

REGIONAL TRANSPORTATION COUNCIL
November 12, 2020

In accordance with the Texas Governor's March 13, 2020, Disaster Declaration which was renewed through December 6, 2020, and subsequent suspension of certain Texas Open Meetings Act provisions, the November 12, 2020, 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, Mohamed Bur, Theresa Daniel, Jeff Davis, Pat Deen, Rudy Durham, Andy Eads, Kevin Falconer, Devan Allen (representing Gary Fickes), George Fuller, Barry Gordon (representing the Cities of Duncanville, DeSoto, Lancaster, Cedar Hill, Glenn Heights, and Hutchins), Rick Grady, Lane Grayson, Mojoy Haddad, Roger Harmon, Ivan Hughes, Clay Lewis Jenkins, Ron Jensen, Carl L. Johnson, Jungus Jordan, John Keating, Mike Leyman, David Magness, B. Adam McGough, Cara Mendelsohn, Robert Miklos, Cary Moon, Barbara Odom-Wesley, Philip J. Ritter, John Ryan, Chris Schulmeister, Jennifer S. Gates (representing Casey Thomas II), Jeremy Tompkins, T. Oscar Trevino Jr., William Tsao, Paul N. Wageman, Gary Roden (representing Dennis Webb), Duncan Webb, 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 October 8, 2020, Minutes:** The minutes of the October 8, 2020, meeting were approved as submitted in Reference Item 2. B. Glen Whitley (M); Theresa Daniel (S). The motion passed unanimously.
3. **Consent Agenda:** The following items were included on the Consent Agenda.
 - 3.1. **FY2020 and FY2021 Unified Planning Work Program Modifications:** Regional Transportation Council (RTC) approval of modifications to the FY2020 and FY2021 Unified Planning Work Program (UPWP) was requested. Action included direction for staff to administratively amend the Transportation Improvement Program and other administrative/planning documents, as appropriate, to reflect the approved modifications. The proposed amendments were included as Electronic Item 3.1.1. Additional information was provided in Electronic Item 3.1.2.
 - 3.2. **North Texas Center for Mobility Technologies: Research Project Funding Standards:** Regional Transportation Council (RTC) approval of selection criteria and a process for providing funding for sponsored research projects on mobility technologies proposed by the North Texas Center for Mobility Technologies (NTCMT) was requested. Additional information was provided in Electronic Item 3.2.
 - 3.3. **Ratification of Emergency Funding Authorization for McKinney Avenue Transit Authority for Rail Liability Insurance:** Ratification of emergency funding authorization to the McKinney Avenue Transit Authority (MATA) utilizing existing Regional Toll Revenue funds previously authorized by the Regional Transportation Council for transit projects in an amount not to exceed \$400,000 was requested. Funding will ensure continuation of transit services and

enhanced connectivity between Uptown and Downtown Dallas. A copy of correspondence to MATA was provided in Electronic Item 3.3.1 and additional details were provided in Electronic Item 3.3.2.

- 3.4 Staging of Wreckers in Constrained Corridors: Regional Transportation Council (RTC) action to adjust the limits within Transportation Improvement Program (TIP) Project 11668 to allow flexibility to stage wreckers on other technology or constrained corridors was requested. Action included direction for staff to administratively amend the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and other administrative/planning documents as needed.

A motion was made to approve the item on the Consent Agenda. B. Glen Whitley (M); Rick Grady (S). The motion passed unanimously.

