

MINUTES

REGIONAL TRANSPORTATION COUNCIL July 13, 2023

The Regional Transportation Council (RTC) met on July 13, 2023, at 1:00 pm in the Transportation Council Room. The following members or representatives were present: Daniel Alemán Jr., Bruce Arfsten, Steve Babick, Rick Bailey, Elizabeth Beck, Gyna Bivens, Alan Blaylock, Roy Brooks (representing Gary Fickes), Ceason Clemens, John Cordary (representing David Salazar), Dianne Costa, Theresa Daniel, Jeff Davis, Michael Evans, Mojoy Haddad, Clay Lewis Jenkins, Ron Jensen, Brandon Jones, Brad LaMorgese, Long Pham (representing Raul Gonzalez), Cara Mendelsohn, Dan Micciche (representing William Tsao), Matthew Porter (representing Chris Schulmeister), Manny Ramirez, Jim Ross, Bobby Stovall (representing Dennis Bailey), Jeremy Tompkins, Scott Turnage (representing Oscar Trevino, Jr.), B.J. Williams (representing Ed Moore), Cheryl Williams (representing Duncan Webb), and Michele Wong Krause.

Others present at the meeting included: Sibhan Albert, Vickie Alexander, Valerie Alvarado, Micah Baker, Berrien Barks, Carli Baylor, Alberta Blair, David Boski, Jason Brown, Ken Bunkley, Molly Carroll, Angie Carson, Curt Cassidy, Lori Clark, Dina Colarossi, Paul Cristina, Clarence Daugherty, Brian Dell, P. Diaz, Bob Dubey, Luke Easterling, Chad Edwards, Brian Flood, Colby Furr, Gypsy Gavia, Rebekah Gongora, Christie Gotti, Tom Hammons, Delaney Hankins, Amy Hodges, Joel James, Shishti Juin, Blaine Kantra, Trans Kelly, Dan Kessler, Gus Khankarli, Ken Kirkpatrick, Andy Kissig, Chris Klaus, Brandon LaMone, Aaron Long, Jody Loza, Paul Luedtke, Stanford Lynch, Dillon Maroney, Steve McCullough, Kenna Mitchell, Erin Moore, Michael Morris, Mark Nelson, Donald Parker, John Polster, Kelly Porter, James Powell, Vercie Pruitt-Jenkins, Abbas Rastandeh, Catherine Richardson, Tito Rodriguez, Ashton-Bruce Rushhaven, Nannette Samuelson, Gary Shearod, Randy Skinner, Gary Slagel, Chelsey Smith, Toni Stehling, Shannon Stevenson, Lauren Trimble, Caroline Waggoner, Brendon Wheeler, Brian Wilson, Karla Windsor, Erik With, Casey Wright, Phil Yerby, 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. No members of the public chose to speak at the meeting or provide written comments.
2. **Approval of June 8, 2023, Minutes:** The minutes of the June 8, 2023, meeting were approved as submitted in Electronic Item 2. Theresa Daniel (M); Manny Ramirez (S). The motion passed unanimously.
3. **Consent Agenda:** The following items were included on the Consent Agenda.
 - 3.1. **August 2023 Transportation Improvement Program (TIP) Revisions:** Proposed modifications to the 2023-2026 Transportation Improvement Program (TIP) were provided in Electronic Item 3.1. These modifications have been reviewed for consistency with the Mobility Plan, the air quality conformity determination, and financial constraint of the TIP. The City of Dallas has taken action to approve the Metropolitan Planning Organization (MPO) Revolver portion of the Five Mile Creek/MPO Revolver partnership. The Five Mile Creek Bike Trail was approved by the Regional Transportation Council in June 2023 contingent upon City of Dallas action and is included in the August 2023 TIP

modification cycle as a previous action modification. The project will also be included in the final submission to the State.

