

MINUTES

**REGIONAL TRANSPORTATION COUNCIL
August 18, 2022**

The Regional Transportation Council (RTC) met on August 18, 2022, at 1:30 pm in Room G1 of the Irving Convention Center at Las Colinas. The following members or representatives were present: Daniel Alemán, Dennis Bailey, Rick Bailey, Adam Bazaldua, Gyna Bivens, Mohamed "Mo" Bur, Dianne Costa, Michael D. Crain, Theresa Daniel, Janet DePuy, Andy Eads, Gary Fickes, Leonard Firestone (representing Elizabeth M. Beck), George Fuller, Raul Gonzalez, Barry L. Gordon, Rick Grady, Lane Grayson, Mojoy Haddad, Clay Lewis Jenkins, Carl L. Johnson, Brandon Jones, Brad LaMorgese, Mike Leyman, Alison Maguire, B. Adam McGough, Cara Mendelsohn, Ed Moore, Omar Narvaez, Phillip J. Ritter, Tito Rodriguez (representing Jeff Davis), Jim R. Ross, Chris Schulmeister, Jeremy Tompkins, Oscar Trevino Jr., William Tsao, Duncan Webb, B. Glen Whitley, and Michele Wong Krause.

Others present at the meeting included: Vickie Alexander, Richard Andreski, Tom Bamonte, Alberta Black, John Bloch, Tandy Boroughs, Ian Bryant, Pamela Burns, Angie Carson, Curt Cassidy, Lori Clark, Matt Craig, Clarence Daugherty, Brad Davis, Caryl DeVries, Edie Diaz, Chad Edwards, Mary Elliott, Staron Faucher, Kevin Feldt, Michael Gage, Mike Galizio, Carmen Garcia, Will Gladbach, Christie Gotti, Beatriz Hernandez, Robert Hinkle, Joel James, Udoka Johnson, Dan Kessler, Gus Khankarli, Ken Kirkpatrick, Eron Linn, Stanford Lynch, Lillian Mauldin, Steve McCullough, Mickey McGuire, Jon McKenzie, Bill Meadows, Bridell Miers, Steve Montgomery, Erin Moore, Michael Morris, Patrick Murray, Jenny Narvaez, Jeff Neal, Mark Nelson, John Nguyen, Barbara Odom-Wesley, Johann Petterson, John Polster, Kelly Porter, James Powell, Vercie Pruitt-Jenkins, Guillermo Quintanilla, Came Rogers, Kathryn Rotter, Orlando Sanchez, Madison Schein, Mashhood Shah, Randy Skinner, Chelsea Smith, Toni Stehling, Shannon Stevenson, Jose Valentino, Dan Vedral, Amanda Wilson, Karla Windsor, Alicia Winkelblech, Marcus Wood, Casey Wright, 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. Marcus Wood, of Dallas, spoke in support of Agenda Item 8, more specifically about the Riverfront Boulevard Reconstruction Project adjacent to the Dallas County Criminal Courts, page 281 of the Agenda Packet. Recommends especially for Dallas County and City of Dallas Riverfront Blvd. reconstruction.
2. **Approval of the July 14, 2022, Minutes:** The minutes of the July 14, 2022, meeting were approved as submitted in Electronic Item 2. B. Glen Whitley (M); Rick Grady (S). The motion passed unanimously.
3. **Consent Agenda:** There were no items on the Consent Agenda.
4. **Orientation to the Agenda/Director of Transportation Report:** Michael Morris highlighted items on the Director of Transportation Report. He began by introducing the new CEO and President for Trinity Metro, Richard Andreski. He also highlighted there is a handout on the High-Speed Trains Reality. Regional Transportation Council Bylaws Revision Subcommittee Chair Andy Eads met with the RTC Bylaws Subcommittee

before the full Council meeting. Information on potential updates to the Bylaws will be provided in the months to come. The Council was briefed on Changing Mobility Data, Insights, and Delivering Innovative Projects (Electric Item 4.2) and noted the success that Karla Windsor had with the Regional Sidewalk Data Layer. NCTCOG staff is reviewing decorum policies and rules for public comments at Regional Transportation Council meetings, a draft is provided in Electronic Item 4.4. Michael noted that the Air Quality Handbook, Spanish Version received a Platinum Award Level from Hermes Creative Awards (Electric Item 4.5). The regional won a \$25 million Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant for the Improved Bicycle/Pedestrian Routes to Rail and Transit Technology Upgrades Program, \$45.73 million project in south Dallas. Michael briefed the RTC about the TransPOD Certification Facility Proposal (Electronic Item 4.7). The remaining items were not presented.