4. **Orientation to the Agenda/Director of Transportation Report:** A moment of silence was held for Mayor Curtistene McCowan. Michael Morris reviewed items on the Director of Transportation report. He noted Dallas Area Rapid Transit (DART) President/Executive Director Gary Thomas is retiring, as well as other senior members of DART. He also noted the publication of the of Rule of Particular Applicability and Record of Decision for Texas Central Railroad High-Speed Rail Safety Standards related to the Dallas to Houston high-speed rail was available at <https://www.federalregister.gov/documents/2020/11/03/2020-20388/texas-central-railroad-high-speed-rail-safety-standards>. He provided a brief overview of slides from Electronic Item 4.1, Changing Mobility: Data, Insights, and Delivering Innovative Projects During COVID Recovery. Specifically related to Metric Three, he highlighted the reduction of construction costs since COVID-19 and efforts to take advantage of the lower costs for project implementation. A summary was provided in Electronic Item 4.2. An Online Dashboard for members to access has been created and is available at www.nctcog.org/pm/covid-19. Mr. Morris noted a public comment questioning the inconsistency between the term Silver Line and continued use of the term Cotton Belt Trail was provided to members in Electronic Item 4.3. In addition, results of the DFW Connector Pilot Program on innovative ways to try to reduce the toll collection risk was provided in Electronic Item 4.4. Electronic Item 4.5 included the current east/west equity percentages for the region. Mr. Morris noted staff will work to balance the equity to the proper percentages through the next rounds of the COVID-19 #00X Infrastructure Program. Information about National Traffic Incident Response Awareness Week, November 9-15, 2020, was provided at <http://timnetwork.org/traffic-incident-response-awareness-week/>. Electronic Item 4.6 included a status report on Volkswagen Environmental Mitigation Program funding programs. Dallas-Fort Worth Clean Cities upcoming events were provided at <https://www.dfwcleancities.org/dfw-clean-cities-meetings>, and current air quality funding opportunities for vehicles was provided at <https://www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle>. October online input opportunity minutes were included as Electronic Item 4.7 and the November online input opportunity notice was provided in Electronic Item 4.8. Electronic Item 4.9 contained the status report on ozone. The Public Comments Report was provided in Electronic Item 4.10, recent correspondence in Electronic Item 4.11, recent news articles in Electronic Item 4.12, and recent press releases in Electronic Item 4.13.
5. **COVID-19 #00X Infrastructure Program (Round 3)/Collin County Funding Partnership:** Christie Gotti presented the third round of COVID-19 #00X Infrastructure Program projects, including two funding swaps with local partners. The goal of the program is to help stimulate the economy by identifying infrastructure investments that will create direct and indirect benefits to the economy. All projects address one or more of the Regional Transportation

Council (RTC) policies outlined in Mobility 2045 and/or help the region reach its performance targets. Ms. Gotti noted the presentation will highlight proposed projects over \$10 million and that the complete list of proposed projects can be found in Electronic Item 5.1. The first highlighted project is Butler Place at US 287, IH 35W and IH 30. The proposed effort would extend additional funding for improved accessibility to an existing project the Regional Transportation Council has placed money on previously for engineering and land acquisition. Staff proposed \$10 million in Surface Transportation Block Grant Program (STBG) funds matched with Transportation Development Credits (TDC) for construction of improved accessibility to and from Butler Place, with half of the funding repaid to the RTC through Tax Increment Finance (TIF) revenues over time. RTC policies addressed include accessibility and infill development. The next project is a new item that was not presented to the Surface Transportation Technical Committee but was incorporated into the public meeting material. The item addresses an urgent project that is part of a recent Better Utilizing Investments to Leverage Development (BUILD) grant award for double tracking on the Trinity Railway Express rail line. As a result, part of IH 820 must be reconstructed to relocate columns to allow for the second track. This section of IH 820 is currently under construction, but the project does not include reconstruction of this bridge. Staff proposed a 50/50 partnership between the RTC and the Texas Department of Transportation (TxDOT) in which the RTC would pay the total cost of \$30,880,000 upfront with STBG funds matched with State funds. TxDOT will repay its portion with a funding source to be determined. The RTC policy addressed is transit. The next program identifies funding for transit. Staff recently began an effort to evaluate how federal funding, excluding Federal Transit Administration funding, has been applied to different project types. Staff believes from a roadway perspective, transit has been underfunded. Staff proposed \$25 million in STBG funding for investments in transit to be matched with regional TDCs, with a specific partnership to be brought back to the RTC for consideration. Staff will be working with transportation authorities to determine specific projects to help address the substantial impacts of COVID-19 on transit ridership and operations, as well as other transit needs such as insurance for passenger rail integration onto freight lines, engineering funding for passenger rail/roadway interfaces, next generation high-intensity bus expansion, review of bus stop amenities, and partnerships with Class 1 railroads on passenger rail corridors. The RTC policies addressed through this effort are transit, air quality, and freight. The next project highlighted was Worth Creek Parkway at Chisholm Trail Parkway, which would be a new interchange near the new Tarleton State University campus in south Fort Worth. Staff proposed to fund construction of the interchange using \$20 million in STBG funding, matched with regional TDCs. The RTC policy addressed through this project is mobility. The next proposed project is the Weatherford Downtown Bypass Loop. The RTC previously funded the northern section of the bypass and now funding is proposed for the southern section to bring the project to conclusion. The project will help route truck traffic from the downtown area. Approximately \$10 million in STBG funds, matched with State funds and regional TDCs, was proposed to reconstruct and widen the two-lane roadway to a four-lane roadway, including an intersection improvement. RTC policies addressed include mobility, safety, and complete streets. The next highlighted project addresses City of Dallas traffic signals. In 2019, the City of Dallas sustained significant tornado damage to traffic signals. This project helps rebuild damaged signals and signals in two other corridors, Lancaster Road and Hampton Road. Funding will be used to design and construct 44 traffic signals, including signal retiming. Proposed funding includes \$220,000 in Congestion Mitigation and Air Quality improvement Program (CMAQ) for signal retiming and approximately \$14 million in STBG funding for signal reconstruction, as well as cash and Dallas Policy Bundle TDCs as local match. RTC policies addressed include air quality, maintenance, reliability, mobility, and environmental justice. Next, Ms. Gotti highlighted a proposed partnership with the City of Denton and Denton County for the Hickory Creek Road project recently approved in the City's Bond program. In order to fill a funding gap,

