

MINUTES

REGIONAL TRANSPORTATION COUNCIL April 14, 2022

The Regional Transportation Council (RTC) met on April 14, 2022, at 1:00 pm in the Transportation Council Room of the North Central Texas Council of Governments (NCTCOG). The following members or representatives were present: Daniel Alemán Jr., Richard E. Aubin, Dennis Bailey, Adam Bazaldua, Elizabeth M. Beck, Gyna Bivens, Ceason Clemens (representing Mohamed “Mo” Bur), Dianne Costa, Theresa Daniel, Jeff Davis, Janet DePuy, Andy Eads, Kevin Falconer, Gary Fickes, Nate Pike (representing George Fuller), Raul H. Gonzalez, Rick Grady, Lane Grayson, Roger Harmon, Clay Lewis Jenkins, Ron Jensen, John Cordary (representing Carl L. Johnson), Brandon Jones, Mike Leyman, Alison Maguire, B. Adam McGough, William Meadows, Cara Mendelsohn, Philip J. Ritter, Jim R. Ross, Chris Schulmeister, Jeremy Tompkins, T. Oscar Trevino Jr., William Tsao, Cheryl Williams (representing Duncan Webb), B. Glen Whitley, and Michele Wong Krause.

Others present at the meeting included: Vickie Alexander, Rick Bailey, Thomas Bamante, Alberta Black, Jason Brown, Drew Campbell, Charles Covert, Casey Crow, Jeff Davis, Pritam Deshmukh, Marcia Etie, Brittany Fan, Staron Faucher, Kamal Fulani, Carmen Garcia, Paulette Hartman, Tony Hartzel, Sajid Hassan, Vercie Pruitt-Jenkins, Jungus Jordan, Dan Kessler, Tony Kimmey, Ken Kirkpatrick, Chris Klaus, Lee, Kleinman, Dan Lamers, Karina Maldonado, Dan McClendon, Erin Moore, Michael Morris, Jenny Narvaez, Mark Nelson, Billy Owens, James Powell, Guillermo Quintanilla Jr., Tido Rodriguez, Sharon Rust, Chelsey Smith, Toni Stehling, Caroline Waggoner, Barbara Odom-Wesley, Brendon Wheeler, Casey Wright, and Susan Young.

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 speak at the meeting or provide written comments.
2. **Approval of the March 10, 2022, Minutes:** The minutes of the March 10, 2022, meeting were approved as submitted in Electronic Item 2. B. Glen Whitley (M); T. Oscar Trevino Jr. (S). The motion passed unanimously.
3. **Consent Agenda:** The following items were included on the Consent Agenda.
 - 3.1. **Modifications to the FY2022 and FY2023 Unified Planning Work Program:** The FY2022 and FY2023 Unified Planning Work Program (UPWP) was approved by the Regional Transportation Council and North Central Texas Council of Governments (NCTCOG) Executive Board in July 2021 and identifies the transportation and related air quality planning activities to be carried out by Metropolitan Planning Organization staff between October 1, 2021, and September 30, 2023. Amendments to the FY2022 and FY2023 UPWP were proposed to reflect new initiatives, project updates, and funding adjustments. The proposed amendments were posted on the NCTCOG website for public review and comment as part of the March public outreach opportunity and were provided in Electronic Item 3.1.1. Additional information was provided in Electronic Item 3.1.2. The Surface Transportation Technical Committee took action at its March 25, 2022, meeting to recommend RTC approval. Action was requested to

approve the amendments and direct staff to administratively amend the Transportation Improvement Program and other administrative/planning documents, as appropriate.

- 3.2. **Transportation Improvement Program Modifications:** Regional Transportation Council (RTC) approval of the revisions to the 2021-2024 Transportation Improvement Program (TIP) was requested, along with the ability to amend the Unified Planning Work Program and other planning and administrative documents with TIP-related changes. May 2022 revisions to the 2021-2024 TIP are provided as Electronic Item 3.2.

A motion was made to approve the two items on the Consent Agenda. Elizabeth Beck (M); Richard E. Aubin (S). The motion passed unanimously.

