

## MINUTES

### **REGIONAL TRANSPORTATION COUNCIL September 8, 2022**

The Regional Transportation Council (RTC) met on September 8, 2022, at 1:30 pm in the Transportation Council Room. The following members or representatives were present: Daniel Alemán Jr, Dennis Bailey, Rick Bailey, Elizabeth Beck, Gyna Bivens, Mohamed "Mo" Bur, J.D. Clark, Dianne Costa, Michael D. Crain, Theresa Daniel, Jeff Davis, Janet DePuy, Andy Eads, Raul Gonzalez, Rick Grady, Lane Grayson, Clay Lewis Jenkins, Ron Jensen, Carl L. Johnson, Pete Kamp (Representing Board Member, Mojoy Haddad), John Keating, Brad LaMorgese, Mike Leyman, Alison Maguire, B. Adam McGough, Cara Mendelson, Marc Myers (Representing Councilmember, Adam Bazaldua), Raj Narayanan (Representing Board Member William Meadows), Omar Narvaez, Matthew Porter (Representing Councilmember Chris Schulmeister), Jim Ross, Jeremy Tompkins, Oscar Trevino, Jr., William Tsao, Duncan Webb, B. Glen Whitley, and Michele Wong Krause.

Others present at the meeting included: Vickie Alexander, Melissa Baker, Berrien Barks, Natalie Bettger, Brandi Bird, David Boski, Jason Brown, Laura Cadena, Jack Carr, Molly Carroll, Angie Carson, Curt Cassidy, Lori Clark, Charles Covert, Caryl DeVries, Jerry Dittman, Chad Edwards, Maribel Gallardo, Gypsy Gavia, Christie Gotti, Zoe Halfmann, Paulette Hartman, Tony Hartzel, Robert Hinkle, Joel James, Major Jones, Travis Kelly, Dan Kessler, Gus Khankarli, Ken Kirkpatrick, Chris Klaus, Audrey Koehler, Dan Lamers, Eron Linn, Alonda Massey, Mindy Mize, Erin Moore, Elizabeth Mow, Jenny Narvaez, Michael Peters, John Polster, Greg Porter, Kelly Porter, James Powell, Vercie Pruitt- Jenkins, Guillermo Quintanilla, Carrie Rogers, Randy Skinner, Gary Slagel, Lynch Stanford Toni Stehling, Shannon Stevenson, Christopher Tolar, Brendon Wheeler, B.J. William, Brian Wilson, 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 Duncan Webb 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 August 18, 2022, Minutes:** The minutes of the August 18, 2022, meeting were approved as submitted in Electronic Item 2. B. Glen Whitley (M); Oscar Trevino (S). The motion passed unanimously.
3. **Consent Agenda:** The following items were included on the Consent Agenda.
  - 3.1. **Air Quality Funding Recommendations Related Environmental Protection Agency Program:** A recommendation for Regional Transportation Council (RTC) approval of funding recommendations for the North Texas Clean Diesel Project 2021 Call for Projects. The North Central Texas Council of Governments opened the North Texas Clean Diesel Project 2021 Call for Projects (CFP) through an Environmental Protection Agency National Clean Diesel Funding Assistance Program award. The CFP awards grant funds for replacements of on-road diesel vehicles and engines, nonroad diesel equipment, diesel transport refrigeration unit trailers, diesel drayage trucks, locomotive engines, and locomotive shore power installation in North Central Texas. One application was received by the CFP deadline of July 15, 2022. Staff completed review, quantified emissions, and developed project funding recommendations. This initiative is an extension of

clean vehicle efforts listed as Weight-of-Evidence in the current State Implementation Plan. Electronic Item 3.1.1 provides an overview of the call for projects and staff recommendations. Electronic Item 3.1.2 provides detailed project listings.

