PUBLIC COMMENTS REPORT

WRITTEN COMMENTS SUBMITTED BY WEBSITE, EMAIL & SOCIAL MEDIA

Purpose

The public comments report is 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.

This report is a compilation of general public comments submitted by members of the public from Sunday, May 20, 2018, through Tuesday, June 19, 2018. Comments and questions are submitted for the record and can be submitted via Facebook, Twitter, fax, email and online.

This month, public comments were received on a number of topics across social media platforms and via email. The majority of comments received were regarding air quality and participation in Clean Air Action Day.

Air Quality

Twitter

1. How North Texas Ozone Season can Affect your Health http://www.nadallas.com/DAL/May-2018/How-North-Texas-Ozone-Season-can-Affect-your-Health/#.Wwcrf0VUwew.twitter … @NCTCOGtrans – Natural Awakenings (@NaturalDallas)

2. Join @CityOfDallas and @dallas_air in making a pledge for #cleanair in #DFW for Clean Air Action Day 2018. https://bit.ly/2M5x339 #CAAD2018 @NCTCOGtrans @GreenDallas – James McGuire (@JamesBMcGuire)
3. Happy #flagday! Air quality alert flags show current air pollution levels. For more info and to get air pollution alerts go to http://www.airnorthtexas.org. Celebrate Clean Air Action Day on June 22. Take a clean air pledge on the same website. #CAAD2018 @NCTCOGtrans – Green Dallas (@GreenDallas)

4. Clean Air Action Day vendor: DART will have an electric bus on the City Hall Plaza on 6/22 from 11 am - 2 pm. The zero-emission, all-electric bus will be for D-Link, connecting arts & entertainment destinations in downtown. #CAAD2018 @NCTCOGtrans – Green Dallas (@GreenDallas)

5. Help Improve Air Quality on June 22 http://www.nadallas.com/DAL/June-2018/Help-Improve-Air-Quality-on-June-22/#.WyWeNOV-hB4.twitter … @NCTCOGtrans #AirQuality – Natural Awakenings (@NaturalDallas)
6. Take the Clean Air Action Day Pledge at https://www.airnorthtexas.org/cleanairactionday ... with Air North Texas @NCTCOGtrans – Heather Buen (@heatherkbuen)

7. Show us how you're helping air quality with a photo each day leading up to Clean Air Action Day, 6/22. Tag @GreenDallas and @NCTCOGtrans and use #CAAD2018 & #CleanAirDallas. We all breathe the same air. – Green Dallas (@GreenDallas)

8. Today, I am helping improve air quality by bringing my lunch to work instead of driving somewhere. What is the one thing you will do to help improve air quality in Dallas? #CleanAirDallas #CAAD2018 @NCTCOGtrans – Dallas Air Quality (@dallas_air)
9. Sharing the Clean Air Action Day message at #Mindbender STEAM camp. Students made pledges for CAAD2018 that we will share. @FriscoISDTech @NCTCOGtrans – Green Dallas (@GreenDallas)

10. The kiddos are excited about Clean Air Action Day! What will you pledge to do for air quality? CAAD2018 CleanAirDallas @NCTCOGtrans – Dallas Air Quality (@dallas_air)
11. Want more happiness? Take the Clean Air Action Day Pledge. Here’s your invitation to join us on 6/22. http://WWW.Airnorthtexas.org #CAAD2018 #CleanDallasAir @NCTCOGtrans – Green Dallas (GreenDallas)

Facebook

1. The North Central Texas Council of Governments (NCTCOG) maintains policies and programs intended to help residents and businesses participate in clean air efforts... – Natural Awakenings Dallas Metroplex Magazine
2. Happy #flagday! Air quality alert flags show the current air pollution levels. For more info and
to get air pollution alerts go to www.airnorthtexas.org. Celebrate Clean Air Action Day on June
22. Take a clean air pledge on the same website. #CAAD2018 NCTCOG Transportation
Department – Green Dallas

3. Spotlight on a Clean Air Action Day vendor, DART. Jump on the electric bus parked on the
City Hall Plaza June 22 from 11 am - 2 pm. Come inside City Hall and cool off with live music
and cake and ice cream!

