

To James McCauley
972-312-1645 (fax)

Completed by: Jim Pierce
Contact number: 972-450-2879
Email address: jpierce@ci.addison.tx.us

**AIR QUALITY/TDM SCORECARD
DALLAS COUNTY AND CITIES
INSIDE DART SERVICE AREA**

10-12-04

RESPONDENT: <i>Town of Addison</i>	Yes or No	Points for Yes
Car and Van Pooling: Does City/County conduct employee transportation surveys to determine commute patterns and provide information and education to employees regarding commute alternatives?	<i>No</i>	15
Does City/County have an Employee Transportation Coordinator (ETC)?	<i>Yes</i>	15
Does City/County provide priority parking for car and van pool vehicles?	<i>No</i>	5
Does City/County promise a guaranteed ride home to car and van pool riders?	<i>No</i>	5
Does City/County subsidize the cost of van pools or offer alternative transportation allowance?	<i>Yes</i>	10
Variable Work Hours: Does City/County allow its staff to work flexible hours at the employees' discretion (other than public safety)?	<i>No</i>	5
Does the City/County stagger its employees' work schedules?	<i>No</i>	5
Does City/County offer the alternative of a compressed work week?	<i>Yes</i>	5
Does City/County execute employee trip reduction strategies and alter schedules for equipment operation on ozone alert days?	<i>No</i>	10
Telecommuting: Does City/County allow home-based work?	<i>No</i>	15
Bicycling and Walking to Work: Does City/County provide safe, convenient employee bicycle storage at the workplace and a place for those who bicycle and walk to freshen up?	<i>No</i>	5
School Contacts: Does City/County participate/cooperate with schools to provide traffic management at school sites during drop off/pick up hours?	<i>No</i>	5
Does City/County encourage and work directly with schools on an on-going basis to develop school air quality/TDM programs?	<i>No</i>	25
Commercial Employer Contact: Does City routinely contact major employers to encourage and assist with implementation of air quality/TDM programs?	<i>No</i>	25
Transit Use: Does City/County participate in DART's Discount Pass Program?	<i>Yes</i>	35
Does City/County provide information/education to its employees regarding transit schedules?	<i>Yes</i>	5
Side One Score		70

Please complete other side for bonus points

**AIR QUALITY/TDM SCORECARD
DALLAS COUNTY AND CITIES
INSIDE DART SERVICE AREA
SIDE TWO**

RESPONDENT:	Yes or No	Points for Yes
<u>Vehicles and Equipment</u>		
Conduct an inventory of all diesel-fueled on- and off-road vehicles and equipment over 8,500 pounds gross weight (GVW) and develop a four-year capital plan to retrofit or replace vehicles and equipment with high nitrogen oxide (Nox) emissions.	NO	2
Adopt methods through bidding and contracting provisions to involve contractors on public jobs in the reduction of Nox emissions from vehicles and equipment that they own, lease, or otherwise bring to the job site.	NO	2
Adopt a procurement policy that requires the purchase of the cleanest vehicle available which meets the functional requirements of the governmental entity.	YES	2
Scrap rather than auction vehicles owned or controlled by the governmental entity which cannot meet emission testing requirements.	NO	2
<u>Building and Facilities</u>		
Inventory all energy efficiency strategies which have been implemented since 1999 and any which are scheduled for future implementation on buildings owned or leased by the governmental entity.	YES	2
Conduct an energy audit on buildings and facilities with high-energy demands, if an audit has not been completed in the past four years, and develop a four-year capital plan for implementing recommendations of new audits.	YES	2
Implement a four-year capital plan for converting to high-efficiency lighting in all existing governmental entity-owned or leased buildings or facilities and continuing this practice in all new buildings and facilities.	NO	3
Implement the use of "cool roofing" materials, where practicable, on new governmental entity-owned buildings and for replacement roofs.	NO	2
<u>Other Governmental Entity Actions</u>		
Implement a four-year capital plan for converting to light-emitting diodes (LED) lamps in all existing traffic signals and continuing this practice with future traffic signals.	YES	2
Limit governmental meetings, particularly those requiring extensive travel of participants, between the hours of 7:00 a.m. to 10:00 a.m. during the ozone season.	NO	2
Institute and promote expedited freeway clearance practices following an accident or incident.	NO	3
Institute and promote a pre-tax, ozone season employee trip reduction program.	NO	2
Institute and promote a pre-tax, ozone season transit pass program where applicable.	NO	2
<u>Policies Affecting the Private Sector</u>		
Consider adopting green energy building codes such as "Energy Star" which has been adopted by the City of Frisco.	NO	3
Consider an ordinance requiring large commercial and industrial buildings to have energy audits and resulting recommendations implemented.	NO	2
Consider an ordinance requiring the use of "cool roofing" materials, where practicable, on new privately-owned buildings and for replacement roofs.	NO	2
Consider an ordinance requiring truck stops to provide technological alternatives for reducing or eliminating the need for long-term idling of diesel engines.	NO	2
Adopt sustainable development practices which result in reducing overall miles of travel.	NO	2
	Total Score – Side 2	6
	Total Score – Side 1	70
	TOTAL SCORE	76

Completed by: _____
 Contact number: _____
 Email address: _____

**AIR QUALITY/TDM SCORECARD
 DALLAS COUNTY AND CITIES
 INSIDE DART SERVICE AREA**

RESPONDENT: <i>Town of Addison</i>	Yes or No	Points for Yes
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Does City/County promise a guaranteed ride home to car and van pool riders?	<i>No</i>	5
Does City/County subsidize the cost of van pools or offer alternative transportation allowance?	<i>Yes</i>	10
Variable Work Hours: Does City/County allow its staff to work flexible hours at the employees' discretion (other than public safety)?	<i>No</i>	5
Does the City/County stagger its employees' work schedules?	<i>No</i>	5
Does City/County offer the alternative of a compressed work week?	<i>Yes</i>	5
Does City/County execute employee trip reduction strategies and alter schedules for equipment operation on ozone alert days?	<i>No</i>	10
Telecommuting: Does City/County allow home-based work?	<i>No</i>	15
Bicycling and Walking to Work: Does City/County provide safe, convenient employee bicycle storage at the workplace and a place for those who bicycle and walk to freshen up?	<i>No</i>	5
School Contacts: Does City/County participate/cooperate with schools to provide traffic management at school sites during drop off/pick up hours?	<i>No</i>	5
Does City/County encourage and work directly with schools on an on-going basis to develop school air quality/TDM programs?	<i>No</i>	25
Commercial Employer Contact: Does City routinely contact major employers to encourage and assist with implementation of air quality/TDM programs?	<i>No</i>	25
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Does City/County provide information/education to its employees regarding transit schedules?	<i>Yes</i>	5
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Please complete other side for bonus points

**AIR QUALITY/TDM SCORECARD
DALLAS COUNTY AND CITIES
INSIDE DART SERVICE AREA
SIDE TWO**

RESPONDENT:	Yes or No	Points for Yes
<u>Vehicles and Equipment</u>		
Conduct an inventory of all diesel-fueled on- and off-road vehicles and equipment over 8,500 pounds gross weight (GVW) and develop a four-year capital plan to retrofit or replace vehicles and equipment with high nitrogen oxide (Nox) emissions.	NO	2
Adopt methods through bidding and contracting provisions to involve contractors on public jobs in the reduction of Nox emissions from vehicles and equipment that they own, lease, or otherwise bring to the job site.	NO	2
Adopt a procurement policy that requires the purchase of the cleanest vehicle available which meets the functional requirements of the governmental entity.	YES	2
Scrap rather than auction vehicles owned or controlled by the governmental entity which cannot meet emission testing requirements.	NO	2
<u>Building and Facilities</u>		
Inventory all energy efficiency strategies which have been implemented since 1999 and any which are scheduled for future implementation on buildings owned or leased by the governmental entity.	YES	2
Conduct an energy audit on buildings and facilities with high-energy demands, if an audit has not been completed in the past four years, and develop a four-year capital plan for implementing recommendations of new audits.	YES	2
Implement a four-year capital plan for converting to high-efficiency lighting in all existing governmental entity-owned or leased buildings or facilities and continuing this practice in all new buildings and facilities.	NO	3
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<u>Other Governmental Entity Actions</u>		
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Institute and promote a pre-tax, ozone season employee trip reduction program.	NO	2
Institute and promote a pre-tax, ozone season transit pass program where applicable.	NO	2
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Consider adopting green energy building codes such as "Energy Star" which has been adopted by the City of Frisco.	NO	3
Consider an ordinance requiring large commercial and industrial buildings to have energy audits and resulting recommendations implemented.	NO	2
Consider an ordinance requiring the use of "cool roofing" materials, where practicable, on new privately-owned buildings and for replacement roofs.	NO	2
Consider an ordinance requiring truck stops to provide technological alternatives for reducing or eliminating the need for long-term idling of diesel engines.	NO	2
Adopt sustainable development practices which result in reducing overall miles of travel.	NO	2
	Total Score – Side 2	6
	Total Score – Side 1	70
	TOTAL SCORE	76

DALLAS REGIONAL MOBILITY COALITION

1322 Campbell Road
Suite 113-205
Dallas, Texas 75248
972/312-1644
972/312-1645 (FAX)
email: ccg2@airmail.net

Executive Committee

Ron Harris, Co-Chair
Margaret Keliher, Co-Chair
Sandy Greyson, Vice-Chair
Grady Smithy, Secretary
Rick Stopfer, Treasurer
Chad Adams
Gary Base
Bruce Beaty
Bill Blaydes
Angie Chen Button
Terri Dunn
Pat Evans
David Green
John L. Heiman, Jr.
Mary Horn
C. Shane Johnson
Pete Kamp
Gordon Mayer
Mike Nowels
Jayne Peters
Bob Phelps
Frank W. Robertson
Mike Simpson
Gary Slagel
Mark Stokes
Steve Terrell
Paul N. Wageman
Bill Whitfield

Ex-Officio Members

Charles Emery
William Hale
Jerry Hiebert
Michael Morris
Gary Thomas

Executive Director

James McCarley

David A. Griffin, Associate

10-11-04
Jim, Can you see what happened here. R

MEMORANDUM

RECEIVED

October 4, 2004

CITY MANAGER

TO: DRMC City Managers/County Judges
Inside DART Service Area

FROM: James McCarley, Executive Director

SUBJECT: Travel Demand Management (TDM)/Air Quality Survey Results

The annual DRMC TDM Survey has been completed. Survey results are attached for your information.

As in prior years, the top two agencies in each category will receive special recognition at the North Dallas Chamber of Commerce Transportation Crossroads set for November 4, 2004 at the Anatole Hotel.

If you have any questions concerning the survey, please give me a call (972-312-1644).

Attachments

- 2004 results – inside DART
- 2004 comparisons – inside DART

Ron - Somehow this "slipped through the crack."
I called James McCarley and he will
E-mail me the form. I will fill it
out & return and he will adjust
the results.
Jim

**DALLAS REGIONAL MOBILITY COALITION
TRAVEL DEMAND MANAGEMENT SCORECARD
JULY, 2004
INSIDE DART SERVICE**

Respondent	Car & Van Pooling	Variable Work Hours	Tele-commuting	Bicycling/Walking	School Contacts	Commercial Employer Contact	Transit Use	Bonus Total	Score*
Addison	0	0	0	0	0	0	0	0	No response
Carrollton	15	15	15	0	5	0	40	21	111
Dallas	10	25	15	5	30	0	40	37	162
Dallas County	0	25	15	0	0	0	40	18	98
Farmers Branch	0	0	0	0	0	0	0	0	No response
Garland	0	0	0	0	0	0	0	0	pending
Glenn Heights	10	0	0	0	5	0	5	6	26
Highland Park	20	20	15	5	5	0	40	12	117
Irving	30	15	15	5	30	25	40	27	187
Plano	40	20	15	5	30	25	40	18	193
Richardson	50	15	15	5	30	25	40	22	202
Rowlett	0	10	0	0	5	0	5	8	28
University Park	15	5	0	5	5	0	40	0	70

* Maximum score available is 229

**DALLAS REGIONAL MOBILITY COALITION
TRAVEL DEMAND MANAGEMENT SCORECARD**

**COMPARISON OF 1998, 1999, 2000, 2001, 2002, 2003, & 2004 SURVEYS
INSIDE DART SERVICE**

Respondent	1998 Total Score *	1999 Total Score *	2000 Total Score **	2001 Total Score **	2002 Total Score **	2003 Total Score **	2004 Total Score ***
Addison	45	80	40	90	65	60	No response
Carrollton	75	20	85	85	85	100	111
Dallas	75	85	125	75	80	180	162
Dallas County	75	70	95	80	95	90	98
Farmers Branch	55	55	40	40	130	130	No response
Garland	20	35	55	75	50	40	pending
Glenn Heights	0	No Response	No response	5	No response	No response	26
Highland Park	30	30	35	40	50	70	117
Irving	70	70	70	170	170	160	187
Plano	50	50	135	90	150	150	193
Richardson	130	130	180	180	180	180	202
Rowlett	No response	No Response	50	45	50	25	28
University Park	90	30	35	40	35	80	70

* Maximum score available is 140

** New scoring system (2000); maximum score available is 190

***New scoring system (2004); maximum score available is 229

**DALLAS REGIONAL
MOBILITY COALITION**

RECEIVED

JUN 10 2003

CITY MANAGER

7522 Campbell Road
Suite 113-205
Dallas, Texas 75248
972/312-1644
972/312-1645 (FAX)

Executive Committee

Ron Harris, Co-Chair
Margaret Keliher, Co-Chair
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Alan Walne
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Ex-Officio Members

Jerry Hiebert
Michael Morris
Jay Nelson
Gary Thomas

Executive Director

James McCarley

David A. Griffin, Associate

June 9, 2003

Mr. Ron Whitehead
City Manager
Town of Addison
P.O. Box 9010
Addison, TX 75001-9010

Dear Mr. Whitehead:

The Dallas Regional Mobility Coalition (DRMC) is conducting its tenth annual travel demand management survey to determine the extent that DRMC Participants are engaging in employee trip reduction activities. The DRMC Executive Committee adopted a revised format in 2000 to allow local governments additional credit for expanded TDM/Air Quality efforts. The revised format also establishes three different categories to reflect geographic differences.

The Environmental Protection Agency (EPA) has yet to approve the Dallas - Fort Worth area State Implementation Plan (SIP). Formal approval of the plan has been delayed due to lack of funding for the Texas Emissions Reduction Plan (TERP) and a recent lawsuit from environmental groups on the extension of an attainment date to 2007 for Texas SIPs. A key component of the SIP, although not yet mandatory, includes local efforts to reduce the number of 'trips' for business and pleasure. While the area will be mandated to implement all items in the SIP, the measuring stick for the current 2007 attainment date is the number of times area monitors exceed the threshold for air quality. Thus, voluntary efforts such as TDM programs may be the key to meeting federal requirements.

The DRMC Executive Committee continues to feel the programs implemented by local governments to affect employee trip reduction have a strong impact in encouraging the private sector to expand and/or implement similar travel demand strategies. Under the survey categories, recognition will be provided to the top two local governments from 1) Dallas County and cities inside the DART service area, 2) cities outside the DART service area, and 3) counties outside the DART service area. The awards will be presented at the annual Transportation Crossroads sponsored by the North Dallas Chamber of Commerce in late 2003.

If you have suggestions or comments as to how DRMC can make the survey more effective or accurate, please let us know. Preliminary tabulations will be sent to respondents for verification before the results are publicized.

Please return the survey by July 11, 2003 to DALLAS REGIONAL MOBILITY COALITION. You may send the survey via mail to DALLAS REGIONAL MOBILITY COALITION, 7522 Campbell Road, Ste. 113-205, Dallas, Texas 75248 or fax 972-312-1645.

Thanks for your assistance, participation, and support!

Sincerely,

James McCarley
Executive Director

Enclosure - TDM Survey

xc: R. Scott Wheeler, Mayor - Town of Addison
Bob Phelps, Mayor - City of Farmers Branch

6-11-03
Jim P
Could you
handle this?
I have
R

Town of Addison

Completed by: Jim Pierce
 Contact number/email address: 972-450-2879

AIR QUALITY/TDM SCORECARD *jpierce@ci.addison.tx.us*
DALLAS COUNTY AND CITIES
INSIDE DART SERVICE AREA

RESPONDENT: Town of Addison	Yes or No	Points for Yes	Respondent's Score
Car and Van Pooling: Does City/County conduct employee transportation surveys to determine commute patterns and provide information and education to employees regarding commute alternatives?	No	15	
Does City/County have an Employee Transportation Coordinator (ETC)?	Yes	15	15
Does City/County provide priority parking for car and van pool vehicles?	No	5	
Does City/County promise a guaranteed ride home to car and van pool riders?	No	5	
Does City/County subsidize the cost of van pools or offer alternative transportation allowance?	No	10	
Variable Work Hours: Does City/County allow its staff to work flexible hours at the employees' discretion?	No	5	
Does the City/County stagger its employees' work schedules?	No	5	
Does City/County offer the alternative of a compressed work week?	Yes	5	5
Does City/County execute employee trip reduction strategies and alter schedules for equipment operation on ozone alert days?	No	10	
Telecommuting: Does City/County allow home-based work?	No	15	
Bicycling and Walking to Work: Does City/County provide safe, convenient employee bicycle storage at the workplace and a place for those who bicycle and walk to freshen up?	No	5	
School Contacts: Does City/County participate/cooperate with schools to provide traffic management at school sites during drop off/pick up hours?	No	5	
Does City/County encourage and work directly with schools on an on-going basis to develop school air quality/TDM programs?	No	25	
Commercial Employer Contact: Does City routinely contact major employers to encourage and assist with implementation of air quality/TDM programs?	No	25	
Transit Use: Does City/County participate in DART's Discount Bus Pass Program?	Yes	35	35
Does City/County provide information/education to its employees regarding bus schedules and bus use?	Yes	5	5
	Max	Score	190
			60

HP LaserJet 3200se



HP LASERJET 3200

JUN-16-2003 9:08AM

Fax Call Report

Job	Date	Time	Type	Identification	Duration	Pages	Result
889	6/16/2003	9:07:14AM	Send	99723121645	0:58	1	OK

Town of Addison

Completed by: Jim Pierce
 Contact number/email address: 972-450-2879
 j.pierce@ci.addison.tx.us

**AIR QUALITY/TDM SCORECARD
 DALLAS COUNTY AND CITIES
 INSIDE DART SERVICE AREA**

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Does City/County provide information/education to its employees regarding bus schedules and bus use?	Yes	5	5
Max Score		190	60

C:\mydocuments\tdm 2003\survey dart cities 2003.doc

Fax 972-312-1645

#R9-1

Council Agenda Item: #R9

Passed
11/26/02

SUMMARY:

The Dallas Regional Mobility Coalition (DRMC) has drafted a resolution for consideration by member cities that would support legislation facilitating the entry of new cities into DART. This is essentially the "new member city" policy initiative that was initiated in the Metroplex Mayors forum earlier this year.

This item was tabled at the November 12, 2002 Council Meeting. Paragraph 1 of the Resolution has been reworded to address the concerns of Council as to the source of funds and procedure for payment of funds to DART. A redlined version of the Resolution is included in your packet so that you can compare the language as originally drafted by DRMC and as now proposed by staff.

FINANCIAL IMPACT:

No Impact.

BACKGROUND:

For mass transit to realize its full potential in the Dallas metropolitan area, the service must be expanded beyond the current 13 member cities to a wider base of jurisdictions. Under current state law, a city must adopt a one-cent sales tax to become a member of DART. Many cities in the area do not have one cent to give under the current State sales tax cap of 8.25%. It is in the best interest of the region to allow these cities to join DART if they are able to pledge the equivalent of a one-cent sales tax. Legislative change such as that suggested in the attached resolution would enable such a payment for DART membership.

RECOMMENDATION:

Recommend Council approve the Resolution supporting legislative change to allow expansion and extension of DART services to local jurisdictions that elect to pledge their one-cent municipal sales directly to DART.

(draft resolution for potential adoption by DART member cities based on DRMC DART Committee recommendation)

RESOLUTION # _____

A RESOLUTION OF THE TOWN OF ADDISON SUPPORTING NECESSARY LEGISLATION AND DALLAS AREA RAPID TRANSIT (DART) POLICY CHANGES TO ALLOW EXPANSION AND EXTENSION OF DART SERVICES TO LOCAL GOVERNMENT JURISDICTIONS THROUGH LOCAL OPTION CITIZENS ELECTIONS PLEDGING PAYMENTS TO THE DART SYSTEM OF ITSIN AN AMOUNT EQUIVALENT TO A ONE-CENT MUNICIPAL SALES TAX.

WHEREAS, mobility throughout the North Texas area is a key element of a continued positive quality of life and economic viability; and,

WHEREAS, the Town of Addison finds that to maintain mobility, enhance the quality of life for citizens, promote economic development, and address issues associated with reducing roadway congestion and achieving federal air quality mandates, quality transit services must be available; and,

WHEREAS, such transit and mobility services provided by DART can contribute to achieving the above cited elements; and,

WHEREAS, current State law and DART policy prevents extension and expansion of DART services to other areas unless that area has the capability to implement a one-cent sales tax within the existing State cap on sales tax of 8 ¼ cent; and,

WHEREAS, the benefits of extension of DART services to areas in the future enhance the entire North Texas area;

NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE TOWN OF ADDISON, TEXAS, ON THIS THE 26th DAY OF NOVEMBER 2002, THAT:

1. The State Legislature and DART provide necessary legislation and policy changes to allow a city to become a member of DART with a pledge of the ~~equivalent of one-cent sales tax of city-secured funding that is from non-State and/or non-federal funds.~~ its one-cent municipal sales tax paid directly from the Sate Comptroller to DART. Such "membership" ~~should~~ would require a citizen vote and a binding commitment to DART to match existing requirements on "member" cities as to any future withdrawal by the city and continued funding to DART on debt related issues.

