

## MINUTES

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

#### **Transit Strategic Partnerships**

#### **Automated Transportation System Development Study**

#### **Environmental Protection Agency's Climate Pollution Reduction Grants Program**

#### **Regional Scrap Tire Program**

#### **Federal Performance Measures for National Highway System Pavement/Bridge Assets**

#### **FY2024 and FY2025 Unified Planning Work Program**

#### **Proposed Modifications to the List of Funded Projects**

### **Meeting Date and Location**

The North Central Texas Council of Governments (NCTCOG) held a hybrid public meeting Monday, June 12, 2023 at noon in Arlington. Patrons could attend in person, via phone or view the live stream at [www.publicinput.com/nctcogJune23](http://www.publicinput.com/nctcogJune23). Shannon Stevenson, Senior Program Manager, moderated the meeting attended by 96 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:

- Transit Strategic Partnerships – **presented by Julie Anderson**
- Automated Transportation System Development Study – **presented by Martin Bate**
- Environmental Protection Agency's Climate Pollution Reduction Grants Program – **presented by Savana Nance**
- Regional Scrap Tire Program – **presented by Nicholas Van Haasen**
- Federal Performance Measures for National Highway System Pavement/Bridge Assets – **presented by John Starnes**
- FY2024 and FY2025 Unified Planning Work Program – **presented by Vickie Alexander**

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/nctcogJune23](http://www.publicinput.com/nctcogJune23).

### **Summary of Presentations**

***Transit Strategic Partnerships presentation:***

<https://www.nctcog.org/getmedia/f655d42b-8eed-4086-95a1-d9eab594b741/Transit-Strategic-Partnerships-Program.pdf>

The NCTCOG Transportation Department is responsible for allocating federal transit funding through a non-competitive formula process. The designated federal funding area is limited to an urbanized area boundary of eight counties. Federal transit funding, appropriated by the US Department of Transportation (USDOT), is distributed by the Federal Transit Administration (FTA) to designated recipients within these urbanized areas. NCTCOG further distributes these funds to transit authorities and providers in the Dallas-Fort Worth region. In FY2021, approximately \$136 million in formula funds were allocated for public transportation providers in the North Central Texas urbanized areas.

The Transit Strategic Partnerships Program was created as a competitive funding program. Eligible applicants include transit authorities, rural providers and nonprofits who collaborate 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.

A selection committee reviews proposals twice a year to ensure they meet goals and requirements, and the program operates on a quarterly cycle aligned with the Transportation Improvement Program (TIP). Selected projects receive funding approximately five to six months after federal approval. The most recent cycle of project evaluations has concluded and selected projects will be announced in August. Any proposals requiring further development can be considered in the next cycle.

For more information, visit [www.nctcog.org/strategicpartnerships-transit](http://www.nctcog.org/strategicpartnerships-transit) or contact [transitSPT@nctcog.org](mailto:transitSPT@nctcog.org).

***Automated Transportation System Development Study presentation:***

<https://www.nctcog.org/getmedia/f9024ef3-14ea-449f-8732-1daf243eb9a9/Automated-Transportation-System-Development-Study.pdf>

The Automated Transportation Systems (ATS) Development Study explored the emerging market for people mover systems. The study focused on infrastructure requirements and was designed to minimize long-term risks and avoid costly vendor dependencies. The study also analyzed both passenger and cargo movements.

The study was comprised of four elements: vehicle technologies, wireless electric vehicle charging, guideway infrastructure design and case studies. It evaluated various vehicle technologies, identified state-of-the-art ATS vehicles and explored dynamic charging for uninterrupted service. The guideway design aimed for simplicity, sustainability and hazard prevention. The case studies included retrofit and pilot project opportunities, such as modernizing existing systems and implementing ATS in new developments. Specific pilot projects were mentioned, including the Dallas International District and retrofit opportunities for the Las Colinas system and DFW Airport Skylink. The study also emphasized the need for careful planning and minimal disruption during modernization.

For more information on the ATS Development Study, visit [www.nctcog.org/ats](http://www.nctcog.org/ats).

