

MINUTES**REGIONAL TRANSPORTATION COUNCIL
August 10, 2023**

The Regional Transportation Council (RTC) met on August 10, 2023, at 1:00 pm in the Transportation Council Room. The following members or representatives were present: Bruce Arfsten, Dennis Bailey, Rick Bailey, Adam Bazaldua, Elizabeth Beck, Gyna Bivens, Alan Blaylock, J.D. Clark, Ceason Clemens, Dianne Costa, Michael Crain, Theresa Daniel, Jeff Davis, Andy Eads, Gary Fickes, Renee Franklin (representing Michael Evans), George Fuller, Raul Gonzalez, Barry Gordon, Mojoy Haddad, Clay Lewis Jenkins, Ron Jensen, Brandon Jones, Jesse Moreno (representing Cara Mendelsohn), Ed Moore, Omar Narvaez, Manny Ramirez, Jim Ross, David Salazar, Chris Schulmeister, Jeremy Tompkins, T. Oscar Trevino Jr., William Tsao, Chris Watts, Chad West, Cheryl Williams (representing Duncan Webb), and Michele Wong-Krause.

Others present at the meeting included: Vickie Alexander, Carli Baylor, Natalie Bettger, Brandi Bird, Alberta Blair, Stephanie Boardingham, David Boski, Jack Carr, Don Carroll, Molly Carroll, Angie Carson, Clarence Daugherty, Bob Dubey, Chad Edwards, Irby Foster, Carmen Garcia, Rebekah Gongora, Christie Gotti, Tony Hartzel, Amy Hodges, Joel James, Amy Johnson, Zachary Joseph, Travis Kelly, Dan Kessler, Ken Kirkpatrick, Tracey Knight, Dan Lamers, Christopher Lee, Eron Linn, Paul Luedtke, Dillon Maroney, Kit Marshall, Jon McKenzie, Erin Moore, Abigail Morradian, Michael Morris, Jeff Neal, Donald Parker, Michael Peters, John Polster, James Powell, Ezra Pratt, Vercie Pruitt-Jenkins, Randy Richardson, Tito Rodriguez, Kathryn Rotter, Gwen Schaulis, Walter Shumac, Devon Skinner, Randy Skinner, Gary Slagel, Toni Stehling, Shannon Stevenson, Lauren Trimble, Victor Vandergriff, Jennifer Villaire, Caroline Waggoner, Brian Wilson, Casey Wright, and Susan Young.

1. **Opportunity for Public 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. Irby Foster spoke on Agenda Items 4, 5, and 6. Written comments were provided and can be found in the Public Comments Report provided in the "Public Comments Report" on the Director's Report on the agenda.
2. **Approval of July 13, 2023, Minutes:** The minutes of the July 13, 2023, meeting were approved as submitted in Electronic Item 2. Oscar Trevino, Jr. (M); Theresa Daniel (S). The motion passed unanimously.
3. **Consent Agenda:** The following items were included on the Consent Agenda.
 - 3.1. **Local Match for Traffic Signal Initiatives:** Regional Transportation Council (RTC) approval to utilize RTC Local funds to support the local match requirement for the Regional Traffic Signal Enhancement Program was requested. Transportation Improvement Program (TIP) Project 11616 supports traffic signal initiatives and is funded with federal Congestion Mitigation and Air Quality Improvement (CMAQ) Program funds, State and local funds fulfill the match requirement, and local governments have provided some local match to support location-specific signal projects. North Central Texas Council of Governments staff requested use of RTC local funds in the amount of \$200,000 to support additional local match needs, including support for the regional-wide

traffic signal equipment inventory, and to administratively amend the Transportation Improvement Program, and other administrative/planning documents as needed.

A motion was made to approve Item 3.1 on the Consent Agenda. Elizabeth Beck (M); Chad West (S). The motion passed unanimously.

