

REGIONAL TRANSPORTATION COUNCIL
September 9, 2021

The September 9, 2021, meeting of the Regional Transportation Council (RTC) was conducted as a videoconference via Zoom. Staff conducted a roll call of members, and the presence of a quorum was confirmed. The following members or representatives were present on the videoconference: Richard E. Aubin, Elizabeth M. Beck, Gyna Bivens, Mohamed Bur, Dianne Costa, Theresa M. Daniel, Pat Deen, Janet DePuy, Andy Eads, Kevin Falconer, Gary Fickes, George Fuller, Raul H. Gonzalez, Barry L. Gordon, Rick Grady, Lane Grayson, Mojoy Haddad, Roger Harmon, Clay Lewis Jenkins, Ron Jensen, Carl L. Johnson, Brandon Jones, John Keating, Mike Leyman, Alison Maguire, B. Adam McGough, William Meadows, Allen E. Meagher, Robert Miklos, Philip J. Ritter, Jim. R. Ross, Chris Schulmeister, Jeremy Tompkins, T. Oscar Trevino Jr., William Tsao, Paul N. Wageman, and Duncan Webb. Individual attendance was not taken for non-RTC member attendees.

1. **Opportunity for the Public to Comment on Today's Agenda:** This item allows members of the public an opportunity to comment on agenda items. Regional Transportation Council Chair Theresa M. Daniel asked if there were any public comments. No members of the public chose to comment.
2. **Approval of the August 12, 2021, Minutes:** The minutes of the August 12, 2021, meeting were approved as submitted in Electronic Item 2. Rick Grady (M); George Fuller (S). The motion passed unanimously.
3. **Consent Agenda:** The following items were included on the Consent Agenda.
 - 3.1 **Air Quality Funding Recommendations Related to the Environmental Protection Agency National Clean Diesel Funding Assistance Program:** Regional Transportation Council approval of funding recommendations for the North Texas Emissions Reduction Project 2020 Call for Projects (CFP) and North Texas Freight Terminal Electrification 2020 CFP was requested. Electronic Item 3.1.1 provided an overview of the calls for projects and staff recommendations. Electronic Item 3.1.2 and Electronic Item 3.1.3 included detailed project listings.
 - 3.2 **Ratification of Emergency Funding Authorization to Dallas Area Rapid Transit for Interim Funding for the Regional Vanpool Program:** Regional Transportation Council ratification of emergency funding authorization to Dallas Area Rapid Transit (DART) for interim funding for the Regional Vanpool Program was requested. Approval included utilization of Regional Transportation Council Local funds in an amount not to exceed \$45,000 to ensure continuation of vanpool services for DART participants until new agreements are fully executed and funding is in place.

A motion was made to approve the items on the Consent Agenda. Gyna Bivens (M); Richard E. Aubin (S). The motion passed unanimously.
4. **Orientation to the Agenda/Director of Transportation Report:** Michael Morris reviewed items on the Director of Transportation Report. He noted Fiscal Year (FY) 2021 would close at the end of the month and that during the fiscal year Federal Certification Review was conducted. Members were thanked for their participation in meetings with the Federal Highway Administration and Federal Transit Administration. He also discussed the