staff proposed \$10 million in STBG, matched with \$2.5 million in local cash from the City's Bond program, to reconstruct and widen the roadway from two to four lanes. RTC policies addressed include mobility and safety. The next proposed project will address a missing section of SH 114 in Denton County and is an extension of COVID-19 #00X Round 2 in which a funding swap between Denton County and the RTC was approved. This would free up Regional Toll Revenue (RTR) funds in the western subregion in exchange for federal funds to Denton County. Denton County expressed interest in the SH 114 project, which is also included in the Regional 10-Year Plan. Staff proposed \$24 million in STBG funds, matched with \$6 million in State funds to construct a missing freeway segment on SH 114 from US 377 to IH 35W. RTC policies addressed include mobility and reliability. Next, Ms. Gotti presented a proposed funding partnership with Collin County. As a reminder, efforts are ongoing regarding the US 380 project in Collin County to develop consensus along the alignment and for north/south roadway projects that are part of the Regional 10-Year Plan in Collin County. This proposal helps address two of the impacts to the future US 380 corridor and associated connections and is only needed if US 380 is constructed as a freeway. In the first piece of the partnership, TxDOT has proposed an alignment change for US 380 to prevent a water line relocation that runs through Frisco. The change reduces developable land in Frisco. In exchange for agreeing to the alignment change, Frisco has requested \$30 million to fund an extension of Panther Creek Parkway. Collin County is willing to pay for the extension with bond program funds. Since bond program funds are not eligible, Collin County has requested a funding exchange. The RTC would fund the Panther Creek project with \$30 million STBG funding and in exchange, \$30 million of Category 2 funds would be taken off the US 380 project and replaced with \$30 million of Collin County bond funds. Costs above and beyond \$30 million on the Panther Creek Parkway project would be the responsibility of Frisco. The second half of the partnership involves the City of McKinney. McKinney has received a \$15 million TxDOT grant for a runway extension at McKinney National Airport which was originally planned to be extended to the south. Extending the runway to the north would give more flexible alignment options for the future extension of Spur 399 to US 380 but would cost more than an extension to the south. Collin County is willing to cover the cost, but cannot utilize bond funding, so another funding exchange was proposed. Staff proposed the RTC use \$30 million in Regional Toll Revenue funds to offset costs of the northern runway extension as mitigation to the US 380 project. In return, \$30 million in Category 2 funding will be removed from the US 380 project and replaced with \$30 million of Collin County bond funding. Ms. Gotti noted that the proposed partnerships help all agencies involved. She also reminded members that only a portion of the projects were presented. The complete list of proposed projects was provided in Electronic Item 5.1 and details of the funding program were provided in Electronic Item 5.2. Members with project proposals for the next round of projects were encouraged to contact staff. Members from the Cities of McKinney and Frisco, as well as Collin County expressed their appreciation for considering the proposed projects. A motion was made to approve the funded projects outlined in the presentation and in the cost revenue matrix provided in Electronic Item 5.1, as well as the funding exchanges between the Regional Transportation Council, Collin County, and the Cities of McKinney and Frisco. Action also included approval for staff to administratively amend the Transportation Improvement Program/Statewide Transportation Improvement Program and other administrative/planning documents as needed. Duncan Webb (M); Richard Aubin (S). The motion passed unanimously.

