

MINUTES

REGIONAL TRANSPORTATION COUNCIL February 9, 2023

The Regional Transportation Council (RTC) met on February 9, 2023, at 1:00 pm in the Transportation Council Room. The following members or representatives were present: Steve Babick, Dennis Bailey, Rick Bailey, Adam Bazaldua, Elizabeth Beck, Gyna Bivens, Tandy Boroughs (representing Daniel Alemán Jr.), J.D. Clark, Ceason Clemens, Dianne Costa, Michael Crain, Theresa Daniel, Jeff Davis, Janet DePuy, Andy Eads, Michael Evans, Gary Fickes, Raul Gonzalez, Barry Gordon, Rick Grady, Lane Grayson, Mojoy Haddad, Brianna Hinojosa-Smith (representing Brad LaMorgese), Clay Lewis Jenkins, Ron Jensen, Pham Long (representing Jim R. Ross), B. Adam McGough, Cara Mendelsohn, Ed Moore, David Salazar, Chris Schulmeister, Jeremy Tompkins, Oscar Trevino, William Tsao, Chris Watts, Duncan Webb, Chad West, and Michele Wong Krause.

Others present at the meeting included: Vickie Alexander, Christina Anderson, Micah Baker, Tom Bamonte, Berrien Barks, Allie Beedle, Natalie Bettger, Brandi Bird, Alberta Blair, David Boski, Tanya Brooks, Jack Carr, Molly Carroll, Angie Carson, Curt Cassidy, Hexel Colorado, Jeff Coulter, Paul Cristina, Clarence Daugherty, Caryl DeVries, Andria Dotson, Chris Dyer, Chad Edwards, Marcia Etie, Kevin Feldt, Carmen Garcia, Rebekah Gongora, Anne Hagan, Tony Hartzel, Richard Iggyruz, Joel James, Travis Kelly, Dan Kessler, Gus Khankarli, Tony Kimmey, Ken Kirkpatrick, Chris Klaus, Tracey Knight, Michael Knowles, Dan Lamers, Sonya Landrum, Eron Linn, Stanford Lynch, Jon McKenzie, Mary McPherson-O'Shaughnessy, Mindy Mize, Erin Moore, Jeff Neal, Mark Nelson, Donald Parker, Michael Peters, John Polster, Kelly Porter, James Powell, Vercie Pruitt-Jenkins, Guillermo Quintanilla, Tito Rodriguez, Ryan Sartor, Toni Stehling, Lauren Trimble, Caroline Waggoner, Brendon Wheeler, Amanda Wilson, Brian Wilson, Karla Windsor, and Susan Young.

1. **Opportunity for the Public to Comment on Today's Agenda:** This item allows members of the public an opportunity to comment on agenda items. Regional Transportation Council Chair Duncan Webb asked if there were any public comments. Christina Anderson, from Marshall, Texas, spoke in support of Agenda Item 9, thanking the Regional Transportation Council (RTC) and North Central Texas Council of Governments (NCTCOG) for their ongoing support for the I-20 Corridor Rail route between Dallas-Fort Worth and Atlanta, Georgia.
2. **Approval of the January 12, 2023, Minutes:** The minutes of the January 12, 2023, meeting were approved as submitted in Electronic Item 2. Rick Grady (M); Pham Long (S). The motion passed unanimously.
3. **Consent Agenda:** The following items were included on the Consent Agenda.
 - 3.1. **Modifications to the Fiscal Year 2022 and Fiscal Year 2023 Unified Planning Work Program:** A Regional Transportation Council (RTC) approval of modifications to the FY2022 and FY2023 Unified Planning Work Program (UPWP), along with direction for staff to also amend the Transportation Improvement Program and other administrative/planning documents administratively, as appropriate, to reflect the approved modifications was requested. The UPWP is required by federal and State transportation planning regulations and provides a summary of the transportation and related air quality

planning tasks to be conducted by Metropolitan Planning Organization staff. The FY2022 and FY2023 UPWP was approved by the Regional Transportation Council and North Central Texas Council of Governments (NCTCOG) Executive Board in July 2021 and identifies the activities to be carried out between October 1, 2021, and September 30, 2023. Amendments to this document were proposed to reflect a project update, funding adjustments, and the creation of a new UPWP chapter to reflect initiatives that have been approved by the Regional Transportation Council (RTC) for inclusion in the Transportation Improvement Program (TIP) but are outside of the timeframe of the current Work Program. The proposed amendments were provided in Electronic Item 3.1.1 and posted on the NCTCOG website for public review and comment as part of the February public outreach opportunity. Additional information was provided in Electronic Item 3.1.2.

