

**REGIONAL TRANSPORTATION COUNCIL**  
**June 10, 2021**

In accordance with the Texas Governor's March 13, 2020, Disaster Declaration which was renewed through July 4, 2021, and subsequent suspension of certain Texas Open Meetings Act provisions, the June 10, 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: Tennell Atkins, Richard E. Aubin, Dennis Bailey, Ceason Clemens (representing Mohamed Bur), Dianne Costa, Theresa Daniel, Jeff Davis, Pat Deen, Andy Eads, Kevin Falconer, Gary Fickes, George Fuller, Stephen Mason (representing Barry L. Gordon), Rick Grady, Lane Grayson, Mojoy Haddad, Roger Harmon, Clay Lewis Jenkins, Ron Jenson, Carl. L. Johnson, Brandon Jones, Jungus Jordan, John Keating, Mike Leyman, B. Adam McGough, Cara Mendelsohn, Cary Moon, Barbara Odom-Wesley (representing City of Arlington), Philip J. Ritter, Chris Schulmeister, Mark Aldredge (representing Casey Thomas II), William Tsao, Paul Voelker (representing the cities of Richardson and Addison), Paul N. Wageman, Duncan Webb, Devan Allen (representing B. Glen Whitley), W. Jeff Williams, and Ann Zadeh. 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 Roger Harmon asked if there were any public comments. No members of the public chose to speak.
2. **Approval of the May 13, 2021, Minutes:** The minutes of the May 13, 2021, meeting were approved as submitted in Reference Item 2. Theresa Daniel (M); George Fuller (S). The motion passed unanimously.
3. **Consent Agenda:** The following items were included on the Consent Agenda.
  - 3.1. **Federal Transit Administration Pilot Program for Transit-Oriented Development Planning Grant Application for Dallas Area Rapid Transit Silver Line:** Regional Transportation Council action on the proposed Dallas Area Rapid Transit Silver Line Transit-Oriented Development (TOD) Corridor Plan project to be submitted for the 2021 Federal Transit Administration Pilot Program for TOD Grant Planning grant initiative was requested. An overview of the proposed project was provided in Electronic Item 3.1.1 and additional information on the notice of funding opportunity was provided in 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 Clean Fleets North Texas 2020 Call for Projects (CFP) and North Texas Emissions Reduction Project 2020 CFP was requested. An overview of the CFPs and staff recommendations was provided in Electronic Item 3.2.1. Detailed project listings were provided in Electronic Item 3.2.2 and Electronic Item 3.2.3.

