

MINUTES

REGIONAL TRANSPORTATION COUNCIL PUBLIC MEETING

Mobility 2050: The Metropolitan Transportation Plan for North Central Texas

2025 Public Participation Plan Update

Regional 10-Year Plan Update

2026-2028 Disadvantaged Business Enterprise Goals

North Texas Electric Vehicle Infrastructure Call for Projects

Meeting Date and Location

The North Central Texas Council of Governments (NCTCOG) held a hybrid public meeting on Monday, July 14, 2025 at noon in Arlington. Patrons could attend in person, via phone or view the live stream at www.publicinput.com/nctcogJuly25. Brendon Wheeler, Senior Program Manager, moderated the meeting attended by 110 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:

- Mobility 2050: The Metropolitan Transportation Plan for North Central Texas – **presented by Amy Johnson**
- 2025 Public Participation Plan Update – **presented by Carli Baylor**
- Regional 10-Year Plan Update – **presented by Cody Derrick**
- 2026-2028 Disadvantaged Business Enterprise Goals – **presented by Emily Beckham and Ken Kirkpatrick**
- North Texas Electric Vehicle Infrastructure Call for Projects - **presented by Joslyn Billings**

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:

<http://www.publicinput.com/nctcogJuly25>.

Summary of Presentations

Mobility 2050: The Metropolitan Transportation Plan for North Central Texas presentation:
<https://www.nctcog.org/getmedia/8bb41e4d-7d52-495b-9f5f-c93bc83c7422/Mobility-2050.pdf>

The long-range Metropolitan Transportation Plan (MTP) for the Dallas-Fort Worth region, which serves as the federally required blueprint for transportation investments over the next 20 years, was recently adopted. The plan's development began in late 2023, and a draft was released earlier this year. NCTCOG staff conducted comprehensive public outreach, and refinement before the plan was formally adopted by the Regional Transportation Council (RTC) on Thursday, June 12, 2025. The plan is now undergoing a federal air quality conformity review, which is expected to conclude by December 2025.

All final documents, including resolutions, project listings, maps and plan chapters, are available at nctcog.org/planinprogress.

2025 Public Participation Plan Update presentation: <https://www.nctcog.org/getmedia/e2294f65-e802-4417-b468-fd672389d7b1/2025-Public-Participation-Plan-Update.pdf>

Current Public Participation Plan:

https://publicinput.com/DownloadFile/ImportFile_0000002768_bc11e95bf903490eb98f39f2f53643ec.pdf

2025 Drafted Public Participation Plan:

https://publicinput.com/DownloadFile/ImportFile_0000002768_beb52990776245bcbcb278fcbccac5638.pdf

The Public Participation Plan (PPP) is a federally required document that guides NCTCOG's efforts to inform and involve communities in transportation planning. The plan outlines key principles including consistent communication, balanced engagement, consultation with committees and stakeholder collaboration. The PPP has three main goals: to inform, to engage and to evaluate.

Proposed revisions to the PPP will reflect new planning regulations and federal policies. Updates include the reaffirmation of the public involvement process for the Unified Planning Work Program (UPWP) and the cataloging of comments in both public input opportunity minutes and public comment reports. Additionally, staff propose updating references to keypad polling and virtual public engagement to ensure public involvement processes and procedures are up to date and reflect technology advancements. NCTCOG staff will review performance measures to ensure they are relevant and manageable to track and report, as well as create a new layout and design of the PPP document to reflect department branding efforts.

The RTC will take action on the 2025 Public Participation Plan Update on Thursday, Sept. 11, 2025. To view the current PPP as well as the 2025 draft plan, visit publicinput.com/nctcogJuly25.

Regional 10-Year Plan Update presentation: <https://www.nctcog.org/getmedia/eda01295-5328-467c-831f-c24de4c5d4cf/Regional-10-Year-Plan-Update.pdf>

The Regional 10-Year Plan, developed in coordination with TxDOT's Unified Transportation Program (UTP), focuses on three funding categories: Category 2, Category 4 and Category 12. Key development principles include prioritizing projects already included in the Metropolitan Transportation Plan, focusing on system improvements over new standalone projects and advancing projects that are within two to three years of construction due to recent funding constraints. Detailed project listings are available for those seeking further information.

The RTC will take action on the Regional 10-Year Plan on Thursday, August 7, 2025.

2026-2028 Disadvantaged Business Enterprise Goals presentation:

<https://www.nctcog.org/getmedia/b2e0e9f2-7a2a-4ca3-8b65-1d44ce9e7a87/Disadvantaged-Business-Enterprise-Goals.pdf>

The Disadvantaged Business Enterprise (DBE) Program ensures non-discrimination, creates a level playing field, helps remove barriers to DBE participation and ensures DBE firms meet required eligibility standards.

To be classified as a DBE, at least 51 percent of an entity must be owned by socially and economically disadvantaged individuals. Socially and economically disadvantaged individuals must be U.S. citizens or lawful permanent residents. These individuals can be women, Black Americans, Hispanic Americans, Native Americans, Asian-Pacific Americans and others as determined by the Small Business Administration.

The following funding recipients are required to have a DBE Program:

- Federal Transit Administration recipients receiving planning, capital and/or operating assistance who will award prime contracts exceeding \$250,000 in funding in a federal fiscal year
- Federal Aviation Administration recipients receiving grants for airport planning and development who will award prime contracts exceeding \$250,000 in funding in a federal fiscal year
- All Federal Highway Administration recipients

NCTCOG staff are currently finalizing DBE goals for Fiscal Years 2026 through 2028. This process includes determining the availability of ready, willing and able DBE firms and considering additional DBE data.