Reducing our Carbon Footprint

This summer, DART expects to receive seven zero-emission, all-electric buses. Made by
Proterra, the agency will use the buses on D-Link, a route connecting arts and entertainment
destinations in downtown Dallas’. The new battery-electric vehicles will offer clean, quiet
transportation.
These Proterra buses join DART’s electric light rail trains and the Dallas Streetcar vehicles as zero-emission vehicles.

#CAAD2018 NCTCOG Transportation Department – Green Dallas

4. With more than 20 possible clean air choices, there are several actions you can take to do your part... – Natural Awakenings Dallas Metroplex Magazine

5. We're excited to be a part of #Mindbender STEAM Summer Camp talking about Clean Air Action Day and air quality. #CAAD2018 #CleanAirDallas NCTCOG Transportation Department – Green Dallas
6. Here are some of the student pledges for Clean Air Action Day. See pledge videos on Twitter @GreenDallas & @dallas_air

#CAAD2018 #CleanDallasAir NCTCOG Transportation Department – Green Dallas
7. More Clean Air Action Day pledges from talented students. What is your Clean Air Action for Friday, June 22?

#CAAD2018 #CleanAirDallas NCTCOG Transportation Department – Green Dallas

8. For Clean Air Action Day, we pledge to walk to the park to enjoy the lunch we packed.

#CAAD2018 #CleanAirDallas NCTCOG Transportation Department – Green Dallas
9. *movie trailer voice* IN A WORLD... WHERE ROCKS, PAPER AND SCISSORS COLLIDE... just kidding! But check out our awesome Clean Air Action Day video trailer and join us in doing at least one clean air action next Friday! https://www.airnorthtexas.org/cleanairactionday – NCTCOG Transportation Department

THIS IS GREAT!! – Jackie Tien

Thanks, Jackie! We think so, too! Doing anything for #CAAD2018? – NCTCOG Transportation Department

Yes! Will be taking the bus to work and back! 😊 – Jackie Tien
10. What are you doing to improve air quality on Clean Air Action Day? https://www.airnorthtexas.org/cleanairactionday. #CAAD2018 #AirNTX – Keep Bedford Beautiful

**Bicycle & Pedestrian**

**Twitter**

1. @WalkBikeSafeTX looks forward to attending! We’ll be presenting at 5:45 on 6/9. Look forward to an interactive presentation and come join in! http://farmersbranchchamber.chambermaster.com/events/details/farmers-branch-market-06-09-2018-7561 … @BikeDFW @NCTCOGtrans – WalkBikeSafeTx (@WalkBikeSafeTX)

**Facebook**

1. Have you registered for the NCTCOG Transportation Department's 2018 Bike Challenge? Do it! It's May - which means it's Bike Month! – Walk Bike Safe Texas

2. Bike Month is coming to an end. Who participated in the NCTCOG Transportation Department Bike Challenge? – TRWD – Tarrant Regional Water District
Electric Vehicles

Twitter
1. @NCTCOGtrans @CarrolltonTX @cityofplanotx @CityofFortWorth @LewisvilleTexas @GrapevineTXCity @CityOfFriscoTx @CityOfDallas @CityofAllenTX @CityOfArlington @CityOfMcKinney @cityofmesquite @CityofAnna @CityofSouthlake @cityofdentontx @thecityofirving maybe worth reading? – Shawn Eric Gray

2. @NCTCOGtrans ✔ - Shawn Eric Gray (@ShawnEricGray)

3. Good news for Texas! @LoneStarCFA @NCTCOGtrans – TBCCC (@TBCleanCities)
Innovative Vehicles & Technology

Twitter

1. @HyperloopOne with #MichaelMorris exploring #HighSpeed options for #NorthTexas @alltoobusy #Katheryn Wileman @CityOfArlington @CityOfDallas @CityOfFortWorth @Williamwmeadow2 @DFWAirport #SeanDonahue @Bethvanduyne @CityofIrving – Lee M. Kleinman (@LeeforDallas)
Programs

Twitter

1. @NCTCOGtrans

Cool! Where did you see this? – NCTCOGTransportation (@NCTCOGtrans)

