

REGIONAL TRANSPORTATION COUNCIL
February 10, 2022

The February 10, 2022, 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: Daniel Alemán Jr., Richard E. Aubin, Adam Bazaldua, Gyna Bivens, Mohamed Bur, Dianne Costa, Theresa Daniel, Jeff Davis, Janet DePuy, Andy Eads, Kevin Falconer, George Fuller, Raul H. Gonzalez, Barry L. Gordon, Rick Grady, Lane Grayson, Roger Harmon, Clay Lewis Jenkins, Ron Jensen, Carl L. Johnson, Brandon Jones, Laura Mackey, Alison Maguire, B. Adam McGough, William Meadows, Cara Mendelsohn, Cary Moon, Omar Narvaez, Philip J. Ritter, Jim R. Ross, Chris Schulmeister, Bobby Stovall, Jeremy Tompkins, T. Oscar Trevino Jr., William Tsao, Duncan Webb, B. Glen Whitley, 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 January 13, 2022, Minutes:** The minutes of the January 13, 2022, meeting were approved as submitted in Electronic Item 2. Cara Mendelson (M); Richard Aubin (S). The motion passed unanimously.
3. **Consent Agenda:** The following items were included on the Consent Agenda. **Item 3.1 and Item 3.3 were removed from the Consent Agenda and presented by staff.**
 - 3.1. **Federal Functional Classification System Amendment** While inclusion in the Federal Functional Classification System (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. Berrien Barks presented four recommended amendments to the FFCS: 1) Copenhagen Ave./Olympus Blvd, 2) East/West Connector, 3) Panther Creek Parkway, and 4) Sunrise Road. He clarified that the East/West Connector (shown in Electronic Item 3.1.2) is located in Tarrant County, not Dallas County, and Panther Creek Parkway (shown in Electronic Item 3.1.3) is located in Collin County, not Dallas County. Other than the correction to the location of the projects, all maps were accurate as provided in the mailing. Electronic Item 3.1.1, Copenhagen Ave./Olympus Blvd., and Electronic Item 3.1.4, Sunrise Road, were also presented as proposed FFCS amendments.
 - 3.2. **Traffic Incident Management Regional Transportation Council Local Funds for Farmersville:** In support of the North Central Texas Council of Governments Traffic Incident Management Training Program, the 2020 Incident Management Equipment Purchase Call for Projects (CFP) made Congestion Mitigation and Air Quality Improvement Program funds available for the purchase of equipment and technology to be used to mitigate traffic incidents in the North Central Texas Nonattainment Area. In July 2020, the RTC approved the project recommendations submitted as part of the 2020 Incident Management Equipment Purchase CFP. Due to the City of

Farmersville not meeting federal procurement requirements, staff requested to reallocate \$8,264.70 from CMAQ funds to RTC Local funds to fund the purchase of an Incident Management Trailer for the City of Farmersville. Additional information on this funding source request was provided in Electronic Item 3.2.

A motion was made to recommend Regional Transportation Council approval of the four amendments to the Federal Functional Classification System as updated by staff in Item 3.1 and to reallocate \$8,264.70 in Congestion Mitigation and Air Quality Improvement Program funds to Regional Transportation Council Local funds to the City of Farmersville for the purchase of an Incident Management Trailer (Item 3.2). Janet DePuy (M); Duncan Webb (S). The motion passed unanimously.

3.3. Electric Vehicle Charging Station Call for Projects: Staff proposes to open a Call for Projects to fund electric vehicle charging stations in the ozone nonattainment area. While there are hundreds of publicly available electric vehicle charging stations regionwide, those stations are not evenly dispersed across the region. Large gaps in availability of electric vehicle charging exist across the region. In addition, many public sector fleets have indicated interest in electrifying and cite lack of infrastructure as a key barrier to adoption of electric vehicles in public fleets. Approximately \$1 million in Congestion Mitigation and Air Quality Improvement Program funds is available to fund implementation of technology improvements in the ozone nonattainment areas and can be used to deploy electric vehicle charging. This initiative can help advance adoption of electric vehicles both among public sector fleets and the general public and reduce tailpipe emissions of ozone precursors. Expansion of electric vehicle adoption is incorporated as part of the Weight of Evidence in the latest approved State Implementation Program. Lori Clark presented proposed eligibility, requirements, scoring criteria, and an updated schedule which was also included in Electronic Item 3.3.. The structure and requirements were updated to reflect that all charging stations must be publicly accessible. Also, all stations must be located in the 10-county Ozone Nonattainment Area, located in the applicant-owned property and owned by the applicant, co-located with existing parking/development, include J1772 or SAE combined charging system (CCS) port(s), meet Federal Highway Administration Buy America requirements, and be complete and operational by July 31, 2023. In addition, several dates were revised in the schedule. Everyone was encouraged to participate in Phase 1 of the Call because Phase 2 would only occur if funds are left from Phase 1. Chris Schulmeister asked how the Call for Projects relates to the federal Infrastructure bill. The infrastructure bill focuses on federal highways alternative fuel corridors, mainly interstates and a few United States highways which require stations to be close to those facilities to be eligible for funding. The Call for Projects opens the door for projects to be embedded in communities that might not be along the interstates and can serve the local population. Kevin Falconer asked if the utility costs for the charging stations would be borne by the cities or by private companies. Design, engineering, purchase, construction and installation costs are eligible items for reimbursement; maintenance and operations costs are not eligible.

