

**REGIONAL TRANSPORTATION COUNCIL**  
**May 13, 2021**

In accordance with the Texas Governor's March 13, 2020, Disaster Declaration which was renewed through June 4, 2021, and subsequent suspension of certain Texas Open Meetings Act provisions, the May 13, 2021, meeting of the Regional Transportation Council (RTC) was conducted as a videoconference via Zoom. Staff conducted a roll call of members and the presence of a quorum was confirmed. The following members or representatives were present on the videoconference: Tennell Atkins, Richard E. Aubin, Dennis Bailey, Mohamed Bur, Dianne Costa, Theresa Daniel, Jeff Davis, Andy Eads, Kevin Falconer, Gary Fickes, Barry L. Gordon, Rick Grady, Lane Grayson, Mojoy Haddad, Roger Harmon, Clay Lewis Jenkins, Ron Jensen, Carl L. Johnson, Brandon Jones, Jungus Jordan, John Keating, Laura Mackey (representing Mike Leyman), B. Adam McGough, Allan E. Meagher, Cara Mendelsohn, Robert Miklos, Cary Moon, Ignacio Nuñez, Philip J. Ritter, Chris Schulmeister, Mark Aldredge (representing Casey Thomas II), Jeremy Tompkins, T. Oscar Trevino Jr., Williams Tsao, Paul N. Wageman, Duncan Webb, B. Glen Whitley, W. Jeff Williams, and Ann Zadeh. Individual attendance was not taken for non-RTC member attendees.

1. **Opportunity for the Public to Speak on Today's Agenda: Consistent with HB 2840:**  
This item allows members of the public an opportunity to give input on agenda items. Regional Transportation Council Chair Roger Harmon asked if there were any public comments. No members of the public chose to speak.
2. **Approval of the April 8, 2021, Minutes:** The minutes of the April 8, 2021, meeting were approved as submitted in Reference Item 2. B. Glen Whitley (M); Theresa Daniel (S). The motion passed unanimously.
3. **Consent Agenda:** The following items were included on the Consent Agenda.
  - 3.1. **Changes to the 2021-2024 Transportation Improvement Program and Statewide Transportation Improvement Program Resulting from Statewide Financial Constraints:** Regional Transportation Council approval of revisions to the 2021-2024 Transportation Improvement Program (TIP) resulting from changes proposed by the Texas Department of Transportation due to a determination that long-term State funding plans were not financially constrained was requested, along with the ability to amend the Unified Planning Work Program and other planning documents with TIP-related changes. Proposed revisions were provided in Electronic Item 3.1.
  - 3.2. **Fiscal Year 2021 Education Campaigns for Transportation Initiatives: Phase 3:** Support to recommend North Central Texas Council of Governments Executive Board approval of up to \$326,000 in funding for Phase 3 education campaigns for transportation initiatives was requested. Benefits of the initiative were provided in Electronic Item 3.2.1. Information on Phase 3 Fiscal Year 2021 education campaign costs were provided in Electronic Item 3.2.2.
  - 3.3. **Regional Vanpool Program Modifications to Improve Overall Efficiency:** Regional Transportation Council approval of Regional Vanpool Program modifications to improve overall efficiency was requested. Updates included defined agency boundaries, temporary flexibility to the subsidy funding structure, and a regional cooperative vanpool procurement to create a more unified program. Details were provided in Electronic Item 3.3.

- 3.4. **Public Transportation Agency Safety Plan Performance Measures:** Regional Transportation Council approval of Public Transportation Agency Safety Plan regional transit safety targets was requested. Action also included approval of the revision of administrative documents, as appropriate, to address the safety targets. The proposed regional targets will be used to track and report on the region's performance through existing documents, such as the Metropolitan Transportation Plan, and will be used in the planning process to implement programs to improve transit safety. Details were provided in Electronic Item 3.4.

A motion was made to approve the items on the Consent Agenda. Richard Aubin (M); T. Oscar Trevino Jr. (S). The motion passed unanimously.

