

REGIONAL TRANSPORTATION COUNCIL
March 11, 2021

In accordance with the Texas Governor's March 13, 2020, Disaster Declaration which was renewed through April 5, 2021, and subsequent suspension of certain Texas Open Meetings Act provisions, the March 11, 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, Mohamed Bur, Dianne Costa, Theresa Daniel, Jeff Davis, Pat Deen, Rudy Durham, Andy Eads, Kevin Falconer, Gary Fickes, George Fuller, Barry L. Gordon, Rick Grady, Lane Grayson, Mojoy Haddad, Roger Harmon, Ivan Hughes, Clay Lewis Jenkins, Greg Giessner (representing Ron Jensen), Carl L. Johnson, Jungus Jordan, John Keating, Mike Leyman, B. Adam McGough, William Meadows, Cara Mendelsohn, Robert Miklos, Cary Moon, Ignacio T. Nuñez, Philip J. Ritter, John Ryan, Chris Schulmeister, Jeremy Tompkins, T. Oscar Trevino Jr., William Tsao, Paul N. Wageman, Duncan Webb, 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 (RTC) Chair Roger Harmon asked if there were any public comments. No members of the public chose to speak.

2. **Approval of the February 11, 2021, Minutes:** The minutes of the February 11, 2021, meeting were approved as submitted in Reference Item 2. Theresa Daniel (M); Rick Grady (S). The motion passed unanimously.

3. **Consent Agenda:** The following item was included on the Consent Agenda.

- 3.1. **FY2020 and FY2021 Unified Planning Work Program Modifications:** Regional Transportation Council approval of modifications to the FY2020 and FY201 Unified Planning Work Program were requested. The proposed amendments were posted on the North Central Texas Council of Governments website for public review and comment, and also included as Electronic Item 3.1.1. Additional information was provided in Electronic Item 3.1.2.

A motion was made to approve the item on the Consent Agenda. T. Oscar Trevino Jr. (M); Theresa Daniel (S). The motion passed unanimously.

4. **Orientation to the Agenda/Director of Transportation Report:** Michael Morris provided an overview of items on the Director of Transportation Report. He noted that the Strategic Plan for the North Central Texas Council of Governments: 2020-2025 is available online at www.nctcog.org/executive-director/nctcog-strategic-plan. In addition, he noted that project ideas were being sought for development of the FY2022 and FY2023 Unified Planning Work Program and requests for planning studies from partners were due to NCTCOG on March 12, 2021. In addition, he noted that Electronic Item 4.2 contains a status report on Section 214/United States Army Corps of Engineers partnership. Funding for the partnership ends in 2022 and efforts to extend the partnership agreement will be brought back to the Council. Mr. Morris also presented information for Changing Mobility: Data, Insights, and Delivering Innovative Projects During COVID Recovery. He highlighted travel behavior by mode, and specifically noted that roadway patterns continue to differ from pre COVID-19 patterns with congestion not as significant in the peak periods. In addition, he highlighted

financial implications of COVID-19 to transit sales tax, sales tax, motor fuels tax, and motor vehicle sales and rental tax. Also highlighted were funding impacts to toll roads in the region. Mr. Morris also discussed lowered construction costs and efforts to work with Texas Department of Transportation partners to move projects forward in order to benefit from lower costs. Details were provided in Electronic Item 4.3 and the full dashboard is available at www.nctcog.org/pm/covid-19. Mr. Morris also discussed State requirements for Regional Transportation Council (RTC) meetings. Previous to COVID-19, the RTC met in person at the North Central Texas Council of Governments with both the Chair and members physically present at the meeting. As a result of the disaster declaration, State law has permitted both the RTC Chair and members to meet remotely and continue to conduct business. If the Governor of Texas were to no longer renew the disaster declaration, the RTC would still have flexibility by State law to have the RTC Chair in attendance physically at the NCTCOG office with RTC members continuing to meet remotely which is referred to as Phase 2. The desire is to eventually reach Phase 3 with both the RTC Chair and members meeting again physically at NCTCOG. Ken Kirkpatrick, General Counsel, provided further detail on the flexibility provided to the RTC under State law. He noted that as many are aware, local governments can meet by videoconference, but a quorum must be physically present. Since the RTC extends into three or more counties, there is flexibility that the quorum does not have to be physically present as long as the Chair is present at the meeting location meaning the RTC could continue to meet by videoconference if the RTC chooses to do so.

