MINUTES
Regional Transportation Council
PUBLIC MEETING

2020-2022 Disadvantaged Business Enterprise (DBE) Goals

Regional Pedestrian Safety Action Plan

Meeting Date and Location

The North Central Texas Council of Governments (NCTCOG) held a public meeting Monday, June 10, 2019, at 6:00 pm at the North Central Texas Council of Governments (Arlington); Ken Kirkpatrick, Senior Counsel for Transportation, moderated the meeting, attended by 3 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:

1. 2020-2022 Disadvantaged Business Enterprise (DBE) Goals – presented by Ken Kirkpatrick
2. Regional Pedestrian Safety Action Plan – presented by Jessica Scott

The 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


The DBE Program ensures non-discrimination, creates a level playing field, helps remove barriers to DBE participation and ensures DBE firms meet required eligibility standards.

To be classified as a DBE, at least 51 percent of an entity must be owned by socially and economically disadvantaged individuals. Socially and economically disadvantaged individuals must be a US citizen or lawful permanent residents. These individuals can be women, African Americans, Hispanic Americans, Native Americans, Asian-Indian Americans and others as determined by the Small Business Administration.

The following funding recipients are required to have a DBE Program:
• Federal Transit Administration recipients receiving planning, capital and/or operating assistance who will award prime contracts exceeding $250,000 in funding in a federal fiscal year
• Federal Aviation Administration recipients receiving grants for airport planning and development who will award prime contracts exceeding $250,000 in funding in a federal fiscal year
• All Federal Highway Administration recipients

NCTCOG staff is currently in the process of developing DBE goals for Fiscal Years 2020 through 2022. This process includes determining relative availability of ready, willing and able DBE firms and considering additional DBE data.

Proposed goals will be posted for public review and comment in July 2019, and the Regional Transportation Council will take action on these goals in September 2019. DBE goals for Fiscal Years 2020 through 2022 will become effective on October 1, 2019.

**Regional Pedestrian Safety Action Plan presentation:**

On February 14, 2019, the RTC approved a regional safety position, stating even one death on the transportation system is unacceptable. Due to this position, NCTCOG staff is working with partners to develop projects, programs and policies that assist in eliminating serious injuries and fatalities across all modes of travel. One of these projects is known as a pedestrian safety action plan.

The Regional Pedestrian Safety Action Plan (PSAP) will provide a framework for focusing community attention on improving conditions for walking. The plan will lay out a vision for improving safety, examine existing conditions and use a data-driven approach to match safety programs and improvements with demonstrated problems.

The PSAP process includes establishing goals and objectives, analyzing safety data, identifying safety improvements and implementing and evaluating programs. Key plan elements include a vision, goals, objectives, historical and systemic crash and fatalities data, a priority cluster analysis, recommended programs, project types, a policy template and performance measures. Additionally, the PSAP Committee includes members from various stakeholder and partner agencies, including local governments, county health departments, transit agencies, school districts and injury prevention centers, among others.

NCTCOG staff is currently conducting a pedestrian safety survey for the plan. Members of the public can take the survey at www.dfwpedestriansafety.metroquest.com until Friday, July 5. All participants will be entered for a chance to win a $100 Visa gift card. For more information on the PSAP, visit www.nctcog.org/pedsafetyplan.

**ORAL COMMENTS RECEIVED AT MEETING**

**2020-2022 Disadvantaged Business Enterprise (DBE) Goals**

Debracarol Hearne, Revitalize CS

A. DBE database
**Question:** How do you sign up for the DBE database?

**Summary of response by Ken Kirkpatrick:** We’ll be hosting an open house during the month of July for potential recipients, and we’ll walk you through procurement and how to sign up for the database. We’ll also have someone on hand to walk you through the DBE certification program.

**Regional Pedestrian Safety Action Plan**

**Debracarol Hearne, Revitalize CS**

A. Predicting contributing-factor trends for fatalities

**Question:** Is there a way to predict contributing-factor trends for these fatality numbers?

**Summary of response by Jessica Scott:** TxDOT possesses all of the crash data reports, and there is a way to enter all the data into a system to produce contributing factors. We are also coordinating with University of Texas at El Paso to figure out potential contributing factors in order to understand why the crashes are happening.

**Question:** Is there a way to interview people to gain an additional perspective on the data?

**Summary of response by Jessica Scott:** Yes, I received that comment at another event, and we can consider it. We know the crash reports are already a limited data set. For example, we don’t know how many people are walking when an accident takes place. We’re always looking for more things to consider. Someone also suggested visiting bike shops, and we think that is really important.

**Summary of response by Ken Kirkpatrick:** This is a really important effort and something that is being addressed at both a State and local levels.

**Comment:** When I drive between Fort Worth and McKinney, I see so much development. Would it be possible to see if there’s a correlation between land use and fatalities?

**Summary of response by Jessica Scott:** Yes, we can estimate how many pedestrians would be walking in an area based on land use.

B. Availability of data for planning and zoning commissions

**Question:** Is this data available to planning and zoning commissions to help them make better decisions based on where accidents have occurred?

**Summary of response by Ken Kirkpatrick:** As the PSAP goes through the committee process, we want to distribute its contents to local governments as much as possible to help reduce accidents and fatalities.

**Summary of response by Jessica Scott:** We can’t tell cities what to do, but we can provide policy examples. It’s up to the cities to follow through.

**COMMENTS SUBMITTED BY WEBSITE, EMAIL & SOCIAL MEDIA**

No comments received via website, email or social media.