MINUTES
Regional Transportation Council
PUBLIC MEETINGS

Funding Program: Federal/Local Exchanges

Regional Performance Targets for Transit Assets and Roadway Safety

Meeting Dates and Locations

The North Central Texas Council of Governments (NCTCOG) held public meetings as follows:

1. Monday, Nov. 13, 2017 – 2:30 pm – North Central Texas Council of Governments (Arlington); attendance: 6; moderated by Dan Lamers, Senior Program Manager
2. Tuesday, Nov. 14, 2017 – 6:00 pm – North Central Texas Council of Governments (North Richland Hills); attendance: 5; moderated by Dan Lamers, Senior Program Manager
3. Wednesday, Nov. 15, 2017 – 6:00 pm – Richardson Civic Center (Richardson); attendance: 12; moderated by Dan Lamers, Senior Program Manager

Public Meeting Purpose and Topics

The public meetings were held in accordance with the NCTCOG Transportation Department Public Participation Process, 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 February 12, 2015. Staff presented information about:

1. Funding Program: Federal/Local Exchanges – presented by Adam Beckom (Arlington and North Richland Hills); Brian Dell (Richardson)
2. Regional Performance Targets for Transit Assets and Roadway Safety – presented by Kevin Kroll and Jing Xu (Arlington); Dan Lamers (North Richland Hills and Richardson)

The NCTCOG public meetings were held to educate, inform and seek comments from the public. Comments were solicited from those present who wished to speak for the record. The presentations made at the meetings are available at www.nctcog.org/input, and a video recording of the Arlington public meeting was posted at www.nctcog.org/video.

Each person who attended one of the public meetings received a packet with a meeting agenda, a sheet on which to submit written comments and copies of the presentations.
Summary of Presentations

Summary of Funding Program: Federal/Local Exchanges presentation:

In April 2017, a process to select projects via several funding programs was presented to the Regional Transportation Council. Projects were categorized into 11 programs, and project selection is proposed to occur in stages throughout 2017 and into early 2018.

The purpose of the Federal/Local Funding Exchanges Program is to increase regional revenues through the exchange of federal funds and local funding. This establishes Phase 3 of the RTC/Local program. The intent is to expedite projects and implement ones not eligible for federal funds or projects that would be best implemented without federal funds.

The DART TRIP Program, Glade Road/DFW Airport, TRE Local Swap and Kaufman County/City of Terrell have submitted requests to participate in the program. The DART TRIP Partnership received approval from the RTC in March 2017, and an agreement between DART and NCTCOG/RTC will soon be executed. Additionally, NCTCOG is working on a potential partnership with Haltom City that may be added to the program for either Broadway Ave or Haltom Road.

All partnership details will be finalized before the RTC takes action on the Federal/Local Funding Exchanges Program in January 2018.

Summary of Regional Performance Targets for Transit Assets and Roadway Safety presentation:

When monitoring the performance of the regional transportation system, policy emphasis areas must be identified and metrics and targets must be set for them. Additionally, state and partner agency implementation must be tracked and reported over time and transportation performance must be compared to the aforementioned targets.

MPOs are required by federal law to monitor five safety performance targets: number of fatalities, rate of fatalities, number of serious injuries, rate of serious injuries and number of non-motorized fatalities plus serious injuries. MPOs may choose to establish their own targets or adopt the State’s targets. NCTCOG is recommending a two percent reduction rate by the end of the reporting period in 2022. It is important to note targets are based on anticipated crashes, not the actual number of crashes that occur. They are also based on a five-year average and will be revisited annually.

DART, FWTA and DCTA are also required to ensure their transit assets are in a state of good repair. These assets include over 700 buses, 300 small buses, 150 light rail vehicles, 150 miles of track, service vehicles, police cars, park and rides and maintenance facilities. Transit asset management practices include regular maintenance, inspections, tracking condition over time, planning for maintenance and replacement costs, and replacing each asset at the appropriate time. Proposed 2018 targets require transit agencies to possess vehicles no longer than 14 years. Vehicles also cannot exceed industry standard service years and agencies should not have any rail track performance restrictions. Additionally, agencies set their own targets that exceed the proposed regional targets.
The RTC must approve the proposed regional targets. Once the targets are approved, a baseline for performance will be developed, progress towards the targets will be tracked, progress will be reported to regional, state and federal partners, metrics will be updated, and targets will be refocused as needed.

