

## MINUTES

### **Regional Transportation Council PUBLIC MEETING**

**Mobility 2050: The Metropolitan Transportation Plan for North Central Texas**

**DOE Multimodal Delivery Project**

**Regional Roadway Safety Update**

**Bridging Highway Divides for DFW Communities Federal Grant Award**

**Vehicle Emissions Reduction Initiatives**

### **Meeting Date and Location**

The North Central Texas Council of Governments (NCTCOG) held a hybrid public meeting Tuesday, April 9, 2024, at noon in Arlington. Patrons could attend in person, via phone or view the live stream at [www.publicinput.com/nctcogApril24](http://www.publicinput.com/nctcogApril24). Chris Klaus, Senior Program Manager, moderated the meeting attended by 129 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 November 8, 2018. Staff presented information about:

- Mobility 2050: The Metropolitan Transportation Plan for North Central Texas – **presented by Amy Johnson**
- DOE Multimodal Delivery Project – **presented by Ernest Huffman**
- Regional Roadway Safety Update – **presented by Sonya Landrum**
- Bridging Highway Divides for DFW Communities Federal Grant Award – **presented by Stu Burzette**
- Vehicle Emissions Reduction Initiatives – **presented by Anthony Moffa**

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/nctcogApril24](http://www.publicinput.com/nctcogApril24).

### **Summary of Presentations**

***Mobility 2050: The Metropolitan Transportation Plan for North Central Texas presentation:***

<https://www.nctcog.org/getmedia/e492bbaa-d034-4bcc-8903-fdc924e06485/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 social equity targets.

Public comment periods will occur throughout the development process, and the draft Plan will be posted online in early 2025. To take part in the Plan's survey and assist planning staff in understanding how the transportation system works for the public, visit: [www.publicinput.com/Mobility2050](http://www.publicinput.com/Mobility2050).

NCTCOG and the City of Arlington are collaborating on an innovative multimodal drone delivery project funded by the Department of Energy. The project aims to test and document the efficiency and scalability of using drones to deliver food to residents in need. Additionally, it seeks to educate the public on the implementation of autonomous vehicles and aerial drones to reduce greenhouse gas emissions. Project partners for this endeavor include Airspace Link, Aerialoop, Clevo, Tarrant Area Food Bank and University of Texas at Arlington.

The overall goal is to transport food from the Tarrant Area Food Bank to underserved communities using both aerial and ground vehicles. NCTCOG's role in the project includes assisting with community outreach and feedback, producing cost models, creating replication guides, developing Esri story map reports, conducting fleet electrification analyses and creating a blueprint for scaling the operations for Dallas-Fort Worth communities.

A community workshop will be held on May 8, 2024, from 5:30 to 7 p.m., at the Bob Duncan Center in Vandergriff Park where members of the public can watch live presentations and technology demonstrations.

***Regional Roadway Safety Update presentation:***

<https://www.nctcog.org/getmedia/1847bcb8-d903-4c7d-aa37-9a8e453e0892/Regional-Roadway-Safety-Update.pdf>

Metropolitan Planning Organizations (MPOs) like NCTCOG are required to monitor and set targets for a specific set of performance measures. In December 2017, the Regional Transportation Council (RTC) established initial safety performance targets for 2018 and adopted the Regional Safety Position, which states even one death on the transportation system is unacceptable.

The Roadway Safety Plan provides a framework for identifying, analyzing and prioritizing roadway safety improvements on local roads. It serves as a guide to identify crash factors and allows the selection of appropriate safety projects and countermeasures. The overall goal is to eliminate fatal crashes by 2050.

The 2024 regional safety plan targets include reducing the expected rise in traffic fatalities to no more than 598.5 and limiting the fatality rate to 7.76 fatalities per 100 million vehicle miles traveled. The Safety Plan aims to decrease serious injuries to 3943.7, with a serious injury rate of no more than 4.793 per 100 million vehicle miles traveled. The Plan also aims to limit bicycle

and pedestrian fatalities and serious injuries to no more than 634.7 incidents. Based on the evaluation of 2022 targets, the region did not meet four out of five of its targets and did not make significant progress in meeting them. The Regional Safety Plan allocates \$54 million for Fiscal Years 2024 through 2026 to improve the safety of the regional roadway system.