4. **Orientation to the Agenda/Director of Transportation Report:** Regional Transportation Council (RTC) Chair Roger Harmon, announced members of the nominating subcommittee: Chair Andy Eads, Vice Chair B. Adam McGough, Dianne Costa, Gary Fickes, George Fuller, Rick Grady, and Oscar Trevino. For the 2021-0222 term, a Vice Chair and Secretary must be nominated. Michael Morris discussed the loss of former Tarrant County Commissioner/Mayor of Hurst Bob Hampton and his contributions to the region. Also discussed was the upcoming Federal Certification Review of the Metropolitan Planning Organization Transportation Department, which will be held June 14-16, 2021. Mr. Morris highlighted information about the D2 project in Dallas. Details were provided in Electronic Item 4.3. In addition, he highlighted metrics from Changing Mobility: Data, Insights, and Delivering Innovative Projects during COVID Recovery. Travel behavior by mode was discussed, and he specifically noted that bicycle/pedestrian trips remained strong and freeway volumes have nearly returned to pre-pandemic levels. Aviation passenger numbers have continued to improve and transit ridership has leveled. Financial implications by category were also highlighted. Construction cost changes were also discussed and remained 12 percent lower than the previous year. Also highlighted was the status of projects being implemented in the region. He noted members were provided a map identifying projects funding as part of the COVID-19 Infrastructure Program and added that members could also access the information through the dashboard online. Details were included in Electronic Item 4.4 and available at [www.nctcog.org/pm/covid-19](http://www.nctcog.org/pm/covid-19). He also recognized North Central Texas Council of Governments staff who have recently received the Dwight David Eisenhower Transportation Fellowship through the US Department of Transportation: 2020 – Catherine Osborn and Rachel Jenkins and 2021 – Vivian Fung and Nicholas Allen. Mr. Morris also noted the current east/west equity percentages were provided in Electronic Item 4.5, and that staff would be working in the western subregion to help balance the percentages closer to the RTC-approved percentages. Cara Mendelsohn asked how east/west equity funding percentages were figured. Mr. Morris reviewed the east/west equity funding percentages for both Surface Transportation Block Grant Program and Congestion Mitigation and Air Quality Improvement Program funds. He noted that the RTC has a policy to track Texas Department of Transportation funding approvals that do not follow the current east/west formula allocations. Percentages are tracked over time, and adjustments are made to keep the allocations near the approved percentages. Ms. Mendelsohn asked if the percentages are updated based on Census data. Mr. Morris noted that review of the east/west funding split is included in the RTC Bylaws and that staff will bring back the east/west formula information (frequency reviewed and percentages) to members in the future. Information on Oklahoma legislation limiting liabilities for railroads allowing commuter rail was provided in Electronic Item 4.1, and information on the status of Texas Volkswagen Environmental Mitigation Program funding was provided in Electronic Item 4.2. The current Auto Occupancy/High-Occupancy Vehicle Quarterly Subsidy Report was provided in Electronic Item 4.6. Dallas-Fort Worth Clean Cities upcoming events were provided at <https://www.dfwcleancities.org/dfw-clean-cities-meetings> and current air quality

funding opportunities for vehicles were provided at <https://www.nctcog.org/trans/quality/air/funding-and-resources>. Electronic Item 4.7 contained the most recent information on the ozone season. The spring public of Mobility Matters was provided at <https://www.nctcog.org/trans/about/publications/mm/mobility-matters-spring-2021>. Additional comments were received for the March online input opportunity minutes, and the updated document was provided in Electronic Item 4.8. April online input opportunity minutes were provided in Electronic Item 4.9. The most recent Public Comments Report was provided in Electronic Item 4.10, recent correspondence in Electronic Item 4.11, recent news articles in Electronic Item 4.12, and recent press releases in Electronic Item 4.13.

