

REGIONAL TRANSPORTATION COUNCIL
March 10, 2022

The March 10, 2022, meeting of the Regional Transportation Council (RTC) at 1:00 pm in the Transportation Council Room of the North Central Texas Council of Governments (NCTCOG). Staff conducted a roll call of members, and the presence of a quorum was confirmed. The following members or representatives were present: Daniel Alemán Jr., Dennis Bailey, Adam Bazaldua, Elizabeth Beck, Mohamed Bur, Jorga Clemson, Dianne Costa, Theresa Daniel, Jeff Davis, Pat Deen, Janet DePuy, Andy Eads, Kevin Falconer, Gary Fickes, George Fuller, Raul H. Gonzalez, Rick Grady, Roger Harmon, Clay Lewis Jenkins, Carl L. Johnson, Brandon Jones, Mike Leyman, Laura Mackey, Alison Maguire, Stephen Mason, B. Adam McGough, William Meadows, Cara Mendelsohn, Cary Moon, Omar Narvaez, Philip J. Ritter, Jim R. Ross, Chris Schulmeister, Jeremy Tompkins, T. Oscar Trevino Jr., William Tsao, Duncan Webb, and Michele Wong Krause.

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 February 10, 2022, Minutes:** The minutes of the February 10, 2022, meeting were approved as submitted in Electronic Item 2. Cary Moon (M); Rick Grady (S). The motion passed unanimously.
3. **Consent Agenda:** The following items were included on the Consent Agenda.
 - 3.1. **Federal Functional Classification System Amendment:** Regional Transportation Council (RTC) approval of one new amendment to the currently approved Federal Functional Classification System (FFCS) and re-approval of a series of FFCS amendments previously approved in 2013 and 2018 were requested. While inclusion in the FFCS is based on a roadway's purpose and functioning capabilities, it is also used to determine eligibility for federal funding. Amendments to the FFCS occur as the function of an existing roadway changes, or as roadways need to be added due to construction, new developments, and shifts in demographic trends. Staff is currently working with the Texas Department of Transportation (TxDOT) on an FFCS amendment within the Fort Worth TxDOT District. This amendment involves the new construction of a roadway and interchange, which are included in the current Transportation Improvement Program. Staff also requested the Council reapprove a series of proposed amendments to the FFCS which were previously approved by the RTC in 2013 and 2018. It is unclear if these amendments received final approval from the Federal Highway Administration after their review from TxDOT Transportation Planning and Programming. The Surface Transportation Technical Committee recommended the approval of the one new amendment and the previously approved 2013 and 2018 amendments at its February 25, 2022, meeting. Additional information was provided in Electronic Item 3.1.1 and Electronic Item 3.1.2.

- 3.2. **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 Clean Diesel Project 2021 Call for Projects was requested. The North Central Texas Council of Governments opened the North Texas Clean Diesel Project 2021 Call for Projects (CFP) through an Environmental Protection Agency National Clean Diesel Funding Assistance Program award. The CFP award grants funds for replacements of on-road diesel vehicles and engines, nonroad diesel equipment, diesel transport refrigeration unit trailers, diesel drayage trucks, locomotive engines, and locomotive shore power installation in North Central Texas. The most recent application deadline was January 14, 2022. From the applications received, staff completed review, quantified emissions, and developed project funding recommendations. This initiative is an extension of clean vehicle efforts listed as Weight-of-Evidence in the current State Implementation Plan. Electronic Item 3.2.1 contained an overview of the call for projects and staff recommendations. Electronic Item 3.2.2 provided detailed project listings.

A motion was made to approve the items on the Consent Agenda. George Fuller (M); Jeremy Tomkins (S). The motion passed unanimously.

4. **Orientation to the Agenda/Director of Transportation Report:** Michael Morris mentioned it was really nice for the Regional Transportation Council (RTC) to meet in person at the NCTCOG offices for the first time after two years. Recognition of Members concluding service on the RTC will be recognized at a future meeting since neither, W. Jeff Williams, former Mayor for the City of Arlington, and former Council Member with the City of Fort Worth, Jungus Jordan, were able to attend the RTC meeting on March 10, 2022. In addition, Michael highlighted items on the Director of Transportation Report. He referenced the Air Quality Funding Opportunities for Vehicles, Dallas-Fort Worth Clean Cities Events, and Status Report on Texas Volkswagen Environmental Mitigation Program Funding. The remaining items were not presented.
5. **Executive Session:** The Regional Transportation Council members went into Executive Session at 1:06 p.m.; pursuant to Chapter 551 of the Texas Government Code. Under authority granted under the Open Meetings Act, the Regional Transportation Council was convened in Executive Session under: Section 551.072, to deliberate the purchase, exchange, lease, or value of real property related to critical regional infrastructure; and Section 551.071, to consult with its attorney on legal matters.

