

MINUTES

REGIONAL TRANSPORTATION COUNCIL PUBLIC MEETING

Transit 2.0: Initial Results Impacting Transportation Authorities

Mobility 2050: The Metropolitan Transportation Plan for North Central Texas

511DFW Travel Information System

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 on Monday, November 11, 2024, at noon in Arlington. Patrons could attend in person, via phone or view the live stream at www.publicinput.com/nctcogNov24. Natalie Bettger, Senior Program Manager, moderated the meeting attended by 90 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 2.0: Initial Results Impacting Transportation Authorities – **presented by Michael Morris**
- Mobility 2050: The Metropolitan Transportation Plan for North Central Texas – **presented by Amy Johnson**
- 511DFW Travel Information System – **presented by Eric Quintana**

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/nctcogNov24.

Summary of Presentations

Transit 2.0: Initial Results Impacting Transportation Authorities:

<https://www.nctcog.org/getmedia/02f528cf-9473-43a5-abb3-1b7b27cf9d37/Transit-2-0-Initial-Results-Impacting-Transportation-Authorities.pdf>

Transit 2.0 aims to assess and modernize regional transportation in order to meet the needs of a population expected to exceed 12 million. This initiative will identify improvements to better prepare the region for future demands and is crucial to creating a resilient and effective transportation system. The program focuses on seven tasks:

- Task 2: Develop Transit Legislative Program
- Task 3: Develop Strategies to Increase Transit Authority Membership

- Task 4: Collaboration Between Existing Transit Authorities
- Task 5: Develop Strategies for Transit Authority Board Partnerships & Teamwork
- Task 6: Develop Strategies for In-Fill Development
- Task 7: Fare Collection Strategies Review
- Task 8: Recommendations for Transit Authority/Member City Paradox

Tasks 2 and 5 are completed, as the Regional Transportation Council (RTC) adopted Task 2 on October 17, 2024, which supports the utilization of Texas Mobility Funds for regional rail improvements as well as dedicated State funds for transit projects.

Mobility 2050: The Metropolitan Transportation Plan for North Central Texas presentation:

<https://www.nctcog.org/getmedia/389a2e03-c81c-43c1-8ad0-a85373aadde9/Mobility-2050-The-Metropolitan-Transportation-Plan-for-North-Central-Texas.pdf>

The Metropolitan Transportation Plan (MTP) defines a long-term vision for the region’s transportation system and guides spending of federal and State transportation funds. This includes funding for highways, transit, bicycle and pedestrian facilities, and other programs that reduce congestion and improve air quality.

Mobility 2050 replaces the current MTP, Mobility 2045-2022 Update, and includes population and employment forecasts, goals, a financial plan and an air quality analysis. The financial plan will include new financial forecasts, comprehensive updates to policies and will build on the performance measures framework from the current plan. The Plan will also undergo a baseline analysis, financial assessment and non-discrimination analysis to ensure it meets air quality and social equity targets.

Public comment periods will occur throughout the development process, and the draft Plan will be posted online in early 2025. To take part in the Plan's survey and assist planning staff in understanding how the transportation system works for the public, visit:

www.publicinput.com/Mobility2050.

511DFW Traveler Information System presentation:

<https://www.nctcog.org/getmedia/9cb45e77-c675-496f-97b4-90dee0c06c53/511DFW-Travel-Information-System.pdf>

511DFW is a three-digit phone service and mobile app providing Dallas-Fort Worth travelers with real-time travel information to support better travel decisions regarding transportation mode, timing, route and roadside assistance. Available in both English and Spanish, 511DFW helps users navigate regional transportation more effectively.

The 511DFW website provides comprehensive information, including:

- Traffic speeds
- Toll lane info
- Traffic cameras
- Signals, incidents, construction zones and special events
- Details on public transit agencies (DART, DCTA, Trinity Metro)
- Walking and biking trails
- Roadside assistance
- EV charging stations

- Weather conditions
- Truck routes

Additionally, the 511DFW mobile app (iOS and Android) adds regional services with location-based roadside assistance and user-driven reporting for transportation issues. It links to other regional apps, such as GoPass and DFW Airport, and continuously improves based on user feedback and usage data.

For more information or to download the mobile app, visit www.511DFW.org.

Summary of Online Review and Comment Topics

Proposed Modifications to the List of Funded Projects handout:

<https://www.nctcog.org/getmedia/e52da1d0-8811-45db-a081-fd24fb3a7dde/Proposed-Modifications-to-the-List-of-Funded-Projects.pdf>

A comprehensive list of funded transportation projects through 2024 is maintained in the Transportation Improvement Program (TIP), with committed funds from federal, State and local sources. 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 Dallas, Denton, Tarrant and Wise Counties. Additionally, financial adjustments related to public transportation services managed by the Denton County Transportation Authority (DCTA) are also included.

COMMENTS RECEIVED DURING THE MEETING

Transit 2.0: Initial Results Impacting Transportation Authorities

Phyllis Silver, Citizen

A. DART

Comment: Certain DART board members are advocating for a portion of the 1 percent sales tax to be redirected from transit improvements to economic development within their cities. Could you expand upon that? Also, does NCTCOG have a legislative agenda that could lead to a reduction in sales tax allocated to DART?