Next, Mr. Morris presented a proposed letter to the US Secretary of Transportation, provided in Electronic Item 4.1. Secretary Peter Buttigieg has discussed his commitment to equity in the transportation system and reconnecting communities where transportation facilities now serve as barriers and discussed similar efforts already occurring in the region. He noted the letter invites Secretary Buttigieg and/or his staff to the region in person or virtually to see examples of those types of projects in the region. A motion was made to approve transmittal of the letter to US Secretary of Transportation Peter Buttigieg, provided in Electronic Item 4.1. Ann Zadeh (M), Barry L. Gordon (S). The motion passed unanimously.

The remainder of the items in the Director of Transportation Report were not presented. Dallas-Fort Worth Clean Cities upcoming events were available at <https://www.dfwcleancities.org/dfw-clean-cities-meetings> and current air quality funding opportunities for vehicles were available at <https://www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle>. The status of Texas Volkswagen Environmental Mitigation Program funding programs was provided in Electronic Item 4.4. Electronic Item 4.5 included information on the SolSmart Bronze Award received by the North Central Texas Council of Governments. The February online input opportunity minutes was provided in Electronic Item 4.6 and the March public meeting notice was provided in Electronic Item 4.7. The current Public Comments Report was provided in Electronic Item 4.8, recent correspondence in Electronic Item 4.9, recent news articles in Electronic Item 4.10, and recent press releases in Electronic Item 4.11.

- 5. Previously Approved COVID-19 Infrastructure Program #015: Transit Partnership Funding:** Christie Gotti presented recommendations for Transit Partnership Funding approved through the third round of the COVID-19 Infrastructure Program. In November 2020, the Regional Transportation Council (RTC) approved \$25,000,000 in Surface Transportation Block Grant Program (STBG) funds for investments in transit to address the decline of transit ridership in the region due to the recent COVID-19 outbreak. Since that time, staff has worked with transit providers to determine the best subset of projects for the funding. When initially approved by the RTC, focus areas were identified: response to

COVID-19 impacts, insurance for passenger rail integration onto freight lines, engineering funds for passenger rail/roadway interfaces, next generation high-intensity bus expansion, review of bus stop amenities, and partnership with Class 1 Railroads on passenger rail corridors. The first focus area proposed for funding was the Regional Transit Educational Campaign Program. Since ridership decreased significantly during the COVID-19 pandemic, it was determined that bringing riders back to the system would require a targeted approach. A two-phased education campaign was proposed. Phase 1 would focus on growing consumer confidence that the system is safe and clean, and ready to be used. Phase 2 would focus on increasing ridership. Staff proposed \$1 million in STBG funds for the program, to be matched with regional Transportation Development Credits (TDCs). She noted that in order to expedite the funding, the first phase of the educational campaign would likely be implemented through a funding exchange with the transit agencies. The next focus area proposed for funding was Insurance for Passenger Rail Integration. Transit authorities are required to have insurance for passenger rail operations on freight corridors. Due to the combined effect of lower revenue from decreased ridership as well as increased premiums, insurance premiums have become more difficult to pay. Staff proposed \$5 million in STBG funds to assist transit agencies in the region in securing insurance until premiums level out and revenue rebounds. These funds would also be matched with regional TDCs. Next, staff proposed funding for Regional Class 1 Railroad Design Review to help expedite the review of engineering reviews for transportation projects. The proposal would provide \$7 million, matched with regional TDCs, to fund engineering agreements with Class 1 railroads such as Union Pacific, Burlington Northern Santa Fe Railway, and Fort Worth and Western Railroad similar to the partnership with the United States Army Corps of Engineers. The final proposed focus area was Investments in Regional Bus Stops. Many bus stops in the region have no concrete slabs or shelters, leaving transit riders waiting in grass and dirt. Proposed funding of \$1 million, matched with regional TDCs, would help identify locations and to engineer and construct concrete foundations and/or overhead shelters for bus stops in the Trinity Metro service area, with specific locations to be identified by the North Central Texas Council of Governments (NCTCOG) and Trinity Metro. In the future, stops in the Denton County Transportation Authority and Dallas Area Rapid Transit (DART) service areas will be identified and brought back to the Council. Ms. Gotti provided an overview of next steps for this effort, including the addition of approved projects to the next Transportation Improvement Program (TIP)/Statewide TIP in spring/summer. Staff will also identify potential projects for the remaining \$11 million of funding and bring proposals back to the Surface Transportation Technical Committee and the Regional Transportation Council. Details of the projects being proposed were provided in Electronic Item 5.1. Electronic Item 5.2 contained additional details about the partnership and programs/projects. Ms. Gotti noted that the original Electronic Item 5.2, provided online, included illegible text and that a corrected version containing the same information was posted on the website for the RTC and members of the public. Rick Grady discussed travel patterns on freeways and tollways discussed in an earlier presentation and asked if it was possible that transit ridership has declined somewhat because of job loss. NCTCOG staff noted that while loss of employment may be negatively impacting transit ridership, there are many other factors that are also contributing to the reduction such as safety concerns and employers that have not asked employees to return to work. He noted that staff will continue to work with private and public sector entities on the best course of action to encourage return to transit ridership. Cara Mendelsohn noted she appreciated the way items were laid out, but that she had a different opinion of how the funds should be used. When talking about a response to COVID-19 impacts, she indicated she did not see this as a means to fill funding gaps, but she believed it should be used to address the changes to transportation. Specifically, she noted she did not like the idea of spending money on a public relations campaign for transit because she believed that people should not return to using transit as normal at this time. In