A motion was made to approve the items on the Consent Agenda. Theresa Daniel (M); Ann Zadeh (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 thanked Regional Transportation Council (RTC) Roger Harmon for his service as RTC Chair and recognized members who would be concluding their service on the RTC. Staff will work with the incoming RTC Chair to develop a path forward to return to meeting in person. In addition, he thanked members who met with Federal Highway Administration and Federal Transit Administration as part of the Metropolitan Planning Organization's Federal Certification Review. Mr. Morris noted that information on the draft FY2022 and FY2023 Unified Planning Work Program was provided to members in Electronic Item 4.1 and that action would be requested to approve the document at the July 8, 2021, RTC meeting. He also noted that staff have been working with the Texas Department of Transportation (TxDOT) regarding the revenue sharing proposal for the IH 635/IH 35E Interchange and would present additional details at the July meeting. Also discussed was a partnership with the National Aeronautics and Space Administration (NASA). The goal of the partnership is to demonstrate and prepare for early adoption of Advance Air Mobility and Urban Air Mobility development through the Advanced Air Mobility Community Planning and Integration Agreement. Details were provided at <https://www.nasa.gov/aeroresearch/programs/iasp/aam/nasa-to-help-local-governments-plan-for-advanced-air-mobility>. He also noted the GoCarma application competed nationally in a program to assist in the implementation of technology lanes on US 75 and has potential to serve as relief of congestion in other corridors within the region. Staff has been working with Collin County elected officials and the Texas Department of Transportation to implement the project and remove the pylons on US 75. Details were provided in Electronic Item 4.2. Mr. Morris highlighted recent conversations with the Texas Transportation Commission (TTC) held in follow up to the December 8, 2020, letter from the RTC, provided in Electronic Item 4.3, regarding partnership with the TTC. There is interest in potentially developing a statewide safety program. He also noted efforts were continuing on IH 345 and the D2 Light Rail Line. Details were provided in Electronic Item 4.4. Mr. Morris highlighted the \$10 million transportation and stormwater infrastructure partnership. If successful, the pilot could become a national model to reduce stormwater flooding. Information was provided in Electronic Item 4.5. In addition, he highlighted metrics from Changing Mobility: Data, Insights, and Delivering Innovative Projects during COVID Recovery. Travel behavior by mode was discussed, as well as traffic volumes during peak period travel times. Construction cost changes were also discussed, as well as efforts to move projects to implementation within the region. Details were included in Electronic Item 4.6 and available at [www.nctcog.org/pm/covid-19](http://www.nctcog.org/pm/covid-19). He noted that Clean Air Action Day will be held August 4, 2021. Information was provided at [www.airnorthtexas.org/cleanairactionday](http://www.airnorthtexas.org/cleanairactionday). Current Dallas-Fort Worth Clean Cities events were provided [www.dfwcleancities.org/dfw-clean-cities-meetings](http://www.dfwcleancities.org/dfw-clean-cities-meetings) and current air quality funding opportunities for vehicles were provided at [www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle](http://www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle). Electronic Item 4.7 contained the latest status report on ozone. Texas Volkswagen Environmental Mitigation Program funding information was provided in Electronic Item 4.8. Progress North Texas was available to members online at <https://nctcog.org/trans/about/publications/2021> and printed copies will be made at the first RTC meeting held in person. Electronic Item 4.9 contained the June online input opportunity notice. The current Public Comments Report was provided in Electronic Item 4.10, recent correspondence in Electronic Item 4.11, recent new articles in Electronic Item 4.12, and recent press releases in Electronic Item 4.13. Rick Grady noted that in discussions with Plano staff, there were safety concerns expressed about the use of pylons or concrete barriers and asked if there had been any discussion about having a technology lane on US 75 that it not separated by a physical barrier. Mr. Morris noted that the Texas Department of Transportation has reviewed safety elements in the corridor and will move forward with implementation of the technology lane, removal of the pylons, and no additional barriers.