Summary of response by Michael Morris: The RTC emphasizes maintaining dedicated transit funding and advocates that a lower sales tax is unrealistic for meeting local or future transit needs. One of the tasks of Transit 2.0 will project costs and revenues for transit agencies over the next 20 to 30 years to determine funding needs for maintenance and possible expansion. Transit 2.0 consultants are analyzing the best path forward for transit agencies, aiming to avoid premature legislative changes. Additionally, DART is working with local governments to address transit challenges and foster collaboration. The RTC has encouraged local government leaders to develop a collaborative approach to address the region's needs, and these efforts will guide long-term transit planning for the growing region.

Jonathan Ackmann, Citizen

A. Rail network additions

Comment: What plans are there to add Southlake, Westlake, Roanoke, Justin and the Texas Motor Speedway to the rail network? That is one of the fastest growing areas of the metro and it will be a disaster in a few decades if there isn't public transportation built there now.

Summary of response by Michael Morris: Now is the perfect time to engage in the mobility planning process, as the new demographic forecast will be presented to the NCTCOG Executive Board this month. This forecast will provide insights into the current and future needs for public transit in various communities. Public feedback shows a desire for more transportation choices, including options for biking, walking and transit, as well as frustration with congestion. I encourage you to provide feedback to help shape the Mobility Plan and address the specific needs mentioned.

Bryan, Citizen

A. Transit public perception

Comment: Is there any plan to not only improve transit options but improve public perception of public transit? For a lot of North Texans, I think there is a stigma around taking public transit, which needs to be squashed for it to be successful.

Summary of response by Michael Morris: Transit 2.0 very much sees the perception of safety and security on both bus and public rail to be a problem. We're seeing post-COVID behaviors both in aggressive driving and communication on the freeway system. Transit 2.0 very much confirms that increasing safety and security in the transit system is a critical step to gain credibility if transit ends up competing with the automobile.

Laurence Richardson, Citizen

A. Rail network expansion

Comment: Expand regional rail service to the growing east side of Lake Ray Hubbard, including Rockwall, Royce City, Caddo Mills, Greenville and perhaps Commerce.

Summary of response by Michael Morris: This is a perfect time to provide comments for the current Mobility Plan. You have a passenger rail service to Rowlett, lakes in Lamont, Lake Ray Hubbard and a major corridor north of there. In the future, we would like to see protected space for bicycle and pedestrian lanes and potentially passenger rail in that area. Additionally, we would like to see an extension of the Silver Line. Transit is a major theme for NCTCOG. With our population growth, we are anticipating the right mode of transportation for the future.

Other

Blair Dedwylder, Sunrise Movement

A. 2026 FIFA World Cup

Question: What are the plans for FIFA 2026?

Summary of response by Michael Morris: There will be nine events at AT&T Stadium. They are still deliberating on whether or not the International Broadcast Center will be in our region. There

will also be an event open to the public at Fair Park, and we're discussing the possibility of hosting more public events in other parts of the region. Transportation Department staff have created a transportation plan to get to the stadium.

B. Transit plans for FIFA 2026

Question: What are the plans to corral traffic in Downtown Arlington? Are the buses going to be available for Arlington citizens? Are these plans going to remain in place after FIFA?

Summary of response by Michael Morris: Arlington has a well-developed micro transit system that continues to mature and may eventually trigger fixed-route services, reconnecting regular public transit to the TRE station. High-speed rail expansion to Arlington and Fort Worth is under way, with Arlington evaluating its future role in regional transit. Any Fan Fest events at the university, downtown or entertainment district would require dedicated transit plans. The region is focused on maximizing success for the event, with an aggressive travel demand management program prioritizing guests. Regular commuters may be encouraged to consider alternate plans during the event days to ease demand. The goal is to create a memorable experience for guests and inspire young soccer fans in the region.

Rogelio Meixueiro, Sunrise Movement

A. Congestion and safety issues in Arlington

Comment: We appreciate your hard work, which often draws criticism. We aim to support, not add to that. As a resident near the stadium, I felt firsthand the chaos and lack of safety during major events like the Taylor Swift concert, with heavy traffic and unsafe conditions. Expecting rideshare services alone to address these issues is unrealistic. I used to rely on the UTA-Centerport bus, but we need better, sustained efforts to make public transit a viable option for more people. Catering primarily to fans with charter buses to the entertainment district neglects the daily needs of residents like me, who depend on accessible transit for work and school. We need stronger political will to prioritize mass transit over car-centric solutions. This isn't just about event traffic; it's about making our city livable. High traffic leads to accidents, especially with impaired drivers after games. Please help us improve public transit for everyone's safety and quality of life.

Summary of response by Michael Morris: Everyone is encouraged to join in on the FIFA transportation planning and provide valuable input. The plan will differ from concerts, and we're anticipating most guests coming from around the world will rely on public transit rather than cars. Additionally, soccer presents unique safety considerations due to large crowds. To accommodate diverse audiences, we're planning to have electronic signs in multiple languages. Rideshares like Uber and Lyft may pose safety risks due to drivers disregarding designated pickup and drop-off locations, so a plan is being developed to ensure safe zones.