Natural Awakening Dallas edition – Shawn Eric Gray (@ShawnEricGray)
2. A Win-Win for Carpoolers http://www.nadallas.com/DAL/June-2018/A-Win-Win-for-Carpoolers/#.WylQUAMfz0M.twitter … @NCTCOGtrans @waze #carpool #Dallas – Natural Awakenings (@NaturalDallas)

Facebook
1. All carpool rides in Dallas Fort-Worth are only $2 – Natural Awakenings Dallas Metroplex Magazine

Project Planning
Letter
1. Attachment 1 – Daniel J. Raudebaugh

Email
1. Randall Duty

Why isn't the Kansas City Southern line that runs mostly parallel to TX 78 from Wylie to East Dallas being considered as a commuter rail corridor for the mobility plan?

2. John Lowery

I would like to voice my desire for the creation of a rail line from McKinney to Dallas. I read an article that indicated it may be a possibility, and I feel considering the rapid growth of the area and the dreadful commute choices to Dallas, this would be an excellent idea for the longterm.

3. Bud Melton

Please consider the following comments as you're finalizing the draft long range mobility plan:
Some of the alignments shown on the Regional Veloweb map don't appear to be updated per recent CIP elections. For example, the fully-funded Trinity Forest Spine alignment in SE Dallas. This may impact totals of those Funded and those Planned.

In light of increased designations of shoulders as bikeways, particularly in the more rural areas, please ensure these are described and budgeted sufficiently to ensure a finer grade of chip-seal so that the quality of the experience is less impacted by roadway vibration.

The proposed $.4B cut in Sustainable Development funding partnerships does not seem consistent with concerns conveyed in the Appendix B. Social Considerations. Why cut one of the best-leveraged public/private partnership program?

Given the constrained financial reality, it seems that much more funding would be allocated for Land Use Strategies that lead to less reliance on individual motor vehicles. There also doesn't seem to be enough emphasis on emerging mobility technologies. Are we as a region willing to be 'drawn into these' or would we better better situated to become drivers of these emerging trends? Already, several local cities are rolling out new traffic safety technologies that should be viewed as disrupters of traditional transportation planning.

4. Debbie Fisher, Lucas City Council

At the May Public Hearing in Richardson, I expressed my displeasure with your plan solving all your transportation problems through the City of Lucas. Our City is not the area generating the massive increase in the traffic in Collin County, yet you expect us to be the ones bearing the burden. As a result of that meeting, our council will be voting on June 7 to rescind our previous support.

I propose the following:
1. Areas where the population and job increases are creating the need for this transportation plan should be required to resolve these issues within their own boundaries and through the use of unincorporated areas, not taking over smaller cities like Lucas.

2. Areas of approved Municipal Utility Districts should be required to produce a plan for traffic exit through their region.

3. Include in your planning the increased burden for emergency services, particularly in smaller cities such as Lucas.

The increased traffic in Lucas is due to pass through traffic only. That traffic is not coming here to work or shop as we are a bedroom community. Our taxpayers are already bearing an undue burden for the increase in emergency services due to the additional traffic. We will vigorously oppose this attempt to further increase this burden.

5. Paul Ridley, Greater Dallas Planning Council

Overall, the GDPC Mobility Task Force sees much to applaud in this plan. The breadth and depth of considerations of the mobility landscape are impressive. The narrative texts and appendices are thorough, leaving only a few of our questions untreated, if not answered (please see those below).
That said, we find a substantial dissonance between the plan’s many “considerations” and its final budgetary commitments.

The “Financial Reality” chapter implies that we will be continuing a low-density, car-centered development model (suburban sprawl), despite the extensive evidence in the plan document itself that a radical re-appraisal of such a model is in order. A plan should be based on observation and prediction, and its action steps are what shape the future. Any plan must be measured, not by what it says, but by where it commits resources. This plan commits the largest single chunk of resources, $52B, to additional roadway occupancy and capacity.

In our view, a better plan for the region would provide more of the available funds to:

- prepare for unpredictable yet inevitable technological disruption.
- increase social justice by mitigating the severe and growing racial and economic inequality across the region.
- allow us to better adapt to inevitable environmental change.