5. **Regional Single-Occupancy Vehicle Trip Reduction Target Development Resolution:** Sonya Landrum presented an overview of the proposed Resolution Supporting the Establishment of a Regional Single-Occupancy Vehicle (SOV) Trip Reduction Target to Reduce Drive Alone Vehicle Trips in North Central Texas: Sustaining Benefits of Changes in Travel Behavior on Congestion Levels Experienced During COVID-19, provided in Electronic Item 5.1. As a result of the COVID-19 pandemic, the Dallas-Fort Worth region experienced drastic changes in commute patterns. The proposed resolution concept was initially discussed and developed as a way to sustain the positive benefits of changes in travel behavior experienced during the COVID-19 restrictions. To assist in establishing a realistic target, staff conducted a thorough analysis of travel demand management strategies used by both public and private sector employers and trip reduction targets implemented by metropolitan planning organizations (MPOs) of comparable size regions throughout the country. The Travel Demand Management (TDM) strategies that were assessed through this analysis included carpooling, vanpooling, taking transit, biking, walking, telecommuting, and using flexible work schedules. During development of the regional trip reduction target, staff considered the possible public policy tradeoffs and unintended consequences that could occur from a target that was set too high or too low and recommended that a regional target of 20 percent as a realistic and achievable target. Because TDM strategies are not a one size fits all solution, regional partners and employers will be encouraged to select and implement TDM strategies that work best for their needs. Ms. Landrum highlighted various sections of the proposed Regional Transportation Council (RTC) resolution. The resolution outlines support for the establishment of a regional trip reduction target of 20 percent to reduce the number of SOV commute trips during the peak period, encourages public and private sector employers to reduce employees' SOV trips by implementing employer-specific trip reduction programs, encourages both public and private sector employers to monitor and track agency participation through an online commute tracking platform, and encourages use of [www.TryParkingIt.com](http://www.TryParkingIt.com) (or a comparable tracking platform) to aid in tracking and monitoring activities. In addition, the RTC will evaluate public agencies' participation and implementation of the program through a new policy established as part of the Metropolitan Transportation Plan (MTP) Policy Bundle with non-participation possibly impacting the level of Transportation Development Credits received through the policy bundle survey process. For private sector agencies, the RTC will monitor the agency's participation and implementation of the program through [www.TryParkingIt.com](http://www.TryParkingIt.com) or a comparable tracking platform, with participation possibly resulting in awarding regional funding for TDM-related efforts such as transit passes. Also outlined in the resolution, staff will provide the RTC with annual updates on the status of the trip reduction target to reduce SOV commute trips and include [www.TryParkingIt.com](http://www.TryParkingIt.com) usage rates, number of users, trips reduced, and emissions reduced. Details were provided in Electronic Item 5.2. The schedule for this effort was highlighted. Richard E. Aubin discussed the section of the resolution that states non-participation may impact the level of Transportation Development Credits received through the policy bundle survey process and noted he was concerned about how the policy would be administered and the potential impacts associated if an agency does not adopt the policy. Michael Morris noted the trip reduction policy is not intended to punish an agency but to encourage adoption of the policy by providing an incentive through the MTP Policy Bundle process. In addition, there will be a review of the MTP Policy Bundle to determine the appropriate points for this and all elements of the policy bundle. Duncan Webb noted how most of the change in behavior from COVID-19 was related to telecommuting and asked if this is the right incentive for both the public and private sector. Mr. Morris noted that an MPO has no regulatory authority over a public or private sector, but that local governments could be encouraged to adopt the policy as part of the MTP Policy Bundle so that when combined with other efforts, TDCs can be awarded and used to pay for local match on federal funds. For the private sector, TDCs are not applicable. Instead, an

option for private sector incentive could be transit passes especially considering that transit ridership has continued to be low. A motion was made to approve the Regional Transportation Council Resolution Supporting the Establishment of a Regional Single-Occupancy Vehicle Trip Reduction Target to Reduce Drive Alone Vehicle Trips in North Central Texas, provided in Electronic Item 5.1. Richard E. Aubin (M); Theresa Daniel (S). The motion passed unanimously.

6. **Regional Pedestrian Safety Action Plan (2021):** Kevin Kokes presented details of the regional Pedestrian Safety Action Plan (PSAP), which was developed in response to the high number of pedestrian-involved crashes and fatalities in the region. The safety plan helps address the Regional Transportation Council (RTC's) safety position that even one death on the transportation system is unacceptable and will compliment Mobility 2045 by enhancing existing goals and policies with a more targeted focus on pedestrian safety. The plan also aims to create a specific roadmap for activities, investments, and improvements in the region and to serve as a guide and template for partners to develop detailed local safety action plans of their own. He noted that staff anticipated developing a comparable bicycle safety plan in the near future. Goals of the plan aim to eliminate crashes across the region by 2050, balance the safety and needs of all roadway users with priority given to those most vulnerable, include level of comfort in the design and other phases of development, integrate the most direct routes for pedestrian without forcing them to walk miles out of their way to cross roadways safely, and implement countermeasures to achieve adopted regional safety performance targets. A summary of the Plan policies was also provided and included development of educational programs related to pedestrian safety, implementation of safety countermeasures along safety corridors, and support law enforcement and State legislation focused on safety. In addition, action items within the Plan were highlighted and included developing performance measures for tracking the effectiveness of the Plan, regular updates to the Plan, coordination and support for safety programs, policies, and campaigns, among other actionable items. Future efforts include roadway safety audits with a focus on pedestrian safety, development of a regional Bicycle Safety Action Plan, and approval of the Pedestrian Safety Action Plan by reference within the Mobility 2045 Update. The schedule for this effort was reviewed, which included several stakeholder meetings and information briefings to the Surface Transportation Technical Committee and the Council. Details were provided in Electronic Item 6 and the finalized plan was made available at [www.nctcog.org/pedsafetyplan](http://www.nctcog.org/pedsafetyplan). A motion was made to endorse the Pedestrian Safety Action Plan, including direction for staff to incorporate the recommendations, including projects, programs, and policies, into future metropolitan transportation plans, specifically the upcoming Mobility 2045 update, as appropriate. Ann Zadeh (M); Dianne Costa (S). The motion passed unanimously.
7. **Legislative Update:** Rebekah Hernandez provided an update on federal legislative items. She noted negotiations between President Biden and GOP Senators recently ended with no agreement on spending or definition of infrastructure for the American Jobs Plan. A bipartisan group of House members released a compromise bill that contains \$1.25 trillion in new spending and of that \$949 billion would be for traditional infrastructure although no funding source for the bill has been identified. She noted staff would continue to track the different versions as they take shape over the summer. Regarding federal surface transportation reauthorization, the Senate Environment and Public Works Committee approved a bipartisan bill that contains only highway section funding of approximately \$304 billion over five years. In addition, the House Transportation and Infrastructure Committee approved its version of a surface transportation bill that totals approximately \$547 billion over five years. This proposed bill includes funding for highway and transit, with \$343 billion identified for highway funding. Staff will also continue to track federal surface