- 3.2. **Transit Strategic Partnership Summer 2022 Projects:** Staff requested Regional Transportation Council approval of funding recommendations to provide funding to STAR Transit for expanded transit service to the Cities of Cedar Hill and Duncanville through the Transit Strategic Partnership Program. In 2021, the Southern Dallas County Transit Study was finalized, focusing on the strategic implementation of transit and mobility services in a part of the North Texas region that has limited access to existing transit services. As recommended in the study, the North Central Texas Council of Governments (NCTCOG) began facilitating discussions in 2021 between STAR Transit and the Cities of Cedar Hill and Duncanville on potential expansion of transit service to each municipality. Each city submitted a proposal to NCTCOG's Transit Strategic Partnerships program requesting funding to be awarded to STAR Transit for the purpose of introducing pilot transit service that prioritizes seniors and individuals with disabilities. Requested funding will support a combination of demand response and STARNow same-day service for a pilot period of two years. Staff will request authorization to utilize existing Federal Transit Administration Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities program funds from the Transit Strategic Partnership Program in an amount not to exceed \$1,260,000 to support STAR Transit's expansion of services to the Cities of Cedar Hill and Duncanville. Additional details can be found in Electronic Item 3.2.

A motion was made to approve Items 3.1 and Item 3.2 on the Consent Agenda. Theresa Daniel (M); Daniel Alemán, Jr (S). The motion passed unanimously.

4. **Orientation to the Agenda/Director of Transportation Report:** Michael Morris highlighted items on the Director of Transportation Report. He began by presenting Safety comes first by proudly modeling the RTC Safety Vests for the RTC Members. All RTC members received a safety vest. Regional Transportation Council Bylaws Revision Subcommittee Report/agenda is provided in Electronic Item 4.1. Information on potential updates to the Bylaws will be provided in the months to come. The Council was briefed on Dallas Area Rapid Transit (DART) Board approval of \$214 million distribution of unallocated funds to service 13 area cities. Michael announced the publication across the State of the High-Speed Rail (Electronic Item 4.2). Michael briefed the RTC about the Legislative Program for the 88<sup>th</sup> Texas Legislature with the upcoming timeline and topics (Electronic Item 4.3). Rebekah will bring the Legislative program in October. Michael had a presentation to a couple of Police Chiefs that included greater Police enforcement of the roadway system. The remaining items were not presented.
5. **Fiscal Year 2022 Railroad Crossing Elimination Program:** Jeff Neal Jeff Neal provided the Regional Transportation Council (RTC) information regarding the Fiscal Year 2022 (FY22) Railroad Crossing Elimination Program (RCEP) and requested action to apply for a candidate project. Applications are due to US DOT by October 4, 2022, with a three-application limit. The funding categories are split up into different categories: Planning/NEPA/Design (\$18 million), Rural/Tribal – Construction (\$114.7 million), and Urban – Construction (\$440.6 million). The category for Urban funding is the largest. Project eligibility includes at-grade closure or safety/mobility solutions (technology, education, etc.); grade separation (via bridge, tunnel, embankment or combination

thereof); track relocation; add/improve devices, signals, signs, or other safety measures (with #2/#3 above); group of above-related projects, and planning/NEPA/Design (above projects). The purpose of the program is to fund highway-rail or pathway-rail grade crossing improvement projects to focus on enhancing the safety and mobility of people and goods preference for grade separations, closure of at-grade crossings through track relocation, and corridor-wide grade crossing improvements. An overview of RCEP Notice of Funding Opportunity (NOFO) details was provided, including the evaluation criteria: 1) technical merit (quality of work statement(s) and application materials; readiness/completion of prerequisites; applicant past performance, technical capacity, and funding; private-sector participation; qualifications/experience of key personnel/organizations; consistency with local, regional, and State planning documents [including freight]); 2) Project benefits (improved highway-rail/pathway-rail safety; proposals to grade-separate, eliminate, or close one or more highway-rail/ pathway-rail grade crossings; mobility improvements for both people and goods; environmental protection, emission reductions, and community benefits; access improvements for communities, emergency services, and economic opportunities; and optimizing contracting incentives to employ local labor). The RCEP Grant is similar to some other new USDOT grant opportunities where candidates for project selection may be impacted by eligible applicants, submittal limits, project readiness, and various merit criteria, and particularly in early rounds an east-west subregion imbalance may be observed. However, increased coordination, strategic project slotting, and a comprehensive effort among regional partners to get more projects through preliminary engineering and environmental clearance will greatly remove that imbalance. Evaluation and status of specific candidate road/rail grade separation projects were listed in Electronic Item 5. The grade separation proposed as NCTCOG's RCEP submittal is located in Dallas, the Prairie Creek Road/Union Pacific Railroad (UPRR) Grade Separation Project. The project will construct the Prairie Creek Road grade separation at the 4-track UPRR corridor just west of Mesquite Intermodal Facility, with non-federal funds of \$9,450,590 from the City of Dallas, \$3,241,000 from Dallas County, and \$1,500,000 from UPRR. Federal funds will consist of \$1,602,360 from a Congressional earmark, \$5,322,653 in Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds, and \$15,138,299 in requested RCEP Grant funds, with a total project cost of \$36,254,902. The RCEP schedule is as follows, RCEP Notice of Funding Opportunity (NOFO) was requested on July 6, 2022, and RTC action on September 8, 2022. NCTCOG Executive Board action is scheduled for September 22, 2022, and the Surface Transportation Technical Committee will be requested to endorse the candidate project on September 23, 2022. The RCEP submittal deadline (Grants.gov) is October 4, 2022.

