

MOBILITY SOLUTIONS, INFRASTRUCTURE & SUSTAINABILITY COMMITTEE

DALLAS CITY COUNCIL COMMITTEE AGENDA

RECEIVED

2019 JAN 22 PM 12:04

CITY SECRETARY
DALLAS, TEXAS

MONDAY, JANUARY 28, 2019
CITY HALL
COUNCIL BRIEFING ROOM, 6ES
1500 MARILLA STREET
DALLAS, TEXAS 75201
2:00 P.M. – 3:30 P.M.

Chair, Councilmember Lee M. Kleinman
Vice Chair, Councilmember Rickey D. Callahan
Councilmember Sandy Greyson
Councilmember Adam Medrano
Councilmember Casey Thomas, II
Councilmember Tennell Atkins
Councilmember Carolyn King Arnold

Call to Order

1. Approval of December 10, 2018 Minutes
2. Approval of January 14, 2019 Minutes

BRIEFING

3. I-30 East Project Update

Michael Rogers, Director
Department of Transportation

MONTHLY REPORT

4. Interagency Transportation Report for January

Adjourn



Lee M. Kleinman, Chair
Mobility Solutions, Infrastructure and Sustainability Committee

EXECUTIVE SESSION NOTICE

A closed executive session may be held if the discussion of any of the above agenda items concerns one of the following:

1. seeking the advice of its attorney about pending or contemplated litigation, settlement offers, or any matter in which the duty of the attorney to the City Council under the Texas Disciplinary Rules of Professional Conduct of the State Bar of Texas clearly conflicts with the Texas Open Meetings Act. [Tex. Govt. Code §551.071]
2. deliberating the purchase, exchange, lease, or value of real property if deliberation in an open meeting would have a detrimental effect on the position of the city in negotiations with a third person. [Tex. Govt. Code §551.072]
3. deliberating a negotiated contract for a prospective gift or donation to the city if deliberation in an open meeting would have a detrimental effect on the position of the city in negotiations with a third person. [Tex. Govt. Code §551.073]
4. deliberating the appointment, employment, evaluation, reassignment, duties, discipline, or dismissal of a public officer or employee; or to hear a complaint or charge against an officer or employee unless the officer or employee who is the subject of the deliberation or hearing requests a public hearing. [Tex. Govt. Code §551.074]
5. deliberating the deployment, or specific occasions for implementation, of security personnel or devices. [Tex. Govt. Code §551.076]
6. discussing or deliberating 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 city and with which the city is conducting economic development negotiations; or deliberating the offer of a financial or other incentive to a business prospect. [Tex Govt. Code §551.087]
7. deliberating security assessments or deployments relating to information resources technology, network security information, or the deployment or specific occasions for implementations of security personnel, critical infrastructure, or security devices. [Tex. Govt. Code §551.089]

HANDGUN PROHIBITION NOTICE FOR MEETING OF GOVERNMENTAL ENTITIES

"Pursuant to Section 30.06, Penal Code (trespass by license holder with a concealed handgun), a person licensed under Subchapter H, Chapter 411, Government Code (handgun licensing law), may not enter this property with a concealed handgun."

"De acuerdo con la sección 30.06 del código penal (ingreso sin autorización de un titular de una licencia con una pistola oculta), una persona con licencia según el subcapítulo h, capítulo 411, código del gobierno (ley sobre licencias para portar pistolas), no puede ingresar a esta propiedad con una pistola oculta."

"Pursuant to Section 30.07, Penal Code (trespass by license holder with an openly carried handgun), a person licensed under Subchapter H, Chapter 411, Government Code (handgun licensing law), may not enter this property with a handgun that is carried openly."

"De acuerdo con la sección 30.07 del código penal (ingreso sin autorización de un titular de una licencia con una pistola a la vista), una persona con licencia según el subcapítulo h, capítulo 411, código del gobierno (ley sobre licencias para portar pistolas), no puede ingresar a esta propiedad con una pistola a la vista."

Mobility Solutions, Infrastructure & Sustainability Committee Meeting Record

The Mobility Solutions, Infrastructure & Sustainability Committee meetings are recorded. Agenda materials are available online at www.dallascityhall.com. Recordings may be reviewed/copied by contacting the Mobility Solutions, Infrastructure & Sustainability Committee Coordinator at 214-671-9465.

Meeting Date: December 10, 2018

Convened: 2:02 p.m.

Adjourned: 3:39 p.m.

Committee Members Present:

Lee M. Kleinman, Chair
Rickey D. Callahan, Vice Chair
Tennell Atkins
Sandy Greyson
Adam Medrano
Casey Thomas, II

Committee Members Absent:

N/A

Other Council Members Present:

Omar Narvaez
Adam McGough

Presenters:

John Terrell, Vice President of Commercial Development, Dallas/ Fort Worth International Airport and Paul Tomme, Legal Counsel, Dallas/ Fort Worth International Airport

City Staff Present:

Biliera Johnson, City Secretary's Office	Terry Lowery, Dallas Water Utilities
Ashley Eubanks, Sustainable Development & Construction	Rick Galceran, Office of the Bond Program
Terry Lowery, Dallas Water Utilities	Obeng Opoku-Acheampong, City Attorney's Office
Chris Caso, City Attorney's Office	Brita Andercheck, Department of Transportation
Anna Holmes, City Attorney's Office	Sandra DuBose, City Secretary's Office
Kris Sweckard, Sustainable Development & Construction	Shombray Irby, City Secretary's Office

AGENDA

Call to Order (2:02 p.m.)

1. Approval of the November 26, 2018 Meeting Minutes

Presenter(s): Lee M. Kleinman, Chair

Action Taken/Committee Recommendation(s): A motion was made to approve the minutes for the November 26, 2018, Mobility Solutions, Infrastructure & Sustainability Committee meeting.

Motion made by: Tennell Atkins
Item passed unanimously: X
Item failed unanimously:

Motion seconded by: Rickey D. Callahan
Item passed on a divided vote:
Item failed on a divided vote:

2. Upcoming Agenda Items

Presenter(s): Lee M. Kleinman, Chair

Action Taken/Committee Recommendation(s): Councilmember Greyson had questions about agenda items 25, 77, and 30. On agenda item 25, Councilmember Greyson questioned the discrepancy between the initial appraisal and the final appraisal decided by the commissioner's court. Staff stated that differences in appraisal values are generally addressed early on and rarely need to be taken to Commissioner's Court. On agenda item 77, Councilmember Greyson asked if the City of Irving will be paying for the portion of the trail that is within their jurisdiction. Staff stated they would gather the needed information and respond to her later in the day. On agenda item 30, Councilmember Greyson had concerns about the term 'future performance' in the contract. Staff

informed Councilmember Greyson that the language was recommended for the item, but they would consider using different language for future items.

Motion made by: Adam Medrano
Item passed unanimously: X
Item failed unanimously:

Motion seconded by: Casey Thomas, II
Item passed on a divided vote:
Item failed on a divided vote:

3. Executive Session to seek advice of its attorney and to discuss issues involving Dallas/Fort Worth International Airport and the assignment of the Verizon Place lease to the Airport's Public Facility Improvement Corporation under Section 551.071 and 551.072 of the Texas Open Meeting Act

Presenter(s): John Terrell, Vice President of Commercial Development, Dallas/ Fort Worth International Airport and Paul Tomme, Legal Counsel, Dallas/ Fort Worth International Airport

Action Taken/Committee Recommendation(s): Executive Session from 2:10 pm to 2:34pm. Information Only.

4. Dallas Fort Worth International Airport (DFW) Board Interviews- Positions 01, 05 and 11

Presenter(s): Lee M. Kleinman, Chair

Action Taken/Committee Recommendation(s): A motion was made to recommend candidates Mario Quintanilla and Matrice Ellis-Kirk and to move forward for consideration to the full City Council to vote between Roy Lopez and Benjamin Leal.

Motion made by: Tennell Atkins
Item passed unanimously:
Item failed unanimously:

Motion seconded by: Adam Medrano
Item passed on a divided vote: X
Item failed on a divided vote:

Adjourn (3:39 p.m.)

APPROVED BY:

ATTESTED BY:

**Lee M. Kleinman, Chair
Mobility Solutions, Infrastructure, &
Sustainability Committee**

**Kate Bower, Coordinator
Mobility Solutions, Infrastructure, &
Sustainability Committee**

Mobility Solutions, Infrastructure & Sustainability Committee Meeting Record

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Meeting Date: January 14, 2019

Convened: 2:03 p.m.

Adjourned: 3:51 p.m.

Committee Members Present:

Lee M. Kleinman, Chair
Rickey D. Callahan, Vice Chair
Tennell Atkins
Sandy Greyson
Adam Medrano
Casey Thomas, II
Carolyn King Arnold

Committee Members Absent:

N/A

Other Council Members Present:

N/A

Presenters:

Majed Al-Ghafry, Assistant City Manager

City Staff Present:

Robert Sims, City Attorney's Office
Chris Turner-Noteware, Department of Public Works
Ray Chong, Department of Transportation
Kris Sweckard, Sustainable Development and Construction
Anna Gonzalez, City Secretary's Office

Terry Lowery, Dallas Water Utilities
Matt Penk, Dallas Water Utilities
Ashley Eubanks, Sustainable Development and Construction
Art Bashor, City Attorney's Office
Tammy Palomino, City Attorney's Office

AGENDA

Call to Order (2:03 p.m.)