5. **2023 Unified Transportation Program (UTP) and Regional 10-Year Plan Update:** Christie Gotti briefed the Regional Transportation Council (RTC) regarding the proposed changes for the Regional 10-Year Plan Update, including two proposed funding exchanges related to the Southeast Connector project. Texas House Bill (HB) 20 requires that metropolitan planning organizations (MPO) develop 10-Year Plans using performance-based planning and project selection methods. Since December 2016, the Regional Transportation Council has annually approved a set of projects funded with Category 2 (MPO selected) and Category 4 (TxDOT District selected) funds and submitted for Texas Transportation Commission (TTC) consideration with Category 12 (TTC selected) funds that cover 10 years of highway projects. Since the last update in 2021, North Central Texas Council of Governments (NCTCOG) staff has coordinated with the TxDOT Dallas, Paris (Hunt County), and Fort Worth districts regarding updates to previously approved projects, as well as potential additions to the 10-Year Plan to be included in the 2023 Unified Transportation Program (UTP). In response to a March 1, 2022, deadline set forth by TxDOT, staff worked with TxDOT to draft a list that includes these project updates and potential new candidate projects. In recent weeks, feedback was received from TxDOT Headquarters regarding the region's funding requests. Cody highlighted that not all of the region's requested Category 2 funds were being picked up due to discrepancies between the carryover balances that TxDOT Headquarters and NCTCOG/TxDOT Districts are showing, leading to more funding being requested than is available. Cody also noted that staff is in the process of coordinating with TxDOT on a path forward regarding the discrepancies. The principles for the development of the Regional 10-Year Plan and historical funding allocations to the region were briefly highlighted. As part of this update to the 10-Year Plan, proposals for a Category 2/Category 12 funding exchange are being made. The Southeast Connector project came in \$800 million over the estimate. The project has been split into four pieces, with only the first one being fully funded. Funding is being pursued for only one additional segment at this time, which costs \$468 million. To address this funding gap on the Southeast Connector project, staff is proposing that Category 2 funds be removed from several out-year projects and be replaced with Category 12 funding in the 2023 UTP. The freed-up Category 2 funds would then be used on the \$468 million section of the Southeast Connector to advance it by February 2023. The projects with Category 2 funding which were proposed to change to Category 12 to offset the funding being added to the Southwest Connector segment are: TIP 13070/CSJ 0135-15-002 (\$283,996,800), TIP 13067/CSJ 0135-02-065 (\$120,000,000), TIP 13033.5/CSJ 0196-01-113 (\$61,486,864), and FM 428/Greenbelt (\$2,516,336) (after refunding project with \$50M). Instead of funding the FM 428/Greenbelt project, TxDOT is proposing to increase the amount of the swap on TIP 13070 by the same amount (to \$286,513,136). Surface Transportation Block Grant

Program (STBG) funds are not being obligated as quickly as needed so a Category 2/ STBG funding exchange is also being proposed. \$97.9 million of Category 2 funds currently on a section of the Southeast Connector project are proposed to be exchanged with STBG funds. Since this Southeast Connector section can go to construction in Fiscal Year 2022, the region will be able to quickly reduce the carryover balance of STBG funds and take advantage of additional STBG funding that became available to the State. To complete the exchange, 15 projects across the region that are currently funded with \$97.9 million of STBG funds are proposed to be funded with Category 2 funds instead (refer to comment section in Planned Project list for specific projects). Maps displaying the proposed projects and their statuses, as well as other major capacity projects across the region were presented. Staff received a recommendation for Council approval from the Surface Transportation Technical Committee in July. TxDOT Public Involvement for the 2023 UTP begin in July and continues through August 2022 and TTC approval is anticipated in August 2022. Electronic Item 5.1 included additional information about the process. Electronic Item 5.2 contained the proposed list of planned projects for the Regional 10-Year Plan. Electronic Item 5.3 contained the 10-Year Plan projects that have let or been completed.