5. **Approval to Terminate SH 360 Financial Backstop:** Michael Morris presented a proposal to terminate the SH 360 financial backstop as requested by the North Texas Tollway Authority (NTTA). In December 2013, the Regional Transportation Council (RTC) approved a financial backstop for repayment of the SH 360 Loan as part of the efforts to construct SH 360 South from approximately Green Oaks to US 287 as a toll facility. The NTTA has requested to repay the loan in full and transfer SH 360 South into the NTTA system. Repayment of the loan is part of a larger refinancing effort and is expected to lower the interest rate from 4.25 percent to approximately 3.25 percent for a savings of approximately \$50 million. There are two agreements related to the SH 360 South project. The first is a project agreement between NTTA and the Texas Department of Transportation (TxDOT) that is related to the \$300 million loan and the interest accumulated, for a balance of approximately \$330 million that NTTA would pay to TxDOT Headquarters. The second is a backstop agreement including TxDOT, NTTA, and the RTC. Repayment of the loan would release the RTC from the financial backstop for the project. In addition, NCTCOG previously set aside \$15 million as a contingency in case the loan backstop were utilized, so the \$15 million contingency funds could be released for project selection in the western subregion with Surface Transportation Block Grant Program funds. Other benefits include the elimination of possible SH 360 toll rate increases due to low project performance, potential for the next slate of SH 360 improvements beginning sooner, and consideration for some portion of the \$330 million being returned to the region by the Texas Transportation Commission in the next Unified Transportation Program. This would also allow the advancement of NTTA system landscaping for the project. Mr. Morris also highlighted items that were negotiated with local governments along the corridor. NTTA has agreed to extend the wayfinding sign pilot program from five to ten years. Negotiated terms also include the following corridor improvements by 2050: 360T Elbow, 360T widening, 360T/US 287 interchange, and 360T Section 2. If improvements are completed, revenue sharing will begin in 2053. If the improvements are not completed, revenue sharing would begin in 2050. Mr. Morris noted that NTTA has taken action to move forward with repayment of the SH 360 loan and that TxDOT was expected to take action soon. A copy of the draft Resolution Approving Termination of Regional Transportation Council Financial Backstop for the SH 360 Loan was provided in Electronic Item 5.1. Additional details were provided in Electronic Item 5.2. Mojoy Haddad thanked the Regional Transportation Council and all local governments involved in the SH 360 project and noted that this effort not only benefits the local governments and users of the SH 360 facility but the entire region. Other members also discussed the success of the project and the example of partnership to advance transportation in the region. A motion was made to approve the Resolution Approving Termination of Regional Transportation Council Financial Backstop for SH 360 Loan provided in Electronic Item 5.1. Ron Jensen (M); W. Jeff Williams (S). The motion passed unanimously.
6. **“Trade Fair” Partnership with Lubbock and Rio Grande Valley Metropolitan Planning Organization:** Ken Bunkley presented a proposal for potential trade partnerships with the Lubbock and Rio Grande Valley Metropolitan Planning Organizations (MPOs). As a result of

the large carry over balance of Surface Transportation Block Grant Program (STBG) funds, North Central Texas Council of Governments (NCTCOG) staff has been working on solutions to reduce the balance of funds to a more manageable level. Efforts include the Regional Transportation Council (RTC) Milestone Policy Round 2, as well as a quarterly project tracking effort to make sure the projects are moving along so that the funding obligates within the correct years. In addition, as part of the Regional-10 Year Plan this year NCTCOG staff will propose to advance projects currently funded with Category 2 funds with STBG funds instead. Staff has also been working on two “trade fair” partnerships to enable other regions to advance projects while implementing agencies in the Dallas-Fort Worth region get projects ready for construction. Background information regarding trade fairs was highlighted. In the past, the Texas Department of Transportation (TxDOT) coordinated among regions to expedite project delivery as a part of the development of the Unified Transportation Program (UTP). During that time, each region selected projects for inclusion in the UTP and TxDOT Headquarters would then hold periodic trade fair meetings during which regions of the state negotiated projects based on project readiness and funding availability. This enabled projects to proceed in the year in which funds were needed versus the year in which funds were individually available to any given region. One of the objectives of supporting this proposal would be to underscore that formula allocation at the State level is necessary to ensure equitable distribution of funding across the region. It also continues the long-standing tradition with other partners in the state, buys down carryover balances, and reduces risk within the region’s STBG program. A recent example of this type of funding partnership with the Alamo Area Metropolitan Planning Organization was highlighted. Mr. Bunkley noted staff proposed similar trade fair partnerships with the Lubbock and Rio Grande Valley MPOs. The Lubbock MPO has approached NCTCOG staff about a potential trade fair partnership between the DFW and Lubbock MPO regions. Currently the Lubbock MPO receives \$6 million of STBG funding per year. In order to cashflow two priority projects, the Lubbock MPO needs an additional \$10.5 million in FY2023 and additional \$10.5 million in FY2025 for two separate projects. Staff proposed the RTC loan the Lubbock MPO \$21 million in STBG cashflow in FY2023 and FY2025. In turn, the Lubbock MPO would transfer back \$21 million of STBG allocations over three years (FY2028, FY2029, FY2030) until fully repaid. The Rio Grande Valley MPO also approached NCTCOG staff about a potential trade fair partnership between the DFW and Rio Grande Valley MPO regions. The Rio Grande Valley MPO receives \$25 million of STBG funding per year. In order to cashflow priority projects, the Rio Grande Valley MPO needs an additional \$14.6 million in FY2022. Staff proposed the RTC loan the Rio Grande Valley MPO approximately \$14.6 million in STBG cashflow in FY2022. In turn, the Lubbock Rio Grande Valley MPO will transfer back \$14.6 million of STBG allocations in FY2026. A table documenting details of the trade fair partnership program for FY2022 through FY2030 was highlighted. Additional information was provided in Electronic Item 6. Duncan Webb asked if trade fairs put funded projects in the region at risk if payment is not returned or is delayed from the Lubbock or Rio Grande Valley MPOs. Michael Morris noted that trade fair partnerships are in the best interest of the region and the State to help ensure there is no loss of obligation authority for federal funds by reducing the balance of STBG funds. In addition, repayment elements will be included in agreements that minimize risk. Staff is also exploring the option for a three-party agreement including TxDOT since one project in the Lubbock MPO and one project in the Rio Grande Valley MPO are TxDOT projects. Chris Schulmeister asked why staff has not factored in the time value of money, which is common in these types of agreements. Mr. Morris noted that ordinarily RTC transactions would include the time value of money. However, if TxDOT had initiated a regular trade fair there would be no adjustment, so staff did not factor in the time value of money for the proposed trade fair partnerships. A motion was made to approve a trade fair partnership with the Lubbock MPO of transferring: \$10,500,000 in STBG cash flow/allocation in FY2023; \$10,500,000 in STBG cash flow/allocation in FY2025; receiving \$6,903,818 back in FY2028;