6. **Overview of Regional Transportation Council Legislative Workshop:** An overview of discussion at the Regional Transportation Council (RTC) Legislative Workshop held prior to the meeting was provided, which included a proposed partnership between the RTC and the Texas Transportation Commission (TTC). Michael Morris presented a partnership program between the RTC and the Texas Transportation Commission to increase communication. Candidate elements of the partnership include additional conversations about the benefits of

formula allocation and how it produces more revenue that can offset the losses of Proposition 1. As the State, especially mega-regions, continue to grow, innovative approaches are needed to fund transportation in busy urban regions. The second element is increased partnerships with Texas Department of Transportation (TxDOT) districts in the region to program Surface Transportation Block Grant Program (STBG) funds such as the IH 820 project presented in the COVID-19 #00X Infrastructure Program. The third element is to create a new integrated project delivery team in anticipation of a new federal infrastructure program with the new Administration. Staff is working closely with the TxDOT districts to have big projects ready to implement and hope to gain greater support from TxDOT Headquarters. A fourth candidate element is to create an improved, more integrated communication with the Governor's Office or the TTC on a new economic development program for corporate relocations to the State. The next candidate element is to review the "no toll environment" policy which has opened as a result of the proposed addition to the 2021 Unified Transportation Program. The TTC is willing to advance and get comment on advancing a toll road in the southern part of the State. This is an opportunity for the region to initiate discussions to be treated in a similar fashion with regard to previous commitments and grandfathered projects in the region. Staff will provide comments to the open record and integrate into this policy enhanced communication between RTC members and the TTC. The last proposed element is to advance a conversation with the State, similar to how the State funds ferry systems, regarding the development of a new passenger rail/freight logistics program. The effort would build on recent successes between public-sector passenger rail and the private sector Class I freight providers. Staff will look at Maryland's model of regional rail between Baltimore and Washington, DC, and request support from the executive branch.

Rebekah Hernandez presented an overview of the updated draft RTC Legislative Program for the 87th Texas Legislature. Since the October 8 RTC meeting, members have provided comments on the draft legislative program. Suggested comments were incorporated and discussed at the Legislative Workshop held prior to the meeting. The draft legislative program includes four main categories. The first category, adequately fund transportation and utilize tools, includes fair share allocation, identifying additional revenue for all modes of transportation, and supporting full appropriation of funding initiatives, including Proposition 1 and Proposition 7, previously approved by the Legislature. In the second category, focus is on expanding transportation options in mega-metropolitan regions. These include the ability to utilize tolling, managed lanes, debt financing, and public-private partnerships through a Metropolitan Planning Organization and local decision-making process. Other options include authorizing the use of comprehensive development agreements for specific needed projects and planning, funding, and supporting the implementation of all modes of transportation, including transit. Also included is retaining eminent domain authority to allow planning and development of new and/or expanded transportation corridors and supporting legislation using a balanced liability insurance program for transit agencies to operate on additional rail corridors as part of the regional transportation system. Third, many comments were received about the category to pursue innovation, technology, and safety. Proposed to be included in the draft program is utilizing innovation in high-speed transportation, transit, autonomous vehicles, and freight; supporting the collaboration between local governments, the military, the State, and FAA to advance regulations for compatible land use and the safe operations of unmanned aircraft vehicles; planning for shared mobility solutions; enabling transportation data sharing and accessibility with appropriate privacy protection; and increasing safety, including but not limited to texting while driving, speed limits, driving under the influence, bicycle, and pedestrian safety. The final section of the draft RTC Legislative program is improving air quality. The first specific section focuses on protecting the Texas Emissions Reduction Program trust fund and revenue balances, as well as modernizing the program to improve air quality, including the purchase of heavy-duty zero emission vehicles

and associated infrastructure. Also included is modernizing and increasing flexibility in the Local Initiative Projects, supporting system reliability and congestion relief, and encouraging trip reduction strategies while maintaining lifestyle choices, as well as general support of legislation that improves air quality. Ms. Hernandez noted the original version included a 5th section on land use planning, which has been removed and some of the bullet points included in other text. She also noted that during the workshop, there was a question about future communications with the Texas Legislature and it was noted that in past sessions a matrix was created of RTC members districts and their corresponding legislature members, which staff will begin developing for this session. An updated draft legislative program was provided in Electronic Item 6. A motion was made to approve the Regional Transportation Council Legislative Program for the 87th Texas Legislature, the proposed partnership between the Regional Transportation Council and the Texas Transportation Commission, and transmittal of the Legislative Program to the Texas Legislature. Theresa Daniel (M); Rick Grady (S). Mohamed Bur and Carl L. Johnson abstained from the vote. The motion passed unanimously.