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

Email

Thomas Wall Simons, Citizen

1. Why do you have this in Arlington? They have no mass transit. Try Grapevine or some other location.

Facebook

1. Transit 2.0, long-range planning and more for review/comment. — NCTCOG Transportation Department



Rick Harrell CHS Amy Prather Barber Crandall - Combine cities! Go work on this for us — Marilyn G Adams

City councils of Combine Community Watch and News Crandall City Councils — Marilyn G Adams

Why would the deadline for questions be a month after the meeting? — Kelly Dennison

Kelly Dennison Hello, Kelly! December 10 is the end of the November public meeting comment period, not the deadline. You can comment on this month's topics from November 11 through December 10. If you have any further questions, please contact nctcogNov24@publicinput.com. Thank you. — NCTCOG Transportation Department

NCTCOG Transportation Department: How many of you bike, bus, rail, walk, scooter or even carpool to the office? How about some leadership by example rather than survey after survey after survey. — Rob Dentremont

Rob Dentremont I'm going to guess 0% — Matthew Banks

Hi Matthew. I am sure you are correct, else wouldn't they brag about their high %, use the number to justify their pushing others to find alternatives to the private motorcar? — Rob Dentremont

Matthew Banks How do you know that? — Mark Metcalf

Mail

Phyllis Silver, Citizen

Please see Attachment 1 for comments submitted via postal mail.

NCTCOG November 2024 Public Input Opportunity
Transportation Division

Transit 2.0: Critical Results Impacting Transportation Authorities

Page 3 - Comment - Task 2 - These seem like wise recommendations to support successful transit

Page 5 - Question - Task 5 - Top 5 Focus Areas - What does next generation transit signals refer to? What are transit signals? I don't suppose this refers to traffic signals, does it?

Mobility 2050:

Page 5 - Comment - 3rd Column (Active Transportation Infrastructure)

I can definitely relate to these comments, especially as it pertains to pedestrian infrastructure - insufficient sidewalks and safe walking paths, also

unsafe crossings - I am looking forward to improvements in these areas

Page 8 - Question - in the heading on this page, I am aware that IIJA stands for Infrastructure Investment & Jobs Act, what does BIL or BIL/IIJA stand for?

511 DFW Traveler Information System - Question

Page 2 at the entire document - Is 511 a voice phone number or is it only a website? From reading the document and participating in the live presentation, I am understanding that this is different from 311, as in Dallas, when you dial 311 you reach a person. It does not appear that one can dial 511 and obtain information ^{verbally} about traffic, transit, and the other items listed on page 3. Is this correct?

Phyllis Silver

Draft February 2025 TIP Modifications for
Public Review

TIP Code: 24009 CSJ: 0918-47-516 (Pg. 33 of 49)

Thanksgiving Square Improvements

Comments:
Greater Connectivity between Thanksgiving Square,
ATA T Performing Arts Center, & Klyde Warren
Park will be a welcome enhancement.

Comment about a write-in comment that was read
at the end of the November 11, 2024 Public Meeting.
The comment addressed the perception that the
public has of transit. Someone from COG responded
that safety and security on transit is being addressed
while I agree that safety and security is a major issue
and I feel that transit agencies are working toward
improving safety and security, I think the issue of
perception goes beyond this.
I see more and more, especially in the ^{more} suburban cities,
the perception is that only poor people take transit,
especially buses. DART's June 2024 Strategic Plan,
Point B, A New Vision for Mobility in North Texas
expresses this notion in a more refined way. Under
the section of Auto Centricity in the Region, the Plan
says, "This focus on car travel affects the efficiency
and competitiveness of transit, and creates a perception
that transit is for those who have no better alternative."
I believe that if we don't work on changing
people's perceptions of transit, we are going to be limited
in the growth and acceptance of transit. Strategies to conquer
this perception must be devised for us to succeed. Page 2 of 2

Phyllis Silver 11/27/2024



The Transportation Policy Body for the North Central Texas Council of Governments
(Metropolitan Planning Organization for the Dallas-Fort Worth Region)

December 18, 2024

Phyllis Silver

Dear Phyllis,

Subject: November 2024 Public Meeting Response

Thank you for your questions and comments on the item I presented on "Transit 2.0: Initial Results Impacting Transportation Authorities." I wanted to personally thank you for your support of our Transit 2.0 work we are doing on growing the success of our transit institutions and providing a better transit experience that grows transit ridership.

With regard to next generation transit signals, we wish to advance traffic signal technology which advances the competitiveness of transit speeds on thoroughfare streets without lowering vehicle/car travel time speeds. This will assist in moving transit travel time competitive.

Thank you for your regular participation in our Public Meeting and the valuable feedback you give us.

Sincerely,

A handwritten signature in black ink that reads "Michael Morris". The signature is written in a cursive, flowing style.

Michael Morris, P.E.
Director of Transportation