

## MINUTES

### REGIONAL TRANSPORTATION COUNCIL ONLINE PUBLIC INPUT OPPORTUNITY

#### Regional 10-Year Plan Update

#### Local Clean Air Projects Showcase and Funding Opportunities

#### DFW Discovery Trail Update

#### Community Gardens Program Guide

### Online Public Input Opportunity Dates

Monday, July 10 - Tuesday, August 8, 2023 – The North Central Texas Council of Governments (NCTCOG) posted information at [www.publicinput.com/nctcogJuly23](http://www.publicinput.com/nctcogJuly23) 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. Regional 10-Year Plan Update
2. Local Clean Air Projects Showcase and Funding Opportunities
3. DFW Discovery Trail Update
4. Community Gardens Program Guide

The NCTCOG online public input opportunity was provided to inform and seek comments from the public. Comments and questions were submitted by email at [nctcogJuly23@publicinput.com](mailto:nctcogJuly23@publicinput.com), online at [www.publicinput.com/nctcogJuly23](http://www.publicinput.com/nctcogJuly23), 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](mailto:jcastillo@nctcog.org).

### Summary of Presentations

**Regional 10-Year Plan Update presentation:** <https://www.nctcog.org/getmedia/a06c734f-bf0a-4b92-9a03-4d5d44e534b8/Regional-10-Year-Plan-Update.pdf>

**2023 Regional 10-Year Plan Project List:** <https://www.nctcog.org/getmedia/e8f9713f-5c2f-4697-b5fc-a827b95fceed/2023-10-Year-Plan-Project-List-Let-and-Completed-Public-Involvement.pdf>

**2023 Draft Regional 10-Year Plan Project List:** <https://www.nctcog.org/getmedia/e8f9713f-5c2f-4697-b5fc-a827b95fceed/2023-10-Year-Plan-Project-List-Let-and-Completed-Public-Involvement.pdf>

Metropolitan Planning Organizations (MPO) are required by law to develop 10-year plans using performance-based planning and project selection 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 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/toll managed lanes on selected corridors
- Refund previously unfunded projects (when possible)
- Ensure all RTC projects are approved in the 2024 UTP
- Projects must be scored and should have a score sufficient to qualify for funding

Currently, there is too much Category 12 funding slotted Statewide in the first few years of the UTP. A proposed resolution, requested from TxDOT Headquarters, is to trade out Category 12 funds on the IH 30 Canyon project in 2025 and replace that funding with Category 2 funds. An initial trade was proposed by the State, but NCTCOG staff is proposing the following:

- Category 2 funding would be removed from four projects and placed on the IH 30 Canyon project:
  - SH 199 in Tarrant County - \$70M
  - SH 360 at Randol Mill in Tarrant County - \$70M
  - US 380 in Collin County - \$100M
  - Spur 399 in Collin County - \$150M
- Category 12 funds would replace the Category 2 funds removed from those projects.

The RTC will take action on the 10-Year Plan update on August 10, 2023, and the TTC will take action on the 2024 UTP in August 2023.

***Local Clean Air Projects Showcase and Funding Opportunities presentation:***

<https://www.nctcog.org/getmedia/fa956a72-faa7-45df-b6e4-0dfa8c65b03f/Local-Clean-Air-Project-Spotlight-July-2023-Public-Meeting.pdf>

NCTCOG has developed several Calls for Projects, including Clean Fleet North Texas (CFNT) and the North Texas Emissions Reduction (NTER) project. These funding opportunities assist businesses and organizations in purchasing cleaner light-duty and heavy-duty vehicles. For more information and a detailed overview of available funding opportunities, visit [www.nctcog.org/aqfunding](http://www.nctcog.org/aqfunding).

***DFW Discovery Trail Update presentation:*** <https://www.nctcog.org/getmedia/fd3593df-5eee-4acf-96ba-c5901d83128d/DFW-Discovery-Trail-Update.pdf>

The DFW Discovery Trail is a 66-mile paved bicycle and pedestrian trail that runs through the Cities of Fort Worth, Arlington, Grand Prairie, Irving and Dallas. The project, which is expected to be fully completed by early 2024, will help build regional consensus for the trail's marketing and operations as well as provide recommendations for supporting infrastructure.