A motion was made to approve the submittal of Prairie Creek Road/Union Pacific Railroad Grade Separation Project for funding consideration through the FY22 Railroad Crossing Elimination Program (RCEP) and administratively amending NCTCOG and State Transportation Improvement Programs (TIP/STIP), as well as other planning and administrative documents, to include the proposed project if selected for an FY22 RCEP Grant award. Daniel Alemán, Jr (M); Omar Narvaez (S). The motion passed unanimously.

6. **Safe Streets and Roads For All Regional Grant Application:** Kevin Kokes requested the Regional Transportation Council (RTC) approve an implementation project submittal to the Fiscal Year (FY) 2022 Safe Streets and Roads for All (SS4A) Discretionary Grant program. The Bipartisan Infrastructure Law (BIL) established the Safe Streets, and Roads for All (SS4A) discretionary program and US DOT has announced a Notice of Funding Opportunity (NOFO). There are two options to submit under the grant program, however,

we are only allowed one program for the region. The first option to submit under this grant program, is a planning grant for the development of a safety action plan and the second option is for implementation and construction project. The project proposed is the Martin Luther King, Jr. Blvd/Cedar Crest Blvd. corridor as a Safe Streets Implementation Grant. This Corridor is highlighted as a Primary Pedestrian Safety Corridor in the regional Pedestrian Safety Action Plan. The project will include implementation safety countermeasures to address the safety of all modes of transportation including motor vehicle, transit, bicycle, and pedestrians: Complete Street (context-sensitive) retrofit, Dallas Area Rapid Transit Bus Stops/Smart Shelters upgrades, and Technology upgrades. The Grant anticipated project budget is \$27,250,000, with a total Federal (SS4A) funding request of \$21,800,000, and a local match of \$5,450,000. Applications are due by September 15, 2022.

A motion was made for RTC approval of a regional implementation project grant application submittal to the Fiscal Year (FY) 2022 Safe Streets and Roads for All (SS4A) Discretionary Grant program. Janet DePuy (M); Michele Wong-Krause (S). The motion passed unanimously.

