

MINUTES

REGIONAL TRANSPORTATION COUNCIL ONLINE PUBLIC INPUT OPPORTUNITY

2024 Regional Transportation Funding Program

Funding to Support Special Events in Dallas-Fort Worth

Dallas-Fort Worth Air Quality Improvement Plan (DFW AQIP)

Online Public Input Opportunity Dates

Monday, Jan.8 - Tuesday, Feb. 6, 2024 – The North Central Texas Council of Governments (NCTCOG) posted information at www.publicinput.com/nctcogJan24 for public review and comment.

Purpose and Topics

The online public input opportunity was provided 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 (MPO) and amended on November 8, 2018. Staff posted information regarding:

1. 2024 Regional Transportation Funding Program
2. Funding to Support Special Events in Dallas-Fort Worth
3. Dallas-Fort Worth Air Quality Improvement Plan (DFW AQIP)

The NCTCOG online public input opportunity was provided to inform and seek comments from the public. Comments and questions were submitted by email at nctcogJan24@publicinput.com, online at www.publicinput.com/nctcogJan24, by mail at PO Box 5888, Arlington, TX 76005 and by fax at 817-640-3028. Printed copies of the online materials were also made available by calling 817-695-9255 or emailing jcastillo@nctcog.org.

Summary of Presentations

2024 Regional Transportation Funding Program presentation:

<https://www.nctcog.org/getmedia/e5a39e9c-c30c-4d27-b3af-60278cc760e1/2024-Regional-Transportation-Funding-Program.pdf>

2024 Regional Transportation Funding Program handout:

<https://www.nctcog.org/getmedia/07724bde-2297-43ae-a5df-a31cc2b1a704/2024-Regional-Transportation-Funding-Program-Project-List.pdf>

Over the past several years, NCTCOG staff have received requests from local governments and transportation agencies for funding consideration. The projects being recommended to receive funding meet one or more of the Regional Transportation Council's (RTC) policies or improvements outlined in the Metropolitan Transportation Plan (MTP), implement outcomes of planning activities and/or assist in reaching the region's federal performance targets.

The program's timeline emphasizes the importance of public feedback on the proposed projects and partnerships. For more information and a comprehensive list of project recommendations, visit www.publicinput.com/nctcogJan24.

Funding to Support Special Events in Dallas-Fort Worth presentation:

<https://www.nctcog.org/getmedia/493571f7-3a20-40e0-b133-e2b30fc1d246/Funding-to-Support-Special-Events-in-Dallas-Fort-Worth.pdf>

The Arlington Entertainment District is set to host several regional events and partnerships throughout the next few years. Staff is taking a phased approach to expand partnerships and stakeholder coordination and update needs and priorities. Phase 1 has already begun with the National Medal of Honor Museum. Phases 2 and 3 will include large-scale events such as the MLB All-Star Game and the FIFA World Cup.

This initiative addresses transportation issues surrounding the events, including access to SH 183, parking and transit capacity. Parking solutions, traffic analysis, increased transit support, and connections to regional transportation hubs are all areas that will require assistance.

Next steps include seeking funding approval, developing improvement schedules with the City of Arlington, pursuing federal funds for vehicles and forming event planning subcommittees. For more information, visit www.publicinput.com/nctcogJan24.

Dallas-Fort Worth Air Quality Improvement Plan (DFW AQIP) presentation:

<https://www.nctcog.org/getmedia/0ed2f72b-4f07-41e4-b3ad-0bea9037577c/Dallas-Fort-Worth-Air-Quality-Improvement-Plan.pdf>

The Dallas-Fort Worth (DFW) Air Quality Improvement Plan (AQIP) is a regional initiative in North Texas aimed at improving air quality. The plan covers various sectors, including electricity generation, waste and materials management, transportation, agriculture, natural and working lands, industry, and commercial and residential buildings. The Environmental Protection Agency's (EPA) Climate Pollution Reduction Grant (CPRG) Planning Grants Program has allocated \$1 million to develop and implement plans to reduce greenhouse gases (GHGs) and other pollutants. NCTCOG is leading this effort, with a Priority Climate Action Plan (PCAP) due by March 1, 2024, and a Comprehensive Climate Action Plan (CCAP) due by summer 2025.

The tasks involved in the planning process include a GHG emissions inventory, identification of GHG reduction measures, an analysis of benefits to disadvantaged communities, a review of implementation authority and a funding analysis.

The CPRG Implementation Grants will fund strategies included in the PCAPs submitted under the Planning Grants, with a focus on measures that improve air quality. The grants are competitive, with scoring based on the cumulative benefits of proposed initiatives. The EPA will not award multiple grants for the same initiative in the same area.

Visit www.publicinput.com/dfwaqip to learn more about DFW AQIP, explore public input opportunities and complete the public input survey.