transportation reauthorization and provide updates. Ms. Hernandez also provided an update on the Texas Legislature, which concluded May 31. SB 1, the two-year statewide budget totaling approximately \$248 billion was approved. This is a decrease of \$13.5 billion mainly due to stimulus funds and other funds that are expected to be allocated to the State. Related to transportation, funding for the Texas Department of Transportation (TxDOT) totals just over \$30 billion which does include Proposition 1 and Proposition 7 revenues with no diversions. She noted the Governor must sign or veto bills by June 20. In addition, the Legislature is expected to convene in a fall Special Session to allocate \$16 billion in federal funds. Bills that have been approved were highlighted. HB 2219 would reauthorize TxDOT to issue bonds based on revenues that flow into the Texas Mobility Fund. A Senate amendment excludes funds from being used on toll roads. Then HJR 99 is a constitutional amendment that will go to voters on the November 2021 ballot. If approved this would provide authority for counties to bond revenue from the transportation reinvestment zones. HB 4472 would require the Texas Commission on Environmental Quality to remit a portion of the Texas Emissions Reduction Program funds to the State Highway Fund for Congestion Mitigation and Air Quality Improvement Projects in nonattainment areas. The comptroller estimates funding to average \$90 to \$95 million a year over the next few years. She noted that no electric vehicle bills or electric vehicle charging infrastructure bills were approved. Safety bills approved included SB 1055, which would create harsher penalties for accidents that involve a pedestrian in a crosswalk and would also require vehicles to stop and yield to a pedestrian in a crosswalk. In addition, HB 2048 would add vehicles operated by a tolling entity to the current move over slow down law and HB 3319 creates a public awareness campaign for the overall move over slow down law. The only speed limit approved was HB 3282 that would authorize a TxDOT district engineer to temporarily lower speed limits in a highway construction zone if conditions are unsafe. Approved technology bills included HB 5 that would create a broadband development office to award grants and loans to expand broadband areas in the state, SB 507 that would direct TxDOT to adopt rules to allow broadband providers to use right-of-way similar to utilities, SB 149 that would prohibit the operation of drones near State or federal military installations and public or private airports, and SB 763 that creates an Urban Air Mobility Advisory Committee at TxDOT to facilitate the development of urban air operations and infrastructure and to determine what regulatory changes may be needed. Miscellaneous transportation bills approved included HB 113 that creates uniform regulations for peer-to-peer car sharing services and HB 2223 that would require a study by TxDOT with TTI on the impact of the different classification of vehicles in addition to overweight vehicles on roads in the state. She noted staff will be watching to see which bills the Governor vetoes and would also be working on a detailed summary of all transportation and air quality bills that were tracked over the session. The summary is expected to be provided to members in July. Michael Morris noted that during the legislative session, Senator Nichols made it clear to then Executive Director James Bass in Senate testimony that TxDOT was not honoring fair share allocation. In the House, Representative Kraus worked on legislation and a House budget amendment that would have require TxDOT to document how it allocates Category 12 funds. The House budget amendment did not pass, but staff will continue to explore with TxDOT how discretionary funds are allocated. He thanked members of the legislature that supported the region and noted staff will continue to be an advocate for fair share allocation to the region.

