

**MINUTES**

**REGIONAL TRANSPORTATION COUNCIL  
May 9, 2024**

The Regional Transportation Council (RTC) met on Thursday, May 9, 2024, at 1:00 pm in the Transportation Council Room of the North Central Texas Council of Governments (NCTCOG). The following members or representatives were present: Daniel Alemán, Bruce Arfsten, Rick Bailey, Adam Bazaldua, Gyna Bivens, Ceason Clemens, Michael Crain, Theresa Daniel, Andy Eads, Michael Evans, Vernon Evans, Gary Fickes, George Fuller, Raul Gonzalez, Lane Grayson, Mojoy Haddad, Sharla Horton (representing Jeff Davis), Clay Lewis Jenkins, Ron Jensen, Brandon Jones, Brad LaMorgese, Terry Lynne (representing Steve Babick), Cara Mendelsohn, Ed Moore, John Muns, Omar Narvaez, Manny Ramirez, Jim Ross, David Salazar, Chris Schulmeister, Gary Slagel, Jeremy Tompkins, Duncan Webb, and Chad West.

Others present at the meeting were: Vickie Alexander, Steve Anderson, Renee Arnold, Micah Baker, Carli Baylor, Natalie Bettger, Alberta Blair, Stephanie Boardingham, Jason Brown, Carolyn Burns, Laura Cadena, Molly Carroll, Angie Carson, Jeff Coalter, Dawn Dalrymple, David Dryden, Chris Drysen, Mike Eastland, Chad Edwards, Janet Fortel, Efrain Frias, Jillian Giles, Rebekah Gongora, Barry Gordon, Christie Gotti, Tony Hartzel, Robert Hinkle, Caleb Humphrey, Richard Isarraraz-Garcia, Joel James, Yagnesh Jarmarwaca, Amy Johnson, Dan Kessler, Frances Key, Gus Khankarli, Tony Kimmey, Ken Kirkpatrick, Andy Kissig, Chris Klaus, Tracey Knight, Dan Lamers, Christopher Lee, Eron Linn, April Mann, Dillon Maroney, Jon McKenzie, Kalon Melton, Erin Moore, Michael Morris, Jenny Narvaez, Mark Nelson, Dylan Niles, Brinton Payne, Michael Peters, James Powell, Lauren Prieur, Vercie Pruitt-Jenkins, Andrei Radu, Abbas Rastandeh, Zahra Ricketts, Kathryn Rotter, Sarah Sargent, Gwen Schaulis, Walter Shumac III, Vitorio Slade, Toni Stehling, Jonathan Toffer, Lauren Trimble, Whitney Vandiver, Dan Vedral, Brendon Wheeler, Amanda Wilson, and Brian Wilson.

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 Gyna Bivens 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 April 11, 2024, Minutes:** The minutes of the April 11, 2024, meeting were approved as submitted in Electronic Item 2. Jim Ross (M); Daniel Alemán (S). The motion passed unanimously.
3. **Consent Agenda:** There were no items on the Consent Agenda.
4. **Orientation to Agenda/Director of Transportation Report:** Michael Morris recognized Mayor Barry Gordon, City of Duncanville for his service on the Regional Transportation Council. The mayor, who will be leaving office, has served the RTC and his community with distinction with his commitment to public service, the community, and to the people within the region. Michael noted that North Richland Hill's Mayor Oscar Trevino was scheduled to be recognized for his support and 20 plus years of service, but Mayor Trevino was unable to attend the RTC meeting because he was attending the funeral services of North Richland Hills Assistant Police Chief Kevin Palmer. Michael expressed condolences to the family and all those impacted by Assistant Chief Palmer's passing. Mayor Trevino's long service to both the Regional Transportation Council and to his community will be recognized in the near future. Michael introduced Chair Bivens to announce the Nominating Subcommittee

