

**REGIONAL TRANSPORTATION COUNCIL**  
**July 8, 2021**

In accordance with the Texas Governor's March 13, 2020, Disaster Declaration which was renewed through July 31, 2021, and subsequent suspension of certain Texas Open Meetings Act provisions, the July 8, 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: Dennis Bailey, Mohamed Bur, Dianne Costa, Theresa M. Daniel, Jeff Davis, Kevin Falconer, George Fuller, Barry L. Gordon, Rick Grady, Lane Grayson, Ron Massingill (representing Roger Harmon), Clay Lewis Jenkins, Ron Jensen, Brandon Jones, Mike Leyman, Alison Maguire, B. Adam McGough, Raj Narayanan (representing William Meadows), Allan E. Meagher, Cara Mendelsohn, Robert Miklos, Cary Moon, Barbara Odom-Wesley (representing City of Arlington), Philip J. Ritter, Jim R. Ross, Chris Schulmeister, Jeremy Tompkins, T. Oscar Trevino Jr., William Tsao, Paul Voelker (representing the cities of Richardson and Addison), Paul N. Wageman, and Duncan Webb. Individual attendance was not taken for non-RTC member attendees.

1. **Opportunity for the Public to Speak on Today's Agenda: Consistent with HB 2840:** This item allows members of the public an opportunity to give input on agenda items. Regional Transportation Council Chair Theresa M. Daniel asked if there were any public comments. No members of the public chose to speak.
2. **Approval of the June 10, 2021, Minutes:** The minutes of the June 10, 2021, meeting were approved as submitted in Reference Item 2. Rick Grady (M); Duncan Webb (S). The motion passed unanimously.
3. **Consent Agenda:** The following items were included on the Consent Agenda.
  - 3.1. **Transportation Improvement Program Modifications:** Regional Transportation Council approval of revisions to the 2021-2024 Transportation Improvement Program (TIP) was requested, along with the ability to amend the Unified Planning Work Program and other planning documents with TIP-related changes. August 2021 revisions to the 2021-2024 TIP were provided as Electronic Item 3.1 for the Council's consideration.
  - 3.2. **Congestion Management Process Update:** Regional Transportation Council approval of the 2021 Congestion Management Process (CMP), including the corridor evaluation process and the process to develop the CMP program of projects was requested. Detailed evaluation of the performance measures and available assets for each CMP segment were provided in Electronic Item 3.2.1 and an overview of the CMP was provided in Electronic Item 3.2.2.

A motion was made to approve the items on the Consent Agenda. Barry L. Gordon (M); T. Oscar Trevino Jr. (S). The motion passed unanimously.

4. **Orientation to the Agenda/Director of Transportation Report:** Michael Morris reviewed items in the Director of Transportation Report. He highlighted a letter to the Secretary of Transportation, provided in Electronic Item 4.1, regarding the impasse between State and national government on approval of the Statewide Transportation Improvement Program (STIP). Approval has been delayed due to a single project that is not within the region, and the letter requests that the Secretary allow other projects in the region and other parts of the