NCTCOG staff has completed the trail's branding and wayfinding project goals, which included:

- Creating a unified branding and signage package with cobranding of local trails
- Recommendations for infrastructure to hold major regional and national events
- Integrating regional 911 signage system and lighting recommendations
- Electronic message boards and real-time display trail counters recommendations
- Building consensus for ongoing marketing and operations

For more information about the DFW Discovery Trail and to review the final report, visit [www.nctcog.org/dfwdiscoverytrail](http://www.nctcog.org/dfwdiscoverytrail).

**Community Gardens Program Guide presentation:**

<https://www.nctcog.org/getmedia/997fd13f-4d93-463a-8715-989b112d3735/Community-Gardens-Program-Guides.pdf>

The Community Gardens Program Guide provides solutions for addressing issues related to food deserts and food access. It also offers a framework for creating publicly led community garden programs, encourages potential garden site locations on public land near transportation infrastructure and acts as a resource for conversations between local governments and community stakeholders.

The guide promotes the creation of plot gardens throughout the region to improve quality of life and site criteria includes the following:

- Site must be publicly owned property (city, county, transit agency, non-profit organization, school district, etc.)
- Site must be located within 0.5 miles of a transit station and biking/walking facilities
- Site must have less than 10 percent slope

To review the Community Gardens Program Guide and the research, recommendations and challenges identified, visit [www.nctcog.org/greeninfrastructure](http://www.nctcog.org/greeninfrastructure).

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

**Website**

**Ryan Becker, Citizen**

What is being done to eliminate (or repair) vehicles on the road that have been illegally modified to remove their cat converters, consequently spewing out toxic emissions 100x what a compliant vehicle does? I have personally submitted multiple reports via the "Report a Smoking Vehicle" program, but it is unclear as to whether the violator is required to take any action whatsoever.

While it is impossible to reach anyone on the phone to inquire on this program, I have emailed [jbrown@nctcog.org](mailto:jbrown@nctcog.org), [amoffa@nctcog.org](mailto:amoffa@nctcog.org), [cklaus@nctcog.org](mailto:cklaus@nctcog.org) and have never received a response. North Texas has more people than ever, and the residents would like to be able to breathe clean air.

**Response by NCTCOG Transportation Department:**

Thank you for reaching out to us with your concerns about illegally modified vehicles on our roadways. We take this very seriously and appreciate any and all feedback from the public regarding such items.

The Regional Smoking Vehicle Program (RSVP) is designed to educate and inform drivers about vehicles that emit visible smoke from their tailpipes and encourage drivers to have these vehicles diagnosed and repaired, if needed. As you point out, this is an air quality issue with potentially detrimental consequences to health. When a smoking vehicle report is received through RSVP, a letter is mailed to the registered vehicle owner to make them aware that their vehicle was seen smoking and inform them of the importance of getting it repaired.

The North Central Texas Council of Governments administers RSVP but does not have the authority to enforce and cite motorists that have been reported through the program. Through past collaborative efforts and conversations with local law enforcement agencies, we have emphasized that a smoking vehicle can be a citable offense under the Texas Transportation Code.

In addition, vehicle emissions control tampering can be reported to the Environmental Protection Agency (EPA) at [tampering@epa.gov](mailto:tampering@epa.gov). More information about tampering enforcement by the EPA can be found at <https://www.epa.gov/enforcement/national-enforcement-and-compliance-initiative-stopping-aftermarket-defeat-devices>.

Please continue to report smoking vehicles through the RSVP website or by phone (817-704-2522) so we can further educate the public about the impact to our air quality. Every report matters and goes towards improving the air in our region.

**Scott, Citizen**

We must invest more in other forms of transportation. Transit and rail are so crucial. What are we doing to invest in these modes?