3.2. Fiscal Year 2023 Education Campaigns for Transportation Initiatives:

Phase Two: An approval was requested for Regional Transportation Council (RTC) to recommend North Central Texas Council of Governments (NCTCOG) Executive Board approval of up to \$1,041,000 in funding of Education Campaigns for Transportation Initiatives: Phase Two that will initiate in Fiscal Year (FY) 2023. Since 2014, the NCTCOG Executive Board has authorized annual large-scale advertising purchase and placement initiatives for the Transportation Department. Electronic Item 3.2 provided a reminder of the Phase One FY2023 budget previously approved, information on Phase Two FY2023 education campaign costs, and examples of past education campaigns and associated campaign performance measure summaries. Education campaigns in Phase Two will support Car Care Awareness, Drive Aware North Texas, Engine Off North Texas, Freight North Texas, HOV 2+ Incentive Program (GoCarma), Know Before You Fly, National Drive Electric Week, Ozone Season Emissions Reduction Campaign (Air North Texas), Report Smoking Vehicles Program, Saving Money and Reducing Truck Emissions, Transit COVID Recovery Campaign, and Flexible Funding for Public Involvement/Notifications. Flexible Funding for Public Involvement/Notifications is for possible unanticipated costs that may arise, such as a specialized public meeting series that may need notifications posted. Education campaigns will be in multiple languages and may be presented through out-of-home advertising, print, screen, online, audio, and social media mediums.

A motion was made to approve Items 3.1 and 3.2 on the Consent Agenda. Barry Gordon (M); Cara Mendelsohn (S). The motion passed unanimously.

4. **Orientation to the Agenda/Director of Transportation Report:** Michael Morris briefly highlighted the Executive Board Work Session for Air Quality, noting the region is in attainment for all the regulated criteria for pollutants except for Ozone. The State of Texas is responsible for the submittal of the State Implementation Plan and federal law is responsible for keeping mobile emissions below the target that was established in the State limitation. Total funding of \$105 million, approved from 2023 through 2026, with additional \$50 million of Regional Transportation Council selected funds were approved to be set aside for the Regional Safety Program. These funds will support RTC policy to assist in fatality prevention on the transportation system. Additional details provided in Electronic Item 4.1. Michael briefly presented the Changing Mobility Data performance measures reported that the use of bike/ped is up four percent above, toll roads are up four percent, airport passengers are up two percent, freeway volumes were up one

percent, and transit ridership is 36 percent below all pre-COVID levels. Additional details provided in Electronic Item 4.2. Michael announced the United States Department of Transportation (US DOT) Safe Streets and Roads for All (SS4A) Grant Program Awards that Jeff Neal presented in his agenda item number 8. Michael mentioned the Mobility Plan had received a positive air quality conformity. The Policy Bundle Workshop was held on February 15, 2023. Michael noted the North Central Texas Council of Governments created the Policy Bundle for local governments to put in sweat equity on policies to reduce the local match to use Transportation Development Credits (TDCs) instead of local funds. The remaining items were not presented. There were several comments regarding the environment from Regional Transportation Council members. Michael responded that they are being very aggressive with emissions and it's a national conversation.