1. Approval of the December 10, 2018 Meeting Minutes

Presenter(s): Lee M. Kleinman, Chair

Action Taken/Committee Recommendation(s): Councilmember Greyson noted that the presenter listed for the Executive Session was not the person who spoke on behalf of the Dallas/ Fort Worth International Airport. Due to this error, the Committee chose to wait until the following meeting to vote on approval of the minutes.

2. Upcoming Agenda Items

Presenter(s): Lee M. Kleinman, Chair

Action Taken/Committee Recommendation(s): Councilmember Greyson raised questions about several agenda items. On items 13, 15, 18, she asked about the term "special bond projects". Staff clarified that this was a designation from the Public Works Department for bidding packages and does not denote anything meaningful about the projects themselves. Councilmember Greyson also asked about the cost for agenda item 16; staff stated that the cost includes water, wastewater, and pedestrian lighting. Councilmember Greyson also raised a concern about the cost for the applicant on item 27 for planter boxes and other landscaping options. Staff clarified that the cost was broken up into an annual fee and a one-time fee, based on subsurface components. Councilmember Arnold asked about several agenda items related to the Cadillac Heights neighborhood. Staff provided her with a map showing all relevant residential properties in the neighborhood, including those that have been acquired and those that still need to be acquired. Councilmember Arnold also confirmed that staff are addressing all communication issues, including language barriers, when acquiring properties. A motion was made to move all agenda items forward to the full City Council for consideration.

Motion made by: Tennell Atkins
Item passed unanimously: X
Item failed unanimously:

Motion seconded by: Rickey D. Callahan
Item passed on a divided vote:
Item failed on a divided vote:

3. Central Wastewater Treatment Plant Tour

Presenter(s): Dallas Water Utilities Staff

Action Taken/Committee Recommendation(s): Information only.

Adjourn (3:51 p.m.)

APPROVED BY:

ATTESTED BY:

Lee M. Kleinman, Chair
Mobility Solutions, Infrastructure, &
Sustainability Committee

Kate Bower, Coordinator
Mobility Solutions, Infrastructure, &
Sustainability Committee

Memorandum



CITY OF DALLAS

DATE January 23, 2019

TO Honorable Members of the Mobility Solutions, Infrastructure and Sustainability Committee

SUBJECT **I-30 East Project Update**

On Monday, January 28, 2019, you will be briefed on the status of the I-30 East Project, as well as the Department of Transportation's expectations and guiding principles for the project. The briefing materials, including a draft resolution, are attached for your review.

Please contact Michael Rogers, Director of the Department of Transportation, if you have any questions or concerns.

A handwritten signature in blue ink, appearing to read 'M. Al-Ghafry'.

Majed A. Al-Ghafry, P.E.
Assistant City Manager

[Attachment]

c: Honorable Mayor and Members of the City Council
T.C. Broadnax, City Manager
Chris Caso, City Attorney (I)
Carol A. Smith, City Auditor (I)
Biliera Johnson, City Secretary
Preston Robinson, Administrative Judge

Kimberly Bizer Tolbert, Chief of Staff to the City Manager
Jon Fortune, Assistant City Manager
Joey Zapata, Assistant City Manager
Nadia Chandler Hardy, Assistant City Manager and Chief Resilience Officer
M. Elizabeth Reich, Chief Financial Officer
Directors and Assistant Directors

I-30 East Project Update

**Mobility Solutions, Infrastructure
and Sustainability Committee**

January 28, 2019

**Michael Rogers, Director
Department of Transportation**



Purpose

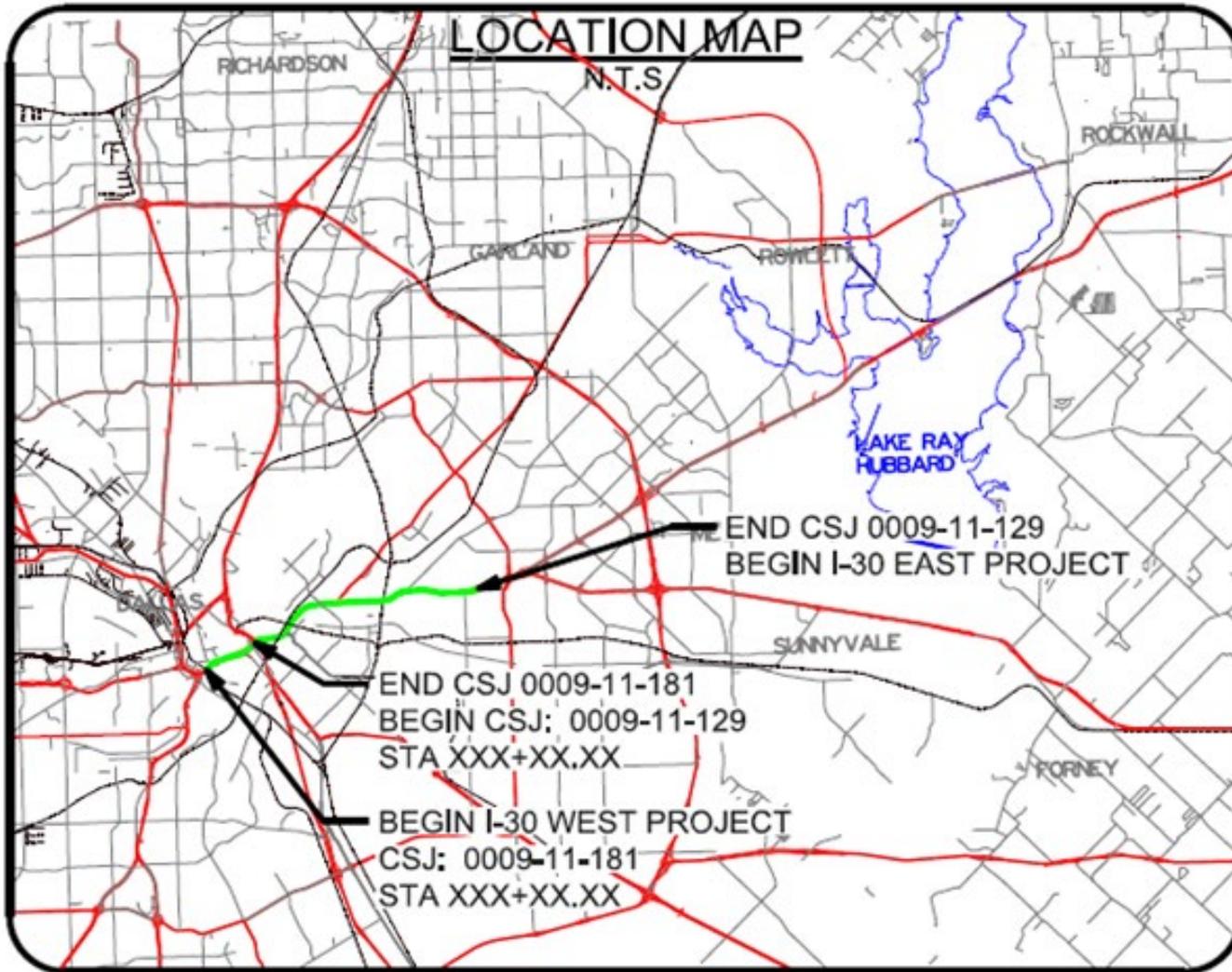
- Provide update on the I-30 East project
- Provide background on foundational studies informing the City's expectations for I-30 East design
- Seek Committee's support for staff response to the Texas Department of Transportation regarding the I-30 preliminary concept design plans



I-30 East Project



I-30 East Project



I-30 from
I-35E to US 80

TxDOT
preliminary
concept plans
cover the I-30/I-
35(E)
“horseshoe” to
Munger (about
3.5 miles)

Foundational Studies

Three studies inform Dallas' expectations for successful re-design of the I-30 east corridor project

- 1. CityMAP**

- 2. The 360 Plan**

- 3. High Speed Rail Station Zone Assessment (SZA)**

- *Included in each of the above are concepts consistent with Dallas' Complete Streets Design Manual adopted by resolution of the City Council in January 2016.*



CityMAP

Evaluated scenarios for reconstruction of I-30 that integrate practical transportation and urban design solutions

- Sponsored by TxDOT and included extensive stakeholder input
- Focused on I-30 from Hotel Street to Dolphin Road
- Recommends enhancing urban connectivity by:
 - Improved multi-modal overpasses
 - Reconfigured on and off ramps
 - Additional overpasses
 - Decking
 - Reduced footprint by 15-18 acres
 - Redesigned and rationalized street grid pattern, and
 - Lowered cross sections in downtown and East Dallas



The 360 Plan

Strategic plan for downtown Dallas development that includes recommended design characteristics that should be secured through the I-30 reconstruction effort from I-35(E) to I-345

- Partnership between City of Dallas and Downtown Dallas, Inc. with extensive stakeholder input
- Adopted by the Dallas City Council in December 2017
- Recommends
 - Improved bridges for enhanced pedestrian and bicycle movement
 - Reconfigured on and off ramps
 - Additional overpasses
 - Deck parks at Convention Center and Farmers Market/Heritage Village
 - Narrowed I-30 footprint, and
 - Frontage roads designed as complete streets allowing for engagement by adjacent development



High Speed Rail Station Zone Assessment

Focuses on infrastructure design in the area surrounding the High Speed Rail station

- Sponsored by Texas Central Rail in partnership with the City
- Recommends
 - Improved multimodal overpasses for safe and effective pedestrian, vehicle, and bicycle movements
 - Construction of a deck park located adjacent to the Convention Center to connect Downtown and The Cedars and provide a civic front to the High Speed Rail Station
 - Reconstruction of Griffin street to allow for a more rationalized and efficient street grid network, and
 - Direct and improved access to the HSR station area



