

REGIONAL TRANSPORTATION COUNCIL
January 13, 2022

The January 13, 2022, 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: Daniel Alemán Jr., Richard E. Aubin, Dennis Bailey, Adam Bazaldua, Elizabeth M. Beck, Gyna Bivens, Mohamed Bur, Dianne Costa, Theresa Daniel, Jeff Davis, Janet DePuy, Andy Eads, Kevin Falconer, Gary Fickes, George Fuller, Raul H. Gonzalez, Stephen Mason (representing Barry L. Gordon), Rick Grady, Lane Grayson, Mojoy Haddad, Roger Harmon, Clay Lewis Jenkins, Ron Jensen, John Cordary (representing Carl L. Johnson), Brandon Jones, Mike Leyman, Alison Maguire, B. Adam McGough, Allan E. Meagher, Cara Mendelsohn, Cary Moon, Omar Narvaez, Philip J. Ritter, Jim R. Ross, Chris Schulmeister, Jeremy Tompkins, T. Oscar Trevino Jr., William Tsao, Duncan Webb, B. Glen Whitley, and Michele Wong Krause. Individual attendance was not taken for non-RTC member attendees.

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 Vice Chair Duncan Webb asked if there were any public comments. No members of the public chose to comment.
2. **Approval of the December 9, 2021, Minutes:** The minutes of the December 9, 2021, meeting provided in Electronic Item 2, were approved as amended by staff to reflect Janet DePuy in attendance at the December 9, 2021, Regional Transportation Council meeting. Rick Grady (M); Richard E. Aubin (S). The motion passed unanimously.
3. **Consent Agenda:** The following items were included on the Consent Agenda.
 - 3.1. **FY2022 and FY2023 Unified Planning Work Program Modifications:** Regional Transportation Council (RTC) approval of modifications to the FY2022 and FY2023 Unified Planning Work Program was requested. Action included direction for staff to also administratively amend the Transportation Improvement Program and other administrative/planning documents, as appropriate, to reflect the approved modifications. The proposed amendments were provided as Electronic Item 3.1.1 and additional information was provided in Electronic Item 3.1.2.
 - 3.2. **Transportation Improvement Program Modifications:** Regional Transportation Council approval of revisions to the 2021-2024 Transportation Improvement Program (TIP) was requested, including direction for staff to amend the Unified Planning Work Program and other planning documents with TIP-related changes. February 2022 revisions to the 2021-2024 TIP were provided as Electronic Item 3.2.

A motion was made to approve the items on the Consent Agenda. Gyna Bivens (M); Adam Bazaldua (S). The motion passed unanimously.
4. **Orientation to the Agenda/Director of Transportation Report:** Michael Morris highlighted items on the Director of Transportation Report. He noted that 2022 will be the "Year of Doing" for the Regional Transportation Council (RTC) and staff expects to continue to initiate and implement major policies, programs, and projects throughout the region. He highlighted federal legislation, appropriations, stimulus funding, and competitive awards that