receiving \$6,994,465 back in FY2029; and receiving \$7,101,717 back in FY2030. Also included in the motion was approval of a trade fair partnership with the Rio Grande Valley MPO of transferring: \$14,578,845 in STBG cash flow/allocation in FY2022 and receiving \$14,578,845 back in FY2026. In addition, action included approval directing staff to enter into interlocal agreements with the Lubbock MPO and Rio Grande Valley MPO that outline the terms of agreement and to monitor the funds transfer agreement process at TxDOT to ensure that the terms of agreements are honored over time. Duncan Webb (M); Theresa Daniel (S). The motion passed unanimously.

7. **American Rescue Plan Act Transit Funding Allocations: Round 3:** Shannon Stevenson presented funding recommendations for the third round of emergency relief funding from the Federal Transit Administration (FTA), following the Coronavirus Aid, Relief, and Economic Security Act (CARES) and Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA), which in total provided approximately \$39 billion to the public transportation industry. The American Rescue Plan Act of 2021 (ARP) provides an additional \$30.5 billion nationwide in emergency funds to help alleviate the funding shortfalls to the nation's public transportation systems due to COVID-19. It also provides a small amount of funding through the Enhanced Mobility of Seniors and Individuals with Disabilities Program (Section 5310). Funding is provided at a 100 percent federal share and prioritizes funds for operational and payroll needs in response to COVID-19. Different than the other two funding programs, ARP funding must be obligated by September 30, 2024, and disbursed by September 30, 2029. The primary objective of the funding is to ensure public transportation agencies receive sufficient funding, combined with CARES Act and CRRSAA apportionments to equal at least 132 percent of the urbanized area's public transit operating costs. As the designated recipient of FTA urbanized area formula funds for North Texas, the North Central Texas Council of Governments (NCTCOG) is responsible for allocating the funds within the region. Available funding was highlighted, which includes approximately \$340.4 million for the Dallas-Fort Worth-Arlington Urbanized Area and \$14.1 million for the Denton-Lewisville Urbanized Area across both programs. Funding was also allocated for the McKinney Urbanized Area and will be administered by the Texas Department of Transportation. Qualifying recipients will receive funding based on their 2018 operating expenses. Emergency assistance funding for urbanized areas may not exceed 132 percent of 2018 operating expenses. Five transit providers fall below the 132 percent threshold: Dallas Area Rapid Transit (DART), the Denton County Transportation Authority (DCTA), Trinity Metro, Public Transit Services (PTS) who provides service in Parker and Palo Pinto counties, and STAR Transit who provides service in Kaufman, Rockwall, and a small portion of South Dallas counties. Qualifying recipients of Section 5310 funding will be awarded funds based on eligibility and overall need. While the RTC has discretion on and some flexibility on how to distribute the funds within the region, she noted staff believed the best approach to minimize exposure was to follow congressional desire. Allocation methodology tables were highlighted and included the 2018 operating expenses for all transit operators in the North Texas region, 132 percent of their operating expenses, how much funding was provided through the CARES Act and CRSSAA, as well as providers recommended for funding. Also highlighted was the total recommended COVID relief funding. The schedule for this effort was reviewed and details were provided in Electronic Item 7. Barry L. Gordon discussed the urbanized areas and asked if staff anticipated any changes to the urbanized areas as a result of the upcoming distribution of 2020 Census data. If changes were expected, he asked if there should be conditional approval of the item pending receipt of 2020 Census data. Ms. Stevenson noted that changes to the urbanize area boundaries were anticipated as a result of 2020 Census data but reminded members that the proposed funding was primarily for losses suffered due to the pandemic, not for future planning, and was based on 2018 operating expenses. Cara Mendelsohn asked if there was consideration given to requesting that transit agencies produce results with the funding provided. For