appointments: Gary Slagel (Chair), Lane Grayson (Vice Chair), Elizabeth Beck, J.D. Clark, Theresa Daniel, Michael Evans, Ed Moore, Omar Narvaez, and Manny Ramirez. The subcommittee will present officer recommendations for the 2024-2025 term at the June RTC meeting. The North Central Texas Council of Governments and Regional Transportation Council will celebrate its 50th anniversary as a metropolitan planning organization with a luncheon on August 8, 2024, during the Irving Transportation, Infrastructure and Economic Investment Summit and prior to the monthly RTC meeting. Michael mentioned that Transit 2.0 is up and running with consultants on board, and the tasks that don't require a lot of policy direction have begun. The tasks that involve communication with transportation authority board members are being scheduled. Dan Kessler will present in the next few months on the new demographic and employment forecasts for the year 2050 that will be used for the new mobility plan. The Regional Transportation Council will be the policy review group of that effort. Legislative items will be coming out in late summer/early fall. Michael announced during the meeting that staff was planning to schedule a high-speed rail workshop in July prior to the RTC meeting but was notified during the meeting that the City of Dallas representatives would be in recess in July, Michael noted that staff would poll the members regarding their availability to attend the workshop. In the policy direction and future of both high-speed rail, Michael was requested to speak at the high-speed rail conference in Washington, DC. Michael acknowledged Commissioner Fikes, who brought the importance of the high-speed rail to RTC twenty years ago. Michael mentioned that he had recently attended several press conferences and ribbon cuttings.

5. **Reconnecting Communities Update:** Karla Windsor briefed the Regional Transportation Council (RTC) that the United States Department of Transportation (US DOT) reached out in February and asked if the North Central Texas Council of Governments (NCTCOG) would take \$80 million of the requested \$95 million, with assurance we could still complete the scope of work. Staff requested the Regional Transportation Council (RTC) to make up the difference of the \$15 million funding gap. This would allow the RTC to not have any increase in local commitment to its project partners and would allow the four deck projects to move forward. Karla mentioned slight adjustments may be needed in funding as the projects go to construction and as they're let, but staff would know more at a later date. Currently, work is underway to develop a letter of assignment with the Texas Department of Transportation (TxDOT) as a project partner that will be the lead contracting and implementing agency. All of the projects are over interstate systems or state facilities. Karla provided a breakdown of the revised allocation of federal funds for the funding for the Dallas-Fort Worth (DFW) region's "Bridging Highway Divides for the Dallas Fort-Worth Communities" application: Klyde Warren Park (Phase 2) – expanding to West Saint Paul Street for \$20 million; Southern Gateway (Phase 2) for \$25 million; Interstate Highway (IH) 30: Farmers Market/Three Fingers for \$20 million; and McKinney State Highway 5 for \$15 million. Karla noted for the IH 30 project, Farmers Market/Three Fingers, in February 2024, the RTC approved a \$30 million in Regional Toll Revenue (RTR) loan on this facility, instead staff recommends the RTC add \$5 million needed for the project and retract the loan, since the federal discretionary grant was awarded.

A motion was made to approve an additional \$15 million in Surface Transportation Block Grant funds to include in the Reconnecting Communities and Neighborhoods awarded project funding, and administratively amend the Transportation Improvement Program (TIP) and Statewide TIP, as well as other planning and administrative documents to include the amended funding. Raul Gonzalez (M); Cara Mendelsohn (S). The motion passed unanimously.