5. **Cotton Belt Trail Phase One and Phase Two:** Karla Windsor requested Regional Transportation Council (RTC) approval for elements of the Cotton Belt Regional Veloweb Trail in partnership with the Dallas Area Rapid Transit (DART) Silver Line rail project from Dallas Fort Worth International Airport in Grapevine to the Shiloh Station in Plano. The DART Silver Line rail project is coordinating a parallel regionally significant Cotton Belt Regional Veloweb Trail corridor that will provide pedestrian and bicycle access to rail stations in seven cities across three counties. Accommodations for the approximate 26-mile regional trail have been included as part of DART's planning for the commuter rail corridor. Additional funding is needed for construction of the Phase 1 bridge sections of the trail intended to be completed by the Silver Line rail design-build contractor prior to the rail beginning revenue service. A two-contractor approach will be used for construction, partnering with DART for additional trail bridges and trail segments in the corridor. An expedited Phase 2 will be implemented with a second contractor to be procured by DART to construct various remaining trail bridges, street crossings, and trail sections before the Silver Line rail revenue service. Supported by the North Central Texas Council of Governments (NCTCOG), applications will be submitted by DART to the Texas Department of Transportation (TxDOT) Statewide Transportation Alternatives Program Call for Projects and the US Department of Transportation 2023 RAISE grant for the phase 2 construction and will leverage existing federal and local funding currently programmed for trail construction in the corridor. Staff provided an overview of funding recommendations and DART partnership grant applications to implement various sections of this priority regional trail corridor. Phase 3 will continue the partnership and the long-term strategy is for DART to continue leading trail construction as the majority of the trail is within their right-of-way; with contractor procurement, manage contractor, flagging, inspections, etc. during construction phases, and funding transfer from Federal Highway Administration (FHWA) to Federal Transit Administration (FTA) and DART. Local partner obligations to DART include expediting the project quickly, no unnecessary delays in permit approvals, and no additional improvements required to other unrelated infrastructure beyond the scope of the trail project. The North Central Texas Council of Governments (NCTCOG) will continue to prioritize the Regional Cotton Belt Trail for other funding opportunities, focusing on an East to West implementation approach (constructibility, meets environmental justice criteria for federal grant, etc.) and to partner with cities to advance additional segments until fully funded for construction. DART requested an additional \$500,000 in construction funding related to the Silver Line Rail project for the design/build contractor to construct the betterment walls with the rail project to ensure continuation of the betterment walls in the rail corridor adjacent to the Plano Independent School District property in Dallas. The Surface Transportation

Technical Committee recommended approval of this request at its January 27, 2023, meeting. Additional information was provided in Electronic Item 5. Cara Mendelsohn expressed concern and asked if DART is not successful in receiving the grants, would the \$11 million be returned to RTC or is it only extended if DART isn't successful. Michael responded that if unsuccessful, the \$11 million would not go to DART, it will go back to the RTC or to another project with RTC's approval first. DART will not keep the funds if the grant applications are not successful without RTC approval. Steve Babick asked if there is a scope of all of the bridges required that go from East to West. Michael responded yes and explained which bridges need to be built now versus which bridges can be built at a later time. He mentioned that Karla has the map that can be provided upon request.

A motion was made to approve funding of \$17.75 million with 3.55 million Regional Transportation Development Credits for Phase 1 Cotton Belt Trail Priority Projects; \$500,000 with 100,000 Regional Transportation Development Credits for Silver Line Rail betterment wall extension at the Plano Independent School District property; to administratively amend the TIP/STIP, other planning and administrative documents to incorporate these changes; support the DART partnership submittal of the Texas Department of Transportation (TxDOT) Statewide Transportation Alternatives Call for Projects application and funding contribution of \$3.9 million federal funding for Phase 2 projects, to be provided to DART in exchange for DART putting \$3.9 million of its local funds into the grant application as the match; and support the DART partnership submittal of the United States Department of Transportation (USDOT) 2023 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant application and funding contribution of \$7.5 million federal funding for Phase 2 projects to also be provided to DART in exchange for DART putting \$7.5 million of its local funds into the grant application as the match. Cara Mendelsohn (M); Michele Wong Krause (S). The motion passed unanimously.

