MINUTES
Regional Transportation Council
PUBLIC MEETING

Future of Transit in Dallas-Fort Worth: First-Mile Connections to High-Speed Rail

Overview of Volkswagen Settlement

Title VI Program Update/Revised Complaint Procedures

Meeting Date and Location
The North Central Texas Council of Governments (NCTCOG) held a public meeting Monday, February 11, 2019, at 2:30 pm at the North Central Texas Council of Governments (Arlington); Dan Lamers, Senior Program Manager, moderated the meeting, attended by 29 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 (MPO), and amended on November 8, 2018. Staff presented information about:

1. Future of Transit in Dallas-Fort Worth: First-Mile Connections to High-Speed Rail – presented by Michael Morris
2. Overview of Volkswagen Settlement – presented by Nancy Luong
3. Title VI Program Update/Revised Complaint Procedures – presented by Kate Zielke

The NCTCOG public meeting was 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 meeting are available at www.nctcog.org/input, and a video recording was posted at www.nctcog.org/video.

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

Summary of Presentations
Future of Transit in Dallas-Fort Worth: First-Mile Connections to High-Speed Rail presentation:

Recommended transit projects for first-mile connections in the region include the Southwest Medical District, Dallas Love Field, downtown Fort Worth, the Legacy/Stonebriar area, General Motors and Midtown. Potential people movers to be utilized for these projects include monorail, group rapid transit and autonomous vehicles. Technology criteria for these projects include qualitative screening, ridership estimates, infrastructure needs and system compatibility.
The high-intensity bus concept is a low cost alternative that would allow for premium amenities on board and at stations. The RTC has approved $14 million in funding for pilot studies related to this new idea.

Hyperloop is a new mode of transportation consisting of moving passenger and cargo vehicles through a near-vacuum tube using electric propulsion. An autonomous pod levitates above the track and glides at 700 mph over long distances.

The high-speed rail initiative would be a connected system offering a “one seat ride.” Three stations for the rail are being proposed in Fort Worth, Arlington and Dallas. The Dallas station location has been identified by Texas Central Railway and coordination among Texas Central Railway, DART, TxDOT, the City of Dallas and NCTCOG is on-going. The Arlington and Dallas stations are still to be determined, and there is potential to add high-speed rail service from Fort Worth to Laredo.

**Overview of Volkswagen Settlement presentation:**

The Texas Commission on Environmental Quality (TCEQ) has four goals related to the Volkswagen Environmental Mitigation Trust: reduce nitrogen oxide emissions, reduce the potential for exposure of pollutants to the public, prepare for increased and sustained use of zero emission vehicles and complement other incentive funding programs.

Texas will receive a total of $209 million from the Trust, which will be distributed among seven priority areas: San Antonio, Dallas-Fort Worth, Houston-Galveston-Brazoria, El Paso County, Austin, Beaumont-Port Arthur and Bell County. Approximately $169.5 million will be allocated to on-road and non-road transportation and approximately $31.4 million will be provided for zero emission vehicle infrastructure. TCEQ has yet to announce a final date for administering the proposed funding.

There are also several additional air quality funding opportunities available in 2019, including incentives for light-duty vehicles, incentives to transition to alternative fuels and incentives to replace older vehicles. For more information, visit www.dfwcleancities.org.

**Title VI Program Update/Revised Complaint Procedures presentation:**
https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2019/02/Title-VI-Update.pdf

**Title VI Program Update Draft:**
https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2019/02/Title-VI-Draft.pdf

**Public Participation Plan with Title VI Update:**
https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2019/02/PP_Title-VI.pdf

Title VI of the Civil Rights Act of 1964 prohibits discrimination on the basis of race, color or national origin. NCTCOG's Title VI Program describes how the agency implements Title VI nondiscrimination efforts and monitors subrecipients. The program is updated every three years and submitted to the Federal Transit Administration for review.
The current modifications to Title VI complaint procedures include adjusting headings, adding opportunities to share information with the Texas Department of Transportation (TxDOT), using calendar days instead of business days, updating appropriate documents where needed and Spanish translation. Public input on the aforementioned updates will be accepted through March 28, 2019.

