MINUTES
Regional Transportation Council
PUBLIC MEETINGS

Mobility 2045: The Long-Range Transportation Plan for North Central Texas

Work Program Modifications

2019-2022 Transportation Improvement Program

Air Quality Update

Regional Bicycle Opinion Survey Results

Meeting Dates and Locations

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

1. Monday, April 9, 2018 – 6:00 pm – Garland Police Administration Building (Garland); attendance: 32; moderated by Michael Morris, Director of Transportation
2. Tuesday, April 10, 2018 – 6:00 pm – North Richland Hills Library (North Richland Hills); attendance: 9; moderated by Chris Klaus, Senior Program Manager
3. Wednesday, April 11, 2018 – 2:30 pm – (Arlington); attendance: 20; moderated by Dan Kessler, Assistant Director of Transportation

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. Mobility 2045: The Long-Range Transportation Plan for North Central Texas – presented by Kevin Feldt
2. Work Program Modifications – presented by Vickie Alexander (Garland and North Richland Hills); Dan Kessler (Arlington)
3. 2019-2022 Transportation Improvement Program – presented by Adam Beckom (Garland); Brian Dell (North Richland Hills and Arlington)
4. Air Quality Update – presented by Bailey Muller (Garland); Chris Klaus (North Richland Hills); Jason Brown (Arlington)
5. Regional Bike Opinion Survey – presented by Kevin Kokes (Garland and North Richland Hills); Gabriel Ortiz (Arlington)

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.nctcoq.org/input](http://www.nctcoq.org/input), and a video recording of the Arlington public meeting was posted at [www.nctcoq.org/video](http://www.nctcoq.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

Mobility 2045: The Long-Range Transportation Plan for North Central Texas presentation:  
http://www.nctcog.org/trans/outreach/meetings/2018/04/Mobility%202045.pdf

The Metropolitan Transportation Plan is required by federal law. This financially-constrained plan guides expenditures of federal and State funds, identifies policies, programs and projects for continued development and represents a blueprint for the region’s multimodal transportation system.

The MTP development process maximizes the existing transportation system through infrastructure maintenance; management and operations; and growth, development and land-use strategies. Strategic infrastructure investments include transit; HOV and managed lanes; and freeways, tollways and arterials.

NCTCOG staff are working on the latest version of the MTP, Mobility 2045. A prospering region, corporate relocations and congestion maintenance are some of the key foundations for this current long-term plan. Staff will incorporate latest project developments and planning initiatives into the document, including IH 35W Segment 3C, IH 635 Phase 3 (LBJ East), high-speed rail, modern people movers and emerging technologies.

Next steps include draft revisions and hosting public meetings in May. The RTC will take action on Mobility 2045 on June 14, 2018.

Summary of Work Program Modifications presentation:  

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, and Special Studies and System Operations.

Most of the modifications presented address budget adjustments related to high-speed rail and regional aviation planning and education. There is also a modification proposing approximately $1.5 million in funding for the City of Dallas to develop a Strategic Mobility Plan.

Both the Regional Transportation Council and the NCTCOG Executive Board will take action on the FY 2018 and FY 2019 UPWP modifications in May. Final modifications will be submitted to the Texas Department of Transportation on May 25, 2018.

Summary of 2019-2022 Transportation Improvement Program:  

The Transportation Improvement Program (TIP) is a funding document and inventory of transportation projects within the metropolitan planning organization (MPO) boundary. It is mandated by the federal and state governments and contains projects funded with federal, state and local sources. A new TIP is developed every two years and updated on a quarterly basis.
The development process includes reviewing existing projects and gathering information on additional locally funded projects, making needed revisions to existing project schedules, funding and scope, developing revised project listings and conducting mobility plan and air quality conformity review.

Focus areas of the 2019-2022 TIP are MPO milestone policy implementation, draft project information, Regional Toll Revenue (RTR) exchanges and closeouts, Mobility 2045 and 10-year plan projects.

Final project listings will be presented to the RTC for action in May 2018. Federal approval is anticipated in October/November 2018.