6. **Project Status Report: Fiscal Year 2024 Project Tracking and Metropolitan Planning Organization Milestone Policy Round 2:** Brian Dell presented a request for Regional Transportation Council (RTC) approval of various updates to Milestone Policy project deadlines. Brian introduced the two components of the Project Status Report: the Metropolitan Planning Organization (MPO) Milestone Policy Round 2 Update and FY2024 Project Tracking Update. The MPO Milestone Policy focuses on projects funded for 10 plus years that have not gone to construction. FY2024 Project Tracking focuses on projects slated for implementation in FY2024, and highlights potential problems in order to prevent delays, provides earlier monitoring, and enables the RTC to take corrective actions to avoid accumulation of carryover balances. Brian mentioned there were eight projects on the MPO Milestone Policy list that have not gone to construction totaling \$272 million. Of those, one project was scheduled for letting in FY2024 and seven are scheduled for letting in FY2025 or beyond. He briefly went through the risk ratings of the projects. Brian provided a breakdown of the three projects requiring action. The first project is a Union Pacific (UP) Railroad Crossing Project in Haltom City. In 2021, Haltom City informed the North Central Texas Council of Governments (NCTCOG) that work had started at the Haltom Road location and work at Glenview Drive was pending approval by UP. As a result, the project was not included in the final Milestone Policy Round 2 RTC action item. NCTCOG was later informed that work had not started at either location. The project is also on the Federal Highway Administration (FHWA) inactive list due to no requests for reimbursement being submitted for over a year. Staff's recommendations were to put the project on the Milestone Policy list for tracking and require Haltom City's City Council to reaffirm its commitment to the project with a resolution (must include confirmation that local match is still available and a schedule by which the City commits to implement the project), and NCTCOG will bring back an item at a later date to request action on a letting deadline. The second project is Riverfront Boulevard in Dallas County. An updated letting deadline of December 2023 was approved in August 2022, but franchise utility coordination and review further delayed the project and led to the deadline being missed and a funding shortfall of \$14,810,939 to accrue. Staff's recommendation was to approve \$11,984,662 of additional Dallas County Regional Toll Revenue (RTR) funds to address the shortfall, with Dallas County contributing an additional \$2,000,000 and City of Dallas contributing \$826,277, and to extend the letting deadline to December 2024. The third project, US 377 from South of Farmers Market 1171 to Crawford Road was unfunded when the Milestone Policy Round 2 list was approved by the RTC. Therefore, a deadline was not established. Since then, the project was funded via the 2023 10-Year Plan Update. The staff's recommendation was to establish a letting deadline of September 2027 for this project based on feedback from TxDOT-Dallas. Brian briefly went through the four funding categories being tracked as part of the FY2024 Project Tracking initiative. The first category, Congestion Mitigation Air Quality Improvement Program (CMAQ) funding, has \$58 million available with \$51.4 million obligated. It was noted that the obligations were made up of mostly some of the large dollar transit projects and that more than half of the projects have been pushed to later years. The second category, Surface Transportation Block Grant (STBG) funding, has \$91.7 million of available funding with \$102.7 million obligated (including funding that is classified as Advanced Construction). Transportation Alternatives Set Aside (TASA) funding has \$58.3 million available with \$26.3 million obligated. The fourth category, Carbon Reduction Program, a new category added through the last transportation funding bill, has \$55 million available with \$35.3 million obligated. Additional details were provided in Electronic Item 6. Commissioner Webb asked what kind of deadlines are being planned for Haltom City to pass the resolution. Brian noted that no specific deadline has been established, but staff intends to bring back an item sometime in the fall. A question was asked about what has caused the Haltom City project to be delayed for such a long time. Michael Morris noted that

it is likely due to staff turnover and the complex nature of federal funding. He also emphasized the importance of getting projects like this implemented in a timely manner, so inflation does not continue to drive costs up.

A motion was made to approve of staff's recommendations detailed in slides 6-8 of the presentation in Electronic Item 6, and to allow staff to administratively amend the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP), along with other administrative/planning documents as needed to incorporate any changes to affected projects. Theresa Daniels (M); Adam Bazaldua (S). The motion passed unanimously.

7. **Regional Transportation Council Policy – Temporary Suspension of Dynamic Pricing of Managed Lanes During Reconstruction:** Dan Lamers introduced a policy allowing for the suspension of dynamic pricing of managed lanes on the region's freeway system that have offered motorists an opportunity, a choice, and an option of travel within some congested borders by paying a toll to be able to go at a very reliable speed and travel time again. In fact, some of them have been extremely successful within our region so some of them are required now to be expanded. That is the case with two corridors right now; one is the North Tarrant Express and the other is Interstate Highway 35 East in in the Dallas district north of LBJ. The current managed lanes pricing policy, last updated in 2016, specifies that dynamic pricing with market-based tolls be applied after initial opening. Dan provided an example, if construction is underway, the dynamic prices change based on the congestion in the managed lanes. If construction occurs within the managed lanes, that certainly could reduce capacity and cause congestion. The algorithms essentially increase the cost of those managed lanes and that is not an ideal scenario. The congestion in the general-purpose lanes could drive additional travelers to the managed lanes, causing the tolls to spike as well. In order to prevent those types of circumstances, Dan encouraged consideration of the proposed Policy R24-01 which would allow the Texas Department of Transportation (TxDOT) District Engineer to temporarily suspend dynamic pricing during times of reconstruction as safety and potential driver confusion are primary considerations. Following reconstruction, dynamic pricing should be restored. Considerations for the temporary rate structure include the type of reconstruction, with an adjustment likely needed only under full facility reconstruction, the length of duration of construction activities, consistency of rates by facility direction during corresponding time periods and day of week, the need for temporary signage, and the need to continue revenue collection in compliance with federal or State laws and regulations. A draft of the policy was included in Electronic Item 7. Dan mentioned it would also be recommended that TxDOT engage in a public outreach campaign to ensure that everybody knows that these corridors will be operating differently during the construction period. There was general discussion of peak periods in each direction, off peak in each direction, and the need for TxDOT to try to have the peak direction rates be similar due to being critical for safety reasons and to make sure the consumer doesn't see a spike in rates.
8. **Public Involvement and Mobility 2050 Outreach:** Amanda Wilson provided an overview on Public Involvement and Mobility 2050. This presentation was requested the previous month by the Regional Transportation Council (RTC) after the initial Mobility 2050 presentation in order to receive more information about public engagement efforts, specifically related to individuals who do not speak English. Amanda briefed the Council on the Metropolitan Planning Organization (MPO), public engagement strategies, and plans. The public participation plan, a federally mandated requirement for all MPOs, guides the department's public involvement efforts and outlines the MPO's responsibilities to inform and