state proceed. In addition, Mr. Morris noted that Regional Transportation Council (RTC) Chair Theresa M. Daniel had approved events for the August 12, 2021, RTC meeting at the Irving Convention Center. The RTC business meeting will be held at 1:00 pm, lunch for RTC members at 12:00 pm, and RTC New Member Orientation open to all RTC members at 9:45 am. In addition, he thanked RTC members who participated in the Federal Certification Review held June 14-16, 2021. Mr. Morris also provided an update related to transportation commitments associated with the location of Uber Headquarters in the City of Dallas. Uber has decided to locate a smaller headquarters than originally planned in Dallas and has withdrawn its request of tax subsidies from State, county, and city government. Uber has also contacted the North Central Texas Council of Governments (NCTCOG) indicating that Uber no longer required the \$10-15 million commitment made by the RTC. Mr. Morris noted that the proposed improvements included sidewalks, safer crosswalks, and new technology parking lots are the types of improvements that should be funded in the region and proposed that the RTC stay firm to its original commitments made to the City of Dallas and Uber. Also highlighted was the revenue sharing discussion between the Texas Department of Transportation and Cintra on improvements in the IH 635E/IH 35 Interchange. Upfront and annual payments were discussed, with funds provided to the eastern subregion since the subregion was the source of the revenue used for improvements. Staff will bring back a future proposal for use of the revenue. Mr. Morris thanked staff who worked on the performance metrics provided to members monthly in response to COVID. Details were provided in Electronic Item 4.3. He noted staff will continue to monitor transit ridership and work with transit partners on efforts to increase ridership. Information regarding the third round of the Blue-Green-Grey funding initiative was provided in Electronic Item 4.4. The deadline for Requests for Proposals is Friday, August 13, 2021, 5:00 pm. The status of Texas Volkswagen Environmental Mitigation Program funding was provided in Electronic Item 4.5. He noted that staff would present information on the latest strategy moving forward at the August 12 RTC meeting. Current Dallas-Fort Worth Clean Cities events were provided at <https://www.dfwcleancities.org/dfw-clean-cities-meetings>, and current air quality funding opportunities for vehicles were provided at <https://www.nctcog.org/trans/quality/air/funding-and-resources>. Electronic Item 4.6 contained information from the current ozone season report. Mr. Morris also discussed the importance of safety on the transportation system and a potential statewide partnership. Additional information will be provided to members in the future. Information from the 2020 Transportation Safety Performance Measures Report was included in Electronic Item 4.7 and Electronic Item 4.8. The 2020 Travel Demand Management Performance Report was available at <https://www.nctcog.org/trans/manage/tm/tm-performance-measures>. Also included in the Director of Transportation Report was correspondence about World Cup 2026 provided in Electronic Item 4.9, and information regarding the Access North Texas 2022 Plan Update, provided in Electronic Item 4.10 and also available online at [www.accessnorthtexas.org](http://www.accessnorthtexas.org). Electronic Item 4.11 contained June online input opportunity minutes. The Public Comments Report was provided in Electronic Item 4.12, recent new articles in Electronic Item 4.13, and recent press releases in Electronic Item 4.14. Also noted was the latest publication of Progress North Texas, which will be provided to members in print at a future RTC meeting. Mr. Morris highlighted correspondence to members of the Texas Transportation Commission requesting assistance to achieve implementation of Interstate Highway (IH) 35E-Phase 2 and the North Tarrant Express (NTE) projects. These are phased constructed projects and from a policy standpoint, there are two major things at risk. From a State perspective, the government operated in good faith to get right-of-way for these projects, which was laid out for the full projects during the first phases. In addition, under the federal process for which the RTC is responsible, the projects are critical to the implementation of the region's Congestion Management Process, air quality conformity, and safety. A copy of the proposed correspondence was provided in Electronic Item 4.2. A motion was made to approve

correspondence from the Regional Transportation Council to the Texas Transportation Commission requesting approval of IH 35E-Phase 2 and the North Tarrant Express projects provided in Electronic Item 4.2. Duncan Webb (M); Dianne Costa (S). Theresa Daniel, Cary Moon, and Mohamed Bur (TxDOT Dallas) abstained. A representative from TxDOT Fort Worth was not in attendance. The motion passed.

