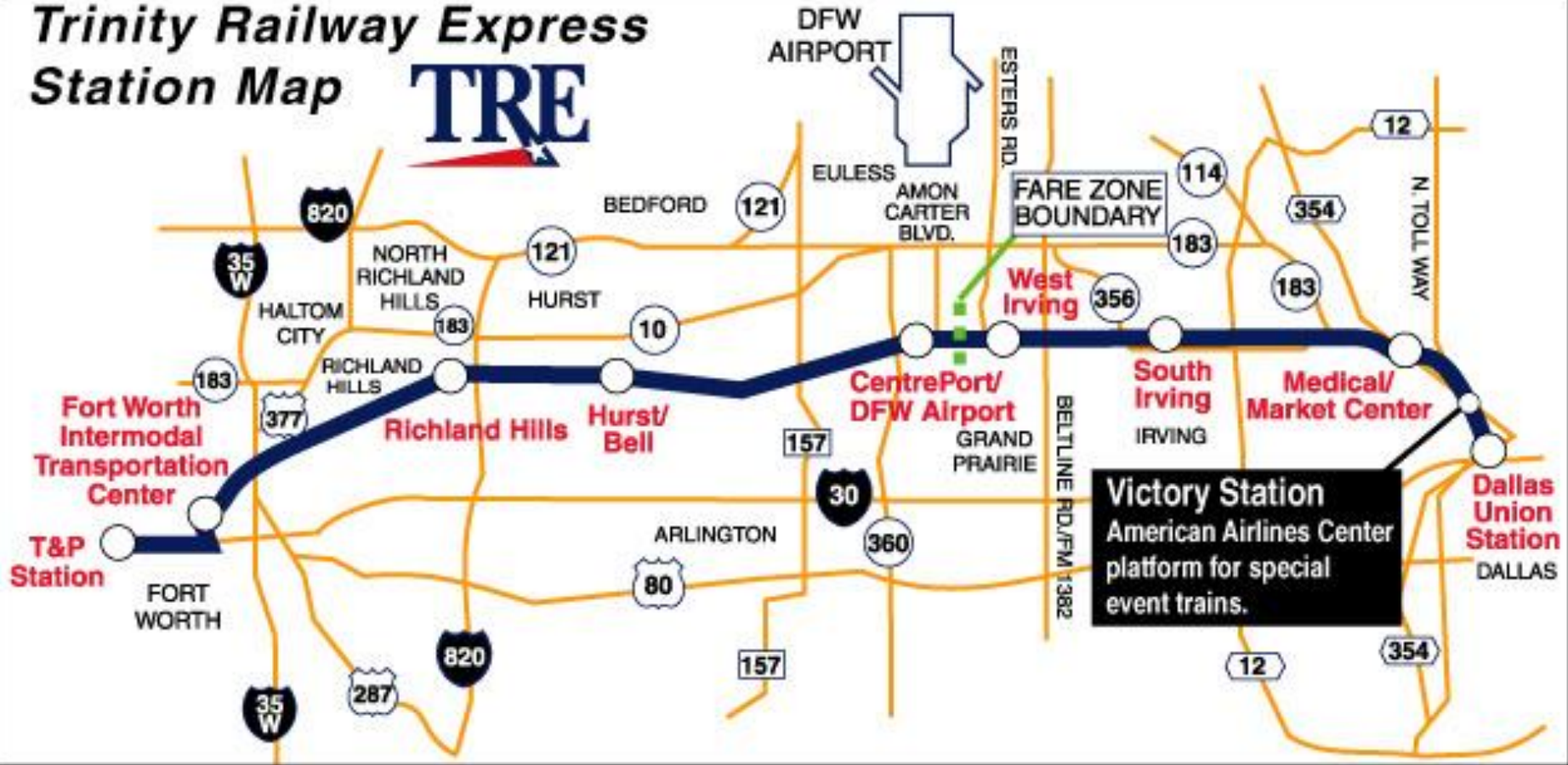
TRINITY RAILWAY EXPRESS LICENSE PLATE SURVEY

REGIONAL TRANSPORTATION COUNCIL BRIEFING

February 12, 2015

**Ken Kirkpatrick, Counsel for Transportation
North Central Texas Council of Governments**

Trinity Railway Express Station Map



Mid-Cities TRE Partnership

9 Participating Cities

Arlington, Bedford, Colleyville, Euless, Grand Prairie, Grapevine, Haltom City, Hurst, and North Richland Hills

No Stations Within Boundaries of 9 Participating Cities

Cities Contribute Local Funds for RTC Purposes

RTC Programs Funds to Transit Authorities (e.g. Capital)

Three Year Contract Terms with Participating Cities (2002)