Funding categories include:

- \$7 million for Speed Enforcement
- \$2 million for Speed Education
- \$2 million for Bike/Pedestrian Education
- \$10 million for Bike/Pedestrian Engineering
- \$25 million for Freeway Operations Engineering and Intercity Connections
- \$4 million for Innovative Ideas to Reduce Youth Fatality Rate
- \$4 million for other projects outside of these categories

***Bridging Highway Divides for DFW Communities Federal Grant Awards presentation:***

<https://www.nctcog.org/getmedia/1eef88d3-6630-4658-8bb1-930906e159ce/Bridging-Highway-Divides-for-DFW-Communities-Federal-Grant-Award.pdf>

NCTCOG was recently awarded the U.S. Department of Transportation's (USDOT) Reconnecting Communities and Neighborhoods (RCN) Grant. The goal of this grant is to remove and mitigate transportation barriers to improve community connectivity and opportunity.

The grant will be used to build four deck parks in the DFW area: an extension of Klyde Warren Park in Downtown Dallas, Southern Gateway Park near the Dallas Zoo, IH 30 south of Downtown Dallas and SH 5 near Downtown McKinney. These parks aim to improve community connectivity while also providing recreational opportunities. These projects have a strong emphasis on assisting historically disadvantaged communities and environmental justice areas, which aligns with the grant program's goals.

TxDOT will take the lead on implementing these projects, which are expected to be completed between 2028 and 2031.

***Vehicle Emissions Reduction Initiatives presentation:***

<https://www.nctcog.org/getmedia/33cfe2d6-fc0b-44b8-8d7b-528b03cfda46/Vehicle-Emissions-Reduction-Initiatives.pdf>

NCTCOG has several initiatives aimed at reducing vehicle emissions. The Car Care Awareness campaign promotes proper vehicle maintenance to improve road safety and air quality. The program includes free clinics at emissions repair facilities, educational outreach with community organizations and repair shops and the distribution of educational materials.

Another initiative is the Engine Off North Texas program, which provides local governments, businesses and the public with resources and information on reducing engine idling. This program encourages the installation and use of idle reduction infrastructure and devices, such as auxiliary power units, to lower diesel engine emissions. In 2023, Engine Off North Texas received 49 idling reports and distributed materials to organizations with idle reduction ordinances.

More information on the Car Care Awareness campaign can be found at [www.ntxcare.org](http://www.ntxcare.org). For more information on Engine Off North Texas, visit [www.EngineOffNorthTexas.org](http://www.EngineOffNorthTexas.org).

## COMMENTS RECEIVED DURING THE MEETING

### Mobility 2050

#### **James Gyurkovic, Citizen**

##### A. Transit as a congestion solution

*Comment:* Overall, it appears we have far too many cars on the road and far too many cars entering our city each year. When will we shift our focus to transit and the future? For example, the Jefferson, Division and Lancaster Corridor runs directly from Dallas and Fort Worth to Arlington's Entertainment District.

*Summary of response by Amy Johnson:* According to the Mobility 2050 survey, the public is expressing a desire to address traffic congestion and improve local transit options. The transition to a more efficient transportation system is gradual and slow, but it is critical to recognize the connections between land use, housing development and location. Ridership is another source of concern, with many people believing providing options will help alleviate traffic congestion. However, many last-mile connections are currently missing in locations, which is cause for concern. NCTCOG is working to improve this issue. In fact, a separate study called Transit 2.0 will be conducted within the next few years and incorporated into long-term plans. The goal is to make the transportation system more convenient and efficient for the growing population.

*Comment:* I'm not sure if you're aware, but we have a patented project that will connect Downtown Dallas directly to Oak Cliff, down Jefferson Boulevard, through Cockrell Hill and Grand Prairie and into the Arlington Entertainment District before continuing on Lancaster Boulevard into Downtown Fort Worth. We're proposing a separate entity for Arlington and Grand Prairie as well as a privately funded entity to expedite the completion and construction of the project.

#### **David Yaqubian, Citizen**

##### A. Infrastructure implementation

*Question:* Do you have ability to influence infrastructure implementation? To be more specific, modern roundabouts have been shown to reduce fatalities, injuries and other safety issues while also lowering emissions.

*Summary of response by Amy Johnson:* NCTCOG's area of responsibility is planning, which involves guiding federal and State funding and policy creation. NCTCOG does not design roadways but frequently works with TxDOT and their design groups, and implementation of transportation plans is at the local level. In some cases, however, they can create Call for Projects to fund projects that may have policies supporting regional implementation.