5. **FY2022 and FY2023 Unified Planning Work Program:** Vickie Alexander presented the proposed FY2022 and FY2023 Unified Planning Work Program for Regional Transportation Planning. The document represents work planned from October 1, 2021, to September 30, 2023, to be conducted by the North Central Texas Council of Governments (NCTCOG) staff utilizing federal Transportation Planning Funds (TPF) and other funding sources, and is one of the five federally required planning documents as part of the responsibilities of the metropolitan planning organization (MPO). Ms. Alexander highlighted the planning process and noted that Appendix H of the Work Program contains a Continuing Memorandum of Understanding among the MPO, the Texas Department of Transportation, public transportation operators, and other transportation agencies. The agreement documents the cooperative, performance-based planning and programming process with partner agencies in the Dallas-Fort Worth region, and also includes the cities of Arlington, Grand Prairie, McKinney and Mesquite as direct recipients of Federal Transit Administration (FTA) funds for the operation of the transportation services they provide. It was noted there is no term associated with the agreement, and that it is revisited only if the roles and responsibilities of the participating parties change. Ms. Alexander reviewed the format of the UPWP document that includes five major tasks: 1) Administration and Management, 2) Transportation Data Development and Maintenance, 3) Short-Range Planning and Programming, and Air Quality and Transit Operations, 4) Metropolitan Transportation Plan, and 5) Special Studies and System Operation. Within these five tasks are several subtasks containing numerous projects. In addition to activities carried out using Transportation Planning Funds, NCTCOG also includes in the document work activities carried out through other funding sources such the US Department of Transportation, Environmental Protection Agency, Texas Department of Transportation (TxDOT), Texas Commission on Environmental Quality, as well as numerous local sources. Major planning initiatives contained in the proposed document were highlighted, including an update to Mobility 2045, development of the 2023-2026 Transportation Improvement Program, associated air quality conformity analysis, transit asset management, data collection/travel model enhancements, advancement of technology (autonomous and connected vehicles, high-speed passenger transportation, people-mover systems, etc.), freight planning, and development of a Regional Railroad Information System. Other initiatives include integrated planning for transportation and stormwater management, case studies of mixed-use developments, process to determine return on investment of transportation infrastructure, comprehensive transit studies, bicycle/pedestrian plans, corridor/area studies, development of a Regional Greenhouse Gas Emissions inventory, support for military installations, and continued emphasis on performance-based planning. Also provided was a summary of the federal Transportation Planning Funds for the FY2022 and FY2023 UPWP. Staff anticipates approximately \$6.2 million in Federal Transit Administration 5303 funds, approximately \$16.9 million in Federal Highway Administration PL funds, and approximately \$4.7 million in FY2021 carryover funds. The total amount of Transportation Planning Funds anticipated to be available for the FY2022 and FY2023 UPWP is approximately \$28 million. Through the projects programmed in in the Work Program, about \$25.1 million dollars have been programmed resulting in an anticipated carry over balance into FY2024 of around \$2.7 million. She noted that funding amounts could vary as a result of federal authorizing legislation scheduled to expire in September 2021. Since exact allocations are unknown, staff will bring back updates to the Regional Transportation Council (RTC) for approval. In addition, she noted development of the Work

Program budget was ahead of the Agency's budget schedule so carry over funding totals or programing amounts could change as approval of the Agency's budget moves forward. In addition to TPF, other funding sources were highlighted. It was noted that approximately \$169 million in funding is passed through NCTCOG to transportation partners for programs such as the Dallas Area Rapid Transit Vanpool Program or subrecipients in transit and air quality programs. The schedule for this effort was reviewed, which began in February 2021 when requests for NCTCOG assistance were sent to local agencies. A draft of the document was provided to Texas Department of Transportation and posted online at [www.nctcog.org/trans/study/unified-planning-work-program](http://www.nctcog.org/trans/study/unified-planning-work-program) for review and comment, and a printed copy of the document was available to members upon request. Additional information on the development of the Work Program was provided in Electronic Item 5.2. If approved, the final document will be due to TxDOT July 30, 2021. Ms. Alexander reviewed the action requested of the Council. As part of the action, she requested reaffirmation of the Unified Planning Work Program policies provided in Electronic Item 5.1. These policies guide the allocation of federal Transportation Planning Funds. In addition, a draft RTC resolution supporting approval of the Work Program was provided in Electronic Item 5.3 for the Council's consideration. RTC Chair Theresa Daniel noted that the funding summary was helpful and allows members to better understand the variety of the source of funds, as well as the associated flexibility and challenges. A motion was made to approve the FY2022 and FY2023 Unified Planning Work Program for Regional Transportation Planning, including the resolution in Electronic Item 5.3, as well as reaffirmation of the Unified Planning Work Program Policies contained in Exhibit I-8 of the Work Program which were provided in Electronic Item 5.1 of the meeting materials. The Council's action also included approval for staff to administratively amend the Transportation Improvement Program and other administrative/planning documents, as appropriate, to reflect the approved projects contained in the Work Program. Dianne Costa (M); Rick Grady (S). The motion passed unanimously.

