

MINUTES

REGIONAL TRANSPORTATION COUNCIL PUBLIC MEETING

Regional 10-Year Plan Update

Access North Texas – 2026 Update

Transit Strategic Partnerships

Charging Smart

Meeting Date and Location

The North Central Texas Council of Governments (NCTCOG) held a hybrid public meeting Monday, July 8, 2024, at noon in Arlington. Patrons could attend in person, via phone or view the live stream at www.publicinput.com/nctcogJuly24. Lori Clark, Senior Program Manager, moderated the meeting attended by 63 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:

- Regional 10-Year Plan Update – **presented by Cody Derrick**
- Access North Texas – 2026 Update – **presented by Evan Paret**
- Transit Strategic Partnerships – **presented by Zoe Aguilar**
- Charging Smart – **presented by Carolyn Burns**

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/nctcogJuly24.

Summary of Presentations

Regional 10-Year Plan Update presentation: <https://www.nctcog.org/getmedia/361ac88d-4de5-49ef-9e72-b059dd87e214/Regional-10-Year-Plan-Update-2024.pdf>

2024 Regional 10-Year Plan Project List: <https://www.nctcog.org/getmedia/8cf8fed4-2d5e-4d95-a922-15cdf9edcbfb/Regional-10-Year-Plan-Update-2024-Project-List.pdf>

2024 Regional 10-Year Plan Let or Completed Projects:
<https://www.nctcog.org/getmedia/fc7664ba-9c9c-442c-a5ef-b247c2c9a558/Regional-10-Year-Plan-Update-2024-Let-and-Completed.pdf>

Metropolitan Planning Organizations (MPO) are required by law to develop 10-year plans using performance-based planning methods. A Regional 10-Year Plan was first approved by the Regional Transportation Council (RTC) in December 2016 and includes projects selected by

NCTCOG, the Texas Department of Transportation (TxDOT) and the Texas Transportation Commission (TTC). This plan is updated annually in conjunction with the development of TxDOT's Unified Transportation Program (UTP).

While reviewing projects for the Regional 10-Year Plan, staff focused on the following principles:

- Projects should be included in the Metropolitan Transportation Plan
- Focus on the “system” versus new, stand-alone projects
- Fully fund existing projects before funding new projects
- Ensure equity of county allocations
- Maintain toll lanes and toll managed lanes on selected corridors
- Refund previously unfunded projects (when possible)
- Ensure all RTC projects are approved in the 2025 UTP
- Projects must be scored and should have a score sufficient to qualify for funding

The RTC will take action on the Regional 10-Year Plan update on August 8, 2024, and the TTC will take action on the 2025 UTP in August 2024.

Access North Texas – 2026 Update presentation:

<https://www.nctcog.org/getmedia/d0b3a71e-b26f-464b-bd7b-ce6ddd9ddc3f/Access-North-Texas.pdf>

Access North Texas is a regional transportation plan that identifies public transportation needs of older adults, individuals with disabilities, low-income individuals and others with transportation challenges. The plan meets federal and State requirements for transit coordination in 16 counties and includes specific strategies to address needs, eliminate gaps in service and avoid duplication of services.

The Regional Transportation Council (RTC) adopted the last update in 2022, and updates are required every four or five years. The 2026 Update encourages coordination and non-traditional transit solutions, includes new regional goals and prioritized county strategies and may be used to guide funding and project implementation decisions.

Access North Texas is currently in the public outreach phase, which will conclude in Spring 2025. For more information, visit www.AccessNorthTexas.org or email AccessNorthTexas@nctcog.org.

Transit Strategic Partnerships presentation:

<https://www.nctcog.org/getmedia/66baa66b-88c4-429e-a586-d254d15b3874/Transit-Strategic-Partnerships-Program.pdf>

The Transit Strategic Partnerships Program was created as a competitive funding program. Eligible applicants include transit authorities, rural providers and nonprofits collaborating with existing transit providers to avoid duplication of services. The program funds new or expanded services for two to three years and focuses on the needs of low-income populations, elderly individuals and people with disabilities.

The most recent cycle of project evaluations is nearing completion, and the Transportation Assistance Hub is one of the initiatives being considered for funding. NCTCOG is currently accepting the next round of Transit Strategic Partnership proposals through October 2024. Proposals will be reviewed, scored and selected in Winter 2024, and federal approval is expected in Fall 2025.