***Environmental Protection Agency's Climate Pollution Reduction Grants Program presentation:***

<https://www.nctcog.org/getmedia/5f630898-a024-4dfd-b594-f71172f49b05/The-Environmental-Protection-Agency%e2%80%99s-Climate-Pollution-Reduction-Grants-Program.pdf>

The Environmental Protection Agency (EPA) has introduced the Climate Pollution Reduction Grants (CPRG) program to address greenhouse gases and harmful air pollutants. This new initiative aims to develop regional plans for reducing emissions. The CPRG is divided into two phases. The first phase offers \$250 million in planning grants. The second phase provides approximately \$4.6 billion in competitive grant funding implementation. By participating in the CPRG, NCTCOG aims to improve air quality, combat climate change and mitigate the health impacts associated with pollutants for the region.

Eleven counties in the Dallas-Fort Worth-Arlington Metropolitan Statistical Area (MSA) have expressed support for the regional plan, and additional counties may be included upon request. If awarded, the region will collaborate with local governments and the public to create a priority climate action plan, a comprehensive climate action plan and submit a status report in 2027. The plans will involve emission inventories, identifying measures and projects to reduce emissions and seeking community input on prioritized projects. The comprehensive plan will include target projections and a workforce planning analysis.

If awarded the implementation grant, NCTCOG plans to host virtual and in-person meetings to engage the public, seek input on projects and provide updates on plan development. For more information on the CPRG program, visit [www.publicinput.com/nctcog-cprg](http://www.publicinput.com/nctcog-cprg).

***Regional Scrap Tire Program presentation:***

<https://www.nctcog.org/getmedia/6aa423fd-404d-4a11-8a0f-ae95ad09535c/Regional-Tire-Program.pdf>

Local governments and public concerns have prompted the creation of a Regional Scrap Tire program to address the issue of abandoned tires in both rural and incorporated areas. Improper disposal of tires has significant economic impacts, as it is costly and inconvenient for individuals and small businesses to dispose of them. This often leads to illegal dumping, and there is a lack of ordinances, education and markets for tire disposal, which exacerbates the problem. Proper tire disposal involves transporting them to scrap tire facilities for recycling or landfill disposal.

The Regional Transportation Council (RTC) has allocated funding to implement a tire program, establish a tire task force and develop ordinances to address the issue. The task force aims to tackle tire disposal in the 16-county region. A comprehensive regional scrap tire model ordinance has been created to enhance accountability and prevention. And by integrating sustainable tire recycling into the Mobility Plan Policy Bundle, cities and counties can earn transportation development credits. Increasing training opportunities and reporting illegal tire dumping is also encouraged at the local level.

For more information, visit [www.nctcog.org/envir/materials-management/regional-tire-task-force](http://www.nctcog.org/envir/materials-management/regional-tire-task-force).

***Federal Performance Measures for National Highway System Pavement/Bridge Assets presentation:***

<https://www.nctcog.org/getmedia/49aea96d-da50-46ba-8fe6-6927d3c04eaf/Federal-Performance-Measures-for-National-Highway-System-PavementBridge-Assets.pdf>

A performance measurement is a framework for relating observed performance of the transportation system to regional goals and priorities, planning processes, and project selection and policies. A measure is calculated from regularly updated data and a target is then established for where the measurement should be. NCTCOG is currently working to support the Texas Department of Transportation's (TxDOT) PM2 targets, and staff are assessing pavement and bridge conditions through four-year performance periods.

TxDOT is aiming to increase good pavement conditions, and an analysis based on moving averages shows a positive trend towards good pavement conditions as well as a decrease in poor pavement conditions for interstates and non-interstates. The Statewide bridge analysis shows deck areas in good condition are decreasing slightly while poor condition deck areas remain the same.

NCTCOG staff plans to support Statewide targets set for 2024 and 2026 for both good and poor conditions. TxDOT submitted new targets to the Federal Highway Administration (FHWA) in February, which began the 180-day review process.

The RTC will take action on PM2 targets on July 13, 2023.

