

MINUTES

REGIONAL TRANSPORTATION COUNCIL PUBLIC MEETING

Mobility 2050: The Metropolitan Transportation Plan for North Central Texas

Start of 2025 Ozone Season

Title VI 2025 Program Update

Funding Recommendations to Upgrade Existing EV Charging Stations

Transit 2.0: Initial Draft Reports

Regional Transit Partnerships and Federal Discretionary Grant Funding Update

Meeting Date and Location

The North Central Texas Council of Governments (NCTCOG) held a hybrid public meeting on Monday, March 10, 2025, at noon in Arlington. Patrons could attend in person, via phone or view the live stream at www.publicinput.com/nctcogMar25. Chris Klaus, Senior Program Manager, moderated the meeting attended by 103 people.

Public Meeting Purpose and Topics

The public meeting was held in accordance with the NCTCOG Transportation Department Public Participation Plan, which became effective June 1, 1994, as approved by the Regional Transportation Council (RTC), the transportation policy board for the metropolitan planning organization, and amended on Nov. 10, 2022. Staff presented information about the following:

- Mobility 2050: The Metropolitan Transportation Plan for North Central Texas – **presented by Gwen Dorko**
- Start of 2025 Ozone Season – **presented by Daniela Tower**
- Title VI 2025 Program Update – **presented by Emily Beckham**
- Funding Recommendations to Upgrade Existing EV Charging Stations – **presented by Maggie Quinn**

The public meeting was held to educate, inform and seek comments from the public. Comments were solicited from those attending who wished to speak for the record. The presentations made during the meeting as well as a video recording were posted online at: www.publicinput.com/nctcogMar25.

Summary of Presentations

Mobility 2050: The Metropolitan Transportation Plan for North Central Texas presentation:
<https://nctcog.org/getmedia/53520a77-0830-43f1-814f-a1acd6434455/Mobility-2050.pdf>

The Metropolitan Transportation Plan (MTP) defines a long-term vision for the region's transportation system and guides spending of federal and State transportation funds. This includes

funding for highways, transit, bicycle and pedestrian facilities and other programs that reduce congestion and improve air quality.

Mobility 2050 replaces the current MTP, Mobility 2045-2022 Update, and includes population and employment forecasts, goals, a financial plan and an air quality analysis. The financial plan will include new financial forecasts, comprehensive updates to policies and will build on the performance measures framework from the current plan. The Plan will also undergo a baseline analysis, financial assessment and non-discrimination analysis to ensure it meets air quality and equal access targets.

To assist planning staff in understanding how the transportation system works for the public, visit: www.publicinput.com/Mobility2050.

Start of the 2025 Ozone Season presentation: <https://nctcog.org/getmedia/9c7249a0-a14b-461e-8e60-c496a82b95de/Start-of-2025-Ozone-Season.pdf>

Ozone is a gas composed of three atoms of oxygen and occurs both in the Earth's upper atmosphere and at ground level. Ground-level ozone is commonly referred to as "bad ozone" and forms when emission sources emit nitrogen oxides and/or volatile organic compounds that react in the presence of sunlight. Ozone can make it more difficult to breathe, aggravates lungs and can inflame and damage the airway.

North Texas is currently in violation of two ozone standards, one for 2008 and one for 2015. The current classification under the 2015 standard is serious, with an attainment date of July 20, 2027 and severe under the 2008 standard, with an attainment date of August 3, 2027.

For more information on regional air quality, visit <https://www.nctcog.org/trans/quality/air/ozone>.

Title VI 2025 Program Update presentation: <https://nctcog.org/getmedia/3b490720-0aec-4072-97f0-f7c2fa1a3202/Title-VI-Policy-2025-Update.pdf>

The Title VI Program documents how NCTCOG considers civil rights in planning and includes procedures individuals can use to file a complaint of discrimination. It is evaluated and updated by NCTCOG staff every three years.

Significant updates during the current cycle include a summary of outreach efforts since the last submission, a list of transit-related Title VI investigations and complaints, a schedule of subrecipient Title VI submissions and impacts of the distribution of State and federal funds for public transportation projects.

The RTC is expected to take action on the Title VI 2025 Program Update on May 8, 2025.