**Response by NCTCOG Transportation Department:**

The Metropolitan Transportation Plan for North Central Texas contains recommendations for nearly \$45 billion worth of public transportation improvements, including rail and bus. Additionally, NCTCOG staff continuously works with our region's three transit authorities, DART, Trinity Metro and DCTA, to coordinate on the existing transit system and plan for additional transit options, including on-demand services. However, there are significant challenges that must be overcome to fully realize the transit vision in Mobility 2045, including funding and the fact that less than half of the region is within the jurisdiction of one of the region's transit authorities.

**Paul McManus, Citizen**

As the Dallas-Fort Worth area continues to grow rapidly, it's absolutely critical that the NCTCOG Transportation Department continues to work with Regional Transportation Council (RTC) members, local government entities, as well as DART, Trinity Metro and DCTA to get transit agency non-member cities to begin receiving transit services and also promote/market these agencies' current transit services to help reduce car traffic, road congestion and air pollution!

**Mail**

**Phyllis Silver, Citizen**

Please see Attachment 1 for comments submitted via postal mail.

Phyllis Silver NCTCOG July Public Input Opportunity (Online)  
2024 Unified Transportation Program + Regional 10-yr plan Update

Comment:

This plan update appears to deal with highways and I am not generally familiar with highways, so I am unable to comment.

This may be out of the scope of the project, but what I would like to see in the planning stages is good pedestrian access to places that have public transportation, such as hospitals. For example, Texas Health Resources Presbyterian Dallas has the DART light rail and buses but no safe way to access <sup>their</sup> unlocked hospital buildings. After you disembark from the train or bus, there are no safe walking paths. Shopping malls such as Willow Bend has a bus route stopping in front of a few entrances (buses running on the street, not within the mall proper). It is not safe to compete with the cars entering the mall parking lots to actually get to the mall. Back in the day, buses traveled on perimeter roads inside the mall - Valley View Mall in Dallas and Culin Creek Mall in Plano. I don't think it's necessary for the bus to go into the mall. There needs to be a safe pedestrian pathway to access the buildings, though.

Local Clean Air Projects Showcase + Funding Opportunities

Comment/Question

Page 2 - Denton ISD.  
Why were propane school buses approved? In addition to not being optimal for NOx emissions reduction, I would think that propane would have safety concerns in case the school bus got into an accident.

DFW Discovery Trail Update

Question:

page 9 - what is the difference between jurisdictional + local? The logos are different, but the city names are the same. When would the local logo be used + when would the jurisdictional logo be used - under what circumstances?

(Continued on reverse side)

# DFW Discovery Trail Update (Continued)

## Comment

Page 10 - I like the idea of having way finding signage on the trail

## Question/Comment

Page 11 - Lighting recommendations.

I would be interested to know what "natural state of the trail does not require full lighting" I would imagine when it's dark outside, lighting would be needed in all areas.

## Comments

Page 12 -

I like the idea of benches and trees. I am unable to read some of the small print of the white letters on the top photo on this page. I am unable to determine from this small print whether the recommendation to number the light poles appears in that top photo. In New York's Central Park and in the park in Addison, Texas, this is done. It's useful if someone has an emergency (small or large) and also for reporting street light malfunctions + outages. I recommend that this practice be adopted in this trail.

Phyllis Silver

NCTCOG July Public Input Opportunity (online)

Community Gardens Program Guide

Comments:

I am in favor of the Community gardens and the fact that healthy, freshly grown food will be available to the underserved community.

I am concerned about how people who do not own cars will access the food. I am not sure how many (or what percentage) of people who do not own cars own their own wagons or carts to carry the food. Even with a cart it will be a challenge for the elderly and disabled to carry the food home.

During the height of the pandemic, when there were food drives, I would see on the news people lined up in their cars. Volunteers would place boxes of food in the trunks of their car. While watching this on television, I often wondered how people without cars and who were underserved obtained their food during the food drives.

I recommend provision be made to be sure that people without cars have access to the food grown in the public gardens.

Walk to School Day Promotion 2023

Comment:

I am continuing to promote this initiative in Addison, where I live.

Phyllis Silver  
7/26/2023



Phyllis Silver