addition, she noted that since sales tax revenue has recovered, transit agencies have the funds to manage their own budgets and have received federal funding to help with COVID-19 impacts. She added that she believed the RTC should look into addressing the increase in bicycling and make investments to add protected bike lanes and similar type projects. Dianne Cost noted that while transit authorities did receive COVID-19 funding, transit agencies were limited regarding how the funding could be spent. She discussed decreased revenue, increased insurance premiums, as well as decreased availability of insurance vendors and expressed appreciation for the proposed funding. Ms. Gotti reminded members that the funding recommendations discussed were a result of previous RTC action to set aside funding for transit. Staff will bring additional funding recommendations to the RTC next month that will be focused on other modes of transportation including bicycle and pedestrian, roadway and intersection improvements, and other strategic partnerships. Ms. Mendelsohn asked why the RTC was not considering all funding together. Ms. Gotti noted that some of the projects proposed at the meeting were expedited for various reasons and added that staff are reviewing projects to ensure that the best subset of projects moves forward, which takes time. A motion was made to approve the proposed COVID-19 Infrastructure Program Transit Partnership investments in Electronic Item 5.1 and administratively amending the TIP/STIP and other planning/administrative documents to include these projects. Ann Zadeh (M); Dianne Costa (S). John Keating and Cara Mendelsohn were opposed. The motion passed.

6. **Federal Transit Administration Funding Allocations in Response to COVID-19**

Relief 2.0 Funding Authorization: Shannon Stevenson presented recommendations to allocate funding provided through the Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA). The primary objective of the funding is to ensure public transit agencies receive sufficient funding, when combined with the Coronavirus Air, Relief and Economic Security (CARES) Act apportionments, to equal at least 75 percent of the Urbanized Areas (UZA) public transit operating costs based on 2018 expenses. A table outlining the funding for North Texas was highlighted and included \$128,511,228 in Section 5307 and \$661,250 in Section 5310 for the Dallas-Fort Worth-Arlington UZA and \$41,938 in Section 5310 funds for the Denton Lewisville UZA. No funding was appropriated for the McKinney UZA. Also highlighted was a table outlining the 2018 operating expenses for all transit agencies and that identified 75 percent of the 2018 operating expenses for each agency. The table also contained the CARES Act allocations each agency received. Congress did not provide any Urbanized Area Formula Program funds to the Dallas-Fort Worth UZA for Trinity Metro and the UZA is receiving this Urbanized Area Formula Program funding only because Dallas Area Rapid Transit fell below the 75 percent threshold. She noted the North Central Texas Council of Governments (NCTCOG) is not retaining any of the funds for administrative purposes. Ms. Stevenson provided an overview of the review staff performed in making the funding allocation recommendation which determined that the annual formula allocations were correct and accurately account for the Trinity Railway Express (TRE). In addition, CARES Act funding was correctly allocated for the TRE. Based on the interlocal agreement between DART and Trinity Metro for the TRE, DART reports all operating expense to the National Transit Database and staff did include this as part of its analysis. Congress provided CRRSAA funding to North Texas only because DART fell below the 75 percent threshold. While the Metropolitan Planning Organization (MPO) does technically have some flexibility on how to distribute the funds within the region, assistance to Trinity Metro may occur through other methods. Ms. Stevenson noted that in the following agenda item, staff would propose submittal of an Infrastructure for Rebuilding America grant for the East Lancaster project in Fort Worth. Staff will also explore an FTA grant for a low- or no-emissions vehicles to help fund the guaranteed transit project along the IH 35W corridor. In addition, staff has been made aware

that Trinity Metro and DART have been negotiating other possible partnerships. She noted that MPOs across the country are facing similar challenges, and staff believes maintaining the Congressional desire minimizes exposure. Additional details regarding DART and Trinity Metro 2018 operating expenses, CARES Act allocations, and the recommended CRRRA allocation for DART was outlined in Electronic Item 6. A motion was made to approve the funding allocation proposed in Electronic Item 6 and to revise administrative documents as appropriate to incorporate the additional funds. Dianne Costa (M); Richard Aubin (S). The motion passed unanimously.