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

Email

Bridgette Wallis, Citizen

I was unable to pull up any information on the topic 2024 Regional Transportation Funding Program to be discussed at this meeting. However, I'm aware that the City Council of the City of McKinney has requested funding for an odd tunnel park under Hwy 5. As part of my public comment, I am registering my vehement dislike of this project. I hope that someone denies funding for it. It is an answer to a non-existent problem. By no stretch of the imagination is it environmental justice for Eastside residents. It has hardly any public support in McKinney, even though Mayor Fuller continues to push it. As a matter of fact, in 2022, residents had an opportunity for public input. Four options were presented that I put in order of public approval:

1. A Klyde Owens-type park
2. Performing at grade improvements for \$100k
3. The tunnel park (officially the inverted park)
4. Doing nothing

Even though everyone liked the idea of the Klyde Owens-type park, they all knew it was too expensive. The runner up to the expensive option was to perform grade improvements. The tunnel park was the 3rd most popular--only a bit higher rated than doing nothing. Most comments suggested safety concerns, expenses and the fact that most residents on the East side cross Hwy 5 elsewhere. Regardless, the city is continuing to push what no one in the city wants. This option that no one wants will cost city taxpayers over \$15 million by the time it is done. Plus, the city has repeatedly said that safety and maintenance costs will escalate yearly over the preliminary \$2.5M. Two City Council members voted against it because city staff could not provide details of how they'd prevent homelessness and increased security risks in the tunnel area.

Additionally, mom-and-pop businesses will be taken by this project. Eminent domain for a vanity project. There is no environmental justice in this project. This project is pure vanity. It will connect the richest areas of one side of downtown with the richest and most gentrified area of the other side of downtown. Guess what they want to do with the areas that the lower-income areas of the East side actually cross Hwy 5? They want to provide inexpensive, at-grade improvements for them. Please see the summary of public input for McKinney 23-0291 - Summary of Online Survey (legistar.com) There are clearly other projects that are wanted and actually solve a problem that could use this money.

Ricky Garcia, Citizen

I'm genuinely enthusiastic about the Everman Safe Streets project and its vital role in enhancing the safety of our children's school commute, especially in areas currently lacking proper sidewalks. The addition of new bicycle lanes and HAWK signals is a significant step towards ensuring a safer journey for kids biking to school.

In addition, I strongly support the Forest Hill Drive project. This initiative is crucial in connecting our communities with our schools, fostering a more interconnected and accessible environment. Additionally, the traffic signals included in the Forest Hill Drive project will not only improve our transportation system but also aid in our air quality goals. By reducing traffic congestion and encouraging biking, we're taking significant steps towards a healthier, more sustainable community. After all, ensuring the safety and well-being of our community is as vital for our future as enhancing our transportation systems.

The Everman Safe Streets project and the Forest Hill Drive project together are instrumental in building a safer, more connected and environmentally conscious community for our future generations.

Greg Witte, Citizen

I missed this meeting. Was there presentation material or perhaps a recording? Do you know when they may go out to select consultants for this work? Thanks for the help. I do appreciate it.

Response by NCTCOG Transportation Department:

Mr. Witte, Thank you for contacting the NCTCOG Transportation Department. We are having an online input opportunity this month, so you did not miss a meeting. All presentation material for our January topics can be found at www.publicinput.com/nctcogJan24, under the files tab.

Mail

Phyllis Silver, Citizen

Please see Attachment 1 for comments submitted via postal mail.

January 2024 Public Input Opportunity

Dallas-Fort Worth Air Quality Improvement Plan

Attachment 1

Comment - I am in favor of the funding to develop and implement plans to reduce greenhouse gas emissions in our Region in order to improve air quality.

Comment - pages 7-9 - This is a good outline of what individuals and organizations can do to improve air quality.

Partnerships of Regional Events

Comment - This appears to be a solid plan.

Comment/Question

It would be helpful if on page 3 the venues on the map and the legend would have clearer print. It is very blurry/fuzzy-looking. I am somewhat familiar with some of the venues (entertainment centers) so while straining to read it, I was able to determine most of the names. Also, in the legend between the red and the yellow lines I was not able to determine what color is associated with (it appears to be) crosswalk designation. Can the print be made sharper and could the color of that line be more pronounced?

2024 Regional Transportation Funding Program -

Presentation and associated Project Table

Comment - I support the projects mentioned on pages 3-5 and pages 7-8 of the PowerPoint presentation, as the justifications in each case resonate with values important to me.

Comment + Question

Comment on page 6 of this presentation, my comments and questions pertain to the Thanks-Giving Square improvements and refers to ^{both} the presentation and the Project table.

Comment on page 1 of the table, the Project Scope column, I am looking forward to the possibility of roadway + pedestrian improvements to connect Thanks-Giving Square to the AT&T Performing Arts Center and Klyde Warren Park!

Over, please →

Comment/Question

I am a regular patron of the AT&T Performing Arts Center and I would like to question the reference to AT&T Square in the Project table. There is an Annette Straus (or is it Strauss?) Square, but I don't believe there is a designated area referred to as AT&T Square. Can someone at COE check this?

Question

For this same item, in the Comments column of the Project table, is the reference to High Speed Rail talking about the proposed Dallas to Fort Worth train or the Dallas to Houston train?

Comment

On page 7 of this presentation, providing information about Inland Port, the map, especially the bullet points on the map, are too small to read.

Question

On page 8 under Scope - I would like to learn what "reconstruct 2 to 2 lane roadway" means. Can you let me know what this means? Thank you.

Phyllis Silver

1/21/2024



Ms. Phyllis Silver