example, in areas where routes were reduced, routes must be reinstated to receive funds. She noted it was unsettling to her to provide money to transit agencies without knowing specifically how the funding would be used. Ms. Stevenson added that FTA has established funding requirements and prioritizes the use of funds for operational and payroll needs, with a caveat that the transit agency must prove that it has brought back all furloughed employees and be fully operational before the funds can be used for expansion of service or capital investments. Dianne Costa requested that the RTC support the funding recommendations. She noted that she understood the large sum of funding proposed for COVID-19 relief but explained that the agencies are restricted on how the funds can be used. She highlighted many efforts implemented by transit agencies in response to COVID-19 and the need to continue to ensure drivers and riders are safe. Jeff Davis asked if the calculation of operating expenses for the Trinity Railway Express (TRE) was divided equally between DART and Trinity Metro. Ms. Stevenson noted that staff has taken TRE operating expenses into account. DART reports all TRE operating expenses to the National Transit Database. Trinity Metro's portion of the TRE operating expenses was deducted from the DART operating expenses and then added to Trinity Metro. A motion was made to approve funding allocations from the American Rescue Plan Act of 2021 detailed in Electronic Item 7 and to recommend that staff revise administrative documents as appropriate to incorporate the additional funds. Theresa Daniel (M); Ann Zadeh (S). Cara Mendelsohn was opposed. The motion passed.

8. **Legislative Update:** Rebekah Hernandez provided an update on federal legislative actions related to transportation and air quality issues affecting the Dallas-Fort Worth area. Last month, President Biden proposed a \$2.3 trillion infrastructure plan that included \$571 billion for transportation. Since that time, Senate Republicans proposed a separate five-year plan totaling \$568 billion for spending on more traditional infrastructure that includes baseline spending. She noted President Biden continues to meet with leadership on each side to discuss differences. Regarding surface transportation reauthorization, it is uncertain which plan would move forward, but a new reauthorization bill is needed before September 30, 2021. On May 12, the House Transportation and Infrastructure Committee Chair said the committee intends to take up the bill before May 31 and would like to pass a bill before the July 4<sup>th</sup> holiday. In addition, 318 House members submitted earmarks totaling over 2,300 projects for consideration in a surface transportation bill. She also highlighted information about the American Rescue Plan, which is the COVID relief package approved in March 2021. The Treasury Department recently released an Interim Final Rule, fact sheet, and FAQs for states, cities, and counties to help meet their pandemic response needs. The guidance outlines the eligible uses and includes specific questions for which comments are requested, specifically on the uses of funding for public health, essential workers, and replacing lost revenue. Infrastructure funding is for water, sewer, and broadband, and entities should expect to receive the first half of funding by the end of May, approximately \$350 billion to states, counties, and cities. Allocation information is available on the US Treasury website. Ms. Hernandez also provided an update on State legislative actions. Related to the State budget, both the House and Senate have approved their own versions of Senate Bill 1 and appointed conferees to work out the differences between the versions. The Comptroller also recently released a revised biennial revenue estimate that includes a \$1.67 billion increase in general revenue. In addition, an additional \$500 million is expected to be transferred to the State Highway Fund. Bill topics related to the Regional Transportation Council (RTC) Legislative Program were highlighted. Related to transportation funding, SB 1728 would require a \$200 alternative fuel vehicle fee at the time of vehicle registration. The bill was approved in the Senate and is pending in House Transportation. HB 2219 would allow the Texas Department of Transportation to once again issue bonds from the Texas Mobility Fund and was approved in the House and then referred to Senate Transportation. HJR 99 would allow counties to use transportation