A motion was made to recommend Regional Transportation Council authorization to open an Electric Vehicle Charging Station Call for Projects, including the eligibility requirements; scoring criteria and point structure; and updated schedule, including a

two-application window. George Fuller (M); Richard Aubin (S). The motion passed unanimously.

4. **Orientation to the Agenda/Director of Transportation Report:** Chair Daniel presented a signed Dallas County resolution that was presented to Chris Klaus of NCTCOG on August 4, 2022, in honor of the work he has done regarding the Clean Air Act and Clean Air Day. Michael Morris introduced Toni Stehling, new NCTCOG employee and administrative assistant providing support to the Regional Transportation Council and Surface Transportation Technical Committee. In addition, Michael highlighted items on the Director of Transportation Report. He referenced the Auto Occupancy/High-Occupancy Vehicle Quarterly Subsidy Report; Future Role of Certification Facilities interested in coming to the Dallas-Fort Worth (DFW) Region; Slotting of DFW Transportation Projects in anticipation of the Federal Notice of funding opportunities, and U.S. Army Corps of Engineers Funding of the Downtown Trinity Bypass Channel at \$400M; In regard to potential upcoming funding opportunities, Jeff Neal of NCTCOG will be reviewing all future US Department of Transportation calls for projects in order to develop a criteria sheet containing a list of projects noting which projects would have the best opportunity to receive funding within a respective program.; action on High Speed Rail would be presented in Item #8. Michael noted that Christie Gotti of NCTCOG would make the Transportation Development Credits Annual Report available and requested patience on developing the Texas Department of Transportation On-System Review report on each of the projects. In addition, Michael requested that Item 6 be pulled from the day's agenda in order for staff to work on the mechanics of getting the Automated Vehicles Program 2.2 completed. The remainder of the items were not presented.

5. **Metropolitan Planning Organization Milestone Policy Round 2 – Quarterly Status Update:** Brian Dell presented information on the recommendations for three projects and provided the Council with an update on the Milestone Policy Round 2 projects that have not let for construction. Status updates on each project, along with their latest ratings, were provided in Electronic Item 5.1. Details on the MPO Milestone Policy and the proposed action items were provided in in Electronic Item 5.2

A motion was made to approve 1) Collective Mixed-Use Development (TIP Code 20240), with a new letting deadline of May 1, 2022; 2) Corporate Drive from Holford's Prairie Rd to FM 2281 (TIP Code 20111), moving the project's deadline to FY2023 to align with the related projects; and 3) Alsbury Boulevard (TIP Code 53079), removing the Congressional Earmark from the project at the City of Burleson's request and to fund the project with local dollars to accelerate its implementation. The action requested included administratively amending the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) to incorporate those actions as needed. B. Glen Whitley (M); George Fuller (S). The motion passed unanimously.

6. **Automated Vehicles Program 2.2: Round 2 Projects:** This item was pulled from the agenda by NCTCOG staff and will be presented at a later date.
7. **Regional Vanpool Program Vehicle Revised Partnership:** Shannon Stevenson presented information for approval of temporary Regional Vanpool Program modifications due to an inadequate supply of vans. Dallas Area Rapid Transit (DART) recently informed the North Central Texas Council of Governments that its current vanpool contractor is unable to meet their obligations to DART and is not able to secure vehicles for the program due to supply chain issues created by the ongoing pandemic and related semiconductor

chip shortage on newer vehicles. DART and their vanpool contractor are terminating their contract. To meet current air quality commitments, staff have been working with all three transit agencies to ensure there are no gaps in service or coverage for the North Central Texas Regional Vanpool Program. Staff requested RTC approval for Denton County Transportation Authority (DCTA) and Trinity Metro to replace the current service provided by DART. Electronic Item 7 provided additional details. Michael mentioned that to keep the Council informed, a status report on the status of the Regional Vanpool Program will be provided every six months. A motion was made to approve Denton County Transportation Authority and Trinity Metro to replace the current vanpool service provided by Dallas Area Rapid Transit and to revise administrative documents as appropriate to incorporate project modifications. Dianne Costa (M); Daniel Alemán Jr. (S). The motion passed unanimously.