**Air Quality Update presentation:**

Ten counties in North Texas violate federal standards for having high concentration of ground-level ozone, according to EPA designations. This is called nonattainment. Ground-level ozone is not emitted directly from any emissions sources but is produced through a chemical reaction with other emissions, including area sources, point sources, oil, gas, non-road engines, off-road engines, on-road vehicles and biogenic sources.

To meet the federal ozone standard, it is necessary to address major contributing factors to mobile emissions. NCTCOG staff administers air quality programs, makes policy recommendations, participates in partnerships, educates the region and supports other stakeholders in their own emission-reducing activities. To help better understand how different activities aid air quality, NCTCOG and the RTC developed Air Quality Emphasis Areas: high-emitting vehicles/equipment, idling, hard accelerations, low speeds, cold starts, vehicle miles of travel and energy and fuel use.

All NCTCOG air quality programs address one or more of the emphasis areas. These programs include Dallas-Fort Worth Clean Cities, Electric Vehicles North Texas, Engine Off North Texas, AirCheckTexas, SmartWay, Clean Fleet Policy, Regional Smoking Vehicle Program, Regional Emissions Enforcement Program, Car Care Clinics and Go Solar Texas.

**Regional Bicycle Opinion Survey Results presentation:**

A statistically valid bicycle survey was conducted by telephone during the month of May in 2017. A total of 1,909 interviews were conducted with respondents over the age of 18. The survey questions captured the general public’s view on frequency of bicycling, access to bicycling facilities, perceived barriers to bicycling, level of comfort and helmet use.

About 36 percent of all respondents had bicycled at least once in the past 12 months. Fifty-five percent of all respondents would like to bike more. Spring was the most popular time of year for bicycling and winter was the least. The closer respondents lived to bicycle facilities, the more likely they were to report riding a bicycle. A majority of respondents indicated there are “too few” bicycle facilities in their communities and considered improvements to increase bicycle access to be “essential” or “very important” for their community. The type of bike facility design, location and traffic volumes were significant influences on respondents’ level of comfort bicycling.
ORAL COMMENTS RECEIVED AT MEETING
(Meeting location in parenthesis)

Mobility 2045: The Long-Range Transportation Plan for North Central Texas

Frances Hiner, Citizen (Garland)

A. LBJ East

Comment: I live four doors from LBJ East. I was there when it opened. We have people who have nowhere to go on LBJ East. There is not a day we are not in red. There isn’t a day without an accident. You have been telling us for 30 years we’re the next project you’re going to work on and now you’re pushing us back again. You have been working on IH 635 since 1967. We want our road repaired.

Summary of response by Michael Morris: This Thursday, April 12, the Regional Transportation Council will be asked to take action on LBJ East.

Gail Belton, Citizen (Garland)

A. Southern Gateway and LBJ East

Comment: Is the Southern Gateway a public/private partnership? Is LBJ East an inactive project?

Summary of response by Michael Morris: The Southern Gateway is a Design-Build project. LBJ East will also hopefully be a Design-Build project. There is not currently a consensus between the RTC and Texas Transportation Commission (TTC) on LBJ East. We think there should be a toll component on LBJ East, and we have to stand up and represent what is needed in 2045. The Census Bureau estimates that Dallas-Fort Worth added 150,000 people in one year. And no, the LBJ East project is not inactive. Noise walls are under construction and all right of way is under procurement. We close the $700 million gap in the recommendation to RTC on Thursday, April 12.

Kristy Myers, LBJ Now (Garland)

A. LBJ East

Comment: I work with a group called LBJ Now. We are trying to fight on your side to give it attention and support.

Summary of response by Michael Morris: We had several meetings in this room to go over options for LBJ East. I think your resolution is having significant impact.

Charlie Giddens, Citizen (Garland)

A. Expansion of DART services

Question: What are we doing to expand DART service to cities like Wylie?

Summary of response by Michael Morris: Rowlett is having conversations with DART. And we’re seeing a desire to expand rail to places like McKinney and Frisco. These conversations are critical.
Camille White, Citizen (Garland)
A. Funding for LBJ East

*Question:* How much funding is being used for LBJ East?

*Summary of response by Michael Morris:* Approximately $1.4 billion is going to LBJ East. Additionally, you can access the Transportation Improvement Program (TIP) online for more information.

B. High Five

*Comment:* When heading north on IH 635 and exiting the High Five, it is always congested. It is very confusing.