***FY2024 and FY2025 Unified Planning Work Program presentation:***

<https://www.nctcog.org/getmedia/bfa8748a-ae7e-4aea-9464-0315b18b03e5/FY2024-and-FY2025-Unified-Planning-Work-Program.pdf>

***FY2024 and FY2025 Unified Planning Work Program draft program:***

<https://www.nctcog.org/getmedia/2705a828-b6e2-4e3b-92e1-ba610ef9af7a/DRAFT-FY2024-and-FY2025-UPWP.pdf>

The Unified Planning Work Program (UPWP) summarizes transportation activities for NCTCOG's metropolitan planning area, which covers the 12-county region. The UPWP is divided into five major task areas:

- Administration and Management
- Transportation Data Development and Maintenance
- Short-Range Planning and Programming, and Air Quality and Transit Operations
- Metropolitan Transportation Plan
- Special Studies and System Operations

The UPWP for FY2024 and FY2025 will focus on several planning initiatives, including the 2023-2026 Transportation Improvement Program (TIP), automated vehicle technologies, high-speed passenger technology, bicycle and pedestrian plans, corridor and transit studies, freight planning and an air quality conformity analysis, among others. A draft of the work program is posted at [www.publicinput.com/nctcogJune23](http://www.publicinput.com/nctcogJune23) for review and comment.

The RTC will take action on the recommended FY2024 and FY2025 UPWP on July 13, 2023.

**Summary of Online Review and Comment Topics**

***Proposed Modifications to the List of Funded Projects handout:***

<https://www.nctcog.org/getmedia/a702ed18-49cd-4495-b7c5-e43c2d49b5a5/Proposed-Modifications-to-the-List-of-Funded-Projects.pdf>

A comprehensive list of funded transportation projects through 2024 is maintained in the TIP. Projects with committed funds from federal, State and local sources are included in the TIP. To maintain an accurate project listing, this document is updated on a regular basis.

The current modification cycle includes project updates and funding adjustments for transportation initiatives in Collin, Dallas, Denton, Ellis, Parker and Tarrant Counties. Additionally, financial adjustments related to public transportation services managed by the Denton County Transportation Authority are also included.

## **COMMENTS RECEIVED DURING THE MEETING**

### **Automated Transportation System Development Study**

#### **Phyllis Silver, Citizen**

##### A. Implementation of ATS in Dallas International District

*Question:* On slide nine of the presentation, it refers to the Dallas International District. I don't live that far from there. In what way will the ATS be used in that area? The presentation says it will be used for potential vehicles and guideway materials.

*Summary of Response by Martin Bate:* The ATS vision for the Dallas International District is primarily based on a collaborative study conducted by Jacobs Engineering in 2019. The main objective of the ATS is to facilitate the movement of people throughout the area, connecting the eastern, western, northern and southern ends. The proposed route includes Alpha Road, Noel Road and Montfort Drive. It is also intended to establish links with the DART light rail system, either utilizing the same ATS solution or an alternative one. The project emphasizes internal circulation and relies heavily on the parking strategy established by the city and the development itself. Additionally, the aim is to provide regional connections to enable users, guests, employees and visitors to access the district without the necessity of driving.

#### **Hexel Colorado, Citizen**

##### A. Las Colinas APT system

*Question:* What is the status of the Las Colinas Area Personal Transit (APT) System? Can we expect it to come back in the near future? Everyone I talked to who has lived in Irving long enough to remember when it ran, wishes it would come back. I believe there's an opportunity to improve efficiency of the light rail system and improve connectivity by closing the Irving Convention Center Station and activating the APT System in its place.

*Summary of Response by Martin Bate:* There is currently no concrete plan to reopen the Las Colinas APT System. It was closed in early 2020 due to various factors, including COVID-19, and has remained closed indefinitely. However, insights gained from the ATS Development Study suggest the possibility of modernizing and reopening it. Our staff intends to approach the Surface Transportation Technical Committee (STTC) to request funding to design a pilot segment for the APT's modernization. This process will assess the infrastructure and vehicle costs involved. If proven feasible, discussions will then be held with the City of Irving and the Dallas County Utility and Regulation District, which oversees the APT, regarding the potential modernization of the entire system.