4. **Orientation to the Agenda/Director of Transportation Report:** Michael Morris recognized former Fort Worth Councilmember and RTC Chair Jungus Jordan and former Dallas Councilmember Lee Kleinman for their years of service on the Regional Transportation Council. In addition, Michael highlighted items on the Director of Transportation Report. He recognized the Chair of the DART Board, Michele Wong Krause, wrangling with an issue in Collin County and updating the policies, he noted he is on the task force for Texas Transportation Commission Safety Program in which we will see a lot of press releases to come, Correspondence requesting appointments to RTC seats with multiple cities or cities and counties will be sent soon for two-year terms beginning in July 2022. The deadline for notifying NCTCOG staff of appointments is June 30, 2022. Chair Daniel will nominate members to both the RTC Bylaws Revision and Nominating Subcommittees in May. Michael noted that the FY2023 Community Project Funding requests are due by the end of April and MPO letters of support were due by April 15. Dallas City Council and Dallas Area Rapid Transit (DART) Board moved ahead on D2 Interlocal agreements. The NCTCOG Executive Board will take action on these agreements at its April 28 meeting. The Spring 2022 Virtual Traffic Incident Management Executive Level Course Announcement for May 5, 2022. RTC members that have not attended were invited to attend. Michael recognized Chris Klaus of NCTCOG and his staff for the English and Spanish Air Quality guidebooks that were provided to RTC members. The remaining items were not presented.
5. **Fiscal Year 2022 Rebuilding American Infrastructure with Sustainability and Equity Discretionary Grant Program:** Michael Morris and Jeff Neal presented projects to be submitted for funding consideration through the FY2022 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Discretionary Grant Program. Trinity Metro decided not to submit the TEXRail Extension for the FY22 RAISE Program after May STTC action; resulting discussions between NCTCOG and Fort Worth staff prompted a proposed funding solution. NCTCOG staff will bring back this funding proposal to STTC in April and RTC in May. NCTCOG staff will bring East Lancaster corridor along as an FY22 INFRA Grant request (resubmittal from FY21 INFRA). Jeff Neal highlighted the following proposed projects: 1) South Dallas Improved Bicycle/ Pedestrian Routes to Rail & Transit Technology Upgrades, including the construction of new active transportation accessibility links (sidewalks/trails), safety accommodations, bus stop amenities, transit technology upgrades, & job-housing balance policy applications for locations near four DART Blue Line light rail stations in the East Oak Cliff area of South Dallas for a total cost of \$43.75 million, 2) South Dallas County Inland Port Multimodal Connectivity, including the reconstruction of Belt Line Road, Sunrise Road, & Ferris Road for improved Inland Port multimodal capacity and access to/from IH 35E, IH 45, and Loop 9; the addition of 5.1 miles of new shared-use path

to link with existing Pleasant Run Road path; and Implementation pilot for Headlight construction management software for a total cost of \$82.53 million; and 3) International Parkway Advanced Mobility Program, including the reconstruction of aging International Parkway general purpose lane bridges and rebuild/reconfiguration of Terminal A/B ramps for right-side accessibility, to improve safety, reliability, and initiate advancement of the DFW Airport Autonomous Vehicle Corridor, for a total cost of \$50.9 million. April 14, 2022 was the submittal deadline for the FY2022 RAISE Grant Applications. Action will be endorsed at the April 28, 2022, Executive Board meeting. Additional information provided on the proposed path forward of the passenger rail extension into the hospital district in Fort Worth, Lancaster Fort Worth and IH 30 in Dallas in Electronic Item 5.

A motion was made to approve the allocation of new Regional Transportation Council funds in the amount of \$10,000,000 Congestion Mitigation and Air Quality Improvement Program funds and Regional Toll Revenue funds for South Dallas Improved Bicycle/Pedestrian Routes to Rail and Transit Technology Upgrades and \$12,530,000 in Surface Transportation Block Grant funds (including 4,270,000 TDCs) for South Dallas County Inland Port Multimodal Connectivity. Both projects were scheduled to be submitted for funding consideration through the FY22 RAISE Discretionary Grant Program. The action included the direction for staff to administratively amending the Transportation Improvement Program, Statewide Transportation Improvement Program, and other planning/administrative documents to include proposed projects, if selected for an FY22 RAISE Grant award. Dianne Costa (M); Michele Wong Krause (S). The motion passed unanimously.