8. **2020 Unified Transportation Program and Regional 10-Year Plan Update:** Christie Gotti briefed the Council on the latest activities being undertaken and the plan going forward for the 2022 Unified Transportation Program (UTP) and Regional 10-Year Plan. As a reminder, Texas House Bill (HB) 20 requires that Metropolitan Planning Organizations (MPO) develop 10-Year Plans using performance-based planning and project selection methods for projects funded with Category 2 (MPO selected), Category 4 (TxDOT District selected), and

Category 12 (Texas Transportation Commission selected) funds. The region's first 10-Year Plan was approved in December 2016 and has been updated annually since that time in conjunction with development of the Texas Department of Transportation's (TxDOT's) UTP. NCTCOG staff has coordinated with the TxDOT districts on updates to existing projects and potential new projects. The proposed list of projects for the Regional 10-Year Plan was provided in Electronic Item 8.1. Proposed new projects were scored using the same process used in previous years, which was outlined in Electronic Item 8.3. To satisfy a March 2021 deadline set by TxDOT, a draft project listing was developed that included project scores, revisions, and potential new projects. Principles for the development of the Regional 10-Year Plan were highlighted. Proposed projects should be included in Mobility 2045 with a focus on system versus stand along projects and efforts made to full fund existing projects before funding new projects. Ensuring equity of county allocations was also considered. She noted tracking the equity will become more complicated as projects are completed and no longer appear on the list, and that staff are working to track completed projects in county balances. Additional principles included maintaining toll project or selected corridor, refunding previously unfunded projects when possible, ensuring all Regional Transportation Council (RTC) projects are approved in the 2022 UTP, and scoring projects to ensure they qualify for funding. In addition, historic allocations for each of the funding categories were highlighted back to the 2017 UTP. For Category 2, funding allocations have remained relatively similar for the first four years, but during development of the 2021 UTP funding dropped by approximately \$600 million, which has been projected to continue for 2022. Category 4 funding has been relatively consistent and is anticipated to remain consistent for 2022. She noted Category 12 funds are more variable and largely depend on the specific projects selected by the Texas Transportation Commission, which have not yet been selected for 2022. Also highlighted was a proposed Surface Transportation Block Grant Program (STBG)/Category 2 funding exchange. Given that the region has accumulated a significant carryover balance of STBG funds, staff proposed a funding exchange. Two projects have been identified that can advance in 2021, which would allow the region to quickly reduce its carryover balance of STBG funds. The first proposed project was US 287, which has about \$34 million in Category 2 funds currently allocated. Staff proposed those funds be exchanged for \$34 million STBG funds. Similarly the second proposed project, State Loop 9 currently has about \$107 million in Category 2 across four projects, proposed to be exchanged with \$107 million STBG funds. 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. Details were provided in Electronic Item 8.2. Staff noted the maps do not reflect projects completed prior to 2017 and only included projects approved through the Regional 10-Year Plan process. Staff is working on the appropriate way to show all project listings that is not overly complicated. NCTCOG staff will work to finalize projects selection in coordination with TxDOT and await decisions by the TTC on Category 12 funds. Action on the proposed projects listings will be requested at the July meeting and staff will bring back any project changes once the TTC selects projects and approves the 2022 UTP. Ms. Gotti highlighted a comment received from the City of Dallas on Loop 12 at Skillman. Staff has proposed to remove funding from the project, funded at the beginning of the 10-Year Plan process, because there had been no activity on the project. It was staff's understanding that the project was no longer viable. Staff has been alerted that this is not the case and are working to schedule meetings with the City of Dallas and TxDOT to resolve. Results of the meeting will be included with the projects listings proposed for action at the July meeting. The timeline for this effort was highlighted. The NCTCOG public comment period will begin in June, followed by proposed action by the RTC in July. TxDOT will conduct public meetings on the 2022 UTP in the summer, with TTC approval anticipated in August 2021.