## **Other**

### **Morgan Chivers, Citizen**

#### A: Curb cuts on driveways and intersections

*Question:* Why are sidewalks being built and/or rebuilt with no curb cuts at driveways and intersections? Shouldn't new infrastructure and repairs automatically be updated to current standards? This seems like a really simple thing to start making much needed improvements to our region's accessibility.

*Summary of Response by Shannon Stevenson:* We certainly agree with you. It would definitely depend on where the sidewalks are, as we may need to engage local governments in those conversations. I recommend communicating with your local authorities about the location of those new sidewalks.

### **Anonymous, Citizen**

#### A. Transit and World Cup 2026

*Comment:* NCTCOG should work to move regional transit expansion plans forward, as well as build new services in preparation for the 2026 World Cup. We will look like a joke to our international visitors if venues like AT&T Stadium remain inaccessible via a reliable transit link beyond driving on the clogged highways of Arlington. In my humble opinion, a transit link to one of the largest entertainment districts in the region should already exist.

*Summary of Response by Shannon Stevenson:* NCTCOG is actively collaborating with partners to facilitate the organization of the World Cup. Meetings have already started with a variety of stakeholders, and we're focused on identifying the necessary tasks to be accomplished prior to the World Cup. Additionally, we are preparing to host several significant events in the region leading up to the World Cup next year. Our aim is to complete both phase one and phase two tasks in advance. I am optimistic coordination efforts for the World Cup, along with these special events, will result in long-lasting improvements, particularly in terms of enhanced transit options to the entertainment district.

#### B. High-speed rail link

*Question:* Does NCTCOG have any plans with the relevant partners to address unmet transportation needs in preparation for the World Cup and to Arlington in general? I know NCTCOG has or intends to study a Fort Worth to Dallas high-speed rail link. Is that something that could be pursued more aggressively?

*Summary of Response by Shannon Stevenson:* As I mentioned previously, those coordination efforts are underway. As far as the high-speed rail, I don't think we have enough time to implement anything in advance of the World Cup. However, it is certainly something that will bring future events back to our region once we're able to get those services implemented.

### **Hexel Colorado, Citizen**

#### A. Interstate 345

*Comment:* I want to express my disapproval of TxDOT's refined hybrid option for the future of Interstate 345 and urge NCTCOG to commission an independent study to assess alternative options, including the removal of the highway and the implementation of a comprehensive boulevard system. I have already submitted a comment on this issue, focusing on the destructive history of the highway, its incompatibility with projected growth and the risks it poses to aging residents in Southern Dallas.

I want to quickly touch on solutions to the socioeconomic divide between Southern Dallas and the northern suburbs. For years, people in Southern Dallas have been driving to jobs outside the city limits, and we need to understand why. Let's consider the example of attracting a major grocery store to Southern Dallas. Committees have heard familiar reasons for its absence: insufficient population, low median income and higher-income residents choosing to shop elsewhere. Shopping locally is not incentivized when it's easier to drive 10 minutes away than to walk 15 minutes down the street. While freeways provide job connectivity, they also perpetuate a system where people of color serve distant areas, limiting opportunities at home. Addressing the first reason, TxDOT estimated in 2016 their boulevard option would house 12,000 new residents, more than double the current downtown population. The second reason, median income, could be improved with new housing for market rate renters who can sustain grocers in Southern Dallas. As for the third issue, high-income residents would have an incentive to shop locally if it were more convenient than the flashy developments in the north. Southern Dallas is easily accessible within a 25-minute commute without a car by combining cycling, walking and public transit along the I-345 corridor.

In contrast, the average daily commute for many Dallas residents is 40 minutes, and it's increasing each year. Investing in Downtown Dallas would benefit Southern Dallas, considering their proximity and the accessibility of the I-345 corridor. Instead of wasting over half of the land on the highway and parking, it should be used for productive housing and human activities. Rebuilding the highway would perpetuate longer commutes, while replacing it with a mixed-use, walkable district that aligns with our mass transit system would bring the city together. I urge the Council to invest in an independent study exploring alternatives other than a highway for the center of our city.