4. **Orientation to Agenda/Director of Transportation Report:** Michael Morris informed the Regional Transportation Council (RTC) about the insights to the quarterly report (Electronic Item 4.1) for the performance measures on the transportation system post COVID, and the induced roadway demand by returning to pre-COVID congestion levels. Michael mentioned that Rebekah Gongora provided a summary of approved transportation and air quality bills in Electronic Item 4.2. Michael briefed the Council on communication between the Dallas-Fort Worth Metropolitan Planning Organization and the Texas Department of Transportation in Electronic Item 4.3 and noted that action would be requested in Item 5. He mentioned that a letter was received from the Federal Communications Commission in regard to North Central Texas Council of Governments' (NCTCOG's) interest in the bandwidth to be used for safety and autonomous vehicles. At each RTC member's seat was a blue-sheeted item (4.13), referring to a press-release on the High-Speed Rail. NCTCOG has begun project development activities on a segment connecting Dallas, Arlington and Fort Worth, ultimately allowing seamless travel from Fort Worth to Houston. With Amtrak taking the lead in the Dallas-to-Houston segment, there is an opportunity to integrate these two corridors into one common vision – High-Speed Rail Version 2.0." Mayor Parker, City of Fort Worth requested a press release, and NCTCOG is working with the Mayors of Arlington and Dallas. Amtrak recently announced at-grade service from Dallas-Fort Worth to the East Coast via Atlanta. Michael mentioned that the Multipollutant Air Quality Improvement Strategies Workshop would be held on August 14, 2023, to discuss strategies to help the State of Texas meet the ozone standard (Electronic Item 4.5). He briefly went over the Auto Occupancy/High-Occupancy Vehicle Quarterly Subsidy report with more information provided in Electronic Item 4.6. Michael noted that communication has been received from Marc Williams, TxDOT Executive Director, on the managed lanes built on State Highway 183. Ceason Clemens with TxDOT requested to speak on Item 3, TxDOT/MPO Communication, on the Director's report by reiterating that TxDOT stands on ten percent and TxDOT is following House Bill 20, which says discretionary decisions are based on the biennial budget. Ceason added that it's easy to jump to the Unified Transportation Program (UTP) while trying to compare the two, essentially, it's ten percent of the biennial budget that was approved of \$37 billion, therefore \$3.74 billion of Category 12 funds will let for the next two years. There is a disagreement that Ceason feels will be worked out in time regarding the decrease on the internal document regarding the three funding of up to \$288 million of new funding towards United States (US) 380 and SPUR 399 this UTP update and brings both of the corridors to \$1.3 billion dollars. We need a lot more money than that. The Commission does recognize that it is a corridor of interest and is working towards it but it will take several Unified Transportation Program (UTP) cycles to obtain full funding. Ceason wanted to reassure everyone that the project development process is not slowing down on US 380. There's an environmental document that has the clearance on three of those, the fourth environmental document is scheduled for next month that will allow TxDOT to start right away on the McKinney bypass in Princeton, and shortly after that with the right-of-way and engineering fully funded. Ceason assured the RTC members that this is not slowing down TxDOT with the expectation of the project to advance on schedule. The remaining items were not presented.

