

## MINUTES

### Regional Transportation Council PUBLIC MEETING

#### Map Your Experience 2022 Insights Report

#### DFW High-Speed Transportation Connections Study Update

#### Conformity Lapse Grace Period

#### DFW Clean Cities Fleet Recognition Awards and Annual Survey Results

### Meeting Date and Location

The North Central Texas Council of Governments (NCTCOG) held a hybrid public meeting Monday, Dec. 12, 2022, at noon in Arlington. Patrons could attend in person, via phone, or view the live stream at [www.nctcog.publicinput.com/nctcogDec22](http://www.nctcog.publicinput.com/nctcogDec22). Dan Lamers, Senior Program Manager, moderated the meeting, attended by 57 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:

- Map Your Experience 2022 Insights Report – **presented by Brendon Wheeler**
- DFW High-Speed Transportation Connections Study Update – **presented by Brendon Wheeler**
- Conformity Lapse Grace Period – **presented by Jenny Narvaez**
- DFW Clean Cities Fleet Recognition Awards and Annual Survey Results – **presented by Jared Wright**

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.nctcog.publicinput.com/nctcogDec22](http://www.nctcog.publicinput.com/nctcogDec22).

### Summary of Presentations

#### ***Map Your Experience 2022 Insights Report presentation:***

<https://www.nctcog.org/getmedia/0558a3a7-a1bf-4dd3-9836-12665e7b66bb/Map-Your-Experience-2022-Insights-Report.pdf>

Map Your Experience is a web-based outreach tool and allows members of the public to drop a pin on a map where they are having transportation issues. The tool's data is available to the public, comments are incorporated into ongoing planning efforts, and NCTCOG staff provide reports to regional partners.

In the 2022 Insight Report, more than 50 percent of the comments received were related to bicycle and pedestrian issues, with accessibility being a major concern. About a third of the comments received were related to roadway issues.

Key insights of the report are:

- Accessibility issues for bicycle and pedestrian infrastructure are of greater concern than transit or roadway issues
- Key bicycle and pedestrian needs include wider sidewalks, protected bike lanes, safer speeds on non-arterial roads, and crosswalks across arterials
- Key transit needs include increased frequency and coverage in existing transit service areas and expansion of service to new areas
- Traffic and safety concerns are among the top comments, frequently showing up in areas with poor service
- In many cases, roadway comments are not concerned with speeds but with the safety of merging onto a road, poor visibility, or blind spots

NCTCOG staff will continue to analyze new comments and incorporate feedback into subsequent plans. For more information on the Map Your Experience tool, visit [www.nctcog.org/mapyourexperience](http://www.nctcog.org/mapyourexperience).

***DFW High-Speed Transportation Connections Study Update presentation:***

<https://www.nctcog.org/getmedia/bb4b4545-b60d-4104-8b82-b11066ad57ea/DFW-High-Speed-Transportation-Connections-Study-Update.pdf>

The High-Speed Transportation Connections Study (HSTCS) traverses Dallas, Irving, Cockrell Hill, Grand Prairie, Arlington, Pantego, Dalworthington Gardens, Hurst, Euless, Bedford, Richland Hills, North Richland Hills, Haltom City, and Fort Worth.

The study's purpose is to:

- Evaluate high-speed transportation alternatives, both alignments and technology
- Connect Dallas-Fort Worth to other high-performance passenger systems in Texas
- Enhance and connect the Dallas-Fort Worth regional transportation system
- Obtain federal environmental approval of the viable alternative

The study is currently in Phase 2. Phase 2 is an engineering and environmental analysis as prescribed by the National Environmental Policy Act (NEPA). This phase includes conceptual and preliminary engineering tasks, NEPA documentation and approval, financial and project management plans, and public and agency engagement. To date, the public and agency engagement has been completed, with 180 meetings held so far.

Work efforts are expected to conclude in late Spring 2023. For more information on the High-Speed Transportation Connections Study and to sign up for project notices, visit [www.nctcog.org/dfw-hstcs](http://www.nctcog.org/dfw-hstcs).

***Conformity Lapse Grace Period presentation:***

<https://www.nctcog.org/getmedia/aa0bb530-745d-4859-b214-c0ebe9b24917/Conformity-Lapse-Grace-Period.pdf>

Ground-level ozone, commonly referred to as “bad ozone”, forms when emissions from

transportation, industrial and commercial operations, and natural sources emit nitrogen oxides (NOx) and volatile organic compounds (VOC).