- 3.2. **Federal Functional Classification System Amendments:** Ten proposed amendments to the currently approved Federal Functional Classification System (FFCS), including maps and tables detailing the proposed changes, were provided in Electronic Item 3.2. Inclusion in the FFCS is based on a roadway's purpose and functioning capabilities and determined eligibility for federal funding. Amendments to the FFCS occur as the function of an existing roadway changes, or as roadways need to be added due to construction, new developments, and shifts in demographic trends. Amendments involve the construction of new roadways and improvement of existing roadways resulting from a project development process involving NCTCOG staff, local governments, and external partners.

A motion was made to approve Items 3.1 and 3.2 on the Consent Agenda. Manny Ramirez (M); Jeremy Tompkins (S). The motion passed unanimously.

4. **Orientation to Agenda/Director of Transportation Report:** Michael Morris announced that the North Central Texas Council of Governments (NCTCOG) was awarded two competitive grants from the Fiscal Year 2023 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) program: 1) \$20 million for the East Lancaster Thoroughfare Street Improvement project and 2) \$25 million for the Dallas Area Rapid Transit (DART)/NCTCOG partnership with the Cities of Dallas, Richardson, and Plano to build bicycle/pedestrian improvements along the Cotton Belt Line. The Regional Transportation Council (RTC) has committed to build the entire project from Dallas-Fort Worth International Airport to the Eastern Plano Station. Michael noted that the Amtrak subsidy the Regional Transportation Council recently approved to pay for the last few months of Amtrak service from Dallas-Fort Worth to Oklahoma City will most likely not be needed. Due to increased ridership, falling fuel prices, and Burlington Northern/Santa Fe not providing the level of service necessary, the project will likely come in as originally budgeted. However, Amtrak has informed Michael that the amount of the subsidy that the Texas Department of Transportation (TxDOT) requested will not be enough for the next biennium. Michael will provide technical information to the Texas Legislature regarding a rider to seek additional funds for the next two years. The monies that the RTC committed to the Amtrak subsidy will be returned to the RTC's funding pot. The SH 183 managed lane project on the Eastern side of Tarrant County has been advanced with the private sector concession paying for the project; therefore, the RTC will not need to pay. DFW Airport seems to be moving ahead with building Terminal F and staff would like for SH 183 south of the Airport to be complete and open when the terminal opens. NCTCOG has received a positive response from TxDOT regarding its request to review and advance the managed lane project along SH 183. Michael noted the correspondence in Electronic Item 4.2 from the Texas Commission on Environmental Quality (TCEQ) with regard to air quality and in Electronic Item 4.8 with RTC testimony and support letters for improvements to IH 30 from IH 45 to Ferguson Road in Dallas. He also mentioned approval of IH 35W, from Tarrant County to the University of North Texas, and Spur 399 in Collin County, and noted work continues on seeking approval for US 380 in Collin County. NCTCOG and TxDOT offices have focused on clearing environmental projects to advance funding and this business model has been successful. Both offices will continue to get projects ready in order to proceed. Michael expressed appreciation to Ceason Clemens, TxDOT's Dallas District Engineer, for her service as she ended her tenure as Chair of the Surface Transportation Technical Committee (STTC). The STTC Officers for

the 2023-2024 term are Walter Shumac, III, P.E., Director of Transportation Services, City of Grand Prairie (Chair); G. "Gus" Khankarli, P.E., Director of Transportation, City of Dallas (Vice Chair); and Ricardo Gonzalez, Director of Transportation Planning and Development, Texas Department of Transportation, Fort Worth District (Secretary). For possibly the first time in the country, INRIX surveyed 7,800 signalized intersections in the Dallas-Fort Worth region with regard to the quality of the equipment that is in the traffic controllers. The NCTCOG Executive Board approved INRIX to provide an assessment of all the signalized intersections in the region. Staff hopes to determine whether the level of service at each signal is due to the age of equipment, level of congestion, lack of turn lanes, or some other reason. The resulting information will be used to help develop an aggressive plan to reduce congestion and improve safety. The 2023 Ozone Season updates were provided in Electronic Item 4.3, along with the new State Implementation Plans being developed for our region to be in compliance with our ozone standard. The remaining items were not presented.