*Summary of response by Chris Klaus:* Roundabouts are not always the best solution for traffic congestion. Traffic signal progression may not always work due to excessive congestion on roadways, so alternative strategies must be used to divert traffic off them. As local governments and traffic engineers become more comfortable with roundabouts, there may be a growing trend in this direction. However, there are logistical challenges to implement roundabouts at any intersection, so local governments and traffic engineers should consider roundabouts as an

option when redesigning or constructing interchanges or intersections. By demonstrating their effectiveness and demonstrating the potential benefits of roundabouts, they can help create a more efficient and effective traffic flow system in cities.

#### B. Transit expansion in Grand Prairie

*Question:* Are there any plans for some sort of public transportation or DART and Trinity Metro expansion into Grand Prairie?

*Summary of response by Amy Johnson:* Grand Prairie is not a member of one of the regional transit authorities, but the city did just recently implement their own Via Transportation service. In the Transit 2.0 study I mentioned earlier, one important aspect that will be considered is how to increase transit authority membership so more cities can participate and utilize DART, Trinity Metro and DCTA services.

### **Hyacinth Szasá, Citizen**

#### A. Transportation and land-use planning

*Question:* Are you intending to do any coordination between transportation planning and land-use planning for Mobility 2050? Do you intend to analyze the impacts of proposed or recent changes in land-use planning? Are you considering the impact of zoning changes in your forecast?

*Summary of response by Amy Johnson:* In terms of regional planning, the approach is two-fold. There is a focus on current developments by private entities, which are beyond direct control due to local jurisdiction over land-use and zoning decisions. Secondly, there's an emphasis on desired outcomes and policy direction, particularly through the RTC. The demographic forecast plays a crucial role, becoming more sophisticated in modeling land-use changes and integrating with the travel demand model to anticipate future needs. The policy aspect involves collaboration with the Sustainable Development Team, and a transit-oriented development program and a mobility plan incentivize local governments to implement these policies through transportation development credits. This approach aims to align local actions with regional goals, although the complexity and challenges of such planning are acknowledged.

#### B. Multimodal funding allocations

*Comment:* It was mentioned some funding is specifically earmarked for roadway projects, some for transit, some for active transportation and some for more flexible spending purposes. I know federal and State governments have historically allocated more funding for roadway projects than projects focused on other transportation modes. Does NCTCOG plan to prioritize alternative transportation modes when figuring out how to allocate flexible funding that isn't specifically earmarked for roadways?

*Summary of response by Amy Johnson:* The myth about funding being limited is often debunked, but over the years, significant funding has been poured into roadways and transit. The current plan, the Mobility 2045-2022 Update, aims to invest \$50 to 60 billion in transit and roadway capital infrastructure. The Plan reflects the government's commitment to push for future transit projects, even though they may not be immediately feasible. The current Plan is evenly split between roadway and transit to ensure the government is pushing for future improvements in transit infrastructure.

*Summary of response by Chris Klaus:* The Federal Highway Administration (FHWA), which provides federal funds for transportation roadway projects, is also advocating for measures to reduce carbon emissions, such as transit, telecommuting, electric vehicles, and additional transit land-use policies. The challenge lies in encapsulating everyone's interests into one multimodal plan.

### **DOE Multimodal Delivery Project**

#### **State Representative Terry Meza, House District 105**

##### A. Project purpose

*Question:* Is the DOE Multimodal Delivery Project a duplication of Meals on Wheels or is a different population being served?

*Summary of response by Ernest Huffman:* This service is not a Meals on Wheels program. It's a supplement to traditional delivery services. The Tarrant Area Food Bank is offering an autonomous bot delivery service to help those affected by medical issues like COVID-19. The bots are designed to make it easier for those who cannot access food in person, especially during times of emergency. This service is particularly beneficial for those who often face difficulties in entering and exiting certain locations.

### **Regional Roadway Safety Update**

#### **State Representative Terry Meza, House District 105**

##### A. Safety targets

*Question:* The 2024 targets were higher than the 2023 targets. Are they higher because we haven't succeeded in meeting the original targets?

*Summary of response by Sonya Landrum:* Crash reduction targets are set based on a five-year analysis of previous data, which projects trends to determine where crashes are most likely to occur. The pandemic's impact, particularly the significant increase in fatalities early on, has influenced these objectives. Despite improvements in crash numbers, targets appear to be higher due to the COVID-19 anomaly, which caused a spike in crashes following a downward trend in fatalities. Given these trends, efforts are being made to modify the methodology for estimating future targets.

*Summary of response by Chris Klaus:* The RTC has emphasized that any fatality is unacceptable. With the region approaching nearly a million people every 10 years, there is a struggle to keep up with infrastructure needs. The RTC plans an initial infusion of \$50 million into safety, with potential for additional funding in the future to prioritize public safety.