7. **2021 Infrastructure for Rebuilding America Discretionary Grant Program:** Jeff Neal presented projects proposed for submittal in the Fiscal Year (FY) 2021 Infrastructure for Rebuilding America (INFRA) Discretionary Grant Program. Approximately \$1.039 billion is available nationwide through this round of INFRA grant funding, and the United States Department of Transportation's (USDOT) application evaluation process includes two additional merit criteria addressing climate change and environmental justice impacts, as well as racial equity and barriers to opportunity. For FY2021, the INFRA Extra Program has been added enabling competitive projects not awarded grant funds possible authorization for Transportation Infrastructure Finance and Innovation Act (TIFIA) loans that could cover up to 49 percent of a project's total cost. Applications are due to the USDOT by March 19, 2021. Due to the short timeframe for application development, North Central Texas Council of Governments (NCTCOG) staff have reviewed past federal discretionary grant proposals, provided in the mailout material within Electronic Item 7.2, to determine if there were projects appropriate for re-submittal through this program. The first project proposed for consideration was the East Lancaster Ave. Complete Streets and Transit Technology project, originally submitted under the Transportation Investments Generating Economic Recovery (TIGER) Discretionary Grant Program in 2016. This project would focus on innovative transit technology, along with other multimodal elements, as part of the reconstruction of East Lancaster Avenue from downtown Fort Worth to Interstate Highway (IH) 820. Since the mail out, total cost and grant funds have been updated for the application to \$150 million total cost and \$90 million total grant funds requested. Partial funding is already associated with the project. The next proposed project was Enhancing Mobility within the Southern Dallas Inland Port, originally submitted last year under the Better Utilizing Investments to Leverage Development (BUILD) Discretionary Grant Program. This project would combine elements of transit, electric vehicle charging, signal and intersection improvements, and other multimodal characteristics designed to get employees to jobs and educational opportunities in the areas surrounding the Southern Dallas Inland Port. The total project cost is estimated at approximately \$12.8 million, with approximately \$7.7 million in grant funds to be requested. In addition, partial funding for this project has been secured through the third round of the COVID-19 #00X Infrastructure Program. The final project proposed for submittal was the IH 30 Downtown Dallas "Canyon" project in partnership with the Texas Department of Transportation (TxDOT) Dallas District. The proposed project would include construction of additional freeway capacity, but in a more efficient and narrow corridor with freed right-of-way (ROW) and decking opportunities to help knit communities together that have long been separated by the freeway. The total project cost is approximately \$496 million and total grant funds requested expected to be approximately \$146 million. The timeline for this effort was reviewed. Barry L. Gordon noted that the Best Southwest Partnership would be submitting a letter of support for the Southern Dallas Inland Port project. He added the current project includes very strict boundaries and that he would be amending the letter suggesting that the project boundaries be widened to include Duncanville, Cedar Hill, Hutchins, and Desoto. Regional Transportation Council (RTC) Secretary Ann Zadeh noted she was appreciative of the proposed East Lancaster project and requested that the application include flexibility on the use of technologies in