engage individuals and communities. The plan was last updated in November 2022, though that update pertained solely to the public comments made during RTC meetings. The last major revision occurred in 2020, with a focus on increased engagement with community organizations and more virtual education and involvement initiatives, recognizing the transition of public involvement towards online platforms. The plan is available on the North Central Texas Council of Governments (NCTCOG) website. Amanda mentioned that the plan covers federal responsibilities, procedures, strategies for engaging the public, and methods for evaluating efforts. She noted that NCTCOG has a separate language assistance plan, included as an appendix in the public participation plan, to address the need for language assistance. Amanda provided the guiding principles included in the plan: consistent and comprehensive communication, commitment to diversity and inclusiveness, consultation with committees, and collaboration with audiences and stakeholders. Amanda noted that federal law specifically requires consultation with certain stakeholder organizations for the Metropolitan Transportation Plan, Mobility 2050. The plan's goals aim to inform and educate the public, engage diverse audiences, and encourage participation. Public feedback is crucial for long-range mobility plans to ensure inclusivity and identify areas for improvement. The strategies are outlined in the Public Participation Plan. Amanda highlighted newer opportunities, including a toolkit for sharing information about Mobility 2050 and engaging community networks, as reaching the large media market is challenging. NCTCOG aims to connect with trusted community organizations. The language assistance plan utilizes a four-factor analysis to determine when and how to translate materials, considering: the number and proportion of individuals with limited English proficiency (LEP) for a program, activity, or service; the frequency with which LEP individuals interact with the program; the importance of the program, activity, or service to people's lives; and the available resources and costs to provide language assistance. Amanda provided examples of general public outreach efforts, such as websites with automatic Google Translate functionality, publications like the Citizens Guide and fact sheets in Spanish and other languages, and [NCTCOG's Public Input platform](#). Amy Johnson stated that NCTCOG is guided by key principles for outreach, tailored for multilingual communication: seeking meaningful input early in the planning process, engaging the appropriate stakeholders, and focusing on problem-solving. To target languages, NCTCOG produces and maintains an Environmental Justice Index, utilizing the top two categories of low-income and total minority populations to determine where and how to target outreach. Supplemental layers, including limited English proficiency data, indicate that the top two languages in the region besides English are Spanish and Vietnamese, with Spanish being much more prevalent across the region. For the Spanish language, NCTCOG takes a region-wide approach to reach the most people, while for languages like Vietnamese, a more localized, neighborhood-level outreach strategy is employed. Examples of multilingual efforts specific to Mobility 2050 include web pages, surveys available in English and Spanish, the "Map Your Experience" tool, and graphics produced in Spanish and other languages as needed. Finally, Amy mentioned the [Mobility 2050 Outreach Toolkit](#), available on the NCTCOG website, which includes template articles, links to relevant pages, timelines, graphics for social media templates, and social media messages. Public input is ongoing throughout the year, and by the end of the year, all feedback will be compiled to produce a draft plan based on the input received.