**ORAL COMMENTS RECEIVED AT MEETING**

*(Meeting location in parenthesis)*

**Funding Program: Federal/Local Exchanges**

Don Ingram, Citizen (Richardson)

A. Air quality funding

*Comment:* I thought Congestion Mitigation and Air Quality funds were dedicated to improving air quality. I’m hearing a lot of statistics but none related to air quality.

*Summary of response by Dan Lamers:* You will have a chance to comment on CMAQ funds when we bring them to the public early next year. We take the air quality aspect of transportation planning very seriously. We are constantly reviewing CMAQ projects with the RTC in order to implement projects that have the best chance at reducing emissions. We have done a very good job of improving air quality in the region, and we will continue to do so.

B. Federal funding

*Question:* How much is the federal government contributing to transportation projects?

*Summary of response by Dan Lamers:* About 50 percent of transportation spending in the region is local. The other 50 percent of funding is split roughly between federal and state. Amounts also vary depending on the funding program.

**Regional Performance Targets for Transit Assets and Roadway Safety**

James Rivers, Citizen (Arlington)

A. Factors considered when developing performance targets

*Question:* Are geographical locations and growth taken into account when developing performance targets?

*Summary of response by Kevin Kroll:* When we develop performance targets, we evaluate the region rather than focus on one specific project or location. Additionally, we look at vehicle volume on roadways when examining crash rates.

*Summary of response by Dan Lamers:* I’ll also note our targets are based on expected number of crashes. We’re using population to forecast what the number of crashes might be in 2018 and trying to reduce the trend over time.

Howard Maher, Bike Friendly Richardson (Richardson)

A. Age of transit assets
Question: How do you determine the age of a bus? Why would you want a bus to be younger than 14 years old?

Summary of response by Dan Lamers: We know when the bus was purchased. The transit authorities also know the history of each vehicle. When you have so many people riding these vehicles, wear and tear accumulates quickly. The transit authorities are very judicious about when they replace the vehicles. It is also cheaper to buy a new vehicle than replace all the parts.

B. Narrow roadways

Comment: I traveled to a NCTCOG Bike Rodeo last weekend in Denton, and I didn't feel safe at all traveling on IH 35. It is a very narrow roadway. In conjunction with safety, what are we doing to elevate this issue?

Summary of response by Dan Lamers: Studies are telling us everything we’re building is safe. However, we expect to conduct additional improvements in that corridor. We’ll take a look at it.

Linda Burt, Citizen (North Richland Hills)

A. Safety on the TRE

Question: Is there a safety plan in place for the TRE expansion?

Summary of response by Phil Duplar, Fort Worth Transportation Authority: Our new trains will have cameras. DART is also working on adding additional security to their trains.

Paul Van Zandt, Citizen (North Richland Hills)

A. Concrete barriers on highways

Comment: I see new concrete barriers being built right up against the highway, and I wonder how safe that is.

Summary of response by Dan Lamers: Everything is a trade off when it comes to planning projects. I was told by TxDOT staff the barriers have been studied, and they help prevent high speed crashes.

Comment: I would love to see the study.

Summary of response by Dan Lamers: You can contact the TxDOT District Office in Fort Worth, and I’m sure they would be able to help you.

Victoria Vivero, Citizen (Richardson)

A. Traffic incident management

Comment: Accidents on roadways affect congestion and flow of traffic.
Summary of response by Dan Lamers: We have a program where we work with law enforcement and the Department of Public Safety to help emergency responders understand what the laws are and how to best handle roadway incidents. It is a voluntary course.

Other

Don Ingram, Citizen (Richardson)

A. Partnership with NTTA

Question: How is your relationship with NTTA?

Summary of response by Dan Lamers: We have a very good working relationship with NTTA. TxDOT and NTTA also have a very strong financial partnership with one another.

Shirley Hughes, Citizen (Richardson)

A. Cross street congestion

Comment: When they shut down LBJ, people started using cross streets to travel from one place to another. We have a lot more trucks coming through here too.

Summary of response by Dan Lamers: Highway projects take a long time to be built. It is always hard to measure growth and reasons behind it. With 100,000 people moving to this region a year, it's becoming more and more difficult to manage traffic flow, and Collin County is one of fastest growing counties in the country.