5. **Dallas Area Rapid Transit – City of Dallas/Silver Line Policy Statement and**

Funding: Michael Morris requested Regional Transportation Council (RTC) approval for the last component of the Dallas Area Rapid Transit (DART) - City of Dallas mediation plan on the Silver Line. The mediation plan includes a final commitment of \$5.3 million and a RTC Policy Statement on future communication regarding the Silver Line Regional Rail project and the Cotton Belt Bicycle-Pedestrian project. Electronic Item 5.1 contained a table summarizing the overall mediation plan and elements presented in June. Electronic Item 5.2 contained the final components of the Silver Line enhancements. Electronic Item 5.3 contained a new RTC policy statement outlining the new communication plan for the Silver Line Rail and the Bicycle-Pedestrian elements.

A motion was made to approve of funding to support Dallas and Dallas Area Rapid Transit (DART) Resolution to advance the Silver Line Regional Rail Project: \$5.3 million in federal funds for DART and the City of Dallas as part of a ratification comprehensive resolution between the parties to advance the DART Silver Line Regional Rail Project. This funding is in addition to the \$15.4 million in federal funds that RTC approved in June 2023 for the Dallas Five Mile Creek Hike and Bike Trail. As part of this approval, the Regional Transportation Council requests all local governments, transportation providers, and their associated elected officials, board members, and staff to work in a coordinated and cooperative fashion to advance both the rail and trail elements of the Silver Line Regional Rail project as reflected in the regional Mobility 2045 Plan. Should future questions or issues arise, the RTC strongly encourages all parties to work collaboratively in a professional manner to expeditiously resolve. Cara Mendelsohn (M); Dianne Costa (S). The motion passed unanimously.

6. **Critical Transit Funding for Areas in Collin County:** Shannon Stevenson presented a request for Regional Transportation Council (RTC) approval of funding for the Collin County Rides Program to support the transition of transit services for seniors and individuals with disabilities in the Cities of Allen and Fairview. Staff was seeking to utilize up to \$1,800,000 total funds to support the transition of transit services in the cities of Allen and Fairview. The recommendation for funding included \$300,000 in RTC Local funds for the first year and subsequent operations to be funded with existing Federal Transit Administration (FTA) Section 5310 Enhanced Mobility of Senior and Individuals with Disabilities program funds. Participating cities will provide the local match. The current provider is Dallas Area Rapid Transit (DART); transit service was previously provided by Texoma Area Paratransit Systems (TAPS). DART's contract expires September 30, 2023, the initial contract expired September 2022, but the DART Board

granted a one-year extension while the cities looked for other options with the risk of threat for suspension of transit service leaving gaps in coverage with an anticipated service start-date of October 1, 2023, with evaluation of service and to possibly incorporate into the existing transit authority service area. While the North Central Texas Council of Governments continues working with Collin County and the Texas Department of Transportation to establish a Rural Transit District, staff requested RTC approval to continue transit service utilizing up to \$1,800,000 total funds. Additional details were provided in Electronic Item 6.

A motion was made to approve funding for the Collin County Rides Program by utilizing up to \$1,800,000 total funds (Regional Transportation Council Local: \$300,000; Federal Transit Administration Section 5310 funds: \$600,000; Local Match: \$900,000) for the Denton County Transportation Authority to continue transit service in the cities of Allen and Fairview, and administratively amend the Transportation Improvement Program and other planning/administrative documents as appropriate to incorporate these projects. Cara Mendelsohn (M); Dianne Costa (S). The motion passed unanimously.