7. **Dallas-Fort Worth High-Speed Transportation Study Update:** Kevin Feldt provided an update regarding the Dallas to Fort Worth High-Speed Transportation (DFW HST) Connections Study. The high-speed transportation vision for the region was highlighted, which includes the Dallas to Fort Worth project. Evaluation is underway of high-speed transportation alternatives to connect the downtown areas of Dallas and Fort Worth to other proposed high-performance passenger systems in the State and other regional transportation systems, as well as obtain federal environmental approval of a viable alternative. A phased approach has been implemented, with Phase 1 focusing on the identification of technology and alignments to be carried into Phase 2. Staff expects to complete Phase 1 by Spring 2021. Phase 2 will be a more intense engineering and environmental phase to obtain federal environmental approval of the alignment and technology. The draft preliminary project purpose is to connect downtown Dallas and downtown Fort Worth with high-speed intercity passenger rail service or an advanced high-speed ground transportation technology to: provide an alternative to existing ground transportation travel options, advance the state high-performance rail transportation network, support economic development opportunities, and enhance connectivity. Technologies identified for the study include conventional rail, higher speed rail, high-speed rail, magnetic levitation technology, and hyperloop technology. Similarities and differences between the transportation options were highlighted, with the primary difference being the propulsion system of each technology. Initial alignments/corridors were developed based on previous studies and efforts are being made to use existing transportation corridors to minimize the impacts to existing corridors. All 43 alignments/corridors connect to the proposed downtown Dallas and downtown Fort Worth high-speed rail stations. Mr. Feldt noted to better educate staff and the region, a Technology Forum will be held to learn more about available technologies and options from technology firms. The Forum will include an independent findings review with industry experts and inform the technology recommendation for Phase 1, which will include three levels of screening and a final report in April 2021. The schedule for future meetings was highlighted, including the Technology Forum in early December, upcoming public meetings in January and April 2021, and an elected officials/stakeholder briefing in January 2021. Members were asked to provide feedback and comments on the draft preliminary project purpose, proposed alignments, and proposed transportation modes. Members interested in a presentation or briefing to interested groups were asked to complete a speaker request form available at www.nctcog.org/trans/about/educate/request-a-speaker. Project information is also available at www.nctcog.org/dfw-hstcs.