Charging Smart presentation:

<https://www.nctcog.org/getmedia/1992ad78-b9a3-4ca4-95d7-d80a978bc933/Charging-Smart.pdf>

NCTCOG invites cities to participate in the Charging Smart program developed by the Interstate Renewable Energy Council (IREC) and funded by the Department of Energy's (DOE) Vehicle Technologies Office. Charging Smart aims to achieve equitable electric vehicle (EV) readiness goals. This structured technical assistance and designation program supports local governments in streamlining the planning, permitting and inspection processes for deploying EV charging infrastructure. By adhering to the Justice 40 initiative, the program prioritizes serving disadvantaged and low-income communities.

In partnership with organizations like the Great Plains Institute, Rocky Mountain Institute, and various Clean Cities Coalitions, Charging Smart facilitates EV charging development on public properties. Key industry partners include Edison Electric Institute, EVgo, ChargePoint and Tesla. The program offers communities access to expert technical assistance at no cost and improves local government processes to save money and staff time.

Cities interested in participating will undergo a self-assessment, submit a commitment letter and receive a scorecard and consultation call to set goals. The program's framework includes actions organized into six categories: planning, regulation, utility engagement, education and incentives, government operations and shared mobility. Actions have corresponding point values, with additional points available for serving disadvantaged populations. Upon meeting prerequisites and accumulating sufficient points, cities can qualify for a Charging Smart designation.

Interested cities can join a cohort of peer participants by emailing cleancities@nctcog.org. For more information, visit www.dfwcleancities.org/charging-smart.

COMMENTS RECEIVED DURING THE MEETING

Access North Texas

Phyllis Silver, Citizen

- A. Plan updates

Question: Is it possible to obtain information about Access North Texas outside of the update period?

Summary of response by Evan Paret: We have a contact list t we encourage people to subscribe to. Additionally, on our webpage, we have previous versions of the plan available for you to review and provide additional feedback. For additional information on the current update to Access North Texas, you can contact the staff members included at the end of the presentation slides.

Brenda Groom, Citizen

- A. Micromobility

Question: What is the reasoning behind focusing on micromobility solutions outside of Dallas, such as the new Mansfield on-demand service expansion?

Summary of response by Evan Paret: When it comes to Access North Texas, it's just one of many tools that can be utilized by regional partners. When it comes to expanding access to transit services, a lot of it has to do with local government and transit agency collaborations. The plans can be used as a tool by those parties in the decision-making process, but overall, it doesn't directly result in the expansion of transit programs.

Summary of response by Dora Kelly: Micro transit is really a way to introduce transit to a specific area, but we also work very closely with local governments on their wants and needs. For example, Mansfield initiated expanding Via services. Our goal is to see more transit and have mass transit available everywhere, but it is up to the local governments to make those decisions.

Summary of response by Lori Clark: Dallas is a very large part of the region, but it's only one part. A lot of it comes down to what specific communities are asking for. NCTCOG is working on a Transit 2.0 initiative to assess how we can take transit to the next level throughout our entire transportation planning area. NCTCOG recognizes that having multiple transit authorities and different micro transit services makes for a complicated system. We want to make that system as seamless and efficient as possible for all users.

Charging Smart

Brenda Groom, Citizen

A. Air Quality initiatives

Question: What is the logic behind focusing on EVs to cut carbon emissions instead of incentivizing mass transit?

Summary of response by Carolyn Burns: NCTCOG does encourage the use of mass transit, but Charging Smart is a program funded by the Department of Energy (DOE) for improving local air quality.

Summary of response by Lori Clark: NCTCOG focuses on criteria air pollutants that are regulated by the Environmental Protection Agency (EPA). Our region violates EPA standards for ozone, mainly from fossil fuel combustion and fine particulate matter, whose sources in Dallas-Fort Worth are unclear but locally influenced. Climate and carbon issues are global pollutants. Electric vehicles can benefit the climate, especially with Texas' relatively clean power grid. As the grid improves, this benefit will grow. EVs also help local air quality by eliminating tailpipe pollution. NCTCOG supports public transportation, and our Mobility Plan emphasizes transit and alternative options like working from home, carpooling, biking and walking. For unavoidable trips, we advocate for the cleanest vehicles possible.

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

Email

Arthur Berwald

Hello NCTCOG,

Below are a few of my concerns and comments to put on the agenda:

1. Have your organization take a trip to Sydney, Australia, Hong Kong, etc. where traffic has been greatly eased by their network of tunnels. Apply that approach here.
2. The cost of "rebuilding" is so expensive.... approve and build for the long term in the first place.
3. Investigate the issue of road noise. There are surface materials that can be used to minimize roadway noise. Insist that these surfaces are part of all plans for all new and rehab projects. Make roadways a good neighbor and not an earful.
4. The speed limit along I-635 access roads is 40 MPH in many places. Few drivers observe that limit. Install the "Your speed is" electronic warning signs to help "enforce" (make the drivers aware) the speed limit in these areas.