- 7. South Dallas Inland Port Transit Funding:** Shannon Stevenson presented a request for funding for Dallas Area Rapid Transit (DART) to support transit services within the Southern Dallas Inland Port area. Service in the Inland Port area began through a partnership between the Inland Port Transportation Management Association (IPTMA), STAR Transit, and DART Mobility Service Local Government Corporation (LGC) with funding approved by the Regional Transportation Council (RTC). The \$1.5 million Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant was planned to help fund the GoLink services while IPTMA grew membership. The grant funding is delayed and not scheduled to start until the first or second quarter of Fiscal Year 2025 at the earliest leaving a federal funding gap of 15-18 months. IPTMA requested bridge funding in the amount of \$3,500,000 federal funds (Surface Transportation Block Grant (STBG Program), Congestion Mitigation and Air Quality Improvement Program (CMAQ), or Carbon Reduction Program Funding) for a two-year period, which will be a one-time request, to support increased demand while the LGC is established and the IPTMA restructures to secure more sustainable funding. The intent of the IPTMA and the Inland Port GoLink services was to provide workforce transportation to jobs throughout the Inland Port. With ridership increasing year after year, employers and staffing agencies are beginning to incorporate GoLink information for job fairs, new hires, and new employees reliant on public transportation to call IPTMA for routing. Since the UberPool integration, average weekday ridership has increased to 301 in March of 2023 with a temporary decline in UberPool ridership as a result of improper geofencing while working to add capacity to reduce reliance on UberPool. More details were provided in Electronic Item 7. Councilmember BJ Williams asked if there is any information regarding the economic impact the Inland Port is having on the surrounding area. Michael Morris responded that North Central Texas Council of Governments staff initiated a major initiative five years ago with a huge increase in economic development with Union Pacific Intermodal Facilities. NCTCOG will provide the economic impact of the Intermodal logistic hub in the Southern Dallas County area at a future meeting.

A motion was made to approve up to \$3,500,000 in federal funds (Surface Transportation Block Grant Program, Congestion Mitigation and Air Quality Improvement Program or Carbon Reduction Program funding) for the Silver Line Rail Project for a two-year period with 700,000 in Transportation Development Credits (TCDs) in lieu of local match as one-time bridge gap funding. Dallas Area Rapid Transit to transfer \$3.5 million in local funding to support transit in the Southern Dallas Inland Port area, and administratively amend the

Transportation Improvement Program and other planning/administrative documents, as appropriate, to incorporate this project. Cara Mendelsohn (M); Michele Wong Krause (S). The motion passed unanimously.

8. **Automated Transportation System Initiative and Modernization Pilot:** Brendon Wheeler presented a request for \$500,000 in Surface Transportation Block Grant (STBG) Program funding for the engineering design of a Las Colinas modernization pilot, and an additional \$500,000 in STBG funding for staff efforts to support all Automated Transportation System (ATS) pilot projects through Fiscal Year 2026. North Central Texas Council of Governments' (NCTCOG's) review of emerging technology innovations focuses on future proofing infrastructure, providing users with demand-responsive transportation, reducing long-term risks of obsolescence of infrastructure and utilizing solutions that do not require custom guideways to operate. The Regional Transportation Council (RTC) has already funded two pilot ATS projects – \$10,000,000 for a people movement application at the Dallas International District and \$11,000,000 for a cargo movement application between the Arlington General Motors Plant and the Union Pacific railhead – as well as \$375,000 for an ATS feasibility study in the Legacy Area in Plano. Based on the successful results of the ATS Development Study, Dallas County Utility and Reclamation District (DCURD) accepted NCTCOG's proposal to modernize a pilot segment of the existing Las Colinas guideway. The staff's recommendation for action was only for the engineering design; retrofitting the existing guideway and operating the pilot would be future phases to be considered by the RTC at a future date. Electronic Item 8 included a presentation summarizing the project. Mayor Steve Babick expressed his appreciation, support, and interest in what the future looks like on this engineering study that doesn't require that level of infrastructure that's going to be the key relative to the last mile. Michael Morris added that he believes the key will be the lightweight structures and vehicles, and the Las Colinas structure is more structure than is needed. He also noted that a pilot test will be conducted in the future.