8. **Federal Highway Administration – Pavement/Bridge Condition Target Reaffirmation or Revisions:** Jeff Neal provided an overview of the proposed reaffirmation or revisions to the current regional position supporting statewide pavement and bridge condition, Performance Measure 2 (PM2), targets on National Highway System (NHS) facilities. In November 2018, the Regional Transportation Council (RTC) affirmed the Texas Department of Transportation's (TxDOT's) statewide pavement and bridge condition targets for 2020 and 2022. Rulemaking allows targets to be revisited at the mid-point of the performance period, which is 2020, with reports from state Departments of Transportation (DOT) due October 1, 2020. If a state DOT decides to adjust any of their PM 2 statewide targets, a new 180-day review window is reopened for Metropolitan Planning Organizations (MPOs) to consider whether or not they want to affirm their support for the adjusted targets or establish their own targets. When submitting its report, TxDOT changed five out of six of its targets reopening the review period for NCTCOG. Mr. Neal highlighted the NHS facilities in the region. PM 2 targets relate to these facilities and state DOTs are required to establish their PM 2 targets for the full extent of the NHS within their state regardless of ownership. NCTCOG has divided NHS facilities into five classifications: interstate highways, non-interstate highways, on-system arterials, off-system toll roads, and off-system arterials. Mr. Neal highlighted NHS pavement good condition targets noting an increasing trend reflects improvement. TxDOT has updated the statewide targets for good pavement condition on both interstate and non-interstate NHS facilities from 66.4 percent to 66.5 percent, and 52.3 percent to 54.1 percent, respectively. A breakdown of pavement good condition target estimates for NHS facilities in the region was also highlighted. He noted that in the region, data indicates a decrease in good condition percentages, but cautioned the decrease was based on a linear trend analysis projection rather than any pavement management system prediction. So, while not a major cause for concern, the region must continue focus on this target. In addition, for off-system arterials, there are very few miles of facilities in good condition. Mr. Neal also highlighted NHS pavement poor condition targets noting a decreasing trend reflects improvement. TxDOT has updated the statewide targets for poor pavement condition on both interstate and non-interstate NHS facilities from 0.3 percent to 0.2 percent, and 14.3 percent to 14.2 percent, respectively. Pavement poor condition target estimates for NHS facilities in the region show some degradation and staff are closely monitoring these conditions. In 2018, the RTC supported TxDOT statewide targets for both good and poor NHS pavement targets, and also committed to collaborate with TxDOT and local governments to plan/program projects contributing toward accomplishment of pavement goals, especially to expedite improvements for NHS off-system arterials in poor condition. Mr Neal also highlighted NHS bridge good and poor condition targets. For good condition targets, an increase is considered improvement and in poor condition targets, a decrease is the desired trend. TxDOT did not revise its statewide good bridge condition target for 2020, which means reevaluation by the MPO for this target is not opened. However, TxDOT did change its statewide poor bridge condition target from 0.8 percent to 1.5 percent. For NHS facilities in the region, NCTCOG proposed an updated bridge poor condition target estimate for 2020 to 2.0 percent. In 2018, the region had 14 NHS bridges listed in poor condition. However, as a result of the new data, the poor condition bridges in the region have increased to 34. Through various project efforts, 12 of the 14 original bridges are continuing to be addressed. After review of projects included in the Transportation Improvement Program (TIP), Statewide TIP, and Unified Transportation Program, staff have identified 25 bridges that will be addressed through a maintenance or construction project within the next 10 years, leaving 9 bridges remaining in poor condition in the region. Along with the poor condition bridges, staff have identified another 134 bridges in "near poor" condition, meaning those bridges between 2012 and 2020 consistently had biennial ratings just one step above the threshold between fair and poor condition. While NCTCOG supported TxDOT's statewide good and poor condition targets in 2018, it also developed an Infrastructure for Rebuilding

America (INFRA) grant application and was recently awarded funds to strategically address bridges in poor condition throughout the metroplex. This type of effort may be proposed on a continual basis so the region can address poor condition bridges quickly and effectively. Mr. Neal noted that as the region considers decisions about PM2 targets, it must keep in mind the influence of NHS off-system facilities since the NCTCOG region includes nearly 50 percent of the total extend of NHS off-system facilities in the region. He also discussed planning, funding, and reporting considerations when deciding whether to support TxDOT statewide PM 2 targets or establishing its own targets. In addition, he highlighted the schedule for NCTCOG to review and consider reaffirmation or revision of PM 2 targets. MPOs must report to state DOTs whether they will agree to plan/program projects contributing to adjusted state targets or commit to new quantifiable targets for the metropolitan planning area by March 30, 2021. Proposed reaffirmation or revision of targets will be presented to the Regional Transportation Council for action in December. Michael Morris noted the importance of NCTCOG staff working with local governments regarding off-system pavement condition and impacts to the statewide targets, as well as a potential funding program for deficient bridges in the region. Staff will engage with members regarding these conversations at the December Surface Transportation Technical Committee meeting.

9. **FY2021 Project Tracking Initiative:** Christie Gotti provided information to the Council on the FY2021 Project Tracking Initiative to reduce the region's carryover funding balances. Over the years, many projects in the region have experienced significant implementation delays, which led to the implementation of the Metropolitan Planning Organization (MPO) Milestone Policy that identifies project that have not advanced to construction after ten or more years of being funded. Since the Milestone Policy primarily addresses projects funded for ten more years, additional focus is needed to expend unobligated funds and reduce the region's large carryover balance of Congestion Mitigation and Air Quality Improvement Program (CMAQ), Surface Transportation Block Grant Program (STBG), and Transportation Alternatives (TA) Set-Aside funds. The Regional Transportation Council has selection authority over these federal funds in partnership with the State, and large carry-over balances lead to scrutiny from both State and federal governments. North Central Texas Council of Governments (NCTCOG) staff currently follows up with implementing agencies on project schedules periodically and moving forward, staff will be conducting a more robust tracking effort in order to highlight and prevent some of the delays. At the beginning of each fiscal year, staff will provide the Committee and the Regional Transportation Council (RTC) with a list of project phases scheduled to advance during the coming year based on the project schedules submitted by agencies. Agencies will also be asked to report project status on a more frequent basis and the status of projects scheduled for the year will be presented to the technical committee and RTC periodically. This will provide opportunities for agencies to address issues earlier. A summary of FY2021 CMAQ, STBG, and TA Set-Aside funds allocated in the Unified Transportation Program for the region were highlighted. For each type of funding, significant FY2020 carryover funds are included in the balances and compound each year as new funds are allocated. Ms. Gotti noted that staff continues to resolve issues that cause delays, but do not have the direct ability to implement projects. In an effort to continue addressing the issue, a workshop will be conducted to provide training on project implementation and drafting realistic project schedules. In addition, members were asked to contact staff if they have any ideas to address delays and potential solutions. A list of projects that are scheduled to begin in FY2021 was provided in Electronic Item 9.1, which includes the implementing agency, the project location, and the start dates by phases provided by agencies. Additional details on this initiative can be found in Electronic Item 9.2. Michael Morris noted that when funds are allocated to agencies, the staff assigned the responsibility of implementing projects are not necessarily the qualified staff within the agencies. In addition, more projects are being funded in the region causing additional strain