2. Legislation should provide a means, by a single ballot proposition, for a city having adopted an economic development sales tax to join a metropolitan transportation authority by public election and dedicating the required sales tax to the authority upon satisfying its previous tax obligations or dedicating alternative funding equal to the required sales tax, thus allowing a transition to full membership.
3. Upon adoption by a super majority of the current thirteen "member" DART cities such a proposal should become a priority for legislative action.
4. Copies of this Resolution shall be forwarded to the Dallas Regional Mobility Coalition, the DART Board, and appropriate officials at the State level.

Mayor

ATTEST:

City Secretary

APPROVED AS TO FORM:

Ken Dippel, City Attorney

#R10-1

Council Agenda Item: #R10

Tabled
11-12-02

SUMMARY:

The Dallas Regional Mobility Coalition (DRMC) has drafted a resolution for consideration by member cities that would support legislation facilitating the entry of new cities into DART. This is essentially the "new member city" policy initiative that was initiated in the Metroplex Mayors forum earlier this year.

FINANCIAL IMPACT:

No Impact.

BACKGROUND:

For mass transit to realize it's full potential in the Dallas metropolitan area, the service must be expanded beyond the current 13 member cities to a wider base of jurisdictions. Under current state law, a city must adopt a one-cent sales tax to become a member of DART. Many cities in the area do not have one cent to give under the current State sales tax cap of 8.25%. It is in the best interest of the region to allow these cities to join DART if they are able to pledge the equivalent of a one-cent sales tax. Legislative change such as that suggested in the attached resolution would enable such an equivalency payment for DART membership.

DART policy on the admission of new member cities would also need to be changed to reflect the change in law if passed by the legislature and signed into law.

RECOMMENDATION:

Recommend Council approve the resolution supporting legislative change to allow expansion and extension of DART services to local jurisdictions that elect to pledge the equivalent of a one-cent sales tax to DART.

(draft resolution for potential adoption by DART member cities based on DRMC DART Committee recommendation)

RESOLUTION # _____

A RESOLUTION OF THE _____ SUPPORTING NECESSARY LEGISLATION AND DALLAS AREA RAPID TRANSIT (DART) POLICY CHANGES TO ALLOW EXPANSION AND EXTENSION OF DART SERVICES TO LOCAL GOVERNMENT JURISDICTIONS THROUGH LOCAL OPTION CITIZEN ELECTIONS PLEDGING PAYMENTS TO THE DART SYSTEM IN AN AMOUNT EQUIVALENT TO A ONE-CENT SALES TAX

WHEREAS, mobility throughout the North Texas area is a key element of a continued positive quality of life and economic viability; and,

WHEREAS, the _____ finds that to maintain mobility, enhance the quality of life for citizens, promote economic development, and address issues associated with reducing roadway congestion and achieving federal air quality mandates quality transit services must be available; and,

WHEREAS, such transit and mobility services provided by DART can contribute to achieving the above cited elements; and,

WHEREAS, current State law and DART policy prevents extension and expansion of DART services to other areas unless that area has the capability to implement a one-cent sales tax within the existing State cap on sales tax of 8 ¼ cent; and,

WHEREAS, the benefits of extension of DART services to areas in the future enhance the entire North Texas area,

NOW, THEREFORE, BE IT RESOLVED BY THE _____ ON THIS THE _____ DAY OF _____, 2002, THAT:

1. The State Legislature and DART provide necessary legislation and policy changes to allow a city to become a member of DART with a pledge of the equivalent of one-cent sales tax of city-secured funding that is from non-State and/or non-federal funds. Such 'membership' should require a citizen vote and a binding commitment to DART to match existing requirements on 'member' cities as to any future withdrawal by the city and continued funding to DART on debt related issues.
2. Legislation should provide a means, by a single ballot proposition, for a city having adopted an economic development sales tax to join a metropolitan transportation authority by public election and dedicating the required sales tax to the authority upon satisfying its previous tax obligations or dedicating alternative funding equal to the required sales tax, thus allowing a transition to full membership.
3. Upon adoption by a super majority of the current thirteen 'member' DART cities such a proposal should become a priority for legislative action.
4. Copies of this Resolution shall be forwarded to the Dallas Regional Mobility Coalition, the DART Board, and appropriate officials at the State level.

ATTEST _____

**DALLAS REGIONAL
MOBILITY COALITION**

5-23-02
Jim
Please
complete
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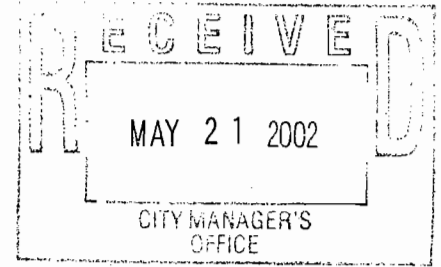
7522 Campbell Road
Suite 113-205
Dallas, Texas 75248
972/312-1644
972/312-1645 (FAX)

Executive Committee

Lee F. Jackson, Co-Chairman
Ron Harris, Co-Chairman
Sandy Greyson, Vice-Chair
Grady Smithy, Secretary
Gary Base
Bruce Beaty
Mark Burroughs
Angie Chen Button
Hugh Cairns
Al Cornelius
Don Dozier
Jim Dunn
Robert Franke
John L. Heimman, Jr.
Ken Lambert
Mike Nowels
James O'Neal
Bob Phelps
Frank W. Robertson
Candy Sheehan
Mike Simpson
Gary Slagel
Mark Stokes
Paul N. Wageman
Alan Walne
Cynthia White

May 17, 2002

Mr. Ron Whitehead
City Manager
Town of Addison
P.O. Box 9010
Addison, TX 75001-9010



Dear Mr. Whitehead: *Ron*

The Dallas Regional Mobility Coalition (DRMC) is conducting its ninth annual travel demand management survey to determine the extent that DRMC Participants are engaging in employee trip reduction activities. The DRMC Executive Committee adopted a revised format in 2000 to allow local governments additional credit for expanded TDM/Air Quality efforts. The revised format also establishes three different categories to reflect geographic differences.

The Environmental Protection Agency (EPA) is still in the process of reviewing the Dallas – Fort Worth area State Implementation Plan (SIP). Formal approval of the plan has been delayed by a number of lawsuits at the federal and state level. A key component of the SIP, although not yet mandatory, includes local efforts to reduce the number of ‘trips’ for business and pleasure. While the area will be mandated to implement all items in the SIP, the measuring stick for the 2007 attainment date is the number of times area monitors exceed the threshold for air quality. Thus, voluntary efforts such as TDM programs may be the key to meeting federal requirements.

Ex-Officio Members

Jerry Hiebert
Michael Morris
Jay Nelson
Gary Thomas

The DRMC Executive Committee continues to feel the programs implemented by local governments to affect employee trip reduction have a strong impact in encouraging the private sector to expand and/or implement similar travel demand strategies. Under the survey categories, recognition will be provided to the top two local governments from 1) Dallas County and cities inside the DART service area, 2) cities outside the DART service area, and 3) counties outside the DART service area. The awards will be presented at the annual Transportation Crossroads sponsored by the North Dallas Chamber of Commerce in late 2002.

Executive Director

James McCarley

If you have suggestions or comments as to how DRMC can make the survey more effective or accurate, please let us know. Preliminary tabulations will be sent to respondents for verification before the results are publicized.

David A. Griffin, Associate

~~Please return the survey by June 28, 2002 to~~ DALLAS REGIONAL MOBILITY COALITION.
You may send the survey via **mail** to DALLAS REGIONAL MOBILITY COALITION,
7522 Campbell Road, Ste. 113-205, Dallas, Texas 75248 or **fax** 972-312-1645.

Thanks for your assistance, participation, and support!

Sincerely,

James McCarley
James McCarley
Executive Director

Enclosures – TDM Survey

xc: R. Scott Wheeler, Mayor - Town of Addison
Bob Phelps, Mayor - City of Farmers Branch

Completed by: Jim Pierce
 Contact number/email address: 972-450-2879

**AIR QUALITY/TDM SCORECARD
 DALLAS COUNTY AND CITIES
 INSIDE DART SERVICE AREA**

RESPONDENT: Town of Addison	Yes or No	Points for Yes	Respondent's Score
<u>Car and Van Pooling:</u> Does City/County conduct employee transportation surveys to determine commute patterns and provide information and education to employees regarding commute alternatives?	No ✓	15	
Does City/County have an Employee Transportation Coordinator (ETC)?	yes	15	15
Does City/County provide priority parking for car and van pool vehicles?	No	5	
Does City/County promise a guaranteed ride home to car and van pool riders?	No	5	
Does City/County subsidize the cost of van pools or offer alternative transportation allowance?	No	10	
<u>Variable Work Hours:</u> Does City/County allow its staff to work flexible hours at the employees' discretion?	yes	5	5
Does the City/County stagger its employees' work schedules?	No	5	
Does City/County offer the alternative of a compressed work week?	yes	5	5
Does City/County execute employee trip reduction strategies and alter schedules for equipment operation on ozone alert days?	No	10	
<u>Telecommuting:</u> Does City/County allow home-based work?	No	15	
<u>Bicycling and Walking to Work:</u> Does City/County provide safe, convenient employee bicycle storage at the workplace and a place for those who bicycle and walk to freshen up?	No	5	
<u>School Contacts:</u> Does City/County participate/cooperate with schools to provide traffic management at school sites during drop off/pick up hours?	No	5	
Does City/County encourage and work directly with schools on an on-going basis to develop school air quality/TDM programs?	No	25	
<u>Commercial Employer Contact:</u> Does City routinely contact major employers to encourage and assist with implementation of air quality/TDM programs?	No	25	
<u>Transit Use:</u> Does City/County participate in DART's Discount Bus Pass Program?	Yes	35	35
Does City/County provide information/education to its employees regarding bus schedules and bus use?	Yes	5	5
Max	Score	190	65

HP LaserJet 3200se



TOALASERJET 3200
9724502837
MAY-29-2002 5:15PM

Fax Call Report

Job	Date	Time	Type	Identification	Duration	Pages	Result
30	5/29/2002	5:14:37PM	Send	99723121645	1:11	1	OK

Completed by: Jim Pierce
Contact number/email address: 972-450-2879

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Does City/County provide information/education to its employees regarding bus schedules and bus use?	Yes	5	5
Max Score		190	65

**DALLAS REGIONAL MOBILITY COALITION
TRAVEL DEMAND MANAGEMENT SCORECARD**

**COMPARISON OF 1996, 1997, 1998, 1999, 2000 & 2001 SURVEYS
INSIDE DART SERVICE**

Respondent	1996 Total Score*	1997 Total Score*	1998 Total Score	1999 Total Score	2000 Total Score **	2001 Total Score **
Addison	40	35	45	80	40	90
Carrollton	30	60	75	20	85	85
Dallas	85	70	75	85	125	75
Dallas County	70	70	75	70	95	80
Farmers Branch	50	50	55	55	40	40
Garland	25	5	20	35	55	75
Glenn Heights	Not surveyed	No response	0	No Response	No response	5
Highland Park	5	60	30	30	35	40
Irving	45	50	70	70	70	170
Plano	50	50	50	50	135	130
Richardson	105	105	130	130	180	180
Rowlett	0	No response	No response	No Response	50	45
University Park	No response	80	90	30	35	40

* Maximum score available is 140

** New scoring system; maximum score available is 190

AGENDA

SURFACE TRANSPORTATION TECHNICAL COMMITTEE

Friday, March 23, 2001

Transportation Board Room

North Central Texas Council of Governments

11:30 – 1:15 **Mobility 2025 Plan Update Workshop**
(Lunch provided for members who RSVP)

1:30 – 3:00 **Full STTC Business Agenda**

1:30 – 1:35 **1. Approval of February 23, 2001 Minutes**

Action Possible Action Information Minutes: 5

Presenter: Jim Driscoll, STTC Chairman, City of Irving

Item Summary: Approval of the February 23, 2001 minutes contained in Reference Item 1 will be requested.

Background: N/A

1:35 – 1:55 **2. Transportation Improvement Program**

Action Possible Action Information Minutes: 20

Presenter: Dan Rocha, NCTCOG

Item Summary: Endorsement of Regional Transportation Council (RTC) approval of revisions contained in Reference Items 2.1 and 2.2 as well as approval of revisions contained in Reference Item 2.3 will be requested. Administrative amendments will be presented for information. An overview will be provided on the development of the 2002-2004 Transportation Improvement Program (TIP) and additional draft components will be distributed at the meeting.

Background: In order to avoid a potential loss of Congestion Mitigation and Air Quality Improvement Program (CMAQ) funding, staff has developed a proposal to expedite the expenditure of CMAQ funds in FY2001 to be balanced against other funding programs in later years. Additional information and corresponding modifications are contained in Reference Item 2.1. A revision related to the Dallas Area Traffic Management Center is included as Reference Item 2.2. Due to the need to expedite inclusion of these revisions in the Statewide Transportation Improvement Program (STIP), these revisions were presented to the RTC on Thursday, March 8, 2001 for approval contingent on STTC endorsement. Additional revisions to the 2000 TIP are contained in Reference Item 2.3 for the Committee's consideration. Administrative amendments, provided for information, are contained in Reference Item 2.4. These modifications have all been reviewed for consistency with the air quality conformity determination and financial constraint of the TIP.

NCTCOG Transportation Department staff has been working with the staffs of the Texas Department of Transportation (TxDOT) District Offices, local governments, and transit providers to update the projects currently programmed under various funding categories as part of the development of the 2002-2004 TIP. Public meetings were held in March, and more public meetings will be held in April as part of this development process. Several components of the draft 2002-2004 TIP were provided to the Committee at the February meeting. Draft components for the Surface Transportation Program—Metropolitan Mobility (STP-MM), the CMAQ Program, and the transit programs are currently being refined and will be distributed at the meeting. Final recommendation for RTC approval of the 2002-2004 TIP will be requested at the April 27, 2001 meeting.

1:55 – 2:05

3. **Regional Transportation Council/Texas Transportation Commission Partnership Program**

Action Possible Action Information Minutes: 10

Presenter: Dan Rocha, NCTCOG

Item Summary: STTC recommendation for RTC approval of the 2005 Strategic Priority Program will be requested.

Background: Each year, the Regional Transportation Council develops a proposal for expediting transportation projects by leveraging funds with the Texas Transportation Commission. TxDOT has requested to receive candidate projects for the 2005 Strategic Priority Program by April 17, 2001. NCTCOG staff is currently working with TxDOT staff to develop a proposal for RTC consideration. This proposal will be presented to the Committee at the meeting. Reference Item 3 is a listing of projects submitted earlier this year by the RTC to TxDOT, but remain unfunded by the Commission. Additional projects may be presented at the meeting.

2:05 – 2:20

4. **Unified Planning Work Program**

Action Possible Action Information Minutes: 15

Presenter: Dan Kessler, NCTCOG

Item Summary: NCTCOG staff is proposing modifications to the 2000-2001 Unified Planning Work Program (UPWP) to add several new projects and modify the source of funding on several others. Additional information regarding this request is included in Reference Item 4. Also, NCTCOG staff is in the process of preparing the Draft 2001-2002 UPWP. A brief summary regarding the status of this effort will be provided at the meeting.

Background: The Unified Planning Work Program is prepared annually by NCTCOG staff in cooperation with local governments and transportation providers. This document is required by federal and state transportation planning regulations and in order to receive metropolitan area transportation planning funds. The UPWP provides a summary of the

transportation and air quality planning tasks to be conducted by MPO staff over the course of the fiscal year beginning October 1 of each year. Also contained in this document is a summary of the transportation and air quality planning funds to be available from various federal and state agencies, as well as background on the MPO planning process.

2:20 – 2:30

5. **Funding Proposal for Clean Vehicle Technologies' Call for Projects**

Action Possible Action Information Minutes: 10

Presenter: Nan Miller, NCTCOG

Item Summary: A summary of the projects will be provided showing the air quality benefits and cost of each. The Committee will be asked to approve a plan for selecting and funding projects.

Background: In December, information was presented on 31 proposals received under the Call for Projects. Since the Program is oversubscribed, the projects were scored and ranked according to cost per emission benefit. This information is provided as Reference Items 5.1 and 5.2. In the Western Subregion, \$2,480,376 is available and will cover projects submitted by city and county governments that demonstrate emissions benefits costing \$135 or less, and projects submitted by other entities as funds allow. In the Eastern Subregion, \$1,349,873 is currently available, and \$1,633,580 will be added to fund projects submitted by city and county governments that demonstrate emissions benefits costing approximately \$140. Additionally, \$1,313,400 will be added to fund projects in the other category in the Eastern Subregion.

2:30 – 2:40

6. **Metropolitan Transportation Plan/Transportation Improvement Program/Air Quality Conformity**

Action Possible Action Information Minutes: 10

Presenter: Dan Lamers, NCTCOG

Item Summary: The Committee will be briefed on the status of the Mobility 2025 Plan Update.

Background: NCTCOG staff have been working on the development of the Mobility 2025 Plan Update, the 2002 Transportation Improvement Program, and the associated Air Quality Conformity determination. A technical workshop for members of STTC, the Travel Demand Management/Congestion Management System Committee, and the Bicycle/Pedestrian Transportation Task Force will be held on March 23, prior to the STTC meeting. Reference Item 6 contains information which was presented at the public meetings held on March 5-7, 2001. Dan Lamers will brief the Committee on the status of the Mobility 2025 Plan Update as well as comments from the technical workshop.

2:40 – 2:45

7. **Creation of a Value-Pricing Task Force**

Action Possible Action Information Minutes: 5
Presenter: Dan Lamers, NCTCOG
Item Summary: The Committee will be briefed on the creation of the Value Pricing Task Force.
Background: The metropolitan transportation plan, Mobility 2025, recommends new and expanded tollways and HOV/managed facilities which include provisions for potential value pricing implementation. The value pricing concept is considered in the Plan as both a revenue generating and system management option. Additionally, the Federal Highway Administration is sponsoring a Value Pricing Pilot Program aimed at implementing demonstration projects using the value pricing concept. A Value Pricing Task Force is being formed jointly with the Texas Department of Transportation, Dallas Area Rapid Transit, Fort Worth Transportation Authority, and the North Texas Tollway Authority to investigate the region's existing and proposed value pricing policies and to recommend potential corridors for consideration under the Value Pricing Pilot Program. Dan Lamers will brief the Committee on the Task Force creation. Reference Item 7 contains additional information on this issue.

2:45 – 2:50

8. **Public Involvement Process**

Action Possible Action Information Minutes: 5
Presenter: Lynn Hayes, NCTCOG
Item Summary: A summary of public meetings will be provided.
Background: Public meetings were conducted on March 5, 6, and 7 to solicit public comments. Over 78 citizens attended the three meetings held in Irving, Fort Worth, and Dallas, respectively. Minutes from those meetings, along with citizen comments will be distributed at the STTC meeting on March 23. NCTCOG staff submitted newspaper advertisements to 11 local newspapers to publicize the meetings and personal invitations to the meetings were mailed to over 5,600 interested parties, 380 members of the media, and over 300 homeowner/neighborhood associations. Flyers were mailed to 120 cities and counties and 90 public libraries. A flyer announcing the dates, times, and meeting locations of the upcoming series of public meetings is provided as Reference Item 8.

2:50 – 2:55

9. **Fast Facts**

Action Possible Action Information Minutes: 5
Presenter: NCTCOG Staff
Item Summary: Brief presentations will be made on the following topics:

- *Dan Kessler* - Partners In Mobility
- *Ken Cervenka* – Travel Models for Local Governments
- *Chris Klaus* – Regulatory SIP Conditions
- *Greg Royster* - Dallas/Fort Worth International Airport Rail Access Study

2:55 – 3:00

10. **Progress Reports**

Action Possible Action Information Minutes: 5

Item Summary: Progress Reports are provided as Reference Item 10 on the following activities:

- Texas Transportation Commission
- Legislative Update
- Sustainable Development Regional Mobility Initiatives Tour
- Upcoming Events

11. **Other Business (Old or New)**: This item provides an opportunity for members to bring items of interest before the group.

12. **Next Meeting**: The next meeting of the Surface Transportation Technical Committee is scheduled for ***Friday, April 27, 2001 at 1:30 p.m.***, at the North Central Texas Council of Governments.