9. **Automated Vehicles 2.2/2.3 Program: Proposed Projects:** Thomas Bamonte presented proposed projects for advancement under the Automated Vehicle (AV) Program. In 2018, the Regional Transportation Council approved approximately \$31.5 million for AV projects, and in 2020 the AV 2.2 and AV 2.3 programs were consolidated. Staff began working with the Surface Transportation Technical Committee and local partners to provide technical assistance to those considering submittal of applications for AV 2.2 and AV 2.3 funding. Applications were due in March 2021, and North Central Texas Council of Governments (NCTCOG) staff then reviewed applications. A review of how automated vehicle technology has advanced in the region was provided. In 2017, there were no automated trucks operating in this region. Since then, four leading AV truck firms have come to the region, located operations, and are making regular automated trips between Dallas and Houston and other destinations. Similar progress has been seen for people mover projects. In 2017, Arlington had a single shuttle running in a single quarter mile line and two years later Arlington and Frisco were providing passenger service on a fixed route with stops along the way. Four years later Arlington has integrated automated vehicle service into its citywide VIA transportation service. The goal of projects funded through this effort is to move from individual projects to a regional AV Program covering multiple AV types and use cases. There will also be focus on workforce development and how to prepare the workforce for a changed transportation future. Impact to infrastructure, equity, economic development, and regional coordination to leverage resources will also be advanced. Staff will work with project partners to bring projects forward in a timely and effective manner. The first proposed project sponsor is Dallas College for AV service that will include the Cedar Valley Campus, a nearby high school and multiple community sites and the surrounding neighborhood to the south of the campus. The next proposed project sponsor is also Dallas College for AV service using the Eastfield Campus as a hub for service to three feeder high schools, community destinations, medical facilities, and others. He noted a key component for both the Cedar Valley and Eastfield Campus projects is a workforce development program designed to train students for jobs in automated transportation. The campuses have been working with AV companies on curriculum development. A community food delivery bot service project is the next proposed project that will serve the neighborhoods surrounding Paul Quinn College in South Dallas, which is in a food desert. Paul Quinn College will be using sidewalk delivery bots to deliver food from its college garden to local households. Ensuring participants have sufficient Internet access to interact with the delivery bots, as well as other opportunities available by accessing the Internet, will be an important component of the project. Next, is a project that would develop the nation's first AV truckport in northwest Fort Worth. The truckport will serve as a first mile/last mile stop for human-driven trucks before the cargo is transferred to long-haul automated trucks. Next, a connected vehicle test bed and community connector project is proposed in northeast Richardson to advance ITS technology in and around a rail station with heavy pedestrian and vehicle use. As part of the deployment, AV service will connect neighborhoods in the area to community and civic buildings, parks, recreation, and social services. The project would also serve the Richardson Innovation Quarter and the new University of Texas Dallas Center for Smart and Connected Mobility. The final proposed project, Dallas Area Rapid Transit Love Link AV Airport Connector, would provide AV service along an established route between Inwood Station and Love Field. A summary of the recommended projects was highlighted and also provided in Electronic Item 9. Members were encouraged to view the proposed projects as bundle of projects on which shared resources and best practices can be used to bring the projects over the goal line cost effectively and successfully. The schedule for this effort was reviewed. Mr. Bamonte noted that in most cases, leadership of the individual projects will transition to the project sponsors with staff providing assistance for successful implementation.