will provide funding for transportation, as well as revenues from Proposition 1 and Proposition 7. In addition, he highlighted major projects that are moving ahead in the region such as IH 635 East and the Southeast Connector on IH 820/IH 20 and noted that staff will continue to work on moving projects forward on a neighborhood, regional and international logistics scale. Mr. Morris proposed to continue with all electronic meeting material for future RTC meetings and noted that paper packets would be available upon request for members of the RTC and public. Regarding the location of future meetings, he noted the RTC would either meet virtually or in the Transportation Council Room of the North Central Texas Council of Governments. The RTC Chair will continue to monitor whether meetings would be conducted by videoconference or in-person. He also noted that the Mobility Plan team will be bringing to members at a future meeting information regarding a new hyperloop certification center in the region. In addition, he noted staff would propose that instead of high-speed rail and hyperloop being integrated into the environmental study for Dallas, Arlington, and Fort Worth the possibility of high-speed rail being the only mode considered and a different path followed to advance hyperloop technology. Staff will bring a related set of policies for action as efforts continue to expedite high-speed rail in the corridor. Also discussed were recent presentations to the Transportation Research Board and the Tarrant Regional Transportation Coalition. The remainder of the items were not presented. Information on the Connected Street Network and Subdivision Design Safe Routes to School webinar scheduled for 10 am on January 28, 2022, was provided in Electronic Item 4.1. Additional information was also available at www.nctcog.org/saferoutestoschool. Dallas-Fort Worth Clean Cities events information was provided at <https://www.dfwcleancities.org/events> and Electronic Item 4.2 contained information from the Dallas-Fort Worth Clean Cities annual survey. Current air quality funding opportunities for vehicles were provided at <https://www.nctcog.org/trans/quality/air/funding-and-resources>. A status Report on Texas Volkswagen Environmental Mitigation Program funding was provided in Electronic Item 4.3 and local government energy reporting information was provided in Electronic Item 4.4. Electronic Item 4.5 contained a status report on vehicle temporary paper tags. In addition, details on an opportunity to provide input on a new federal funding program for electric vehicle charging infrastructure was provided in Electronic Item 4.6. December online input opportunity minutes were provided in Electronic Item 4.7. The Public Comments Report was provided in Electronic Item 4.8, recent correspondence in Electronic Item 4.9, recent news articles in Electronic Item 4.10, and recent news releases in Electronic Item 4.11.

5. **2023-2026 Management and Operations, Regional/Air Quality, and Safety Funding Program-Fiscal Year 2023 Request:** Christie Gotti presented information on the Fiscal Year (FY) 2023-2026 Management and Operations program and staff recommendations for FY2023 funding. The program includes projects operated by North Central Texas Council of Governments staff or partners such as the Texas Department of Transportation, regional and air quality projects and programs, as well as the incorporation of safety projects expected to be implemented as part of the larger statewide safety effort. The Regional Transportation Council (RTC) typically considers extending existing and funding new air quality, and management and operations projects/programs every few years and last approved funding for this program in 2019 for projects in FY2020-2022. In order to allow some projects and programs to continue without interruption through FY2023, funding approval is needed for a subset of projects sooner than when the entire project listings are finalized. She noted staff would bring back a second phase of funding for FY2024-2026 that will include continuation, modification, and/or discontinuation of projects and programs, and may potentially include new initiatives. Proposed projects for FY2023 funding included the Regionwide Employer Trip Reduction Program, Regional Aviation Program, Air Quality

Public Education and Outreach Program, Auto Occupancy Detection and Verification Implementation Program, Land Use/Transportation and Bike/Pedestrian Initiatives, and Regional Parking Management Tools and Strategies Program totaling approximately \$4.395 million primarily in federal funding for staff time and pass through, with RTC Local funding proposed for the Regional Aviation Program due to eligibility requirements of federal funds. Local match for most projects was proposed as Transportation Development Credits with the local match for the Auto Occupancy project proposed as State match. The proposed list of projects for FY2023 were provided in Electronic Item 5.1. Electronic Item 5.2 contained additional details on the funding program. Staff will work to finalize the funding amounts and specific projects/programs to be recommended for FY2024-2026 for approval in spring 2022. A motion was made to approve the proposed FY2023 funding for the FY2023 portion of the Management and Operations, Regional/Air Quality, and Safety funding program. Action also included direction for staff to administratively amend the Transportation Improvement Program, Statewide Transportation Improvement Program, and other planning documents such as the Unified Planning Work Program as needed. George Fuller (M); Richard E. Aubin (S). The motion passed unanimously.