No action was taken on this information item.

6. **Consideration of Items Discussed During Executive Session: Approval of Funding for Land Banking for Critical Regional Infrastructure:** The regular business meeting of the Regional Transportation Council reconvened at 1:53 p.m.; to take action related to items pursuant to Section 551.072 and Section 551.071 of the Open Meetings Act discussed during Executive Session. As a reminder, Ken Kirkpatrick, NCTCOG General Counsel, mentioned that all discussions during Executive Session are to be kept confidential.

A motion was made to authorize the use of Regional Transportation Council Local funds in the amount of \$2,700,000 to support Land Banking for Critical Regional Infrastructure. Elizabeth Beck (M); T. Oscar Trevino Jr. (S). The motion passed unanimously.

7. **Mobility 2045 Update: Draft Plan and Public Meeting Schedule:** Mobility 2045 was adopted by the Regional Transportation Council on June 14, 2018. Federal guidelines require the Dallas-Fort Worth region to update the long-range transportation plan a minimum of every four years. Brendon Wheeler provided an overview of the current progress made on the Mobility 2045 Update and noted that Regional Transportation Council action would be requested to begin the official public comment period on April 1, 2022. Development of the Mobility 2045 Update is wrapping up. The Mobility 2045 Update will reassess existing recommendations and include new demographics, financial forecasts, and planning initiatives. Additional highlights of this Plan will include an updated travel demand forecasting tool; project, program, and policy refinements; an updated performance-based framework; and an updated Policy Bundle. Technology program updates include advancing high-speed transportation such as high-speed rail between Dallas-Arlington-Fort Worth, monitoring hyperloop technology advancement per RTC Policy Position P22-01, and ensuring connectivity with the proposed Houston-Dallas high-speed rail and Fort Worth-Laredo high-speed transportation systems; safely integrating vertical mobility technology in the NCTCOG region with a new policy that safely and efficiently integrates vertical mobility technology, advanced air mobility, urban air mobility, unmanned traffic management, and unmanned aircraft systems into the NCTCOG region; advancing Automated Transportation Systems (ATS) by applying ATS technology for local circulation and first/last mile access to regional rail; continue incorporating automated vehicles by integrating the Automated Vehicle 2.0 initiatives into the Plan; and incorporating Internet and broadband through discussion of access, infrastructure, the intersection of communications and transportation, and other potential uses. In addition, staff presented information regarding forecasted level of congestion with associated costs, draft roadway and transit project recommendations, project recommendations identification tables, a financial plan, a public comment period overview, and a schedule for completion. Draft roadway and transit recommendations identified graphically and in tabular format, as well as draft plan documents are available at www.nctcog.org/PlanInProgress. NCTCOG staff requested RTC action permitting staff to take the MTP draft recommendations, air quality conformity, and nondiscrimination analysis to public meetings, and to open the official public comment period as outlined in the NCTCOG Public Participation Plan. The RTC is expected to take final action on the Mobility 2045 Update in June 2022. Additional information was included in Electronic Item 7.1 and Electronic Item 7.2. Rick Grady expressed appreciation for all the work the Mobility Plan team has put into the project. Chair Daniel noted that Slide 18 of the presentation contained updated numbers from those included in the original meeting packet.

A motion was made to permit staff to take the Mobility Plan 2045 Update draft recommendations, air quality conformity, and nondiscrimination analysis to public meetings, and to open the official public comment period on April 1, 2022, as outlined in the NCTCOG Public Participation Plan. Cary Moon (M); Janet DePuy (S). The motion passed unanimously.