Mobility 2025 Update

Technical Workshop

March 23, 2001

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

CONFORMITY OF THE 2002 TIP AND 2025 METROPOLITAN TRANSPORTATION PLAN UPDATE

SCHEDULE

<u>DATE</u>	<u>MILESTONE</u>
January 26.....	STTC Action to Approve Schedule
February 8.....	RTC Action to Approve Schedule
February 8.....	Press Briefing and Public Meeting
March 1.....	Press Briefing
March 5, 6, and 7.....	Public Meetings
March 23.....	Technical Workshop (STTC, Bike/Ped, TDM/CMS) STTC Information
April 4.....	Press Briefing
April 9, 10, and 11.....	Public Meetings <i>(need to attend one of these meetings)</i>
April 12.....	RTC Presentation on Conformity Results
April 18.....	TDM/CMS Committee Action
April 25.....	Bike/Ped Task Force Action
April 27.....	STTC Action
May 10.....	RTC Action
May 11.....	TIP and Conformity Analysis Submittal
July 26.....	TxDOT Approval of Statewide TIP
July 27.....	Latest Conformity Submittal (90-Day Process)
October 25.....	Conformity Determination Deadline (18 Months After SIP Submittal)

TDM/CMS = Travel Demand Management/Congestion Management System Committee
Bike/Ped = Bicycle/Pedestrian Transportation Task Force
STTC = Surface Transportation Technical Committee
RTC = Regional Transportation Council
SIP = State Implementation Plan

MOBILITY 2025 DEMOGRAPHICS DALLAS-FORT WORTH METROPOLITAN AREA

	Population	Employment	Population + Employment
1995	4,121,000	2,336,000	6,457,000
1999	4,536,000	2,691,000	7,227,000
2025	6,671,000	3,907,000	10,578,000
Ratio			
1999/1995	1.10	1.15	1.12
2025/1999	1.47	1.45	1.46
% Annual Growth			
1995 to 1999	2.5%	3.8%	3.0%
1999 to 2025	1.8%	1.7%	1.8%

TRAVEL MODEL VALIDATION RESULTS

	1995	1999
Total Links	21,436	21,922
Links With Counts	8,874	6,459
Overall Percent Error	-2.25%	-0.86%
Root Mean Square Error	51.4%	55.2%

MOBILITY 2025 UPDATE

POTENTIAL RAIL SYSTEM MODIFICATIONS

Revisions

Fort Worth Circulator to/from Growth Centers (Study Underway)
Lewisville to Denton Commuter Rail (KCS RR)

Additions

Fort Worth South to Johnson County (BNSF RR)
DFW Airport Rail Access (Study Underway)
S.H. 121 to U.S. 380 (BNSF RR)
Southern Dallas to Ellis County (BNSF RR)
South Oak Cliff LRT Extension to Future Olympic Village Site

Results of Completed MISs

Northwest Corridor Alignment through Irving/Las Colinas

DRAFT

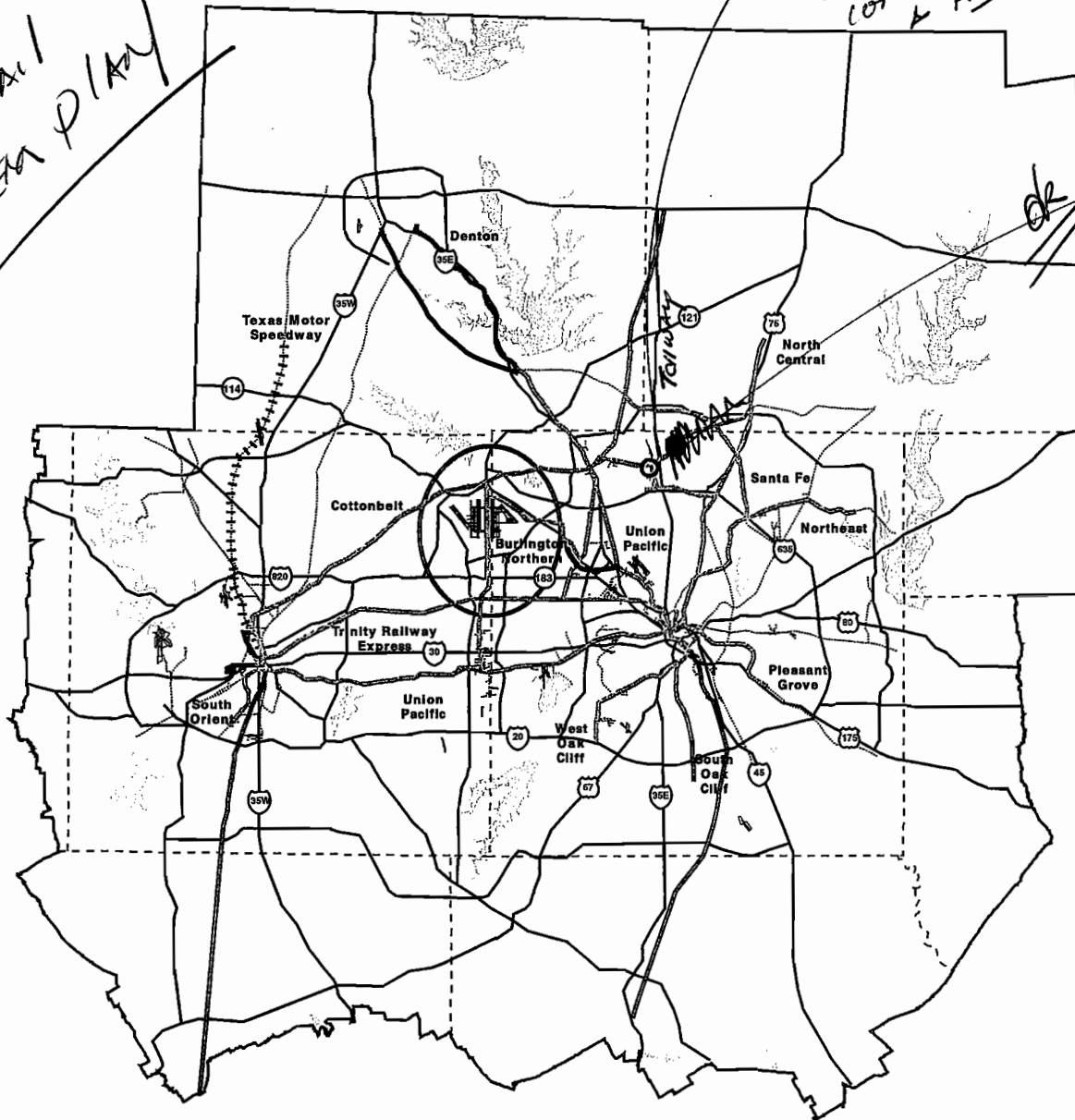
COORDINATE TO THE 2025 WITH DART SYSTEM PLAN

The Addison site is considered as a HUB CENTER

GREGS ON RAIL SYSTEM PLAN

Mobility 2025 Update Rail System

MOVE OVER AND IDENTIFY AS ADDISON TRANS CENT.



Legend

- Clarify Rail Alignment
- Potential Additions
- Potential Revisions
- Mobility 2025 Plan Recommendations
- DFW Airport Rail Access
- Freeways/Parkways
- Existing Rail Corridors
- Special Events
- Possible Eastern Terminus

All existing railroad rights-of-way should be monitored for potential future transportation corridors.

New facility locations indicate transportation needs and do not represent alignments.



North Central Texas Council of Governments Transportation



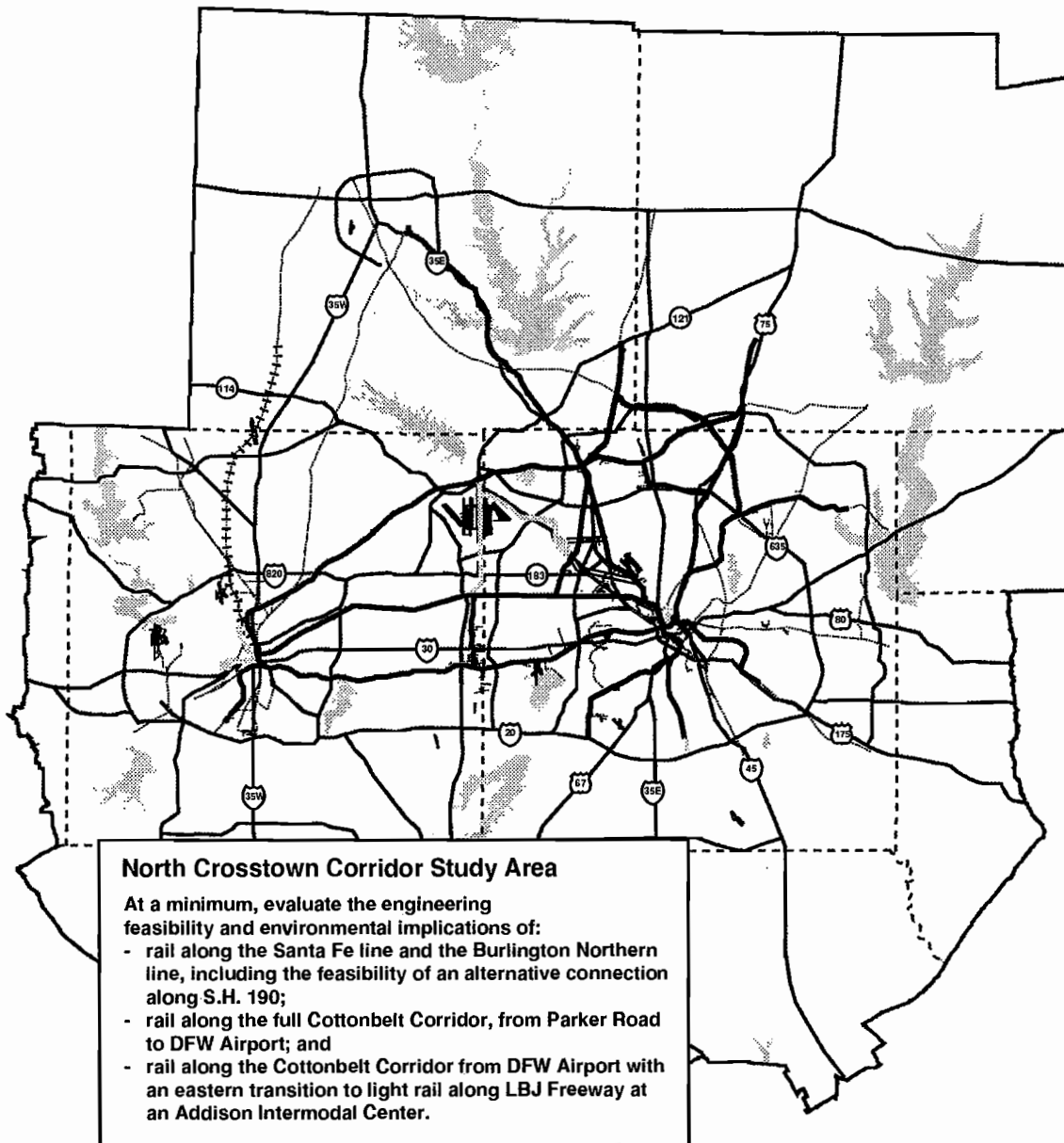
Mobility 2025 Rail System

Legend

-  Commuter Rail
-  Light Rail
-  Pending MIS/PE/EIS
-  Special Events
-  North Crosstown Corridor Study
-  Cooperatively Funded
-  Freeways/Parkways
-  Existing Rail Corridors
-  Possible Eastern Terminus

All existing railroad rights-of-way should be monitored for potential future transportation corridors.

New facility locations indicate transportation needs and do not represent alignments.



North Crosstown Corridor Study Area

At a minimum, evaluate the engineering feasibility and environmental implications of:

- rail along the Santa Fe line and the Burlington Northern line, including the feasibility of an alternative connection along S.H. 190;
- rail along the full Cottonbelt Corridor, from Parker Road to DFW Airport; and
- rail along the Cottonbelt Corridor from DFW Airport with an eastern transition to light rail along LBJ Freeway at an Addison Intermodal Center.



North Central Texas
Council of Governments
Transportation



MOBILITY 2025 UPDATE

FREEWAY / TOLLWAY / HOV / MANAGED FACILITIES

DRAFT



ROADWAY/HOV

	Facility	Limits	Mobility 2025 Plan Recommendations	Potential Modification Mobility 2025 Update
Map Ref. #	<u>Corridor Refinement Studies</u>			
1	I.H. 30	Ballpark Way - Cooper Street	N/A	Add Frontage
2	I.H. 35E	Royal - Walnut Hill	N/A	Add Frontage
3	I.H. 635	I.H. 35E - U.S. 75	Reconstruct - 8 / 10 Lanes	Widen - 10 Lanes
4	I.H. 820	Meadowbrook - U.S. 287	Widen - 6 Lanes	Widen - 8 Lanes
5	President George Bush Turnpike (East)	S.H. 78 - I.H. 30	New Staged Tollway - 4 Lanes	New Staged Tollway - 6 Lanes
6	S.H. 114	International Pkwy - S.H. 183	Widen - 8 / 6 Lanes New HOV / Managed - 1 Reversible	Widen - 8 Lanes New HOV / Managed - 2 Reversible
7	S.H. 121- Southwest Parkway	F.M. 1187 - U.S. 67	New Staged Parkway - 4 Lanes	New Staged Tollway - 4 Lanes
8	S.H. 183	S.H. 121 - Dallas CL	Widen - 10 Lanes New HOV / Managed - 2 Reversible	Widen - 8 Lanes New HOV / Managed - 3 Reversible
9	Trinity Parkway	I.H. 35E SRLT - U.S. 175	New Staged Tollway - 8 Lanes	New Staged Tollway - 6 Lanes
10	Trinity Westfork	Loop 12 - Trinity Pkwy	New Staged Tollway - 4 Lanes	New Staged Tollway - 6 Lanes
11	Trinity Westfork	S.H. 360 - LOOP12	Preserve ROW	New Staged Tollway - 6 Lane Frontage
	<u>Other Initiatives</u>			
12	Central Dallas Connector/Tunnel (Not Mapped)	S.H. 183 - U.S. 75	N/A	Further Study - Not Mapped
13	Dallas North Tollway	U.S. 380 - F.M. 720	New Staged Tollway - 4 Frontage	New Staged Tollway - 6 Lanes
14	I.H. 35	MPA - I.H. 35E / I.H. 35W	Widen - 6 Lanes	Widen - 8 Lanes
15	I.H. 35E	U.S. 67 - I.H. 20	N/A	Widen - 10 Lanes
16	Loop 288	U.S. 380 - I.H. 35E	Upgrade to Parkway - 4 Lanes	Upgrade to Parkway - 6 Lanes
17	S.H. 114	F.M. 156 - I.H. 35W	New Staged Freeway - 4 Lanes	New Staged Freeway - 6 Lanes
18	S.H. 121	U.S. 75 - Preston	New Staged Freeway - 4 Lanes	New Staged Freeway - 6 Lanes
19	U.S. 67 HOV	I.H. 20 - Belt Line Road	N/A	New HOV / Managed - 1 Reversible
20	U.S. 75	MPA - F.M. 543	N/A	Widen - 6 Lanes
21	U.S. 75	F.M. 543 - S.H. 121	Widen - 6 Lanes	Widen - 8 Lanes

Mobility 2025

Freeway and Tollway System

Legend

-  Improve Existing Freeway
-  New Staged Freeway
-  New Staged Tollway
-  New Staged Parkway
-  Upgrade to Parkway
-  Preserve ROW

Dallas CBD

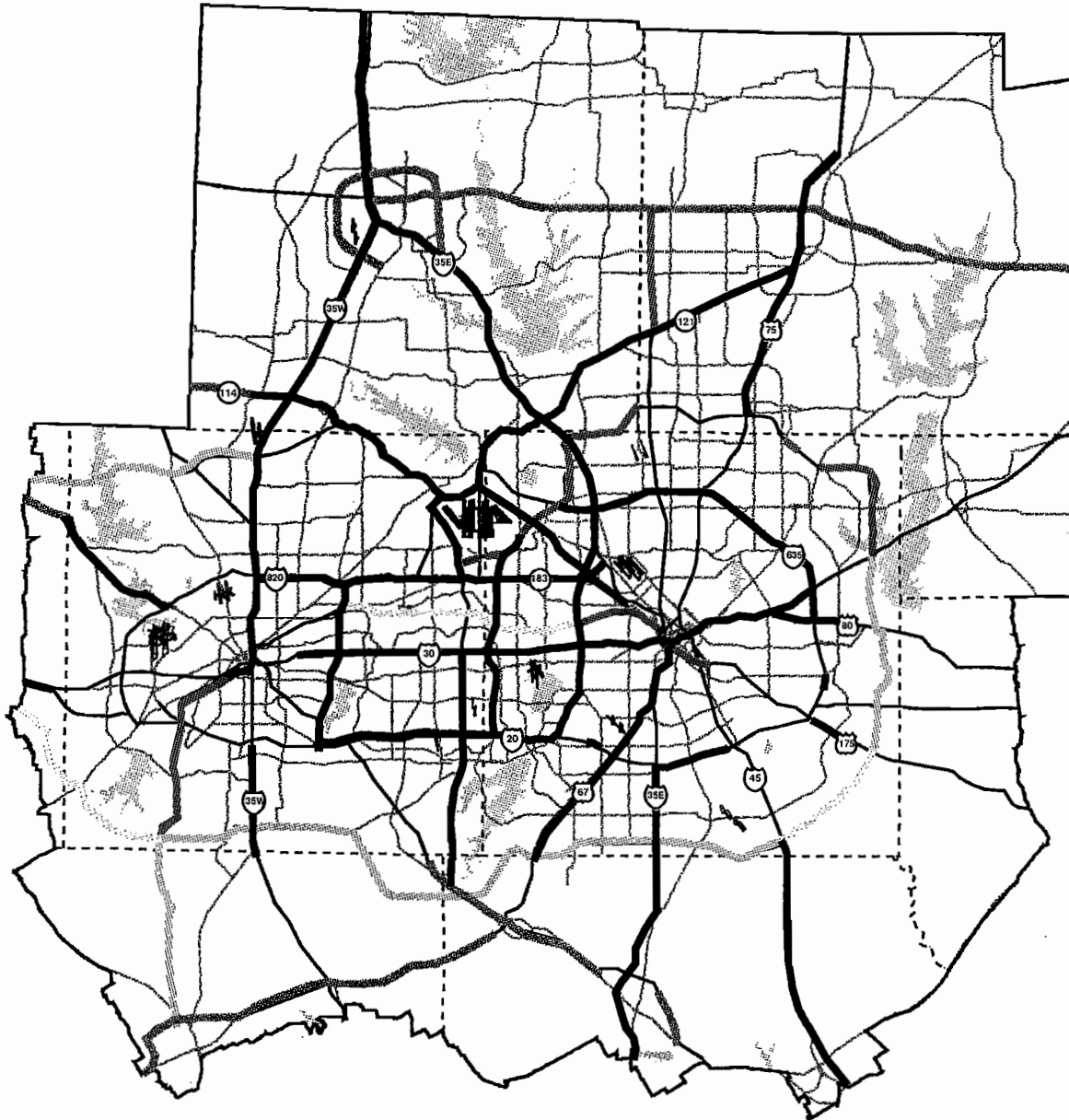


Fort Worth CBD



Additional and improved freeway interchanges and service roads should be considered on all freeway facilities in order to accommodate a balance between mobility and access needs.

New facility locations indicate transportation needs and do not represent specific alignments.






North Central Texas
Council of Governments
Transportation



Mobility 2025 HOV and Managed Facility System

Legend

-  Reversible
-  Managed HOV/Integrated Tollroad
-  Two-Way
-  Freeways/Parkways

Arrows represent the direction of travel during the morning peak period. Direction of travel is reversed during the afternoon peak period on these HOV facilities

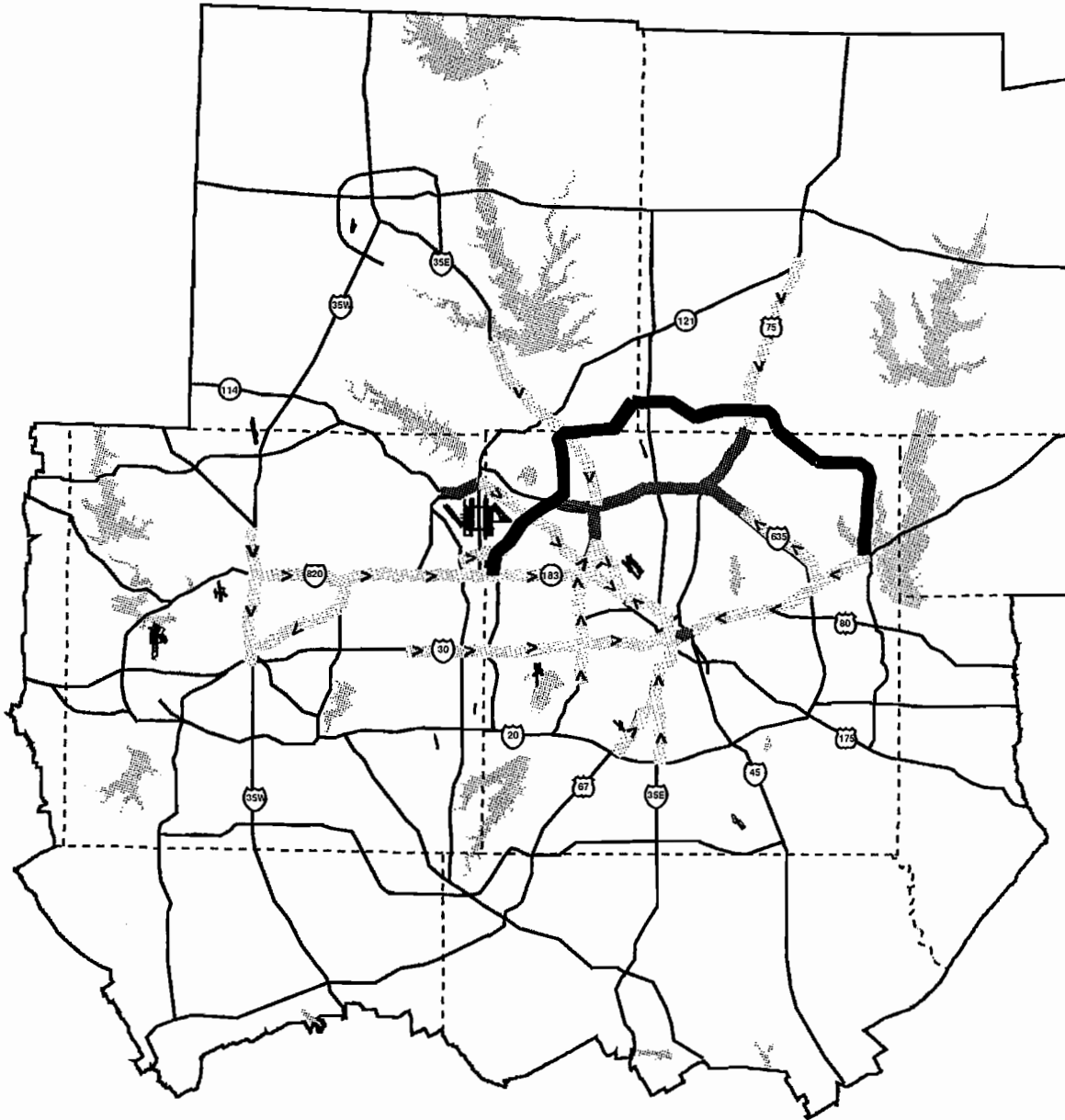
Right-of-Way preservation should be encouraged in all freeway corridors to accommodate potential future HOV facilities.