6. **2021 Incident Management Freeway Blocking Equipment Call for Project-Recommendations:** Sonya Landrum presented project recommendations for the 2021 Incident Management Freeway Blocking Equipment Call for Projects (CFP). In August 2021, the Regional Transportation Council (RTC) approved \$1 million in Regional Toll Revenue (RTR) funding to support the Call for Projects for the purchase of blocking equipment that would assist in improving safety for first responders who are responding to crashes along high-speed roadways. The use of blocking equipment minimizes the use of firetrucks at incident scenes for blocking purposes. Funding was available to public sector partner agencies in the 12-county metropolitan planning area for the purchase of blocking equipment that protects first responders. Examples of eligible activities included crash attenuators, barriers, and cushions. A total of 16 project applications for 17 different projects were received totaling nearly \$2.6 million. Agencies from the eastern subregion submitted requests for 12 projects totaling over \$2.1 million and agencies from the western subregion submitted requests for 5 projects totaling slightly more than \$479,500. Of the 17 submitted projects, four projects were ineligible. Scoring criteria used during project evaluation, as well as how each agency scored was included in Electronic Item 6.1. Of the 13 eligible projects evaluated, 10 agencies scored above the minimum for a total project cost of \$1,764,973 (including 20 percent local match) totaling \$1,411,979 in recommended projects. Based on the \$1 million in RTR funds that were previously approved for the CFP, staff recommended the total available funding be increased by \$411,979. Based on funding inquiries received after the CFP closed, Ms. Landrum noted that staff may consider issuing a new call for projects in the future. The schedule for this effort was reviewed. It was noted that one comment was received during the public comment period, which was favorable and in support of the funding recommendations. Based on the remaining schedule, which includes State and federal approvals and time for agencies to execute agreements with the Texas Department of Transportation, staff anticipated agencies will be able to purchase blocking equipment by winter 2022. Additional details were included in Electronic Item 6.2. Richard E. Aubin and Cara Mendelsohn thanked staff for bringing the important safety item to the RTC. A motion was made to approve the allocation of an additional \$411,979 in Regional Toll Revenue funding for a total of \$1,411,979 to fund the 2021 Incident Management Freeway Blocking Equipment Call for Projects and the project recommendations included in Electronic Item 6.1. Richard E. Aubin (M); T. Oscar Trevino Jr. (S). The motion passed unanimously.

7. **Changing Mobility: Data, Insights, and Delivery Innovative Projects During COVID Recovery:** Michael Morris presented a summary of current performance metrics related to the impacts of COVID-19 to the transportation system and how those metrics have changed over time. Travel behavior by mode was discussed. Bicycle/pedestrian travel remains strong, freeway and toll road volumes have returned to pre-COVID levels, and airport ridership continues to increase. In addition, transit ridership has also increased in recent months likely due to the return of employees to the workplace. He also highlighted average freeway speeds noting increased congestion in both the morning and afternoon peak periods has returned, also indicating that employers are gaining confidence and having employees return to the workplace. Mr. Morris also presented a summary of the financial impacts to the State Motor Fuels tax, Oil and Gas Severance, Motor Vehicle Sales Tax, and General Sales Tax which are estimated to have increased revenue over the 2020-2021 biennium estimate. In addition, toll and managed lane transactions have shown improvements. He thanked members for requesting an update on these performance metrics during the December 9, 2021, meeting. Since current data was not available for presentation, he noted that staff would present updated information at the next Regional Transportation Council meeting and that quarterly presentations would also be provided. Additional details were provided in Electronic Item 7. Janet DePuy thanked staff for the presentation and noted it was helpful. Cara Mendelsohn asked if locations and raw data for the bicycle and pedestrian trails were available. Mr. Morris noted the data is collected through counters at specific locations and that staff would provide counter locations to Ms. Mendelsohn.

8. **2045 Demographic Forecast and Mobility 2045 Update:** Dan Kessler presented a summary of the 2045 Demographic Forecast process that is nearing completion and that will be used in development of the update to Mobility 2045. He noted local government review and input has been received from approximately 30 cities and 5 counties within the region which represent 70 percent of the projected future population. Most responses were related to more detailed allocations and density levels. North Central Texas Council of Governments (NCTCOG) staff has moved forward to finalize forecasts for approval by the Executive Board. Demographics suggest that by 2045 the region will reach a population of 11.4 million at a growth rate of approximately 150,000 people per year and an annual growth rate of approximately 1.65 percent. Collin, Dallas, Denton, and Tarrant counties will continue to be the largest in the region, with substantial growth also experienced in many perimeter counties. Anticipated density in the region for 2045 was also highlighted, and a graphic representing the development and urbanization of the region was provided. By this timeframe, the core counties are significantly developed, and urbanization expands to perimeter counties particularly to the south in Johnson County, to the west in Parker County, as well as other outer counties. Demographics reinforce that growth continues in the region, and at increasing rates in the perimeter counties. In addition, data for employment suggests an annual growth rate of 1.83 percent which is higher than the population growth rate with 8.1 million employees expected by 2045. Dallas County remains the region's major employment center, but continued employment growth is also seen in Tarrant, Collin, and Denton counties. Mr. Kessler also noted that data from parcel inventories are used to map built area from 2015 which have been compared to the vision for 2045. The resulting map confirms the same pattern of development largely filling in the core counties and increasing development in the perimeter counties. As staff begins to incorporate the 2045 demographic forecasts into travel modeling for the Mobility 2045 Update, similar patterns of congestion are seen, and he highlighted maps identifying levels of congestion in 2018 compared to 2045 and noted how the new demographics change the forecasted levels of congestion on a regional level. Observations from the draft 2045 demographic forecasts were discussed.