A motion was made to approve of proposed funding for engineering/design of Las Colinas APT, staff time to support advancement of Las Colinas modernization pilot, International District ATS (People), GM/Arlington ATS (Goods), and general ATS planning, including procurement/management of consultant services, coordination with project stakeholders, and other project development activities for FY2025 – FY2026. The motion also included direction for staff to administratively amend the Transportation Improvement Program/Statewide Transportation Improvement Program (STIP), and update any administrative and/or planning documents, as needed to incorporate the project funding. Brad LaMorgese (M); Daniel Alemán Jr. (S). The motion passed unanimously.

9. **2024 Unified Transportation Program and Regional 10-Year Plan Update:** Christie Gotti briefed the Council on the proposed changes for the Regional 10-Year Plan Update, including a funding exchange to advance the IH 30 Canyon project, and other Texas Department of Transportation (TxDOT) projects statewide and requested Regional Transportation Council (RTC) approval for policy direction on TxDOT's proposed trade of Category 12 and 2 funds for IH 30. 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). Principals for the development of the Regional 10-year plan include the following: 1) project should be included in the Metropolitan Transportation Plan, 2) focus on "system" versus new, stand-alone projects, 3) fully fund existing projects before funding new projects while focusing on projects letting in the next 2-3 years, 4)

ensure equity of county allocations, 5) maintain toll lanes/toll managed lanes on selected corridors, 6) re-fund previously unfunded projects, 7) ensure all RTC projects were approved in 2024 Unified Transportation Program (UTP), (including “placeholders”), and 8) projects must be scored sufficiently to qualify for funding. Historical allocations of Category 2, 4, and 12 funds since 2017 were provided. A proposed Category 2/Category 12 funding exchange was introduced. 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 has been asked by TxDOT Headquarters to trade out Category 12 funds on the IH 30 Canyon project in 2024 and replace that funding with Category 2 and 4 funds. An initial trade was proposed by the State, but NCTCOG staff is proposing the following: Category 2 funding would be removed from four projects (SH 199 in Tarrant County [\$70 million], State Highway 360 at Randol Mill in Tarrant County [\$70 million], and United States Highway 380 [\$150 million] and Spur 399 [\$100 million] in Collin County) and placed on the IH 30 Canyon project. Category 12 funds would replace Category 2 removed from those projects. Christie highlighted work that is being done to track Category 2 and non-formula funds in each subregion and noted that more details on the region’s latest Category 2 carryover balance and non-formula tracking will be provided once coordination with TxDOT and funding decisions have been finalized. Maps showing the 10-Year Plan projects, their statuses, as well as other major capacity projects in the region were presented. The next steps in the process were covered. The 10-Year Plan is under public review in July 2023, and will be brought for action at the July 28, 2023, STTC meeting and the August 10, 2023, RTC meeting. TxDOT Public Involvement for the 2024 UTP is occurring in July 2023 and August 2023, and TTC approval of the 2024 UTP is anticipated to occur in August 2023. Electronic Item 9 included additional information about the process. Several RTC members expressed concern regarding the trade dilemma, the legislative position, competency, not being honored in the future, and the timeline.

A motion was made to approve 1) the proposal to help the Texas Department of Transportation (TxDOT) to balance out the over-programming of Category 12 in the first two years of the Unified Transportation Program, with a stipulation that any projects involved in this trade or previous trades (i.e., 2022 Southeast Connector trade) that previously had Category 2 funds on them cannot have the Category 12 funding removed later, 2) direct North Central Texas Council of Governments staff on behalf of the Regional Transportation Council to write a letter to the Texas Transportation Commission to consider rebalancing Category 2 and 12 funds, and 4) send the list of deferred projects to the RTC members. Cara Mendelsohn (M); Theresa Daniel (S). The motion passed unanimously.