A motion was made to approve the 2022 Regional 10-Year Plan project listing, the proposed funding exchanges, and administratively amend the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and amend other planning/administrative documents to incorporate these changes. Gyna Bivens (M); Omar Narvaez (S). The motion passed unanimously.

6. **Regional Pedestrian Safety Action Plan Update:** Karla Windsor requested a recommendation for the Regional Transportation Council (RTC) to approve the Regional Safety Action Plan-2022 Update. The regional Pedestrian Safety Action Plan (PSAP) was endorsed by RTC on June 20, 2021, and was adopted by reference as part of the Metropolitan Transportation Plan, Mobility 2045 Update, on June 9, 2022. NCTCOG staff conducted the first annual review of the Plan. The annual implementation summary report will facilitate collaboration with TxDOT, local governments, and regional organizations in support of projects and programs that improve regional pedestrian safety. Topics that were reviewed on the “score card” included: Conducting Roadway Safety Audits (RSA) for the pedestrian safety corridors, implementing safety improvements based on RSA findings for pedestrian safety corridors, developing performance measures to evaluate the effectiveness of implemented countermeasures based on measurable data, coordinating and/or supporting the development of educational workshops and webinars aimed at informing law enforcement of pedestrian rights and responsibilities and the importance of accurate pedestrian crash reporting, coordinating and/or supporting educational programs and marketing campaigns aimed at informing the public, including drivers and pedestrians, of their rights and responsibilities when traveling on the roadway. Additionally, topics included: education campaigns, including Look Out Texans, which should be cognizant of their intended audience, based on the demographics historically involved in reported pedestrian crashes. Coordinating and/or supporting the development and implementation of policies, programs, and marketing campaigns aimed at improving safety and higher levels of physical activity for students. Completing updates to the Regional Pedestrian Safety Action Plan at least every five years to integrate as part of the Metropolitan Transportation Plan, using updated data and regional analysis. Conducting annual monitoring of pedestrian safety trends and reported crashes. Supporting RTC legislative program that addresses lower traffic speeds, yielding to pedestrians, and the use of wireless communication devices while operating a motor vehicle. Proposed updates to the Plan include an Environmental Justice analysis, 81 percent of identified pedestrian safety

corridors are located in a low income/minority populated area, and a section related to annual monitoring and outcomes. The public comment period opened June 21, 2022, and went through August 8, 2022. A redline version was posted to the NCTCOG website. Information was provided to the PSAP Committee and the Bicycle and Pedestrian Advisory Committee to review and provide comments. Going forward staff will continue monitoring the plan outcomes, the PSAP will be reviewed on an annual basis, produce an annual implementation summary report, and track progress towards goal of zero pedestrian fatalities by 2050. The PSAP schedule: requested STTC action on July 22, 2022, public meeting scheduled on August 8, 2022, and RTC action on August 18, 2022. Electronic Item 6 included additional details.

A motion was made to approve recommended RTC approval of the PSAP (2022 Update) as presented. Adam Bazaldua (M); B. Glen Whitley (S). The motion passed unanimously.

7. **Regional Parking Garage Policy:** Michael Morris presented proposed changes to the Regional Parking Garage Policy. North Central Texas Council of Governments staff has received several parking-related funding requests from local governments that support strategic land use developments. Mobility 2045 includes parking management and technology coordination in the land use-transportation connections program. To continue strategic investment in regional developments, staff recommended a regional parking facility funding policy be adopted by the Regional Transportation Council. RTC directed North Central Texas Council of Governments staff to support publicly owned surface and structured parking for limited purposes that generally meet criteria including but not limited to provide gap funding, advance safety, support technology solutions and/or economic development, support special event use or location needs, significantly change the transportation/land use balance of an area and solve a transportation problem using land use solutions, support transit operation, and provide environmental, air quality, and/or equity benefits.