successful COVID-19 Infrastructure Program that moved projects to implementation during the fiscal year. Paul N. Wageman, Chairman of Dallas Area Rapid Transit (DART) noted the meeting would be his last on the Regional Transportation Council (RTC) as DART Chairman and thanked Michael Morris and staff for their leadership during an extraordinary time for local governments, agencies, and citizens of the region. He also thanked RTC members for all they have done for DART and the communities represented on the Council. Several members thanked Mr. Wageman for his leadership in the region. James Powell highlighted changes affecting the Open Meetings Act effective September 1, 2021. In March 2020, the Governor, in response to COVID-19, suspended certain aspects of the Open Meeting Act. Those suspensions were based largely on expanding the ability of governing bodies to utilize teleconferencing/videoconferencing as well as encouraging the ability to restrict physical presence both of the members and the public. Pending a request by the Texas Attorney General earlier in the summer, the Governor approved lifting those suspensions. Effective September 1, 2021, he noted the RTC would operate under Texas Government Code Chapter 551.127(c) of the Texas Open Meetings Act which allows governing bodies that extend into three or more counties, such as the RTC, to conduct videoconference meetings if the chair is physically present in the meeting room and the meeting room is open to the public. In addition, audio and video feeds must be maintained throughout the duration of the meeting to meet quorum requirements. Mr. Morris noted that staff would continue to monitor COVID-19 and determine with the Chair when it may be appropriate for the RTC to meet in person. The first meeting will likely be held at a location with additional capacity such as the Irving Convention Center. Mr. Morris also discussed the RTC Member Orientation meeting that was held earlier in the day. He noted every RTC member would be sent a copy of the video presentation along with an electronic copy of the presentation slides. In addition, a folder with additional material of interest will be sent to members. Once the video has been completed and sent to members, a second RTC Orientation will be held for members to discuss topics of interest. He noted comments from the earlier RTC Orientation meeting could be provided to members as well. Also discussed was the status of the D2 rail line. He noted work among the City of Dallas, the Texas Department of Transportation, DART, and the North Central Texas Council of Governments was expected to conclude by the end of September. A map of the project was provided in Electronic Item 4.1. He also discussed interest by an electric vehicle manufacturing facility to locate within the region. A letter of support was provided in Electronic Item 4.2. In addition, revenue sharing for IH 635/IH 35E Y Connector was highlighted. An update will be provided to members at a future meeting. Mr. Morris also discussed the Economic Development Administration (EDA) Grant Opportunity. Approximately \$3 billion is available nationwide for several programs. Staff has been reviewing projects such as equal access to the internet, geometric design for autonomous vehicles, electric vehicle charging on the move, and next generation transit signal preemption to determine if those projects should be submitted through this funding opportunity in partnership with local governments or if local governments will be submitting similar projects for COVID-19 funding. He asked entities interested in submitting EDA projects to contact staff. In addition, there may be opportunities to fund such projects through the anticipated infrastructure bill. Mr. Morris noted the City of Irving would like to host the RTC at its 2022 Irving Transportation Summit and that the RTC Chair has approved the August 11, 2022, meeting to be moved to August 18 and held in conjunction with the Summit. An inventory of North Texas Center for Mobility Technologies projects with universities to date was provided in Electronic Item 4.3, and an update on the August 2021 and November 2021 revisions to the 2021-2024 Transportation Improvement Program (TIP) and Statewide TIP was provided in Electronic Item 4.4. He noted that since the mail out, information had been updated and was provided to members by email in Electronic Item Handout 4.4. The updated document was also posted online for access by the public. Lori Clark presented fleet recognitions. She note the North Central Texas Council

of Governments (NCTCOG) serves as the host agency for the Dallas-Fort Worth Clean Cities Coalition. Every year fleets are asked to report on efforts to improve transportation efficiency, reduce emissions, and reduce fuel consumption. In conjunction with annual reporting, data from the surveys are used to highlight accomplishments of fleets in the region. She highlighted entities that reached a quantifiable goal established by the agencies including the cities of Bedford, Carrollton, and Frisco as well as the Dallas Fort Worth International Airport. Shining Star fleets recognized for greatest progress reducing nitrogen oxides, gasoline gallon equivalents, and transitioning to alternative fuels were also highlighted. Fleet Recognition Bronze winners included the cities of Arlington, Benbrook, Frisco, McKinney, Mesquite, and Kaufman County, Prosper Independent School District (ISD), Span Transit, and Trinity Metro. Silver fleet winners included the cities of Coppell, Irving, Denton County, and the Town of Addison. Gold winners included the cities of Carrollton, Dallas, Denton, Grapevine, Lewisville, and Southlake, as well as Dallas Area Rapid Transit, Denton ISD, and Dallas Fort Worth International Airport. A summary of reductions that were achieved over calendar year 2020 by reporting fleets, as well as additional details of the recognitions, was provided in Electronic Item 4.5. Upcoming Dallas-Fort Worth Clean Cities events were provided at <https://www.dfwcleancities.org/events> and Air Quality Funding Opportunities for Vehicles were provided at <https://www.nctcog.org/trans/quality/air/funding-and-resources>. Electronic Item 4.6 included a status report on ozone. A status report on Texas Volkswagen Environmental Mitigation Program funding was provided in Electronic Item 4.7 and information on monthly Know Before You Fly Your Drone Workshops was provided at <https://www.northtexasuas.com/UAS-Taskforce#Workshops>. August online input opportunity minutes were provided in Electronic Item 4.8, the September online input opportunity notice in Electronic Item 4.9, the Public Comments Report in Electronic Item 4.10, recent correspondence in Electronic Item 4.11, recent news articles in Electronic Item 4.12, and recent press releases in Electronic Item 4.13.