6. **Avondale-Haslet/Burlington Northern Santa Fe Railway Grade Separation Funding Partnership:** Michael Morris presented a proposed partnership that would fund a grade separation at Avondale-Haslet Road and the Burlington Northern Santa Fe (BNSF) Railway line in the City of Haslet. The Regional Transportation Council (RTC), City of Haslet, Texas Department of Transportation (TxDOT), and Tarrant County have partnered to implement the Alliance, Texas/Haslet Accessibility Improvement Project. The project received a \$20 million Better Utilizing Investments to Leverage Development (BUILD) Grant in 2018, in addition to funds committed by the funding partners. The project includes 4-lane divided roadways on Avondale-Haslet Road/Haslet Pkwy from IH 35W to west of FM 156 and Intermodal Parkway from Avondale-Haslet to Transport Drive. Construction of the project is expected to be complete in the spring of 2024. With the recent selection of Avondale-Haslet Road in the City of Fort Worth as a Tarrant County Bond Program project, all improvements along the corridor have been funded except for a grade separation at Avondale-Haslet and the Burlington Northern Santa Fe (BNSF) rail line. The grade separation would address a mobility and safety issue at this intersection. School buses and emergency vehicles are often stopped at the rail line, and any pedestrians or bicyclists seeking to travel along the roadway must cross three tracks. Staff proposed that the RTC fund engineering and construction of the grade separation with \$14.5 million of Surface Transportation Block Grant Program (STBG) funds; Federal funds would be matched with a combination of funds from BNSF and Regional Transportation Development Credits; BNSF would contribute 10% of the project costs (currently estimated to be \$1.5 million); and the partnership would fund the final piece of a series of improvements to this critical east-west corridor and improve safety by ensuring that vehicles and pedestrians do not have to cross the railroad tracks at-grade. More information on the proposed funding partnership was provided in Electronic Item 6. Commissioner Fickes thanked Representative Krause for the hard work as well as the Superintendent Ryder Warren of Northwest Independent School District, who was also a

driving force and explained the magnitude of the problem, and Michael Morris for taking and running with the ball and scoring.

A motion was made for Regional Transportation Council to approve the proposed funding and Transportation Development Credits for the grade separation at Avondale-Haslet Road and the BNSF Railway line and direction for staff to administratively amend the Transportation Improvement Program/Statewide Transportation Improvement Program and other planning/administrative documents as needed to incorporate this funding. Gary Fickes (M); B. Glen Whitley (S). The motion passed unanimously.

7. **Fair Park Trail Loop:** Karla Windsor presented a request for funding for the southern portion of a shared use path loop at Fair Park, including improved access to the Dallas Area Rapid Transit Fair Park Station. RTC awarded \$1,603,876 to Dallas County in the 2020 Transportation Alternatives (TA) Call for Projects to construct the Fair Park/East Dallas Trail Phase 1 (north alignment). Dallas County's local match was \$1,069,250. The north trail alignment has challenges due to conflicts with the operations of large events in which access to the trail will need to be periodically closed. Therefore, the awarded federal Transportation Alternatives program funds would not be a good fit for the northern trail alignment. As such, a partnership for implementation: The City of Dallas and Fair Park First will replace the federal funds for the northern trail alignment and partner with Dallas County to build the project. The city will design and construct a connecting southern "loop" and coordinate with Dallas Area Rapid Transit (DART) to improve access to the Fair Park DART Station. Staff requested federal funding of \$8M for the southern alignment in exchange for the City and Fair Park First to fund the northern alignment. Funding will pay for both the engineering and construction phases. It will provide bicycle and pedestrian circulation along streets around the perimeter of Fair Park, improve safety at roadway crossings and access points to Fair Park, and connect with the surrounding community. Electronic Item 7 included an overview of staff recommendations and the funding requested for implementation by the City of Dallas. Councilmember Adam Bazaldua thanked everyone who has supported the project. He added that it is something that is collaborative with several different agencies and entities but also with the community and the community park that is being brought in with a lot of history that is going to connect a lot of work that is being put into the overall revitalization of Fair Park.

A motion was made to approve the award of \$8 million Congestion Mitigation and Air Quality Improvement Program funds and 1.6 million Regional Transportation Development Credits for the Fair Park Trail southern alignment to the City of Dallas; Return the \$1,603,876 in Transportation Alternatives (TA) funds to the regional pool to be awarded in the 2022 TA Call for Projects; and to administratively amend the TIP/STIP and other planning/administrative documents to incorporate these changes. Clay Lewis Jenkins (M); Adam Bazaldua (S). The motion passed unanimously.