According to the latest Environmental Protection Agency (EPA) designations, 10 counties in North Texas violate federal standards for having a high concentration of ground-level ozone. This designation is known as nonattainment. These counties are currently designated nonattainment under the 2008 ozone standard. Additionally, nine out of the 10 counties are also designated nonattainment under the 2015 ozone standard. (Rockwall County is in attainment under the 2015 standard.)

An air quality Conformity analysis demonstrates projected emissions from transportation projects are within emission limits established by the State Implementation Plan (SIP). The analysis also ensures federal funding and approval are applied to transportation projects that are consistent with air quality planning goals.

If a compliance determination is not made in accordance with the requisite frequency criteria, a Conformity lapse grace period occurs. After a missed deadline, areas have a one-year grace period and only transportation projects included in the most current conforming Metropolitan Transportation Plan and Transportation Improvement Program can be funded or approved during the 12-month grace period.

NCTCOG has received Conformity approval letters from the Environmental Protection Agency (EPA), Texas Commission on Environmental Quality (TCEQ), and the Texas Department of Transportation (TxDOT). The agency is currently waiting for approval letters from the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

***DFW Clean Cities Fleet Recognition Awards and Annual Survey Results presentation:***

<https://www.nctcog.org/getmedia/f36db8e6-0a40-4f83-ae32-d4166a6c0da5/2022-DFW-Clean-Cities-Fleet-Recognition-Awards-and-Annual-Survey-Results.pdf>

NCTCOG is the host organization for Dallas-Fort Worth Clean Cities (DFWCC), a US Department of Energy initiative to reduce total energy impacts in the transportation sector. As part of these efforts, DFWCC surveys local fleets each year about alternative fuel use and other fuel-saving activities.

Sixty fleets participated in the 2021 Annual Survey and assisted in reducing approximately 27 tons of ozone-forming nitrogen oxides and approximately 118,555 tons of greenhouse gas emissions. Staff also recognized the winners of 2021 Fleet Challenge Goals, Greatest Progress in NO<sub>x</sub> Reduction, Alternative Fuel Champions, and Greatest Showcase of Efficiency Strategies. Winners included the City of Carrollton, City of Dallas, City of Denton, Denton County, Dallas Area Rapid Transit (DART), and DFW International Airport.

To view the 2021 Annual Report and for more information on the 2022 Annual Survey, visit [www.dfwcleancities.org](http://www.dfwcleancities.org).

**Summary of Online Review and Comment Topic**

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

***Handout:*** <https://www.nctcog.org/getmedia/0e4d7615-ccef-41ee-8587-40a723a14d2d/Public-Meeting-Report-Final--TIP-Mods.pdf>

A comprehensive list of funded transportation projects through 2026 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, Hood, Johnson, and Tarrant Counties.

## **COMMENTS RECEIVED DURING THE MEETING**

### **DFW High-Speed Transportation Connections Study**

#### **Gary Hennesse, Citizen**

A: Locations of potential rail stations

*Question:* When studying potential station locations and infrastructure, will NCTCOG be able to rank all factors and determine which locations are better or worse for air quality Conformity?

*Summary of Response by Dan Lamers:* The Regional Transportation Council chose three downtown Fort Worth locations for high-speed rail stations because they are near the airport and have extensive bus and train connections. Arlington was also chosen because it is centrally located and has many visitors.

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

A. Fixed route transit

*Question:* Is NCTCOG considering any form of fixed-route transit connection between CentrePort/DFW Airport station, the Arlington Entertainment District, and the future Arlington high-speed rail station?

*Summary of Response by Dan Lamers:* The City of Arlington is proposing a high-speed rail station, but for now, there are other ways to get to the DFW Airport and the CentrePort Station.

### **Conformity Lapse Grace Period**

#### **Gary Hennesse, Citizen**

A. Reasons for being in nonattainment

*Question:* Is part of the reason we're in nonattainment due to point source pollution and similar factors?

*Summary of Response by Jenny Narvaez:* The Environmental Protection Agency has set limits for nitrogen oxides and volatile organic compounds, and ozone is also a concern. Transportation is a large part of the problem, but there are other ways to contribute to ozone pollution. The Texas Commission on Environmental Quality is responsible for regulating point area sources in the State.