5. **2024 Unified Transportation Program and Regional 10-Year Plan Update:** Christie Gotti presented proposed changes to the Regional 10-Year Plan Update including a funding exchange to advance the Interstate Highway 30 Canyon project, and other Texas Department of Transportation (TxDOT) projects statewide. This item was presented at the July Regional Transportation Council RTC meeting for information and was presented in August with minor changes for action. Texas House Bill (HB) 20 requires that Metropolitan Planning Organizations (MPO) develop 10-Year plans using performance-based planning and project selection methods, including projects funded with Category 2 (MPO selected), Category 4 (TxDOT District selected), and Category 12 (Texas Transportation Commission [TTC] selected) and updated annually in conjunction with the development of TxDOT's Unified Transportation Plan (UTP). Principles for the development of the Regional 10-Year Plan were presented in July but it was noted that staff held on to the RTC's normal principles of looking at the system and ensuring that the first few years of projects are fully funded. There are projects that are not fully funded but they are in the later years of the 10-Year Plan and staff will continue to work on those projects. The expectation is to fully fund existing projects before funding new projects while focusing on projects letting in the next 2-3 years. Historical allocations of Category 2, 4, and 12 funds since 2017 were provided, including some changes that were made since the May draft UTP listings were released to the regional funding allocations for Category 12. There was a \$480 million decrease in Category 12 funding on two projects, US 380 and Spur 399 in Collin County, bringing the regional total for Category 12 down to \$3.6 billion and total overall allocation funding for Category 2, 4, and 12, down to \$9.4 billion. A proposed Category 2/Category 12 funding exchange introduced at the June 2023 meeting was covered. There is currently too much Category 12 funding slotted statewide in the first few years of the UTP. To help resolve this issue, the region was asked by TxDOT Headquarters to trade out Category 12 funds on the IH 30 Canyon project in 2025 and replace that funding with Category 2 and Category 4 funds. An initial trade was proposed by the State, but NCTCOG staff proposed the following: Category 2 funding would be removed from four projects: 1) State Highway (SH)199 in Tarrant County (\$70 million), 2) SH 360 at Randol Mill in Tarrant County (\$70 million), 3) United States 380 in Collin County (\$150 million), and Spur 399 in Collin County (\$100 million) and placed on the IH 30 Canyon project. Category 12 funds would replace Category 2 funds removed from those projects. The RTC took action in July 2023 to approve the funding exchange noted above, and also directed staff to identify projects that had Category 12 funding reduced between the May 2023 and July 2023 UTP draft listings and to send TxDOT a letter relaying the RTC's position that funding should be formula allocated (i.e., more Category 2 and less Category 12). Staff notified RTC and Surface Transportation Technical Committee members on the two projects that had Category 12 funding reductions between the May and July 2023 draft UTP listings: 1) TIP 13070/CSJ 0135-15-002 (US 380 from JCT US 380/West University (West of McKinney) to JCT US 380/East University (East of McKinney) – reduction of \$128,804,305 and 2) TIP 552/SCH 0047-10-002 (Spur 399 from SH 5 to US 380 – reduction of \$361,039,376. Michael presented the policy elements discussed with the RTC at its July 2023 meeting. It was noted that TxDOT continues to underfund Category 2 and overfund Category 12, which resulted in Legislative hearings in 2023. This UTP was the first time Category 12 exceeded legislative limits in the draft UTP. Staff supported the proposed Category 2 and Category 12 trade to maintain commitments (even though it is working against Policy for more Category 2 funding). In regard to the recent loss in revenue from the draft to the proposed final UTP, staff's recommendation was to approve the trade and ensure that any projects that were previously funded with Category 2 and are part of Category 2/Category 12 trade do not have Category 12 removed in a future UTP and stated that the legislative intent of HB 20 will need to be clarified in the future. Michael explained that

the debate before the RTC was not whether the Commission could change the funding amount provided in Category 12, because they can since the Commission chooses those projects, nor was it that the region did not receive more money, it certainly did, nor is there a crisis situation between the RTC and TxDOT because the partnership is fine. Michael further explained that the deal was made based on the region receiving \$3.602 billion in Category 12 funding and staff's recommendation to the RTC was based on the information provided to staff from TxDOT and as staff to the RTC, he could not contradict any funding agreement that was previously approved by the RTC without its consent. Michael added that TxDOT should have notified the RTC that the funding amount had changed and asked the RTC if it was still in agreement with the deal. Ceason Clemens, District Engineer, TxDOT noted that the region has always been good partners with TxDOT and asked if the RTC would have made the agreement with the new funding amount. Ceason also added that the project swap provides a good opportunity to help advance the IH 30 Canyon project. Michael reiterated that there would not be a change to the agreement that permits IH 30 to proceed.

Maps showing the 10-Year Plan projects, their statuses, as well as other major capacity projects in the region were presented. TxDOT Public Involvement on the 2024 UTP began in July 2023 and continued in August 2023, and TTC approval of the 2024 UTP is anticipated in August 2023. Electronic Item 5.1 included additional information about the Plan, the previously approved Category 2/12 funding exchange to advance the IH 30 Canyon project, and the reduction of proposed Category 12 funds since the May 2023 draft listings. Electronic Item 5.2 contained the proposed list of planned projects for the Regional 10-Year Plan. Electronic Item 5.3 contained the 10-Year Plan projects that have let or been completed. Electronic Item 5.4 contained the previously requested letter to the TTC about the distribution of formula allocated Categories 2/4 vs. Category 12 funding.