10. **Fiscal Year 2024 and Fiscal Year 2025 Unified Planning Work Program:** Dan Kessler briefed the Council on the proposed FY2024 and FY2025 Unified Planning Work Program (UPWP). Development of the UPWP is a cooperative effort between the North Central Texas Council of Governments (NCTCOG) and its transportation partners. The UPWP inventories NCTCOG staff work activities to be performed between October 1, 2023, and September 30, 2025. A draft of the document was provided to the Texas Department of Transportation (TxDOT) for review in early June, with a copy provided concurrently to the Surface Transportation Technical Committee (STTC). The final document is due to TxDOT on July 31, 2023. The UPWP, required by the Infrastructure Investment and Jobs Act (IIJA), summarizes annual Metropolitan Planning Organization (MPO) funding, addresses regional and local projects, inventories planning and programming activities, and allocates available funds to specific tasks. Included in the document are five major tasks under which NCTCOG’s work activities will be carried out: Task 1 – Administration and Management; Task 2 – Transportation Data Development and Maintenance; Task 3 –

Short-Range Planning, Programming, and Operations; Task 4 – Metropolitan Transportation Plan; and Task 5 – Special Studies. Dan noted that there are 34 subtasks in the UPWP, and 28 active program area teams in the Transportation Department that represent 175 to 200 programs and projects with funding through 17 revenue sources and an estimated 170 federal grants. A funding summary of the federal formula Transportation Planning Funds (TPF) for FY2024 and FY2025 was presented. Available TPF are estimated to be around \$33.2 million, and expected expenditures for the two years is estimated at approximately \$28.5 million, leaving an approximate \$4.4 million to carry over to FY2026. In addition to Transportation Planning Funds, the UPWP also contains funding from numerous other grants and agencies, totaling about \$179 million in funding. Approximately 33 percent of the funding is passed through to other transportation agencies. Electronic Item 10.1 contained the Work Program policies that guide the allocation of these federal Transportation Planning funds. Electronic Item 10.2 contained additional information on the draft FY2024 and FY2025 UPWP. A draft of the document is available at www.nctcog.org/trans/study/unified-planning-work-program. A draft RTC resolution for action was provided in Electronic Item 10.3.

A motion was made to approve the FY2024 and FY2025 Unified Planning Work Program (UPWP), including reaffirmation of the UPWP Policies contained in Exhibit I-8 (Electronic Item 10.1) of the Work Program. The motion also included direction for staff to administratively amend the Transportation Improvement Program, and other administrative/planning documents, as appropriate, to reflect the approved projects. Brandon Jones (M); Theresa Daniel (S). The motion passed unanimously.

11. **Federal Performance Measures: PM2 Condition Targets for National Highway System Pavement/Bridge Assets:** Jody Loza requested Regional Transportation Council (RTC) approval to support new statewide pavement and bridge condition (PM2) targets for National Highway System (NHS) pavement and bridge assets, in accordance with existing and updated rulemaking for required federal performance measures (PM2). For this new four-year performance period (starting in 2022), condition measurements for non-Interstate NHS segments are now identical to Interstate NHS, as a result of the inclusion of cracking, rutting, and faulting metrics with the International Roughness Index (IRI). Though pavement roughness had often been judged as a critical link between user satisfaction (comfort/safety) and performance, roughness (IRI) alone had resulted in overestimation of poor condition pavements. Jody presented charts comparing statewide pavement/bridge good and poor condition observations and targets during the first performance period with the most recent observations and new 2024 and 2026 targets for the second performance period. Similar charts were also presented describing regional observations and trends but were further broken down among the additional non-Interstate NHS classifications mentioned above (for pavement assets only). The schedule for PM2 target decision making was highlighted; deadline for MPOs to report whether they will agree to plan/program contributing to affirmed Texas Department of Transportation PM2 targets or commit to new quantifiable PM2 targets for the Metropolitan Planning Area (MPA) is August 9, 2023.

A motion was made to support new statewide “good condition” and “poor condition” National Highway System (NHS) pavement and bridge targets in accordance with existing and updating rulemaking for required federal performance measures (PM2) for 2024 and 2026, collaborate to plan/program projects contributing toward accomplishment of pavement/bridge goals via the following actions: North Central Texas Council of Governments (NCTCOG) will continue to work with local governments on annual monitoring and expediting improvements for identified NHS Off-System Arterials in “poor

condition”, and continue to work with TxDOT/local governments on annual monitoring and expediting improvements for identified NHS Bridges in “poor condition”. Michele Wong Krause (M); Theresa Daniel (S). The motion passed unanimously.