B. COVID's effect on Conformity

*Question:* Do you expect to reach conformity this year due to all the changes in the world related to COVID?

*Summary of Response by Jenny Narvaez:* Many believed the pandemic would help decrease ozone formation, but that did not actually happen. Texas, NCTCOG, and other agencies are currently looking into the sources of ozone formation and trying to figure out how to reduce it.

### **DFW Clean Cities Fleet Recognition Awards and Annual Survey Results**

#### **Gary Hennesse, Citizen**

- A. United States Postal Service's (USPS) participation in air quality improvement programs

*Question:* Does the USPS participate in the Dallas-Fort Worth Clean Cities program?

*Summary of Response by Jared Wright:* Because we do not receive data or work with fleets at a national level, we do not know if the USPS participates in the program. If they do, they might be reporting data related to electric vehicles or alternative fuels.

#### **Other**

#### **Gary Hennesse, Citizen**

- A. NCTCOG's use of navigation systems

*Question:* Does NCTCOG use the information provided through online navigation systems that display congestion and vice versa??

*Summary of Response by Dan Lamers:* NCTCOG receives its information from the Texas Department of Transportation (TxDOT). TxDOT obtains input from a variety of sources, including people's experiences with tools like Waze and Google Maps, to help plan improvements to State-owned transportation facilities. More information is available at [www.511DFW.org](http://www.511DFW.org).

- B. Buses on toll roads

*Question:* Do buses receive a discount on regional toll roads?

*Summary of Response by Dan Lamers:* There are two types of toll roads in the region: traditional toll roads and managed lanes. Public transportation vehicles travel free on managed lanes, as required by the Regional Transportation Council, which keeps buses reliable and efficient.

- C. Rail connections for 2026 World Cup

*Question:* Was a commitment made to build a rail connection between the Arlington Entertainment District and DFW Airport for the 2026 World Cup?

*Summary of Response by Dan Lamers:* Transportation infrastructure does not currently include rail service to Arlington. While we don't believe we're going to have any kind of rail system, we

have made commitments for how we can utilize the system we currently have in a way that provides direct access.

**Hexel Colorado, Citizen**

A. GoPass

*Question:* Has NCTCOG researched integrating Google Maps into the GoPass app?

*Summary of Response by Dan Lamers:* We have an ongoing relationship with various services like Google, Apple, and Waze, but we don't yet know how to fully integrate them. We're glad you brought this up and we'll ask our team who work with these services to get back to you.

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

No comments received during the comment period via website, email, social media, and mail.

**Mail**

**Phyllis Silver, Citizen**

Please see Attachment 1 for comments submitted via postal mail.

### Map Your Experience

Comment: I am sharing this tool with my colleagues to give them the opportunity to see and use it

### DFW High-Speed Transportation

Comment: I participated in the live presentation on December 12 when it was announced that high-speed rail was selected as the mode of choice. First let me say that I am in favor of this decision. The majority of potential riders are most familiar with this mode over the others that weren't <sup>being</sup> considered. Also high speed rail from Dallas to Fort Worth will interface with other planned high speed rail projects.

Additional Comment: From the live presentation it was clear that the technology chosen was rail. On the other hand, from the printed material of the presentation, the only indication that high speed rail was selected was on page 6. The dot next to the words "High-speed" has a white dot and the other modes have shaded dots. The words "High-speed" along with the photo of rail was my indication that this was the selected technology. I think the selection should have been clear in the printed material. Also, I would have liked to see a summary of what factors went into the decision to select high-speed rail and why other technologies were ruled out.

Question: Just as a point of interest, I am curious where the photo of the public display on page 4 was taken. I see the logo for the Texas Rangers Baseball Team and a sign for tickets. Is this the outside of either the new or the old Rangers' stadium?

### Conformity Lapse Grace Period

Comment: I am pleased that air quality is being monitored closely by multiple entities.

DFW Clean Cities Fleet Recognition Awards and Annual Survey Results

Comments: I think it's great that organizations are being recognized and awarded for their efforts to reduce emissions. I hope this will serve as an incentive to meet and exceed air quality goals.

Phyllis Silver

