

MINUTES

Regional Transportation Council PUBLIC MEETING

2023-2025 Disadvantaged Business Enterprise Goals

Regional 10-Year Plan

AV2.1: Preparing for Emerging Transportation Technologies with Local Partners

Modifications to the FY2022 and FY2023 Unified Planning Work Program

Meeting Date and Location

The North Central Texas Council of Governments (NCTCOG) held a hybrid public meeting Monday, June 13, 2022, at noon at the North Central Texas Council of Governments (NCTCOG) in Arlington. Patrons could attend in person, via phone, or view the live stream at www.nctcog.org/input. Ken Kirkpatrick, Counsel for Transportation, moderated the meeting, attended by 43 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:

- 2023-2025 Disadvantaged Business Enterprise Goals – **presented by Emily Beckham**
- Regional 10-Year Plan – **presented by Cody Derrick**
- AV2.1: Preparing for Emerging Transportation Technologies with Local Partners – **presented by Clint Hail**

Modifications to the FY2022 and FY2023 Unified Planning Work Program (UPWP) were also posted online for public review and comment.

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.org/input.

Summary of Presentations

2023-2025 Disadvantaged Business Enterprise Goals presentation:

<https://www.nctcog.org/getmedia/6d36dc0d-11b6-40f7-b5f5-df63866a4f38/2023-2025-Disadvantaged-Business-Enterprise-Goals.pdf.aspx>

The Disadvantaged Business Enterprise (DBE) Program ensures non-discrimination, creates a level playing field, helps remove barriers to DBE participation, and ensures DBE firms meet required eligibility standards.

To be classified as a DBE, at least 51 percent of an entity must be owned by socially and economically disadvantaged individuals. Socially and economically disadvantaged individuals must be a US citizen or lawful permanent residents. These individuals can be women, Black Americans, Hispanic Americans, Native Americans, Asian-Pacific Americans, and others as determined by the Small Business Administration.

The following funding recipients are required to have a DBE Program:

- Federal Transit Administration recipients receiving planning, capital and/or operating assistance who will award prime contracts exceeding \$250,000 in funding in a federal fiscal year
- Federal Aviation Administration recipients receiving grants for airport planning and development who will award prime contracts exceeding \$250,000 in funding in a federal fiscal year
- All Federal Highway Administration recipients

NCTCOG staff is currently finalizing DBE goals for Fiscal Years 2023 through 2025. This process includes determining relative availability of ready, willing, and able DBE firms and considering additional DBE data. The Regional Transportation Council will take action on the DBE goals for Fiscal Years 2023 through 2025 on July 14, 2022, and they will become effective on October 1, 2022.

Regional 10-Year Plan presentation:

<https://www.nctcog.org/getmedia/1f7b6f6e-e1c4-4aa1-8bc9-a4944050f769/Regional-10-Year-Plan.pdf.aspx>

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).

Since the last 10-Year Plan update, TxDOT has begun developing the 2023 UTP and has coordinated with NCTCOG staff on project updates as well as potential new projects. A draft project listing was created for the March 1, 2022 TxDOT deadline.

While reviewing projects for the 10-Year Plan, staff sought to focus on the following principles:

- Projects should be included in Metropolitan Transportation Plan
- Focus on 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 2023 UTP
- Projects must be scored and should have a score sufficient to qualify for funding

Next steps include finalizing update efforts with TxDOT staff and bringing back any project changes to the Surface Transportation Technical Committee (STTC) and RTC once the TTC approves the UTP.

The RTC will take action on the 10-Year Plan update on July 14, 2022. The TTC will take action on the 2022 UTP in August 2022.

AV2.1: Preparing for Emerging Transportation Technologies with Local Partners presentation:

<https://www.nctcog.org/getmedia/2c1a7a02-e631-4a75-be64-5e63fba603f8/AV2-1-Preparing-for-Emerging-Transportation-Technologies-with-Local-Partners.pdf.aspx>

The Automated Vehicle 2.1 (AV 2.1) Project is part of a three-phased approach for the Automated Vehicle 2.0 (AV2.0) Program. AV2.1 is the planning phase, and its purpose is to understand the region's mobility challenges, identify ways transportation automation and related techs can address those challenges, and to recommend policies and best practices to achieve positive results for the region. Emerging technologies being planned include automated cars and trucks, ride sharing services, automated (self-driving) shuttles, and automated delivery robots, among others.

More information about AV2.1, an executive summary, and technical reports can be found at www.connectntxfutures.org.

Summary of Online Review and Comment Topic

Modifications to the FY2022 and FY2023 Unified Planning Work Program

<https://www.nctcog.org/getmedia/670c8f80-8b4d-4755-86e0-fcbdb1bc8583/Modifications-to-the-FY2022-and-FY2023-Unified-Planning-Work-Program.pdf.aspx>

The Unified Planning Work Program (UPWP) summarizes transportation activities for NCTCOG's metropolitan planning area, which covers a 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 modifications in this round of proposed modifications to the FY2022 and FY2023 UPWP address new project updates and funding adjustments. The RTC will take action on the FY2022 and FY2023 UPWP modifications on July 14, 2022.

COMMENTS RECEIVED DURING THE MEETING

AV2.1: Preparing for Emerging Transportation Technologies with Local Partners

David Beck, City of Justin

A. Transportation Technologies Infrastructure

Question: How does a city begin to think about infrastructure items that are necessary for future transportation development?

Summary of Response by Clint Hail: That's a great question and one we're always asking the technology industry professionals. The response has generally been that they don't need much from the public sector other than the fundamentals like good signage and smooth roads.

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

Mail

Other

Phyllis Silver, Citizen

Please see attachment for comments submitted via postal mail.

NCTCOG Public Meeting - June 13, 2022

Phyllis
Silver

Disadvantaged Business Enterprise Program - Fiscal Year
2023-2025 Goal Update

Question - Pg. 19 - FY2020 - FY2022 has the largest incremental increase in total contract amount. I would be interested to know why there is a decrease in percentages in the next three columns. What determines those DBE percentages? I see the footnote indicating that 2020-2022 shows NCTCOG + Subrecipient activities, but I do not understand what this means. I would appreciate some clarification.

AV 2.1 Preparing for Emerging Transportation Technologies with
Local Partners

Comments/Questions

I like the idea of automating transportation, especially with the immediate and long range problem of human operator shortages for buses and trams. The public needs to have good mobility.

I do have a number of safety concerns and I trust that these issues will be thoroughly addressed before this goes into practice.

Specifically, these are my concerns:

1) In the absence of a human operator observing riders as they board and disembark,
a) The system needs to allow riders ample time to get seated and situated after they board so that people will not fall

b) The system needs to allow riders enough time to disembark so that they do not fall while leaving the vehicle.

2) Without a set of eyes navigating the vehicle, we need to think about the safety of pedestrians, bicyclists, and other vehicles sharing the roadway with the automated vehicles. We have already encountered issues regarding this sector.

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Phyllis
Silver

2023 Unified Transportation Program and Regional
16-Year Plan Update

Comments

Reviewing this material was gratifying to me, especially the principles outlined on Page 4. In particular, the third principle, to fully fund existing projects before funding new projects struck a positive chord. The principles as outlined seem to display fiscal responsibility.

Phyllis Silver



June 30, 2022