5. **SH 183 Segment 2 East: Request to the Texas Department of Transportation to Formally Initiate a Change Proposal for Cintra and Request to Cintra to Extend an RTC Financial Backstop for Design Costs:** Michael Morris provided an overview of action needed to continue the advancement of SH 183 Segment 2 East. He discussed the success of the North Tarrant Express (NTE)/SH 183 project which has resulted in needed capacity improvements from Cintra for SH 183. As a result of the anticipated capacity improvements, Segment 2E of the project must be expedited and Cintra has proposed additional funds to advance the NTE improvements which were completed under the current Texas Department of Transportation (TxDOT) agreement. Proposed improvements total approximately \$1.3 billion in private-sector funds to the region. He noted that in June 2020, the Regional Transportation Council approved a \$3 million financial backstop to permit Cintra to proceed with the design elements for Segment 2E, but that TxDOT had not yet initiated a Change Proposal to Cintra. Staff have discussed the project with Cintra, who is willing to extend the financial backstop deadline. Reapproval by the RTC would affirm support to advance improvements to correct lane imbalances in the corridor. A map of the NTE project, including Segment 2E was highlighted. Mr. Morris noted that this project was previously submitted as part of a RAISE grant application to highlight the benefits of the region's managed lane system and leverage funds to get the project across the goal line. A motion was made to approve a request by the Regional Transportation Council to the Texas Department of Transportation to formally initiate a Change Proposal to Cintra on the SH 183 Segment 2E and request Cintra to extend the Regional Transportation Council financial backstop for design costs. T. Oscar Trevino Jr. (M); Tompkins (S). Mohamed Bur and Carl L. Johnson abstained from the vote. The motioned passed unanimously.

