

MINUTES

REGIONAL TRANSPORTATION COUNCIL

April 13, 2023

The Regional Transportation Council (RTC) met on April 13, 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, Gyna Bivens, Alan Blaylock, Tandy Boroughs (representing Daniel Alemán Jr.), J.D. Clark, Ceason Clemens, Michael Crain, Theresa Daniel, Janet DePuy, Andy Eads, Raul Gonzalez, Barry Gordon, Rick Grady, Lane Grayson, Mojoy Haddad, Ron Jensen, Brandon Jones, John Keating, Brad LaMorgese, B. Adam McGough, Cara Mendelsohn, Cesar Molina (representing Dianne Costa), Ed Moore, Raj Narayanan, Manny Ramirez, Jim Ross, David Salazar, Chris Schulmeister, Jeremy Tompkins, Oscar Trevino, William Tsao, Duncan Webb, and Michele Wong Krause.

Others present at the meeting included: Vickie Alexander, Micah Baker, Thomas Bamonte, Natalie Bettger, Alexis Black, Alberta Blair, David Boski, Jack Carr, Molly Carroll, Angie Carson, Lori Clark, Dawn Dalrymple, Clarence Daugherty, Chad Edwards, Amber Ellis, Kevin Feldt, Luis Gatica, Rebekah Gongora, Christie Gotti, Paulette Hartman, Tony Hartzel, Robert Hinkle, Amy Hodges, Joel James, Mark Kerby, Dan Kessler, Ken Kirkpatrick, Chris Klaus, Dan Lamers, Eron Linn, Aaron Long, Dillon Maroney, Dan McClendon, Erin Moore, Michael Morris, Savana Nance, Jenny Narvaez, Mark Nelson, Donald Parker, Michael Peters, John Polster, Kelly Porter, James Powell, Vercie Pruitt-Jenkins, Guillermo Quintanilla, Abbas Rastandeh, Carrie Rogers, Madison Selldin, Randy Skinner, Gary Slagel, Toni Stehling, Shannon Stevenson, David Timbrell, Juliana VanderBorn, Daniel Vedral, Caroline Waggoner, Brendon Wheeler, Amanda Wilson, Brian Wilson, and Susan Young.

1. **Opportunity for Public Comment on Today's Agenda:** This item allows members of the public an opportunity to comment on agenda items. Regional Transportation Council Chair Duncan Webb asked if there were any public comments. No members of the public chose to speak at the meeting or provide written comments.
2. **Approval of March 9, 2023, Minutes:** The minutes of the March 9, 2023, meeting were approved as submitted in Electronic Item 2. Rick Grady (M); Theresa Daniel (S). The motion passed unanimously.
3. **Consent Agenda:** The following items were included on the Consent Agenda. **Item 3.1 was removed from the Consent Agenda and presented by staff.**
 - 3.1. **May Transportation Improvement Program (TIP) Revisions:** Ken Bunkley presented the May revisions to the 2023-2026 Transportation Improvement Program (TIP) prior to requesting Regional Transportation Council approval. The action also included the ability to amend the Unified Planning Work Program (UPWP) and other planning and administrative documents with TIP-related changes. A copy of the revisions was provided in Electronic Item 3.1 for the Council's consideration. These modifications have been reviewed for consistency with the Mobility Plan, the air quality conformity determination, and financial constraint of the TIP. This item was pulled from the Consent Agenda in order for staff to present a correction on page 5 of the revisions on United States (US) Highway 377, due to the scope change in the wording that referred to the wrong section, the correct section is State Highway 144 to Pirate Drive

that is going to have 0 – 4 lane discontinuous access roads. The revised information was provided at the meeting (Handout Item 3.1.1).

A motion was made to approve Item 3.1 as presented by staff and in Handout Item 3.1.1. Barry Gordon (M) Oscar Trevino (S). The motion passed unanimously.