Cities had requested survey to update shares

Annual Contributions

	PERCENT RIDERSHIP	ANNUAL CONTRIBUTION			
CITY	Existing Shares (2008)	2002-2004	2005-2007	2008-2010	2011-2013
Arlington	30%	\$140,000	\$215,496	\$237,046	\$237,046
Bedford	13%	\$95,000	\$94,989	\$104,488	\$104,488
Colleyville	2%	\$25,000	\$11,759	\$12,935	\$12,935
Eules	13%	\$120,000	\$96,977	\$106,675	\$106,675
Grand Prairie	9%	\$160,000	\$63,422	\$69,764	\$69,764
Grapevine	6%	\$25,000	\$45,970	\$50,567	\$50,567
Haltom City	5%	\$10,000	\$35,186	\$38,705	\$38,705
Hurst	12%	\$145,000	\$89,244	\$98,168	\$98,168
North Richland Hills	9%	\$55,000	\$67,946	\$74,741	\$74,741
	100%	\$775,000	\$720,989	\$793,089	\$793,089

License Plate Survey Results

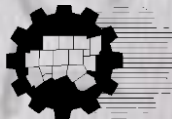
City of Residence	Lic. Plate Survey 2014	Existing Shares 2008	Difference 2014 – 2008	Lic. Plate Survey 2014	Existing Shares 2008	Difference 2014 - 2008
Arlington	26%	30%	-4%	\$202,841	\$237,046	(\$34,205)
Bedford	11%	13%	-2%	\$90,456	\$104,488	(\$14,032)
Colleyville	2%	2%	1%	\$17,360	\$12,935	\$4,425
Eules	18%	13%	4%	\$138,882	\$106,675	\$32,207
Grand Prairie	15%	9%	6%	\$120,608	\$69,764	\$50,844
Grapevine	4%	6%	-2%	\$34,720	\$50,567	(\$15,847)
Haltom City	4%	5%	-1%	\$31,979	\$38,705	(\$6,726)
Hurst	11%	12%	-1%	\$90,456	\$98,168	(\$7,712)
North Richland Hills	8%	9%	-1%	\$65,786	\$74,741	(\$8,955)
Total	100%	100%		\$793,089	\$793,089	

TOLL MANAGED LANE DATA MONITORING

Regional Transportation Council

February 12, 2015

Dan Lamers, P.E.



***North Central Texas Council of Governments
Transportation Department***

TOLL MANAGED LANE DATA MONITORING

Cumulative December 2013 – December 2015

How much HOV 2+ Subsidy has the RTC been responsible for?

\$38,661.66 as of December 2014

How long can the RTC keep the HOV policy at 2+?

*For now, it remains 2+ until the June 1, 2016 on or before date,
and it will continue to be monitored quarterly*

Have there been any additional NTTA customer service needs?

No, minimal impact

Have the speeds on the Toll Managed Lane facilities dropped below 35 mph?

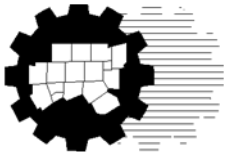
No

TOLL MANAGED LANE DATA MONITORING

Cumulative December 2013 – April 2014

LBJ EXPRESS	HOV 2+ Subsidy Costs	NTTA Customer Service (Additional Needs)	Project Performance Events (Speeds < 35 mph)
North Tarrant Express <i>- SH 183/121 from IH 35W to SH 121</i>	\$16,817.14	Negligible	0
LBJ Express <i>- IH 635 from Preston Rd to Greenville Ave</i> <i>- IH 35E from Loop 12 to IH 635</i>	\$21,844.52	Negligible	0
DFW Connector <i>- SH 114 from Kimball Ave to Freeport Pkwy</i>	N/A	Negligible	0

DFW CONNECTOR PILOT PROGRAM



North Central Texas
Council of Governments
Transportation Department

Regional Transportation Council
February 12, 2015
Ken Kirkpatrick, Counsel for Transportation

PURPOSE

Pilot Initiated at RTC Suggestion to TxDOT

Test Ability to Cover Collection Risk for Pay-by-Mail Users

Periodically Increase Pay-by-Mail Surcharge (at 90, 180 days)

Market-Driven Approach to Increase Toll Tag Usage

Potential to Apply Lessons Learned to IH 35W Corridor (TxDOT Has Collection Risk)

TIMELINE

- April 7, 2014:** Managed Lanes Open to Traffic
(Test Period, No Tolls)
- July 7, 2014:** Tolls Begin on Managed Lanes
(Pay-by-Mail Surcharge = 50%)
(e.g., \$1 Toll = \$1.50 Total Charge)
- October 5, 2014:** Pay-by-Mail Surcharge Increased to 75%
- January 3, 2015:** Pay-by-Mail Surcharge Increased to 90%
- January 3, 2015:** Dynamic Tolling Begins
- April 2015:** Review Surcharge for Adjustment (+/-)

PRELIMINARY DATA/OBSERVATIONS

July 2014 – January 2015:

Overall Transactions are Increasing

Share of Toll Tag Transactions is Increasing

Pay-by-Mail Transactions are Relatively the Same

Preliminary Results are Positive

Continue Pilot, Review Data in April