6. **2021 Population Estimates and the New North Central Texas Council of Governments Demographic Forecast Process:** Dan Kessler presented 2021 Population Estimates as well as ongoing efforts to develop revised 2045 Population and Employment for the Metropolitan Area. The North Central Texas Council of Governments (NCTCOG) Research and Information Services (RIS) Department, in partnership with the Transportation Department, annually develops population estimates that are used by travel modelers to develop demographic forecasts used in the transportation planning process. This effort compliments the work done through the US Census. Estimates are based on housing completions and occupancy rates reported by cities and counties. In the year 2020, approximately 40,000 additional single-family units and 23,000 multifamily units were reported. Housing units and occupancy rates are then used to estimate population. As of January 1, 2021, staff estimated the region to be at a population of approximately 7.87 million, adding approximately 160,000 to the region in 2020. Regional population growth was highlighted, with the greatest change seen in Fort Worth, Frisco, McKinney, Dallas, Rowlett, Celina, Irving, Garland, Arlington, and Mansfield. Estimated growth was reviewed since 2001, and it was noted that in 2018 growth climbed above 150,000 persons a year and has remained steady at that pace for the past three years. He discussed the importance of this information when planning for infrastructure that can accommodate such a sustained growth rate. Mr. Kessler also provided an overview of ongoing efforts to develop new forecasts of demographic activity that will be used to support planning efforts. He noted two important points for the forecasting process. The process includes incorporating land use and comprehensive plans provided by local governments, so the allocation reflects the plans laid out by agencies and allows the region to work from the same assumptions. In addition, approximately every five years a comprehensive inventory of what is occurring on every parcel in the 16-county region is included. The individual parcel data is used to help drive the forecast process as well as land use planning. Development of new demographics every three to four years also helps staff adjust for changes in growth trends and make corrections based on new data. As part of the process, staff reviews external forecasts from national demographers and economists relative to other metropolitan areas. Staff selected to use control totals from the Perryman Group which include forecasts for population, housing, and employment. New control totals for the region out to 2045 indicated 11.5 million people and 3.9 million households by 2045. In comparison to previous control totals the region is expected to have an additional 400,000 persons and experience employment growth of 1 million more jobs than forecasted four years ago. This results in an anticipated population of approximately 12 million by 2040, and nearly 14 million by 2060. He noted this is largely attributable to the growth in the technology industry. The projected change in population, households, and employment from 2020 to 2045 was highlighted and remained steady for all categories at around 1.5 percent annually. Mr. Kessler noted that draft forecasts would soon be provided for local review, with finalized forecasts expected in the October timeframe. He stressed the importance of local government review as the demographics drive decisions regarding infrastructure investments over the next 30 years. Regional Transportation Council (RTC) Chair Theresa M. Daniel asked why total employment appears to be increasing at a faster rate than population or households when reviewing the projected changed from 2020 to 2045. Mr. Kessler noted the rate partially speaks to the strength of the economy in the region. In addition, demographics are capturing an increasing number of those in the region who have more than one job. RTC Vice Chair Duncan Webb discussed the new data in comparison to data from four years ago and asked if staff has completed analysis to determine the accuracy of results. Mr. Kessler noted that staff review projected data from four years ago to Census data to determine accuracy. In addition, travel model validations are completed on a regular basis. He noted this is a critical step to ensure the model is representative of what is actually occurring in the region before projecting future demographics. Vice Chair Webb noted that given the numbers, it looked as

though the region may become the third largest metropolitan area in the country. Mr. Kessler noted the demographers have speculated that is a possibility in the 2040 decade. Chair Daniel asked if the region could sustain that rate of growth. Mr. Kessler noted that one advantage the region has over other areas is available land. He noted that as long as the economy of the region remained strong, growth was not expected to slow down.