New regional control totals estimate an increase of 200,000 additional people and 1.1 million additional jobs above the current 2045 forecasts previously used to develop the Mobility 2045 plan in 2018. This will place an even greater burden on the transportation system in the next 20-25 years. In addition, over 40 percent of the population growth projected to occur by 2045 is anticipated to occur outside existing incorporated areas and by 2045 over 60 percent of the region's population and over 40 percent of the region's employment is anticipated to reside outside the current Dallas Area Rapid Transit, Trinity Metro and Denton County Transportation Authority service areas. Without continued planning for higher residential and employment densities, future development will occur in areas where the ability to provide transportation infrastructure will be challenged. Finally, demographic and travel modeling tools are now readily available for staff to conduct scenario planning as the region looks at impacts of various scenarios to the transportation system. The schedule for this effort was reviewed, and it was noted that the final demographic forecasts would be presented to the NCTCOG Executive Board in February for approval. Rick Grady asked if the baseline demographic used in the Mobility Plan update was from the 2010 or 2020 census. Michael Morris noted that Transportation Department and Regional Information Systems Department staff develop annual estimates of population based on household data from local governments. In addition, once census data is available the information is compared. Mr. Kessler noted that staff spends a significant amount of time on model calibration and validation and regularly compares simulations to confirm that estimates represent what is happening in the real world. He added that staff would present a follow up to members regarding how annual estimates compare to 2020 census data.

Brendon Wheeler provided an overview of efforts to update Mobility 2045, including the updated draft financial forecast. Maps representing major roadway recommendations, transit corridor recommendations, and the regional Veloweb were highlighted. Recommendations will continue to be updated over the coming month and will be available at www.nctcog.org/PlanInProgress. Since presented in December 2021, staff has updated the transit corridor recommendations map to separate out light rail, regional rail, and streetcar projects, as well as high-intensity bus and high-capacity transit. In addition, he noted the regional Veloweb map highlights existing Veloweb networks and those that are funded for future year construction. Mr. Wheeler also focused on highlighted policy and program updates that will be included in the Mobility 2045 Update. Staff has made refinements to the Health Accessibility Program to include improving access to healthy foods and medical care to better address current federal requirements to include equity as a focus of the planning process. Regarding the financial plan requirements, he noted that staff continues to refine revenues and costs for the update, which must be financially constrained. All reasonably expected revenue sources, documented in the plan by year of expenditure, are included and balanced with priorities. Expenditure categories include infrastructure maintenance, management and operations, land use strategies, rail/bus, and high-occupancy vehicle (HOV)/managed lanes and freeways/tollways and arterials. The draft expenditures for Mobility 2045 Update overall are currently estimated at approximately \$140-150 billion, and it was noted that refinements are continuing. Also highlighted was the revenue forecast, which includes approximately \$140 billion through traditional highway funding, local funds, toll revenues, and transit funding, including federal grants and revenue enhancements. The various revenue sources include baseline revenues such as annual revenues regularly received (formula funds), adjusted baseline revenues such as Proposition 1 and Proposition 7 that are reasonably anticipated, and revenue enhancements that represent opportunities for increased transportation funding based on past trends, though by no means guaranteed. Mr. Wheeler noted that the revenue forecast chart shown includes annualized revenue between 2023 and 2045 and does not include lump sum revenues,