supporting fixed guideway and nonfixed guideway transit operations. Mr. Morris noted the INFRA grant proposal would include aggressive transit details. RTC Vice Chair Theresa Daniel noted the Southern Dallas Inland Port project impacts a very large area, and she contended the commercial truck and train connections impact the entire region. Cara Mendelsohn asked if there was any input solicited from the City of Dallas about expanding the project beyond the City and including the other cities proposed by Mr. Gordon. She added that southern Dallas is an underserved community regarding transportation, and that her interest as a Dallas City Councilmember is to ensure accessibility for her communities and that the benefits of the project not be diluted by including other cities. She noted she understood that the RTC was regional, but that she was concerned that adding other cities would take away from the citizens she represents. Mr. Morris noted the original application for the Southern Dallas Inland Port project had two major purposes. The first purpose was to get residents in the City of Dallas to jobs in the southern sector including the Inland Port as well as jobs in surrounding locations. The second purpose was to provide transit and improved walkability for residents in the southern sector accessing medical appointments at the Veterans Administration Medical Center, and to create linkages to transit for access to jobs in the southern sector. Regarding DART service, he noted that DART is looking to expand its transportation plans and provide more frequent bus service largely to citizens in Dallas. The application addresses City of Dallas residents who wish to work outside the DART service area and to access jobs in the southern sector. Ms. Mendelsohn noted she was appreciative of the comments regarding DART but added DART would be improving its frequency but not improving its coverage. She reiterated she was concerned more money is being taken from Dallas and its residents. Mr. Gordon discussed transit studies in the region and noted that the letter of support specifically mentions the City of Dallas while also adding regionality with the inclusion of the other cities. Ms. Mendelsohn acknowledged the other comments but noted transit remains inaccessible for a large percentage of the Dallas population, including those who are transit dependent with limited abilities to reach employment, grocery stores, and/or houses of worship, and those populations are in need of resources to make that access available. A motion was made to approve the three proposed projects for submittal to the FY2021 INFRA Discretionary Grant Program as presented at the meeting and to also approve administratively amending the Transportation Improvement Program/Statewide Transportation Improvement Program, and other planning/administrative documents to include the proposed projects if selected for an FY2021 INFRA Grant award. Theresa Daniel (M); Barry L. Gordon (S). The motion passed unanimously.

8. **Air Quality Calls for Projects Recommendations:** Chris Klaus presented funding recommendations for recent Calls for Projects (CFP) funded through the Environmental Protection Agency's (EPA's) National Clean Diesel Funding Assistance Program. Funding was available for local governments and private companies that work with local governments through the Clean Fleets North Texas 2020 CFP (Bucket 1), for private fleets and companies through the North Texas Emissions Reduction Projects CFP (Bucket 2), and for electrified parking spaces at freight terminals through the North Texas Freight Terminal Electrification CFP (Bucket 3). Project eligibility and funding thresholds for each of the Calls for Projects were highlighted. Details were provided in Electronic Item 8.1. Eligibility requirements and scoring criteria, approved by the Regional Transportation Council in October when the action to open the Calls for Projects was requested, were also highlighted. Projects were scored based 75 percent on cost effectiveness and 25 percent on oversight elements. For Buckets 1 and 2, adoption of the Clean Fleet Policy was also required. A summary of applications received for the Clean Fleets North Texas 2020 CFP was provided. One application was received from the City of Kennedale for \$165,000. Applications were also received from the City of Dallas, but the projects were not eligible. The City of Dallas will potentially submit an application for a future round of funding.

Approximately \$494,820 remains available for the next round of the Call for Projects. Details were provided in Electronic Item 8.2. For the North Texas Emissions Reduction Projects CFP, Alliance Aviation Services submitted two eligible Projects for \$108,770 and Paccar Leasing submitted one eligible project for \$161,555. Approximately \$2 million remains available for the next round of the Call for Projects. No applications were received for the North Texas Freight Terminal Electrification CFP which leaves approximately \$960,000 in available funds. Details were provided in Electronic Item 8.3. The schedule for this effort was reviewed, which includes moving forward with agreements if approved by the RTC and Executive Board. To award the remaining funds, the Calls for Projects have a rolling 90-day deadline until all funds are awarded with the next application deadline April 9, 2021. A motion was made to approve \$165,000 to the City of Kennedale through the Clean Fleets North Texas 2020 Call for Projects and to allow any funds released from prior awards to be applied to the balance of available funds for future awards. The motion also included approval of \$108,770 to Alliance Aviation Services and \$161,555 to Paccar Leasing through the North Texas Emissions Reduction Project 2020 Call for Projects. Ignacio Nuñez (M); Theresa Daniel (S). The motion passed unanimously.