7. **Transportation Infrastructure Certification Program:** Brendon Wheeler Brendon Wheeler introduced two applicant technologies as an initial step in implementing the Transportation Infrastructure Certification Program: TransPod and JPods. Both technologies follow the requirements established by the Regional Transportation Council (RTC) as defined in Policy Position P22-02, Policy Support to Develop Process for the Innovative Transportation Technology Infrastructure Certification Program, including the utilization of the initial certification track or pilot corridor for eventual commercial service that fulfills a transportation need identified by the Mobility 2045 Update. He outlined the next steps for these two technologies within the Certification Program and requested action by the RTC to advance these proposals to interested local governments that may want to submit locations for the technology providers to consider. The purpose of RTC Policy P22-02 is to provide a transparent process for RTC coordination with providers and to ensure a level playing field for providers and local governments, along with periodic solicitation/opportunity for new technology applicants. The guiding principles of the Certification Program are: 1) potential projects must serve a long-range transportation need as identified in the Metropolitan Transportation Plan (MTP); 2) the technology developer is solely responsible for navigation of the certification process; 3) the North Central Texas Council of Governments will facilitate mutual cooperation between local governments and transportation entities where potential projects limits extend across multijurisdictional boundaries; and 4) local governments will consider contingency needs, implementation timeframe, and public use goals and expectations. Brendon provided an overview of the process for the Transportation Infrastructure Certification Program as identified in Policy Position P22-02: 1) NCTCOG staff will ensure technology solution conforms to policy guidance and long-range transportation need (MTP), 2) NCTCOG staff will brief RTC and RTC will take action on initiating the process, 3) Local government interest will be sought in submitting potential locations, 4) the technology provider will determine the preferred location to pursue, and 5) RTC will initiate development activities; NCTCOG staff to provide support. TransPod is developing a hyperloop system for longer-range travel of people and goods that is fully electric, can incorporate solar panels on top, pursuing certification in Canada and Europe, and is advancing a 185-mile project in Alberta with private financing with a sophisticated contingency plan in place (revert to high-speed rail). JPods is a personal rapid transit (PRT) system using overhead gondola-like pods (4 seats/pod) that is envisioned as a low-speed, grid network running along/within existing public right-of-way, is a fully electric and solar-powered system, is

advancing technology in several states with private funding, and proposes revenue-sharing agreement with local governments (up to 5% of gross revenue). If approved by the RTC, the next steps include staff developing a submittal package for interested local governments defining terms of submittal/application window. Local governments may submit potential sites for either technology during the application window. Staff is available for questions or to discuss opportunities on locations that may traverse multiple jurisdictions. Staff will arrange for a pre-submittal meeting with local governments and the technology provider to address detailed questions. Specific details were provided in Electronic Item 7. Mayor Pro Tem Gyna Bivens of Fort Worth asked if Bell Helicopter and Hillwood would be involved in this conversation in the future? Michael Morris answered any company and/or any technology can come, it's a level playing field.

A motion was made to approve RTC to initiate step 3 of RTC Policy P22-02 to allow local governments to submit potential locations of interest for TransPod or JPods to consider. Janet DePuy (M); Theresa Daniel (S). The motion passed unanimously.

8. **Federal Performance Measures Update:** Jenny Narvaez updated the Regional Transportation Council (RTC) on federally required performance measures. Observed progress for the measures were provided as well as proposed targets for the next reporting period. The targets are set in cooperation and coordination with the Texas Department of Transportation (TxDOT). The performance measures were originally introduced in the Moving Ahead for Progress in the 21st Century Act (MAP-21), was signed into law in the Fixing America's Surface Transportation (FAST) Act and carried through in the Infrastructure Investment and Jobs Act (IIJA). An update was provided on progress for the System Performance Freight, and CMAQ measures, commonly known as PM3, and Transit Asset Management. Rulemaking PM3 and Transit Asset Management was approved at the Surface Transportation Technical Committee (STTC) meeting on August 26, 2022, and at the Regional Transportation Council (RTC) meeting on September 8, 2022. The deadline for MPOs to submit Planning Management Forms to TxDOT is September 19, 2022. Transit Asset Management's upcoming measures milestone in October 2022 is to provide targets to TxDOT and the Federal Transit Administration. Jenny provided an update on the individual performance measures for PM3, interstate reliability, Percentage of travel on Interstates in the MPA meeting federal threshold for reliability measures predictability of travel times, higher values indicate improvement, measure has been steadily improving over time, somewhat impacted by COVID-19 pandemic, 2021 values returned to near normal, and the RTC continues to implement policies and programs aimed at maximizing the existing system capacity, reducing demand through implementation of travel demand management strategies, and strategically adding new Interstate capacity. As for the non-interstate reliability, Percentage of travel on Non-Interstates in the MPA meeting federal threshold for reliability, higher values indicate improvement, measures predictability of travel times, measure has been steadily improving over time, more significantly impacted by COVID-19 pandemic, 2021 values remain high, but expected to return to normal patterns over time similarly to Interstates. The RTC continues to implement policies and programs aimed at increasing traffic flow through signal timing coordination, implementing travel demand management strategies, and strategically adding new arterial street capacity. Peak hour excessive delay, hours of "excessive" delay experienced per capita on the NHS in an urbanized area now required for Dallas-Fort Worth-Arlington, Denton-Lewisville, and McKinney Urbanized Areas (2010 boundaries) - less data and stability for newer reporting areas, lower values indicate improvement, measure has been slightly improving over time, strongly impacted by COVID-19 pandemic, 2021 values remain lower, but analysis of 2022 data to date indicates a return to previous trends for Dallas-