8. **Updates to Regional TDC Program and TCD Annual Report:** Brian Dell presented information on proposed changes to the region's Transportation Development Credit (TDC) program and also briefed the Council on the TDC Annual Report. Since 2012, the RTC has received 994,351,658 TDCs from (TxDOT) to be utilized in lieu of the local match on projects and programs with federal funding. As of September 30, 2021, the Dallas-Fort Worth region has 742,545,274 TDCs available for future allocation. Once TDCs come to the region, they are allocated into several categories with various goals. (NCTCOG) staff proposed to make allocation adjustments to several of those categories. For Category 1, Strategic Awards to Small Transit Providers, the goal for using TDCs is to support public

transit by maximizing the use of federal funds, particularly when federal funds otherwise would be unused because of the inability of agencies to provide the local match. The proposed change to Category 1 was to increase the TDC allocation by 15 million. Category 2 TDCs are typically used when projects are awarded federal funding through a Call for Projects, such as the COVID-19 infrastructure programs in 2020 and 2021. The proposed change to Category 2 was to increase the allocation by 40 million. Category 3 was retired in 2017, therefore no change was proposed. Category 4 was originally recommended by staff in 2014 to create a local revolving fund to cash flow federal programs administered by the North Central Texas Council of Governments. Staff contacted metropolitan planning organizations in the State several years ago to see if they were interested in swapping their federal funding for some TDCs, but no responses were received. It was proposed to continue this category and maintain the current allocation. Category 5 TDCs are used to support regional programs and projects that improve air quality, congestion, reliability, safety and accessibility, modernize infrastructure, advance planning efforts in the region, and others that may apply. If approved, a portion of these TDCs will be used for Phase 2 of the Management and Operations program later in the year. It was recommended to increase this category's allocation by an additional 30 million TDCs. The final group of TDCs, Category 6, is used to provide support to agencies that implement policies that further the objectives laid out in the Mobility Plan as part of the MTP Policy Bundle. Because there is a sufficient allocation for this category, It was proposed to continue the category and maintain the current allocation. It was noted that if approved, there would be approximately 540 million TDCs left for future allocations. If additional TDCs are awarded that exceed the new allocation, the RTC would be asked to approve the adjusted allocation to the respective category at that time. In summary, staff proposed an increase of 15 million TDCs for Category 1, 40 million TDCs for Category 2, and 30 million TDCs for Category 5 for a total increase of 85 million TDCs. Details on the proposed changes were provided in Electronic Item 8.1. The TDC Annual Report, which must be submitted annually to TxDOT, was included as Electronic Item 8.2. Commissioner Duncan Webb asked if the region can expect to continue to accrue Transportation Development Credits in future years. Brian Dell answered yes, more TDCs are anticipated. Michael Morris reiterated staff regularly reaffirm region's interest to replenish the TDCs.

A motion was made to approve of the proposed TDC allocation changes; Category 1: Strategic Awards to Small Transit Providers – increase allocation by 15,000,000; Category 2: RTC has revenue – increase allocation by 40,000,000; Category 4: Selling/Transferring TDCs to Other MPOs/TxDOT – continue the category, but maintain the current allocation; Category 5: Regional Programs/Management and Operations – increase allocation by 30,000,000; Category 6: Metropolitan Transportation Plan (MTP) Policy Bundle – continue the category, but maintain the current allocation. Dianne Costa (M); Daniel Alemán Jr. (S). The motion passed unanimously.

9. **Cancellation of Trade Fair with Lubbock MPO and the Rio Grande Valley MPO:** Ken Bunkley presented a request for the Regional Transportation Council (RTC) to cancel the Trade Fair Partnerships with the Lubbock and Rio Grande Valley Metropolitan Planning Organizations (MPOs). In May 2021, the RTC approved the trade of a total of \$21,000,000 in Surface Transportation Block Grant Program (STBG) funds with the Lubbock MPO in FY2023 and FY2025, to be repaid to NCTCOG over three years beginning in FY2028. The RTC also approved the trade of \$14,578,845 of STBG funds to the Rio Grande Valley MPO in FY2022 to be repaid in FY2026. Since that time, (TxDOT) has coordinated with the Lubbock and Rio Grande Valley MPOs and developed a funding plan that does not require borrowing the funding allocation from NCTCOG. Staff recommended reversing the original

May 2021 approval, cancelling the executed interlocal/interagency agreements with Lubbock and Rio Grande Valley MPOs, and reversing any Transportation Improvement Program (TIP) or any other administrative document actions. Additional information was included in Electronic Item 9. Councilmember Rick Grady asked if cancellation of the partnerships would provide access cash that is not allocated to another program or project, and if the region will be penalized for not spending the funds or have the funds been reallocated. Michael Morris responded if approved, staff will quickly revamp the RTC's funding programs to expedite projects that can move ahead. At the time the partnerships were created, there was an interest by the State to create the trade fair tool. We don't want the State of Texas to lose obligation authority. The purpose of reestablishing the trade fair relationship agreement across the state was to make sure no monies were returned to the State. To use the funds returned by cancellation of the Partnerships, staff will reprioritize projects to advance some projects in an earlier timeframe.