A motion was made to approve the 10-Year Regional Plan project listings, which included the Category 12 Clear Lanes amounts under the Commission's selection authority as reflected in the July draft of the UTP for the following two projects: 1) US 380 (TIP 1307/CSJ 0135-15-002, and 2) SPUR 399 (TIP55287/CSJ 0047-10-002), and to administratively amend the TIP/Statewide Transportation Improvement Program (STIP) and other planning/administrative documents as needed to incorporate these changes. Andy Eads (M); Brandon Jones (S).

Following several comments from RTC members expressing concern regarding the removal of Category 12 funding and the lack of a commitment from TxDOT Headquarters regarding funding for US 380 and Spur 399, a "friendly amendment" was offered by Mr. Trevino to the motion to direct staff to transmit correspondence to the Texas Transportation Commission requesting the Commission's intent regarding funding for US 380 and Spur 399 in future iterations of the UTP. Judge Eads declined to accept the "friendly amendment". Mr. Trevino then made a formal motion to amend the original motion to add a direction to send additional communication to the Commission regarding its intention for US 380 and SPUR 399. T. Oscar Trevino Jr. (M); Ed Moore (S). Andy Eads, Barry Gordon, George Fuller, and Chris Watts voted against the motion to amend. The motion to amend was approved.

A vote was then taken on the motion as amended which was approved. Barry Gordon, Chris Schulmeister, and John Muns voted against the motion. Clay Lewis Jenkins abstained. The motion as amended passed.

6. **Fiscal Year 2023/2024 Multimodal Project Discretionary Grant Program:** Jeff Neal presented a request for Regional Transportation Council (RTC) approval of projects to be submitted for funding consideration through the Fiscal Year 2023/2024 Multimodal Project Discretionary Grant (MPDG) program. This \$5.575 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 MEGA program will provide \$1.8 billion in funding for major projects too large or complex for traditional funding programs. The INFRA program will provide \$3.1 billion in funding for highway, bridge, freight, rail, intermodal, and marine transportation projects of regional and national significance. The RURAL program will provide \$675 million in funding supporting projects to improve/expand rural area surface transportation infrastructure for increased connectivity and enhanced safety and reliability. Applications are due on August 21, 2023. Three projects will be submitted, including a resubmittal of the Dallas County Inland Port (DCIP) Multimodal Connectivity Project under both the INFRA and RURAL Grant programs, with all non-federal and federal funding amounts and sources identical to last year's MPDG application. The second project is a unique and transformative project regarding improved physical and technological infrastructure connections to and from the Alliance Texas Intermodal Hub in north Fort Worth. Various features like the State Highway (SH) 170/Intermodal Parkway direct connectors are shown with updated funding amounts including more Transportation Development Credits (TDCs) in addition to \$11 million in Regional Toll Revenue (RTR) funds to support the purchase of electric vehicles, contributions on the federal and non-federal side, and private partners contributing the majority with a new total cost of \$261,823,699. The third project, US 81/287 North Tarrant County Reconstruction Project, is requesting MEGA grant funds in addition to funds already identified through 2023/24 Unified Transportation Program (UTP) funds to build all proposed corridor improvements as a single construction phase. United States Department of Transportation (USDOT) grant opportunities considerations over multiple programs includes candidate selection impacted by eligible applicants, submittal limits, readiness, merit criteria, and previously submitted projects but making sure to keep the East/West balance. The FY2023/2024 MPDG application deadline for Grants.gov is August 21, 2023, and NCTCOG Executive Board endorsement is anticipated for August 24, 2023. Additional details were provided in Electronic Item 6.