New facility locations indicate transportation needs and do not represent specific alignments.

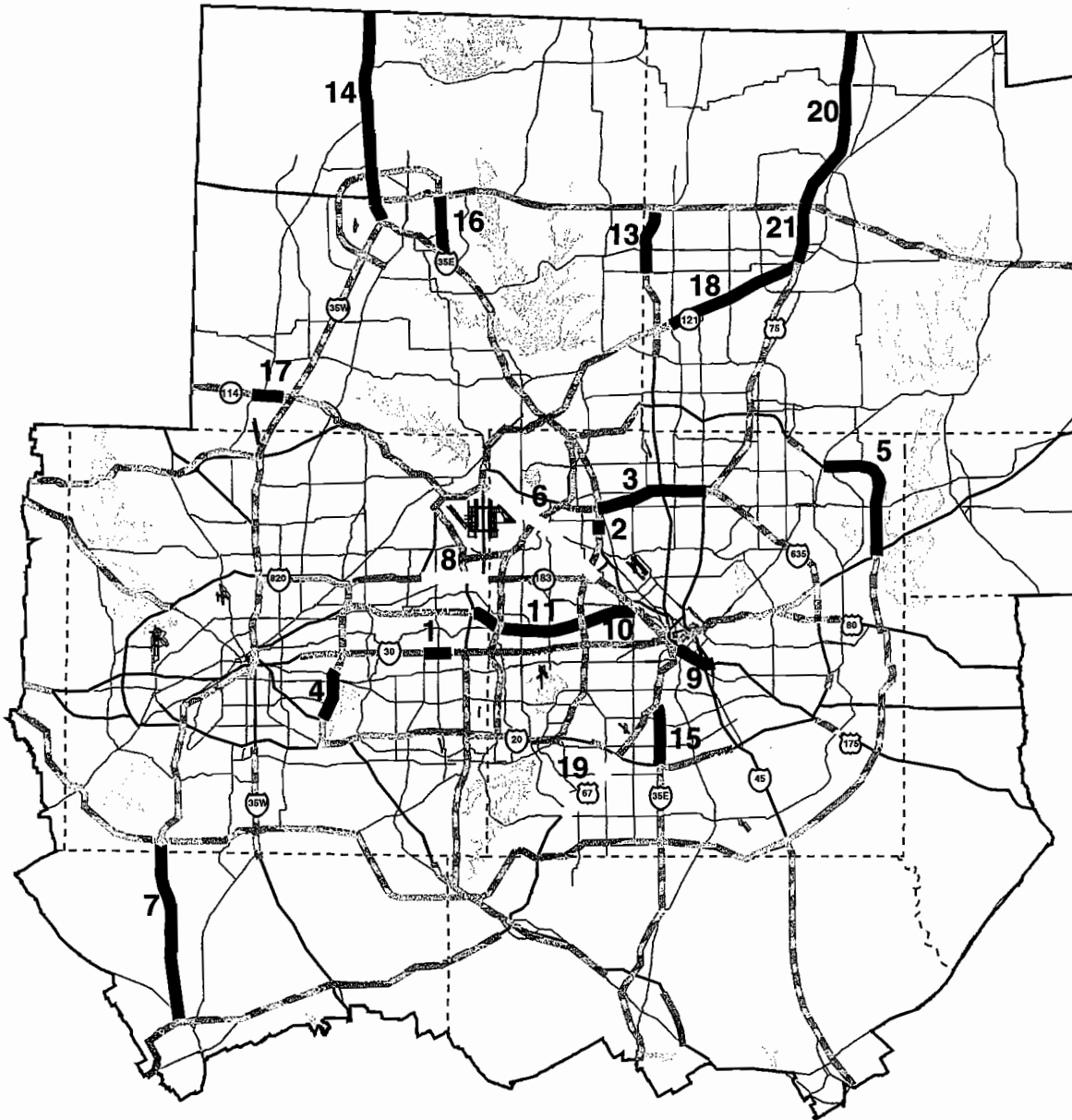
All HOV facilities will be managed for mobility efficiency.



North Central Texas
Council of Governments
Transportation








DRAFT

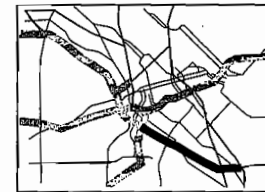


Mobility 2025 Update Freeway and Tollway System

Legend

-  New Frontage
-  Capacity Revisions
-  Managed / HOV Revisions
-  New Staged Tollroad
-  Mobility 2025 Plan Recommendations

Dallas CBD



Fort Worth CBD



Additional and improved freeway interchanges and service roads should be considered on all freeway facilities in order to accommodate a balance between mobility and access needs.

New facility locations indicate transportation needs and do not represent specific alignments.



North Central Texas
Council of Governments
Transportation



REGIONAL ARTERIAL SYSTEM

Quantifies future arterial capacity needed to support the Metropolitan Transportation System

Complements and enhances the freeway and transit systems and provides local access

Based on the "Regional Arterials" identified through the Regional Thoroughfare Plan

Regional Thoroughfare Plan identifies the arterial roadway facilities having regional travel significance

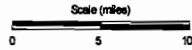
REGIONAL ARTERIAL SYSTEM Mobility 2025 Plan Update

A review of the Regional Thoroughfare Plan indicates:

- McKinney amended their Thoroughfare Plan removing a portion of the McKinney Loop
- Lanes revised on portions of Regional Arterial System based on local government feedback
- Thoroughfare spacing review indicates deficiencies outside core area
- Other changes will be noted for inclusion in the next Plan: Mobility 2030

Mobility 2025 Update

Regional Arterial System



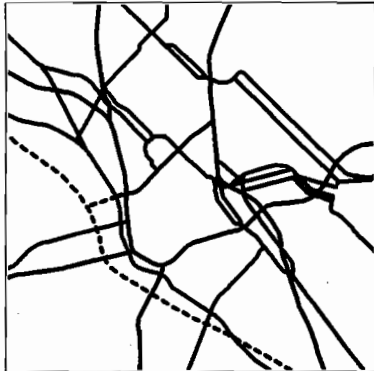
New facility locations indicate transportation needs and do not represent specific alignments.

Based on 2000 Regional Thoroughfare Plan.

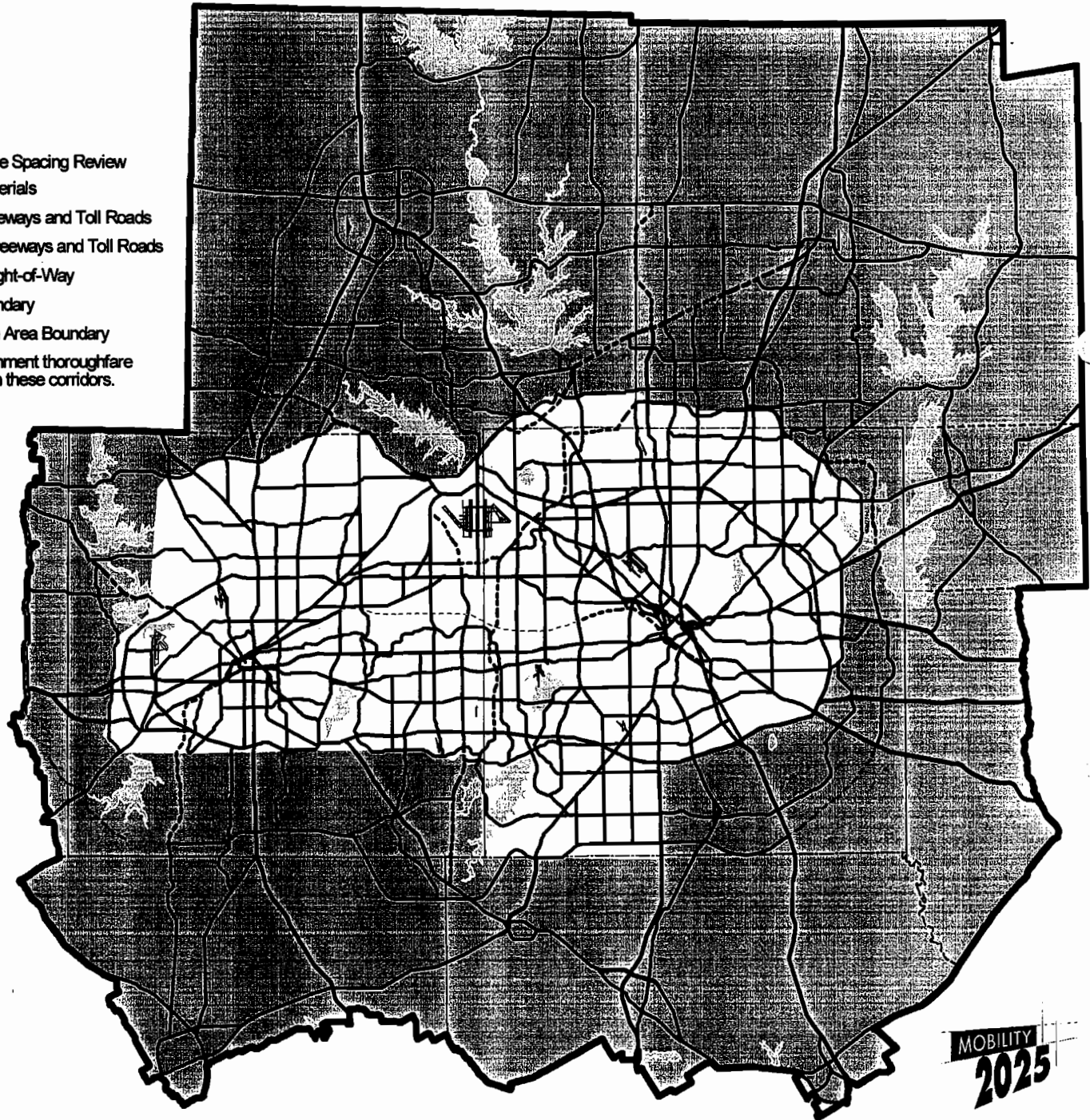
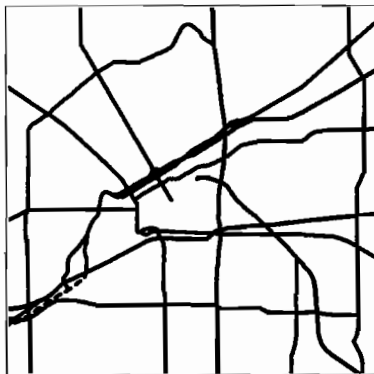
LEGEND

- Thoroughfare Spacing Review
- Regional Arterials
- Existing Freeways and Toll Roads
- Proposed Freeways and Toll Roads
- Preserve Right-of-Way
- County Boundary
- Metropolitan Area Boundary
- Local government thoroughfare plans vary in these corridors.

Dallas CBD



Fort Worth CBD



MOBILITY
2025

Summary of Transportation System Management Recommendations

Program/Project Description	Scope and Comments on Strategy	Estimated Costs and Impacts of Strategy
Intersection Improvements		
Includes traffic control devices, turn lanes, traffic islands, grade separations, and channelization.	1,615 projects Identification of locations can occur in the MIS process, in regional call for projects, and local capital improvement programs.	<u>Estimated Cost(s):</u> Capital cost = \$363 million <u>Estimated Impact(s) of Strategy:</u> Reduction in congestion delay of 52,000 person-hours per day.
Signalization Improvements		
Includes signal optimization, signal upgrade, and system interconnection.	12,808 projects Identification of locations can occur in the MIS process, in regional call for projects, and local capital improvement programs. Implementation of a regional traffic signal audit shall also identify operational deficiencies.	<u>Estimated Cost(s):</u> Capital cost = \$308 million <u>Estimated Impact(s) of Strategy:</u> Reduction in congestion delay of 205,000 person-hours per day.
Freeway Bottleneck Removal		
Freeway bottlenecks identified in the traffic data collection effort will need to be considered as corridors improvements and major investment studies are funded and developed.	The bottleneck locations identified from the aerial photo's were compared to bottleneck projects in the TIP, corridors projected to be reconstructed by 2007 and corridors with MIS. The remaining bottleneck locations will be inventoried and studied.	<u>Estimated Cost(s):</u> Capital cost = \$227 million <u>Estimated Impact(s) of Strategy:</u> Increase in average speed on freeways and parallel arterials; reduction in congestion delay
Special Events Management		
Interagency program to identify special events, develop and implement congestion mitigation strategies (TSM, ITS, and TDM).	Identification of projects can occur in the MIS process and by regional traffic management teams, among other efforts.	<u>Estimated Cost(s):</u> Costs are included in ATM/ITS and TMA programs. <u>Estimated Impact(s) of Strategy:</u> Enhanced accessibility; reduction in congestion delay
Total TSM Costs		Capital costs = \$898 million

Summary of Intelligent Transportation System Recommendations

Year 2025 Program/Project Description	Policy Guidance for Strategy Implementation	Estimated Costs and Impacts of Strategy
Advanced Transportation Management/ITS		
<p>Focus on deployment of Advanced Traveler Information Systems (ATIS), Advanced Traffic Management Systems (ATMS), and Advanced Public Transportation Systems (APTS).</p>	<ul style="list-style-type: none"> • Priority Deployment Criteria: priority projects, corridors, and systems identified in subregional ITS plans • System Development Criteria, which includes: <ul style="list-style-type: none"> - Fill gaps in the existing ITS communications infrastructure by completing critical system linkages - Enhance or provide communication and information exchange between TxDOT districts, local transportation agencies, and regional ITS partners - Leverage transportation resources by targeting investment, where possible, to facilities undergoing reconstruction - Leverage transportation resources by creating or enhancing public/private partnerships which will provide communications infrastructure for regional ITS • Consistency with National/Regional ITS Architecture: Projects must be consistent with the architecture and standards described in the Dallas Area-Wide Intelligent Transportation System Plan or the Fort Worth Regional Intelligent Transportation System Plan, the current ITS plans for this region. • Operating agreements will be developed between affected and collaborating parties. • Open architecture should provide for future system expansion. • Evaluation and reporting of ITS effectiveness. 	<p><u>Estimated Cost(s):</u> Capital cost = \$314 million Operating costs = \$32 million per year</p> <p><u>Estimated Impact(s) of Strategy:</u> Reduction in recurrent traffic congestion of 68,263 person-hours per day.</p> <p>Reduction in non-recurrent traffic congestion of 123,460 person-hours per day.</p>
Total System Costs (TSM & ITS)		Capital cost = \$1.21 billion \$32 million/year operating cost at full implementation

TRANSPORTATION SYSTEMS MANAGEMENT

Freeway Bottleneck Removal

**System Monitoring -Peak Period Commuter Traffic
Fall 1999 Data Collection**

**Identification of traffic bottleneck locations
and levels of service**

Initiate Bottleneck Program

**Corridors undergoing reconstruction
should address identified bottlenecks**

**Major Investment Studies should develop
solutions for bottlenecks in their final
recommendations**

**Identify and study remaining bottleneck
locations**

TRANSPORTATION SYSTEMS MANAGEMENT

Traffic Signal Improvements

Traffic Signal Integration and Monitoring Project

Funds established in 1999 Call for Projects

Initiate a Call for Projects to repair defective loops (FY 2001)

**Assess system performance
(FY 2002 to FY 2003)**

**Develop and implement improvements
(FY 2004 to FY 2006)**

**Conduct Measures of Effectiveness Studies
(FY 2002 to FY 2006)**

INTELLIGENT TRANSPORTATION SYSTEMS Efforts Accomplished to Date

ITS Investment

**\$125 million existing and funded
(40% complete)**

Sub-Regional ITS Plans

**Dallas Area-Wide Intelligent Transportation
System Plan (1996)**

**Fort Worth Regional Intelligent
Transportation System Plan (1999)**

Interagency Communications Analysis and Recommendations Study (2000)

**Guiding principles for system
implementation**

**Regional consensus on interagency
communication**

INTELLIGENT TRANSPORTATION SYSTEMS

Current Effort: Define the Regional Architecture

Development of Dallas-Fort Worth Regional ITS Architecture

**Framework for fostering institutional
cooperation**

**Enables regional compatibility and
operability**

**Comprised of individual ITS projects, and
provides guidance to individual ITS
projects**

Regional Integration and Information Exchange **Builds on the existing TxDOT Center-to- Center software**

Provides support for a decentralized system

INTELLIGENT TRANSPORTATION SYSTEMS Support for Future Projects

Incorporate RTC Policies into Mobility 2025 Update

Based on the Interim Guidance

Establishes local review process

Expedites state and federal review process

Mobility 2025 Plan Update

Sustainable Development Chapter

Data

- Report on land use at rail stations
- Report on land use types and travel patterns
- Report on land use and regional mobility access

Policies

- Encourage local commitment to transit oriented development at rail stations
- Review land use and transportation regulations
- Implement new RTC policy on the Transportation Accessibility Program

Programs

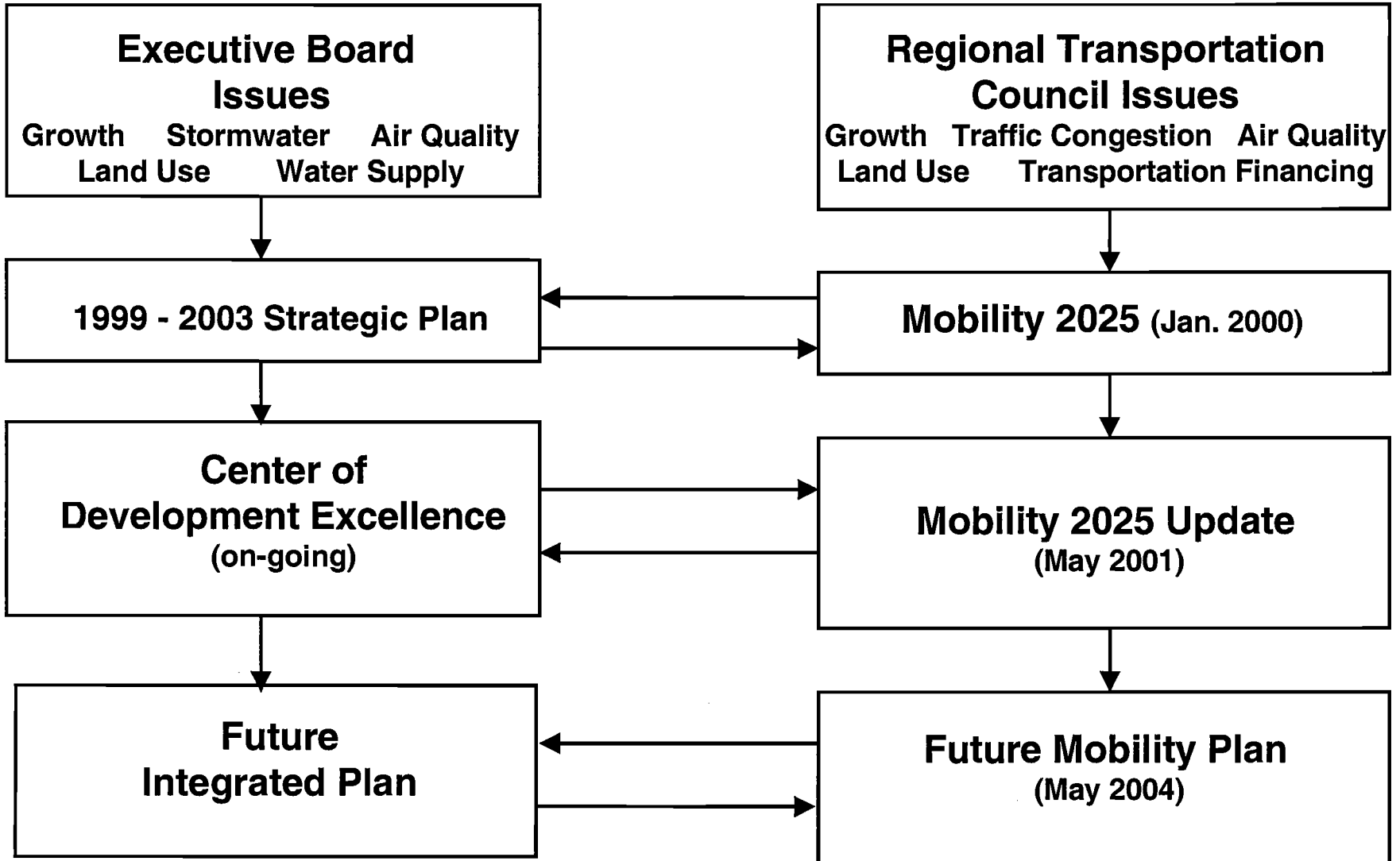
- Update to match NCTCOG Executive Board action on the Center of Development Excellence
- Recommend long-term transportation issues public involvement program
- Recommend town centers and travel patterns study