*Summary of response by Michael Morris:* The High Five looks a little funny because two of the legs are being replaced. You’re seeing an interchange waiting to receive two other directions and witnessing an interim solution.

Howard Tubre, Citizen (North Richland Hills)
A. Transportation’s impact on water resources

*Comment:* I live in Haltom City. With continued development in this area, how does transportation planning affect water resources?

*Summary of response by Kevin Feldt:* We don’t have land-use control, but we try to work with local governments on that. We also don’t have control over water resources. Through our plan, we try to keep things as compact as possible, which allows for multiple transportation choices.

*Summary of response by Chris Klaus:* All of our projects also have an environmental impact statement, which has to be approved by the federal government. I know there are water assessments included.

Bob Prejean, Citizen (North Richland Hills)
A. IH 30

*Comment:* Our infrastructure was built at a time when they didn’t really care about impacts. One of the recommendations in CityMAP was to reroute IH 30. We’d like to see IH 30 rerouted to another location to help preserve water.

*Summary of response by Kevin Feldt:* We don’t have realignment of IH 30 in the plan this time, but we do have it as an area of need. Our goal is to really focus on it during the next go around. We also don’t know what technology will do for our transportation needs. We’re focusing on providing people with transportation choices.

Councilwoman Nicole Raphiel, City of Desoto (North Richland Hills)
A. STAR Transit

*Comment:* We recently expanded STAR Transit service in our area. I didn’t see that in the Mobility 2045 Plan.
Summary of response by Kevin Feldt: They are part of the local transit piece of the plan. If you go through the draft, you'll see transit services included in the document.

Thomas Hendricks, Citizen (Arlington)

A. DART Green Line

Comment: I represent the Cleburne neighborhood, and an item on our wish list is an extension of the DART Green Line. It’s included in the plan, but 25 years is a long way out. We have near-term objectives in mind. I would like to meet with someone so we can address these initiatives and make sure we understand the impact an extension would have.

Summary of response by Kevin Feldt: Extension of the Green Line would be completed by 2045, but I’m not sure about the exact date. What we have in our plan is also in DART’s 2030 Plan. Sarah Chadderdon would be the best staff member to contact for more information.

Summary of response by Dan Kessler: As you approach decisions regarding construction and design of a project, our staff has less of a role. Partners who implement the actual projects would be able to provide more accurate information. We’re happy to facilitate those conversations though.

Kathryn Kososki, Citizen (Arlington)

A. Transit in Collin County

Question: Have any routes changed for the bus and DART system in Collin county?

Summary of response by Kevin Feldt: We’ve added high-intensity bus service along Spring Creek Parkway in the plan. We have a certain pot of money, and the transit agencies devise the bus planning. From a rail standpoint, this plan is similar to Mobility 2040. The Cotton Belt Corridor is still consistent.

Chad Edwards

A. Transportation Network Companies in Mobility 2045

Question: What programs or policies have been developed in Mobility 2045 to address the Transportation Network Companies (TNC)?

Summary of response by Kevin Feldt: I’m not familiar with every single technology policy, but I know we are encouraging ride and data sharing. I would suggest going to the website and looking at the draft plan.

Summary of response by Dan Kessler: With all of the technologies we’re seeing, it’s too soon to tell.

Air Quality Update

Councilwoman Nicole Raphiel, City of Desoto (North Richland Hills)

A. Clean Fleet Policy

Comment: I’m concerned about all the trucks running through the City of Desoto, and I am interested in learning more about the Clean Fleet Policy.
Summary of response by Chris Klaus: We can definitely sit down with you and discuss our program initiatives.

Nish Krishnamurthy, Florida State (Arlington)

Comment: The Environmental Protection Agency (EPA) has proposed rolling back fuel efficiency standards. How do you anticipate that affecting nonattainment issues? Does it make it more difficult to combat ozone issues?

Summary of response by Jason Brown: We’re continuing to work on meeting the current ozone standards and focus on NOx emissions.

Summary of response by Dan Kessler: Lower fuel efficiency standards don’t necessarily help us. We’ve made huge strides on the vehicle technology side, but I would say there would be a minimal impact on air quality.

