

## MINUTES

### REGIONAL TRANSPORTATION COUNCIL PUBLIC MEETING

**Mobility 2050: The Metropolitan Transportation Plan for North Central Texas**  
**Regional Transit Performance Measures Update and Draft Targets**  
**Transportation Alternatives Program Call for Projects: Recommended Funding Awards**  
**Rural Rail Corridor Project**  
**Regional Bicycle Safety Action Plan Survey**

#### Meeting Date and Location

The North Central Texas Council of Governments (NCTCOG) held a hybrid public meeting on Monday, April 7, 2025 at noon in Arlington. Patrons could attend in person, via phone or view the live stream at [www.publicinput.com/nctcogApr25](http://www.publicinput.com/nctcogApr25). Dan Lamers, 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 Nov. 10, 2022. Staff presented information about:

- Mobility 2050: The Metropolitan Transportation Plan for North Central Texas – **presented by Gwen Dorko**
- Regional Transit Performance Measures Update and Draft Targets - **presented by Ezra Pratt**
- Transportation Alternatives Program Call for Projects: Recommended Funding Awards - **presented by Kevin Kokes**
- Rural Rail Corridor Project - **presented by Savannah Briscoe**

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/nctcogApr25](http://www.publicinput.com/nctcogApr25).

#### Summary of Presentations

**Mobility 2050: The Metropolitan Transportation Plan for North Central Texas presentation:**  
<https://nctcog.org/getmedia/3d04e414-8805-41f0-9479-1a771c8adac1/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](http://www.publicinput.com/Mobility2050).

***Regional Transit Performance Measures Update and Draft Targets presentation:***

<https://nctcog.org/getmedia/de069a6d-0ff6-40d7-90f1-1898bcc094b7/Regional-Transit-Performance-Measures-Update-and-Draft-Targets.pdf>

The Public Transportation Agency Safety Plans (PTASPs) are a means for transit providers and Metropolitan Planning Organizations to monitor and improve the safety of transit systems under their jurisdiction. Provider targets are established annually, while regional safety targets are established every four years. The five required groups of performance measures include safety/major events, fatalities, injuries, assaults on transit workers and system reliability. In April 2024, several new measures were added with updated Federal Transit Administration (FTA) regulations. The goal of the targets is to achieve a 10% improvement from the regional baseline average performance by 2029. Fatality and Assaults on Transit Workers targets are set to zero. Staff presented the current performance and draft updated targets for PTASP measures.

Transit Asset Management (TAM) is a business model that prioritizes funding based on the condition of transit assets to achieve or maintain transit networks in a state of good repair. TAM supports regular maintenance, inspections, tracking asset conditions, planning maintenance and replacing assets, among other practices, to achieve a state of good repair. Staff presented the current regional performance for the TAM measures.

The RTC will take action on the new Regional Transit Safety Targets in July 2025.

***Transportation Alternatives Program Call for Projects: Recommended Funding Awards presentation:***

<https://nctcog.org/getmedia/f6bab49-93b3-4008-ba50-7ec3175175c4/Transportation-Alternatives-Program-Call-for-Projects.pdf>

***Handout:*** [https://www.nctcog.org/getmedia/3a6bc845-270c-4bac-906b-03a753898ced/Draft\\_TA-Project-Evals\\_Funding-Rec.pdf](https://www.nctcog.org/getmedia/3a6bc845-270c-4bac-906b-03a753898ced/Draft_TA-Project-Evals_Funding-Rec.pdf)

Project activities eligible to receive funding from the 2025 Transportation Alternatives Call for Projects (TA CFP) include safe routes planning, shared-use paths and on-street bikeways in the Dallas-Fort Worth-Arlington, Frisco-McKinney and Denton-Lewisville urbanized areas. The 2025 TA CFP had three eligible project categories: active transportation construction, Safe Routes to School (SRTS) construction and planning. Each category had its own set of scoring criteria.

NCTCOG staff received 22 applications and is recommending awarding funding to projects in the City of Carrollton, City of Crowley, City of Dallas, City of Denton, City of Fort Worth, City of Frisco, City of Plano, City of Richardson, City of Richland Hills, Dallas County and the Town of Addison. A breakdown of funding allocations can be viewed at [www.publicinput.com/nctcogApr25](http://www.publicinput.com/nctcogApr25) or in the linked handout.

The RTC will take action on the 2025 Transportation Alternatives Call for Projects funding recommendations in June 2025.