ASSISTANCE PROGRAM

Mobility 2025 Plan Update

Sustainable Development Chapter

NCTCOG Long-Range Planning Process



Mobility 2025 Plan Update

Intermodal Freight Chapter

- | | |
|-------------------------|--|
| Regional Process | - New process for input from the intermodal freight community |
| Rail Crossings | - More detailed analysis
- New RTC Initiative |
| NAFTA | - Issues Update |

Mobility 2025 Plan Update

Transportation Enhancements Chapter

Regional Inventory

- Update projects

Policy Issues

- Update with new RTC policy on regional eligibility

Financial Constraints

- Minor changes in future projections

Mobility 2025 Plan Update

Pedestrian and Bicycle Chapter

Accessibility

- Focus on Bike/Ped Access to Rail

Regional Veloweb

- Minor route modifications
- Right of way study recommended

Bicycle Districts

- No changes to districts
- District study recommended

Pedestrian Districts

- Update to match new rail stations
- District study recommended

Spot Improvements

- No changes

Financial Constraints

- No net change

*Parl 57471672
will be considered
as District.*

Low-Emitting Vehicles Program

Plan's Recommendations Remain the Same:

- 1. Encourage the displacement of petroleum fuels.**
- 2. Facilitate the sharing of refueling stations.**
- 3. Explore the feasibility of electric vehicles complementing rail and other transit facilities.**
- 4. Facilitate the adoption of emerging technologies.**
- 5. Fund incremental costs.**
- 6. Expand funding for private fleets.**
- 7. Expose the general public to low-emitting vehicles.**
- 8. Seek financial and non-financial incentives to promote low-emitting vehicles.**

Program Will Comply With the Adopted Clean Vehicle Policy:

- 1. Requires funded vehicles to meet Ultra Low Emission Vehicle Standard, or demonstrate ULEV-equivalent emissions.**
- 2. Provides funds for hybrid electric and neighborhood electric vehicles.**
- 3. Allows conversions in some cases.**

MOBILITY 2025 UPDATE

Transportation and Environmental Justice*

Title VI of the Civil Right Act of 1964

To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, on minority populations and low-income populations.

To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.

To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

***Environmental Justice Is Not a New Requirement**

MOBILITY 2025 UPDATE

Environmental Justice

The Department of Transportation (DOT) *Order on Environmental Justice* and Executive Order 12898 pertains to the following groups:

Black

Hispanic

Asian American

American Indian and Alaskan Native

Low-Income – A person whose household income is at or below the U.S. Department of Health and Human Services poverty guidelines.

MOBILITY 2025 UPDATE

MPO Responsibilities

Environmental Justice

Evaluate Public Involvement Process

Identify minority and low income transportation needs

**Identify and incorporate into Long Range Transportation Plan and
Transportation Improvement Program (TIP)**

**Develop performance measures to determine impacts of TIP and Long
Range Transportation Plan recommendations**

MOBILITY 2025 UPDATE

Financial Planning

	Mobility 2025	Mobility 2025 Update
Revenue & Cost In	1999 \$	2001 \$
Planning Horizon	2000 - 2025	2001 - 2025
Legislative Actions	No Change	No Change

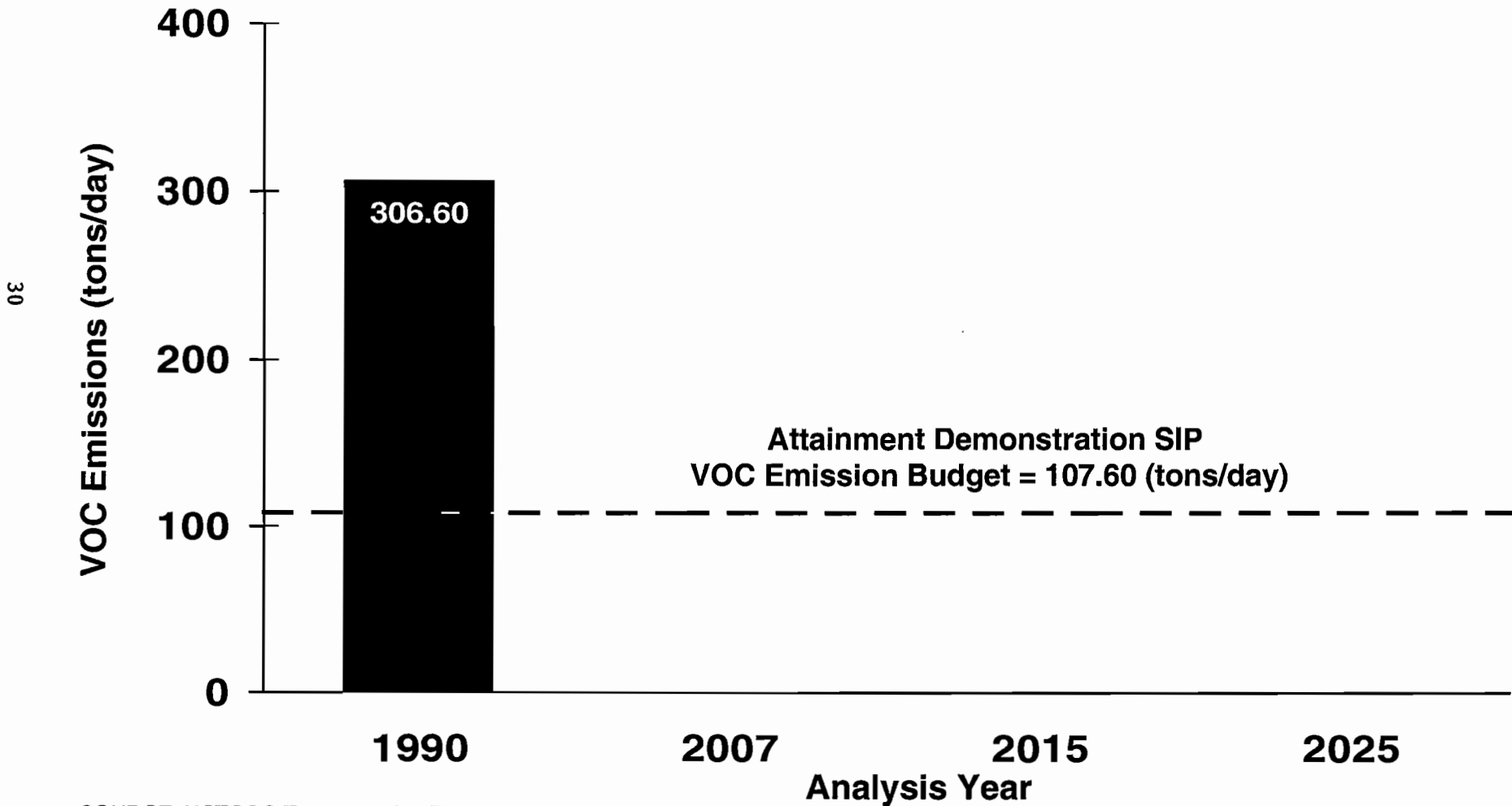
Impacts on Financial Plan:

Total Revenue is Slightly Higher in 2001 \$ (~ 2%)

Total Cost is Slightly Higher in 2001 \$ (~ 2%)

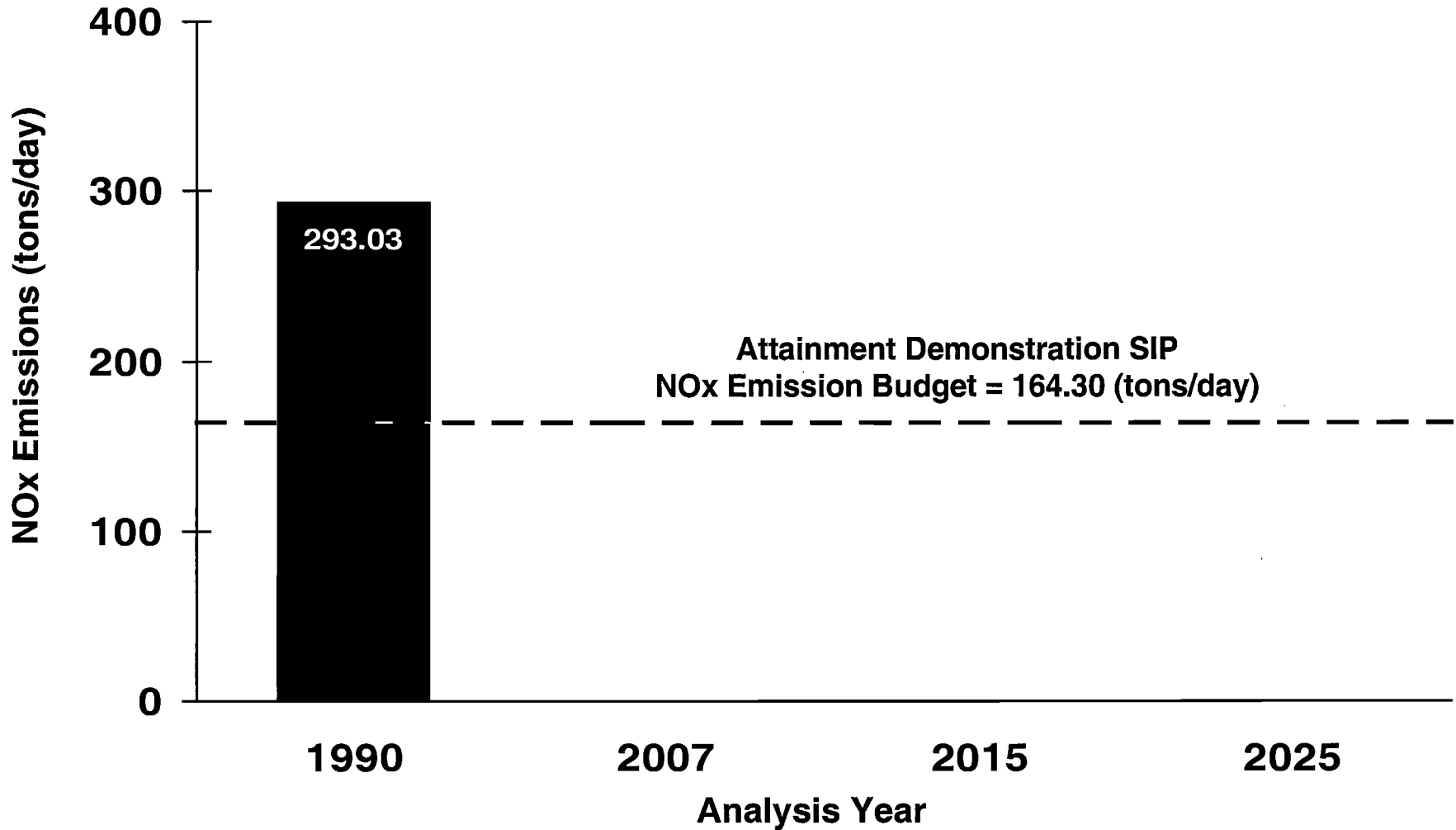
Shortfall of About \$3 Billion in 2001 \$

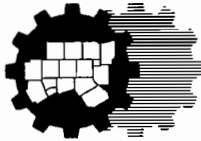
CONFORMITY OF THE 2002 TIP AND 2025 METROPOLITAN TRANSPORTATION PLAN UPDATE FOR THE DALLAS/FORT WORTH METROPOLITAN AREA Volatile Organic Compound Emissions



SOURCE: NCTCOG Transportation Department

CONFORMITY OF THE 2002 TIP AND 2025 METROPOLITAN TRANSPORTATION PLAN UPDATE FOR THE DALLAS/FORT WORTH METROPOLITAN AREA Nitrogen Oxide Emissions





3/14/01
Emailed

North Central Texas Council Of Governments

TO: The Surface Transportation Technical Committee
The Bicycle/Pedestrian Transportation Task Force
The Travel Demand Management/
Congestion Management System Committee

DATE: March 8, 2001

FROM: Michael Morris, P.E.
Director of Transportation

SUBJECT: Mobility 2025 Plan Update Workshop

On March 23, 2001, there will be a workshop to discuss the development of the Mobility 2025 Plan Update currently underway. The workshop will begin at 11:30 a.m. in the Board Room, Second Floor, of the North Central Texas Council of Governments (NCTCOG) offices, and will end at approximately 1:15 p.m. prior to the regularly scheduled Surface Transportation Technical Committee (STTC) meeting. A deli style lunch will be provided to those who wish to attend the workshop.

In January 2000, the current Metropolitan Transportation Plan, Mobility 2025, was adopted. Since that time there have been ongoing efforts to move forward with the recommendations of the Plan. As a result of these ongoing efforts, NCTCOG, in cooperation with the Texas Department of Transportation (TxDOT), North Texas Tollway Authority (NTTA), Dallas Area Rapid Transit (DART), Fort Worth Transportation Authority (FWTA), and local governments, is developing the Mobility 2025 Plan Update.

The purpose of the Update will be to incorporate the latest efforts associated with the policies, programs, and projects contained in Mobility 2025. The Update is being conducted concurrently with the development of the 2002 Transportation Improvement Program and associated Air Quality Conformity. Attachment 1 contains background information on the review of mobility performance measures between 1995 and 1999 as well as the potential policy implications of many of the transportation-related activities that have occurred over the last year along with the schedule for this effort. Attachment 2 contains information regarding how these activities may affect the metropolitan transportation plan.

We look forward to your participation in this workshop. Please RSVP to Roxane Roberts by Tuesday, March 20, 2001 at (817) 695-9244, or email at rroberts@dfwinfo.com. If you have questions about the workshop, please call Dan Lamers at (817) 695-9263.



Michael Morris, P.E.

DL:rr
Attachments

cc: 2000-01 UPWP Element 4.01 Project File
STTC Correspondence File
TDM/CMS Committee Correspondence File
BPTTF Correspondence File

616 Six Flags Drive, Centerpoint Two
P. O. Box 5888, Arlington, Texas 76005-5888
(817) 640-3300 FAX: 817-640-7806 ♻️ recycled paper
<http://www.dfwinfo.com>

Mobility 2025 Policy Review

**Public Meetings
March 5, 6, and 7, 2001**

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

PERCENT CHANGE BETWEEN 1995 AND 1999

Measures	Percent Change
Population	10.1 %
Employment	15.2 %
Vehicle Miles of Travel	18.4 %
Roadway Capacity	1.8%
Signal and Congestion Delay Time	37.0%
Level of Service "F" Facilities	52.1%

The Price of Success:

Excess roadway capacity has been used up and congestion delay will increase at a faster rate.

FEDERAL REQUIREMENTS AND OTHER POLICY IMPLICATIONS IMPACTING MOBILITY PLAN UPDATE (MAY 2001 AND MAY 2004)

- 1. Progress on Corridor Refinement “Studies”**
- 2. Air Quality Conformity
(Speed Limit, Sustainable Development,
High Emitting Vehicle Program, Low
Emitting Vehicle Program, Legislative
Initiatives)**
- 3. Implications on Financial Constraint
(“Studies”, Deletions/Additions,
Legislature, New
Administration/Discretionary Funds)**
- 4. Policy and Program Review**
- 5. Olympic Plan (2012)**
- 6. NAFTA Initiative**
- 7. Recent Congestion Report**
- 8. SIP Approval: Proposed Conditions**
- 9. Update Environmental Justice Performance
Measures**
- 10. Progress on Thoroughfare Plans**

CONFORMITY OF THE 2002 TIP AND 2025 METROPOLITAN TRANSPORTATION PLAN UPDATE SCHEDULE

<u>MILESTONE</u>	<u>DATE(S)</u>
STTC Action (Approve Schedule and Public Meeting Dates).....	January 26
RTC Action (Approve Schedule and Public Meeting Dates).....	February 8
STTC Information.....	March 23
Press Briefing.....	February 8; March 1; April 4
Public Meetings.....	February 8; March 5, 6, and 7; April 9, 10, and 11
RTC Presentation on Conformity Results.....	April 12
TDM/CMS Committee Information.....	April 18
STTC Action.....	April 27
RTC Action.....	May 10
TIP and Conformity Analysis Submittal.....	May 11
TxDOT Approval of Statewide TIP.....	July 26
Latest Conformity Submittal (90-Day Process).....	July 27
Conformity Determination Deadline (18 Months After SIP Submittal)...	October 25

TDM/CMS = Travel Demand Management/Congestion Management System Committee
STTC = Surface Transportation Technical Committee
RTC = Regional Transportation Council
SIP = State Implementation Plan

MOBILITY 2025 UPDATE



**Public Meetings
March 5-7, 2001**

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

CURRENT TRANSPORTATION PLAN MOBILITY 2025

Mobility 2025 Adopted in January 2000

Current Update - May 2001

Next Update - May 2004

**Identifies \$45 Billion of Policies, Programs,
and Projects for Continued Development**

Multimodal System Includes

Light Rail/Commuter Rail

High Occupancy Vehicle Lanes

Freeways

Tollways

Bike/Pedestrian Facilities

Intelligent Transportation System

Management

Other Major Programs Include

Travel Demand Management

Sustainable Development

Alternative Fuels

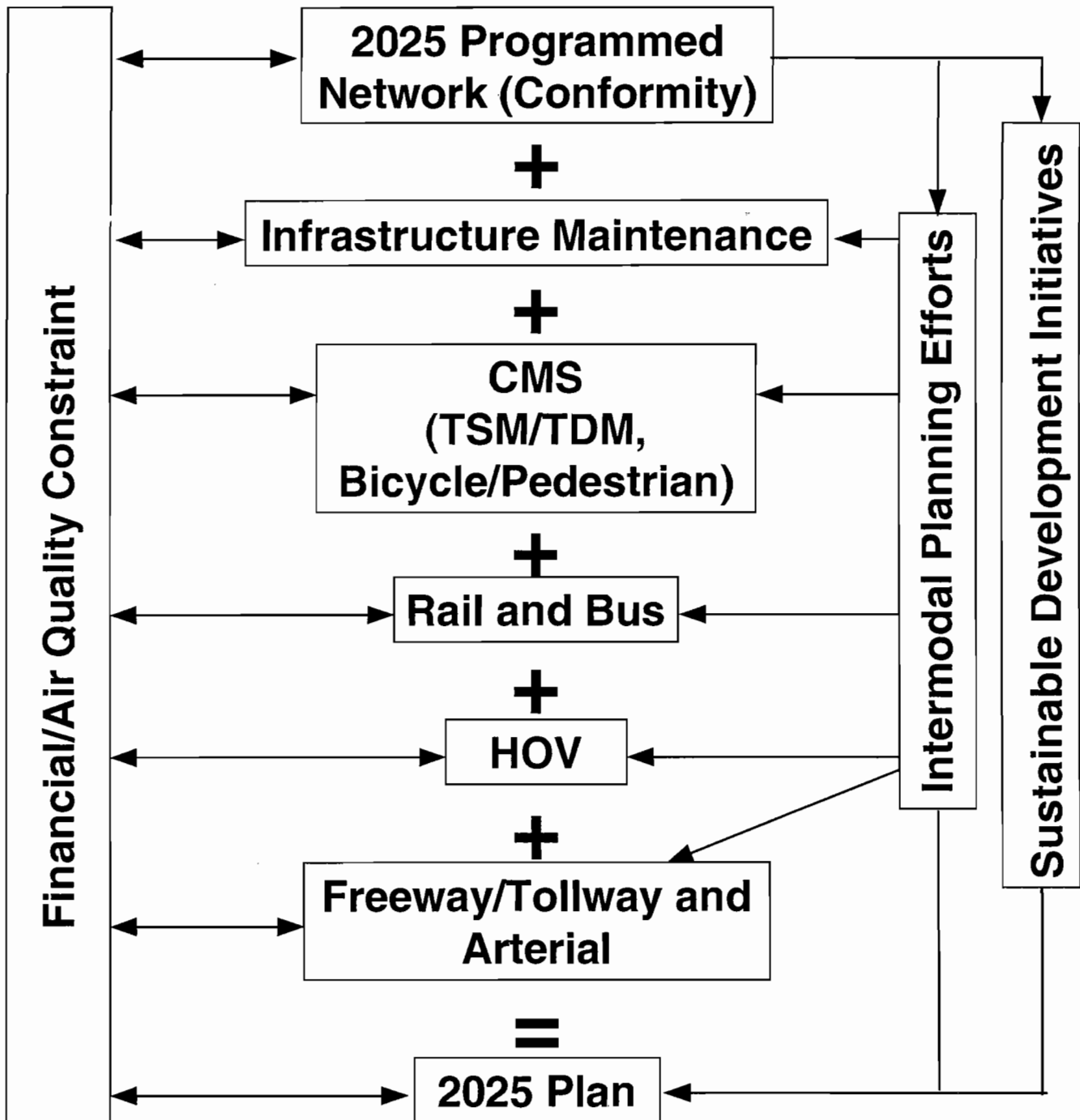
Elderly and Disabled Public Transportation