12. **Department of Energy Grant Proposal:** Lori Clark presented a request for the North Central Texas Council of Governments (NCTCOG) to pursue a competitive grant opportunity from the Department of Energy (DOE) Joint Office of Energy and Transportation “Ride and Drive Electric” to develop a regional plan to improve the resilience of electric vehicle charging infrastructure. The plan would seek to improve continuity of operation in the event of electric grid interruptions and incorporate a demonstration project. The proposal is for NCTCOG to lead regional submittal, along with partners Oncor Electric Delivery, Dallas Fort Worth International Airport, North Texas Innovation Alliance, and others to develop a regional plan to request maximum funding in the amount of \$1.5 million federal funds with up to \$375,000 Regional Toll Revenue (RTR) funds as match. The concept paper was submitted June 16, 2023, with “Encouraged to proceed” to full proposal as of June 27, 2023, and proposals are due July 28, 2023, with selection expected September 2023. In addition, NCTCOG, in its role as host agency of Dallas-Fort Worth Clean Cities, has been asked to partner with as a subrecipient in five proposals. Two proposals require no matching funds. Staff proposed to provide the required dollar-for-dollar match using up to \$250,000 in Regional Toll Revenue funds for one proposal to be led by Dallas College. Partnership in the final two proposals would be contingent upon matching funds being secured from other organizations to cover the required match for NCTCOG participation. Concept papers were submitted June 26, 2023, Concept paper notifications are expected July 14, 2023, and full proposals are due August 11, 2023. More information was available in Electronic Item 12. The presentation also included a summary of DOE awards recently announced from the previous fiscal year competition. Lori noted the proposal submitted by Dallas College (Topic 13) regional collaboration with Tarrant County College and Collin County College to develop EV technician certification curricula to add to existing automotive programs with up to \$250,000 federal funds with up to \$250,000 to be provided through RTR funds as match.

A motion was made to approve the submission of a regional proposal to develop a resilient electrical vehicle (EV) charging plan, seeking \$1.5 million in Department of Energy (DOE) funding and providing up to \$375,000 Regional Toll Revenue (RTR) funding as match; and to participate as a subrecipient in five additional proposals 1) partnering with Dallas College to receive up to \$250,000 DOE funds and provide up to \$250,000 RTR as matching funds, 2) Louisiana Clean Fuels to receive DOE Funds with no match required, 3) Interstate Renewable Energy Council to receive DOE funds with no match required), 4) University of Texas at Dallas, contingent on securing required match, to receive up to \$250,000 with up to \$250,000 match required, and 5) On the Road Garage, contingent on securing required match, to receive up to \$250,000 with up to \$250,000 match required. Michael Evans (M); Theresa Daniel (S). The motion passed unanimously.

13. **Census Bureau Boundaries – Federal Transit Administration Designated Recipient:** Ken Kirkpatrick provided a status report on the recent Census Bureau update to urban area boundaries impacting the Dallas-Fort Worth (DFW) region: 1) recent discussions with the Cities of Frisco and McKinney on Federal Transit Administration (FTA) Designated Recipient and 2) the latest information on Transportation Management Area (TMA) implications. 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)/Federal Transit Administration (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 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 recommends North Central Texas Council of Governments to serve as the designated recipient. The anticipated schedule: McKinney City Council on July 18, 2023; action will be requested at the STTC meeting on July 28, 2023; RTC meeting on August 10, 2023; and NCTCOG Executive Board meeting on August 24, 2023. Additional details provided in Electronic Item 13.

14. **Progress Reports:** Regional Transportation Council attendance was provided in Electronic Item 14.1 and Surface Transportation Technical Committee attendance 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 is scheduled for 1:00 pm, Thursday, August 10, 2023, in the Transportation Council Room of the North Central Texas Council of Governments.

The meeting adjourned at 2:53 p.m.