6. **2022 Unified Transportation Program and Regional 10-Year Plan Update:** Christie Gotti presented the latest project listings for the Regional 10-Year Plan Update and its inclusion in the 2022 Unified Transportation Program (UTP). The Regional 10-Year Plan was originally approved by the Regional Transportation Council (RTC) as the region's response to Texas House Bill (HB) 20 that requires metropolitan planning organizations to develop 10-year plans using performance-based planning and project selection methods. The plan includes projects funded specifically with funded with Category 2 (MPO selected), Category 4 (TxDOT district), and Category 12 (TTC) funds. Since initial approval in 2016, North Central Texas Council of Governments (NCTCOG) staff have brought annual updates to the plan in conjunction with the development of the Texas Department of Transportation's UTP. The process to develop the draft project listings was highlighted, which was provided in Electronic Item 6.1. Proposed new projects were scored using the same process used in previous years, which was provided in Electronic Item 6.3. Principles for the development of the Regional 10-Year Plan were also highlighted. Details were provided in Electronic Item 6.2. She noted there were insufficient Category 2 or and Category 4 revenues to refund any previously unfunded projects, and that staff would continue to focus on those projects as it works through the next iteration of the Regional 10-Year Plan. She also noted historical allocations for each of the funding categories back to the 2017 UTP, and that the draft 2022 UTP was expected to be released soon by TxDOT which would provide information on the total Category 12 funds to be allocated for the region. Ms. Gotti also presented a Surface Transportation Block Grant Program (STBG)/Category 2 funding exchange being proposed to help quickly reduce the region's large carryover balance of STBG funds. US 287 and Loop 9 will be advancing in 2021 and total approximately \$141 million in Category 2 funds that could be swapped with STBG funds. For the Loop 9 project, cost

estimates have come in substantially lower having added benefit. Mohamed Bur, TxDOT Dallas, noted funding available for the project totaled \$124 million and that the price was bid at \$78 million, leaving over \$40 million available for projects elsewhere in the eastern subregion. Ms. Gotti noted that a proposal will be brought back at a later time with specific projects on which to program the freed-up Category 2 funds. Maps showing approved and proposed projects in the Regional 10-Year Plan and their current status were highlighted, and it was noted that the map only included projects funded through the Regional 10-Year Plan. Staff will bring back to the Council a more comprehensive view of what is under construction across the region and in all funding programs, as well as the status of projects (including those that have been completed). The timeline for the 10-Year Plan effort was reviewed. She noted TxDOT public meetings for the 2022 UTP were scheduled for June/July 2021, and that Texas Transportation Commission approval of the 2022 UTP was anticipated in August 2021. Once staff has been formally notified of Category 12 projects funded in the region, staff will bring back any projects changes to the Surface Transportation Technical Committee and RTC. Rick Grady asked if that map presented was available on the NCTCOG website and if it was interactive. Ms. Gotti noted the map is available on the website, but is not interactive. She added there is an interactive map on the website that is a more comprehensive version and includes every active project. Members can click on individual segments and receive a full project profile. She noted staff would provide members a link to the web page. Michael Morris noted that staff will bring back a comprehensive list of active projects at a future meeting. Barbara Odom-Wesley asked for more information about the scoring process for Regional 10-Year Plan projects, provided in Electronic Item 6.3. Ms. Gotti noted it was a multi-tiered process in which projects are initially screened to determine if the project is in the first ten years of the Mobility Plan. Projects are then scored based on various factors to create a subset of projects that are prioritized based on the status of environmental clearance and when the project is expected to be let. Ms. Odom-Wesley asked if there were any projects that did not make it through the scoring and as a result will not move forward. Michael Morris noted that there are instances in which projects do not move forward and that staff will bring back to the Council the process for project selection in the Mobility Plan so members have the benefit of seeing how the process begins. A motion was made to approve the 2021 Regional 10-Year Plan project listing provided in Electronic Item 6.1, the proposed Category 2/STBG funding exchanges detailed in Electronic Item 6.2, and to also direct staff to administratively amend the Transportation Improvement Program/Statewide Transportation Improvement Program and other planning/administrative documents in incorporate changes. Rick Grady (M); Barbara Odom-Wesley(S). The motioned passed unanimously.