Common Recommendations in Studies

CityMap	The 360 Plan	High Speed Rail SZA
<ul style="list-style-type: none"> Improved multi-modal overpasses Reconfigured on and off ramps Additional overpasses Decking Reduced footprint by 15-18 acres Redesigned and rationalized street grid pattern Lowered cross sections in downtown and East Dallas 	<ul style="list-style-type: none"> Improved bridges for enhanced pedestrian and bicycle movement Reconfigured on and off ramps Additional overpasses Deck parks at Convention Center and Farmers Market/Heritage Village Narrowed I-30 footprint Frontage roads designed as complete streets allowing for engagement by adjacent development 	<ul style="list-style-type: none"> Improved multimodal overpasses for safe and effective pedestrian, vehicle, and bicycle movements Construction of a deck park located adjacent to the Convention Center to connect Downtown and The Cedars and provide a civic front to the High Speed Rail Station Reconstruction of Griffin street to allow for a more rationalized and efficient street grid network



Preliminary TxDOT Concept Plans for I-30

- TxDOT provided preliminary concept plans to staff in 2018
- Staff has reviewed the plans internally and is working with Downtown Dallas, Inc.'s Mobility Committee to receive feedback from stakeholders on the plans
- Based on this work, and with MSIS Committee support, staff will:
 - Place an item on the City Council's February 28, 2019 agenda for approval of the attached resolution outlining the City's expectations for the project; and,
 - Formulate a response to TxDOT



General Comments on Preliminary TxDOT Concept Plans

- Some design elements identified as important in CityMAP, The 360 Plan, and the Station Zone Assessment are not yet included
- I-30 design is not yet informed by other important transportation projects such as D2, High Speed Rail, streetcar opportunities, and the Strategic Mobility Plan
- Plans do not include I-345
 - Staff is working with the North Texas Council of Governments to explore feasibility of adding I-345 to the I-30 plans



Guiding Principles for I-30 Redesign

- Based on Foundational Studies, City's response to TxDOT should support guiding principles for redesign that will:
 1. Accommodate multi-modal connections across the I-30 corridor
 2. Incorporate "complete streets" and other urban design elements to frontage roads
 3. New I-30 should not be any higher or any wider than the current I-30
 - Include "at-grade" crossings to improve neighborhood connectivity
 4. Include better multi-modal connection to the High Speed Rail station area



Guiding Principles for I-30 Redesign (continued)

5. Maintain the street grid, where appropriate
6. Maximize development potential of abandoned right-of-way through ramp re-configuration
7. Provide for strategic placement of deck parks
8. Allow for alternative scenarios for I-345 redesign
 - Prefer that project include design and plans for construction of I-345 concurrent with I-30 project