Intermodal/Freight Initiatives

Includes Financial Analysis and Planning

Includes Positive Air Quality Conformity Test

MOBILITY 2025 TRANSPORTATION ALTERNATIVE EVALUATION PROCESS



MOBILITY 2025 UPDATE 2001 Refinement Areas

Performance Measures

- Short Range**

- Environmental Justice**

Travel Demand Management

- Implementation of Existing RTC Policy**

Air Quality Conformity (TCMs)

- Speed Limits**

- High Emitting Vehicle Maintenance**

Sustainable Development

- Center of Excellence**

- Accessibility Program**

Transportation Enhancements

- New RTC Eligibility Criteria**

Alternative Fuels

- Low Emitting Vehicles Program**

Intermodal/Freight

- New Process**

- NAFTA Corridors**

Safety

- At-Grade Rail Crossing Program**

MOBILITY 2025 UPDATE 2001 Refinement Areas

TSM

- Bottleneck Locations**
- Thoroughfare Audit Program**

Rail/Bus

- Corridor Refinement Studies/Other Initiatives**
- Local Transit Initiatives**
- 2012 Olympics**
- D/FW Airport Access**
- Commuter Rail/Transit Authority Expansion**

HOV/Managed

- Corridor Refinement Studies/Other Initiatives**
- Regional Value Pricing Task Force**

Freeway/Tollway

- Corridor Refinement Studies/Other Initiatives**

Regional Arterials

- Regional Thoroughfare Plan Review**

Financial Planning

- Corridor Refinement Studies/Other Initiatives**
- Legislative Initiatives**

**MOBILITY 2025 UPDATE
POTENTIAL CORRIDOR CHANGES**

DRAFT

RAIL

Facility	Limits	Potential Update to Mobility 2025
<u>Corridor Refinement Studies</u>		
Fort Worth Systems Study	Various Routes	Consider Options
Northwest Corridor Rail Options (Irving Alignment)	Northwest Hwy - DFW Airport	Clarify Alignment
<u>Other Initiatives</u>		
Burlington Northern Santa Fe (BNSF) - Southwest Commuter Rail	FW CBD - South through Burleson and Cleburne	Possible Inclusion
DFW Airport Rail Access	Various Routes	Consider Options
Denton Commuter Rail	Denton - Lewisville	Clarify Alignment
Northwest Corridor Rail Options (Frisco Extension)	S.H. 121 - Frisco	Possible Extension
South Oak Cliff Line Extension	I.H. 20 - Proposed Olympics Village	Possible Extension
Union Pacific - Southeast Commuter Rail	Dallas CBD - South through Lancaster and Waxahachie	Possible Inclusion

**MOBILITY 2025 UPDATE
POTENTIAL CORRIDOR CHANGES**

DRAFT


ROADWAY/HOV

Facility	Limits	Potential Update to Mobility 2025
<u>Corridor Refinement Studies</u>		
I.H. 30	Ballpark Way - Cooper Street	Add Frontage
I.H. 35E	Royal - Walnut Hill	Add Frontage
I.H. 635	I.H. 35E - U.S. 75	Lane Revisions
I.H. 820	Meadowbrook - I.H. 20	Lane Revisions
President George Bush Turnpike (East)	S.H. 78 - I.H. 30	Lane Revisions
S.H. 114	International Pkwy - S.H. 183	Lane & Managed Facility Revisions
S.H. 114 / S.H. 121	S.H. 114 - International Pkwy	Lane & Managed Facility Revisions
S.H. 121- Southwest Parkway	F.M. 1187 - U.S. 67	Upgrade to Tollroad
S.H. 121 / S.H. 183	I.H. 820 - S.H. 121	Lane Revisions
Trinity Parkway	I.H. 35E - U.S. 75	Lane Revisions
Trinity Westfork	Loop 12 - Trinity Pkwy	Limits and Lane Revisions
U.S. 287	Berry Road - I.H. 820	Lane & Managed Facility Revisions
U.S. 287 / I.H. 20 Express	U.S. 287 - U.S. 287	Managed Facility Lane Revisions
U.S. 75 HOV	North of I.H. 635	Possible Realignment and Extension
<u>Other Initiatives</u>		
Central Dallas Connector/Tunnel	S.H. 183 / I.H. 30 - I.H. 635	Possible Inclusion
D/FW Airport East-West Connector	S.H. 360 - S.H. 161	Downgrade to Arterial
Local Government Thoroughfare Planning	Regional Arterials	Possible Revisions
Loop 288	I.H. 35 - I.H. 35E	Lane Revisions
Proposed Denton/Collin/Rockwall Outer Loop / Grid System	Various Alignments	Possible Inclusion
Proposed McKinney Loop	Stacy Rd - S.H.5	Possible Removal
S.H. 121	U.S. 75 - Preston	Lane Revisions

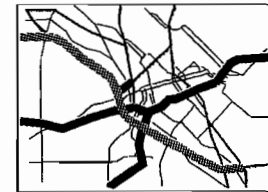
Mobility 2025

Freeway and Tollway System

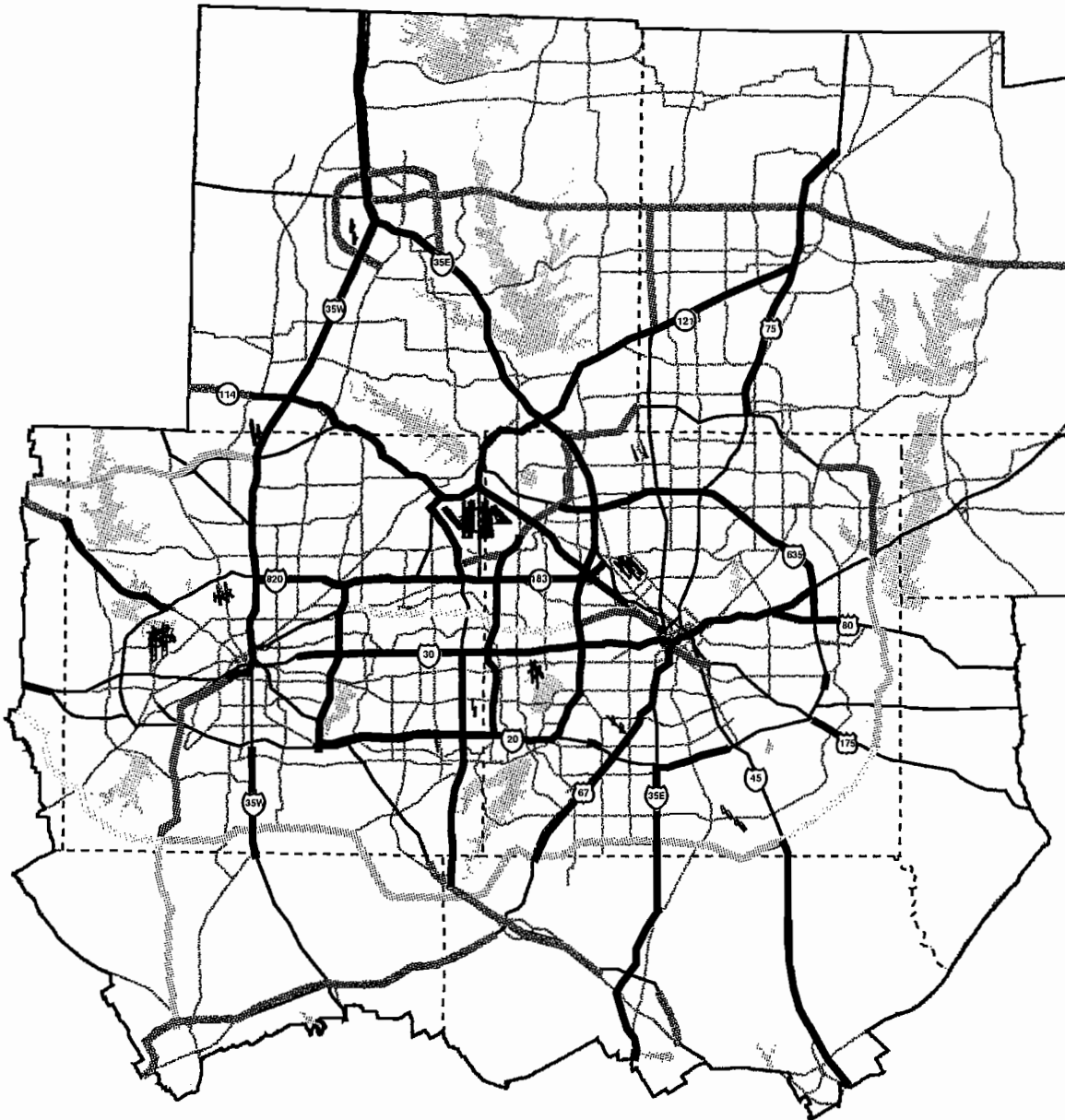
Legend

-  Improve Existing Freeway
-  New Staged Freeway
-  New Staged Tollway
-  New Staged Parkway
-  Upgrade to Parkway
-  Preserve ROW

Dallas CBD



Fort Worth CBD



Additional and improved freeway interchanges and service roads should be considered on all freeway facilities in order to accommodate a balance between mobility and access needs.

New facility locations indicate transportation needs and do not represent specific alignments.







North Central Texas
Council of Governments
Transportation



Mobility 2025

HOV and Managed Facility System

Legend

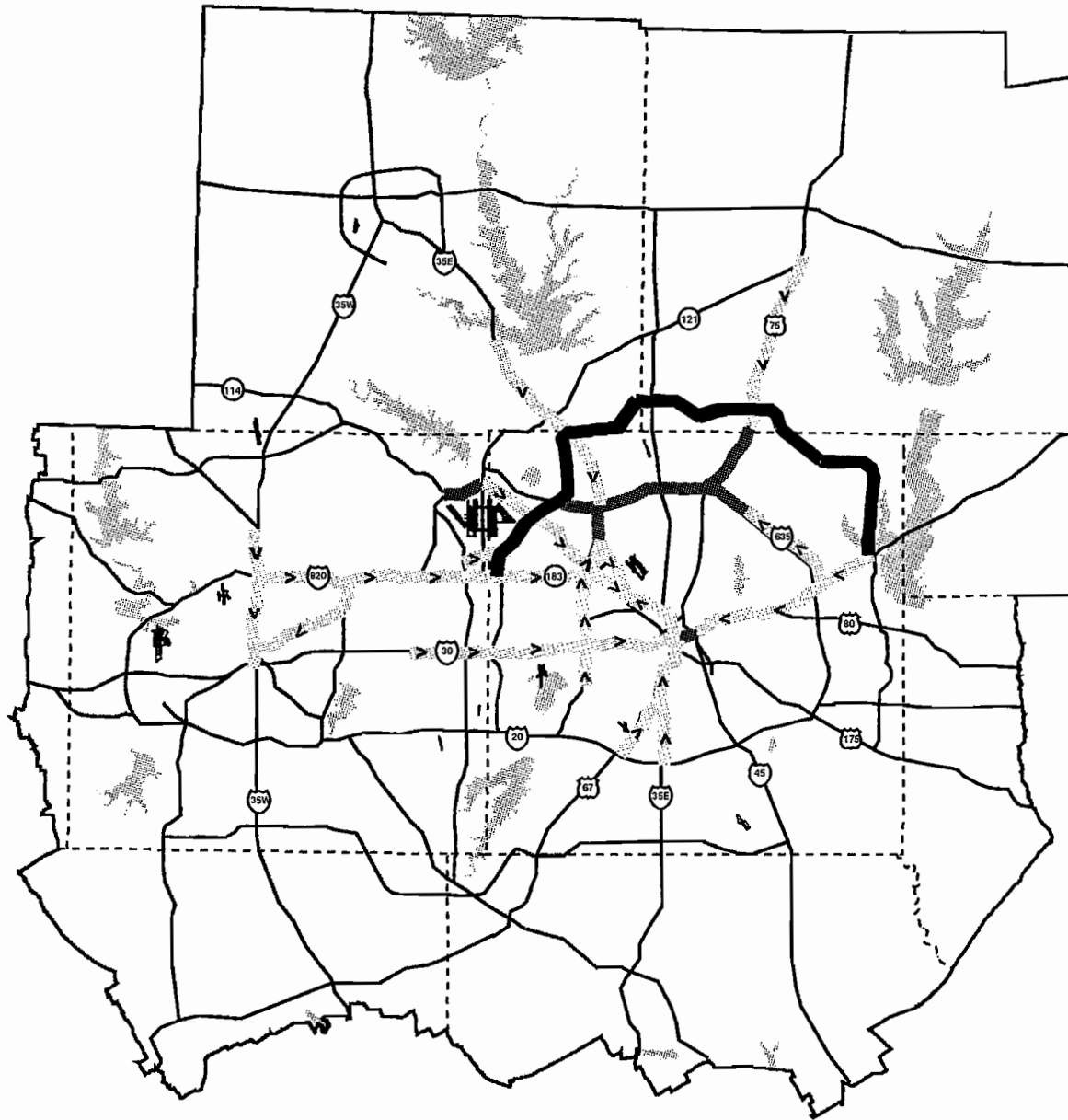
-  Reversible
-  Managed HOV/Integrated Tollroad
-  Two-Way
-  Freeways/Parkways

Arrows represent the direction of travel during the morning peak period. Direction of travel is reversed during the afternoon peak period on these HOV facilities

Right-of-Way preservation should be encouraged in all freeway corridors to accommodate potential future HOV facilities.

New facility locations indicate transportation needs and do not represent specific alignments.

All HOV facilities will be managed for mobility efficiency.



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Transportation






DRAFT



Mobility 2025 Update Freeway and Tollway System

Legend

-  Potential Additions
-  Potential Revisions
-  Mobility 2025 Plan Recommendations

Dallas CBD



Fort Worth CBD



Additional and improved freeway interchanges and service roads should be considered on all freeway facilities in order to accommodate a balance between mobility and access needs.

New facility locations indicate transportation needs and do not represent specific alignments.



North Central Texas
Council of Governments
Transportation



CENTRAL DALLAS CONNECTOR TRANSPORTATION OBJECTIVES¹

- 1. Reduced Circuity and Vehicle Miles of Travel**
- 2. Reduced Signal Delay**
- 3. Reduced Roadway Emissions**
- 4. Improved Mobility and Reliability**
- 5. Reduce Neighborhood Drive-Through Traffic**
- 6. Enhance Pedestrian and Traffic Safety**

¹Need and Location Under Study

AGENDA
MOBILITY 2025 UPDATE
TECHNICAL WORKSHOP
March 23, 2001

1. Introduction and Schedule (Dan Lamers) ✓
2. Draft Mobility 2025 Update Recommendations: Project Level ✓
 - Travel Forecasting (Ken Cervenka) ✓
 - Rail (Greg Royster) ✓
 - Freeway/Tollway/HOV/Managed Facilities (Dan Lamers) ✓
 - Regional Arterials (Wes Beckham) ✓
3. Comments and Discussion (All) ✓
4. Draft Mobility 2025 Update Recommendations: Program/Policy Level ✓
 - Management and Operations Overview (Dan Kessler) ✓
 - Transportation System Management (Dan Rocha) ✓
 - Intelligent Transportation Systems (Dan Rocha) ✓
 - Travel Demand Management (Barbara Maley) ✓
 - Elderly and Disabled Transportation (Barbara Maley) ✓
 - Sustainable Development (Mike Sims) ✓
 - Intermodal/Freight (Mike Sims) ✓
 - Transportation Enhancements (Mike Sims) ✓
 - Bicycle/Pedestrian (Mike Sims) ✓
 - Low Emitting Vehicles (Nan Miller) ✓
5. Public Involvement and Environmental Justice (Lynn Hayes/Dan Kessler) ✓
6. Financial Planning (Mahmoud Ahmadi) ✓
7. Air Quality Conformity (Chris Klaus) ✓
8. Comments and Discussion (All)

DEVELOPMENT OF 2002-2004 TIP

Guide to Project Review Worksheets

The North Central Texas Council of Governments is requesting your review of surface transportation projects in the following funding programs: the Congestion Mitigation and Air Quality Improvement Program (CMAQ), the Surface Transportation Program-Metropolitan Mobility (STP-MM), the Urban Street Program, and the Urbanized Area Formula Program. The CMAQ program directs funds toward transportation projects in nonattainment areas for ozone and carbon monoxide as designed by the federal Clean Air Act. These projects must contribute to the attainment of National Ambient Air Quality Standards. The majority of STP-MM projects are roadway widenings on various farm-to-market roads and major arterials as well as construction of new arterials. The objective of the Urban Street Program is to rehabilitate deteriorated streets that feed the State Highway System.

Project Review Worksheets have been included for the CMAQ, STP-MM, and Urban Street programs. These are sorted by subregion, funding program, city, and project code. Each project is presented in a double-entry format: the first row indicates the project attributes from the 2000-2002 TIP, and the second row shows the project as proposed for the 2002-2004 TIP.

A Comment field has also been incorporated to facilitate review of proposed project adjustments. For the most part, the information contained in this field is self-explanatory. However, the following explanations may be helpful:

- "NO PROJECT STATUS FORM REC'D" indicates additional information is needed on the status of various phases of project development
- "TXDOT SPLIT" indicates that TxDOT is proposing to subdivide the project into two or more manageable components
- "CITY 200X; COG 200Y" indicates that although the city or agency requested a particular funding year for the project, NCTCOG staff review of the status along with average implementation time frames resulted in a different funding year recommendation
- "PME" indicates that this project is part of the Dallas County Project Management/Engineering effort; in some cases, PM/E estimates are also provided

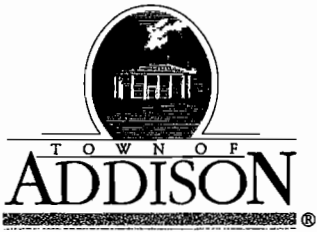
For additional information, and to discuss projects included in the listings, contact:

Dan Rocha, Program Manager
LaDonna Smith, Eastern Subregion Contact
Nathaniel Barnett, Western Subregion Contact
616 Six Flags Drive, Suite 200, Centerpoint Two
P.O. Box 5888, Arlington, Texas 76005-5888
Phone: (817) 695-9240 fax: (817) 640-3028
<http://www.dfwinfo.com>

Transportation Improvement Program Project Review Worksheet

Dallas-Fort Worth Metropolitan Area

Project Code	Agency	City	Project Name	From	To	Project Type	PROJECT COST (dollars in thousands)				FEDERAL FUNDS BY FISCAL YEAR (dollars in thousands)								
							Total	Local	State	Federal	Constr/Obj	2000	2001	2002	2003	2004	2005	2006	
CMAQ																			
2332	DALLAS CO	ADDISON	MIDWAY RD	SPRING VALLEY	DALLAS/COLLIN C	INTERSECTION IMPROV	3,795	1,309	0	2,486	448	2,038	0	0	0	0	0	0	
2332	DALLAS CO	ADDISON	MIDWAY RD	SPRING VALLEY	DALLAS/COLLIN C	INTERSECTION IMPROV	3,795	1,309	0	2,486	1,290	0	1,196	0	0	0	0	0	
COMMENTS: RMESHOWSFARMERSBRANCHADDISON&CARROLLTONSHOULDBECITYBEVARIOUSIPMEESTIMATES\$4728185TOTAL(\$8283778)FED\$174407(COUNTY)25%INCREASE																			
3076	TXDOT-DALLAS	ADDISON	BELT LINE RD	AT QUORUM DR &	AT MIDWAY RD	INTERSECTION IMPROV	2,682	1,337	269	1,076	1,076	0	0	0	0	0	0	0	
3076	TXDOT-DALLAS	ADDISON	BELT LINE RD	AT QUORUM DR &	AT MIDWAY RD	INTERSECTION IMPROV	4,440	2,220	444	1,776	1,776	0	0	0	0	0	0	0	
COMMENTS: COSTOVERRUN75%INCREASE																			
CMAQ Current totals							6,477	2,646	269	3,562	1,524	2,038	0	0	0	0	0	0	0
Adjusted totals							8,235	3,529	444	4,262	3,066	0	1,196	0	0	0	0	0	
STP-MM																			
11100	NTTA	ADDISON	BARRIER PLAZA NO. 2 A	BARRIER PLAZA NO. 2	BELT LINE RD	BOTTLENECK REMOVAL	395	182	0	214	0	0	0	0	214	0	0	0	
11100	NTTA	ADDISON	BARRIER PLAZA NO. 2 A	BARRIER PLAZA NO. 2	BELT LINE RD	BOTTLENECK REMOVAL	395	182	0	214	0	0	0	0	214	0	0	0	
COMMENTS: NO PROJECT STATUS REVIEW FORM RECD																			
STP-MM Current totals							395	182	0	214	0	0	0	0	214	0	0	0	
Adjusted totals							395	182	0	214	0	0	0	0	214	0	0		
TOTAL FUNDED PROJECTS																			
Current totals							6,872	2,828	269	3,776	1,524	2,038	0	0	214	0	0	0	
Adjusted totals							8,631	3,711	444	4,476	3,066	0	1,196	0	214	0	0		



PUBLIC WORKS DEPARTMENT

(972) 450-2871

Post Office Box 9010 Addison, Texas 75001-9010

16801 Westgrove

May 4, 2001

Mr. James McCarley, Executive Director
Dallas Regional Mobility Coalition
7522 Campbell Road, Suite 113-205
Dallas, TX 75248

Re: Travel Demand Management Survey

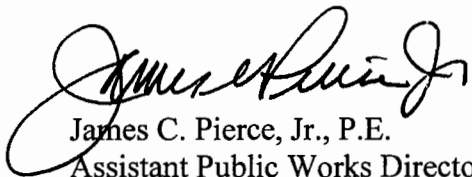
Dear Mr. McCarley:

This is to return the Travel Demand Management Survey as requested in your letter of April 30, 2001.