6. **Regional Safety Performance Targets Update 2023 - 2027:** Sonya Landrum requested Regional Transportation Council (RTC) approval of federally required regional Roadway Safety Performance targets for 2023 and the target reduction schedule for 2023-2027. The five established Roadway Safety performance targets, focused on reducing serious injuries and fatalities for motorized and non-motorized travelers, include number of fatalities; rate of fatalities; number of serious injuries; rate of serious injuries; and number of non-motorized fatalities and serious injuries. In December 2017, the Regional Transportation Council adopted 2018 targets for Roadway Safety performance and in February 2019 affirmed that support through target year 2022. Adoption of new safety performance target setting for 2023-2027 is now needed. As the Metropolitan Planning Organization for the North Central Texas region, the North Central Texas Council of Governments is required to set regional targets for Roadway Safety. These targets are used to track and report on the region's performance through existing documents such as the Metropolitan Transportation Plan, the Transportation Improvement Program, and the State of the Region report. Staff outlined the safety target setting process for each safety performance measure and recommended following Texas Department of Transportation's target setting methodology for 2023-2027. The following proposed 2023 targets and target reductions were presented: fatalities 590.4 with a target reduction of 50 percent by 2035; fatality rate of 0.767 with a target reduction of 50 percent by 2035; number of serious injuries 3,711.5 with a target reduction of 2 percent each year; serious injury rate of 4.615 with a target reduction of 2 percent each year; and number of non-motorized fatalities and serious injuries 637.3 with a target reduction of 2035 for fatalities, 2 percent per year for serious injuries. An update on the 2021 safety targets compared to 2021 actual performance was also presented. An overview of the 2023 Safety Performance Measures

was included in Electronic Item 6.

A motion was made to approve the federally required regional Roadway Safety Performance targets and the reduction schedule for 2023–2027. Theresa Daniel (M); Adam Bazaldua (S). The motion passed unanimously.

7. **Certification of Emerging and Reliable Transportation Technology Round Two:**

Swyft: Brendon Wheeler requested Regional Transportation Council (RTC) approval to advance the proposal to interested local governments that may wish to submit locations for the technology provider, Swyft (doing business as Swyft Cities), to consider as part of the Certification of Emerging and Reliable Transportation Technology (CERTT) Program. Brendon introduced Round 2 with Swyft, a technology that follows the requirements established by the (RTC), as defined in Policy P22-02, including the utilization of the initial certification track or pilot corridor for eventual commercial service fulfilling a transportation need identified by the Mobility 2045 Update. The purpose of this program is to provide a transparent process for RTC coordination with providers, periodic solicitation/opportunity for new technology applications, and ensure the level playing field for providers and local governments. This program's guiding principles are that any technology proposal must serve a long-range transportation need (MTP), the technology provider is responsible for certification process (not NCTCOG and not the local government), NCTCOG will facilitate mutual cooperation, and local governments should consider contingency needs, implementation timeframe, and public use goals and expectations. The steps in this process are 1) NCTCOG staff to ensure technology solution conforms to policy guidance and long-range transportation need (MTP), 2) NCTCOG staff to brief RTC; RTC to take action on initiating process, 3) NCTCOG staff to solicit local government interest in submitting potential locations, 4) technology provider to determine preferred location to pursue, 5) RTC to initiate development activities, and NCTCOG to provide support. Swyft, an off-shoot of Google, is a Personal Rapid Transit (PRT) system using overhead fixed-cable gondola-like transportation system, focused on developing low-speed network that runs along/within existing public right-of-way by using private financing paired with public support (i.e., TIF district, P3, etc.). Interested local governments should submit locations between 1–2 miles (2–5 stations) connecting mass transit and/or activity centers with consideration for future expansion of the system. Next steps following RTC action, local governments may submit potential sites for this technology. Staff is available for questions or to discuss opportunities on locations that may traverse multiple jurisdictions. Staff will arrange for a pre-submittal meeting with NCTCOG, cities, and technology provider to address detailed questions and will develop submittal package for interested local governments. The Surface Transportation Technology Committee recommended Regional Transportation Council approval at its meeting on January 27, 2023. Upcoming items of interest include an information packet being mailed the week of February 13, 2023, pre-submittal conference on March 20, 2023, and the deadline for submittals is April 10, 2023. Additional details were provided in Electronic Item 7.1 and Policy P22-02 was provided as Electronic Item 7.2.