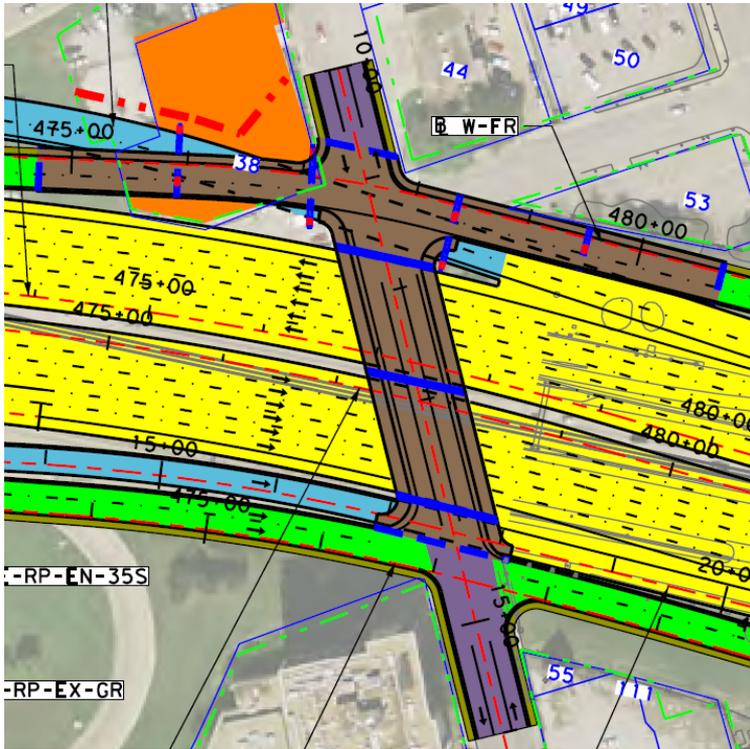
Guiding Principle #1

*Accommodate multi-modal connections
across the I-30 corridor*



Accommodate multi-modal connections across the I-30 corridor

Example of what to avoid

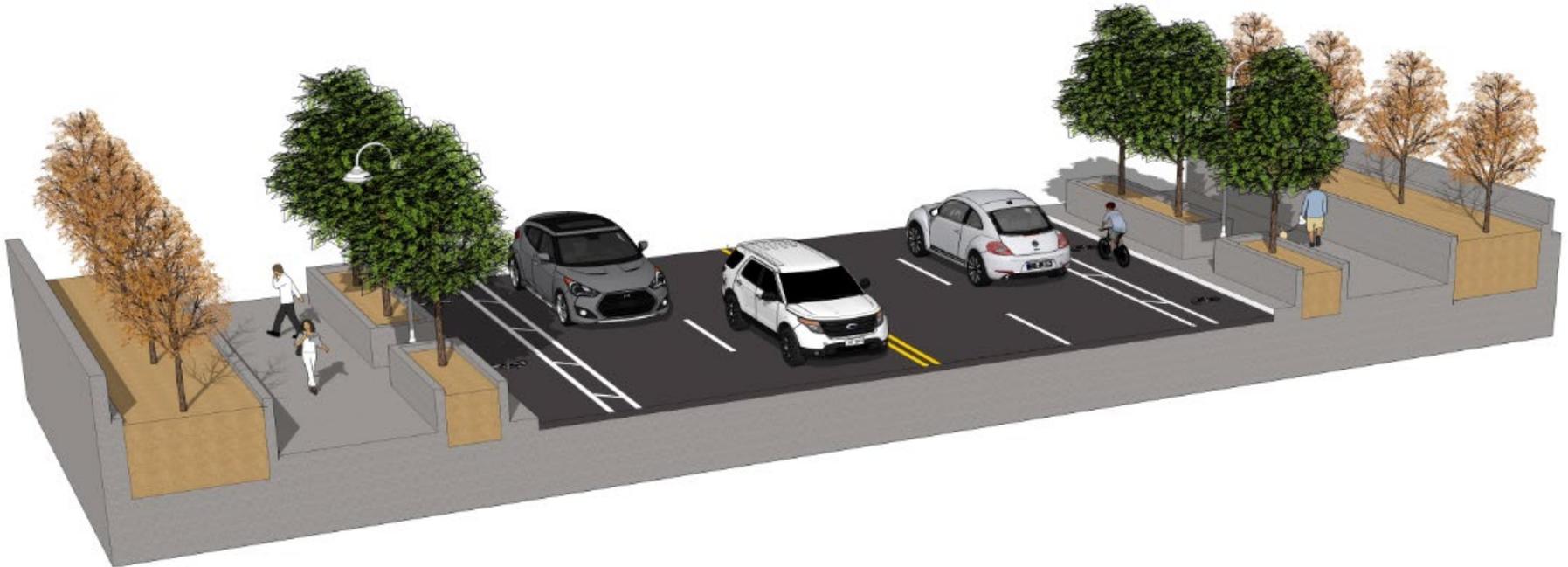


Proposed Akard Bridge



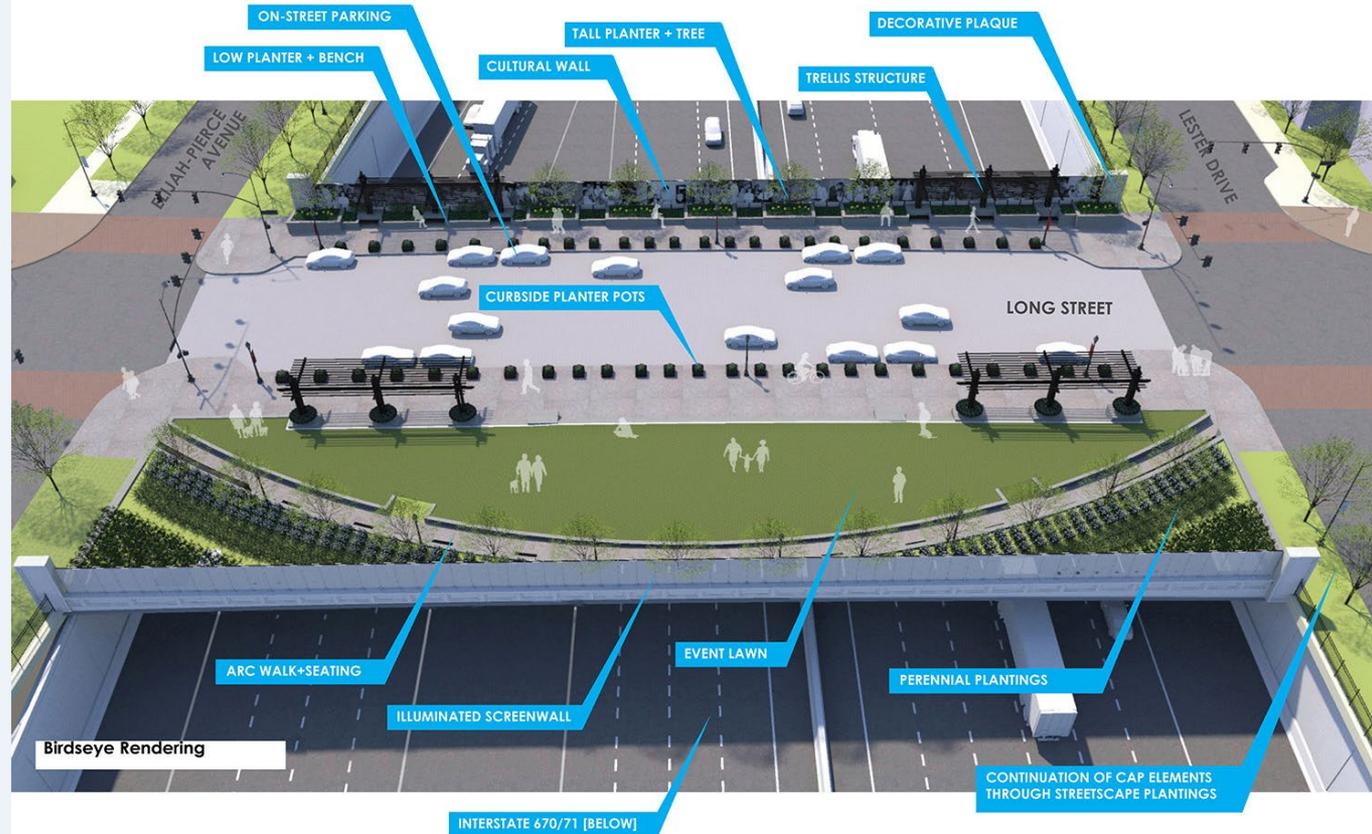
Churchill Way @ US-75

Accommodate multi-modal connections across the I-30 corridor



Example of Multi-modal bridge option over I-30

Accommodate multi-modal connections across the I-30 corridor



Example – Columbus, Ohio, Long Street Bridge

Accommodate multi-modal connections across the I-30 corridor



Example – Atlanta Fifth Street Bridge

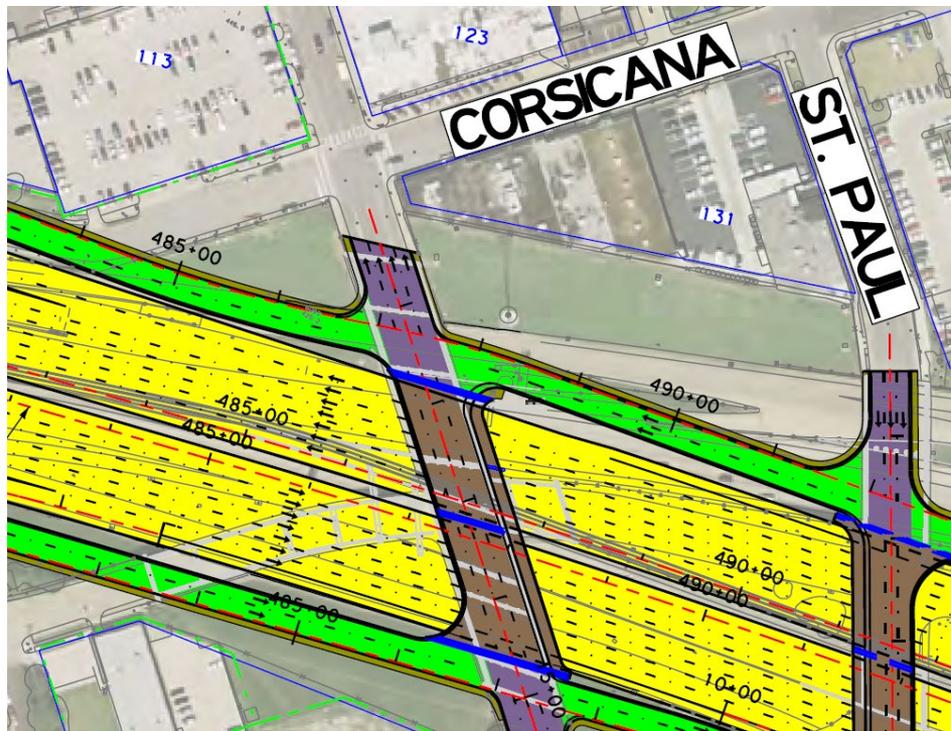
Guiding Principle #2

Incorporate “complete streets” and other urban design elements to frontage roads

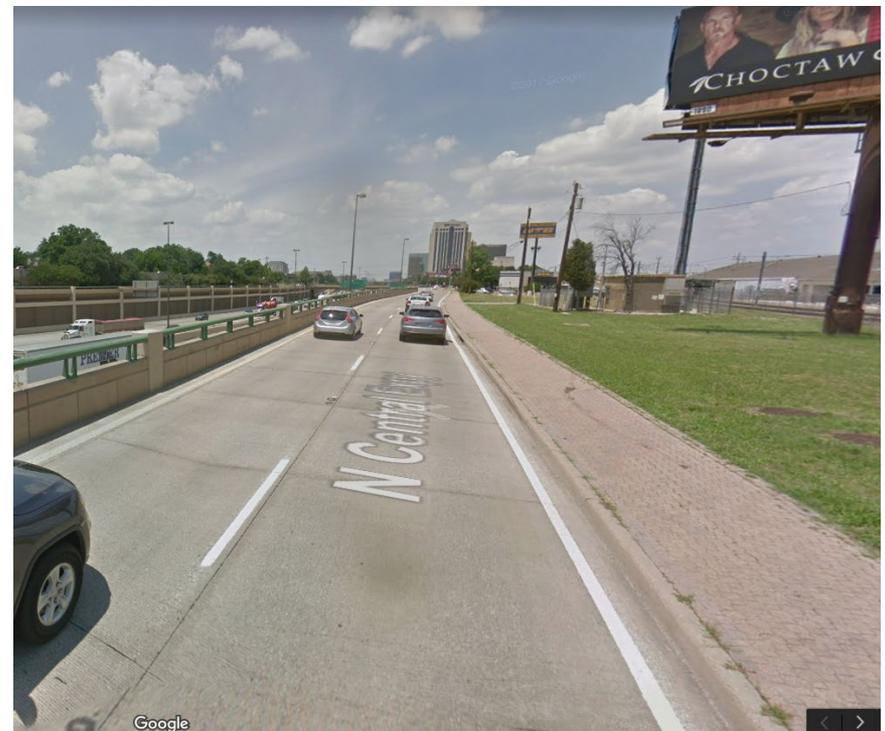


Incorporate “complete streets” and other urban design elements to frontage roads

Example of what to avoid



Ervay & St. Paul Frontage Roads



US-75 North of Lovers

Incorporate “complete streets” and other urban design elements to frontage roads

Example One – elevated frontage road with adjacent development



Example Two – recessed frontage road with adjacent development



Incorporate “complete streets” and other urban design elements to frontage roads



Example – Urban edge frontage road – Rochester, NY

Guiding Principle #3

New I-30 should not be any higher or any wider than the current I-30



New I-30 should not be any higher or any wider than the current I-30

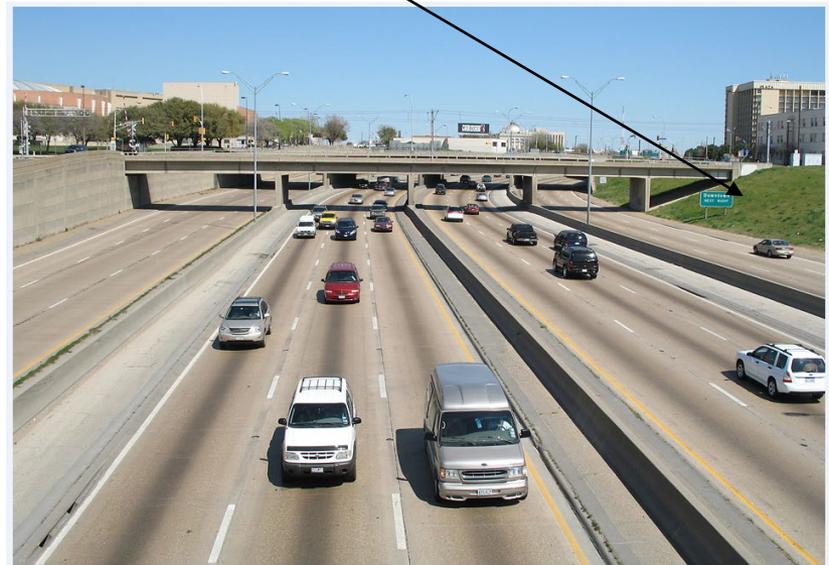
Example of some preferred elements

- Recessed roadway with vertical walls
- Frontage roads cantilevered over roadway to reduce impact



Example of some not-preferred elements

- Sloped embankment that extends the highway's impact



New I-30 should not be any higher or any wider than the current I-30

- Included in the concept of “no-higher/no-wider” is the idea of building the highway below grade
- Elevated highways tends to sever neighborhoods from each other
- CityMAP identified opportunities for recessing I-30 in the East Corridor to help re-engage communities on either side of the highway