7. **Comprehensive Map of Projects in the Region and Update on the 2022 Unified Transportation Program:** Christie Gotti provided information on active and recently completed transportation projects in the region. This information was presented in follow up to previous questions by members about the status of projects in the Regional 10-Year Plan. Currently, over 1,100 active projects from 68 implementing agencies are programmed in the Dallas-Fort Worth region. This includes over 900 roadway and 250 transit projects and totals over \$46 billion of funding from all sources. A map showing recently completed projects, as well as active air quality, active bicycle/pedestrian, active capacity, and active rail transit projects was highlighted. Recently completed and active signal and Intelligent Transportation Systems (ITS) projects were also identified on a separate map for clarity. Combined, the maps provide an overall picture of the magnitude of transportation investments in the region. Ms. Gotti noted resources are available online and provided an overview of the information. The Transportation Improvement Program Information System (TIPINS) is available at <https://www.nctcog.org/trans/funds/tip/project-search-engines/tipins-transportation-improvement-program-inform> and includes all projects in the Transportation Improvement Program (TIP) since 1992. Maps, along with additional information was provided in Electronic Item 7.1. An online, interactive map is also available and searchable by City, County, Project Sponsor, Project Type, TIP Code, and Texas Department of Transportation Control-Section-Job (CSJ) number. In addition, information on the Regional 10-Year Plan is available at <https://www.nctcog.org/trans/funds/tip/funding-initiatives-calls-for-projects/10-year-plan>, including maps of 10-Year Plan projects for every iteration since December 2016. Ms. Gotti also provided an update on the 2022 Unified Transportation Program (UTP). The Texas Transportation Commission approved the 2022 UTP at its August 31, 2021, meeting. All Category 2 and Category 4 requests, and some Category 12 requests were approved. Project listings from the UTP for the Dallas-Fort Worth region were provided in Electronic Item 7.2 for reference. Following staff review, a full update on all 10-Year Plan projects based on the 2022 UTP listings will be brought to the Council at the October 14, 2021, meeting.
8. **Metropolitan Transportation Plan: Project Selection Overview and Implications for New Passenger Rail Projects in a Post-COVID-19 Environment:** Brendon Wheeler provided an overview of the project selection process for the Mobility Plan, as well as an overview of the funding prioritization process for projects to be included in the Regional 10-Year Plan. This overview was previously requested of staff as part of Regional 10-Year Plan project discussions. The process for how projects are selected for the long-range plan and then prioritized was highlighted. All potential projects must have a general funding source/concept of how they can be funded, require local consensus, and technical analysis must verify need for the project. Projects are then scored based on established goals named in federal legislation as well as regional goals and companion metrics, followed by financial constraint to determine inclusion into the plan. Once projects have been included into the long-range Mobility Plan (20+ years), projects are prioritized to determine which projects are included in the Regional 10-Year Plan, the first 10 years of the long-range plan. Projects are reviewed through a system and technical selection process, then ranked in the project readiness category based on environmental clearance status and proposed letting schedules, and then prioritized for inclusion in the Regional 10-Year Plan. Mr. Wheeler noted that project selection efforts help to address growth through the Mobility Plan.

Michael Morris highlighted the Dallas Area Rapid Transit D2 project and noted the Mobility 2045 Update was a timely opportunity for policy officials in the region to consider the feasibility and timing of D2 rail line project. He highlighted the D2 project in Zone B of the map and discussed ongoing efforts among Dallas City Council, Dallas Area Rapid Transit (DART), the Texas Department of Transportation (TxDOT), and the North Central Texas Council of Governments (NCTCOG) to determine the appropriate alignment for the rail line. In addition, there is interest to eliminate the IH 345 elevated structure as it interfaces with the D2 line. He noted the D2 rail line was originally proposed to address green times on north/south thoroughfare streets in downtown Dallas crossing the existing light rail line as a result of anticipated future train frequencies and increased train lengths. The D2 tunnel project was an effort to alleviate anticipated future rail crossing issues. However, since COVID-19 transit ridership and demand has changed, and traffic volumes have decreased in the downtown area. From a transit perspective, ridership is lagging, DART it is advancing a bus program that does not include major traffic signal upgrades, and current customers are traditional transit users who do not have other forms of transportation and are not using transit as a choice. He also noted that the Silver Line and D2 are balanced investments on which the DART Board and City of Dallas have agreed. Mr. Morris noted that a policy review may be important at this time to consider traffic volumes, rail blockage times and the appropriate timing of the D2 project in the Mobility Plan. While population growth has continued, the growth has been less suburban and more rural which has an implication for transit. Similarly, consideration should be given to the location of employees who return to work as well as potential changes in large employer locations and functions of building structures. He noted the City of Dallas may remain interested in moving forward with the D2 project following review of changing trends or there may be interest in advancing Phase 2 signal improvements for transit, as well as other options such as street cars or a Trinity Railway Express route to Fair Park. DART Board Chairman Paul N. Wageman noted he appreciated staff bringing this information to the attention of the Regional Transportation Council (RTC) and that he believed DART would be supportive of participating in a review of the project assuming the City of Dallas was also supportive. As background, he noted an interlocal agreement exists between DART and the City of Dallas that requires construction of the second light rail alignment (D2) once certain metrics have been met. Those metrics are not expected to be met in the near future and maybe the pre-pandemic rationale for the project no longer exists. Mr. Wageman asked what the next steps would be to advance a review of the project. Mr. Morris noted the fiduciary responsibility for presenting to the RTC as part of the Mobility Plan and that staff would likely engage with the City of Dallas as soon as possible to determine its interest in reviewing the project considering current metrics. He noted the discussion would trigger a conversation with the DART Executive Director to the DART Board. Mr. Wageman noted he was interested in future discussions regarding the project.