Fort Worth-Arlington, the RTC continues to implement policies and programs such as robust incident management during peak hours, as well as providing other travel options such as express managed lanes, regional rail, and express bus service. Shannon Stevenson provided an update on the Transit Asset Management and Public Transportation Agency Safety Plans (PTASP). Transit Asset Management (TAM): Business model that prioritizes funding based on the condition of transit assets to achieve or maintain transit networks in a state of good repair. As required, regional targets were set in coordination with providers, RTC adopted initial regional TAM targets on December 14, 2017, Regional targets need to be either reaffirmed or updated targets need to be adopted for FY2023-2026, NCTCOG is actively working with providers to meet targets through the Cooperative Vehicle Procurement Program. Providers in the region employ a variety of methods to set targets and measure performance, most set targets based on overall performance of each individual asset category and type and use a mix of FTA and custom definitions for Useful Life Benchmarks, TXDOT (Transit Division) Group Plan contains 15% targets. NEW: 2021 Bipartisan Infrastructure Law added that USDOT now requires project sponsors for Fixed Guideway CIG applications to have made progress toward TAM targets. This is also a consideration for SGR Grant rail vehicle replacement applications. TAM target recommendation for large agencies, recommend maintaining previous targets for all asset categories and types, except Equipment, for FY2023-2026, Goals for Maintained Targets continue the consistent approach from the original adopted targets, encourage continued improvement for individual providers and the overall region, provide an aspirational goal to guide regional coordination and assistance in keeping critical transit assets and infrastructure in a State of Good Repair. TAM targets for smaller providers recommend new targets for all asset categories and types be adopted for FY2023-2026, goals for Proposed Targets, maintain strong performance in Infrastructure and Facilities asset categories provide targets that are closer to regional performance, while still encouraging continued improvement for individual providers, reflect the challenges transit providers face in replacing vehicles at or past ULB amidst supply chain and operational struggles. Public Transportation Agency Safety Plan (PTASP) Annual Progress Update - Targets have four-year time horizon, adopted in 2021 by RTC, to be met by 2025, most recent year of available data (FY 2020, "Year 1") has been calculated to determine progress toward the targets. Additional details and presented charts presented are located in the presentations for the September 8, 2022, RTC meeting on the NCTCOG webpage: [www.nctcog.org/rtc](http://www.nctcog.org/rtc).

A motion was made to approve 2024 and 2026 targets as presented for the following PM3 (System Performance, Freight, and CMAQ) measures: Interstate reliability, non-interstate reliability, peak hour excessive delay, truck travel time reliability, percent non-SOV travel, and total emissions reductions (NOx and VOC) and approve FY2023-2026 targets as presented for the following Transit Asset Management (TAM) measures: rolling stock (transit vehicles), equipment (support vehicles), infrastructure (rail track), and facilities (buildings, stations, park, and rides). Clay Lewis Jenkins (M); Theresa Daniel (S). The motion passed unanimously.

9. **Management, Operations, and Safety Program:** Christie Gotti briefed the Regional Transportation Council (RTC) on the latest efforts to extend existing and fund new Management, Operations, and Safety programs and projects every few years. Many are legacy projects that the RTC has funded for several years (Vanpool program, Mobility Assistance Patrol, etc.). The last review occurred in 2018-2019 and projects were funded through Fiscal Year (FY) 2022. In January 2022, the RTC approved funding for projects/programs that did not have sufficient existing revenues to continue without interruption through FY2023. Now, staff is requesting funding for FY2024-2026 projects