New I-30 should not be any higher or any wider than the current I-30

- I-30 at East Grand – Current

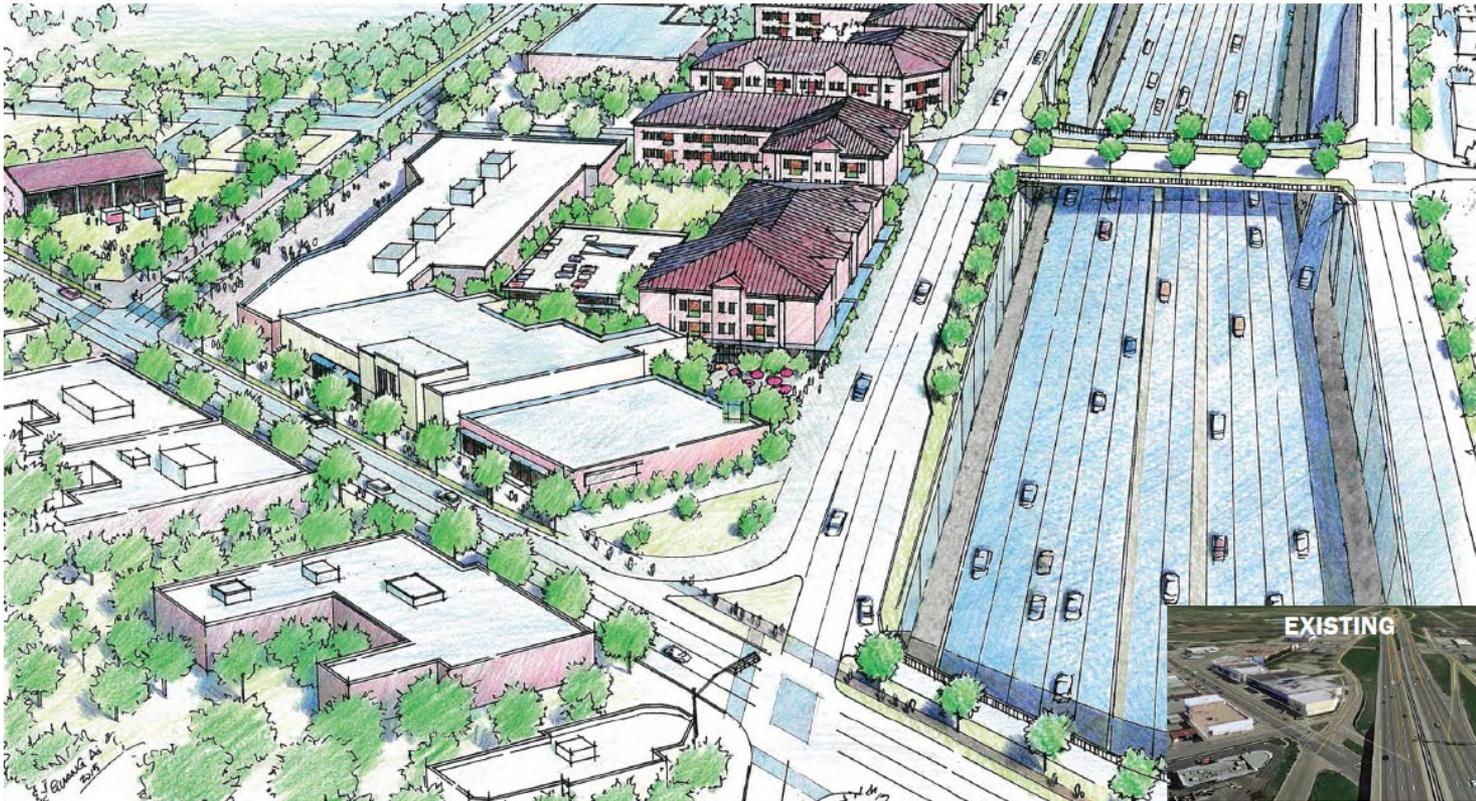


I-30 AT E GRAND AVENUE CURRENT STREET VIEW Source: Google Maps

Source: Page 112 of CityMAP

New I-30 should not be any higher or any wider than the current I-30

EAST GRAND AVENUE POTENTIAL



Source: Page 120 of CityMAP

Guiding Principle #4

Include better multi-modal connection to the High Speed Rail station area



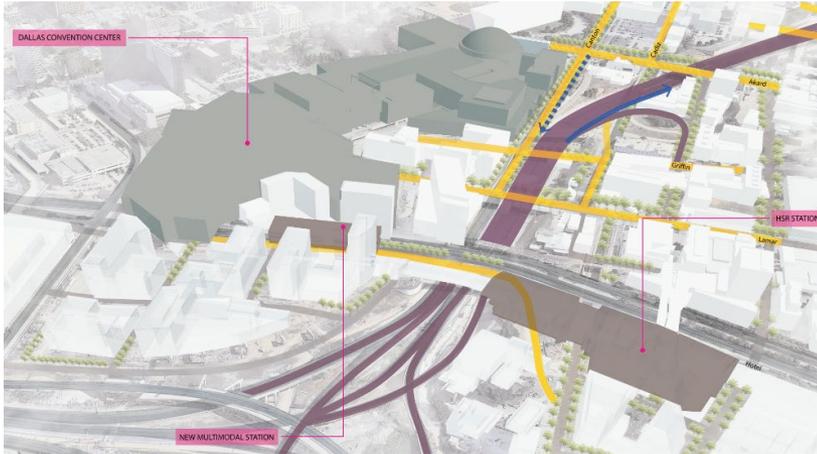
Incorporate better multi-modal connection to the High Speed Rail station area

- TxDOT concept plans developed before High Speed Rail identified its station location
- The High Speed Rail station, the new multimodal hub on the City's Lot E, and the anticipated surrounding development may change ingress and egress needs for this area
- I-30 plans need to be considered in the context of these new factors



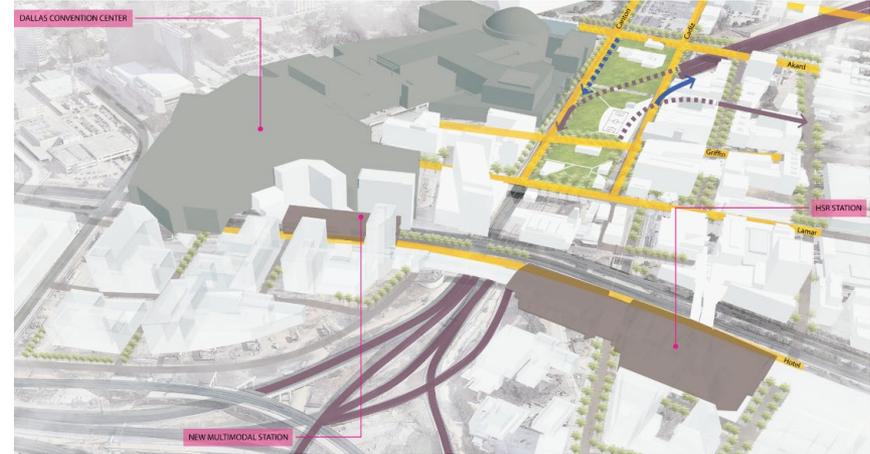
Incorporate better multi-modal connection to the High Speed Rail station area

TxDOT Preliminary Concept Plans



- Eliminates Cadiz connection across I-30
- Proposes cloverleaf style off-ramp to Griffin that eliminates development potential on that site
- Maintains/adds frontage roads designed for speed
- Bridges across I-30 do not adequately provide safe and comfortable multi-modal accommodations

The 360 Plan



- Cadiz overpass across I-30 maintained
- Reimagines urban style off-ramps linking to reconnected city street grid and freeing land for development
- Frontage roads treated as complete streets which are friendlier to development, pedestrians, and connectivity
- Bridges across I-30 widened to provide safe, comfortable multi-modal connectivity

Guiding Principle #5

Maintain the street grid where appropriate

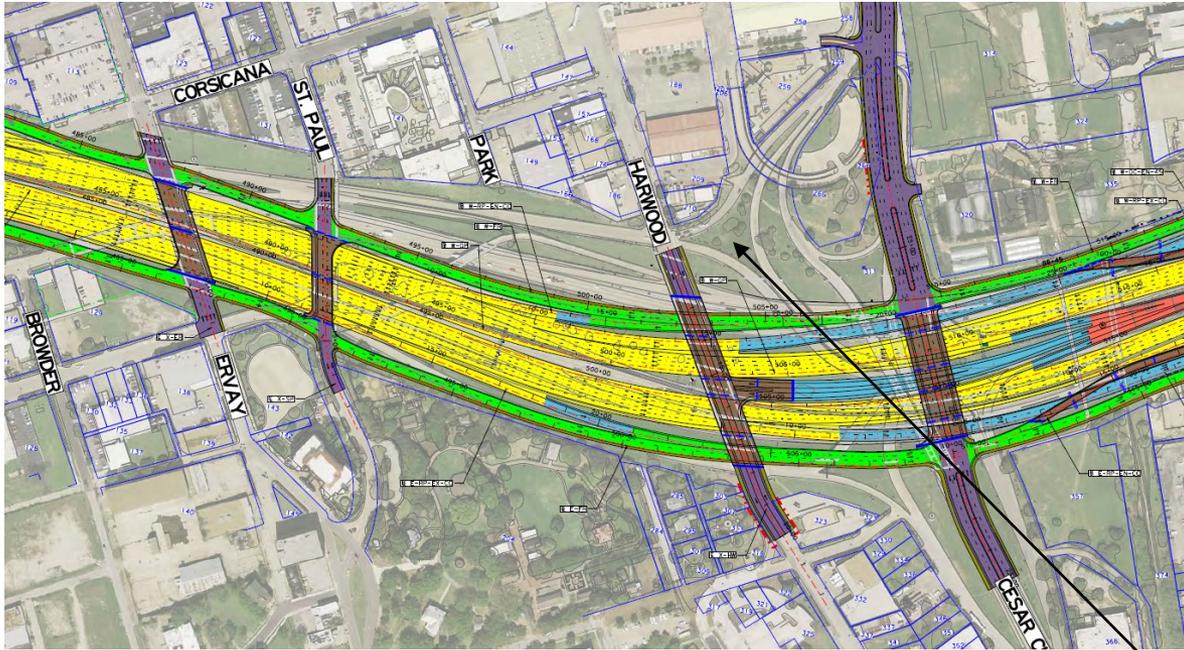


Guiding Principle #6

Maximize development potential of abandoned right-of-way



Maximize development potential of abandoned right-of-way



- TxDOT concept plans indicate there will be right-of-way abandonments with this project