Regional Bicycle Opinion Survey Results

Howard Maher, Bike Friendly Richardson (Garland)

A. Access to bicycle and pedestrian facilities

Comment: I noticed on one of your slides you said weather is a big factor related to bicycling. There aren’t a lot of trees on our bike paths. There also aren’t a lot of areas where we can connect from one place to another. I ask you come up with a website or some other means to report bicycle access issues.

Summary of response by Kevin Kokes: Our survey results said a lot about what you’re saying in terms of connectivity—other people are frustrated as well. We are paying more and more attention to closing those connectivity gaps. We have pieces of bike trials all over the region and so we’re focusing on getting people safely from one location to another. We’re developing a phone app and working with local cities like Fort Worth.

B. Bike lane for Cotton Belt

Comment: The Cotton Belt Rail Line is supposed to have a bike lane included. Can you confirm this?

Summary of response by Kevin Kokes: Yes, we are working on the Cotton Belt. We expect additional conversations with cities and with DART. We know it is critical to address certain sections of the Corridor since it would be difficult to come in later once there is an active rail line.

John Ball, Citizen (Garland)

A. Cars and bicycles sharing the road

Comment: Bike lanes and car lanes don’t mix. Cars win every time because there is no protection. Separation between cars and bicycles is important.

Summary of response by Kevin Kokes: Your thoughts on bicycle and automobile lanes are also reflected in our opinion survey.
Other

1. T.E. Sumner, Citizen (Garland)
   A. Toll signs and data utilization
   
   Comment: We need to improve signage on all the toll roads so drivers can see costs before they use them. I would also like to see what data you’re using.

   Summary of response by Michael Morris: We do all the traffic forecasting, and we can provide that information to you.

2. John Ball, Citizen (Garland)
   A. Tolls

   Comment: Motorcycles are personal vehicles, and you charge the same amount for motorcycles as you do for larger vehicles. NTTA takes advantage. It’s real expensive for a motorcyclist.

   Summary of response by Michael Morris: We don’t set policies for the tollway, but I’m glad you brought up toll roads and NTTA. We’ve moved towards canceling future toll roads and want to make them toll managed or non-thoroughfare streets. LBJ East is being advanced as a toll managed lane to give everyone transportation choices.

3. Chad Edwards, DART (Arlington)
   A. Transportation plans

   Question: How are the different transportation plans interconnected?

   Summary of response by Dan Kessler: The Unified Planning Work Program (UPWP) is an administrative document. The Metropolitan Transportation Plan (MTP) is a 20-year plan and because we are nonattainment for air quality, we have to declare at what point in time projects will happen. As projects move closer to being funded, they end up in the Transportation Improvement Program (TIP), where we assign specific dollars to specific projects. It is a continuum. There are a whole lot of things that have to happen in the planning process.
### WRITTEN COMMENTS FROM PUBLIC MEETINGS

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Public Meeting Comment Form

Instructions:
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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 __________________________
Organization _________________________
Date ___________ April 2019 ____________
Meeting Location ____________ TX State__

Please provide written comments below:
1. Self Bicyclers that are separate from Auto
2. Cost of NTA
3. When will the NICA toll lanes be paid off? No Toll
4. DNR should be based
5. In the past, NICA was a problem
6. Fix the car lanes 100%
7. Cost to ride a Motorcycle on NTRA Toll
8. More meeting in Gardena
PD Bernal
9. Access from Central Ave to East Bound 1035
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Name ____________________________  DHAVAL KATARIA
Organization ______________________  CITY OF CEDAR HILL, TX
Date _______________________________  APRIL-11-2018
Meeting Location ____________________  ARLINGTON, TX

Please provide written comments below:

Smaller communities in especially in the southern region of DFW metropolitan area facing public transportation issues. There are small private agencies such as STAR Transit is providing the service instead of the local government.

Is there any resource available for the smaller communities to encourage para-transit agencies ??

Can NCTCOG support these agencies to provide the public transportation in DFW Region ??

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) 695-0240 Fax: (817) 640-3028
E-mail: transinfo@nctcog.org Website: http://www.nctcog.org/trans
0.3. Is there anyway that the rail service provided in Arlington can be provided to other smaller communities in the region.