The RTC will take action on the DBE goals for Fiscal Years 2026 through 2028 on Thursday, August 7, 2025, and they will become effective on October 1, 2025.

North Texas Electric Vehicle Infrastructure Call for Projects presentation:

<https://www.nctcog.org/getmedia/8e7cd9c5-281d-405a-be59-4df9f1b1e811/NTxEVI-Call-For-Projects.pdf>

In 2024, NCTCOG was awarded \$15 million from the Federal Highway Administration's Charging and Fueling Infrastructure Community Grant Program to install up to 100 new electric vehicle (EV) charging ports on public property within its 16-county region. The project aims to address regional charging gaps and improve access for residents. NCTCOG has contracted a deployment consultant to assist public agencies, vendors and partners with project implementation.

To select charging locations, NCTCOG staff is opening a call for projects for eligible public agencies, including cities, counties, transit authorities, school districts and public colleges. NCTCOG will cover up to 80 percent of initial deployment costs, and vendors will be responsible for the remaining 20 percent. Site selection criteria comply with Federal Highway Administration (FHWA) requirements as well as NCTCOG's grant proposal, including accessibility for individuals with disabilities, a minimum five-year operational period and use of NCTCOG-procured vendors.

The call for projects will open Friday, July 25, 2025. For more information, visit publicinput.com/nctcogevcharging.

COMMENTS RECEIVED DURING THE MEETING

Regional 10-Year Plan Update

Kyle Hantz, City Councilman, Haltom City

A. North Loop 820 construction

Comment: The map on page six of your presentation does not show that North Loop 820 through Haltom City is under construction. I know it's under construction right now, unless there's something else.

Summary of response by Cody Derrick: You are correct. I believe that project is funded with other categories not included within this plan. We will provide an additional map during our Surface Transportation Technical Committee and Regional Transportation Council meetings that will show a broader collection of capacity projects within our region.

Other

State Representative Terry Meza, House District 105

A. Support for mass transit planning

Comment: I've been involved with regional transportation for about 40 years. Early on, I was an Urban Fellow with the Council of Governments, which really shaped my path into public service. In 1983, I served on Arlington's Mass Transit Advisory Committee. At the time, I was hopeful we'd find the best mass transit options for Arlington, since the city didn't want big buses like Dallas or Fort Worth. The staff brought great ideas from across the country, but unfortunately, many committee members seemed opposed to mass transit. They didn't want it in Arlington and preferred it to stay in Dallas and Fort Worth. That was a rude awakening for me, and it's been disappointing to see Arlington struggle with transit since then, though I'm glad we now have Via. With the upcoming FIFA event, I'm especially concerned about transportation preparation.

I also worked with the North Central Texas Regional Certification Agency certifying minority- and women-owned businesses. It frustrated me that some could skirt the rules by listing women as owners in name only. I worry that state-level certification programs aren't as strict, which undercuts the impact of our work. As a legislator, I worked with the Dallas County delegation to keep decisions about DART local, asking the transportation committee not to advance statewide bills without regional input. We were successful, but now the challenge is figuring out how to move forward with DART constructively.

I'm passionate about expanding transit options, including high-speed rail and mass transit in Arlington. I want you to know I'm here to support transportation and mass transit efforts, so please feel free to call on me to advocate on your behalf. When I was first elected, I asked to be on the transportation committee because I knew how important it is to my district, which includes airports, trains, buses, and even a monorail. I've used mass transit in many cities, including

Chicago, Philadelphia and Tampa, and I especially appreciate the TRE here that lets me easily commute to Dallas or Fort Worth. You can count on me as a friend and ally for all your transportation needs.

Summary of response by Brendon Wheeler: We appreciate you attending. Thank you for your comments.

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

Other

Mail

Phyllis Silver, Citizen

Please see Attachment 1 for comments submitted via postal mail.

Mobility 2050: The Metropolitan Transportation Plan for North Central Texas

Comment - I want to thank Amy Johnson for her prompt response to my phone inquiry. I had to leave the Public Input Meeting (by phone) on July 14 before comments and questions were completed. I had a question about comparison of timeframes. Although the quality of the sound on Amy's voice mail was not very clear, I was able to understand the important parts. (Not to complain, but since COG converted to the new phone system some time ago, at times the sound quality of the phone calls and messages is poor). I do appreciate the quick response, though.

Pg. 3 - Question

Conformity determination - I'd like clarification of what this terminology means. Does it refer to the air quality conformity referred to on page 5? In other words, is this the process that verifies consistency with federal and state air quality goals?

Pg. 14 - Comment

I concur with the Transit 2.0 and Mobility 2050 plans for growth. It would be beneficial to see transit expand, especially outside current transit agency boundaries. This is a tall order given current policies within transit agencies.

2025 Public Participation Plan Update

Questions for Carli Baylor - Pg. 6 - Revocation of Executive Order 12898 - How will the public be affected by this revocation? What will or will not take place in minority and low-income populations?

Pg. 7 - Can you review what type of material is in the Unified Planning Work Program that will only be posted on line and not in public meetings?

Overall Question - Will there be any changes in the type of material that is being mailed to me by COG?

North Texas Electric Vehicle Infrastructure Call For Projects

Pg. 2 - What is a deployment dream team?

Phyllis Wilson
8/4/2025