10. **Mobility 2045 Update and Map Your Experience Interactive Online Tool for Public Comments:** Brendon Wheeler presented efforts to update Mobility 2045, which was adopted by the Regional Transportation Council (RTC) in June 2018. Federal guidelines require the Dallas-Fort Worth region to update the region's long-range transportation plan a minimum of every four years. In addition, Transportation Conformity expires in November 2022. As a result, efforts to update Mobility 2045 have begun with targeted adoption of the Mobility Plan Update by the RTC in June 2022. The updated plan will include a base year of 2023, a horizon year of 2045, and use revised 2045 demographics and revenue forecasts. Project refinement will be the focus of the update, versus the addition of new projects and programs. Vision, goals, and objectives shape the foundation of the program, policies, and projects in the plan, and the mobility planning process is strengthened through the performance-based framework that informs project selection, project prioritization, and adoption within the plan. Mobility 2045 includes nine goals within four goal themes: 1) mobility, 2) quality of life, 3) system sustainability, and 4) implementation. Mr. Wheeler reviewed progress to date, as well as current staff efforts. He noted the vision and goals from Mobility 2045 have been reaffirmed, and a public involvement framework has been developed. Current efforts include performance measures development, policy and program review, Policy Bundle review, agency and partner coordination, and development of the financial plan. As part of the framework, staff has developed the Map Your Experience tool to inform the plan and other planning efforts within the Transportation Department. The interactive online tool recently went live on the NCTCOG website and allows the public to provide feedback on various transportation elements at specific locations and will be used to quantify needs holistically. The schedule for the Mobility Plan update was highlighted. Development will continue through the end of 2021, including continued coordination with partner agencies. Draft recommendations are expected in early 2022, with Regional Transportation Council action anticipated in June 2022. Additional information on the Mobility Plan is available at [www.nctcog.org/PlaninProgress](http://www.nctcog.org/PlaninProgress) and the Map Your Experience Tool is available at [www.nctcog.org/MapYourExperience](http://www.nctcog.org/MapYourExperience).
  
11. **2021 Rebuilding American Infrastructure with Sustainability and Equity Discretionary Grant Program:** Jeff Neal provided an overview of the Fiscal Year 2021 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Discretionary Grant program. This program replaces the Better Utilizing Investment to Leverage Development (BUILD). Approximately \$1 billion is available nationwide for capital projects, and approximately \$30 million is dedicated to planning grants with up to 100 percent available to "areas of persistent poverty." He noted the division of funding between rural and urban has shifted back to 50 percent rural/50 percent urban. The submittal deadline for grant applications is July 12, 2021. Project awards are expected to be announced by the United States Department of Transportation by November 22, 2021. Projects will have an obligation deadline of September 30, 2024 and RAISE Grant funds must be full expended by September 30, 2029. Mr. Neal noted that while the seven merit criteria are the same as the BUILD program, but reflecting the grant's name change there are several points of additional focus within the criteria including climate change and environmental justice considerations, reducing emissions and supporting a renewable energy supply chain, increasing resiliency and disaster preparedness, increasing transportation choice and equity, expanding access and connectivity to essential services, and addressing racial equality and barriers to opportunities. Projects proposed for submittal to the grant program include an opportunity to advance the North Tarrant Express project on IH 820 and SH 183. A total of \$25 million in RAISE grant funds would be requested to address additional mobility, reliability, and sustainability needs in the corridor, and would be used in addition to the funds anticipated from the private sector for provided new general purpose and TEXpress lane capacity. Also highlighted was a project to be submitted by the Texas



Department of Transportation, the Dallas Loop Trinity Forest Spine Trail (Phase 3). North Central Texas Council of Governments (NCTCOG) staff will be providing technical assistance for the benefit cost analysis. The project will not count as one of the three projects to be submitted by NCTCOG. The next proposed project is the planned extension of the TEXRail commuter rail line from the Fort Worth TP&P Station to the Near Southside/Medical District. Proposed grant funds requested is \$25 million and would be used towards cost overruns and improving serviceability, sustainability, and equity issues. Enhancing Mobility within the Southern Dallas Inland Port was also proposed, which has been submitted in previous grant opportunities, and would include transit and intersection improvements to enhance employment, education, and healthcare accessibility in southern Dallas/Dallas County. Proposed grant funds requested is \$7.7 million. The schedule for this effort was highlighted. By the June Surface Transportation Technical Committee meeting, staff expects to have finalized project scopes, costs, funding sources, and funding shares identified. Action on the proposed project submittals will be requested at the July Regional Transportation Council meeting. Entities submitting their own projects who are interested in receiving a letter of support from the RTC were asked to contact staff by June 21. A copy of the Notice of Funding Opportunity was provided in Electronic Item 11.1 and an overview of proposed candidate projects was provided in Electronic Item 11.2.