A motion was made to approve the cancellation of Trade Fair Agreements with the Lubbock and Rio Grande Valley MPOs. Janet DePuy (M); Rick Grady (S). The motion passed unanimously.

10. **IH 20 Passenger Rail Corridor Update and Resolution:** Rebekah Gongora provided an overview of recent efforts to operate a long-distance passenger rail connection along the Interstate Highway 20 (IH-20) corridor connecting Dallas-Fort Worth to Atlanta, Georgia, and requested approval of a resolution reaffirming support for passenger rail along the corridor. The North Central Texas Council of Governments coordinated with the I-20 Corridor Council, a non-profit organization and multi-state coalition made up of elected officials and stakeholders along the corridor working to establish a long-distance passenger rail connection between Dallas-Fort Worth and Atlanta, Georgia, and ultimately connecting to the East Coast. Canadian Pacific Railway and Amtrak recently announced plans to conduct a study to operate passenger rail along the IH 20 corridor, pending Surface Transportation Board approval of Canadian Pacific's acquisition of Kansas City Southern Railways. A corridor map was provided in Electronic Item 10.1. A 2007 joint Memorandum of Understanding on coordinated planning for future passenger rail service between the North Central Texas Region and the East Texas Region was provided in Electronic Item 10.2. Action was requested for approval of a resolution reaffirming support for intercity passenger rail connection between the Dallas-Fort Worth region and Atlanta region along the IH 20 corridor. A copy of the resolution was provided in Electronic Item 10.3.

A motion was made to approve the resolution reaffirming support for intercity passenger rail along the IH 20 corridor between the Dallas-Fort Worth region and the Atlanta, Georgia region (R22-01). Clay Lewis Jenkins (M); Adam Bazaldua (S). The motion passed unanimously.

11. **Automated Vehicles Program 2: Round 2 Projects:** Michael Morris and Clint Hail sought approval of a second round of projects recommended for funding under the consolidated Automated Vehicles Program 2.0, or "AV2.0" and launching a new initiative: Travel Demand Substitution and Accessibility Improvements Using Technology: Foundation for Classification of a Transportation Mode. In October 2018, the Regional Transportation Council (RTC) approved Automated Vehicle Program 2.0, which included \$10 million for assisting local partners in hosting automated vehicle deployments (AV2.2) and \$20 million for AV deployments to explore use cases that further regional priorities (AV2.3). As part of this approval, RTC adopted three policy initiatives aimed at 1) increasing innovation within the region; 2) giving equal access to this innovation to all local partners; and 3) addressing

equity gaps in the deployment of these innovations. In keeping with these policy initiatives, in July 2021, the RTC approved the first round of projects. The remaining funds were consolidated to form “Round 2”, and from August until mid-November 2021, staff provided technical assistance to local partners considering applications for this second round of proposals. Projects recommended for advancement include expanding a current on-demand shuttle service in Arlington, an automated parking/curb management test bed at Dallas Fort Worth International Airport, service delivery solutions using automated vehicle platforms in McKinney and South Dallas, and a three-part technology initiative in South and Southeast Fort Worth. These two last projects are part of the two-phase initiative: Travel Demand Substitution and Accessibility Improvements Using Technology. This initiative seeks to use new technologies to deliver transportation demand management solutions for underserved communities across the region. Additional information was provided in Electronic Item 11. Dallas Representative Philip Ritter stated he’s excited to see RTC in the application of advancement in technology with autonomous vehicles. He added that there is tremendous work going on in the universities in the region, especially in the Engineering schools. He also noted that the schools are doing a lot of commercializing of autonomous vehicles but also have a subsystem that feed into software, sensors, etc. and asked if the RTC has a way to tap into that resource? Michael Morris and Clint Hail responded that the RTC took a \$2.5 million North Texas Center for Mobility Technology using the Texas Research Alliance to the Tier 1 universities in the region and staff is putting technology partially in the hands of the universities and partially with NCTCOG staff. The technology ideas are coming to the region and the universities are leveraging monies to advance these technologies, either on their own, as a university, or through this process. Michael added that we are in good shape to fully engage with the Tier 1 universities within our region, for them to be a technology asset for anything the RTC is doing with regard to technology.