ORAL COMMENTS RECEIVED AT MEETING

Future of Transit in Dallas-Fort Worth: First-Mile Connections to High-Speed Rail

Curtis Garrison, Enthusiasts of Transit Association

A. Feedback on transit planning

Comment: There is a disconnect between DART and Dallas Love Field Airport, and we don’t understand what happened there. In Phoenix they utilize a tram, which might be a good idea for us to consider. Additionally, I live north of Spring Creek Parkway, and we would love to know if there are any plans to expand transit further north. It would also be great if we could integrate rail into work conducted on US 380 in McKinney and Denton. The TRE also needs to offer services on Sunday. Lastly, it would be great if we could work with Amtrak on expanding service from Fort Worth to Oklahoma City.

Summary of response by Michael Morris: We’ve tried to work on building light rail in the basement of the new terminal at Love Field, but there have been several challenges that have prevented us from moving forward. In regards to expanding transit further north in Collin County, you must be a full member of a transit authority in order to offer transit services. We can’t just go in and build rail in a city when they don’t pay their fair share into the system. However, we understand Collin County is one of the fastest growing areas in the region, and we are working closely with them to assist in transportation planning efforts. I don’t believe the US 380 work will incorporate rail, but there may be another form of transit integrated into the project. We hear you loud and clear in regards to expanding TRE services on Sunday. Lastly, you’ll notice we aren’t talking about expanding high-speed rail to Oklahoma City. Amtrak has limited funding, and it’s a difficult move to make. We appreciate all your comments.

Overview of Volkswagen Settlement

James C. Paris, USA Rails

A. Funding allocation for San Antonio

Question: Why did San Antonio receive a majority of the money from the Volkswagen Settlement?

Summary of response by Nancy Luong: San Antonio was recently classified as nonattainment.

Summary of response by Michael Morris: It’s a question we can’t really answer. It’s possible they hope to overfund San Antonio so they don’t exceed the ozone standard.

B. Timing of funding distribution

Question: When do you anticipate TCEQ actually distributing the funding allocations?
Summary of response by Nancy Luong: They said early 2019, but we don’t have an exact date yet.

Jimmy Hosch, 350 Dallas

A. Emissions comparison

Question: Can you compare emissions that come from oil in the Eagle Ford shale to those that come from San Antonio?

Summary of response by Michael Morris: We will have to get back to you with an answer. Please make sure we have your contact information.

Response by Jenny Narvaez, NCTCOG:

Good Afternoon Mr. Hosch,

I understand that during this past Monday’s public meeting, you inquired about information relating to the percentage of NOx emissions from vehicles in San Antonio in comparison to emissions from the Eagle Ford Shale. We have contacts with the Alamo Area Council of Governments and the Texas Commission on Environmental Quality who should be able to answer your inquiry:

Steven Smeltzer
Alamo Area Council of Governments
ssmeltzer@aacog.com
210-362-5266

Chris Kite
Texas Commission on Environmental Quality
Chris.kite@tceq.texas.gov
512-239-1959

If you’d like, I’m happy to reach out to them on your behalf or you can contact them directly. Please let me know.

WRITTEN COMMENTS SUBMITTED BY WEBSITE, EMAIL & SOCIAL MEDIA

Future of Transit in Dallas-Fort Worth: First-Mile Connections to High-Speed Rail

Email

1. Paul McManus

Hi, Karla and Shannon,

Earlier today (Sunday, Feb. 17) I watched the archived video of the transportation public meeting held last Monday (Feb. 11), and I wanted to provide some feedback regarding that meeting.
I enjoyed and learned many things from this meeting, particularly from Michael Morris' transit-oriented presentation. I also took note of the transit-related questions and comments that Curtis Garrison made after all of the presentations were given.