Michael Morris noted that this item and other important actions items will be considered at the July RTC and that he would coordinate with the incoming RTC Chair to determine the appropriate format for the July meeting since it may be beneficial for members to be able to attend virtually due to council recess and other family obligations in July.

12. **Congestion Management Process Update:** Natalie Bettger presented an overview of the update to the region's Congestion Management Process (CMP). The CMP is one of five federally mandated planning documents required for urbanized areas with populations over 200,000. The region's most recent update to the Congestion Management Process was approved in 2013. A CMP helps staff determine how to better operate the transportation system and demand on corridors and is used to manage travel demand, reduce single occupancy vehicle travel, improve efficiency of the transportation system, improve safety for all users, maximize transportation funds, justify additional capacity is needed, and coordinate with regional partners. A graphic explaining the steps of the Congestion Management Process was highlighted. Performance criteria is used to evaluate corridors based on crash rate, travel time index (recurring congestion), travel time reliability (non-recurring congestion), and bridge and pavement condition to identify deficiencies within each corridor. Available assets within the corridors are also evaluated based on the categories of roadway infrastructure, modal options, and operational strategies. Identifying if construction has recently been completed in the corridor and funded through the Transportation Improvement Program is also included in the process. The process concludes with the following output categories: sufficient, no performance deficiencies; construction, construction has taken place since information was last gather or construction expected in the next three years; CMP strategy candidates, based on performance deficiencies and available assets there is an opportunity to balance demand on the corridor; and corridor study candidate, assets to match performance deficiencies not available with further study needed. A map showing the results of the process for the corridors was highlighted. A total of 16 corridors have been determined to be in the CMP Strategy candidates category, 3 in the rehab category due to bridge and pavement condition, and 1 in the corridor study category. Staff proposed coordination with the Texas Department of Transportation (TxDOT) or the roadway operator to see if maintenance funds are available to improve those facilities and that the 1 project in the corridor study category be moved into a corridor type study analysis. For those projects in the CMP Strategy Selection category,

staff will review performance deficiencies, look at available strategies, and matches those with performance deficiencies and available assets to narrow the possible strategies for each of the corridors. This process will be automated. Review groups will be organized for CMP strategy corridor evaluations including North Central Texas Council of Governments staff, TxDOT or North Texas Tollway Authority, transit agencies, and municipalities along the corridors and evaluation of smaller segment, as well as review of the existing TIP projects in corridors. The review groups will then select appropriate strategies which will be used to establish the CMP program of projects to be presented to the Surface Transportation Technical Committee and Regional Transportation for approval, to then be added to the Transportation Improvement Program. Also highlighted was project performance evaluation. As part of the CMP, once strategies are implemented performance measures will be used to evaluate strategies for effectiveness and overall impact on the corridors. The timeline for this effort was highlighted. The proposed updated Congestion Management Process will be available for public comment through July 6, with Regional Transportation Council action requested at the July 8, 2021, meeting. Additional information was provided in Electronic Item 12.

13. **Election of Regional Transportation Council Officers:** Andy Eads, Chair of the Regional Transportation Council (RTC) Nominating Subcommittee, announced the slate of officers recommended by the Subcommittee for the 2021-2022 term: Chair Theresa Daniel, Ph.D., Commissioner, Dallas County; Vice Chair Duncan Webb, Commissioner, Collin County; and Secretary Cary Moon, Councilmember, City of Fort Worth. A motion was made to approve the slate of officers recommended for the 2021-2022 term. Andy Eads (M); Rick Grady (S). The motion passed unanimously.
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 in Electronic Item 14.3.
15. **Other Business (Old or New):** There was no discussion on this item.
16. **Future Agenda Items:** There was no discussion on this item.
17. **Next Meeting:** The next meeting of the Regional Transportation Council is scheduled for 1:00 pm, Thursday, July 8, 2021.

The meeting adjourned at 3:10 pm.