**Transportation Technology (Chapter 7)**

It is critical that the plan fund preparations for the technological disruption we can expect (though not precisely predict) in the next 20 years.

- Data-based, network technologies have already disrupted traditional taxi services (Lyft, Uber) and are shifting public attitudes toward car ownership. They invite a re-thinking of bus transit (frequent bus service, optimized intermodal transportation) and even land use (parking). Similar disruptions are emerging in retail (grocery and parcel delivery, regional malls) and ride-sharing.
- Automated vehicle technology (connected and automated) appears to be emerging at an increasing tempo. It could have profound impact on how we value our vehicles and the time spent in them.
- Via, Uber and other platforms including flying vehicles may be much closer to reality than many believe. Dallas will be one of two markets where this new form of transportation will be implemented.
- Freight lanes have been dedicated in several states, reducing congestion and improving air quality. Combined with autonomous technology, they could further reduce environmental impacts and obviate additional road construction.
- Intelligent transportation systems (ITS) are demonstrating huge increases in the utility of existing lane space in both urban and suburban areas, suggesting less demand for new lane construction, even with continued population growth.
- Tech-driven disruptions are hard to predict. An Innovation Technology component could be incorporated into the plan that allows it to be adaptive, dynamic and responsive when such disruptions occur in the marketplace. One possible action: development of a funded “mobility learning lab.”

- NCTCOG could work with private industry firms to study/develop ITS infrastructure for the adoption of connected and automated vehicles.

**Social Considerations (Chapter 3)**
Across the NCTCOG region, vast inequalities of income, housing, school quality and access to work persist and are increasing. As such, they threaten the well-being of the regional population. Inequality costs us all through health care, remedial education, criminal justice and forfeited economic development. **The plan needs to directly address equity issues that are prevalent in the region.**

Tolling lanes does seem a fairer way of distributing the cost of new highways to users. The proposed restriction of tolled lanes to the center of the region runs counter to social justice and encourages sprawl.

Improvement of mobility for the poor and underserved will clearly depend on better public transit, which, impacts their access to work, health care, housing and schools. The dollars allocated for “Growth, Development and Land Use Strategies” seem disproportionately low, *per capita*, to impacted individuals across the region. What is the priority for funding for that development?

**Environmental Considerations (Chapter 4)**

**This plan needs to help the region adapt to the environmental impacts it acknowledges.**

-Widely accepted climate forecast projections mean hotter summers and more extreme weather in Texas through the rest of the century. Extreme drought and more powerful storms pose nonlinear increases in costs of energy, road maintenance, disaster recovery and hardened infrastructure. The 2045 plan does speak of “resilience” (Ch 4.4 P. 24) but again, such efforts do not appear in the cost model.

-Air quality and related health costs can be directly tied to traffic density. Although “improved air quality” is an explicit goal of the plan, it does not seem to figure in the development plans or the cost model.

-The carbon footprint of low-density development is substantially larger than for higher-density. This fact does not seem to be reflected in the implicit development model.

-The Wildlife Habitat exhibit in the slide deck does not address ecological corridors along creeks and rivers, some of the most sensitive to new construction of highway infrastructure.

-Concrete is truly the “floor” of the Mobility 2045 low-density model. Concrete paving is energy-intensive and, once in place, adds to the urban heat sink effect. It is also getting more expensive as global supply/demand for riverine sand changes.

**Development Paradigm**

**The plan needs to shift priorities from a low-density paradigm to a more sustainable higher density, multimodal approach.**

-Mobility 2045 seems premised on an extension of the suburban low-density, car-centric model, one in which highways remain unquestioned as the most efficient means of transportation.

-Recent real estate valuation trends suggest that the core and outlying town centers are urbanizing (McKinney, Legacy, Southlake). Young workers prefer to live closer to work, while retired folks want to downsize in denser housing forms near urban amenities.
-Current commercial real estate returns suggest denser development is more profitable than low-density.

-New, multi-family construction is inherently more likely to support affordable housing options than more land-intensive housing.
- Investments in walkability, bicycling and other active transit (last mile) would seem to offer higher leverage on “mobility” in general than added motor vehicle infrastructure.

-Building more lane miles when future demand is so unpredictable makes less sense than to provide for more conventional mass transit, active transit and other innovative forms of mobility adapted to higher density land use.