Areas of potential development

Maximize development potential of abandoned right-of-way



- It is important for the right-of-way to be designed and constructed in a way that maximizes development opportunities

Example of new development areas proposed in The 360 Plan

Guiding Principle #7

Provide for strategic placement of deck parks



Provide for strategic placement of deck parks



- Deck park locations identified in CityMAP
- Further research needed to determine best location for deck parks throughout the corridor

Guiding Principle #8

Allow for alternative scenarios for I-345 redesign (prefer concurrent construction of I-345 with I-30 project)



Allow for alternative scenarios for I-345 redesign

- I-30 design should allow for all I-345 scenarios until one is selected
- I-345 should be constructed in conjunction with the I-30 project to limit disruption

Modify scenario

- Maintains elevated I-345 general purpose lanes
- Removes off-ramp to Main, Elm, Live Oak and Bryan Streets
- Removes on-ramps from Main and Commerce Streets

Removal scenario

- Constructs US-75 general purpose lanes below grade, along with frontage roads from US-75 to Woodall Rodgers at Pearl Street
- Removes elevated I-45 general purpose lanes from I-30 to south of US 175 (S.M. Wright)

Below grade scenario

- Removes elevated I-345 general purpose lanes
- Constructs new general purpose lanes below grade from Canton to Ross



Next Steps

- Receive MSIS Committee's support for the attached resolution outlining Dallas' guiding principles for I-30 project
- With Committee's approval, staff will
 - Place the resolution on the February 27, 2019 City Council agenda for approval by the full City Council
 - Submit a response to TxDOT with guiding principles related to the I-30 redesign
 - Continue seeking input from stakeholders to flesh out specific design recommendations related to the I-30 redesign



I-30 East Project Update

**Mobility Solutions, Infrastructure
and Sustainability Committee**

January 28, 2019

**Michael Rogers, Director
Department of Transportation**



WHEREAS, in April 2018 the Texas Department of Transportation (TxDOT) provided City staff with preliminary conceptual design plans for the reconstruction of I-30 starting at the I-35E/I-30 Horseshoe interchange in Dallas and ending at South Barry Avenue/Munger Boulevard; and

WHEREAS, in 2014 TxDOT began a multi-year process, called the City Center Master Assessment Process (CityMAP), to received feedback and input from stakeholders regarding the reinvention of major City Center highways in Dallas including reconstruction of I-30 from the Downtown “canyon” to Dolphin Road; and

WHEREAS, the CityMAP process included feedback from more than 200 stakeholders representing residents, elected officials, government staff, advocacy groups, developers, business owners, and institutions in the study area; and

WHEREAS, the CityMAP process made specific recommendations regarding the I-30 reconstruction including recommendations for improved multi-modal overpasses, reconfigured on and off ramps, additional overpasses, decking along the I-30 corridor; redesigned and rationalized street grid process; and lowered cross sections in East Dallas; and

WHEREAS, the Dallas City Council’s Transportation and Trinity River Project Committee was briefed by TxDOT staff on the recommendations from the CityMAP process on June 13, 2016; and

WHEREAS, in June 2015 City Staff in conjunction with Downtown Dallas Inc. began a comprehensive long-term planning process to update the Downtown Dallas 360 strategic plan with The 360 Plan to further advance the original vision and guide the future of the City Center, including areas adjacent to the I-30 reconstruction project; and

WHEREAS, The 360 Plan planning process included feedback from more than 250 stakeholders during 150 stakeholder meetings with representatives from neighborhood groups, residents, business owners, and other community partners in the study area; and

WHEREAS, The 360 Plan made specific recommendations regarding I-30 including recommendations for: on and off ramps; overpasses; deck parks; bridges; frontage roads; width and depth of I-30; and recommendations for accommodating development along the edges of I-30; and

WHEREAS, on December 13, 2017, the City Council adopted The 360 Plan by Council Resolution 17-1940; and

WHEREAS, Texas Central Rail Partners identified an area abutting I-30 where High Speed Rail between Dallas and Houston will terminate; and

WHEREAS, Texas Central Rail, in conjunction with the City of Dallas, sponsored a study to make recommendations for the area surrounding the station, called the High Speed Rail Station Zone Assessment; and

WHEREAS, the High Speed Rail Station Zone Assessment plan made specific recommendations regarding I-30 including recommendations for reconstruction of Griffin Street, construction of a deck park, and improved multimodal overpasses; and

WHEREAS, on November 6, 2017, the Dallas City Council's Mobility Solutions, Infrastructure and Sustainability Committee was briefed on the High Speed Rail Station Zone Assessment; and

WHEREAS, on January 27, 2016, the City Council adopted the City of Dallas Complete Streets Design Manual, a policy guide and reference for street design standards by Council Resolution 16-0173; and

WHEREAS, the City of Dallas Complete Streets Design Manual includes many of the same recommendations found in CityMAP, The 360 Plan, and the High Speed Rail Station Zone Assessment, and

WHEREAS, the preliminary conceptual design plans for the reconstruction of I-30 TxDOT provided to City staff do not yet include some of the items identified as important in the studies and manuals identified above; and

WHEREAS, on January 28, 2019, the City Council's Mobility Solutions, Infrastructure, and Sustainability Committee was briefed by City staff on guiding principles related to the construction of the I-30 corridor that are informed by CityMAP, The 360 Plan, the High Speed Rail Station Zone Assessment, and the City of Dallas Complete Streets Design Manual; and

WHEREAS, on January 28, 2019, the City Council's Mobility Solutions, Infrastructure, and Sustainability Committee supported a resolution that identified the following eight guiding principles for reconstruction of I-30 through Dallas. The redesign should: 1) accommodate multi-modal connections across the I-30 corridor; 2) incorporate "Complete Streets" and other urban design elements to frontage roads; 3) not be any higher or wider than the current I-30 and should include "at-grade" crossings to improve neighborhood connectivity; 4) include better multi-modal connection to the High Speed Rail station area; 5) maintain the street grid where appropriate; 6) maximize development potential of abandoned right-of-way through ramp reconfiguration; 7) provide for strategic placement of deck parks; and 8) allow for alternative scenarios for I-345 redesign and include design and plans for construction of I-345 concurrent with the I-30 reconstruction project; and

WHEREAS, TxDOT welcomes input and feedback from the City and impacted stakeholders on the future of the I-30 corridor.

NOW THEREFORE,

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF DALLAS:

Section 1. That City staff shall communicate to Texas Department of Transportation the City's expectation that the I-30 redesign incorporate the guiding principles identified within CityMAP, The 360 Plan, the High Speed Rail Station Zone Assessment, and the City of Dallas Complete Streets Design Manual.

These guiding principles include that the I-30 corridor redesign should: 1) accommodate multi-modal connections across the I-30 corridor; 2) incorporate "Complete Streets" and other urban design elements to frontage roads; 3) not be any higher or wider than the current I-30 and should include "at-grade" crossings to improve neighborhood connectivity; 4) include better multi-modal connection to the High Speed Rail station area; 5) maintain the street grid where appropriate; 6) maximize development potential of abandoned right-of-way through ramp reconfiguration; 7) provide for strategic placement of deck parks; and 8) allow for alternative scenarios for I-345 redesign and include design and plans for construction of I-345 concurrent with the I-30 reconstruction project.

Section 2. That City staff shall continue to work with stakeholders to identify specific design recommendations for the I-30 reconstruction.

Section 3. That City staff shall continue to provide feedback and recommendations to TxDOT on the I-30 reconstruction project based on the feedback and recommendations received from stakeholders and through staff's own research.

Section 4. That this resolution shall take effect immediately from and after its passage in accordance with the provisions of the Charter of the City of Dallas, and it is accordingly so resolved.

Interagency Transportation Report
RTC / TxDOT-TCEQ / NTTA / DART / DRMC / DFW Airport / HSR
January 2019

Regional Transportation Council (RTC)

Five RTC Policy Initiatives for 2019. The last few years, Michael Morris, NCTCOG's Director of Transportation, has highlighted a list of five RTC policy priorities each January to help focus work efforts for his staff and the region. He presented his initial list of priorities at the January RTC meeting and asked for feedback from RTC members:

- High-Speed Rail engineering and planning work linking the Dallas-Fort Worth region to the rest of the state with a system of improvements that connects Houston-Dallas, Dallas-Arlington-Fort Worth, and Fort Worth-Waco-Austin-San Antonio-Laredo.
- Advances in Public Transit engineering and planning throughout the region:
 - Collin County transit
 - Southern Dallas County transit
 - Tarrant County transit
 - Social service transit pass program
 - First mile/last mile nodes
 - Passenger rail/freeway interface
- Continued work on the role of toll roads and tolled managed lanes in the delivery of reliable mobility options for residents.
- Evaluation of Technology Advances in people mover systems, technology-based transit, technology-based carpooling, and autonomous vehicles will expand.
- Groundwork for the next "Amazon" will occur through the review of the appropriate institutional partnerships necessary to increase the region's abilities to attract the appropriate mix of employers and employees within the region.