8. **Mobility 2045 Update:** Development of the Mobility 2045 Update is currently underway, which includes a new financial plan, updated demographic forecasts, updated travel demand modeling tool, and necessary refinements to policies, programs, and projects in the current plan, Mobility 2045. Brendon Wheeler provided an overview of efforts to update Mobility 2045, including the results of the regionwide Nondiscrimination Analysis for the plan update, and also included a brief introduction to the air quality considerations for the plan update as part of the conformity determination following plan adoption. The Nondiscrimination Analysis for Mobility 2045 reviewed various metrics for protected classes compared to non-protected classes to ensure equity and non-disparate impacts in regional

long-range transportation planning; this analysis is updated for the Mobility 2045 Update, taking into account the new demographic forecast and draft project recommendations. Pressures potentially diminishing transportation revenue: electric vehicles, inflation, political action, natural resources, fuel efficiency, travel behavior, consumer habits, and telecommuting. Future revenue enhancements, such as a vehicle-miles travel fee for all vehicles or fee for technology as a transportation mode, may eventually replace gas tax as traditional revenue source and become new “baseline”; periodic state/federal limited infusions help but may be unsustainable over long term; and current baseline funding sources like the gas tax continue to diminish, requiring major improvements to our current revenue structure to maintain and grow our current transportation system. Brendon noted that the RTC has a history of looking ahead and using every tool in the toolbox for innovative transportation funding and staff is incorporating that kind of knowledge into our revenue plan for the Mobility 2045 Update knowing this body will be instrumental at the Regional, Federal, and State levels.

There are two phases of the Public Involvement Plan: input to inform the implementation of the plan between different plan updates and then strategic input for the actual development of the plan. Public involvement activities include public meetings, speaking engagements, outreach events, publications, press releases, social media, and development activities. Brendon highlighted one of the tools and some of the comments for the digital mapping platform, Map Your Experience: many comments for Bike/Pedestrians and Transit modes focus on lack of adequate accessibility with comments on Roadways focusing on traffic and safety. Electronic Item 8 provided an overview of the Mobility 2045 Update, including schedule and draft plan progress.

9. **Start of 2022 Ozone Season and Spring 2022 Car Care Awareness:** Jenny Narvaez and Jason Brown provided an update on the start of the 2022 air quality ozone season and upcoming spring 2022 Car Care Awareness campaign. The 2022 ozone season began on March 1 and will continue to November 30 for the North Central Texas Council of Governments nonattainment areas. The region continues to monitor and work towards compliance with ozone National Ambient Air Quality Standards (NAAQS). The region has been preparing to be reclassified to a stricter standard for both the 2015 and 2008 NAAQS and is also getting moved up from marginal to moderate under the 2015 standard and from serious to severe under the 2008 standard. The Car Care Awareness campaign provides education and outreach to vehicle owners and the public about proper vehicle maintenance practices. Current efforts are partnering with nonprofit organizations and vehicle repair shops throughout the region to provide focused outreach, providing Car Care Awareness digital toolkits and educational material to local governments and organizations upon request, updating the North Texas Car Care Awareness website with vehicle maintenance tips and making the online education materials available for download. As events become available within the ozone nonattainment region through partnering organizations, vehicle owners are invited to join and become more aware of how to properly maintain their vehicles, prevent potentially costly repairs in a timely manner, and feel better prepared to pass the State's vehicle inspection program. NCTCOG maintains the North Texas Car Care website at www.ntxcare.org and offers car care tips, other vehicle information, and posts upcoming event locations. More details can be found in Electronic Item 9. Mayor Daniel Alemán complimented staff for providing the materials in Spanish and asked if all documents are available in Spanish. Jason Brown responded that several other documents are provided in Spanish and that other language translations are available upon request.