-2045 SD Program budget is cut by $400M – hitting the most needed of all programs to help drive land use decisions that favor transit, walking and bicycling.

-In this plan, environmentally impacted cities have not been allocated funds to support densified land use.
- Investment in active transportation and innovative mobility technologies might offer a better ROI than building more lane miles.

*CityMAP: per the GDPC’s previous engagement and feedback on this groundbreaking and innovative approach to transportation planning, why it is not incorporated into Mobility 2045?

Finally:

What are NCTCOG’s legislative priorities related to this plan?

Twitter

1. Here’s the draft map of @NCTCOGtrans's 2045 high-capacity transit expansion projects (https://www.nctcog.org/trans/mtp/2045/documents/14MAY2018PACKET.pdf …). BRT = thick lines; existing rail = black lines; thin, colored lines: new rail (light-rail, regional/commuter, streetcar) – RAIL Magazine (@RAILMag)
2. Thank you @TxDOTCommission for making, while delayed, the decision to release the RFQ. We need #LBJEAST to support growth for this region and move people and goods safely and efficiently. Now to turn the page and ensure that design meets 2024 needs. @LBJ_Now @TxDOT @NCTCOGtrans – Mark Holmes (@markbholmes)

3. @NCTCOGtrans doubles down on highways, continues to ignore mass transit – Wylie H Dallas (@Wylie_H_Dallas)
Transit

Twitter

1. Here’s a sneak peek at the inside of the train. #AllAboard

Thank you for the footage – Francois Wegscheider (@classicfrancois)

Thanks for watching and sharing! 😊 – NCTCOGTransportation (@NCTCOGtrans)
No problem I need that train in a heartbeat – Francois Wegscheider (@classicfrancois)

We can’t wait for it either! – NCTCOGTransportation (@NCTCOGtrans)

2. #Arlington is the largest city in the country without a mass transit system. Via doesn’t even serve residents on the south side. – Fish Creek Monitor (@Fishcreek1269)

Beto O’Rourke blasts Arlington for lack of mass transit, mayor says Senate h...
DeSOTO – After talking to a group of local pastors and stopping by Top 5 BBQ for what he described as one of the best brisket sandwiches in Texas,…
dallasnews.com

3. Shameful! Rail passengers are thrown out of Dallas Union Station after 5:30pm. @LeeforDallas @Mike_Rawlings @dartmedia @Amtrak @TXRailAdvocate @narprail @NCTCOGtrans http://texasrailadvocates.org/2018/06/09/shameful-dallas-union-station-pulls-the-welcome-mat-for-passengers-and-for-parking/ … – Peter J LeCody (@railadvo)
4. We encourage you to #DumpThePump tomorrow! What do we mean? If you can, we want you to take public transit to your destination instead of driving a car. Saves gas and it's great for the environment! – NCTCOGTransportation (@NCTCOGtrans)

**Email**

1. Gary Hogan

I am the President of a very active and involved City of Fort Worth Neighborhood Association who for years have been the voice of this community. The Chapel Creek Neighborhood Association. I have several new concerns regarding Proposed Near-Term Improvements IH 20/ IH 30 (Tarrant / Parker County). WE last looked at this area in 2013 and presented to community meeting on 5/25/2016. The Chapel Creek Blvd I-30 bridge is well under construction AMEN.

However, the area now has concerns about mobility being directed solely to the Chapel Creek Blvd corridor to the future above plan 1,100 homes are currently planned and started on prior vacant land East of Chapel Creek Blvd. About another 1,000 homes are underway also West of Chapel Creek Blvd. and we recently heard of a new Charter School also planned near there. Current mobility plans for I-30 corridor West of Loop 820 to Hwy 580 appears to direct all traffic
through Chapel Creek Blvd. NCTCOG, TXDOT and City of Fort Worth need to review the mobility transportation planning in light of this growth.

Please advise as to best contact with NCTCOG for me to discuss.