A motion was made to approve proposed projects and funding under the AV 2.2/2.3 Program as presented in Electronic Item 11, use of Regional Transportation Development Credits for local match requirements, authorization for staff to take all necessary and appropriate steps to administratively advance the projects and provide technical support to the local partners implementing the projects, and acceptance of travel demand management initiatives to pursue equitable transportation solutions throughout the region. George Fuller (M); Brandon Jones (S). The motion passed unanimously.

12. **Fiscal Year 2022 Rebuilding American Infrastructure with Sustainability and Equity Discretionary Grant Program:** Jeff Neal briefed the Council on the Fiscal Year (FY) 2022 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Discretionary Grant Program, dedicated for surface transportation infrastructure projects that have a significant local or regional impact. Staff provided details highlighting grant requirements. Additionally, staff discussed a proposal to generate a collaborative and comprehensive regional “conveyor belt” process and strategic evaluation matrix that optimized the targeting of various future projects considered for the multiple discretionary grant opportunities set to occur via the new Infrastructure Investment and Jobs Act (IIJA). In January 2022, the United States Department of Transportation (USDOT) announced the solicitation of project applications for the FY2022 RAISE Discretionary Grant Program regarding strategic capital investments in surface transportation projects that have significant local or regional impacts. Electronic Item 12.1 was a copy of the Notice of Funding Opportunity (NOFO) providing specific program details and application requirements for the \$1.5 billion program. Applications are due to the USDOT by April 14, 2022. For agencies in the region submitting projects, the www.grants.gov registration process must be completed, usually requiring two-four weeks for completion, prior to submitting applications. Assuming the projected timing for

application development, agency requests to receive a letter of support from the RTC should be submitted to Kyle Roy of NCTCOG by Wednesday, March 30, 2022, at kroy@nctcog.org. IIJA included many new competitive discretionary grant programs in addition to RAISE, more than any previous surface transportation authorization. While some programs are devoted to specific purposes and project types, other programs may have compatibility where certain projects could be effective candidates in multiple instances. To maximize the region's competitiveness, improve collective responsiveness to increased opportunities, and further streamline delivery of needed projects among all types, staff outlined a conceptual framework for a comprehensive strategic evaluation matrix encompassing characteristics of all existing and pending IIJA discretionary grant programs. With feedback and collaboration from the Council and other partners, the objective for this tool will be a more informative, effective, efficient, and proactive process for screening and selecting projects in advance of each IIJA competitive opportunity, enabling enhanced chances for future funding to be awarded to the region. Upcoming efforts for the FY2022 RAISE Grant will help lay initial groundwork for this proposed process. Additional information was included in Electronic Item 12.2 and Electronic Item 12.3.

13. **2023-2026 Transportation Improvement Program Development:** Brian Dell briefed the Regional Transportation Council on the 2023-2026 Transportation Improvement Program (TIP) development process and provided a draft listing of current RTC commitments. A new TIP is developed every two years through a cooperative effort among the North Central Texas Council of Governments, the Texas Department of Transportation, local governments, and transportation authorities. The TIP is a staged, multi-year listing of transportation projects with committed funding from federal, State, and local sources within the Dallas-Fort Worth Metropolitan Area. Electronic Item 13 contained an overview of the TIP development process, focus areas, and schedule. The financially constrained draft project listings for the 2023-2026 TIP were made available at the following weblink: <https://www.nctcog.org/trans/funds/tip/transportation-improvement-program/2023-2026tip>. Local agency comments on the draft listings must be provided to the NCTCOG TIP Team by March 31, 2022, to be included in the final listings. This item will be brought back for approval in May.
14. **Progress Reports:** Regional Transportation Council attendance was provided in Electronic Item 14.1, Surface Transportation Technical Committee attendance and minutes in Electronic Item 14.2, and the current Local Motion was made available at (<https://www.nctcog.org/trans/about/publications/locmo/local-motion-march-2022>).
15. **Other Business (Old or New):** Dianne Costa, with Denton County Transportation Authority (DCTA), announced that DCTA'S former Chief Executive Officer Raymond Suarez resigned in February.
16. **Future Agenda Items:** There was no discussion on this item.
17. **Next Meeting:** The next meeting of the Regional Transportation Council (RTC) is scheduled for 1:00 pm, Thursday, April 14, 2022.

The meeting adjourned at 3:28 p.m.