**Rural Rail Corridor Project presentation:** <https://nctcog.org/getmedia/c4d09852-eba3-47eb-ba01-c060e858e9c5/Rural-Rail-Corridor-Project.pdf>

The Northeast Texas Rural Rail Transportation District (NETEX) corridor currently runs from the Titus-Franklin County line to Wylie/Lavon in Collin County. Due to a lack of tracks in certain portions and the state of rail infrastructure in the corridor, active rail operations are limited. Improvements to the rail infrastructure, including tracks, bridge, and other infrastructure would help bring the corridor into a state of good repair and preserve right-of-way for future use. Staff presented the four phases of NETEX's development, including pedestrian trail construction plans, improvements to the rail line and extension.

NCTCOG staff is in communication with TxDOT regarding next steps for the Rural Rail Corridor Project.

### **Summary of Online Review and Comment Topics**

**Regional Bicycle Safety Action Plan Survey link:**

<http://www.publicinput.com/bikesafety>

NCTCOG is developing a Regional Bicycle Safety Action Plan, which will summarize existing crash patterns and trends, identify potential safety countermeasures and recommend new policies and programs to save lives and support safe, bicycle-friendly communities. Responses from this survey will be used to make policy recommendations and prioritize bicycle safety improvements across the North Texas region.

## **COMMENTS RECEIVED DURING THE MEETING**

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

#### **In-person**

**Minesha Reese, Dallas County**

A. Mobility 2050

*Question:* Do you have detailed tables associated with the recommendation maps?

*Summary of response by Gwen Dorko:* More details can be found on the website, [nctcog.org/planinprogress](http://nctcog.org/planinprogress).

## **Regional Transit Performance Measure Targets Update**

### **In-person**

**Bernard Wade, Amalgamated Transit Union**

A. Bill to protect public servants

*Comment:* Is there any bill in congress right now that is going to charge anyone who assaults a public servant with a felony?

*Summary of response by Ezra Pratt:* We are not aware of any active state or federal bills on this issue. However, the Federal Transit Administration's new performance measure to protect transit workers has prompted transit providers to integrate operator safety into their overall planning. FTA actions now require transit agencies to not only meet safety targets but also develop processes to address the recent rise in assaults and other safety incidents. This separation of operator safety from general transit metrics marks a significant change. I will check with our legislative team to see if any related bills are pending.

*Summary of response by Dan Lamers:* We will speak to our Legislative Team about potential bills. The Regional Transportation Council (RTC) will be reviewing these targets at their meeting this week. It is staff's recommendation to them that there be no tolerance for any assault on transit workers for us within the region because there is no room for any assault on a public sector employee whatsoever. We fully expect they'll adopt the zero target and do what needs to be done in order to achieve that target. That could include working with people like Representative Yvonne Davis's office to make sure that happens. So, we share the concern, and the RTC is committed to zero deaths and zero assaults.

### **Website**

**Anne Glasscock, Citizen**

A. Outer Loop

*Comment:* The Outer Loop needs to extend to and possibly beyond US 175 in Kaufman.

*Summary of response by Hannah Witcher:* Thank you for your comment. We will make sure to pass this along to the Regional Transportation Council.

## **Transportation Alternatives Program Call for Projects: Recommended Funding Awards**

### **In-person**

**Abhishek Acharya, Kimley-Horn**

A. Project scoring results

*Question:* Are you planning to release the scoring of all these projects, so applicants can better prepare for future applications?

*Summary of response by Kevin Kokes:* The scoring tables are provided in the packet today.

**Farhan Butt, City of Denton Transportation**

**A. Grant application process**

*Comment:* The City of Denton submitted a grant application and a few weeks back, we were notified we had made it to the next step, and it's not being rejected. They called us and said there might be a new template for the agreement, and we may have to submit the agreement again. It's been a month and a half now, and we haven't heard anything. Can COG help us figure out what the application status is and where our grant approval or agreement process is?

*Summary of response by Kevin Kokes:* We have some contacts who can help you.

**Other**

**In-person**

**Claude Spivey, Representative Yvonne Davis's office**

**A. High-speed rail project**

*Question:* Has there been any unique developments or movement on the high-speed rail project?

*Summary of response by Dan Lamers:* NCTCOG remains engaged in developing a high-speed rail connection from Houston to Dallas. We are working with Amtrak and Texas Central on the project, and Amtrak plans to hire a management consultant to assist in overseeing the corridor's development. The proposal includes an extension from Dallas to Fort Worth with an optional stop in Arlington, allowing for both express and local service. Officials are moving forward with environmental planning under the National Environmental Policy Act while collaborating with local governments and TxDOT's Dallas and Fort Worth districts. The route, which follows the IH 30 Corridor into Downtown Dallas and Fort Worth, is designed to connect directly to a preselected Dallas station established with the Federal Railroad Administration. Additionally, Dallas officials recently completed an economic impact study on how the high-speed rail components will interact with the city's infrastructure, with findings to be presented to the city council in the coming months.