*Response by Shannon Stevenson:* Thank you, Mr. Colorado. Your comments have been registered. Since I-345 is not on today's agenda, we will provide an appropriate response after the public meeting.

### **Doyle Rader, Citizen**

#### **A. Interstate 345**

*Comment:* The "hybrid" option TxDOT is ramming down the throat of Dallas is a catastrophic folly of 20<sup>th</sup> century thinking that has no place in 21<sup>st</sup> century city planning. TxDOT's hybrid plan is a bad deal for Dallas and the region. It serves only to meet the perceived needs of the agency that concocted it, and it must not be allowed to move forward before further independent studies are done to determine if it is viable.

Of all the arguments TxDOT presented for their plan, the assertion that communities of color in Southern Dallas need I-345 to get to jobs in the north, also made by this body's director, is one of the most perniciously reengineered statements of racial equity that has been presented. And it's a complete lie. Communities of color need jobs, but they cannot afford to continue having

those jobs segregated. Black and Hispanic workers are likelier to be low-income earners in the United States, especially in Texas.

According to the Department of Labor, for every dollar a white person makes in Texas, a black worker earns \$0.74 and a Hispanic employee makes \$0.67. Someone earning minimum wage in Texas, which is still \$7.25 an hour, makes just \$15,080 annually. Now, consider the cost of car ownership. According to the Bureau of Transportation Statistics, the average annual cost of car ownership was \$10,729 in 2022. Given the inflation rate and other factors, that number is climbing in 2023. The costs of owning a vehicle can quickly become an outsized portion of a person's income, potentially forcing them into desperate financial situations.

Interstate 345 is not an olive branch to jobs but a noose. Its continued existence further embraces a status quo built on racial inequity and financial disparity. Given the cost of car ownership, forcing populations that have long been targets of discrimination to own a vehicle and drive dozens of miles to find work is a modern-day poll tax. Sure, they can have jobs, but it will cost them! This is just one of the many issues that raises questions about the viability of the future need for I-345. It's further evidence that an outside, independent study is needed. We must look at the impacts of all the options, including a boulevard, and how they will affect surrounding populations and communities, especially those of color. If we don't, the ramifications will be felt for generations.

*Response by Shannon Stevenson:* Thank you for your comment. Since I-345 is not on today's agenda, we will provide an appropriate response after the public meeting.

**Nate Hemby, Citizen**

A. Interstate 345

*Comment:* We don't need more highways. We need more bike lanes. If we're going to be a 21st century city, we need to have a 21st century approach to transportation. That's more than just highways!

*Response by Shannon Stevenson:* Thank you for your comment. Since I-345 is not on today's agenda, we will provide an appropriate response after the public meeting.

**Anonymous, Citizen**

A. Interstate 345

*Comment:* TxDOT is forcing a bad project on the City of Dallas through their preferred I-345 "hybrid" plan. In areas of connectivity, sustainability, community cohesion, economic development, pedestrian safety and more, the hybrid plan underperforms compared to the potential benefits of a boulevard or reconnected street grid option. It is more expensive and will take longer to deliver a highway trench that will worsen pollution, continue to divide core communities and further reinforce car dependency while failing to solve traffic delays.

Instead of a project yielding a huge amount of developable land that could greatly expand downtown Dallas, bringing jobs, services and housing back to the core of the region, TxDOT seeks to maintain the status quo of urban highways funneling people, their money, and their jobs from South to North Dallas and the northern suburbs. Dallas' goals of compact and connected growth could be met by a network of high-efficiency complete streets facilitating



transit, driving, biking and walking in a newly developed neighborhood. Instead, TxDOT offers the same disconnection, congestion, safety risks, noise, car dependency and pollution associated with the North Central Expressway trench & crossings.