A motion was made to approve to initiate Step 3 of Regional Transportation Council Policy P22-02 to allow local governments to submit potential locations of interest for Swyft to consider. Steve Babick (M); Theresa Daniel (S). The motion passed unanimously.

8. **Fiscal Year 2023 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Discretionary Grant Program:**

Jeff Neal presented candidate projects for submittal to the Fiscal Year (FY) 2023 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Discretionary Grant Program and requested Regional

Transportation Council (RTC) approval. In December 2022, the United States Department of Transportation (US DOT) announced the solicitation of project applications for the FY2023 RAISE Discretionary Grant Program regarding strategic capital investments in surface transportation projects that will have significant local or regional impacts. Jeff provided the funding availability, cost sharing (federal), maximum and minimum award, applicant eligibility, project eligibility, and other details. Electronic Item 8.1 contained a copy of the amended Notice of Funding Opportunity (NOFO) providing specific program details and application requirements for the \$2.275 billion program. Electronic Item 8.2 provided information regarding candidate projects (with applications to be authored/submitted by NCTCOG). Applications are due to the US DOT by February 28, 2023. For agencies in the region submitting projects, the www.grants.gov registration process must be completed, usually requiring two to four weeks for completion prior to submitting applications. Assuming the projected timing for application development, agency requests to receive a letter of support from the RTC should be submitted to Nicholas Allen of NCTCOG at nallen@nctcog.org by Friday, February 10, 2023. Fiscal Year 2022 Federal Grant Outcomes – status of submitted and selected North Central Texas Council of Governments (NCTCOG) projects are as follows: 1) Ultimate IH 35W/SH 121 Interchange Phase One – Sylvania Avenue Bridge (United States Department of Transportation review is ongoing for Fiscal Year 2022 Bridge Investment Program [BIP]), 2) Martin Luther King, Jr./ Cedar Crest Boulevard (US DOT review ongoing for FY22 Safe Streets and Roads for all [SS4A] Program), 3) Prairie Creek Road/Union Pacific Rail (UPRR) Grade Separation (USDOT review ongoing for FY22 Railroad Crossing Elimination Program [RCEP]), 4) International Parkway Advanced Mobility Program (NCTCOG/DFW Airport) (Not selected for FY22 RAISE, additional local funds identified to expedite project with local design-build procurement), 5) South Dallas County Inland Port (SDCIP) Multimodal Connectivity (Not selected for FY22 Multimodal Discretionary Grant Program [MPDG] INFRA/RURAL, plan to resubmit for FY23 MPDG INFRA/RURAL), and 6) IH 30 Downtown Dallas “Canyon” (NCTCOG/TxDOT) (Not selected for FY22 MPDG INFRA/MEGA, will coordinate with TxDOT on plan to resubmit for FY23 MPDG. Fiscal Year 2023 (FY23) RAISE Grant Program schedule includes a request for action at the February 9, 2023, RTC meeting; the deadline of February 10, 2023, to request RTC letters of Support, action at the February 23, 2023, Executive Board meeting, deadline of February 28, 2023, to submit the FY23 RAISE application deadline, and the FY23 RAISE Award Announcement is anticipated on June 28, 2023, by the US DOT.

A motion was made to approve the submittal of the South Gateway Deck Park – Phase 2, Klyde Warren Park – Phase 2, and East Lancaster Avenue Complete Streets and Transit Technology Project for funding consideration through the RAISE Discretionary Grant Program as defined and presented by staff, and to administratively amend North Central Texas Council of Governments (NCTCOG) and State Transportation Improvement Programs (TIP/STIP) and other planning and administrative documents to include the proposed projects if selected for FY23 RAISE Grant awards. Gyna Bivens (M); Cara Mendelsohn (S). The motion passed unanimously.