9. **Legislative Update:** Rebekah Hernandez provided an update on federal legislative actions related to transportation and air quality issues affecting the Dallas-Fort Worth area. She noted the United States Senate recently passed an amended version of the latest stimulus bill, the American Rescue Plan Act of 2021. The House approved changes on March 10, and the President was expected to sign the bill later in the day. The bill provides \$30.5 billion in emergency funding for public transit agencies, as well as addition funding for the aviation sector. In addition, the House Appropriations Committee announced it would bring back earmarks as Community Project Funding and will accept project requests from members of Congress for Fiscal Year (FY) 2022. Each member will be limited to ten project requests, projects must have community support, and other measures will ensure transparency and accountability. Funding to for-profit entities will be banned. Likewise, the House Transportation Infrastructure Committee will accept earmark requests for highway and transit projects in the next surface transportation reauthorization bill. Ms. Hernandez also provided an update on State legislative actions. Bills continue to be filed and will be heard in Committee. The Senate Finance and House Appropriations Committee recently met on various articles of the budget, including the Texas Commission on Environmental Quality and transportation. Discussion included Texas Emissions Reduction Plan funds, current allocations, and changes since last session. Testimony was also provided regarding Texas Department of Transportation Category 12 allocations, debt, road user fees, general information about the breakdown of transit funds, and other transportation topics. Many of the topics discussed were also discussed in the Senate and House Transportation Committee. Bill topics related to the Regional Transportation Council (RTC) Legislative Program were highlighted. She reminded members that March 12, 2021, was the list day for bills to be filed. Related to transportation funding, bills have been filed that would increase or index the gas tax, create additional fees at the time of registration for electric vehicles, propose changes to usage of the State Highway Fund, and authorize obligation from the Texas Mobility Fund. Bills filed related to tolling and comprehensive development agreements (CDAs) include those that would require the cessation of tolls once a project has been paid, toll collection enforcement, and requirements of non-tolled lanes adjacent to tolled projects. CDA bills include IH 35 in Austin, LBJ East in Dallas, US 380 to IH 635 in Denton County and IH 30 in Tarrant County, as well as other projects throughout the State. Air quality-related bill topics include a bill filed that would allow counties that had participated in LIRAP to use those funds on other air quality improvements, the Texas Emissions Reduction Plan, electric vehicle infrastructure, and vehicle emissions inspections. Bills have also been filed related to safety and include reducing speed limits in urban areas,

strengthening bicycle and pedestrian laws, and those clarifying cell phone/driving restrictions. In addition, several high-speed rail bills have been filed in the last couple of days. Ms. Hernandez noted that staff has reviewed the RTC Legislative Program, and very similar language is reflected in the noted bills, so no action was requested at the meeting. She added that staff was drafting a letter urging legislators to support any of the safety-related bills included in the Legislative Program. Legislative updates will continue to be provided to members during the legislative session. RTC Secretary Ann Zadeh thanked staff for their prompt responses to her questions regarding safety-related bills.

10. **Dallas-Fort Worth High-Speed Transportation Connections Study Update:** Kevin Feldt provided an update on the Dallas to Fort Worth High-Speed Transportation Connections Study. The objective of the study is to evaluate high-speed transportation alternatives, both alignments and technology, to connect Dallas-Fort Worth to other proposed high-performance passenger systems in the state and enhance and connect the Dallas-Fort Worth regional transportation system, as well as eventually obtain federal environmental approval of the viable alternative. The draft preliminary project purpose is to connect downtown Dallas and downtown Fort Worth, providing an alternative to travel by automobile, advance the State high-performance trail transportation network, support economic development opportunities, and enhance connectivity to State and local systems. The initial set of alignments and corridors were highlighted, as well as the initial modes of transportation to be considered. Primary and secondary Level 1 screening results were also highlighted, and as a result on IH 30 (12 alignments) and SH 180 (11 alignments) corridors and all technologies other than conventional rail were carried forward into Level 2 screening. From the Level 2 screening, 7 of the 12 IH 30 alignments were recommended for Level 3 screening, as well as 3 of the 11 SH 180 alignments. High-speed rail, maglev, and hyperloop were recommended as technologies for Level 3 screening. Level 3 will be a detailed evaluation of top alternatives and results will be carried forward into the draft environmental document. The detailed evaluation will look at costs; potential impacts to sensitive social, biological and/or cultural areas; potential community impacts; and constructability/operability. Descriptions of the criterion were highlighted. He also noted development of initial design options for the corridors advancing to Level 3 screening has begun, as well as development of alignments within each corridor for transportation technology modes advancing through the Level 2 screening, with anticipated completion by the end of March 2021. Mr. Feldt also discussed the Technology Forum Workshop held on December 9, 2020, and recent one-on-one meetings held with technology providers. In addition, technology peer group reviews have been completed. Also highlighted were public and agency engagement efforts that have included elected official briefings, technical working groups, and public meetings. The upcoming schedule for this effort was reviewed, which includes Committee action in June 2021 and Regional Transportation Council action in July 2021 on staff recommendations from Phase 1.
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 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, April 8, 2021.

The meeting adjourned at 3:00 pm.