and programs. The purpose of the program provides funding in addition to Transportation Planning Funds (TPF) to conduct operations, planning, and implementation activities. Assigns resources for RTC priorities and air quality initiatives. Ensures existing programs and projects can be continued without interruption in FY2024-2026. Surface Transportation Block Grant (STBG), Congestion Mitigation and Air Quality Improvement Program (CMAQ), and regional funds will be proposed for the FY2024-2026 program. This ensures CMAQ and STBG funding is obligated in a timely manner. The Regional Safety Program supports the RTC's policy that not even a single death on the transportation system is acceptable, \$50 million of RTC-selected funds are proposed to be set aside for a regional safety program, and funding will cover FY2024-2026. The following safety categories are proposed: Freeway Operations Engineering and Intercity Connections (\$25 million), Bicycle/Pedestrian Engineering (\$10 million), Bicycle/Pedestrian Education (\$2 million), Speed Enforcement (\$7 million), Speed Education (\$2 million), and other (\$4 million). Management and Operation summary for the funding category; Planning Activities, Data Collection, and Engineering Activities with the RTC share of \$29.18 million, Air Quality Initiatives with the RTC share of \$10.25 million, Implementation/Operations Activities (e.g., Auto Occupancy, Special Events, Mobility Assistance Patrol) with the RTC share of \$46.63 million, Travel Demand Management/Transit with the RTC share of \$6.75 million, and Innovative Technologies with the RTC share of \$10.50 million that brings a total additional funds being requested to \$103.31 million. Additional details on proposed funding are a portion of the requested funding to be used by North Central Texas Council of Governments (NCTCOG) Staff to implement regional projects and programs. The balance will be passed through to other agencies in the region (for projects like the Vanpool Program, Mobility Assistance Patrol, etc.), and 70 percent of funding will be pass-through to transportation entities. Categories of expenditures: NCTCOG-Implemented (staff time) with M&O funding amount of \$43.11 million and Safety funding amount of \$5.57 million; Pass-Through to Local Transportation Agencies with M&O funding amount of \$60.20 million and Safety funding amount of \$44.43 million with a total of \$103.31 million of M&O funding amount and a total of \$50.00 million of Safety funding amount. Approval timeline; Surface Transportation Technical Committee's (STTC) Director's Report on August 26, 2022, an information item at the RTC meeting on September 8, 2022, Public meeting September 2022, STTC action on September 23, 2022, and RTC action on October 13, 2022. Michael Morris congratulated District Engineers, Carl Johnson and Mohamed "Mo" Bur, for being promoted to TxDOT Headquarters.

10. **Access North Texas Update:** Shannon Stevenson provided information on the 2022 Access North Texas, including a brief overview of outreach efforts and a summary of developed regional goals. Access North Texas is the regional public transportation coordination plan that aims to identify the public transportation needs of older adults, individuals with disabilities, low-income individuals and others with transportation challenges. It lists specific strategies to address needs and current challenges, eliminate gaps in service, avoid duplication of transit services, and meet federal and state requirements for transit coordination in the 16 counties. The plan is required to be updated every 4-5 years; since our region is in a nonattainment area, we are on a 4-year cycle. For this update, some key differences include conducting virtual outreach due to the COVID-19 pandemic, introducing a coding key to analyze the qualitative responses and comments, and outlining regional goals and then prioritizing strategies per county. Overall, the information identified through this plan can guide planning and funding decisions for transit over the course of the next several years. Access North Texas was last updated in 2018. Since then, regional patterns have implemented various strategies from that plan. Although there are more than these three, the listed