9. **Federal Railroad Administration Grant Program:** Brendon Wheeler requested Regional Transportation Council (RTC) approval of intercity rail corridors/projects to be submitted for funding consideration and/or inclusion in future project development activities through two programs administered by the Federal Railroad Administration (FRA): Corridor Identification and Development Program and Federal-State Partnership for Intercity Passenger Rail Program. The Corridor Identification and Development (ID) Program creates foundational framework for identifying and developing new or improved intercity passenger rail services, setting up a pipeline of projects; Step 1: Corridor

Development Initiation, Step 2: Service Development Planning, and Step 3: Project Planning/Development. Federal-State Partnership (FSP) Intercity Passenger Rail Program (national program) advances project development and FUNDS capital rail projects for new, expanded, or improved intercity passenger rail service, with preference for capital projects progressed from Corridor ID Program; Track 1: project planning, Track 2: project development, and Track 3: final design and construction. Funding availability for the Corridor ID Program is \$1.8 billion for Fiscal Years 2022-2026 overall with a maximum project award of \$500,000 for Step 1; letters of interest were requested by FRA when Corridor ID was established and published in the Federal Register on May 13, 2022. The Federal-State Partnership (FSP) Intercity Passenger Rail Program funding availability is \$4.6 billion for combined Fiscal Years 2022 and 2023 with at least \$12 billion available for the National FSP Program for Fiscal Years 2022 through 2026 from the Bipartisan Infrastructure Law. Corridors eligible for consideration in FRA's Corridor ID Program include intercity passenger rail corridors for future service by Amtrak like the Heartland Flyer and the Dallas-Fort Worth to Atlanta corridor. The RTC supports expansion of the Heartland Flyer service between Fort Worth and Oklahoma City (including increased frequency and additional station in Krum) through Letters of Support provided in 2008 and 2021. The RTC adopted Resolution (R22-01), reaffirmed Dallas-Fort Worth to Atlanta passenger rail corridor support in March 2022. Expressions of Interest for both of these corridors to be included in the Corridor ID Program were submitted to FRA by the Texas Department of Transportation (TxDOT) and others. The Fort Worth to Houston High-Speed Rail Corridor (including the Fort Worth to Dallas segment and the Dallas to Houston segment) have had Expressions of Interest submitted to FRA by North Central Texas Council of Governments (NCTCOG) (on Dallas to Fort Worth segment) and by TxDOT (on Dallas to Houston Amtrak Station). NCTCOG's desire is to combine both segments into one corridor and to get this corridor registered nationally as a high-speed rail corridor through the Corridor ID Program. As NCTCOG continues advancing Fort Worth to Dallas-High Speed Rail through federal environmental process and the Corridor ID program soon registers the entire Fort Worth to Houston corridor as one high-speed rail corridor, the Dallas to Houston segment may be a good candidate for the FSP National Program if submitted by an eligible entity. While eligible, NCTCOG would not be the appropriate entity to submit Dallas to Houston; NCTCOG will coordinate with Amtrak and TxDOT to find a suitable applicant and support the application pending RTC action. Electronic Item 9.1 included previous letters of support from the RTC for Amtrak's Heartland Flyer expansion. RTC's resolution, R22-01, reaffirming support for intercity passenger rail along the IH 20 corridor between Dallas-Fort Worth and Atlanta, Georgia is included in Electronic Item 9.2. Expressions of Interest submitted by NCTCOG and TxDOT for FRA's Corridor ID Program cited above are included as Electronic Item 9.3. Further information presented found in Electronic Item 9.4.

A motion was made to approve intercity rail Corridor ID Programs: Fort Worth to Houston High-Speed Rail Corridor – directing staff to coordinate with Amtrak and Texas Department of Transportation (TxDOT) on integrated corridor application with primary applicant: Amtrak (preferred) or NCTCOG; Dallas-Fort Worth to Atlanta (Amtrak intercity passenger rail) – directing staff to support primary applications by others and provide letters of support; and Heartland Flyer (Amtrak intercity passenger rail) – directing staff to support primary applications by others and provide letter of support by application deadline of March 27, 2023. The Federal-State Partnership Intercity Passenger Rail Program: Dallas to Houston High-Speed Rail Corridor – directing staff to engage with Amtrak and TxDOT, support application by others and provide letters of support; and Dallas-Fort Worth to Atlanta (Amtrak intercity passenger rail) – directing staff to engage with Amtrak and TxDOT, to support application by others and provide letter of support by

application deadline of April 21, 2023. Elizabeth Beck (M); Theresa Daniel (S). The motion passed unanimously.