competitive grants, or local funds expected to be received and is only shown a representation of the relative relationship between revenue enhancements and the entire revenue stream expected for the plan. Staff expects to achieve financial constraint for the plan update over the next month and will present updated financial information to the Regional Transportation Council (RTC) in March 2022, along with draft plan recommendations. Final recommendations will be presented for action in June. RTC Vice Chair Duncan Webb discussed the increased population growth in unincorporated areas and the challenges to counties. Mr. Morris noted it will be important to get consensus on how cities and counties would like to deal with annexation and land use control in order to effectively prepare for growth. Once resolved regionally, it will be important to take the conversation to the Legislature.

9. **Transit Studies Recommendations:** Shannon Stevenson provided an overview of study recommendations resulting from the Southern Dallas County and Tarrant County transit studies, followed by an overview by Brendon Wheeler of the Collin County Transit Study. In 2018, the North Central Texas Council of Governments received requests to develop a comprehensive approach to planning and implementing transit service in all three counties. The Best Southwest Partnership cities of Cedar Hill, DeSoto, Duncanville, and Lancaster requested a study to investigate the movement of people and goods in and around the Southern Dallas Inland Port area and the Tarrant County Mayors' Council requested a plan to implement innovative mobility services in non-member cities within the county. In Collin County, elected officials made similar requests but included a request to integrate rail planning for the Irving to Frisco corridor. All requests stressed the importance of balancing transportation needs, addressing equity, and identifying options for non-member cities to work with transit providers to operate transit within their communities. The studies built on the regional planning efforts reflected in documents such as Mobility 2045 and Access North Texas, integrating the goals, objectives, and strategies outlined in both documents. Public and stakeholder engagement for each of the studies were highlighted. The first phase of the studies focused on understanding the existing conditions and identifying transit needs. Various factors were analyzed as part of the needs assessment, including the needs of the underserved communities, low-income individuals, individuals with disabilities, and the elderly. For the Tarrant County study, three scenarios were developed based on the identified needs and public/stakeholder input. The scenarios provide a range of what services might look like throughout the county. Scenario one focuses on meeting all of the regional needs, and the highest local needs while scenario three focuses on meeting all local needs and the highest regional needs. Scenario two blends the scenarios and focuses on meeting the medium and high needs for both regional and local access. On-demand (micro transit) service was recommended to address local needs for all non-member cities to begin a base level of service that can built upon in the future. Regional express bus routes were also recommended to address regional needs. The baseline budget countywide for Tarrant County ranges from \$18 million to \$18.5 million. In addition to the transit needs assessment, results of the Southern Dallas County Transit Study also included access to goods movement within the inland port area to understand the impact on the local transportation system which has added approximately 14,000 jobs to the area in the last ten years and has seen a little more than 22 million square foot in industrial distribution space development. Based on both the transit and the goods movement assessments and stakeholder input, service scenarios were developed. Scenarios include on-demand services (micro transit) within each city, with each having at least one local service zone. In addition, recommendations include three fixed routes provided by intercity connections with some linking to on-demand zones. One route is an express line connecting Cedar Hill to downtown Dallas. Cost of implementing the services ranges from \$1.2 million to \$1.6 million

for Phase 1, with expansion to Phase 2 adding another \$600,000 for a total of \$2.1 million. Ms. Stevenson noted that details of the costs for the Tarrant County and Southern Dallas County transit studies was available in the final report.