projects demonstrate the breadth of initiatives that have been implemented by partners. These projects include City of Arlington, Via Rideshare Service, DART, GoPass expansion and discount program, and My Ride North Texas 2.0. With all of the successful projects since 2018, we know there are still challenges. One large component to help us gauge the public transportation needs of individuals throughout the region is the public outreach. It started in April 2021 and the different methods are listed in Electronic Item 10. These efforts continued throughout the summer of 2021 and over 2,900 individuals and agencies were contacted for virtual meetings. Staff conducted 28 county-specific virtual meetings with 84 attendees, various one-on-one meetings, emails, and conversations. A public transportation survey in English and Spanish was offered and received over 1,500 responses from individuals and agencies. Staff supplemented outreach activities with data collection and analysis. Efforts included updating the Transit Accessibility Improvement Tool (TAIT), which is used to map potentially transportation disadvantaged populations and compare areas region-wide, staff collected and analyzed demographic information about population growth, limited English Proficiency status, and zero-car households for each county in the region, and it was identified the existing transportation providers in each county and shared information online via the regional Get-A-Ride Guide. All information was synthesized and developed goals to address needs across the entire region, as well as specific strategies for each county. The five overarching regional goals help guide efforts over the next four years to improve public transportation for seniors, individuals with disabilities, and low-income populations across the 16-county region. 1) Plan and develop transportation options by assessing community needs and challenges. 2) Implement services by enhancing transportation options and expanding where service gaps exist. 3) Coordinate with transportation providers, public agencies, and stakeholders to increase efficiencies. 4) Support public transportation recovery and growth. 5) Promote access and information about available transit. Our next steps are outlined as follows: document is posted online for public comment and final review of goals and strategies, incorporate feedback from committees and the public, upon approval, staff and regional partners will begin to implement strategies identified in the plan, and projects that seek funds through the Transit Strategic Partnership Program should address these updated goals and strategies that is required for those that seek funding under the Federal Transit Administration's Enhanced Mobility of Seniors and Individuals with Disabilities Program. An overall look at the project schedule as follows; Kick-off meeting on April 19, 2021, Public outreach and stakeholder meetings between April 2021 through September 2021, Data Analysis and Plan Development between October 2021 through June 2022, STTC Information on July 22, 2022, Public Input and comments in August and September of 2022, RTC Information on September 8, 2022, STTC Action on September 23, 2022, and RTC Action on October 13, 2022. The Draft plan is available at [www.AccessNorthTexas.org](http://www.AccessNorthTexas.org).

11. **Transit COVID Recovery Campaign Update:** Mindy Mize updated the Regional Transportation Council (RTC) on the Transit COVID Recovery Campaign, and how entities can become involved with the educational effort. The COVID-19 pandemic caused transit ridership to decline significantly in the North Texas region. Due to the decline, in November 2020, the RTC approved \$25 million in Surface Transportation Block Grant Program (STBG) funds for investments in transit in the COVID-19 Round 3 Infrastructure Program. In response to significant pandemic impacts, Dallas Area Rapid Transit (DART), Denton County Transportation Authority (DCTA), Trinity Metro, and the North Central Texas Council of Governments (NCTCOG) are coordinating an educational campaign. The campaign has three goals: 1) Ensure transit safety measures and technologies are understood by the public, 2) Increase trust in public transportation,

and 3) Increase ridership numbers. Phase one has two tactics, tactic one is to grow consumer confidence with branded communication elements developed and created to support health and safety protocols on transit such as a toolkit for local cities, counties, businesses, etc., on an online portal: [www.nctcog.org/transitrecovery](http://www.nctcog.org/transitrecovery), and advertising budget for DART, DCTA, and Trinity Metro. During tactic two, staff incorporated influencers by utilizing local media personalities, which aids in establishing trust between transit agencies and riders through social media, radio spots, and video. Phase two promotes tactic three which is “Transit is Your Friend”, which educates North Texans and the business community on incentives and benefits of using transit, such as saving money and reducing stress, and also continues using materials and messaging developed from Phase 1 as well as developing new messages. Tactic four is a campaign to increase ridership demand by implementing an event to promote and increase ridership and target new riders and riders whose transit passes have lapsed. The campaign schedule was highlighted. Part of Tactic four was supported during Air North Texas’ Clean Air Action Day on August 3, 2022. Specific details were provided in Electronic Item 11. As people reconnect to what they need, love, and aspire to achieve, public transportation will be there every step of the way. NCTCOG and transit staff need your help aiding in COVID recovery by spreading the word about the educational campaign. The campaign portal is [www.nctcog.org/transitrecovery](http://www.nctcog.org/transitrecovery). Mayor Pro Tem Janet DePuy of Richardson asked if NCTCOG sees the increase in ridership as a means of people going back to work or is the increase due to something else? Mindy Mize responded that NCTCOG staff is trying to determine if the rise in ridership is due to people going back to work and working on the data to see what is going to transpire with safety concerns in mind. Several questions regarding communications being translated into multiple languages as well as outreach be extended to multiple communities and in various languages to all segments including Spanish and Asian languages.