A motion was made to approve the Regional Parking Garage Policy as presented. Theresa Daniel (M); George Fuller (S). The motion passed unanimously.

8. **Metropolitan Planning Organization Milestone Policy Round 2: Status Update and Fiscal Year 2022 Project Tracking:** Christie Gotti provided a status report on the Milestone Policy Round 2 and FY2022 Project Tracking projects and requested Regional Transportation Council (RTC) approval of proposed Riverfront Blvd. project changes and updated deadline. The MPO Milestone Policy focuses on projects that have been funded for more than 10 years and have not gone to construction. The policy helps to create agency accountability to implement projects in a timely manner. FY2022 Project Tracking focuses on projects slated for implementation in FY2022, 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. At the time of the presentation, ten months into the fiscal year (83 percent complete), and two out of three funding categories have not obligated an equivalent amount. The summary of projects that have not gone to construction as of July 2022 include 2 projects scheduled for letting in FY2022 at \$73,929,721; 9 projects scheduled for letting in FY2023 at \$93,435,636, 3 projects scheduled for letting in FY2024 or beyond at \$130,739,407, for a total of \$298,104,764. The Riverfront Blvd. project originally went from Cadiz St. to Continental Ave but was later divided in to two sections/projects: City of Dallas led the Continental Ave. to Union Pacific Railroad (UPRR) project and Dallas County leading the Cadiz St. to UPRR project. The first section was completed in 2018 but due to ongoing railroad

coordination, the Dallas County project has been delayed. Dallas County has proposed a solution that will reduce the limits to Cadiz St to Justice Center Way (omitting ~ 350 feet around the UPRR) and allows the project to go to construction by next spring/summer 2023. Dallas County and NCTCOG staff will continue to work on a solution for the remaining section (Justice Center Way to UPRR). The summary for FY2022 CMAQ Project Funding starts with total federal funding programmed of \$70,669,684 in October 2021, which had decreased to \$40,004,608 by June 2022 as projects were delayed to future fiscal years. Of the remaining \$44 million programmed, only \$28,133,105 has been obligated as of June 2022. Programmed funding is comprised of what is included in the TIP as well as transaction projects that have been funded but have not formally been to the TIP. 29 project phases have been delayed to future years through TIP actions or were canceled. In FY2022 Total STBG federal funding programmed in October 2021 was \$178,455,967, which had decreased to \$154,729,664 by June 2022. Federal funding obligated in June 2022 was \$145,928,206. 51 project phases have been delayed to future years through TIP actions or were canceled. For Transportation Alternatives Set Aside funding, total federal funding programmed in October 2021 was \$17,356,430 and in June 2022 was only \$5,676,345. As of June 2022, federal funding obligated was \$3,257,856. 11 project phases have been delayed to future years in the TIP. Mohammed "Mo" Bur of TxDOT commented that all of the RTC members probably have a Category 5, Category 7, or Category 9 project in their agencies (which are TxDOT's funding category numbers for CMAQ, STBG, and TA-Set Aside funding). He added that NCTCOG staff are under a lot of pressure to obligate the funds along with a lot of finger-pointing at the region when funds are unobligated, or money is assigned to projects but it's not moving forward. In addition, Mo noted that the region takes a lot of pride in getting its projects ready and it receives a significant amount of money because it gets projects ready. He also noted that the pressure and responsibility is upon everyone in the region to determine if projects are ready to be delivered as committed.

A motion was made to approve the proposed changes to the Riverfront Blvd. project limits and a revised MPO Milestone Policy deadline of December 2023 and to administratively amend the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and other administrative/planning documents as needed. B. Glen Whitley (M); Cara Mendelsohn (S). The motion passed unanimously.