9. **US 75 Implementation/Policy Position:** Dan Lamers provided an update on progress being made on the US 75 corridor between IH 635 in Dallas County north to Collin County. He discussed the operation of the interim high-occupant vehicle (HOV) lanes on the corridor and ongoing efforts among the North Central Texas Council of Governments (NCTCOG), the Texas Department of Transportation (TxDOT), and local governments to find a permanent solution for the corridor. Staff has identified two components for use in the interim. The first component is implementation of a technology lane to replace the HOV lane on US 75. Goals for the US 75 corridor include reducing fatalities and crashes by improving traffic flow, improving responses to crashes, reducing congestion, improving air quality, enhancing traffic signal green times, and removing pylons to allow traffic to operate smoothly in the corridor. A description of the project was provided, which extends from IH 635 in Dallas County to SH 121 in McKinney. There would be no change to the general-

purpose lanes. Pylons would be removed from the HOV lanes to be converted to technology lanes. Two options for the operating the technology lanes to maintain air quality commitments were highlighted. The first option would include no charge for single-occupant vehicle (SOV) users and would provide an incentive to HOV users. The second option would be to charge SOV users a nominal toll and to pay HOV users an incentive through credits to continue use of the lanes. He noted staff was currently working with TxDOT and the Federal Highway Administration on how each of the options might be implemented and was expected to have a decision soon. The second component is a pilot project to determine the best option to provide the HOV incentive and develop a back-office system to determine occupancy and track travel behavior by time of day, facility, and the lane used. Staff proposed to test the existing GoCarma application currently being utilized on the TEXpress Lanes in the region and through the recent \$10 million Surface Transportation System Funding Alternatives Grant award repurpose the technology to track the effectiveness of the of allowing SOVs to utilize the HOV lane while providing an incentive to HOVs as a long-term solution. The pilot program will also test the application's effectiveness as a funding collection system for user fees that could be used in place of current gasoline taxes. Mr. Lamers noted no actual money will be collected as part of the pilot project. At some point in the future participants may be compensated to use the existing GoCarma application to ensure they understand their activities/occupancy are being monitored. The schedule for the two components was highlighted. Conversion of the US 75 HOV lanes to technology lanes was expected to begin within the next several months and depending on environmental clearance could be opened to traffic by summer 2024. He noted efforts on the demonstration framework would be rolled out in phases through the later part of 2024. Information was provided in Electronic Item 9.

10. **Update Regarding Lapsing Federal Funding:** Christie Gotti presented an update on the lapse of Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds in Fiscal Year (FY) 2020 and the status of Transportation Alternatives Set Aside Program (TASA) funds. As background, she noted that federal funds apportioned to the region are available in the year of apportionment plus three years. Any apportioned funds remaining unobligated at the end of the three years will lapse. Historically, the Texas Department of Transportation (TxDOT) has managed Surface Transportation Block Grant Program (STBG), CMAQ, TASA, and other funding categories and ensured funding was spent on a first-in, first-out basis to prevent lapses. Additionally, TxDOT or the Federal Transportation Administration (FTA) (for transit projects) has alerted Metropolitan Planning Organizations (MPOs) when there has been potential for funding lapses in the coming year. In April 2021, TxDOT informed the North Central Texas Council of Governments (NCTCOG) that approximately \$73 million of CMAQ funding statewide and \$23 million in the Dallas-Fort Worth region had lapsed at the end of FY2020. This notification was unexpected since previous monthly reports received by NCTCOG from the State showed a carry-over balance from FY2020 of approximately \$16 million. NCTCOG staff met with TxDOT Finance and the local TxDOT districts to better understand the cause for the funding lapse. Staff learned that although historically TxDOT spent oldest funds first, at some point TxDOT stopped this practice. When projects let or cost overruns occurred, the funds were taken out of the current apportionment year instead of using funds in earlier years that may have been at risk of lapsing. Also, the typical backstop of Federal Highway Administration (FHWA) reminders to TxDOT did not occur last year. Ms. Gotti noted that TxDOT has proposed strategies to prevent these occurrences in the future by moving back to obligating oldest funding first, converting advance construction (early approval) projects to actual approvals when lapses are eminent, identifying potential lapses in funds at the beginning of each fiscal year, and recommitting to sending monthly obligation reports. Going forward, NCTCOG will continue to review monthly obligation reports, watch the FHWA Fiscal Management Information System