12. **Status Report on I45 Zero Emission Vehicle Corridor Infra Plan and National Drive Electric Week:** Lori Clark provided an overview of the completed IH 45 Corridor Zero Emission Vehicle (ZEV) Plan. Latest data on the status of electric vehicle (EV) adoption in North Texas and upcoming National Drive Electric Week events were also highlighted. As background on the IH 45 Corridor ZEV Plan, a grant award of \$80,000 was received from the Federal Highway Administration in May 2020 under the Alternative Fuel Corridor program. The key deliverables were stakeholder list and meetings from August 2020 to June 2022; a corridor workshop and ZEV Ride and drives display, which were held together on April 26, 2022; and finally, the Infrastructure Deployment Plan with Stakeholder Letter of Support due by August 31, 2022. The plan goals were to provide actionable recommendations to facilitate ZEV deployments including both battery electric and hydrogen fuel cell electric vehicle platforms, support future strategic initiatives such as autonomous vehicles, and engage a wide range of stakeholders. Infrastructure recommendations were focused on achieving corridor-ready status, which requires one qualifying EV charger every 50 miles and one hydrogen fueling site every 150 miles. As of February 2022, qualifying stations must be within one mile of the corridor exit and provide at least 4 CCS Connectors capable of providing at least 150 kw charging simultaneously. The current status of light-duty battery EV charging is a need to fill a 111-mile gap from Ennis to Madisonville, and two locations are recommended along IH 45 to meet this need. Staff has coordinated with TxDOT to ensure inclusion in the Texas EV Charging Plan. Infrastructure recommendations for heavy-duty vehicles were developed with a data-driven approach, following several technical criteria. Recommendations are to have 5 EV charging sites for medium- and heavy-duty vehicles in Houston, Huntsville, Buffalo, Corsicana, and near the UP-Intermodal Facility; and to provide 3 Hydrogen fueling sites in Houston, Buffalo, and near the UP-Intermodal

Facility. Estimated costs per site are \$600,000 for light-duty charging, \$6-\$18 million for heavy-duty charging, and \$6-\$26 million for heavy-duty hydrogen. Futureproofing and resilience recommendations include standardization, co-location of fuels, design to accommodate autonomous vehicles, and development of additional corridors, notably the Texas triangle. The presentation highlighted a mix of policy, regulatory, and incentive factors including momentum for ZEV projects from the federal level and a supportive local framework based on local climate actions plans. The plan inventories incentive programs and identifies key barriers and potential solutions for practical application. An immediate next step is to implement the light-duty site recommendations through the Texas EV Charging Plan, which is funded through the National EV Infrastructure Formula Program. Staff is also planning to leverage the stakeholder network for additional project planning for medium- and heavy-duty infrastructure projects. Opportunities include competitive grants through the Department of Energy and the \$2.5 billion discretionary grant program for charging and fueling infrastructure under the US Department of Transportation. National Drive Electric Week was highlighted, which occurs September 23 through October 2. Local activities include webinars as well as the main event is hosted by North Central Texas Council of Governments/DFW Clean Cities and the City of Dallas on October 2, 2022, 3-6pm at Dallas City Hall. A request was made for support promoting these events, and resources from a Partner Outreach Toolkit available online at [www.driveelectricdfw.org](http://www.driveelectricdfw.org) were highlighted. Additional details, tables, charts, and maps were provided on Electronic Item 12

13. **Engine Off North Texas**: Due to time constraints on a previous agenda item, this item was not presented and is postponed for a later date.
14. **Progress Reports**: Regional Transportation Council attendance was provided in Electronic Item 14.1 and Surface Transportation Technical Committee attendance and minutes in Electronic Item 14.2.
15. **Other Business (Old or New)**: There was no discussion on this item.
16. **Future Agenda Items**: There was no discussion on this item.
17. **Next Meeting**: The next meeting of the Regional Transportation Council (RTC) is scheduled for 1:00 pm, Thursday, October 13, 2022, in the Transportation Council Room of the North Central Texas Council of Governments.

The meeting adjourned at 2:58 p.m.