Curtis mentioned many things related to transit here in DFW that I'm also very interested in and concerned about. One of things that Curtis mentioned was wanting Sunday service for the TRE. I would also like to see Sunday service for the TRE, and I would also like to see Sunday service for DCTA's A-Train. I live in the master planned community of Lantana in Denton County, and I also serve on DCTA's Citizens Advisory Team (CAT; I'm also involved with the Fort Worth-based Tarrant Transit Alliance non-profit transit advocacy group), and Sunday service for the A-Train, as well as weekend service for the North Texas Xpress (Trinity Metro's Route 64 bus) have both been discussed at previous CAT meetings. Having this expanded service would allow for more connections to DART's and Trinity Metro's train and bus services for people coming from Denton.

Curtis also mentioned that it would be great if more of DART's, Trinity Metro's, and DCTA's train stops were attractive destinations, such as Grapevine Station. I completely agree, as having more attractive destinations would generate more interest and increased ridership. Having easily accessible amenities and facilities (such as restrooms) at more stations would also benefit riders and improve their overall riding experience.

Additionally, Curtis mentioned that he believes Collin County (he lives in Plano) should embrace more transit options as Collin County continues to grow rapidly. I believe that Denton County should do the same. In the eight years that I've lived in Lantana, our population has grown by approx. 5,000 residents. This rapid growth is also prevalent in many other parts of Denton County, as the county population is quickly approaching the one million mark. This rapid growth makes having improved and expanded transit options absolutely critical throughout DFW in order to help reduce car traffic and road congestion, as well as to help improve air quality and provide alternative transportation methods for people who need and want them.

Please let me know if you have any questions or need any additional information. Thanks so much!

Response by Shannon Stevenson, NCTCOG

Good Morning, Mr. McManus,

Thank you for the thoughtful email and feedback. We always love hearing from the public and learning more about what issues are important in your community. As you mentioned, Mr. Garrison made several observations/requests following the presentations and Michael Morris, Transportation Director, requested that he follow up with an email so we're sure to capture everything. I also spoke with Mr. Garrison after the meeting and provided my information to him, but I haven't seen anything from him just yet.

I've copied our Carli Baylor who oversees our public meetings so she'll have a copy of your comments for our records. We'll also share your thoughts about TRE, DCTA's A-train, and expanded North Texas Xpress bus service with our transit partners. Transit-oriented development is an important effort Karla's team is addressing and will keep your comments in mind as they move ahead with new initiatives. Collin County's rapid growth is always something we're working on tackling; actually, the Regional Transportation Council (RTC) approved funding for a transit implementation study to investigate the
transit funding and options for Allen, Fairview, Frisco, McKinney, Plano, Richardson and Wylie. We will be issuing a request for proposals later this summer/early fall to begin that study.

We appreciate you taking time to share your thoughts and look forward to hearing from you in the future. Please let me or Karla know if you have any questions or would like additional information on anything.

2. Brent Peterson

February 19, 2019

Dear Sir:

I attended the public meeting on Monday, Feb. 11, 2019. Thanks for presenting the “Future of Transit in Dallas-Fort Worth: First Mile Connections to High-Speed Rail”.

I recommend that a new Greyhound Bus Station for downtown Dallas be included in the “Future of Transit in Dallas-Fort Worth: First Mile Connections to High-Speed Rail”. A new Greyhound Bus Station should be located near a Dart rail station. If possible, a new Greyhound Bus Station should be located near a Trinity Rail Express station and/or the future Texas Central Rail station.

The present Dallas Greyhound Bus Station is much too small and too far from a Dart rail station. It is about three blocks from a Dart rail station. Some people do not like to walk three blocks because of a handicap or they feel unsafe at late night hours.

I believe that a new Greyhound Bus Station for Dallas would allow more people to stop driving automobiles and ride the bus. Reducing the number of automobiles in Dallas would reduce traffic congestion, reduce air pollution from automobiles, and reduce global warming. A new Greyhound Bus Station would also provide better transportation for people who do not have an automobile available for trips.

Fort Worth has a new Greyhound Bus Station located at the Intermodal Transportation Center.

I am a retired mathematics instructor at Tarrant County College. I enjoy traveling on Trinity Rail Express, Dart rail, and Greyhound Bus.