#### **Hyacinth Szasá, Citizen**

##### A. Bike/ped safety data

*Question:* Is there data available for fatality rates and serious injury rates in terms of pedestrian miles walked or number of miles cycled? Is the actual risk for cyclists and pedestrians increasing or is it simply due to the increase in traffic volume?

*Summary of response by Sonya Landrum:* Our crash data is based on whether or not a cyclist or pedestrian came into contact with a vehicle. Our Sustainable Development Team may be able to provide more information on walkability and other aspects related to safety and accessibility.

*Summary of response by Stu Burzette:* Vehicle-miles traveled (VMT) and miles walked are difficult to track, but we can put you in contact with appropriate staff for additional information.

#### B. Safety and transportation planning

*Question:* Do you all plan to collaborate on both safety initiatives and transportation planning? I understand most of the safety initiatives are more on the implementation side rather than the project selection side, but I'm curious if there is any coordination going on.

*Summary of response by Amy Johnson:* The NCTCOG Transportation Department has many different program areas who act as subject matter experts. The Plan Team collaborates with Sonya and her team on safety issues to develop a safety strategy, so yes, I believe there is integration in terms of long-range transportation planning and safety initiatives.

*Summary of response by Sonya Landrum:* We are currently examining crashes within specific corridors as we consider funding various projects. The analysis we just presented focuses on the number of crashes and fatalities. However, if you have any suggestions for other measurements in terms of crash data, we can try to incorporate them into our project selection process or at least discuss them.

### **Phyllis Silver, Citizen**

#### A. City street safety

*Comment:* High speed on highways is a significant issue, with cars crashing into each other. The work being done on roadways is commendable, but it's important to consider city streets as well. The greatest risk for pedestrians is crossing city streets with traffic lights, as they are not designed to allow enough time for pedestrians to cross, even at a rapid pace. Does your project only deal with highways, or does it include city streets?

*Summary of response by Sonya Landrum:* Our data analysis does look at all roadway types. However, with the concerns that you're talking about, you'd be better served communicating directly with city staff. A lot of that has to do with the signal timing and those things can be adjusted, but it's just a matter of notifying the city about areas of concern.

*Summary of response by Chris Klaus:* Many project efforts begin to take shape before they're even officially funded or approved. One such project is the overhaul of signalized intersections. This is a major concern in the Mobility Plan, as people often sprint or run due to insufficient walking time. The RTC has recently funded this project and more funding is being sought to continue it. The goal is to improve the overall quality of life for pedestrians and cyclists.

## **Bridging Highway Divisions for DFW Communities Federal Grant Award**

### **State Representative Terry Meza, House District 105**

#### A. Old City Park

*Question:* What is going to happen to Old City Park?

*Summary of response by Stu Burzette:* The series of deck parks will connect Old City Park to the Dallas Farmer's Market area. There will be connections between the park and downtown.

## **Vehicle Emissions Reduction Initiatives**

### **State Representative Terry Meza, House District 105**

#### A. Emission waivers

*Comment:* Regarding vehicle emissions, Texas has a simpler process for obtaining a waiver for older vehicles that do not pass the emissions test during inspection. I bought a 1994 Saab and was told it wouldn't pass emissions. All you do is fill out a waiver, apply and you'll be fine.

*Summary of response by Anthony Moffa:* The Texas Department of Public Safety (TxDPS) handles the waiver process, but NCTCOG refers people to the waiver station to provide a preview of the process. To qualify, individuals must attempt to repair their cars and show that parts are unavailable. Cars 25 years or older are no longer required to pass emissions tests, with 1999 models exempt this year. The improved durability of car systems and advancements in technology may also reduce the need for waivers. The AirCheckTexas program ended several years ago, and efforts have shifted towards the Car Care Awareness campaign to help prevent the need for repairs. Educating the community about proper vehicle maintenance is emphasized through increased outreach.

## **COMMENTS SUBMITTED DURING THE COMMENT PERIOD VIA WEBSITE, EMAIL, SOCIAL MEDIA & MAIL**

### **Website**

#### **Joseph H., Citizen**

Holding a public meeting on public transportation in the middle of the business day when the least amount of people are able to participate (in person or virtually) would indicate you aren't serious about public input.