8. **Dallas-Fort Worth High-Speed Transportation Connections: Environmental Study:** Brendon Wheeler presented adoption of a policy related to the existing RTC Policy P21-01 (Policy Support to Advance the Dallas-Fort Worth High-Speed Transportation Connections Study into Phase 2) and subsequent coordination with the Federal Railroad Administration and the Federal Transit Administration on advancing this project into the National Environmental Policy Act process. For RTC's consideration, this new policy will direct staff to advance high-speed rail along the IH 30 corridor between Dallas and Fort Worth, laying the foundation for a future policy advancing hyperloop along a parallel advancement process for future separate corridors within the region. The proposed policy for RTC consideration was provided as Electronic Item 8.1. Existing RTC Policy P21-01 was provided as Electronic Item 8.2. Additional details were provided in Electronic Item 8.3. A motion was made to approve an updated high-speed corridor policy reaffirming RTC's previous policy position to advance high-speed rail and advance Hyperloop through a different process; advancing High-speed rail through the NEPA process to not hold up the NEPA process with developing technology and to environmentally clear IH 30 corridor (alignment and station locations); reaffirming RTC's support for managed lanes and high-speed rail within the IH 30 corridor; directing staff to coordinate with federal partners to determine lead agency and appropriate path forward into NEPA process; continuing coordination with TXDOT, local governments, and the public in Phase 2; monitoring Hyperloop technology advancement utilizing NASA's Technology Readiness Levels index, with regular updates to RTC. Gyna Bivens (M); Rick Grady (S). The motion passed unanimously.
9. **2045 Demographic Forecast and Mobility 2045 Update:** Michael Morris provided a summary of the completion of the 2045 Demographic Forecast. In addition, an overview of efforts to update Mobility 2045, including the updated draft financial forecast, were provided. Efforts are coming to a close on the development of the 2045 Demographic Forecasts as the local government review and comment period has ended. Based on input received, the demographic forecasts are being finalized and transitioned for use by the Mobility 2045 Plan Update Team. 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. Development of the Mobility 2045 Update is currently underway which will include a new financial plan and necessary refinements to projects in the current Mobility 2045 Plan.