9. **2025 – 2028 Transportation Improvement Program Draft Listings**: Christie Gotti briefed the Council on the 2025-2028 Transportation Improvement Program (TIP) development process. Christie talked about the cooperative effort required between the North Central Texas Council of Governments, local governments, Texas Department of Transportation (TxDOT), Transit agencies, and transportation agencies to develop the TIP. She provided

an overview of the TIP development process. Two focus areas were highlighted, the first was ensuring that updates to projects provided by agencies and from recent/pending TIP modifications were incorporated, and financially constraining the TIP to the 2025 Unified Transportation Program (UTP) draft allocations plus anticipated carryover funding. The second focus area covered is timely implementation of projects, which includes closely reviewing projects on the Metropolitan Planning Organization (MPO) Milestone Policy List (and those at risk of getting on the list in the future), projects with Congestion Mitigation and Air Quality Improvement Program (CMAQ) and/or Surface Transportation Block Grant (STBG) funds (to avoid accumulation of carryover balances), and projects with Transportation Alternatives Set Aside (TASA) funds (to avoid funding lapses). Christie briefed the Council on the Justice 40 Initiative, part of Executive Order 14008 signed in 2021, that reiterates a call for environmental justice, particularly related to climate change. Justice40 calls for 40 percent of the benefits of certain federal investments to flow to disadvantaged communities. It was noted that the RTC has funding authority over three categories that fall under Justice40: Congestion Mitigation and Air Quality Improvement Program, Transportation Alternatives Set-Aside, and Carbon Reduction Program. Christie reported that the Dallas-Fort Worth region exceeds the target in each category when looking at the proportion of funding that impacts low income and minority areas in the region. The TIP scope of programming was covered. The 2025-2028 TIP (Roadway and Transit) contains approximately \$10 billion dollars of projects. There are over 1,100 active projects being tracked, with 679 active projects in 2025-2045, and 74 agencies implementing those projects. She highlighted the project progress since the 2023–2026 TIP development: 163 have let (\$4.31 billion) and of those, 94 were local lets (\$0.66 billion) and 68 were state lets (\$3.65 billion). She also highlighted the projects that have been completed since the development of the 2023-2026 TIP: 143 have been completed (\$2.40 billion) and of those, 103 were locally implemented projects (\$0.54 billion) and 40 were state implemented projects (\$1.86 billion). Christie strongly encouraged everyone to review the listings to ensure projects were listed correctly, as one of the most important things for project tracking is to make sure projects are ready and in the right year. It was emphasized that if a project does not have funding in FY2025, FY2026, FY2027, or FY2028, it will not be in the new TIP. She also mentioned if the project is in FY2024, projects will not automatically carry over and projects in FY2029 and later, will be in the environmental clearance appendix of the TIP (Appendix D). Appendix D is where projects planned or funded in later fiscal years are listed, so that they can continue to move through the project development process. The TIP development schedule was covered, with June 11, 2024, being flagged as the deadline for providing comments on draft listings to ensure they could be incorporated prior to the RTC action; then submit the final document on July 1, 2024, to the state; with anticipation of the Commission’s approval in the August or September time frame; and then our federal partners tend to take about 60 to 90 days to complete their review process with expectancy of approval in October or November. Electronic Item 9 contained an overview of the TIP development process, focus areas, and schedule, and the financially constrained draft project listings for the 2025-2028 TIP are available at the following weblink: <https://www.nctcog.org/trans/funds/tip/transportation-improvement-program-docs/2025-2028tip>.

10. **Air Quality Status Report:** Due to the potential impact of severe weather and to ensure safety for members and staff, this agenda item was not presented.
11. **Air Quality and Safety Demonstration Projects:** Due to the potential impact of severe weather and to ensure safety for members and staff, this agenda item was not presented.

12. **Progress Reports:** Regional Transportation Council attendance was provided in Electronic Item 12.1 and Surface Transportation Technical Committee attendance and minutes were provided in Electronic Item 12.2.
13. **Other Business (Old or New):** There was no discussion on this item.
14. **Future Agenda Items:** There was no discussion on this item.
15. **Next Meeting:** The next meeting of the Regional Transportation Council is scheduled for Thursday, June 13, 2024, 1:00 pm, at the North Central Texas Council of Governments.

The meeting adjourned at 2:22 pm.