If you have any questions about the survey, please call me at 972-450-2879.

Very truly yours,

Town of Addison



James C. Pierce, Jr., P.E.
Assistant Public Works Director

cc: Ron Whitehead, City Manager
Chris Terry, Assistant City Manager
Michael E. Murphy, P.E., Director of Public Works

**AIR QUALITY/TDM SCORECARD
DALLAS COUNTY AND CITIES
INSIDE DART SERVICE AREA**

RESPONDENT: Town of Addison	Yes or No	Points for Yes	Respondent's Score
<u>Car and Van Pooling:</u> Does City/County conduct employee transportation surveys to determine commute patterns and provide information and education to employees regarding commute alternatives?	Yes	15	15
Does City/County have an Employee Transportation Coordinator (ETC)?	Yes	15	15
Does City/County provide priority parking for car and van pool vehicles?	No	5	
Does City/County promise a guaranteed ride home to car and van pool riders?	No	5	
Does City/County subsidize the cost of van pools or offer alternative transportation allowance?	Yes	10	10
<u>Variable Work Hours:</u> Does City/County allow its staff to work flexible hours at the employees' discretion?	No	5	
Does the City/County stagger its employees' work schedules?	Yes	5	5
Does City/County offer the alternative of a compressed work week?	Yes	5	5
Does City/County execute employee trip reduction strategies and alter schedules for equipment operation on ozone alert days?	No	10	
<u>Telecommuting:</u> Does City/County allow home-based work?	No	15	
<u>Bicycling and Walking to Work:</u> Does City/County provide safe, convenient employee bicycle storage at the workplace and a place for those who bicycle and walk to freshen up?	No	5	
<u>School Contacts:</u> Does City/County participate/cooperate with schools to provide traffic management at school sites during drop off/pick up hours?	No	5	
Does City/County encourage and work directly with schools on an on-going basis to develop school air quality/TDM programs?	No	25	
<u>Commercial Employer Contact:</u> Does City routinely contact major employers to encourage and assist with implementation of air quality/TDM programs?	No	25	
<u>Transit Use:</u> Does City/County participate in DART's Discount Bus Pass Program?	Yes	35	35
Does City/County provide information/education to its employees regarding bus schedules and bus use?	Yes	5	5
Max	Score	190	90

DALLAS REGIONAL MOBILITY COALITION

7522 Campbell Road
Suite 113-205
Dallas, Texas 75248
972/312-1644
972/312-1645 (FAX)

Executive Committee

Lee F. Jackson, Chairman
Barbara Mallory Caraway
Vice-Chairman
Grady Smithey, Secretary
Linda Harper-Brown, Treasurer
Jeran Akers
Ruben Avelar
Bruce Beatty
Mark Burroughs
Angie Chen Button
Hugh Cairns
Al Cornelius
Don Dozier
Robert Franke
Ron Harris
John L. Heiman, Jr.
Mike Nowels
Bob Phelps
Ernest Randall
Frank W. Robertson
Richard Rozier
Kathy Seei
Candy Sheehan
Gary Slagel
Mark Stokes
Paul N. Wageman
Alan Walne
Cynthia White

Ex-Officio Members

Jerry Hiebert
Michael Morris
Jay Nelson
Roger Snoble

Executive Director

James McCarley

David A. Griffin, Associate

April 30, 2001

Mr. Ron Whitehead
City Manager
Town of Addison
P.O. Box 9010
Addison, TX 75001-9010

Dear Mr. Whitehead:

The Dallas Regional Mobility Coalition (DRMC) is conducting its eighth annual travel demand management survey to determine the extent that DRMC Participants are engaging in employee trip reduction activities. The DRMC Executive Committee adopted a revised format last year to allow local governments additional credit for expanded TDM/Air Quality efforts. The revised format also established three different categories to reflect geographic differences.

As this survey is distributed, the Environmental Protection Agency (EPA) is in the final stages of review for the Dallas - Fort Worth area State Implementation Plan (SIP). Formal approval of the SIP is anticipated later this year. A major part of the recommended plan, although not yet mandatory, includes local efforts to reduce the number of 'trips' for business and pleasure. While the area will be mandated to implement all items in the SIP, the real 'test' for the 2007 attainment date is the number of times area monitors exceed the threshold for air quality. Thus, voluntary efforts such as TDM programs may be the key to meeting federal requirements.

The DRMC Executive Committee continues to feel the programs implemented by local governments to affect employee trip reduction have a strong impact in encouraging the private sector to expand and/or implement similar travel demand strategies. Under the revised categories, recognition will be provided to the top two local governments from 1) Dallas County and cities inside the DART service area, 2) cities outside the DART service area, and 3) counties outside the DART service area. The awards will be presented at the annual Transportation Crossroads sponsored by the North Dallas Chamber of Commerce in late 2001.

If you have suggestions or comments as to how DRMC can make the survey more effective or accurate, please let us know. Preliminary tabulations will be sent to respondents for verification before the results are publicized.

Return by June 15, 2001 to:

DALLAS REGIONAL MOBILITY COALITION
7522 Campbell Road, Ste. 113-205
Dallas, Texas 75248

Thanks for your assistance, participation, and support!

Sincerely,

James McCarley
Executive Director

Enclosures -- TDM Survey

xc: R. Scott Wheeler, Mayor - Town of Addison
Bob Phelps, Mayor - City of Farmers Branch

MAY - 2 2000

DALLAS REGIONAL MOBILITY COALITION

7522 Campbell Road
Suite 113-205
Dallas, TX 75248
972/312-1644
972/312-1645 (FAX)

Executive Committee

Lee F. Jackson, Chairman
Barbara Mallory Caraway
Vice-Chairman
Grady Smithey, Secretary
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Ruben Avelar
Bruce Beaty
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Ernest Randall
Frank W. Robertson
Richard Rozier
Kathy Seei
Candy Sheehan
Gary Slagel
Mark Stokes
Paul N. Wageman
Alan Walne
Kirk Wilson

Ex-Officio Members

Jerry Hiebert
Michael Morris
Jay Nelson
Roger Snoble

Executive Director

James McCarley

David A. Griffin, Associate

August 2, 2000

Mr. Ron Whitehead
City Manager
Town of Addison
P.O. Box 9010
Addison, TX 75001-9010

Dear Mr. Whitehead:

The seventh annual DRMC Air Quality/Travel Demand Management (TDM) survey will be reviewed at the September 8, 2000, DRMC Executive Committee meeting. Recognition for the top two local governments is set for the annual 'Transportation Crossroads' sponsored by the North Dallas Chamber of Commerce in November.

As communicated to you with the survey document, a new scoring system was implemented this year to offer an opportunity for local governments to show indirect activities related to TDM programs. Since the scoring system is different, preliminary tallies are enclosed for your review prior to release of the survey at the DRMC meeting. There is increased interest in the survey this year due to the continuing issues related to air quality in this area along with related impact of daily trip reductions.

If you have questions or need to clarify any element of the survey, please call the DRMC office (972-312-1644).

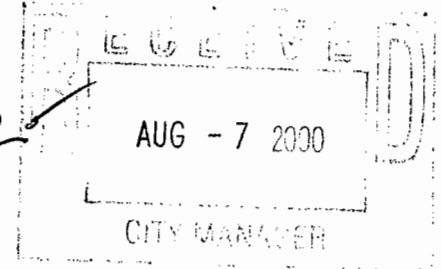
Sincerely,


James McCarley
DRMC Executive Director

Enclosures – TDM Comparison, TDM Scorecard Results, TDM Scorecard (blank)

xc: R. Scott Wheeler, Mayor - Town of Addison
Bob Phelps, Mayor - City of Farmers Branch

8-9-00
Jim Pierce
FYI
R



**DALLAS REGIONAL MOBILITY COALITION
TRAVEL DEMAND MANAGEMENT SCORECARD**

**COMPARISON OF 1996, 1997, 1998, 1999 & 2000 SURVEYS
INSIDE DART SERVICE**

Respondent	1996 Total Score*	1997 Total Score*	1998 Total Score*	1999 Total Score*	2000 Total Score **
Addison	40	35	45	80	40
Carrollton	30	60	75	20	85
Dallas	85	70	75	85	125
Dallas County	70	70	75	70	95
Farmers Branch	50	50	55	55	40
Garland	25	5	20	35	55
Highland Park	5	60	30	30	35
Irving	45	50	70	70	70
Plano	50	50	50	50	135
Richardson	105	105	130	130	180
Rowlett	0	No response	No response	No Response	50
University Park	No response	80	90	30	35

* Maximum score available is 140

** New scoring system; maximum score available is 190

**DALLAS REGIONAL MOBILITY COALITION
TRAVEL DEMAND MANAGEMENT SCORECARD
JUNE, 2000
INSIDE DART SERVICE**

Respondent	Car & Van Pooling	Variable Work Hours	Tele-commuting	Bicycling/Walking	School Contacts	Commercial Employer Contact	Transit Use	Score*
Addison	30	5	0	0	5	0	0	40
Carrollton	15	25	0	0	5	0	40	85
Dallas	45	15	15	5	5	0	40	125
Dallas County	20	20	15	0	0	0	40	95
Farmers Branch	30	0	0	5	0	0	5	40
Garland	0	25	15	5	5	0	5	55
Highland Park	20	0	0	5	5	0	5	35
Irving	30	15	15	0	5	0	5	70
Plano	40	20	0	5	30	0	40	135
Richardson	50	15	15	5	30	25	40	180
Rowlett	0	10	0	0	0	0	40	50
University Park	15	5	0	5	5	0	5	35

* Maximum score available is 190

**AIR QUALITY/TDM SCORECARD
DALLAS COUNTY AND CITIES
INSIDE DART SERVICE AREA**

RESPONDENT:	Yes or No	Points for Yes	Respondent's Score
<u>Car and Van Pooling:</u> Does City/County conduct employee transportation surveys to determine commute patterns and provide information and education to employees regarding commute alternatives?		15	
Does City/County have an Employee Transportation Coordinator (ETC)?		15	
Does City/County provide priority parking for car and van pool vehicles?		5	
Does City/County promise a guaranteed ride home to car and van pool riders?		5	
Does City/County subsidize the cost of van pools or offer alternative transportation allowance?		10	
<u>Variable Work Hours:</u> Does City/County allow its staff to work flexible hours at the employees' discretion?		5	
Does the City/County stagger its employees' work schedules?		5	
Does City/County offer the alternative of a compressed work week?		5	
Does City/County execute employee trip reduction strategies and alter schedules for equipment operation on ozone alert days?		10	
<u>Telecommuting:</u> Does City/County allow home-based work?		15	
<u>Bicycling and Walking to Work:</u> Does City/County provide safe, convenient employee bicycle storage at the workplace and a place for those who bicycle and walk to freshen up?		5	
<u>School Contacts:</u> Does City/County participate/cooperate with schools to provide traffic management at school sites during drop off/pick up hours?		5	
Does City/County encourage and work directly with schools on an on-going basis to develop school air quality/TDM programs?		25	
<u>Commercial Employer Contact:</u> Does City routinely contact major employers to encourage and assist with implementation of air quality/TDM programs?		25	
<u>Transit Use:</u> Does City/County participate in DART's Discount Bus Pass Program?		35	
Does City/County provide information/education to its employees regarding bus schedules and bus use?		5	
Max	Score	190	

Jim Pierce

To: Ron Whitehead
Cc: Chris Terry; Michael Murphy
Subject: Next Year's Budget/Employee Transportation

I would like to propose that money be put in the budget for employee transportation purposes.

The employee survey that we did last fall showed that 15 employees would be able to commute to work on public transportation. My proposal would be to subsidize most, if not all of the cost for a monthly transit pass for those employees that would use public transportation instead of driving their car to work. The cost of a local pass is \$28 per month, and a premium pass (express service from downtown) is \$58 per month. Assuming 10 local and 5 premium users, the cost would be \$6,840 per year.

Also, even though we could not get a vanpool going, there seemed to be some potential based upon the grouping of where people lived. The total cost to vanpool riders is \$400 per month, split between the riders. If the Town would fully subsidize the cost of the van, and the riders could ride free, this could possibly provide the impetus needed for a group to form. This cost would be \$4,800 per year.

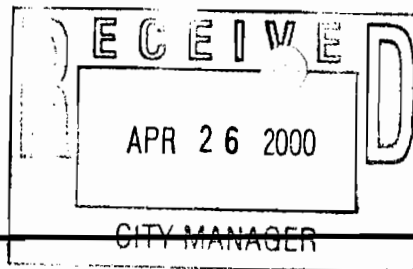
Both of these initiatives would require some administrative effort, but I believe it would be small.

Both of these initiatives would help our "score" on the Dallas Regional Mobility Coalition scorecard, which assesses our Travel Demand Management efforts. In April, 1999, we scored 80 out of 140 possible points. With the above programs, we would score 125 out of 140 possible points.

Please let me know if I can provide any additional information.

Jim Pierce, P.E.
Assistant City Engineer
PO Box 9010
Addison, TX 75001-9010
972-450-2879

DALLAS REGIONAL MOBILITY COALITION



7522 Campbell Road
Suite 113-205
Dallas, TX 75248
972/312-1644
972/312-1645 (FAX)

Executive Committee

April 24, 2000

Lee F. Jackson, Chairman
Barbara Mallory Caraway
Vice-Chairman
Grady Smithey, Secretary
Linda Harper-Brown, Treasurer
Ruben Avelar
Bruce Beaty
Angie Chen Button
Al Cornelius
Don Dozier
Robert Franke
Milburn R. Gravley
Ron Harris
John L. Heiman, Jr.
John Longstreet
Jack Miller
Mike Nowels
Bob Phelps
Ernest Randall
Frank W. Robertson
Richard Rozier
Kathy Seel
Candy Sheehan
Gary Slagel
Paul N. Wageman
Buddy Wall
Alan Walne
Kirk Wilson

Mr. Ron Whitehead
City Manager
Town of Addison
P.O. Box 9010
Addison, TX 75001-9010

Dear Mr. Whitehead:

The Dallas Regional Mobility Coalition (DRMC) is conducting its seventh annual travel demand management survey to determine the extent that DRMC participants are engaging in employee trip reduction activities. The DRMC Executive Committee adopted a revised format for the year 2000 to allow local governments additional credit for expanded TDM/Air Quality efforts. The revised format also establishes three different categories to reflect geographic differences.

As this survey is distributed, the Texas Natural Resource Conservation Commission (TNRCC) is adopting a new Dallas - Fort Worth Area State Implementation Plan (SIP) for submission through the Governor to the EPA. A response from the EPA is expected by mid-summer. A major part of the recommended plan, although not yet mandatory, includes local efforts to reduce the number of 'trips' for business and pleasure. Also enclosed, for your information and consideration, is a list of 'Clean Air Initiatives' developed by the TNRCC.

The DRMC Executive Committee continues to feel the programs implemented by local governments to affect employee trip reduction have a strong impact in encouraging the private sector to expand and/or implement similar travel demand strategies. Under the revised categories, recognition will be provided to the top two local governments from 1) Dallas County and cities inside the DART service area, 2) cities outside the DART service area, and 3) counties outside the DART service area. The awards will be presented at the annual Transportation Crossroads sponsored by the North Dallas Chamber of Commerce in November.

If you have suggestions or comments as to how DRMC can make the survey more effective or accurate, please let us know. Preliminary tabulations will be sent to respondents for verification before the results are publicized.

Ex-Officio Members

Jerry Hiebert
Michael Morris
Jay Nelson
Roger Snoble

Executive Director

James McCarley

David A. Griffin, Associate

Return by June 9, 2000 to:

DALLAS REGIONAL MOBILITY COALITION
7522 Campbell Road, Ste. 113-205
Dallas, Texas 75248

Thanks for your assistance, participation, and support!

Sincerely,

A handwritten signature in black ink, appearing to be "J McCarley", written over a printed name and title.

James McCarley
Executive Director

Enclosures - TDM Survey and Clean Air Initiatives

xc: R. Scott Wheeler, Mayor - City of Addison
Bob Phelps, Mayor - City of Farmers Branch

**AIR QUALITY/TDM SCORECARD
DALLAS COUNTY AND CITIES
INSIDE DART SERVICE AREA**

5-23-00

RESPONDENT: Town of Addison	Yes or No	Points for Yes	Respondent's Score
<u>Car and Van Pooling:</u> Does City/County conduct employee transportation surveys to determine commute patterns and provide information and education to employees regarding commute alternatives?	Yes	15	15
Does City/County have an Employee Transportation Coordinator (ETC)?	Yes	15	15
Does City/County provide priority parking for car and van pool vehicles?	No	5	—
Does City/County promise a guaranteed ride home to car and van pool riders?	No	5	—
Does City/County subsidize the cost of van pools or offer alternative transportation allowance?	No	10	—
<u>Variable Work Hours:</u> Does City/County allow its staff to work flexible hours at the employees' discretion?	No	5	—
Does the City/County stagger its employees' work schedules?	No	5	—
Does City/County offer the alternative of a compressed work week?	Yes	5	5
Does City/County execute employee trip reduction strategies and alter schedules for equipment operation on ozone alert days?	No	10	—
<u>Telecommuting:</u> Does City/County allow home-based work?	No	15	—
<u>Bicycling and Walking to Work:</u> Does City/County provide safe, convenient employee bicycle storage at the workplace and a place for those who bicycle and walk to freshen up?	No	5	—
<u>School Contacts:</u> Does City/County participate/cooperate with schools to provide traffic management at school sites during drop off/pick up hours? ?	Yes	5	5
Does City/County encourage and work directly with schools on an on-going basis to develop school air quality/TDM programs?	No	25	—
<u>Commercial Employer Contact:</u> Does City routinely contact major employers to encourage and assist with implementation of air quality/TDM programs?	No	25	—
<u>Transit Use:</u> Does City/County participate in DART's Discount Bus Pass Program?	No	35	—
Does City/County provide information/education to its employees regarding bus schedules and bus use?	No	5	—
Max	Score	190	40

DALLAS REGIONAL MOBILITY COALITION

1-13-00
Texite meeting

7522 Campbell Road
Suite 113-205
Dallas, Texas 75248
972/312-1644
972/312-1645 (FAX)

Executive Committee

Lee F. Jackson, Chairman
Barbara Mallory Caraway
Vice-Chairman
Grady Smithy, Secretary
Linda Harper-Brown, Treasurer
Ruben Avelar
Bruce Beaty
Angie Chen Button
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Ex-Officio Members

Jerry Hiebert
Michael Morris
Jay Nelson
Roger Snoble

Executive Director

James McCarley

David A. Griffin, Associate

Executive Summary – Need for Congressional Action Re S. 1053 / H.R.1876 Transportation Plan Non-Conformity – Air Quality Revised Ozone Standard – July 2000

Two court cases at the federal level removed authority for EPA to provide flexibility on air quality conformity for previously approved transportation projects. While the Dallas – Fort Worth area has met transportation plan conformity for the current one-hour ozone standard, the EPA is scheduled to designate the four-county (and possibly surrounding counties) as non-attainment under the revised ozone standard in July 2000.

Due to these court rulings and EPA's decision not to appeal them, any transportation project that has not commenced by July 2000 could be considered non-conforming and halted. No federal funding could be secured until conformity was met and design and right-of-way acquisition could not be authorized.

S.1053 and H.R. 1876 simply codify EPA's previous rules to provide a one-year grace period upon an area's designation as non-attainment and allow projects previously approved to move forward (the grandfather provision).

The effort to secure passage of this legislation is not an attempt to delay or reduce requirements for any area to achieve air quality standards. Since many of the projects potentially impacted are actually part of the solution, passage of this bill will help accelerate an area's compliance. Bipartisan support should be considered due to the impact on an area's air quality, mobility, and economic development.

Congress needs to act in early 2000 to prevent the issue from becoming a focus of the presidential race.