7. **Dallas-Fort Worth High-Speed Transportation Connections Study:** Brendon Wheeler presented recommendations from the Phase 1 effort for the Dallas to Fort Worth High-Speed Transportation (DFW HST) Connections Study. As a reminder, the objective of the study is to evaluate high-speed transportation alternatives for both alignments and technology to connect Dallas and Fort Worth to other proposed high-performance passenger systems in the state, as well as to obtain federal environmental approval of the variable alternative as part of Phase 2 efforts. Mr. Wheeler noted the Dallas-Fort Worth (DFW) region has been a national leader in technology advancement, and the high-speed transportation projects in the region provide an opportunity to lead the way in introducing high-speed transportation technology and solidifying DFW as a national transportation hub. With a station in Arlington as a future connection to the Dallas Fort Worth International Airport, DFW has the ability to serve as a gateway to Texas with planned connections to other high-speed systems in the State. The initial set of 43 alignments/corridors for high-speed transportation were highlighted. Through the Phase 1 alternatives analysis, the recommendation was narrowed to IH 30, the straightest alignment between Fort Worth and

Dallas in order to maintain high-speed and keep the facility on an existing transportation corridor as much as possible. The high-speed facility could either be within the IH 30 right-of-way or adjacent to the right-of-way, with the exact alignment to be evaluated in Phase 2 of the study. Staff will continue to work with both the Texas Department of Transportation (TxDOT) districts to refine options on both sections of IH 30. In the west, there may be an opportunity to incorporate the design of the HST system as part of the IH 30 ultimate redesign efforts from Downtown Fort Worth to Cooper Street as an integrated corridor, causing the highway to react to the requirements of a stricter horizontal and vertical curve design for high-speed structures or designing the high-speed facility to be on the periphery of the highway lanes as a shared corridor. In the east between Arlington and Dallas, the highway has already been reconstructed. The project team will continue to review options of sharing the right-of-way without disturbing the existing highway or potentially replacing the managed lanes along IH 30. These considerations will be coordinated with stakeholders, including TxDOT, as part of Phase 2. Mode recommendations from the study were also highlighted and included high-speed rail, a decades-old proven technology, and hyperloop, an innovative and rapidly advancing technology. North Central Texas Council of Governments (NCTCOG) staff believes given the project development timeline, hyperloop technology will have an opportunity to advance to see if it is operational by project implementation. Public and agency engagement efforts were highlighted, including meetings with elected officials, federal agencies, working groups, public engagement, and stakeholder meetings. Comments received to date have expressed general support for the IH 30 alignments, support for both hyperloop and high-speed rail, questions on the connectivity with Dallas to Houston high speed rail, and questions related to alignment and station location specifics. The questions and comments were geared towards details of the project which staff believes shows support of the concept thus far. Mr. Wheeler also provide an overview of Phase 2 activities. During Phase 2, preliminary engineering activities will be conducted, as well a National Environmental Policy Act (NEPA) effort that will result in a Record of Decision or Finding Of No Significant Impact for the project. Staff will be coordinating with federal partners on how to structure the process if moving forward with Phase 2 is approved by the Regional Transportation Council. During Phase 2, staff will also continue coordination with TxDOT, local governments, and stakeholders throughout the process which is expected to last approximately