Funding Approved for Strategic Partnerships Projects. The RTC approved \$171 million in Congestion Mitigation Air Quality (CMAQ) and Surface Transportation Block Grant (STBG) transportation funds under their "Strategic Partnerships" program. The projects include a variety of project types: roadways, intersections, bicycle/pedestrian, complete streets, ITS/traffic signals, and strategic partnerships. Projects identified for funding within the City of Dallas account for about \$50 million in federal funding and include:

- Southern Dallas County Transportation Management Association (Inland Port)
\$1 million CMAQ / Local funding match from DART
- SOPAC Trail from Greenville/Meadow to Northaven Trail
\$4 million CMAQ / Local funding match using TDCs
- KCS Trail Connector from LBJ/Skillman DART Station to Richardson City Limit
\$4 million CMAQ / Local funding match using TDCs

- West Commerce from Fort Worth Avenue to Riverfront Complete Street
\$3.27 million CMAQ and \$5 million STBG / Local funding match using TDCs
- Park Lane from Greenville to Hemlock Complete Street
\$8.2 million CMAQ / Local funding match using TDCs
- Klyde Warren Park Expansion from St. Paul to Akard
\$30 million STBG / Local funding match from City of Dallas and private sector sources

NOTE: The “Klyde Warren Park Expansion” project was briefed to the City’s Mobility Solutions, Infrastructure & Sustainability (MSIS) Committee on November 12th. At that meeting, several Council members shared concerns about using the suggested tax increment financing (TIF) funds to reimburse the RTC for a portion of this funding. Michael Morris indicated that the burden will be on NCTCOG to work with the private sector and public agencies (including Dallas County) to identify the funding to reimburse the RTC. TIF funds could only be used for this purpose if the City Council approved their use – this action does not obligate the City to reimburse the RTC with TIF funds.

Legislative Program Approved. The RTC approved their (1) 2019 Principles for the Federal Surface Transportation Authorization and (2) Legislative Program for the 86th Texas Legislature. Both documents are attached to this report and have been transmitted to federal and state elected officials. Some key issues at the state legislature this session include active support for local decision-making regarding the use of toll managed lanes, opportunities for debt financing and public-private partnerships; clarification on the definition of toll roads in regard to the use of Proposition 1 and 7 revenue for non-tolled portions of projects with toll managed lanes; and, reinstatement of LIRAP/LIP (air quality programs) funding with increased project flexibility.

Alternative Fuel Corridor Nomination. The federal FAST Act requires the US Department of Transportation (USDOT) to designate corridors for improved notification and access to alternative fuels: electric charging, hydrogen, propane and natural gas. The USDOT is updating these corridors and TxDOT is coordinating a submission for Texas. The RTC approved a recommendation to add several corridors including the IH 635 loop around Dallas. Most interstates have already been designated. The recommendation also encourages TxDOT to provide general signage that identifies each corridor and the type of alternative fueling stations available on that route.

Trinity Railway Express Shuttle. The RTC approved a shift of responsibility for operating the bus shuttle service between the TRE Centerport Station and the airport from DFW Airport to Trinity Metro. The ongoing RTC financial commitment to the program will remain the same and the local match for federal funds will be shared by Trinity Metro, DART and DFW Airport.

Transportation Alternatives Set-Aside Program. The RTC was briefed on a new call for projects for the STBG Transportation Alternatives Set-Aside Program. Eligible projects include shared-use paths, on-street bikeways, bicycle/pedestrian signalization, traffic controls and calming measures, sidewalks/crosswalks/curb ramps, signage and road diets (incorporating pedestrian and bicycle elements). Available funding is fairly limited for this round – only \$5.2 million for the eastern subregion. Evaluation criteria emphasize regional network connectivity, mobility improvement/congestion relief, and safety. The deadline to submit projects is March 1st and RTC action is expected at their June 13th meeting.

NCTCOG staff also announced that TxDOT plans to issue a Transportation Alternatives Set-Aside call for projects in February that will be limited to “Safe Routes to School” projects.

Texas Department of Transportation (TxDOT)

Design Chosen for SH 78 and Gaston Intersection. TxDOT spent almost three years evaluating different designs and seeking community input for a much-needed update of the SH 78 (Garland/Grand) and Gaston intersection. TxDOT held a final public hearing on November 13th and received environmental clearance to proceed with the preferred “Reverse-T” design in December. Construction on the \$9.4 million project is expected to begin in late 2020 and take about one year to complete.

Garland Road Intersection Improvements. TxDOT let an \$8.46 million contract to construct nine intersection improvements on Garland Road between the Casa Linda Shopping Center and Northwest Highway. Construction will begin this spring and is scheduled to last 22 months.

Texas Freight Mobility Plan Meetings. TxDOT held two workshops in the Dallas area in December regarding truck parking and roadway design considerations for freight. The lack of truck parking in urban areas was the major concern identified by the freight industry at the meetings. It was noted that the NCTCOG completed a truck parking study in April 2018 for the North Texas Region that outlined several initiatives to address this problem.

North Texas Tollway Authority (NTTA)

New NTTA Board Appointees for Dallas and Denton Counties. Marcus Knight and Pete Kamp have been appointed to the NTTA Board of Directors from Dallas and Denton County, respectively.

Mr. Knight succeeds Carl Sherman, who stepped down after he won election to Texas House of Representatives, District 109. Knight served as the first African-American mayor of Lancaster from 2008-18, and served on the Lancaster Economic Development Corporation Board, the Lancaster Planning and Zoning Commission and the Lancaster Chamber of Commerce Board.

Mr. Kamp succeeds Michael Nowels, who served on the NTTA Board since 2007. Kamp was a member of the Denton City Council for 11 years, serving as mayor pro tem for 8 years and as chair of their mobility committee. He also served on the RTC for 10 years, including a year as chair of the Council.

NTTA Board Annual Retreat. The NTTA Board of Directors held its annual retreat at Rough Creek Lodge in Glen Rose on January 11th and 12th. The retreat is largely an information and update session on every aspect of agency operations. The Board discussed long-term planning for the agency, evaluated performance metrics for the last year, and received reports from the main department heads – Operations, Project Delivery, and Finance. No action items were scheduled during the retreat.

Dallas Area Rapid Transit (DART)

Upcoming DART Board Retreat. The DART Board retreat is scheduled for February 1st and 2nd (Friday and Saturday) at the Omni Mandalay in Las Colinas. As of this report’s writing, the agenda had not been set, however, it is expected that some of the major topics will include (1) fare structure modification to include additional low-income discount fares, (2) bus system route

and frequency updates to improve service, and (3) Board policy on the provision of contract transit services in non-member cities.

Briefing on City of Dallas Comprehensive Housing Policy. Maureen Milligan, Assistant Director (interim), Department of Housing & Neighborhood Revitalization briefed DART's Planning Committee on the City's Comprehensive Housing Policy. The briefing was well received by the committee and generated discussion about locating housing on frequent bus routes that serve employment centers. A question was raised about DART's ability to discount the price of land it owns in exchange for affordable housing units. There was also a comment that there needs to be more density around transit stations and consideration of "maximum" parking requirements to help lower development costs. It was noted that Jack Wierzenski, Manager of DART's transit-oriented development (TOD) program is serving on the Infrastructure Committee of the City's Housing Taskforce.

Proposal to Double Track the Cotton Belt. DART's Capital Construction Oversight Committee was briefed on a proposal to increase the design-build contract for the Cotton Belt rail line to complete double tracking for the entire length of the corridor. The initial contract only included double tracking where it was necessary to facilitate train scheduling. Since DART was able to secure funding for the project at a lower than expected interest rate, it was thought that the savings could be invested in the double tracking now so that the corridor wouldn't have to be disrupted with track construction at a later date. The committee took no action on the proposal.

Fare Structure Modifications. The Board was briefed again on potential modifications to their fare structure policies. The changes contemplated would address the frequency of fare increases – currently every five years – and the potential to increase the number of low income persons who could qualify for a discount fare. These changes could affect the 2020 budget and 20-Year Financial Plan, so they need to be addressed before DART begins its budget process for next year.

Public Hearing Set for Bus Service Changes. The Board called a public hearing for March 12th to consider bus service changes that would be implemented in August. The 2045 System Plan is being developed to address all aspects of DART's transit services – early work on the System Plan has focused on bus and mobility-on-demand service improvements. Goals for the bus service are to establish a core frequent route bus service and to overhaul the bus operations to create faster more direct bus service. The August changes will implement a first set of the core frequent route bus routes and make other operational changes that fit within the current FY19 Financial Plan. The Board will work through the summer to develop the full bus plan and identify financial resources to implement it.

CBD Rail Replacement. The Board approved a \$14.2 million contract to Delta/Peoples Joint Venture to complete rail replacement through the CBD, and to install crossovers and make street intersection improvements. The new crossover at the St. Paul Station will provide operational flexibility while the rail replacement will address on-going maintenance issues.

Contract Award for Mobility Management Services. The Board approved a three-year contract for \$105.4 million to MV Transportation Inc. to provide paratransit services. MV Transportation will manage dispatch for the services which will be provided by sub-contractors who specialize in different service types such as accessible taxicabs, shared-ride shuttles, and transportation network companies like Lyft. Customers will be able to book trips through a call center, smartphone app, or computer website. There were concerns expressed about the operators and mechanics who currently work directly for MV Transportation and will lose their

jobs under this new contract arrangement. DART staff indicated that they will work to place these workers in DART positions that are being created through expanded service.