A motion was made to approve the allocation of previous and new Regional Transportation Council funds for the 1) Dallas County Inland Port (DCIP) Multimodal Connectivity Project – \$12,530,000 in Surface Transportation Block Grant Program (STBG) funds and 4,270,000 Transportation Development Credits (TDCs), same as FY22 INFRA/RURAL, and 2) the Alliance Smart Port Deployment and SH 170 Connections Project – \$11,000,000 in Regional Toll Revenue (RTR) Denton County funds for six electric hostler vehicles and charging infrastructure, \$23,400,000 in STBG funds for engineering/ROW/Construction (SH 170) and signal optimization (Intermodal Parkway), and 2,680,000 TDCs as federal match for engineering/ROW (SH 170) and signal optimization (Intermodal Parkway). Approved funding would enable pre-construction activities to proceed, regardless of MPDG award, and the motion also included a request for any new funds from local/TxDOT partners, as specified. Finally, the motion would approve proposed projects to submit for funding consideration through FY23/24 MPDG Program and allow staff to administratively amend the Transportation Improvement Program/Surface Transportation Improvement Program, as well as other planning/administrative documents, to include proposed projects if selected for FY23/24 MPDG awards. Manny Ramirez (M); Dianne Costa (S). The motion passed unanimously.

7. **Ratification of Transportation Improvement Program Modifications:** Michael Morris requested ratification of revisions to the 2023-2026 Transportation Improvement Program (TIP) added late to the August 2023 TIP modification cycle at the request of Texas Department of Transportation (TxDOT) Dallas, along with the ability to amend the Unified Planning Work Program (UPWP) and other planning and administrative documents with TIP-related changes. TxDOT requested that six projects from the Regional 10-Year Plan be added. TxDOT requested this action in order to potentially expedite the projects from FY2027 or later into FY2024 or FY2025. Advancing some of the projects to earlier fiscal years is an administrative TIP change, some of the projects required changes to scope or funding to make them consistent with the Mobility Plan or the pending 10-Year Plan updates associated with the 2024 Unified Transportation Program. The six modifications, provided in Electronic Item 7, have been reviewed for consistency with the Mobility Plan, the air quality conformity determination, and financial constraint of the TIP, and received public involvement with the 10-Year Plan. were.

A motion was made to approve the ratification of revisions to the 2023-2026 Transportation Improvement Program (TIP) added late to the August 2023 TIP modification cycle at the request of TxDOT Dallas was requested, along with the ability to amend the Unified Planning Work Program (UPWP), and other planning and administrative documents with TIP-related changes. Theresa Daniel (M); George Fuller (S). The motion passed unanimously.

8. **Census Bureau Urban Boundary Update: Federal Transit Administration Designation Recipient Selection and Metropolitan Planning Organization Designated Status:** Ken Kirkpatrick requested for approval for the North Central Texas Council of Governments (NCTCOG) to serve as the Federal Transit Administration (FTA) designated recipient for the McKinney-Frisco Urbanized Area. US Census Bureau updates to urban areas resulted in McKinney-Frisco Urbanized Area being expanded and renamed on December 29, 2022. The Federal Highway Administration (FHWA)/FTA updated transportation management areas on June 5, 2023, for McKinney-Frisco (New), Dallas-Fort Worth-Arlington, and Denton-Lewisville. The McKinney-Frisco urbanized area needs to select a designated recipient by September 30, 2023, for apportionments beginning Fiscal Year 2024, that will be selected by the Governor, or designee (TxDOT) in cooperation with public transportation providers and the Metropolitan Planning Organization (MPO). The duties of the designated recipient will have principal authority to administer and provide oversight of FTA funds and make FTA funds available to eligible projects and entities. Staff recommended North Central Texas Council of Governments to serve as the designated recipient. The cities of McKinney and Frisco, by Council action, approved the recommendation that NCTCOG serve as the FTA designated recipient. Electronic Item 8 contained additional details.

A motion was made to approve the North Central Texas Council of Governments to serve as the designated recipient for Federal Transit Administration funds for the newly designated McKinney-Frisco Urbanized Area.

Dianne Costa (M); George Fuller (S). The motion passed unanimously.