Funding Recommendations to Upgrade Existing EV Charging Stations presentation: <https://nctcog.org/getmedia/d916455e-548f-4e75-80fe-fc7393e85ece/Funding-Recommendations-to-Upgrade-Existing-EV-Charging-Stations.pdf>

The North Texas Reliable Electric Vehicle Infrastructure project aims to repair and replace all existing, non-operational electric vehicle charging stations in the region to increase reliability.

Approximately \$3.66 million in federal funding was awarded to repair and replace 138 stations. Of those 138 stations, 64 of them passed the Federal Highway Administration's (FHWA) eligibility screening, and 12 individual site owners expressed interest and willingness to provide cost shares for the infrastructure upgrades. Due to various factors, including noncompliant equipment, NCTCOG staff is recommending all sites be fully upgraded.

For more information on the National Electric Vehicle Infrastructure (NEVI) Formula Program, visit https://www.fhwa.dot.gov/environment/nevi/evc_ raa/.

The RTC is expected to take action on funding recommendations for the North Texas Reliable Electric Vehicle Infrastructure project on April 10, 2025.

Summary of Online Review and Comment Topics

Transit 2.0: Initial Draft Reports:

Task 3 Draft Report: Develop Strategies to Increase Transit Authority Membership:

https://nctcog.org/getmedia/7eb8b3cb-b575-4a70-b8ed-a91d32ef1f17/R-C_Transit-2-0-Task-3-Draft-Report_Strategies-to-Increase-TA-Membership.pdf

Task 4 Draft Report: Initiate Collaboration Between Existing Transit Authorities:

https://nctcog.org/getmedia/92c77fad-138d-4798-b927-87b29624f111/R-C_Transit-2-0-Task-4-Draft-Report_Develop-Collaborations-Between-TAs.pdf

The North Central Texas Regional Transit 2.0: Planning for Year 2050 Study includes developing strategies for fostering partnerships and effective collaboration amongst North Texas transit authorities and city leaders. In advance of final Transit 2.0 recommendations, Task 3 and Task 4 draft reports were posted at www.publicinput.com/nctcogMar25 in the files tab near the bottom of the page for public review and comment.

Regional Transit Partnerships and Federal Discretionary Grant Funding Update:

https://nctcog.org/getmedia/8f41db19-2bfe-41c6-824a-99512b54dd90/R-C_Regional-Transit-Partnerships-Federal-Grants-Update.pdf

An update on regional transit partnership projects was posted at www.publicinput.com/nctcogMar25 for public review and comment. This update includes funding requests for FY2020 BUILD grant projects, Victory Station Pedestrian Crossing, TRE Signal Improvements and Silver Line Construction.

COMMENTS RECEIVED DURING THE MEETING

Mobility 2050: The Metropolitan Transportation Plan for North Central Texas

Phyllis Silver, Citizen

A. NCTCOG response to Mobility 2050 survey results

Comment: My comment is for Gwen Dorko. Gwen, I applaud you and your team for quantifying the views of the people who were responding to these surveys and providing input on whether or not

transit, roadways and other factors are viable and also whether they are meeting their needs. I think it's great to have that quantified. But what I'd like to know is, does anybody at COG, either your group or elsewhere, take this and try to make improvements? It's very disheartening but understandable just in talking to other people that they don't find transit to be a good means of transportation to jobs, shopping and other destinations. Is there anything that's being done to work with the transit agencies to get these things improved, so that the numbers can be more favorable for transit?

Summary of response by Gwen Dorko: The team will be made aware of the concerns. A lot of the comments were about station availability and safety while riding. All comments are being recorded, and they're also distributed throughout our department as we meet with different program areas.

Summary of response by Chris Klaus: During the pandemic, transit ridership significantly decreased, and it's been one of the last modes of transportation to make a full recovery. There were some lessons learned during that period, and we want to continue to increase awareness around regional transit services as well as costs and subsidies, so we're able to maintain the participation and ridership levels we've currently been experiencing.

COMMENTS SUBMITTED VIA EMAIL, SOCIAL MEDIA, WEBSITE & MAIL

Mobility 2050: The Metropolitan Transportation Plan for North Central Texas

Email

Japheth Pace, Citizen

1. Hi, thank you for today's public meeting and the opportunity to hear current topics and ask questions. As a follow up to the question asked about opportunities to expand transit options so that it can be a choice for more people, what's the status with any previous, ongoing or planned discussions with the cities of Arlington, Grand Prairie—and possibly now Mansfield—with being connected to the regional public mass transit grid in the near- and long-term future? These cities have exponentially expanded residential, public attractions, retail and employment centers in recent years with more to come. Connecting to/from the growing number of points of interest in these areas continue to be daunting, time-consuming, inefficient or expensive even with the growth of ride share alternatives. This lack of connection to regional transportation systems (including DFW Airport) has led to never-ending road construction/reconstruction, unfrequented stretches of toll roads and major congestion points in the region's midpoint flow of traffic—both east-west, north-south. I realize Arlington residents continue to reject taxation and tax dollars spent toward use of intra-city, DART or Trinity transit cooperation.