**Website**

**Jonathan Ackmann, Citizen**

**A. Transit service in Roanoke area**

*Comment:* Is there any plan to add transit to the northeast part of the metro? I live in Roanoke and the closest station to be able to take a train to the American Airlines Center or the airport is a 20-minute drive away. This will only get worse as this part of the metro is growing extremely quickly.

*Summary of response by Dan Lamers:* We are collaborating with rail corridor owners and operators to explore adding passenger rail service on existing tracks rather than building new corridors. This cost-effective approach follows models like the Trinity Railway Express between Dallas and Fort Worth, TEXRail between downtown Fort Worth and DFW Airport and the DART Silver Line from DFW Airport to Plano. Although we are assessing opportunities to extend service north of Tarrant County or south of Denton County, freight operators largely control these lines, limiting capacity for passenger trains. In the meantime, we have partnered with Trinity Metro to run an express bus on the toll-managed IH 35W express lane from Downtown Fort Worth to the Alliance area. We will continue discussions with rail operators to explore additional future options.

**Doug Mobley, Citizen**

**A. Transit service in Mansfield and Midlothian**

*Question:* What are the transit rail plans for Mansfield and Midlothian? Those areas are experiencing some growth and development.

*Summary of response by Dan Lamers:* We are evaluating opportunities to extend passenger rail service in rapidly developing areas, with a focus on the Mansfield line. The recommended route, which extends from Mansfield to Midlothian, is still under discussion with rail owners regarding necessary improvements in track infrastructure and signaling. Meanwhile, we are collaborating with cities along these corridors to “get ready for rail” by promoting transit-oriented development around potential station sites. Strategic station placement is essential to offer convenient access and encourage ridership. North of Downtown Fort Worth, no rail improvements are planned, with the exception of a high-capacity transit option that uses the toll express lane on IH 35W.

**Mail**

**Phyllis Silver, Citizen**

Please see Attachment 1 for comments submitted via postal mail.

NCTCOG Public Meeting - Comments and Questions - April 7, 2025 Meeting

Mobility 2050: The Metropolitan Transportation Plan for North Central Texas

Pg. 7 - Question

With current and projected figures showing that a greater percentage of the population living outside the current transit authority service areas, will there be more of a push for transit agencies to expand beyond their current boundaries?

Regional Transit Performance Measures Update and Draft Targets

Pg. 7 - Question

the last bullet point on this page.

What are some examples of multimodal enhancements at or near major transit centers?

2025 Transportation Alternatives Program Call for Projects: Recommended Funding Awards

Pg. 10

Comments + Question

I am pleased that you are considering projects in the Town of Addison where I live.

I am interested to learn, for the bike lanes that will be on the same road as automobiles, what would be done to allow for emergency vehicles and vehicles becoming disabled on the lane dedicated to motorists? As I understand it, where there are currently two lanes for vehicular traffic on Quorum, one lane would become dedicated for bicycles.

(See reverse side for continuation)

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## (2025 Transportation Alternatives Continuation)

IF the number of automobile lanes will be reduced, we still need space for emergency vehicles to travel. Also, if a car or truck breaks down, there needs to be a passing lane. Especially with the elimination of required safety inspections on our vehicles, the number of disabled cars might increase, so we have to allow for the contingency of vehicle breakdowns. In addition, although commercial trucks might observe loading and unloading zones and procedures, I have noticed private individuals stopping their car in the right hand lane to load or unload goods or passengers. If we only have one lane, this would hold up traffic. It would take considerable enforcement manpower to remedy this. Having a parking lane is not the answer because potentially cars might be parked there, prohibiting passing cars from using that space. I would hate for this area to become like some areas of Queens in New York City, where cars are double parked on both sides of the road and traffic comes to a standstill and everyone is honking their horns because traffic cannot get through. In that instance, the stoppage is caused by double parking, not bicycle lanes, but the result would be similar.

### Rural Rail Corridor Project

Comment This sounds like a great project. With all the proposed improvements, these rural areas might become increasingly isolated.

Phyllis Silver  
04/21/2025



Transportation Topic Not Addressed  
in the April 7, 2025 COG  
Public Meeting

The topic of Public Transportation Agency  
Safety Plan made me think that  
I have not heard about any  
progress on the wrong way driver  
safety initiative. Several years ago,  
this had been a topic that was  
occasionally discussed. We were told  
that ideas were being talked about.  
I don't know if we <sup>have</sup> had any  
effective improvements in this area.  
There continues to be fatalities and  
injuries caused by wrong way drivers  
and I had expected that more enhancements  
would be made to prevent these tragic  
occurrences.

Can you let me know what recent  
developments have been made in this area?

Thank you.

Phyllis Silver  
04/21/2025