report for lapsing funds, and report possible lapses back to the Committee and the Regional Transportation Council. She noted that NCTCOG staff has learned that the FHWA has an information system through which staff has access to a report on lapsing funds and will be working to utilize the system as another preventative measure. Ms. Gotti noted that based on current balances, the region is not at risk of lapsing any CMAQ funds in FY2021 and will begin tracking FY2022 CMAQ funding. An update on TASA funds was also provided. In March 2021, TxDOT advised NCTCOG that approximately \$7 million in TASA funds were at risk of lapsing if not obligated by the end of FY2021. NCTCOG staff and TxDOT worked diligently with local implementing agencies to get funds obligated and as a result approximately \$8.6 million obligated preventing a TASA funding lapse. Looking ahead to FY2022, a minimum of \$5.5 million must be obligated in the fiscal year to prevent a lapse. She noted it will be imperative that projects let on schedule and encouraged all agencies with TASA funds to coordinate with TxDOT early to avoid delays and ensure timely reviews. Additional information was provided in Electronic Item 10. Michael Morris noted that staff will continue working with TxDOT to prevent lapsing of funds in the future. Lapsed funds are returned to the US Treasury and staff will be contacting the Treasury Department to request a return of the funds, although it is unlikely. RTC Chair Theresa M. Daniel asked for clarification of the total lapsed funds. Ms. Gotti noted that staff believed it had \$16 million remaining, but the State indicating the region had approximately \$23 million in lapsed funds. She noted that staff was unsure how the region's portion of \$23 million in lapsed funds of the \$76 million statewide lapse was determined. Mr. Morris noted staff was unsure if funds were lost, or if the amount provided was an estimation of what could have been lost. He reminded members this was an example of why it is important for agencies to move their projects to implementation.

11. **State and Federal Legislative Update:** Rebekah Hernandez provided an update on State legislative actions related to transportation and air quality issues affecting the Dallas-Fort Worth region. The 87th Texas Legislature ended on May 31, 2021, and a summary of approved bills related to the Regional Transportation Council (RTC) Legislative Program was provided in Electronic Item 11. Since that time two special sessions were held, and a third special session has been called. No action was taken in the first special session due to lack of quorum and the second special session was focused on elections reform. No transportation issues were addressed in either session. The third special session, which was set to begin September 20, 2021, was expected to include four topics, including two of Regional Transportation Council (RTC) interest: redistricting and allocating COVID funds from the March 2021 stimulus bill. Also highlighted was an upcoming Constitutional Amendment election on November 2, 2021. HJR 99 passed in the regular session and would allow counties to issue debt to finance transportation infrastructure, excluding toll roads. Cities currently have this authority, but the amendment would extend the authority to counties. It will be Proposition 2 on the November ballot. Ms. Hernandez also provided a federal legislative update. The Infrastructure Investment and Jobs Act is the Senate-passed \$1.2 trillion bipartisan bill. The proposed \$1.2 trillion bill includes both the full \$567 billion five-year surface transportation reauthorization in addition to the \$550 billion available in the larger infrastructure bill. Overall, the bill would increase funding for all current programs, expands some current programs, and creates a few new programs. This includes an approximately 30 percent increase over FY2020 funds for planning. The bill builds on the current five core programs, adds a new infrastructure resiliency program and carbon reduction program, as well as adds eight new grant programs. New elements in the bill and grant programs include transportation equity, broadband and Smart Cities, a climate program, resiliency focus, electric vehicle support and adds housing coordination to transportation planning. The supplemental infrastructure funding portion of the bill covers other infrastructure elements such as water, broadband, Smart Cities, and ports. She noted the bill was pending a House floor vote by September 27. In addition, Ms. Hernandez noted