10. **Changing Mobility: Data, Insights, and Delivering Innovative Projects During COVID Recovery:** Michael Morris provided a summary of the current performance metrics related to the impacts of COVID-19 to the transportation system and highlighted how those metrics have changed over time. Throughout the COVID-19 pandemic and recovery process, staff developed and tracked performance metrics related to: 1) travel behavior response to COVID-19, 2) financial implications to traditional revenue sources, 3) benefits of travel behavior responses to areas of Regional Transportation Council responsibility, and 4) prioritization of infrastructure improvements that offset unemployment increases. A summary of these performance metrics will be provided quarterly. Electronic Item 10 included additional information.
11. **SH 183 Segment 2E Design Cost Contingency:** Ken Kirkpatrick provided a status update on the Regional Transportation Council financial backstop for SH 183 Segment 2E design costs. Staff has been working to advance SH 183 Segment 2E as the next phase of the North Tarrant Express (NTE). Cintra has an interest in certain capacity improvements to Segment 2E as a change order under the Comprehensive Development Agreement for the NTE. In June 2020, the Regional Transportation Council (RTC) approved a \$3 million financial backstop to permit Cintra to proceed with the design elements for Segment 2E, pending the Texas Department of Transportation formally issuing a “Request for Change Proposal.” The backstop trigger date has been extended to February 28, 2022. Additionally, the RTC requested a letter of support be sent to the Legislative Budget Board to advance Segment 2E.
12. **Safety Performance Targets Update:** Sonya Landrum presented an update on the regional Roadway Safety Performance regional targets for the 2021-2022 target schedule for federally required performance measures. Roadway Safety targets are focused on reducing serious injuries and fatalities for motorized and non-motorized travelers. The status of the various federally required performance measures the North Central Texas Council of Governments (NCTCOG) tracks and monitors was noted in the presentation. Ms. Landrum noted that today’s presentation focused on Roadway Safety (PM1) performance measure targets. In February 2019, the Regional Transportation Council (RTC) approved support for the Texas Department of Transportation’s (TxDOT’s) 2018-2022 Safety Performance Targets. As part of its safety target development, NCTCOG also established the regional safety position that even one death on the transportation system is unacceptable and most recently in May 2019 the Texas Transportation Commission (TTC) directed TxDOT to work toward the goal of reducing the number of fatalities on Texas roadways by half by the year 2035 and to zero by the year 2050. The Roadway Safety performance targets include: the number of fatalities, rate of fatalities per 100 million vehicle miles traveled, serious injuries, rate of serious injuries per 100 million vehicle miles traveled, and the number of bicycle and pedestrian fatalities and serious injuries combined. The targets are calculated based on a five-year rolling average. Ms. Landrum highlighted the performance of all five targets at the statewide and regional level, with a reminder that there is a two-year lag time in evaluating the performance of safety targets, so the 2018 target performance was first evaluated in 2020, the 2019 performance was evaluated in 2021, and the 2020 targets are being evaluated in 2022. Based on our primary analysis for the 2020 targets, the region met targets for fatalities, the fatality rate, and bicycle/pedestrian fatalities and injuries rates and significant progress was made for serious injuries and serious injury rates. Staff anticipated the final statewide assessment for 2020 targets will be released by the Federal Highway Administration in March 2022. Data for each of the five performance targets was highlighted. Also highlighted were TxDOT safety targets and NCTCOG’s projections for 2022 performance targets. Ms. Landrum noted that the TxDOT fatality and fatality rate for 2022

were calculated using an aspirational goal of 50 percent by 2035 and the statewide serious injuries, serious injury rate, and bicycle/pedestrian fatalities and injuries targets will maintain the reduction schedule of 2 percent reduction by 2022. The 2022 regional targets are based on a 5 year rolling average and include a 2 percent reduction from the original trend line projections. Based on the specified target reductions for 2022, the regional target for the number of fatalities is to decrease the expected rise in traffic fatalities to no more than 579.5 to limit the expected rise in fatalities to a rate of 0.755 fatalities per 100 million vehicle miles traveled, to decrease the rise in serious injuries to 3032.9 to decrease the rate of serious injuries to no more than 3.939 serious injuries per 100 million vehicle miles traveled, and to limit the expected rise in bicycle and pedestrian fatalities and injuries to no more than 596.9 incidents combined. She again noted the proposed reductions are based on the original trend line projections that show major increases in the areas of fatalities and bike and pedestrian fatalities and serious injuries. Ms. Landrum that the increase in fatal crashes in past years caused an increase in the trend lines for the two targets which increased the target value. Ms. Landrum highlighted the various safety related projects and programs implemented by NCTCOG and noted that staff continues internal discussions on the direction it would like to take regarding setting the 2023 targets and the programs and projects that can be implemented to more aggressively reduce serious injuries and fatalities for motorized and nonmotorized users. The schedule for Safety Performance target actions was highlighted which includes updates to the Surface Transportation Technical Committee, Regional Safety Advisory Committee, and the RTC. It was noted that the 2023 targets would be presented to the RTC for approval in February 2023. Michael noted the region does not have the enforcements necessary to redirect the fatality rate and the lack of police enforcement system on the freeway. He added that the topic should be addressed Statewide and may be in partnership with the Texas Transportation Commission. NCTCOG staff has completed a major safety review on pedestrian-bicycle safety that is going to lead to specific action items for support in the future.

13. **Progress Reports:** Regional Transportation Council attendance was provided in Electronic Item 13.1, Surface Transportation Technical Committee attendance and minutes in Electronic Item 13.2, and the current Local Motion (<https://nctcog.org/trans/about/publications/locmo/local-motion-february-2022>).
14. **Other Business (Old or New):** George Fuller expressed appreciation of NCTCOG staff for their work and presentations on the day's agenda.
15. **Future Agenda Items:** There was no discussion on this item.
16. **Next Meeting:** The next meeting of the Regional Transportation Council (RTC) is scheduled for 1:00 pm, Thursday, March 10, 2022.

The meeting adjourned at 2:58 p.m.

A motion was made to adjourn the Regional Transportation Council Meeting. B. Glen Whitley (M); Andy Eads (S). The motion passed unanimously.