9. **2025-2028 Transportation Improvement Program Development Kickoff:** Christie Gotti briefed the Council on the 2025-2028 Transportation Improvement Program (TIP) development process, expectations, and upcoming meetings. A new TIP is developed every two years through a cooperative effort between the North Central Texas Council of Governments (NCTCOG), the Texas Department of Transportation (TxDOT), local governments, and transportation authorities. The process includes reviewing all existing

projects and gathering information on additional locally funded projects of regional significance; making needed revisions to existing project scopes; schedules, and/or funding; then sending off to TxDOT and Federal Highway Administration (FHWA) for their review and approval. In order to streamline the process, meeting to discuss projects will be staff from appropriate departments, fiscal managers to answer questions about expenditures, agreements, and invoicing, as well as TxDOT staff will be present to help set realistic expectations and answer questions about the process. Christie highlighted that regarding project status updates, staff will request start and end dates in the following format: estimated dates (month and year) if phase has not been started/completed, actual dates (month and year) if phase has been started/completed, and dates provided must be realistic given the realities of project implementation steps as well as provided when the local match will be available. The status of agreements is another area Christie emphasized, that Advance Funding Agreements (AFA) with TxDOT are up to date, interlocal agreements with NCTCOG are reviewed, and invoices are timely. The TIP development is a large modification cycle, being a great venue for requesting changes to project scope or limits, funding changes, and changes to implementing agency. To summarize the process with focus areas: timely implementation of projects, requests for projects to be placed in the first year of the new TIP (FY2025), closing out completed projects with Regional Toll Revenue funds, and soliciting information on regionally significant projects being implemented with local funds. The schedule is as follows: meetings with implementing agencies (between August and October 2023), development of TIP listings and document (between August 2023 and February 2024), draft listings for Surface Transportation Technical Committee (STTC) (information in March 2024), draft listings – Regional Transportation Council (RTC) information, public meeting, and final listings and document for STTC action (April 2024), final listings and document for RTC action (May 2024), submit final document to TxDOT (Summer 2024), anticipate TxDOT Commission approval for Statewide Transportation Improvement Program (STIP) (August/September 2024), and anticipate federal/State approval for STIP (October/November 2024). Dan Kessler encouraged STTC members to take the TxDOT local government contracting course.

10. **Intermodal Transportation Hubs for Colleges and Universities Study**

Recommendations: Shannon Stevenson briefed the Council on the completion and key recommendations from the Intermodal Transportation Hubs for Colleges and Universities Study. The Intermodal Transportation Hubs for Colleges and Universities was launched in March of 2022 to investigate the potential for mobility hubs on and around college and university campuses throughout North Central Texas. The main deliverables were a Regional Mobility Hub Catalog and University of North Texas Mobility Hub Strategy. The study assessed existing and future transportation and demographic conditions around campuses to provide recommendations for mobility hub phasing, funding, and implementation. The project advisory committee held regular meetings in October 2022, on the campuses of the University of Texas in Arlington, Dallas College Cedar Valley Campus, and University of North Texas in Denton for on-campus public engagement. The survey was designed to understand the travel patterns, needs, and experiences on and around campuses, and the opportunities and barriers for mobility hubs with over 1,200 responses from a variety of campus affiliates. The methodology for siting all types of campus mobility hubs on and around campuses includes demographic and travel pattern data, transportation indicators, such as transit services, bike infrastructure, and parking facilities, and consideration of campus trip generators that could create demand for mobility hubs, such as residence halls, sports facilities, and other student activity centers. Funding and implementing mobility hubs' key principles included partnership, incrementalism, adaptability to changing conditions, and prioritization of equity and

affordability. In depth opportunities and recommendations are covered in the Funding Strategies and Implementations report. Next steps include following up with campuses and local governments on potential mobility hub projects, and being available for planning, funding, and implementation coordination and assistance based on study recommendations. For more information, go to [North Central Texas Council of Governments - Intermodal Transportation Hubs for Colleges and Universities Study \(nctcog.org\)](https://www.nctcog.org). Electronic Item 10 included additional information about the process.