Additionally, it's my understanding that Union Pacific has no interest in sharing rights of way on existing rail lines. And those old tracks that run along the Great Southwest Pkwy north-south corridor are in complete disrepair. Is that accurate? But now it appears the area may become a major impediment to a comprehensive regional transit network, especially in planning for 2050 (not to mention several upcoming global events on the calendars for 2025 and 2026). Is there any indication that adding mass transit along the interstate corridors might relieve US183, SH114, I30

and 20 road traffic congestion. While light rail opportunities may be severely restricted or financially inaccessible if the state is unwilling to provide access via the Interstate corridors, and the downtown/entertainment district real estate may be too valuable to use for rail stations, are there opportunities for intermodal way stations near these areas where users would at least be able catch and transfer to/between DART, Trinity, Arlington trolley, a direct access shuttle to DFW airport, taxi, bike/scooter et al, or Vía and other rideshare alternatives?

Additionally, I've noticed the difficulty of using public mass transit to several parts of outer DFW Airport space (parts outside the secured area and terminals). There's an expanding number of large employer businesses setting up shop along the airport's outer access roads and property map. While the Irving side has a couple of DART bus stops in the area that connect people to the greater DART network, there's nothing on the Euless side. There's not an easy way to get to/from the airport terminals to these outer rim businesses, many of whom are air industry related and may be contributing to business passenger traffic. Nor is there a TRE Centreport/Trinity connection or shuttle for people working in these areas to use to reach mass transit options. Has DFW Airport considered expanding public mass transit ground mobility for its property outside of the airport's traffic secured space—not just the light rail connections to the terminals—and working to connect/expand that ground transit so people can use nearby bus and circulator systems to access the airport's business corridors. Thank you for your review and sharing.

North Central Texas Council of Governments - Transportation
Dept. - March 2025 Public Meeting

Mobility 2050 - the Metropolitan Transportation Plan for
North Central Texas

Comment - Pages 4-7

It is disappointing and disheartening, but not surprising, that despite all the money and effort that has been going into improving transit that a large percentage of respondents indicate that transit does not meet their needs or is not a viable option. This is for destinations such as work, education, health care, and food access. Given these responses, I think that changing people's perceptions about transit needs to be a priority. People need to realize that transit is not just for the poor or disadvantaged - it's there to assist everyone with their travel needs. Just as there has been recent advertising on television to increase awareness that we need to drive friendly, perhaps advertising showing everyday people enjoying their transit trip might start people thinking about transit as a - option.

Question - page 4-7 - so that I can better understand the specifics of these graphs, I'd like to ask:

1) the left side of each graph is the "does not meet" needs or "not a viable option" portion. (Graph is brownish / orange in color)

a) what does the dark brownish portion of the graph indicate? Does this darker shade mean only "does not meet needs"?

b) what does the lighter shade of brownish on the graph indicate? Does this lighter shade represent the respondents who say it's "not a viable option"?

2) The right side of the graph is the "meets needs" or "somewhat meets needs" portion.

a) what does the lighter blue portion of the bar indicate? Does it mean "meets needs"?

b) what does the darker blue shade mean? Does it mean "somewhat meets needs"?

3) Are the percentages the overall percentages for each category? - for example, on page 6, it shows that 73% of respondents say transit "does not meet needs or not a viable option." Am I interpreting this percentage correctly by understanding that it represents both (combination) of the not meeting needs and not a viable option?

Start of the 2025 Ozone Season

Question page 3. The question "Since 2006 the DFW Region has reduced its NOx emission by almost 2/3's, yet the ozone DV is going up round years (DV 2022). Why?"
Is this a rhetorical question or do we know the answer?

Funding Recommendations to Upgrade Existing EV Charging Stations

Questions

page 7 - ① IS DC direct current?
② What is Level 2?

Phyllis Silver

3/27/2025

Page 2 of 2