10. **Fiscal Year 2023-2025 Disadvantaged Business Enterprise Goal Update:** Ken Kirkpatrick provided a summary of the Disadvantaged Business Enterprise (DBE) Program requirements and schedule for updating the DBE Participation Goal for FY2023-FY2025. Certain recipients of Federal funds are required to have a DBE Program and the North Central Texas Council of Governments (NCTCOG) is a recipient of those funds. Federal guidelines require an updated DBE Goal every three years (with the new goal due August 1, 2022). The current goal of 19.4% is active through September 30, 2022. In terms of high-level federal principals of the DBE Program, the basic component ensures non-discrimination or award of non-contracting activities that ensures a level playing field; it's tailored to meet Federal Law; ensures DBE firms meet required eligibility standards; helps remove barriers to DBE participation; and assists in development of firms to compete outside DBE Program. Currently NCTCOG's overall goal in the last three years has been 19.4%. Staff will be bringing back the proposed goal for the next three years in May, it will then be published for public comment, and then come back to RTC in the July time frame for consideration of approval. NCTCOG Executive Board action will be requested in July for submission to the Federal Transit Administration by August 1. Electronic Item 10 included additional details.
11. **Title VI Program Update:** Ken Kirkpatrick described updates to the Title VI Program and Language Assistance Plan. Both documents are necessary for compliance with federal civil rights requirements and must be adopted by the Regional Transportation Council. The Federal Transit Administration (FTA) requires Metropolitan Planning Organizations update their Title VI Programs every three years. The Title VI program identifies actions NCTCOG takes to ensure nondiscrimination based on race, color, and national origin, including limited English proficiency. The Title VI Program includes information on how NCTCOG monitors its transit subrecipients for Title VI compliance. The Language Assistance Plan describes how NCTCOG addresses the needs of residents whose native language is not English and who have a limited ability to communicate in English. A draft of the Title VI Program update is available at <https://nctcog.org/TitleVI>, and a draft of the Language Assistance Plan update is available at <https://nctcog.org/LAP>. Electronic Item 11 included additional details. Submittal deadline to FTA is May 31, 2022.
12. **Fiscal Year 2022 Multimodal Project Discretionary Grant (MPDG) Program:** Jeff Neal briefed the Council on the Fiscal Year (FY) 2022 Multimodal Project Discretionary Grant (MPDG) Program. This \$2.85 billion program solicits project applications for three funding opportunities: the National Infrastructure Project Assistance Grants Program (MEGA), the Nationally Significant Multimodal Freight and Highway Projects Grant Program (INFRA), and the Rural Surface Transportation Grant Program (RURAL). The Notice of Funding Opportunity (NOFO) combines three major discretionary grant programs in efforts to reduce burdens for State and local applicants, increase the pipeline of "shovel-worthy" projects now possible because of the Bipartisan Infrastructure Law (BIL), and enable US DOT to get a more comprehensive view of projects in development nationwide. Applications are due to the US DOT by May 23, 2022, for the following funding programs (with additional details provided in Electronic Item 12): The National Infrastructure Project Assistance (MEGA) Program will provide \$1 billion in FY2022 funding for major projects too large or complex for traditional funding programs. This is a new competitive grant program under the BIL. The Nationally Significant Multimodal Freight and Highway Projects Grant Program is a continuation of the existing Infrastructure for Rebuilding America (INFRA) Program, and it will provide \$1.55 billion in FY2022 funding for highway, bridge, freight rail, intermodal, and marine transportation projects of regional and national significance. The Rural Surface Transportation Grant Program (RURAL) will provide \$300 million in FY2022 funding

supporting projects to improve/expand rural area surface transportation infrastructure for increased connectivity and enhanced safety and reliability of people and freight movements to generate regional economic growth and greater quality of life. This is another new competitive grant for agencies in the region submitting projects, please be aware you must complete the www.grants.gov registration process, usually requiring two-four weeks for completion, prior to submitting applications. Agency requests to receive a letter of support from the RTC should be submitted to Kyle Roy by Thursday, May 12, 2022, at kroy@nctcog.org. FY2022 MPDG Grant Application submittal deadline is May 23, 2022. RTC action will be requested on May 12 and Executive Board Endorsement on May 26, 2022. Michael Morris indicated the importance of the implementation time frame for all of the projects, indicated on slide 8 of Electronic Item 12, as key to scoring the funding. The three highest priority projects were the IH 35E Southern Gateway, IH 635 East, and the US 380 Collin County projects according to the TxDOT-Dallas District.

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 in Electronic Item 13.3.
14. **Other Business (Old or New):** There was no discussion on this item.
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, May 12, 2022.

The meeting adjourned at 2:48 p.m.