two years. He noted that requested action by the Committee included consideration of a draft RTC policy, provided in Electronic Item 6.1, to support advancing the Dallas-Fort Worth High-Speed Transportation Connections Study into Phase 2. The schedule for this effort was highlighted and details were included in Electronic Item 6.2. Todd Plesko noted the one-seat-ride policy and asked if that referred to the connection with the Dallas to Houston project, or the stations in the Dallas to Fort Worth project. He specifically asked for clarification of a one-seat-ride if hyperloop was the selected technology. Michael Morris noted if high-speed rail were selected as the technology for both the Dallas to Houston and Dallas to Fort Worth projects, the desire is a one-seat-ride for seamless connection. If hyperloop were the selected technology, then by definition a one-seat-ride is not possible. The previous one-seat-ride position of the Regional Transportation Council (RTC) is being reiterated in order that the Phase 1 recommendations not conflict with the previous RTC action. The policy reaffirms the previous RTC position for the three-station concept and a one-seat-ride. A motion was made to recommend Regional Transportation Council (RTC) adoption of P21-01, Policy Support to Advance the Dallas-Fort Worth High-Speed Transportation Connections Study into Phase 2, which provides continued support of Mobility 2045 plan policies for the 3-station concept and a one-seat-ride. The policy also directs staff to proceed with Phase 1 recommendations for alignments and modes, coordinate with federal partners to determine the appropriate path forward into National Environmental Policy Act efforts with advancing technology, continue coordination

with TxDOT and local governments in Phase 2, and integrate alignment and mode recommendations into other planning activities. Eric Fladager (M); Stanford Lynch (S). The motion passed unanimously.

8. **Automated Vehicles 2.2/2.3 Program: Approval of Proposed Projects:** Thomas Bamonte presented projects proposed for funding under the consolidated Automated Vehicles (AV) 2.2/2.3 Program. In 2018, with Regional Transportation Council (RTC) approval of the AV 2.2/2.3 Program, the Dallas-Fort Worth region became the nation's first Metropolitan Planning Organization with an AV program. This positioned the region for State and national leadership and helped attract AV companies to locate in the region. Projects proposed for funding will help build the nation's first regional AV program that covers multiple types of automated vehicles and will explore use cases moving people, freight, and data. In addition, the RTC has stated the importance of preparing a workforce for new AV technologies so proposed projects include a workforce development component to train the next generation workforce for AV technologies. Recognizing that vehicles and infrastructure work together, proposed projects also address both components. In addition, equity of project locations and economic development have been considered. He noted North Central Texas Council of Governments will continue to provide support for project sponsors and work to find opportunities to pool resources and best practices. Barry L. Gordon asked when moving freight by AV, specifically 18 wheelers, if there were any projects specific to the inland port in Dallas. Mr. Bamonte noted automated freight vehicles were currently serving the IH 45 corridor, which is adjacent to the inland port and that the area is key to building out the AV freight network in the region. A motion was made to approve the proposed projects for the Automated Vehicles 2.2/2.3 Program summarized in Electronic Item 8, and to also authorize staff to take all necessary and appropriate steps to administratively advance the projects including making any necessary changes to Transportation Development Credit or match requirements as may be required, and to provide the technical support to the local partners implementing the projects. Paul Voelker (M); George Fuller (S). The motion passed unanimously.
  