0.4. The provision of light rail service will still not provide end-to-end service. What supporting system has VECOG planned for the end mile service, especially considering affordability?.

0.5. What is the difference between mobility 2040 & mobility 2045 plan?

0.6. Any plans for affordable transportation?

Suggestion:
1. The public meeting had many technical jargons that are not easily understood by common public. Kindly, please keep that in mind next time.
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Name
Kathy Stewart

Organization
Lake Highlands Resident

Date
3-4-9-18

Meeting Location
Garland

Please provide written comments below:

Given LBJ becoming a political focus, how can thus room be best supporting the recommendations of optional tolled managed lanes? If not DITM, then what can RTC give to ensure a shortened (3-5 yrs) construction time?

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Name ____________________________
Organization ____________________________
Date ________
Meeting Location ________________

Please provide written comments below:

1) WEATHER FOR CYCLING - PLANT TREES

2) CAN'T GET FROM HERE TO THERE AREAS - PERHAPS HAVE A WEBSITE TO REPORT THESE.
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Organization ______________________
Date ____________
Meeting Location ____________________

Please provide written comments below:

[Draft rail from Garland out Hwy 78 to Wylie still a go at some time]
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Name ________________________________
Organization __________________________
Date ____/____/____
Meeting Location ________________

Please provide written comments below:

PLEASE MAKE PUBLIC DATA CONCERNING TRAFFIC ROUTES, I.E. WORK COMMUTE, SHOPPING, SCHOOL.

EVERY TOLLED ROAD SHOULD HAVE SERVICE ROAD, LIKE SRT(21) THAT IS FREE. I-635 AND RG BT NEED SERVICE ROADS.

REGIONAL TRAILS MAP STOP BEFORE ROCKWALL, CAN YOU SHOW URBAN COUNTIES?

CAN YOU POST TOLL AMOUNTS FAR ENOUGH TO AVOID SIGNAGE

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Name ____________________________
Organization ________________________
Date ___/___/___
Meeting Location ____________________

Please provide written comments below:

The City of Arlington supports the Mobility 2045 plan draft.

__________________________________________________________________________
__________________________________________________________________________
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Name ____________________________
Organization ____________________________
Date 4/11/19
Meeting Location NCTCOG Headquarters

Please provide written comments below:

How do you anticipate the EPA fuel efficiency rollbacks will affect the ozone attainment goals? If the rollbacks do occur, do you anticipate increased funding for the initiatives you mentioned?
WRITTEN COMMENTS SUBMITTED BY WEBSITE, EMAIL & SOCIAL MEDIA

Mobility 2045: The Long-Range Transportation Plan for North Central Texas

Email

1. Dan Mingea

In reviewing past COG presentations, it was previously said by County Commish “no new taxes…wink, wink.” Of course, we knew this to be untrue. As I pointed out in one of your meetings, COG said we would need 18 cents in new taxes just to maintain status quo.

Now, I see COG proposes to enhance revenue by increased gas tax at the state and federal levels, as well as increases in registration “fees.”


COG wants to put roads through my neighborhood, “acquire” my land, and raise my costs (not taxes?), let me pay the bill!

Just say NO!!

2. Michael Veale

Following the link, I was surprised to see only maps and lists of projects as the content of Mobility 2045. The red text (below) from the graphic you included in your email manages expectations that the plan “defines a long-term vision”

Mobility 2045: Metropolitan Transportation Plan for North Central Texas
Mobility 2045 will define a long-term vision for the region’s transportation system …

Will and when with NCTCOG be pushing all the appropriate and necessary context that creates the rationale for the “recommended maps and projects”? Without that, how that the recommendations be judged/evaluated by the public? All I found where a number of presentations

I checked numerous other COG sites and discovered all have significant documentation that drove their recommendations.
Summary of response by Carli Baylor, NCTCOG

Mr. Veale

Thank you for your input regarding Mobility 2045. The full document draft will be available on the Mobility 2045 website beginning April 9: www.nctcog.org/mobility2045.

If you have further comments or questions please don’t hesitate to contact us.

Other

Email

1. Paul McManus

Hello,

I watched the video archive of the transportation public meeting held at the NCTCOG headquarters last Wednesday (April 11). I thought the information was very well thought out and presented, and I wanted to make a few comments and suggestions regarding the information presented.