11. **Unmanned Aircraft Airspace Awareness Pilot Program**: Ernest Huffman presented the North Texas Unmanned Aircraft Airspace Awareness Pilot Program, shedding light on its crucial aspects. The initiative aims to enhance pilot safety and promote transparency by addressing the challenges posed by unmanned aircraft in the region. This comprehensive program offers valuable insights for pilots and provides local governments with free application software and training. The North Central Texas Council of Governments (NCTCOG) has meticulously selected proposals from three distinguished companies to deliver a sophisticated toolset that empowers residents and businesses to engage in safe aerial activities. The tool offers real-time data on potential risks, local advisories, emergency alerts, and advanced flight planning features. Ernest highlighted that the Federal Aviation Administration (FAA) doesn't govern drone usage directly, prompting the need for this pilot program. NCTCOG's initiative bridges the gap by prioritizing safety and transparency. To achieve this, the vendors' solutions offer browser-based visualization and monitoring of airspace within jurisdictional territories. These tools facilitate the creation and dissemination of localized advisories for various operators, including governmental, commercial, and recreational users. The selected vendors bring with them essential capabilities, including the integration of diverse technology solutions and regional sensor data. This approach ensures a comprehensive platform that not only keeps the community informed about rules, regulations, and potential hazards but also fosters engagement. A significant aspect of this engagement is the incorporation of a live operational map on the official www.northtexasuas.com website, allowing seamless communication with the community. The pilot program spans two years, with a clear roadmap for its phases. In the initial phase, NCTCOG and participating cities will receive licenses for the platforms, enabling them to incorporate Unmanned Aircraft Systems (UAS) operations and promote platform adoption among citizens. The subsequent phase focuses on data sharing among platforms, thereby enhancing the overall airspace management capabilities in the region. For cities to participate, two designated points of contact (POC) are required (please select POC and send contact information to Ernest at ehuffman@nctcog.org by August 28, 2023. Each city will receive at least one free license from the providers, working closely with them through workshops and training sessions. The immediate next steps include identifying points of contact, attending vendor workshops at the end of August, selecting vendors for each city, obtaining licenses, and undergoing vendor training. Ernest drew attention to the upcoming regulatory change. Starting September 16, 2023, all drone pilots must adhere to the [Remote ID rule](#), requiring the broadcasting of the drone's location data. Recognized Identification Areas (FRIAs) are designated zones where drones can operate without Remote ID equipment. Ernest also announced an informative workshop that will be on August 11, 2023. This virtual event covers basic rule requirements, compliance strategies for government agency fleets, details about FRIAs, and the application process. Another briefing on the subject will be given at the next North Texas UAS Safety and Integration Task Force meeting from 10am to 12pm CST on August 29. All details were provided in Electronic Item 11.

12. **Metropolitan Transportation Plan Policy Bundle Round 5:** Amy Johnson presented results from the fifth round of the Metropolitan Transportation Plan (MTP) Policy Bundle, including the plan to distribute available Transportation Development Credits (TDCs). The MTP is a blueprint for the region's transportation system that responds to the region's goals and guides expenditure of federal and State funds with recommendations for programs, policies, and projects. The Policy Bundle takes 20 policies out of the plan, advances regional priorities, and rewards qualifying entities with TDCs. Amy briefed the Council on the process for the review of local government policies and recommendations for distribution of TDCs. Due to the Mobility 2045 Plan being updated, there are new policies included such as Comprehensive Air Quality Action Plan (CAP), Sustainable Tire Recycling, Equity, Asset Management, and Street Connectivity. Scoring has also changed, so TDCs are now allocated by points, and there are multiple points available for most policies. There were 17 applicants in Round 5 and 16 proposed awardees met requirements with a total of 26 million TDCs recommended to award. The remaining schedule is as follows: action will be requested at the August 25, 2023, STTC meeting and the September 14, 2023, RTC meeting, and formal notification of awards are anticipated in September/October. Electronic Item 12 included a draft recommendation for TDC distribution for successful policy bundle participants.
13. **Progress Reports:** Regional Transportation Council attendance was provided in Electronic Item 13.1 and Surface Transportation Technical Committee attendance in Electronic Item 13.2.
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 is scheduled for 1:00 pm, Thursday, September 14, 2023, in the Transportation Council Room of the North Central Texas Council of Governments.

The meeting adjourned at 2:46 p.m.