B. Stop light retiming

Comment: Our stop lights need to be retimed. A lot of air pollution comes from cars sitting for long periods of time at the lights.

Summary of response by Dan Lamers: You are right. Excessive idling is one of the biggest contributors to air pollution. Throughout the last decade, at least 50 percent of our CMAQ funds have been used to fix those kinds of issues. If you have a specific area in mind you think should be studied, please let us know.

Jean Schobert, North Dallas Neighborhood Association

A. Mobility gaps in transit systems

Comment: We have a lot of people in Dallas who can't use public transportation because of issues with connectivity. It affects our quality of life. What are you all doing to help fix this?

Summary of response by Dan Lamers: We are working on studies to determine where the mobility gaps are so we can fix them. We're also working with UTA since they're doing a study on mobility gaps. DART is looking to coordinate with Uber and Lyft to hopefully assist as well.

Terri Estes, Citizen (North Richland Hills)

A. Increase in mass transit
Comment: I am against toll roads and would like to see an increase in mass transit.

Summary of response by Dan Lamers: We are growing so fast. Transportation funding hasn’t increased fast enough to keep up with the demand, which is why certain toll roads have been recommended.

Paul Van Zandt, Citizen (North Richland Hills)

A. Opposition to toll roads

Comment: Tolls are not effective. The amount of land and additional construction is outrageous, and we can use those resources to expand already existing roads.

Summary of response by Dan Lamers: Let me provide you with some background information. We have freeways, traditional tollways operated by NTTA and toll managed lanes, which are owned by TxDOT. The toll managed lanes were built through public/private partnerships. Money allocated by the legislature comes from gas taxes and vehicle registration fees.

B. Toll road signage

Question: Why aren’t the signs identifying toll roads larger?

Summary of response by Dan Lamers: Because toll managed lanes are a new concept, there isn’t currently a law related to sign requirements. However, TxDOT agrees the size of the signs is an issue, and they will be replacing the current signs with newer ones.
<table>
<thead>
<tr>
<th>Name and Title</th>
<th>Agency, City Represented</th>
<th>Topics Addressed</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Linda Burt</td>
<td>Citizen</td>
<td>Safety on transit and roadways</td>
<td>Attachment 1</td>
</tr>
<tr>
<td>Agatha Benjamin</td>
<td>EPA</td>
<td>Outreach for federally funded activities; start time of Arlington public meeting</td>
<td>Attachment 2</td>
</tr>
</tbody>
</table>
Public Meeting Comment Form

Instructions:
1. Please mark the box indicating whether you would like to make an oral comment, a written comment, or both oral and written comments.
2. Please fill in your name and affiliation as well as the date and location of meeting.
3. If you are submitting a written comment, please write your comment on this form.
4. Please return this form to an NCTCOG employee at the registration desk.

☐ I wish to make an oral comment at the public meeting
☐ I wish to submit a written comment at the public meeting
☐ I wish to make both oral and written comments at the public meeting

Name

Linda Burt

Organization

Date

11-14-17

Meeting Location

NRE Library

Please provide written comments below:

- What has been planned to keep crime levels low in cities the new TRE is going through? NRE, McCollins, Granville

- Better enforcement of low speed in the left lane - a safety issue as it is becoming more and more common to come up on drivers going 55-70m in left lane. Especially 183/121
Public Meeting Comment Form

Instructions:
1. Please mark the box indicating whether you would like to make an oral comment, a written comment, or both oral and written comments.
2. Please fill in your name and affiliation as well as the date and location of meeting.
3. If you are submitting a written comment, please write your comment on this form.
4. Please return this form to an NCTCOG employee at the registration desk.

☐ I wish to make an oral comment at the public meeting
☒ I wish to submit a written comment at the public meeting
☐ I wish to make both oral and written comments at the public meeting

Name: Agatha Budzma, PE, AIC
Organization: USEPA
Date: 11/13/2017
Meeting Location: NCTCOG, 616 S. Haggard Dr., Arlington, TX 76011

Please provide written comments below:

[Handwritten comments]

To submit comments or questions by mail, fax, or e-mail, please send to:
North Central Texas Council of Governments, Transportation Department
P.O. Box 5888, Arlington, TX 76005-5888 Phone: (817) 695-9240 Fax: (817) 640-3028
E-mail: transinfo@ntcog.org Website: http://www.ntcog.org/trans