Transportation Plan Non-Conformity / July 2000 / Revised Ozone Standard

- **Two recent federal court cases removed the EPA's rules that allowed previously approved transportation projects (grandfathered) to move forward in non-attainment areas. The EPA did not appeal.**
- **In July 2000 the EPA is scheduled to designate new areas across the nation (potentially over 600 counties) as non-attainment under the revised ozone standard. In Texas this will probably include the Dallas – Fort Worth, Houston – Galveston, El Paso, Beaumont – Port Arthur, Tyler – Longview, Austin, and San Antonio areas.**
- **Transportation Plans could be immediately 'non-conforming' since the EPA cannot provide a grace period or allow grandfathered projects to move forward (due to the court rulings). Up to \$2 billion worth of projects in the Dallas – Fort Worth area could be halted, and design and right-of-way acquisition could not move forward. Projects such as the Trinity, LBJ, IH 35E, SH 161, SH 121, and DART rail extensions could be severely delayed.**
- **S. 1053 and H.R. 1876 were introduced in Congress to codify the previous EPA rules allowing a one-year grace period and grandfathering of projects previously meeting conformity. Many of these projects enhance traffic flow and decrease congestion, thus actually improving air quality. The legislation does not remove an area's obligation to implement control measures and meet air quality attainment deadlines.**
- **Congressional leadership has indicated there must be bipartisan support for the bill(s) to move forward. The Senate needs action in the House with support of the bill from key Democratic and Republican leaders. In an effort to keep the issue from becoming more embroiled in the presidential race, action early in 2000 has been encouraged.**
- **Pros for the legislation...**
 - **Projects continue moving through development and construction**
 - **Enhanced mobility for the region through project completion**
 - **Air quality goals realized through better mobility and decreased congestion**
 - **Economic development capability continues through efficient transportation system**
- **Cons on the legislation...**
 - **Environmental groups criticize supporters for 'harming the environment'**
 - **Perception that grace periods and grandfathering delay area's attempt to comply with clean air standards**

1-13-00
Texite meeting

Dallas Regional Mobility Coalition
Interim Transportation Finance Legislative Policy
(as adopted by the DRMC Executive Committee on 1-07-00)

The Dallas Regional Mobility Coalition (DRMC) supports the efforts by several organizations and legislative committees to address Texas transportation, mobility, and air quality issues in a comprehensive way. To support development of such a strategy, DRMC believes that:

1. Maximum and efficient use must be made of existing resources, policies, and methods. Studies of new methods, new organizational structures, and new legal authority, along with management studies and audits, should be implemented without delay to assure legislators and the public that existing transportation resources are being used to their fullest impact.
2. Every area of the State should be included in the development of new advocacy and planning organizations. Local elected officials, economic development groups, and business and civic leaders need to join traditional transportation organizations in involving state leaders to make transportation and air quality a higher priority for the legislative sessions of 2001.
3. The State of Texas needs a better, more clearly understood strategy for maintaining an acceptable level of mobility and roadway safety for all residents. A prerequisite to transportation and air quality improvement will be the development of criteria and measurements of the effectiveness of existing transportation systems and acceptable minimum standards for the future.
4. We support consideration of additional revenues to meet Texas transportation needs after a careful study of current services and after a plan is adopted to address the needs of all areas of the state. We recognize that some State officials and interest groups do not believe that all of these issues can be addressed by the 2001 legislative session, but we do not support postponement of the initiation of this planning process. We believe the plans and goals should be established in 2000 in order to be addressed in 2001.

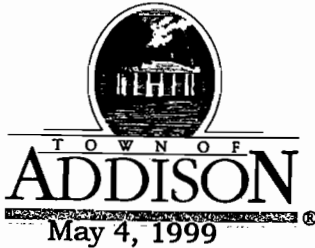
DRMC will support these specific approaches:

- A. We support a performance audit of TXDOT to be conducted by the State Comptroller in 2000. If there are organizational improvements which can improve the efficiency of the department, we will support prompt implementation of those recommendations. We urge state leaders, however, to recognize that such improvements will be only a part of addressing the State's mobility needs, not a substitute for a comprehensive plan.
- B. We support a bold reexamination by House and Senate interim committees of all options for improving Texas' transportation and air quality programs. Other states may have innovations which can be adapted to Texas and used to improve our planning, financing, project acceleration, management, and public involvement in these important quality of life issues.

We support serious consideration of granting design/build project authority to TxDOT and other transportation providers as a means to accelerate timely completion of projects.

We support evaluation of State right-of-way acquisition requirements to remove barriers to the timely completion of projects.

- C. We support the initiatives of the Partners in Mobility, Texas Transportation Funding Coalition (TTFC), and the Tex21 Coalition to build new statewide coalitions to advocate for effective transportation solutions by bringing all regions and interest groups of Texas together around a common transportation agenda.**
- D. We urge State leaders to underscore their commitment to better mobility by agreeing on several clearly expressed transportation goals which address the needs of all regions of Texas and which will constitute a strategic plan to guide state agencies and future legislative sessions.**
- E. We support stabilizing the amount of State fuel tax dollars (Fund 6) allocated to the Texas Department of Public Safety, thus providing more of these dollars for direct transportation related projects.**
- F. We support use of State issued bonds to accelerate completion of projects with the stipulation that such projects must meet prioritization criteria established by TxDOT.**
- G. We support evaluation of existing fees and permits, such as motor vehicle registration and overweight permits, to develop equity on a user fee basis.**
- H. We support the principle that all areas of the State of Texas have vital transportation needs and that all these different issues need to be recognized and addressed fairly before future resources are dedicated to specific localities, regions, or selective programs.**
- I. We urge the State of Texas to recognize the challenge presented to most of the State's metropolitan areas by the National Clean Air Act and to consider the need for modifications of state laws and programs to help address the special needs of non-attainment areas. We believe this is such a difficult problem that the State should look for opportunities to grant different kinds of program flexibility, financial incentives, and legal authority in the non-attainment areas.**



PUBLIC WORKS DEPARTMENT

Post Office Box 9010 Addison, Texas 75001-9010

(972) 450-2871

16801 Westgrove

MEMORANDUM

To: Ron Whitehead, City Manager
From: Jim Pierce, Assistant City Engineer *J.P.*
Subject: Travel Demand Management

I have attached a copy of my letter to James McCarley regarding our scorecard. We could have scored higher if we subsidized the cost of vanpools or participated in DART's Discount Bus Pass Program. While we do not have our employee survey info back yet from DART (due to a software upgrade problem), I have a sense there is not too much interest in vanpools. However, if the Town subsidized the vanpools, there may be more interest.

I would like to suggest the Town put some money in next year's budget for vanpools and the discount bus pass program.

And, if we really want to take a bold step forward, I suggest DART's E-Pass Program. E-Pass is an annual photo I.D. bus/rail pass the Town would purchase for Town Council and ALL employees that provides unlimited use of DART bus/rail facilities. The program includes 2 free emergency rides home per quarter via taxi. A ballpark estimate of cost to the Town for this program to cover Council and all employees is \$20,000/year. DART believes this program would really get people to use the system who otherwise would not use it.

If the Town would subsidize these programs it could be counted as another valuable employee benefit and would demonstrate "corporate" good will. A subsidy would also enhance recruitment and employee retention. Interestingly, the first \$65/month of any benefit funded by the Town is not counted as income to the employee, which makes the benefit even more valuable. Other benefits to the Town are less vehicular traffic, less parking space required, less air pollution, and each participant is provided reliable transportation. Participation by the Town would show strong support of the DART transit system.

These programs can be paid for out of our DART LAP/CMS funding if so desired. If we subscribed to the E-Pass program, we would be the first Member City to do so. I'm sure we could get some good publicity while we underscore our leadership position.

Cc: John Baumgartner, Director of Public Works



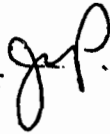
PUBLIC WORKS DEPARTMENT

(972) 450-2871

Post Office Box 9010 Addison, Texas 75001-9010

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Cc: John Baumgartner, Director of Public Works



PUBLIC WORKS DEPARTMENT

(972) 450-2871

Post Office Box 9010 Addison, Texas 75001-9010

16801 Westgrove

May 4, 1999

Mr. James McCarley, Executive Director
Dallas Regional Mobility Coalition
12655 N. Central Expressway, Suite 820
Dallas, TX 75243

Re: Travel Demand Management Scorecard

Dear Mr. McCarley:

On behalf of Ron Whitehead, City Manager, this is to transmit the Travel Demand Management Scorecard for the Town of Addison.

The Town, with DART, has taken a survey of the Town employees to determine if there are opportunities for car or vanpools within our ranks. However, DART has had a problem with the software that scans the survey forms and interprets the results. Once we get the results, we will encourage employees to car or vanpool as appropriate.

Please give me a call at 972-450-2879 if you have any questions or need further assistance.

Very truly yours,

Town of Addison

James C. Pierce, Jr., P.E., DEE
Assistant City Engineer

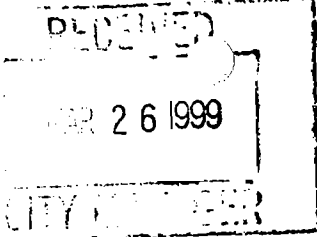
cc: Ron Whitehead, City Manager
John Baumgartner, Director of Public Works

Enclosure

TRAVEL DEMAND MANAGEMENT SCORECARD
APRIL, 1999
INSIDE DART SERVICE AREA

RESPONDENT: City of Addison	Yes or No	Points for Yes	Respondent's Score
<u>Car and Van Pooling:</u>			
Does City/County conduct employee transportation surveys to determine commute patterns and provide information and education to employees regarding commute alternatives	Yes	15	15
Does City/County have an Employee Transportation Coordinator (ETC)	Yes	15	15
Does City/County provide priority parking for car and van pool vehicles	Yes	5	5
Does City/County promise a guaranteed ride home to car and van pool riders	Yes	5	5
Does City/County subsidize the cost of van pools or offer alternative transportation allowance	No	10	—
<u>Variable Work Hours:</u>			
Does City/County allow its staff to work flexible hours at the employees' discretion as a way to reduce Travel Demand	Yes	5	5
Does the City/County stagger its employees' work schedules as a way to reduce Travel Demand	Yes	5	5
Does City/County offer the alternative of a compressed work week as a way to reduce Travel Demand	Yes	5	5
Does City/County execute employee trip reduction strategies and alter schedules for equipment operation on ozone alert days	Yes	5	5
<u>Telecommuting:</u>			
Does City/County allow home based work as a way to reduce Travel Demand	Yes No	15	15
<u>Bicycling and Walking to Work:</u>			
Does City/County provide safe, convenient employee bicycle storage at the workplace	Yes	5	5
Does City/County provide a place for those who bicycle and walk to freshen up before work	Yes	5	5
Does City/County require commercial development to be designed in ways that promote bicycling and walking	Yes	5	5
<u>Transit Use:</u>			
Does City/County participate in DART's Discount Bus Pass Program	No	35	—
Does City/County provide Information/Education to its employees regarding bus schedules and bus use	Yes	5	5
Max Score		140	80

DALLAS REGIONAL MOBILITY COALITION



972-312-1644

12655 N. Central Expwy.
Suite 820
Dallas, Texas 75243
~~972/404-9448~~
972/404-9721 (FAX)

Executive Committee

- Lee F. Jackson, Chairman
- Barbara Mallory Caraway
Vice-Chairman
- Grady Smithey, Secretary
- Linda Harper-Brown, Treasurer
- Scott Arney
- Bruce Beaty
- Angie Chen Button
- Al Cornelius
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- Ron Harris
- John L. Heiman, Jr.
- John Longstreet
- Jack Miller
- Ernest Randall
- Frank W. Robertson
- Richard Rozier
- Kathy Seei
- Candy Sheehan
- Gary Slagel
- Paul N. Wageman
- Buddy Wall
- Alan Walne

March 24, 1999

Mr. Ron Whitehead
City Manager
Town of Addison
P.O. Box 144
Addison, TX 75001

Dear Mr. Whitehead:

The Dallas Regional Mobility Coalition is conducting its sixth annual travel demand management survey to determine the extent that DRMC Participants are engaging in employee trip reduction activities.

As this survey is distributed, the Texas Natural Resource Conservation Commission (TNRCC) is in the process of meeting two critical federal EPA deadlines for submission of a plan to show how the Dallas / Fort Worth non-attainment area (Collin, Dallas, Denton, and Tarrant counties) will meet federal air quality standards. Last year, the EPA 'bumped-up' our area from a moderate to serious designation. Since most of the control measures currently in use, and those which may be proposed, involve mobile source emissions (vehicles), the level of interest in travel demand management continues to increase.

The DRMC Executive Committee continues to feel the programs implemented by local governments to affect employee trip reduction have a strong impact in encouraging the private sector to expand and/or implement similar travel demand strategies. Recognition was provided last year by DRMC for successful TDM programs by local governments, and a similar award program is planned during the fall of 1999 at the North Dallas Chamber of Commerce Transportation program.

If you have suggestions or comments as to how DRMC can make the survey more effective or accurate, please let us know.

Preliminary tabulations will be sent to respondents for verification before the results are publicized.

Return by May 10, 1999 to:
DALLAS REGIONAL MOBILITY COALITION
12655 N. Central Expwy., Suite 820
Dallas, Texas 75243

Thanks for your assistance, participation, and support!

Sincerely,

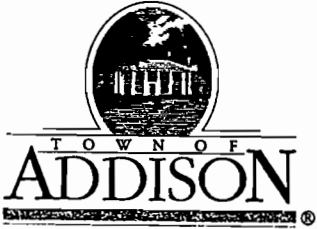
James
James McCarley
Executive Director

Attachment

xc: Rich Beckert, Mayor

3/26/99
Jim P,
Do we do anything else? Do you want to be the ETC? Have you tabulated the survey
any interest in Ja Pooling
Can Pooling

Jim
Can you complete + mail. Give me a call!
1 hour
Ro



May 27, 1998

PUBLIC WORKS DEPARTMENT

Post Office Box 144 Addison, Texas 75001

(972) 450-2871

16801 Westgrove

MEMORANDUM

To: Ron Whitehead, City Manager
From: Jim Pierce, Assistant City Engineer *JP*
Subject: DART Rideshare Programs

I have recently become aware that DART has several employer programs available to promote the use of the Train/Bus system and carpooling. Of these programs, the Monthly Pass, "E-Pass", and the Van Program seem the most appropriate for consideration for use by the Town of Addison.

The monthly pass is simply a program whereby the Town would be able to buy monthly bus/rail passes at a slight discount for employees that would use them. The Town could subsidize the cost of the pass, partially or fully. A local bus service pass would cost \$28/month and a premium pass would cost \$58/month. Premium service provides non-stop rides between transit centers, park & ride lots and downtown.

E-Pass is an annual photo I.D. bus/rail pass the Town would purchase for ALL employees that provides unlimited use of DART bus/rail facilities. The program includes 2 free emergency rides home per quarter via taxi. A ballpark estimate of cost to the Town for this program to cover all employees is \$20,000/year. DART believes this program would really get people to use the system who otherwise would not use it.

The Van Program can work for between 7 and 15 people who can get together and form a pool. DART provides the van and the cost ranges from \$29 to \$67 per month per rider if the commute is 90 miles per day or less. DART provides a fuel allowance which would cover most of the fuel cost - the remainder would have to be made up by the riders. The "Captain" of the van rides free, and can use the van for 250 personal miles per month, as "compensation" for driving and collecting the fees. Two free emergency rides home are provided for any rider per quarter. I have attached a sheet that gives some more details of this program.

If the Town would subsidize these programs it could be counted as another valuable employee benefit and would demonstrate "corporate" good will. A subsidy would also enhance recruitment and employee retention. Interestingly, the first \$65/month of any benefit funded by the Town is not counted as income to the employee, which makes the benefit even more valuable. Other benefits to the Town are less vehicular traffic, less parking space required, less air pollution, and each participant is provided reliable transportation. Participation by the Town would show strong support of the DART transit system.

These programs can be paid for out of our DART LAP/CMS funding if so desired. If we subscribed to the E-Pass program, we would be the first Member City to do so. I'm sure we could get some good publicity while we underscore our leadership position.

I am sending this memo because it is budget time, and perhaps an appropriate time to gauge the level of Council interest. As you probably know, DART will be glad to come out and make any presentations appropriate. Please let me know if I can provide further assistance.

Cc: John Baumgartner
Pam Storaci

new DARTVan Program

FARES¹

- Captain rides free in exchange for driving and collecting fares.
- Captain can use van after work and has 250 free personal miles.

15-Passenger Van (Captain and 10 - 14 Paying Riders)

# of Riders	1 - 90 Miles	91 - 95 Miles	96 - 100 Miles	101 - 105 Miles	106 - 110 Miles	111 - 115 Miles	116 - 120 Miles
14	\$29	\$34	\$39	\$44	\$49	\$54	\$59
13	\$31	\$37	\$42	\$47	\$53	\$58	\$63
12	\$33	\$40	\$45	\$51	\$57	\$63	\$68
11	\$36	\$43	\$49	\$56	\$62	\$68	\$75
10	\$40	\$47	\$54	\$61	\$68	\$75	\$82

← Per Day Round Trip
} Monthly Cost per Rider

8-Passenger Van (Captain and 6 - 7 Paying Riders)

# of Riders	1 - 90 Miles	91 - 95 Miles	96 - 100 Miles	101 - 105 Miles	106 - 110 Miles	111 - 115 Miles	116 - 120 Miles
7	\$57	\$67	\$77	\$87	\$97	\$107	\$117
6	\$67	\$77	\$87	\$97	\$107	\$117	\$127

FUEL²

15-Passenger Van - \$100 per month fuel allowance

8-Passenger Van - \$60 per month fuel allowance

EMERGENCY RIDE HOME

Personal Emergencies	Work Related Emergencies
<ul style="list-style-type: none"> o Rider gets sick or injured on the job. o Rider's child gets sick or injured. o Rider's family member gets sick or injured. o Rider has personal crisis at home. 	<ul style="list-style-type: none"> o Unexpected business appointment. o Unexpected overtime. o Normal vanpool arrangement fails to operate on the trip home.

2 per quarter
Provided by Enterprise Car Rental under contract to DART

¹ IRS allows employers to subsidize vanpool fares up to \$65 per month per employee and not count the subsidy as added income and amount can be deducted as a business expense.

² Fuel cost above allowance, as with tolls and parking will be shared by riders.

Dallas
Regional
Mobility
Coalition

A voluntary coalition of five counties and twenty-seven cities in the TxDOT Dallas District, DRMC promotes areawide mobility issues, projects, and programs for transportation improvements. The Executive Committee is comprised largely of elected officials from member agencies with Collin County Judge Ron Harris and Dallas County Judge Margaret Keliher serving as Co-Chairs.

DRMC has given high priority to promoting more efficient use of existing roadways through HOV lanes, intelligent vehicle systems, incident management, and travel demand management. Concerned about the area's EPA nonattainment status, DRMC has implemented an annual survey assessing local government implementation of Travel Demand Management (TDM), which includes car pooling, van pooling, transit alternatives, flexible work schedules, and work at home programs. Four years ago additional survey elements were added allowing agencies to indicate efforts in working with school districts and private businesses to promote TDM programs. The survey encourages local governments to set an example for the private sector in TDM efforts by reducing the number of employee trips each day, reducing vehicle travel during peak traffic hours to relieve congestion and improve air quality.

The survey, now in its tenth year, recognizes that each local government workplace (similar to the private sector) has a different TDM potential and there is no one absolute solution for employee trip reductions. Three different survey instruments are used to measure progress by local governments inside and outside the DART service area along with counties without full DART service.

Today DRMC recognizes the City of Richardson and City of Dallas (within the DART service area), the City of Denton and City of Allen (outside the DART service area), along with Collin County and Ellis County (counties outside the DART service area) for their exceptional efforts to implement and promote travel demand management strategies. A list of DRMC agencies is on the reverse side of this summary. DRMC also extends appreciation to the North Dallas Chamber of Commerce for this opportunity to provide recognition to these regional leaders.

**DALLAS REGIONAL MOBILITY COALITION
EXECUTIVE COMMITTEE
2003**

REPRESENTING

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Judge Margaret Keliher Dallas County
Councilwoman Sandy Greyson, Vice-Chair
Mayor Pro-Tem Grady Smithey, Secretary
Deputy Mayor Pro-Tem Terry Waldrum, Treasurer
Judge Chad Adams
Gary Base
Commissioner Bruce Beaty
Councilman Bill Blaydes
Mayor Pro-Tem Mark Burroughs
Angie Chen Button
Councilman Jim Dunn
Mayor Pat Evans
Deputy Mayor Pro-Tem Stanton Foerster*

*Mayor Robert Franke
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Judge Mary Horn
Deputy Mayor Pro-Tem Mike Nowels
Mayor Pro-Tem James O'Neal*

Mayor Pro-Tem Jayne Peters

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*Councilman Frank Robertson
Mayor Mike Simpson
Mayor Gary Slagel
Mayor Mark Stokes
Mayor Steve Terrell
Paul N. Wageman
Bill Whitfield*

*Ex-Officio – William Hale
Ex-Officio – Jerry Hiebert
Ex-Officio – Michael Morris
Ex-Officio – Gary Thomas
James McCarley
Associate – David A. Griffin*

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Dallas County
City of Dallas
Dallas County
City of Irving
Ellis County
Area Chambers
Rockwall County
City of Dallas
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City of Rowlett
City of Sachse
City of Cedar Hill
City of Mesquite
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City of Lewisville
City of Lancaster
City of DeSoto
City of Hutchins
City of Glenn Heights
City of Coppell
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City of Carrollton
City of Allen
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NTTA
NCT/COG
DART
Executive Director*