9. **Ratification of Emergency Action for North Texas MOVES BUILD Grant Local Match Contingency:** Michael Morris requested the Regional Transportation Council (RTC) to ratify an emergency action to allocate \$2 million in RTC Local funds as a local match contingency related to the North Texas MOVES BUILD Grant. Pursuant to Policy P20-02 (Policy Position Establishing Guidelines for Ratification Actions) attached as Electronic Item 9.1, the Transportation Director approved, as an emergency action, \$2 million in RTC Local funds as a contingency for the funds committed by BNSF Railway for the North Texas MOVES BUILD Grant (\$25 million in federal funds). The policy requires RTC ratification of staff emergency actions at the next scheduled meeting. The BUILD Grant must be fully executed by September 26, 2022, or the funds will be lost to the region. The path forward is to allocate RTC Local funds as a contingency. BNSF will replace any RTC Local funds used upon execution of an amendment Trackage Rights Agreement between BNSF, DART, and Trinity Metro. Additional details were included in Electronic Item 9.2.

A motion was made to ratify Emergency Action to allocate \$2 million in RTC Local funds as a local match contingency for the North Texas MOVES BUILD Grant. Cara

Mendelsohn (M); Janet DePuy (S). The motion passed unanimously.

10. **Fiscal Year 2022 Bridge Investment Program (BIP):** Jeff Neal provided the Committee additional information on the Fiscal Year 2022 (FY22). Bridge Investment Program (BIP), and potentially request approval for Regional Transportation Council (RTC) action to submit applications on candidate projects under the Bridge Projects funding category. In June 2022, the United States Department of Transportation (US DOT) announced a Notice of Funding Opportunity (NOFO) for the solicitation of applications for FY22 BIP funding. This \$2.36 billion program includes three categories of BIP funding opportunities: (1) Planning; (2) Bridge Projects (eligible costs equal to/less than \$100 million); and (3) Large Bridge Projects (eligible costs greater than \$100 million). A total of \$20 million in FY 22 BIP funds are available for planning opportunities. These funds will be awarded on a competitive basis for planning, feasibility analysis, and revenue forecasting associated with development of a project that would subsequently be eligible for BIP funding under either the Bridge Projects or Large Bridge Projects funding categories. Planning applications are due to US DOT by July 25, 2022, but NCTCOG plans to not submit applications under this category this year. A total of \$2.34 billion in FY22 BIP funds are available for the Bridge Projects and Large Bridge Projects opportunities. Funds will be awarded on a competitive basis for bridge replacement, rehabilitation, preservation, and protection projects that: (1) improve the safety, efficiency, and reliability of people/goods movement over bridges; and (2) improve the condition of U.S. bridges by reducing (a) the number of bridges (and total person-miles traveled over bridges) in poor condition, or at risk of falling into poor condition, within the next three years, or (b) the number of bridges (and total person-miles traveled over bridges) not meeting current geometric design standards or load/traffic requirements typical of the regional transportation network. Available at <https://www.fhwa.dot.gov/bridge/bip/index.cfm>, the FY22 BIP NOFO describes the application requirements, selection and evaluation criteria, applicable program and federal requirements, and available technical assistance during the grant solicitation period. Large Bridge Project applications are due to US DOT by August 9, 2022. RTC action on August 18, 2022 – “Bridge Grant”. Executive Board Endorsement – “Bridge” Grant on August 25 and STTC Endorsement on August 26, 2022. “Bridge” Grant application submittal deadline is due to US DOT by September 8, 2022. Electronic Item 10 lists regional bridges currently rated in poor condition according to 2021 National Bridge Inventory (NBI) data. Regional agencies submitting projects must complete the www.grants.gov registration process, usually requiring two-four weeks for completion, prior to submitting applications. There are 9,265 bridges in our region with ten in poor condition, one of the ten is the bridge at State Highway 121 and Sylvania Avenue in Fort Worth. Judge Whitley commented in support of and appreciation for funding due to the proximity to Downtown Fort Worth.

A motion was made to approve of the submittal of Ultimate IH 35W/SH121 Interchange Phase One- Sylvania Avenue Bridge for funding consideration through the FY22 Bridge Investment Program and administratively amend NCTCOG and State Transportation Improvement Programs (TIP/STIP), as well as other planning and administrative documents, to include the proposed project if selected for an FY 22 BIP Grant award. B. Glen Whitley (M); Adam Bazaldua (S). The motion passed unanimously.