9. **2021 Rebuilding American Infrastructure with Sustainability and Equity Discretionary Grant Program:** Jeff Neal presented an overview of the recommended projects to be submitted for the Fiscal Year 2021 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Discretionary Grant Program. Details of the grant program were highlighted, including available funding and application requirements that were detailed in the Notice of Funding Opportunity, provided in Electronic Item 9.1. Grant awards are expected to be announced by the end of November 2021. He noted merit criteria for the RAISE Discretionary Grant Program includes considerations related to sustainability, equity, and quality of life, and proposed projects meet the additional considerations. The first proposed project was to advance the next phase of the North Tarrant Express (NTE) on Interstate Highway (IH) 820/State Highway (SH) 183 "NexTE" Phase from the SH 360 Interchange east to Story Road in Irving. Proposed improvements will include the addition of managed and general-purpose lanes; improved general purpose interchanges and ramps; bicycle/pedestrian accommodations; reconstruction of Belt Line Road to allow for surplus right-of-way conversion into usable open spaces; and corridor-targeted expansion of GoCarma and TryParkingIt incentives to stimulate business activity and reduce user costs. A total of \$25 million in RAISE grant funds will be requested and if awarded, combined with private-sector financing. The next proposed project was a 2.1-mile extension of the TEXRail commuter rail line from the Fort Worth TP&P Station to new Near Southside Station near Baylor Scott & White Hospital. The project will include replacement of rail structure that will accommodate track alignment and provide for the TEXRail extension to the south adjacent to the existing Union Pacific and Fort Worth & Western railroad corridors. Proposed grant

funds requested was \$25 million. In addition, staff proposed to utilize \$38.9 million remaining from the Federal Transit Administration grant to construct the original corridor from downtown Fort Worth to the Dallas Fort Worth International Airport. The final proposed project was Enhancing Mobility within the Southern Dallas Inland Port. The project was previously submitted for other grant opportunities and project elements. Project details include expanded transit service using electric vehicles for STAR Transit in southern Dallas, Kaufman, and Rockwall counties, pedestrian improvements in the vicinity of the Veterans Affairs (VA) Medical Center and the adjacent DART light-rail station, as well as traffic intersection improvements along various arterials will enhance accessibility to employment, healthcare, and education facilities in southern Dallas and Dallas County. Proposed grant funds requested was \$10.2 million. Details were provided in Electronic Item 9.2. The timeline for this effort was reviewed. A motion was made to approve the proposed projects to submit for funding consideration through the Fiscal Year 2021 Rebuilding American Infrastructure with Sustainability and Equity Discretionary Grant Program. Action also included approval for staff to administratively amend the Transportation Improvement Program, the Statewide Transportation Improvement Program, and other planning/administration documents to include proposed projects, if selected for a grant award. Dianne Costa (M); Jeremy Tompkins (S). The motion passed unanimously.

10. **2023-2026 Transportation Improvement Program Development:** Brian Dell provided an overview of the 2023-2026 Transportation Improvement Program (TIP) development process, expectations, and upcoming meetings. The TIP is the federal and State mandated inventory of transportation projects for the region funded with various local, State, and federal funding sources. Developed every two years, the TIP covers four years of available funding and once approved, is modified on a quarterly basis. The document must be consistent with the region's Metropolitan Transportation Plan and funds the first four years of the plan. Development of the new TIP begins with a review of all existing projects and solicitation of additional locally funded projects with implementing agencies. North Central Texas Council of Governments (NCTCOG) staff develop revised project listings that will be financially constrained against the available estimated revenue in the latest Unified Transportation Program. A Mobility Plan and air quality review will then be conducted, followed by presentation of the draft information to the public, Surface Transportation Technical Committee, and Regional Transportation Council for review and comment. Once approved by the Surface Transportation Technical Committee and the Regional Transportation Council, the final project listing will be submitted to State and federal partners. As part of TIP development, staff will focus on the importance of timely project implementation and will review projects on the Metropolitan Planning Organization Milestone Policy list, and those that are at risk of losing federal funds such as projects on the Federal Highway Administration Inactive List, Preliminary Engineering Audit list, and projects in the Transportation Alternatives or Transportation Alternatives Set Aside Program. Focus will also be given to projects requested to be placed in the first year of the TIP to ensure that schedules for project implementation are realistic. In addition, staff will close out Regional Toll Revenue funded projects as completed and remind project sponsors to adhere to the requirements to provide monthly invoices and progress reports. The proposed timeline for the TIP development process was highlighted. Mr. Dell noted that North Central Texas Council of Governments staff have begun meeting with implementing agencies across the region and will complete data input, financial constraint, and analysis of listings through January 2022. Draft listings will be presented to STTC in February 2022 and to RTC in March 2022, followed by public involvement and action requested at the May 2022 RTC meeting. The final document will be submitted to the Texas Department of Transportation for inclusion in the statewide TIP in summer 2022 with Texas Transportation Commission approval expected in August/September 2022 and federal/State approval in