reinvestment zones. Since this is a constitutional amendment, if approved it would be on a November ballot for voter approval. Air quality bills were also highlighted. SB 1263 was approved in the Senate and received initial approval in the House on May 12. The bill would make changes to the Texas Emissions Reduction Plan (TERP) and would also require the Texas Commission on Environmental Quality to remit 40 percent of TERP funds held in the Trust Fund to the State Highway Fund for a newly created program for Congestion Mitigation and Air Quality projects in nonattainment areas. HB 2539 would authorize unused Low Income Vehicle Repair Assistance, Retrofit, and Accelerated Vehicle Retirement Program (LIRAP) funds to go back to the counties from which they were collected for Local Initiative Projects that consist of air quality and transportation improvements benefiting air quality. The bill was approved in the House and is pending budget language that would be needed to allocate the funds. She noted the safety bill that has seen the most movement was SB 1055 that would create harsher penalties for drivers who injure a pedestrian or road user in a cross walk. Related to high-speed rail, she noted that bills have been filed related to landowner rights or eminent domain. SB 726 recently went to the Governor for signature. Although the bill had some harmful amendments, the amendments were not attached when the bill was discussed on the floor. Mr. Hernandez noted that staff would continue to monitor legislative actions and provide updates to the Council.

9. **Dallas-Fort Worth High-Speed Transportation Connections Study:** Dan Lamers provided an update regarding the Dallas to Fort Worth High-Speed Transportation (DFW HST) Connections Study, which is being conducted as part of a larger effort to bring a high-speed transportation system to the region and State. The study is comprised of two phases. Phase 1 efforts will soon conclude and provide recommendations for alignments and modes that will be carried into Phase 2, the formal federal environmental analysis process. Evaluation of a wide range of corridors and alignments was conducted through a series of screenings, with the resulting recommendation of alignments along IH 30 recommended for Phase 2 efforts. Corridor options include an alignment adjacent to the IH 30 corridor, as well as alignment within the formal IH 30 right-of-way that could be incorporated as part of the IH 30 redesign efforts by the Texas Department of Transportation Fort Worth District. Further refinement of the alignments along IH 30 will be conducted, especially in the station areas of downtown Dallas, downtown Fort Worth, and in Arlington. Options to access downtown areas in Fort Worth and Dallas were discussed. As alignment options are reviewed, it will be important to ensure connection for the facility to continue southward towards the Austin, San Antonio, and Laredo areas and to connect with high-speed transportation from the Houston to Dallas project west through Arlington to Fort Worth. Specific recommendations for these alignments will be developed as part of the federal environmental study in Phase 2. A variety of modes were also analyzed as part of the study and ranged from conventional modes such as rail to emerging technologies like hyperloop. Mode options were also evaluated through a series of screening criteria to narrow the technologies that will carry into Phase 2. One of the criteria used evaluation of the modes was technology readiness, a concept developed by NASA to evaluate technologies for commercial application readiness. Two mode recommendations from the screenings were identified, hyperloop and high-speed rail. Recommendations have been presented in several formats and will be presented to a wider group of elected officials in the next week. Public and agency engagement efforts were highlighted, including meetings with elected officials, federal agencies, working groups, public engagement, and stakeholder meetings. In addition, he noted that an interactive online public comment tool was available at [www.nctcog.org/dfw-hstcs](http://www.nctcog.org/dfw-hstcs) and upcoming virtual public meetings are scheduled for noon on May 19 and 6 pm on May 20. The upcoming schedule for this effort was highlighted. Staff expects to begin Phase 2 efforts in late summer/early fall, with a 24-month deadline for the Phase 2 process. Mr. Lamers noted action on the alignment and mode recommendations to proceed into Phase 2 efforts will be requested at the July 8 Regional Transportation Council

(RTC) meeting. RTC Secretary Ann Zadeh asked if the upcoming virtual public meetings would include the same information presented at the RTC meeting. Mr. Lamers noted that additional details about the recommendations for modes and alignments will be presented at the public meetings. Ron Jensen asked if staff had a breakout of the Arlington section of the proposed alignment. Mr. Lamers noted that the area includes the three different alignments for IH 30, which will be determined in Phase 2 after further review of station locations, as well as SH 360 and SH 161 interchange options. Michael Morris noted that North Central Texas Council of Governments staff was aware the City of Grand Prairie is dealing with a proprietary situation and have asked the consultant to prepare information for Grand Prairie.