11. **Federal Performance Measure Update:** Jenny Narvaez and Shannon Stevenson updated the Regional Transportation Council (RTC) on federally required performance measures. Observed progress for the measures will be provided as well as proposed

targets for the next reporting period. The targets are set in cooperation and coordination with the Texas Department of Transportation (TxDOT). The performance measures were originally introduced in the Moving Ahead for Progress in the 21st Century Act (MAP-21), was signed into law in the Fixing America's Surface Transportation (FAST) Act and carried through in the infrastructure investment and Jobs Act (IIJA). An update was provided more specifically on progress for the System Performance Freight, and CMAQ measures, commonly known as PM3, and Transit Asset Management. Rulemaking PM3 and Transit Asset Management is anticipated for Surface Transportation Technical Committee (STTC) action on August 26, 2022, Regional Transportation Council (RTC) action on September 8, 2022, and PM3's upcoming measures milestone on September 19, 2022, when MPOs submit Planning Management Forms to TxDOT. Transit Asset Management's upcoming measures milestone in October of 2022 provide targets to TxDOT and Federal Transit Authority. Jenny provided an update on the individual performance measures for PM3. Interstate reliability, which is the percentage of travel on Interstates in the MPA meeting federal threshold for reliability measures predictability of travel times, higher values indicate improvement. This measure has been steadily improving over time, was somewhat impacted by COVID-19 pandemic, but 2021 values have returned to near normal. The RTC continues to implement policies and programs aimed at maximizing the existing system capacity, reducing demand through implementation of travel demand management strategies, and strategically adding new Interstate capacity. As for the non-interstate reliability, which is the percentage of travel on Non-Interstates in the MPA meeting federal threshold for reliability, higher values indicate improvement. This measure has been steadily improving over time, was more significantly impacted by COVID-19 pandemic, and 2021 values remain high, but expected to return to normal patterns over time similarly to Interstates. The RTC continues to implement policies and programs aimed at increasing traffic flow through signal timing coordination, implementing travel demand management strategies, and strategically adding new arterial street capacity. Peak hour excessive delay, which is the hours of "excessive" delay experienced per capita on the NHS in an urbanized area now required for Dallas-Fort Worth-Arlington, Denton-Lewisville, and McKinney Urbanized Areas (2010 boundaries), there is less data and stability for newer reporting areas, lower values indicate improvement, and this measure has been slightly improving over time. This was strongly impacted by COVID-19 pandemic and 2021 values remain lower, but analysis of 2022 data to date indicates a return to previous trends for Dallas-Fort Worth-Arlington. The RTC continues to implement policies and programs such as robust incident management during peak hours, as well as providing other travel options such as express managed lanes, regional rail, and express bus service. Shannon Stevenson provided an update on the Transit Asset Management and Public Transportation Agency Safety Plans (PTASP). Transit Asset Management (TAM): Business model that prioritizes funding based on the condition of transit assets to achieve or maintain transit networks in a state of good repair. As required, regional targets were set in coordination with providers, RTC adopted initial regional TAM targets on December 14, 2017, Regional targets need to be either reaffirmed or updated targets need to be adopted for FY2023-2026, NCTCOG is actively working with providers to meet targets through the Cooperative Vehicle Procurement Program. Providers in the region employ a variety of methods to set targets and measure performance, most set targets based on overall performance of each individual asset category and type and use a mix of FTA and custom definitions for Useful Life Benchmarks, TXDOT (Transit Division) Group Plan contains 15% targets. NEW: 2021 Bipartisan Infrastructure Law added that USDOT now requires project sponsors for Fixed Guideway CIG applications to have made progress toward TAM targets. This is also a consideration for SGR Grant rail vehicle replacement applications. TAM target recommendation for large agencies, recommend maintaining