**Twitter**

1. The North Central Texas Council of Governments (@NCTCOGtrans) is looking for transportation planners to assist with regional and corridor transportation planning and transit operations! Apply online: https://mycogcareer.silkroad.com/ – WTS San Antonio (@WTSSanAntonio)

![American Planning](https://twitter.com/APA_Planning/status/1622220684122558978)

2. We are very excited to join so many leaders of the San Antonio region in their quest to end the epidemic of traffic deaths and serious injuries.

Looking forward to working with @CAMPOTexas @HGACmpo @NCTCOGtrans @EPMPO and other MPOs to follow in their lead. – Vision Zero Texas

![American Planning](https://twitter.com/APA_Planning/status/1622220684122558978)

3. @TheGinaMiller I’ve been daydreaming about Dallas hosting the WorldCup2026 Championship, International Broadcast Center, FIFA headquarters and the referees’ HQ. @DFWAirport will have most direct flights to other host cities. Use the Olympic Village model to commit to building... – MD (@MDretweets)

    office space for FIFA that can be privatized later or as a hub non-profits. Lastly, get the @NCTCOGtrans to drop the high-speed rail fantasy and have a TRE/TEX Rail line along the I-30 corridor, connecting the downtown's and @ATTStadium. @SportsSturm – MD (@MDretweets)

    *I forgot to mention that this would be integrated into the Fair Park redevelopment. – MD (@MDretweets)

**Facebook**
1. Tarrant County Commissioner Gary Fickes is the new chair of the Regional Transportation Council. He was elected last Thursday at the RTC meeting. Congrats, Commissioner Fickes! – NCTCOG Transportation Department

Congrats! Know you will do a great job. – Cinde Weatherby

Congrats Commissioner
Thank you for your service to our region – Tito Rodriguez

2. Looking forward to serving in this new role! – Commissioner Gary Fickes
June 6, 2018

Mr. Ken Foldt: AICP
Program Manager
North Central Texas Council of Governments
616 Six Flags Drive, Centerpoint Two
Arlington, TX 76001-5888

Dear Mr. Foldt,

The Center for Transportation & Environment (CTE) appreciates the opportunity to comment on the draft Mobility 2045 long-range transportation plan. CTE is a 501(c)(3) non-profit with a mission to improve the efficiency and sustainability of the United States’ energy and transportation systems. CTE collaborates with federal, state, and local governments, fleets, and vehicle technology manufacturers to advance clean, sustainable, innovative transportation and energy technologies. As such, there are several initiatives included in the Mobility 2045 plan that are of particular interest to CTE.

Sections 4.2: Air Quality, 5.3: Sustainable Development, 6.1: Public Transportation, 6.5: Roads and Transportation Technology collectively address air quality, sustainability, and technological advancements that can also be achieved through the deployment of zero-emission transit buses. While the plan specifically discusses the implications of electrification specific to light-duty vehicles and future, automated shuttle and “pod” vehicles, CTE would encourage inclusion of zero-emission bus deployments within the long-range plan. According to the Department of Transportation, the United States has over 300,000 individual zero-emission buses operating in transit fleets throughout the nation. Both battery electric and fuel cell options are available to help with pollutant emissions reductions and fuel efficiency for bus fleets.

Successful deployment of zero-emission technology in the transit market supports the following goals included in Mobility 2045, including:

- Preserve and enhance the natural environment, improve air quality, and promote active lifestyles. (Section 3.0, Section 3.0, Section 4.0)
- Develop cost-effective projects and programs that reduce the costs associated with constructing, operating, and maintaining the regional transportation system. (Section 5)
- Encourage livable communities which support sustainability and economic vitality. (Section 3.0, Section 1.0, Section 7.0)
- Develop cost-effective projects and programs that reduce the costs associated with constructing, operating, and maintaining the regional transportation system. (Section 2.0, Section 5.0, Section 7.0)

However, successful deployments of zero-emission buses benefit from adequate pre-deployment planning. CTE has provided technical assistance and project management services on many battery and fuel cell electric bus deployment projects. Collectively, CTE has assisted more than 50 transit agencies in the United States with zero-emission technology, as they include new, specific operating characteristics and fueling requirements. CTE strives to minimize these challenges and reduce the risk associated with these vehicles by helping end-users match the technology to

Atlanta, Berkeley, Los Angeles, St. Paul  www.cte.tv