10. **Regional Pedestrian Safety Action Plan (2021):** Kevin Kokes presented elements of the draft 2021 Pedestrian Safety Action Plan for the 12-county metropolitan planning area, including goals and recommended policies. As background, he highlighted data from the Governor Highway Safety Administration that has documented over a 46 percent increase in pedestrian fatalities nationwide over the past decade as compared to the relatively modest increase of fatalities for all modes of transportation during that same time period. In fact, last year seven states in the country accounted for over 50 percent of pedestrian fatalities nationwide. Similar patterns in the Dallas-Fort Worth region are the reason why the Federal Highway Administration designated Texas as a pedestrian safety focus state and the Cities of Dallas and Fort Worth as focus cities. In addition, the Regional Transportation Council (RTC) has approved the regional safety position that even one death on the transportation is unacceptable and North Central Texas Council of Governments (NCTCOG) staff will be working with partners to develop projects, programs, and policies that help eliminate serious injuries and fatalities across all modes of travel. Mr. Kokes noted that an extensive amount of data was available for analysis to understand pedestrian crashes. Infographics providing a summary of some of the data were highlighted, with full details available in the Plan. Of note, individuals involved in pedestrian crashes tend to be younger adults in their 20s-30s, with approximately 70 percent of fatalities and serious injuries involving males. In addition, the majority of those crashes occur in non-intersections locations and tend to happen in dark lighting conditions or evening hours. Key elements of the Plan included the demographic and contributing factors analysis to determine who is involved in pedestrian crashes, how they occur, and crash density which was used to help coordinate with local entities to identify corridors with the highest frequency of documented crashes between motor vehicles and pedestrians for additional study and the implementation of safety counter measures. He noted the Plan also includes goals and policies in support of the RTC safety position, as well as an action plan to guide pedestrian safety projects and programs. An urbanized area map showing density pedestrian crash density in the urbanized area was highlighted, with the highest concentration of crashes occurs in the core areas of Dallas and Tarrant Counties, mainly Dallas and Fort Worth. Plans goals include the elimination of all serious injury and fatalities pedestrian crashes across the region by 2050, balancing the safety and needs of all users of the system, providing a high level of comfort for users of the system, integrating within roadway design the most direct facility alignments that prioritize safe pedestrian movements, and implementing all reasonable safety countermeasures to achieve adopted regional safety performance targets. A summary of the Plan policies was also provided that range from infrastructure and non-infrastructure policies related to educational programs and resources to implementation of safety counter measures in high crash density areas, as well as support state legislation related to pedestrian safety. In addition, action items within the Plan were highlighted, and focus on developing performance measures, monitoring the Plan and updating regularly, conducting roadway safety audits, coordinating with local governments at high density crash areas, and supporting the RTC Legislative Program related to safety. Mr. Kokes noted that details of the Plan goals, policies and action items were highlighted in Electronic Item 10 and also available in the finalized plan available at [www.nctcog.org/pedsafetyplan](http://www.nctcog.org/pedsafetyplan). The schedule for the effort was highlighted, which has

included several stakeholder meetings as well as information submitted through a public opinion survey conducted in 2019. Mr. Kokes noted the RTC would be asked to take action to endorse the Plan at its June 10, 2021, meeting. Staff will coordinate with various local governments over the next several months in areas that have been identified to have high concentrations of crashes and conduct roadway safety audits to help recommend safety counter measures to improve safety in these areas. Staff also anticipates requesting, as part of the Mobility 2045 Update, that the Plan be adopted by reference through integration into the Mobility Plan.

11. **Progress Reports:** Regional Transportation Council attendance was provided in Electronic Item 11.1, Surface Transportation Technical Committee attendance and minutes in Electronic Item 11.2, and the current Local Motion in Electronic Item 11.3.
12. **Other Business (Old or New):** Regional Transportation Council (RTC) Vice Chair Theresa Daniel asked if North Central Texas Council of Governments staff have a plan to return to in-person meetings in the near future. Michael Morris noted staff will meet with the new RTC Chair elected at the June 10, 2021, meeting to determine options for future meetings.
13. **Future Agenda Items:** There was no discussion on this item.
14. **Next Meeting:** The next meeting of the Regional Transportation Council is scheduled for 1:00 pm, Thursday, June 10, 2021.

The meeting adjourned at 3:05 pm.