Website

Melva Grant, Citizen

We need passenger trains and buses that run 24/7. We need to adopt a more stress relieving and climate friendly way to travel. Imagine not needing a car. We would have more disposable income and time. Imagine taking a nap, reading, or playing on your phone as you ride home after a long day's work or after a Ranger's win on a train or bus with unrestricted right of way that bypasses all the traffic.

Karen Miller, Citizen

On demand transportation for youth and young adults is needed in McKinney. There are some options - especially for disabled persons and economically disadvantaged. We need to get more of our east side citizens to jobs and community college. Is it realistic to expect expansion? Is McKinney limited due to low level (\$) of DART participation?

Could you provide a layman's summary of the current state of the 380 bypass in McKinney/Prosper?

John W. Ford, Jr., Citizen

All the people claiming they do not want more freeway lanes are the first to lament about traffic congestion. The reality is you have increasing density of population in the urban core, which means you must increase the carrying capacity of the roadways, especially freeways at all costs. It may not be fashionable or politically correct, but it is what is undisputedly necessary to maintain economic prosperity and mobility in the region that directly impacts resident's everyday quality of life. Roads are for vehicles. We do not live in a fantasy utopia where people can magically transport themselves across distances. We need roads with as much carrying capacity for vehicles as possible. Not bicycles, scooters, or other impediments to the flow of vehicular traffic. Those are recreational devices for use outside of thoroughfares.

Bob, Citizen

1. Install bike lanes that are separate from roads. Safer and much better. 2. The entrance ramp shoulders on I 35E going north from the Bush Turnpike into Lewisville have loads of trash on both sides. This needs to be cleaned up. Some of the shoulders cannot be used due to the trash. The trash has been there for what seems like years!

Debbie, Citizen

We need busses and passenger trains not more freeways and tollways. When roads are widened, it just adds more cars rather than helps the environment or the people.

Scott Cooper, Citizen

Include bike lanes where possible to decrease car traffic, road wear and environmental effects. Biking provides a better way to commute, run errands, and exercise, improving the health and mobility of our residents.

David Pyke, Citizen

Don't rebuild any more interchanges. TxDOT always makes them worse. You spend billions and we get nothing. Begin to adjust your thinking that more lanes does not solve traffic issues.

Erin Moore, Citizen

I would really like to see a more robust transit system. We have to drive to where we want to walk. It would be useful to do what Harris did about 5 years ago and throw away the hub and spoke systems and create a reliable, 15 minute corner-to-corner, bus to rail, rail to air system. This in conjunction with the new EV infrastructure could significantly help our air quality non-attainment. Monitors are good but solutions are better.

Mail

Phyllis Silver, Citizen

Please see Attachment 1 for comments submitted via postal mail.

July 2024 Public Input Opportunity
North Central Texas Council of Governments

Attachment 1

10-Year Plan Cost/Revenue Matrix for Eastern Subregion
(TxDOT - Dallas District) Let or Completed Projects
FY 2017 - FY 2024

Pages 7 + 10 - Comments

TIP Codes 11618.2 + 11619.1 The Mobility Assistance Patrol
Sounds like a wise and worthwhile project.

10-Year Plan Cost/Revenue Matrix for the Eastern
Subregion (TxDOT - Dallas District) - Planned Projects
FY 2025 - FY 2034

Page 4 - Question

TIP Code 55304 - what does "improved weaving
and lane balance" mean?

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Phyllis Silver
Phyllis Silver
7/29/2024

July 2024 Public Input Opportunity

Access North Tazewell 2026 Update

Comments/Questions

Updates are made every 4 years with the next one being in 2026. I would still like to explore what opportunities if any, there are for potential riders to learn of additional services being added during that 4 year interval. Is there some way to obtain interim updates?

I went to a shared (library) computer to look at the survey. I would have liked it if the survey did not require name and other identifying information. Personally, I do not have an immediate need for accessing public transportation options other than DART. However in case of injury and long-term when I may need alternatives, it would be helpful to have complete information during periods between updates. Also, I would like other riders who are currently in need of options to have access to all available alternatives. (Now I have access to all available alternatives. (Now I notice on Page 3 of the booklet that there is a website for 2018 and 2022 updates. I did not view this on the computer) I would like to know if there are running updates that occur continuously, as some options may be removed and others added during 2024, 2025, and in 2026 prior to publication of the updated booklet.

Phyllis Silver
7/29/2024