10. **Federal and State Legislative Update:** Rebekah Gongora provided an update on federal, and State legislative actions related to transportation and air quality issues affecting the Dallas-Fort Worth area. Transportation issues continue to be a focus for both the United States Congress and the Texas Legislature. House Transportation and Infrastructure held an organizational meeting February 1, 2023. Congressman Sam Graves (R-MO) selected as Chair, Congressman Lance Gooden (R-TX) is a new member, and Congressman Collin Allred (D-TX) returns. House Appropriations organizational hearing held February 8, 2023; Congressman Kay Granger (R-TX) selected as Chair. Senate Commerce, Science, and Transportation organizational hearing scheduled for February 9, 2023; Senator Ted Cruz (R-TX) is a member. Senate Environment and Public Works organizational hearing held February 1, 2023; Senator Tom Carper (D-DE) selected as Chair. In the Texas Legislature, Senate Bill 1 and House Bill 1 have \$130.1 billion in general revenue funds, \$6.3 billion in general revenue-dedicated funds, \$93.7 billion in federal funds, \$58.5 billion in other funds with a statewide total for Fiscal Year 2024-2025 (FY24-25) of \$288.1 billion in all funds. Article VII – Transportation has \$30.5 billion for Highway Planning and Design, ROW Acquisition, Construction, Maintenance; prop 1: \$6.2 billion and prop 7: \$5.4 billion with a total of \$35.6 billion in all funds for TxDOT total for FY24-25. Rebekah provided information on Bills of interest regarding transportation funding: SB 505 proposes an additional \$400/\$200 fee for the registration of electric/hybrid vehicles to the State Highway Fund; SJR 37/HJR 77 Constitutional amendment would add public transportation, bicycle paths, and sidewalks to the uses of Proposition 1 funds; SB 225 would eliminate the expiration date for Proposition 1 in statute, making the funding stream permanent; and SCR 2 would extend the expiration dates for Proposition 7 to 2042 for the \$5B/biennium from general sales tax, and to 2039 for the portion of Proposition 7 from motor vehicle sales tax. HB 1259 would require TxDOT to submit funding reports to the Legislature on Unified Transportation Program (UTP) funding categories, public private partnerships, and feasibility study on alternative delivery methods; and HB 1638 would require TxDOT to conduct a study on the State's projected transportation needs and costs for 2045 and appoint a committee for guidance. Bill of interest on the topic of safety include HB 1639/HB 1885 which would allow the Texas Transportation Commission to establish variable speed limits to address certain conditions that affects the safe movement of traffic. HB 1855 would designate highway safety corridors for roadways with a high number of crashes, doubling fines. Three bills have been filed that propose to redistribute The Low-Income Vehicle Repair and Replacement Assistance Program and Local Initiatives Projects (LIRAP/LIP) funds to counties for transportation/air quality purposes (HB 1175; HB 1351; SB 607). Texas supported ghost criminal 2021 activity that impacted North Texas such as an estimated 31,828 without inspections that cost/value of \$8.25 (State) + \$25.50 (local business); 1,279,481 without registrations statewide that cost/value \$56.50 (State) plus \$10 (county); up to 39 percent in serious/fatal crashes in North Texas; and \$80 million in previously vetoed funds. Criminals counterfeiting revised tag format, reusing created tags, and nonrepairable/junk cars. Law Enforcement Safety has at least one police officer fatality that resulted from fraud. The impact of uninsured motorist impacts the Motor Vehicle Crime Prevention Authority. The estimated revenue lost is \$166 million (State, county, and local). Additional information was provided in Electronic Item 10.
11. **Latest Transportation Performance Metrics for the Dallas-Fort Worth Region:** Due to time constraints, agenda item was not presented and will be presented at a later date.

12. **Roadway Safety Plan**: Due to time constraints, agenda item was not presented and will be presented for action in March of 2023.
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 (RTC) is scheduled for 1:00 pm, Thursday, March 9, 2023, in the Transportation Council Room of the North Central Texas Council of Governments.

The meeting adjourned at 3:21 p.m.