#### **Response by NCTCOG Transportation Department**

Joseph, thank you for your comment! The meeting will be recorded, and the recording will be available online throughout the 30-day comment period. You can provide your comments on this webpage, email us at [nctcogApril24@publicinput.com](mailto:nctcogApril24@publicinput.com) or leave a voicemail at 855-925-2801 (meeting code 10201). We will make sure your input is provided to the appropriate NCTCOG staff, who will respond as needed. Please don't hesitate to reach out to us with any additional questions.



**Facebook**

Please see Attachment 1 for comments submitted via Facebook.

**Website**

**Phyllis Silver, Citizen**

Please see Attachment 2 for comments submitted via Facebook.



NCTCOG Transportation Department

March 26 at 12:37 PM · 🌐



DOE Multimodal Delivery, Mobility 2050, and more for review/comment.

# TRANSPORTATION PUBLIC MEETING

APRIL 9 · NOON · 616 SIX FLAGS DR. ARLINGTON, TX 76011

SUBMIT COMMENTS & QUESTIONS TO NCTCOG:



nctcogApril24@PublicInput.com | PublicInput.com/nctcogApril24  
Phone: (855) 925-2801 (Enter code 10201) | Fax: 817-640-3028  
P.O. Box 5888, Arlington, TX 76005-5888



WWW.PUBLICINPUT.COM/NCTCOGAPRIL24

## April Public Meeting

Learn more

We want your feedback! Meeting 4/9 @ noon

See insights

Boost a post

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Joe Tarkington

This is NOT a public meeting. This location was chosen to disinvite every one with out a car. You couldn't find a location with public transit? No church would allow you to use their building? I guess the West Dallas Multipurpose Center was unavailable too.

3w Like Reply Hide 3



Rob Dentremont

And...apparently all about getting around in 2050...how...relevant.

As opposed to, say, a presentation on all the government employees in North Central Texas get to work and elsewhere using means other than the single occupant motor car today. And grow from there.

3w Like Reply Hide 3



Kristina Kirby Holcomb

Joe Tarkington I saw this information when I clicked on the post. Thought it might be helpful for you and others.

Attend in person or watch the presentations live at [www.publicinput.com/nctcogApril24](http://www.publicinput.com/nctcogApril24). A video recording will be made available afterwar... See more

3w Like Reply Hide 2



Rob Dentremont

Kristina Kirby Holcomb I read that, think I will "watch," meaning I guess that "I cannot ask questions"(?) Maybe Joe prefers interactive meetings...Joe?

Regarding the shuttle from DFW Centrepoint, I entered that destination into my DART app and the resu... See more

3w Like Reply Hide 3



**Joe Tarkington**

[Rob Dentremont](#) I think they should have the same meeting in Ft Worth, Dallas, and another random smaller town in the area. Assuming they do want input from the public. I am not a fan of zoom meetings.

2w Like Reply Hide



**NCTCOG Transportation Department**

[Rob Dentremont](#) Thank you for your comment. Our public meetings are hybrid and can be watched live on

[www.publicinput.com/nctcogApril24...](http://www.publicinput.com/nctcogApril24...) [See more](#)

2w Like Reply Hide



**Pete Rudd**

[Dennis Wills](#) for your perusal

3w Like Reply Hide



**Daniel Muller**

In Arlington !



2w Like Reply Hide



Comment as NCTCOG Transportation Department



Mobility 2050: The Metropolitan Transportation Plan for North  
Central Texas

Comments:

This plan seems like a systematic approach, which is favorable. I think that more emphasis needs to be placed on accessibility when taking public transportation. For example, there is often good public transportation to travel to a destination, such as a shopping mall or a hospital. However, there is often no acceptable pedestrian/wheelchair access to get to the destination (shopping mall or hospital) as passengers have to compete unsafely with automobiles to get to their ultimate destination.

Comment - Slide #11 - I believe there is a typo in the last rectangle. It should read "increasing advocacy for Texas Triangle high-speed rail."

Multimodal Drone Delivery Project

Comment/Question:

This sounds like a good program. I trust that drones and the objects they are carrying will not fall on people and structures on the ground. Can you let me know what measures are in place to keep this safe?

Question -

Slide 4 - 7th bullet - what does ESRI stand for?

# Regional Safety Performance Targets Update

## Question

Page 5 - last line - what does FARS stand for?

## Comments/Questions

page 8 - a) For the 2024 entry on the graph, shouldn't the 4,609 serious injuries be depicted as a solid line?

b) In the legend (below <sup>Bottom of Page</sup>) shouldn't the 3-year projection be depicted as a broken or dashed (---) line rather than a solid line?

If I am not correct, I would be interested in learning the reasoning behind the way they are currently displayed.

Phyllis Silver  
4/29/2024