on agencies. All agencies were encouraged to send any staff responsible for the delivery of projects to the upcoming workshop, and he noted that staff will keep record of attendees. In addition, NCTCOG will be reviewing staff capabilities to determine if expanding the streamline project delivery team to help agencies move projects to implementation is a potential solution.

10. **AV 2.2/AV 2.3 Projects Update:** Thomas Bamonte briefed the Council on the status of Automated Vehicle (AV) Projects 2.2 and 2.3, including the availability of funding, the process for advancing proposed projects, and application review criteria. In October 2018, the Regional Transportation Council (RTC) adopted the AV 2.0 Program that included three projects: AV 2.1 - regional planning exercise for future mobility technology, AV 2.2 - AV deployment support for local partners, and AV 2.3 - strategic investments in AV services. An important part of the AV 2.0 efforts is the adoption of the RTC policy that all communities should have the resources necessary to plan for AV deployments and to build effective partnerships with AV developers when they deploy AVs in a community and that the region will make strategic investments in AV services to explore use cases and AV deployments in communities overlooked by AV developers. North Central Texas Council of Governments (NCTCOG) staff are currently reviewing proposals from communities for AV 2.2 and 2.3 projects. Key elements of project proposals were highlighted, and it was noted a workshop to discuss the key elements is scheduled for December 1, 2020. Details were provided in Electronic Item 10. Also highlighted was project evaluation criteria. Proposals will be evaluated on the following criteria: substantial AV deployment, advancement of regional goals, contributions from public/private sectors, and community involvement/support for deployment. NCTCOG staff will evaluate proposals and those meeting the proposed criteria will be included in Transportation Improvement Program modifications and updates will be provided to the Council. Awardees will be asked to report lessons learned to the Council as well. Mr. Bamonte highlighted AV developments in the region since the adoption of AV Program 2.0, which is one of the first programs adopted in the nation. Four automated vehicle trucking companies have located in Dallas-Fort Worth and the region has hosted multiple AV deployments. There are continuing developments on the land and in the air, as well as new vehicle technologies. Earlier in the week, the Cities of Arlington and Allen announced they are making their traffic signal data accessible to the connected vehicle developer community. Similarly, NCTCOG is collaborating with the Texas Department of Transportation on its expressway connected vehicle program on IH 30 and the RTC recently approved a freight optimization program to extend connected vehicle technology on local thoroughfares and freeways. In addition, he discussed connected vehicles and data sharing, and the integration with regional 911 centers, as well as collaboration with the private sector to share roadway data which in the process optimizes safety and operations of the transportation system and results in a better travel experience. Mr. Thomas encouraged all agencies to take advantage of funding for the AV 2.2 and AV 2.3 programs.
11. **Progress Reports:** Regional Transportation Council attendance was provided in Electronic Item 11.1, Surface Transportation Technical Committee attendance and minutes in Electronic Item 11.2, and the current Local Motion was provided in Electronic Item 11.3.
12. **Other Business (Old or New):** There was no discussion on this item.
13. **Future Agenda Items:** There was no discussion on this item.
14. **Next Meeting:** The next meeting of the Regional Transportation Council is scheduled for 1:00 pm, Thursday, December 10, 2020.

The meeting adjourned at 2:53 pm.