previous targets for all asset categories and types, except Equipment, for FY2023-2026, Goals for Maintained Targets continue the consistent approach from the original adopted targets, encourage continued improvement for individual providers and the overall region, provide an aspirational goal to guide regional coordination and assistance in keeping critical transit assets and infrastructure in a State of Good Repair. TAM targets for smaller providers recommend new targets for all asset categories and types be adopted for FY2023-2026, goals for Proposed Targets, maintain strong performance in Infrastructure and Facilities asset categories provide targets that are closer to regional performance, while still encouraging continued improvement for individual providers, reflect the challenges transit providers face in replacing vehicles at or past ULB amidst supply chain and operational struggles. Public Transportation Agency Safety Plan (PTASP) Annual Progress Update - Targets have four-year time horizon, adopted in 2021 by RTC, to be met by 2025, most recent year of available data (FY 2020, "Year 1") has been calculated to determine progress toward the targets. This agenda item is an information item for the July 22, 2022, STTC meeting and for the August 18, 2022, RTC meeting, for action at the August 26, 2022, STTC meeting, and September 8, 2022, RTC Meeting, and the deadline for targets is October 1, 2022. Additional details and charts presented can be located in the presentations for the July 22, 2022, meeting on the NCTCOG webpage: www.nctcog.org/rtc.

12. **Safe Streets and Roads For All:** Karla Windsor briefed the Council on the Fiscal Year 2022 (FY22) Safe Streets and Roads for All (SS4A) Grant program, and a proposed regional SS4A implementation grant application. The Bipartisan Infrastructure Law passed and approved by Congress earlier this year established several new grant and discretionary funding programs. There are several active NOFOs open currently and several that North Central Texas Council of Governments have already submitted. The SS4A was recently announced and has \$1B in funding available. There is no maximum or minimum award amount; however, the NOFO provides expected minimum and maximum ranges for applicant consideration. The purpose is to improve roadway safety by significantly reducing or eliminating roadway fatalities and serious injuries; focused on all users. The priorities are to Promote safety, employ low-cost, high-impact strategies, ensure equitable investment in the safety needs of underserved communities, incorporate evidence-based projects and strategies, align with USDOT priorities of equity, climate sustainability, quality job creation, and economic strength and global competitiveness. Applications are due by September 15, 2022. The two SS4A grant types: Action Plan Grant - Develop or complete a comprehensive safety action plan and conduct supplemental action plan activities (in support of an existing safety action plan). Implementation Grant - Implement projects and strategies, conduct planning and design, conduct supplemental action plan activities (in support of an existing safety action plan). Applicant must already have an established Action Plan in place and Self-Certification Eligibility Worksheet. NCTCOG will submit an application based on the Regional Pedestrian Safety Action Plan (PSAP), focused on addressing Pedestrian Safety Corridors, implementing safety countermeasures. The SS4A FY22 Implementation Grant on Martin Luther King Jr Blvd will complete street retrofit and reconstruction and implement safety countermeasures to address the safety of all modes of transportation including motor vehicles, transit, bicycle, and pedestrian. Of all the Primary Pedestrian Safety Corridors, MLK Jr Blvd is in the top ten of average crashes per mile in the region. Additional funding for supplemental planning activities to enhance the existing PSAP to conduct roadway safety audits (RSA) on prioritized pedestrian safety corridors in four counties: Collin, Dallas, Denton, and Tarrant will be provided inhouse by other sources. SS4A was brought to STTC at the July 14, 2022, meeting, will go to the RTC meeting for information on August 18, 2022, then for action at the STTC meeting on August 26,

2022, RTC action on September 8, 2022, applications due September 15, 2022, and Executive Board Endorsement on September 28, 2022. Additional details and charts presented can be located in the presentations for the August 18, 2022, meeting on the NCTCOG webpage: www.nctcog.org/rtc.

13. **Progress Reports:** Regional Transportation Council attendance was provided in Electronic Item 13.1 and Surface Transportation Technical Committee attendance and minutes 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, September 8, 2022, in the Transportation Council Room of the North Central Texas Council of Governments.

The meeting adjourned at 2:51 p.m.