October/November 2022. Attendees of TIP development meetings were encouraged to be prepared to provide detailed status updates on projects by phase in order to help expedite the TIP development process. Details on the development process, timeline, and focus areas were provided in Electronic Item 10.

11. **Metropolitan Planning Organization Milestone Policy (Round 2) – Quarterly Status Update:** Brian Dell provided an update on the Metropolitan Planning Organization (MPO) Milestone Policy Round 2 projects that have not let for construction. The policy is aimed at ensuring that projects, especially those that have been funded for at least ten years and have not gone to construction, are being implemented in a timely manner. The second round of the Milestone Policy was initiated in November 2019 to review projects currently over ten years old that have not been implemented. In February 2021, the Regional Transportation Council (RTC) approved Round 2 of the Milestone Policy, which included establishing deadlines by which projects must go to construction as well as a revamped project tracking process. The previous process for project cancellation was highlighted, as well as the updated project tracking process which includes quarterly status reports on all projects on the Milestone Policy list until they go to letting. Reports must detail steps that the project sponsor is taking to advance the project, potential delays, and updated schedules. Projects are rated as low (green), medium (yellow), or high (red) risk based on the how well the project sponsor is implementing the projects and risk factors. If the committed schedule is not met and the project has been ranked as red/high risk, the project will likely be recommended for cancellation. Since February 2021, questionnaires were sent to project sponsors with projects on the Milestone Policy List that have not gone to construction. Those deemed to be at medium or high risk may require additional coordination between our staff and partners. He noted that North Central Texas Council of Governments staff were in the process of scheduling meetings for projects that may need additional attention in order to timely implementation and added that staff was available to aid partners to ensure projects stay on track. A summary of the 41 projects and funding proposed for cancellation presented in January 2021 was highlighted. Of the 41 projects on the initial list, 23 projects had not gone to construction; 15 low risk, 7 medium risk, and 1 high risk. The status of each project on the MPO Milestone Policy list, including ratings by fiscal year, was provided in Electronic Item 11.1. Mr. Dell noted an additional round of questionnaires will be sent to project sponsors to obtain updated project information and staff will continue monitoring project progress and provide information to the RTC next quarter. Additional details on the policy were provided in Electronic Item 11.2.
12. **Progress Reports:** Regional Transportation Council attendance was provided in Electronic Item 12.1, Surface Transportation Technical Committee attendance and minutes in Electronic Item 12.2, and the current Local Motion in Electronic Item 12.3.
13. **Other Business (Old or New):** There was no discussion on this item.
14. **Future Agenda Items:** There was no discussion on this item.
15. **Next Meeting:** The next meeting of the Regional Transportation Council (RTC) is scheduled for 1:00 pm, Thursday, August 12, 2021, at the Irving Convention Center. A determination was later made to hold the August RTC meeting as a videoconference.

The meeting adjourned at 2:45 pm.