Mockingbird Station TOD Update. A status report was delivered to the Board regarding negotiations with the Trammell Crow Company for a ground lease to develop a parking garage and mixed-use project on the DART-owned parking lots that serve Mockingbird Station. Staff is currently working on the ground lease and development agreement and expects to bring them back to the Board for approval by November. Construction would likely start in the first quarter of 2021.

Dallas Regional Mobility Coalition (DRMC)

State Senator Nathan Johnson. The DRMC held its first meeting of the year on January 4th. Nathan Johnson, the newly elected State Senator from District 16 was the keynote speaker. District 16 encompasses most of northern Dallas County including a significant portion of IH 635 LBJ East between US 75 and Garland Road. Mr. Johnson expressed his desire to move the political discussion in the legislature toward the center and said that he will seek reasonable approaches to problem solving. He indicated that he is “bent” in the direction of deferring to local authorities on local issues. He also said that he had been “weakly” anti-toll road at one time, but has gotten more information and now supports the use of tolled managed lanes as a local option.

Harvey Kronberg, long-time editor of the Quorum Report, provided his unique perspective on the legislative session. He sees a tectonic shift as a result of the November election. He noted that the new House Speaker, Dennis Bonnen (R) from Angleton, is an effective leader that has seemingly not made promises to get the speakership. The composition of the Senate has changed somewhat and there are enough democrats and free agents that republicans will need to work harder to ensure support for their agenda.

Texas Transportation Commissioner for North Texas. DRMC members expressed frustration that it has been almost a year since Victor Vandergriff left the Commission and Governor Abbott has not appointed a new Texas Transportation Commissioner to replace him. It was noted that there are vacant commission positions across state government and that this may indicate that the Governor is inclined to drive policy positions out of his office rather than investing that responsibility in the various commissions.

The **February meeting of the DRMC** will be the annual joint meeting with its sister organization, the Tarrant Regional Transportation Coalition (TRTC), at 10 a.m. on February 15th at NOAH'S Event Venue, 6101 Campus Circle Drive East in Irving. A speaker has not been announced for the meeting.

DFW International Airport (DFW)

DFW Airport Awarded Global Airport of the Year. DFW has been recognized as the 2019 Airport of the Year by Air Transport World (ATW), the leading media brand serving the global airline and commercial air transport industry. The coveted honor recognizes DFW's innovation in providing a world-class customer experience, global leadership in sustainability, cost effective and efficient operations, excellent partnerships with airlines, and collaboration with local communities to further develop the economic benefits of aviation in the region. DFW joins an exclusive list of global gateway airports that have recently won Airport of the Year, including Hong Kong International Airport, London Heathrow and Singapore-Changi Airport. Mayor Mike

Rawlings, Fort Worth Mayor Betsy Price, DFW Board Chair William Meadows, and CEO Sean Donohue shared the news and thanked the airport's nearly 2000 airport employees.

TEXRail Service begins at DFW Airport. On January 10th, Trinity Metro's TEXRail officially began service from downtown Fort Worth to DFW Airport's Terminal B station. Rides on the new commuter rail will be free for the month of January. The arrival of TEX Rail provides DFW customers another option for transportation to Fort Worth and compliments the DART Orange Line service in Terminal A.



2019 Regional Transportation Council
**Principles for the
Federal Surface Transportation Authorization**

Adequately Fund the Transportation System

- Pass a long-term bill (6 years) to provide stability for transportation planning
- Increase traditional revenue – Identify additional revenue to maintain and improve the system and address the solvency of the Highway Trust Fund
- Allow flexibility in traditional funding and collect revenue smarter – update outdated allocation formulas, resolve the donor state issue
- Provide adequate funding for air quality, congestion mitigation programs and all modes of transportation
- Allow for the use of innovative funding, such as toll roads, TIFIA and infrastructure banks, and seek opportunities to leverage funds
- Implement a vehicle miles traveled fee pilot program

Define a National Transportation Vision

- Continue to implement regional, state and national goods movement policies and programs along with a multimodal freight network with highways, freight rail, seaports, inland ports and airports
- Expand the MPO role in the freight decision making process
- Preserve and renew transportation assets

Increase Efficiency

- Continue to support environmental and project delivery streamlining
- Give greater funding and responsibilities to large MPOs
- Encourage partnerships between federal agencies to break silos and solve multiple problems simultaneously
- Streamline and simplify the air quality regulatory process
- Continue support for performance-based planning

Expand Options

- Maximize transit-oriented developments and promote transit ridership
- Connect land use and transportation decisions and promote the availability of transit and bicycle-pedestrian options
- Support public and private shared mobility solutions
- Improve air quality; ensure eligibility clean vehicle and technology programs and congestion relief projects and programs eligible for federal highway funding



North Central Texas
Council of Governments



Pursue Innovation, Technology and Safety

- Support innovation and technology to improve the transportation system; increase safety and relieve congestion
 - Support the development and deployment of advanced-technology and alternative-fuel vehicles
 - Encourage high-speed rail development and expansion in Texas
 - Support a safe, consistent implementation of technological advances, such as autonomous vehicles, data sharing and unmanned aircraft systems, through dialogue and collaboration of Federal, State and local governments
 - Examine the effectiveness of statewide or local bans on use of wireless communications devices while driving and, if deemed ineffective, improve roadway safety and reduce distracted driving through measures such as technology to disable use of a driver's cell phones for purposes other than emergency or navigation uses while a driver is operating a vehicle in motion.
-

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Texas Department of Transportation,
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Michael Morris, P.E.

Director of Transportation, NCTCOG



Regional Transportation Council Legislative Program
86th Texas Legislature

Actively Seek and Support Legislation to Meet Transportation and Air Quality Needs

- Allow for the ability to utilize tolling, managed lanes, debt financing and public-private partnerships in large metropolitan regions through a local decision-making process of the MPO, County Commissioners Courts and City Councils; ensure fair-share allocation of funds to metropolitan regions.
- Define toll road in statute to clarify the difference between toll roads and tolled managed lanes and allow Proposition 1 and 7 revenue on non-tolled portions of projects with managed lanes.
- Clarify definition of Comprehensive Development Agreement as a public-private partnership, separate from public sector partnerships through Design-Build contracting.
- Authorize the use of a Comprehensive Development Agreement for specific needed projects.
- Identify additional revenue for transportation. Options could include, but are not limited to:
 - o Allow counties in the Dallas-Fort Worth region the ability to adopt the \$10 optional registration fee allowed in various other counties across the state.
 - o Implement a temporary local transportation revenue source to be voter approved.
 - o Study the increase in alternative fuels vehicles and the effects on the gas tax.
 - o Implement a vehicle miles traveled fee collection pilot program.
 - o Support the Texas Legacy Fund concept as a use for the Economic Stabilization Fund and allow investments in an infrastructure bank.
 - o Index the motor fuels tax to fuel efficiency.
 - o Examine regional or corridor transportation reinvestment zones.
 - o Reinstate making repayments of general obligation bonds issued for transportation from the General Revenue Fund, rather than TxDOT revenues.
- Reinstate the appropriation of dedicated revenues to the Low Income Repair and Replacement Assistance Program (LIRAP) and Local Initiative Projects (LIP) through a restructured and modernized program focused on transportation and air quality improvements.





Regional Transportation Council Legislative Program

86th Texas Legislature

- Appropriate LIRAP's residual balance of previously collected funds; modernize and increase flexibility in LIP.
- Reinstate and protect TERP revenue; ensure funds are utilized for projects that meet the intent of the program and provide equity among fuel types.
- Give transportation agencies and local governments the authority to make property available and receive compensation for use in building out next generation communications networks that will support transportation systems and provide broadband coverage as well as the authority to make airspace over transportation corridors available for land development to help generate revenue for the transportation facility.
- Examine the effectiveness of the statewide ban on use of wireless communications devices while driving and, if deemed ineffective, improve roadway safety and reduce distracted driving through measures such as technology to disable use of a driver's cell phones for purposes other than emergency or navigation uses while a driver is operating a vehicle in motion.

Support Progress Made Toward Improving Transportation and Air Quality During Recent Legislative Sessions

- Support full appropriation of Proposition 1 and Proposition 7 revenues to fund transportation.
 - Oppose any attempt to backslide from the ending of diversions. Consider a constitutional amendment to protect revenues for transportation uses.
 - Retain eminent domain authority to allow planning and development of new and/or expanded transportation corridors including high speed rail, commuter rail, freight rail, roadways and trails.
 - Support efforts to utilize performance-based planning to select high-quality transportation projects and continue to recognize that different areas of the State have different needs and solutions to improving transportation and maintaining critical assets.
- 



Regional Transportation Council Legislative Program

86th Texas Legislature

Provide Support for Other Transportation Topics to be Addressed in Legislation

- Plan, fund and support the implementation of all modes of transportation, including transit
- Improve air quality
- Increase safety, including but not limited to texting while driving, speed limits, driving under the influence, bicycle and pedestrian safety
- Relieve congestion
- Maintain local and regional decision-making
- Support legislation to create countermeasures to residential displacement due to gentrification through initiatives such as preservation districts, housing trust funds, zoning assistance and property tax strategies
- Utilize innovative technology in transit, high-speed rail, and autonomous vehicles
- Support the collaboration between local governments, the military, the State and FAA to advance regulations for the safe operations of unmanned aircraft vehicles
- Support land use and transportation connections
- Maintain active operations and management of the system; ensure continuing state of good repair for the transportation system; increase resiliency due to extreme weather
- Enable transportation data sharing and accessibility with appropriate privacy protection
- Plan for shared mobility solutions
- Encourage compatible development around military installations and training areas



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