Dallas already has a robust highway network on each other side of downtown as well as a huge and expanding series of loop roads in DFW. It is ridiculous to assert that only a highway splitting Deep Ellum and Dallas can facilitate necessary regional traffic when the existing highway system in DFW is among the most advanced in the world. What we lack is good alternatives to highways that give people options other than driving. We similarly lack a denser pattern of development that would reduce the need for longer and more frequent car trips. These two deficiencies aren't coincidences, but the consequence of decades of planning and developmental decisions favoring cars and low-density sprawl. By presenting the "hybrid" plan as the only viable option for Dallas to consider, TxDOT continues this tradition.

I'd ask NCTCOG and their partners at TxDOT to consider how they could capitalize on the strengths an urban environment like Downtown Dallas presents and use the opportunity presented by Interstate 345 to deliver an innovative, forward-thinking project that moves beyond the tired paradigm of considering vehicular throughput above and beyond all else.

*Response by Shannon Stevenson:* Thank you for your comment. Since I-345 is not on today's agenda, we will provide an appropriate response after the public meeting.

**Matt Havener, Citizen**

A. Interstate 345

*Comment:* Keeping the urban highway is not beneficial to the citizens of Dallas.

*Response by Shannon Stevenson:* Thank you for your comment. Since I-345 is not on today's agenda, we will provide an appropriate response after the public meeting.

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

**Social Media**

**Twitter**

The @NCTCOGtrans public input meeting just started. You have ~45mins to post a comment on their web page to be read during the meeting. You can also dial-in to listen & comment over the phone: 855-925-2801 Meeting code: 2463 <https://nctcog.publicinput.com/i1635> – Hexel Colorado (@hexel\_co)

**Mail**

**Phyllis Silver, Citizen**

Please see Attachment 1 for comments submitted via postal mail.

### ATS Development Study

Comment:

I am excited about the ATS technology and I am looking forward to having the people mover pilot close to home at the Dallas International District

### EPA's Climate Pollution Reduction Grants Program

Comment:

This initiative is so important to improve our health, as polluted air has many negative <sup>health</sup> impacts, as outlined on page 5

### Regional Scrap Tire Program

Comment:

This sounds like a great program. Scrap tires are an eyesore and bad for the environment.

### Federal Performance Measures: PM 2 Condition Targets for NHS Pavement + Bridge Assets

Question:

My question is a little difficult to express, however I will give it a try.

Page 7 shows regional data for pavements in good condition in the NCTCOG Region for off-system arterial local streets. The 2022 baseline shows as 1.0%.

Page 9 for pavements in poor condition, also NCTCOG Region, same category of roads, 2022 baseline is showing as 7.6%.

I don't understand why both these percentages are so low. If a road is not in good condition or poor condition is there another condition that it might be in? I would like some help in interpreting these figures. The condition of our local roads in some areas is pretty bad and I'm trying to understand these measures. Thank you.

Phyllis Silver

## Proposed National Juneteenth Museum Partnership

Comment I am in favor of COG's support of this museum in Fort Worth. It's exciting that the woman responsible for this becoming a Federal holiday lives right here in our Region.

I agree that this project will enhance travel and tourism. I like the idea of initiating transit to reduce the need for single occupant vehicle travel. If this is going to be on-demand transit, I encourage you to look at reliable options. We do not want to have visitors encounter long wait times and be inconvenienced.

## Administrative Revisions to Mobility 2045 - 2022 Update Dated June 2023 (June 6, 2023)

Comment  
Page 3 of Regionally Significant Arterials Improvement  
Summary - number in N/A column is 1,570,250 -

In a previous month I questioned the wording in the "to" column "North of Spring Valley Road" since Belt Line Road is north of Spring Valley Road. Rylea Roderick, Senior Transportation Planner at COG left me a phone message in response to my inquiry. She explained that the "to" actually referred to Hornet Road, which is very close to Spring Valley Road, in Addison. Hornet is not a major street and most people would not be familiar with this street.

To avoid confusion, I propose that wording similar to "a street immediately north of Spring Valley Road" be in the "to" column instead of the current wording. Thank you.

Phyllis Dilus  
6/30/2023