I live in the master-planned community of Lantana in Denton County and have lived here in the Dallas-Fort Worth Metroplex nearly all of my life, so I’ve seen how much the DFW area has grown over the years and continues to grow. I’ve also seen and have personally experienced how effective mass transit options, particularly the train and bus services that DART, Trinity Metro and DCTA provide, help reduce car traffic, road congestion, and the stress of having to drive. I also serve on DCTA’s Citizens Advisory Team, and I’m also involved with the new Tarrant Transit Alliance (TTA), so I’ve seen the great work done by the transit agencies along with seeing how many people in DFW want mass transit improvements and expansion. As a result, I’d like to suggest that NCTCOG do everything possible to help these three transit agencies with promotion and logistics in order to move as many people as possible from driving cars to using mass transit options whenever feasible. Even though I think emphasis on road improvements and expansion is important as the DFW area continues to increase in population, I believe that emphasis on mass transit improvements and expansion is equally as important, if not more so. Additionally, I think if NCTCOG can help the three transit agencies attract large and rapidly growing cities in the DFW area to become member cities or contract for services with the transit agencies that are currently being underserved with mass transit options, including Arlington, Grand Prairie, Mansfield, Keller, Southlake, Cedar Hill, Mesquite, Rockwall, Frisco, Allen, McKinney and Flower Mound among others, that would be a terrific step towards improving regional mobility and relieving traffic congestion.

I was impressed while watching the video archive with NCTCOG’s commitment to not only advancing mass transit options throughout DFW, but also bicycles and other non-motorized methods of transportation as well.

Since there are many places in DFW that are easily accessible by bicycles, along with the fact that bicycles can be transported on all area trains and buses, bicycles can also be an effective method of transportation for many people and can help improve regional mobility.
I have one question. Regarding the air quality portion of the public meeting, I believe that mass transit and non-motorized transportation options are also critical to helping improve air quality as well as regional mobility. What specific programs does NCTCOG have or support promoting the use of mass transit and non-motorized transportation options to improve air quality?

Thank you very much for considering my comments and suggestions. Please let me know if you have any questions or need any additional information, and keep up the great work that the NCTCOG transportation dept. is doing!

2. Larry McFarland

Questions for the board:

1. Why is the 360/I30 interchange being built when both roads are so massively congested already?

2. Don't you see the problem is the roadways have too few lanes to handle the existing traffic load, even without consideration for future DFW growth?

3. Why is I30 being re-constructed again for the gazillionth time with only three lanes at 360?

4. Why was the interchange at I30 and George Bush created with only three lanes when it should have had six?

5. Why was 820 in North Richland Hills built with the same number of main lanes as when it was originally conceived about 50 years ago?

6. Why are we spending millions of dollars to replace roads with the same number of lanes as when they were created decades ago?

7. Why was the George Bush toll road constructed with two lanes instead of the reasonable number of 5 between I-20 and I-30?

8. Why does government road construction look like a death march in slow motion with projects requiring triple the amount of days to complete as should be required under professional management?

Comments for the board:

1. If you think spending millions of dollars of someone else's money to replicate the exact same traffic capacity as exists today, it might be time to step aside and let someone with better ideas do your job.

2. Its sad to see such big dollars being spent so poorly without significant measurable success.

3. Spin it any way you want, the time-in-traffic numbers speak for themselves.

Response by Dan Kessler, NCTCOG

The IH 30/SH 360 interchange is one of the last remaining intersecting freeways without direction connections. By the time the project was warranted, we didn’t have the money to build it. The interchange allows us to load traffic on and off the system.
We’re always trying to balance resources. Our tax revenues have not kept up with our growth. The last gas tax increase was in 1991. Gasoline is also paid on a per gallon basis. The cost of building roads has also grown.

It would cost a lot of money to widen IH 820 in North Richland Hills. The North Tarrant Express has added express lanes, which have a dramatic impact in reducing congestion. We’ve redesigned that corridor to add additional capacity.

It takes a long time to build roads because you have a lot of steps to go through. They’ve come a long way in using incentives for contractors. It speaks to the complexity of the projects we’re trying to build.