Brendon Wheeler presented an overview of the Collin County Transit Study, which focused on integrating transit across member and non-member cities and how to overcome the traditional funding and implementation hurdles of joining transit for the rapidly growing urbanized areas in the county. In addition, a study was conducted for the Irving to Frisco Passenger Rail Corridor based on a previous conceptual engineering and funding study. The variety of existing transit services within the county were highlighted, which creates a patchwork of services operators and audiences leading to roadblocks in cohesive transit movement by all transit users. Mr. Wheeler noted that the Collin County Transit Study included a transit propensity analysis, a technical and policy needs assessment, to determine where transit is needed most. Through that effort, several transit scenarios were developed to help match the varying needs with different services and jurisdictional needs. Four categories of transit propensity based on community type were identified and paired with general transit service types: 1) basic mobility, 2) emerging and high growth, 3) developed and maturing, and 4) Dallas Area Rapid Transit member. Mr. Wheeler noted that the study also reviewed how to phase services over time, as well as the cost to communities of not implementing transit. A white paper was developed on the costs that communities are inherently adopting by not implementing transit such as the cost of car ownership, lack of job access, low land value, missed opportunity cost and cost of congestion. Recommendations for Collin County also include a phased approach, layering the transit services across the county beginning with an on-demand (micro transit) level countywide and then developing funding support in a single governance entity to create an integrated system. He noted the recommendations would be incorporated into the Mobility 2045 Update and that coordination would continue among the county, cities, and transit agencies. Mr. Wheeler also provided an overview of the Irving to Frisco Passenger Rail Corridor Study. During the study, advisory committee members built on a previous study and reviewed various station locations along the corridor. Efforts included an initial review of cost effectiveness based on ridership forecasting and options to extend the northern terminus to Prosper and Celina. A land use analysis was developed for each station that detailed existing conditions and recommended future land use and zoning considerations for future transit-oriented development. Use of people mover/automated transportation systems was also reviewed, as well as interlining opportunities with the Trinity Railway Express (TRE) that could increase ridership. The study also included an analysis of cost, funding, and governance. Overall, the estimated cost for the corridor in current year dollars was estimated at approximately \$1.6 billion total. Given the high cost of the corridor both from a capital and operating standpoint, a phased approach was recommended. As an innovative solution, a supply-side approach could be coordinated with Burlington Northern Santa Fe (BNSF) Railroad to incorporate transit rail with freight operations as infrequent slots become available to begin minimal operations and generate revenue for the project. Recommendations to interline with the TRE and extending rail to Celina will be incorporated into the Mobility 2045 Update. As with the transit study, continued coordination is needed with the county, cities, transit authorities, and BNSF to pursue a single governance structure and funding agreements for developing this corridor. In summary, recommendations from all transit studies show the need for a common framework for the communities outside of transit authorities to begin overcoming hurdles in joining transit. The governing service model recommended is that regardless of solution (fixed route, micro transit, rail, etc.), either joining a transit authority or establishing a link to one via a local government corporation is the recommended path forward to bring an acceptable level of cohesive transit service

throughout the growing urbanized region. Other governing forms were reviewed but fell short due to the general lack of coordination outside of their boundaries and/or lack of long-term success and stability of funding that these entities would be able to offer. Continued coordination is needed to develop a common framework and work through these funding considerations. Mr. Wheeler highlighted the recommended phased approach for implementation strategies that begins with base-level, on-demand (micro transit) service that steps up into increasingly more intensive transit service types such as express bus service, fixed route bus, and then rail which can be tailored based on a community's needs. Staff recommended moving forward with Phase 1 to identify funding and develop a governance entity to implement micro transit for the public in the fast-urbanizing areas outside the current transit authority boundaries. Regional Transportation Council Vice Chair Duncan Webb thanked staff for its work and leadership on the transit studies. Michele Wong Krause noted that the Dallas Area Rapid Transit Board would be holding a full day workshop with an emphasis on the future of public transit and its relationship with non-member cities and will be discussing the new demographics, Mobility 2045 Update and the transit studies. She also thanked staff for the useful information. Dianne Costa asked about the status of the Denton County Transit Study and staff noted that the agreement would be presented to the NCTCOG Executive Board in late January 2022.

10. **Progress Reports:** Regional Transportation Council attendance was provided in Electronic Item 10.1 and the current Local Motion in Electronic Item 10.2.
11. **Other Business (Old or New):** There was discussion on this item.
12. **Future Agenda Items:** There was no discussion on this item.
13. **Next Meeting:** The next meeting of the Regional Transportation Council (RTC) is scheduled for 1:00 pm, Thursday, February 10, 2022.

The meeting adjourned at 3:15 pm.