there is a \$3.5 trillion budget reconciliation bill. The House and Senate have approved the budget blueprint, but not the actual text. The blueprint included instructions for committees to go back and produce the details of this legislative text in mid-September. The reconciliation packet includes healthcare, affordable housing, childcare, immigration, and other programs. She noted there was no consensus on next steps and staff would continue to follow the infrastructure bill and budget reconciliation. Additional information was available to members at www.nctcog.org/legislative.

12. **Status Report on Electric Vehicles and National Drive Electric Week:** Lori Clark presented an update on the electric vehicle (EV) industry, as well as EV adoption in North Texas. Regional planning efforts for electric vehicles address air quality emphasis areas of high-emitting vehicles/equipment, idling, and energy/fuel use. She noted the electric vehicle market has matured substantially over the last several years with over 200 light-duty makes and models of vehicles available, as well as a variety of heavy-duty vehicle options. EV options include battery-electric, plug-in hybrid, and fuel-cell electric technologies. As part of the Dallas Clean Cities initiative, electric vehicle test drives are available through the “Try and Drive Alternative” program. Test drives are offered through four vendors in the region with timeframes ranging one day to two months. Details were available at www.nctcog.org/dfwtrydrive. Ms. Clark noted that when discussing electric vehicles, questions are common regarding the volume of electric vehicles expected and the impact of electric vehicle charging to the power grid. As part of its long-term system assessment planning, the Electric Reliability Council of Texas (ERCOT) routinely completes a transportation electrification scenario. Assumptions based on Bloomberg New Energy Finance estimates the possibility that over 70 percent of all buses, slightly less than 20 percent of light-duty passenger vehicles, and approximately 15 percent of local delivery trucks on the road could be electric by the 2037. In addition, assumptions on the charging load indicate that most of the load would be in the overnight hours. From a grid operator perspective, Texas continues to have excess generating capacity overnight to allow for vehicle charging. She noted staff will continue to monitor future assumptions as technology continues to advance. In the region, electric vehicle registration has increased by approximately 30 percent year over year for the last five years. A map identifying the location of electric vehicle registrations, as well as charging infrastructure was highlighted. Also noted were upcoming incentives for electric vehicle purchases under the Texas Emission Reduction Program and the Volkswagen Settlement. Details were provided at www.nctcog.org/aqfunding. Ms. Clark also highlighted information for 2021 National Drive Electric Week. A variety of webinars for fleets and the public will be available, as well as a tour of the Peterbilt manufacturing facility. An outdoor EV showcase with owners and vendors will also be held. Details were provided at www.driveelectricdfw.org and additional information was provided in Electronic Item 12.
13. **Progress Reports:** Regional Transportation Council attendance was provided in Electronic Item 13.1, Surface Transportation Technical Committee attendance and minutes in Electronic Item 13.2, and the current Local Motion at <https://nctcog.org/trans/about/publications/locmo/local-motion-september-1>.
14. **Other Business (Old or New):** There was discussion on this item.
15. **Future Agenda Items:** There was no discussion on this item.
16. **Next Meeting:** The next meeting of the Regional Transportation Council (RTC) is scheduled for 1:00 pm, Thursday, October 14, 2021.

The meeting adjourned at 3:20 pm.