4. **Orientation to Agenda/Director of Transportation Report:** Michael Morris thanked the City of Richardson for hosting the North Central Texas Council of Governments (NCTCOG) as the US 75 Technology Lane is being advanced. The project is being constructed by the Texas Department of Transportation (TxDOT) and largely funded by the Regional Transportation Council (RTC). An invitation was extended for anyone interested in becoming a friend of the Texas Department of Transportation Safety Committee and asked that interested parties contact Natalie Bettger of NCTCOG. As a friend of the Safety Committee Dallas Councilmember Cara Mendelsohn provided pamphlets regarding teen driving to RTC members. The Legislature is keeping everyone busy, and the House of Transportation Committee seems to be focused on TxDOT's testimony from March in regard to putting 20 percent of the \$100 billion into Category 12. Category 12 is the discretionary program of the Commission and some members of the Legislature feel that should be capped at 10 percent. Historically the Legislature has not wished to have a lot of money in the discretionary portion of the Commission agenda but has wished to have more allocated by formula to various parts of the state. A study request has been issued on this topic. Staff has requested an RTC action item on the \$100 million in AirCheck Program funds being returned to the region. More information was provided in Item 10. Michael mentioned that he was called to lead mediation between the City of Dallas and Dallas Area Rapid Transit (DART) Board regarding the DART Silver Line rail. Michael and Ken Kirkpatrick are leading a mediation between Burlington Northern Santa Fe (BNSF) and Trinity Railway Express (TRE), trying to obtain BNSF's local share and the BUILD grant we won in double tracking the TRE. The Dallas-Fort Worth region is one of three or four communities in the country wanting to build high speed rail, so NCTCOG will seek membership in the US High Speed Rail Coalition. This membership may bring staff and the RTC to a nationwide group in communications regarding the region's goal to have high-speed rail. The Governor of Tennessee has visited our region twice and he now refers to as the Dallas-Fort Worth miracle which is the region's ability to absorb one million people every seven years largely due to the region's dynamically priced managed lanes, public/private partnerships or P3 investments of twenty years ago, DART'S work regarding rail investments, and the work of the North Texas Tollway Authority. The State of Tennessee has now passed legislation to bring dynamically priced managed lanes to the metropolitan regions of Tennessee in excess of \$3 billion. Michael expressed his appreciation to the RTC members that were able to attend the Medal of Honor Museum luncheon on March 20, 2023. The Traffic Incident Management Executive Level training course will be held May 4, 2023, from 10:00 am to 12:00 pm. A meeting notice was distributed to members. Electronic Item 4.1 contained correspondence not yet transmitted from RTC Chair Duncan Webb to the Texas Commission on Environmental Quality regarding Dallas-Fort Worth Ozone Nonattainment and the Section 185 Fee. An editorial correction was made to the letter and a copy was provided at the meeting (Handout Item 4.1.1). The Air Quality Handbook is now available in a third language, Vietnamese, with illustration of the report cover shown in English, Spanish, and Vietnamese provided in Electronic Item 4.2. The 2023 Ozone Season update is provided in Electronic Item 4.3. The remaining items were not presented. Councilmember Rick Grady raised a concern on US 75, that a portion of US 75 in Plano goes unlit at night for a significant amount of time and that it's

not safe. Michael mentioned he would work with RTC member and TxDOT Dallas District Engineer Ceason Clemons to have lighting corridors reviewed. He also mentioned we need all of the lighting lit at all times for safety reasons.

5. **Emergency Funding: Adjustment to the Multi-source Funding Strategy to Expedite Environmental and Design Review for Surface Transportation Projects:** Michael Morris requested Regional Transportation Council (RTC) ratification of emergency funding authorization to increase RTC local funding for a professional service contract to expedite environmental and design review and other technical assistance for surface transportation projects. The RTC previously approved Regional Toll Revenue (RTR) and RTC Local Funds to support a professional services contract to expedite environmental and design review and other technical assistance. North Central Texas Council of Governments (NCTCOG)'s Executive Board approved a contract in March 2020 to perform these professional services. Funding agreement limitations restrict tasks eligible to be funded with RTR Funds. Professional services supporting initiatives outside the scope of the RTR Funding Agreement exceeded the RTC Local funding amount committed. An additional \$60,000 in RTC Local funds are needed to pay for continuation of professional services through the contract term of December 2023. There is no funding change in the contract. Regional Toll Revenue Funds will be reduced by \$60,000 from the contract obligation to retain the total contract commitment of \$700,000.

A motion was made to ratify the utilization of \$60,000 in Regional Transportation Council Local funds to support technical assistance and to revise administrative documents as appropriate to incorporate the additional funding. Cara Mendelsohn (M); Theresa Daniel (S). The motion passed unanimously.

6. **2023 Federal Transit Administration Low or No Emissions and Bus/Bus Facilities Competitive Grant Program:** Shannon Stevenson requested Regional Transportation Council (RTC) approval of a proposed regional submittal to the Federal Transit Administration (FTA) Low or No Emissions and Bus/Bus Facilities Competitive Grant Programs. The FTA has released the Fiscal Year 2023 Low or No Emissions and Bus/Bus Facilities Competitive Grant Programs Notice of Funding Opportunity (NOFO), which is expected to award \$1.7 billion for modernizing bus fleets, improving bus facilities, and supporting workforce development. Low or No Emissions provides funding for purchase or lease of zero-emission and low-emission transit buses, as well as the acquisition, construction, or leasing of supporting facilities and equipment with \$1.22 billion in funding available. Bus and Bus Facilities assist in financing of buses and bus facilities capital projects, including replace, rehabilitate, purchase, or lease buses and related equipment and rehabilitate, purchase, construct, or lease bus-related facilities with \$469 million in funding available. Grant program's purpose is to support state and local efforts to buy or modernize buses, improve bus facilities, and support workforce development. Requirements include a zero-emissions transition plan and 5 percent of the federal request must be dedicated to workforce development. The proposed project is to purchase up to 10 Electric Vehicle (EV) buses for North Central Texas Council of Governments (NCTCOG) subrecipient transit providers, purchase up to five EV charging stations, workforce development training, and development of a zero-emission transition plan for the small transit providers. The estimated project budget for EV buses, a total of \$5 million with \$5 million in federal and 750,000 local Transportation Development Credit (TDCs); EV charging stations with a total of \$1,500,000 million with \$1,500,000 million in federal and 300,000 in local (TDCs); workforce development, a total of \$300,000 with \$300,000 in federal and 60,000 in local TDCs, administrative costs, a total of \$500,000,

\$500,000 in federal and 100,000 in local TDCs. Total estimated project budget is \$7,300,000 with \$7,300,000 in federal and 1,210,000 in local TDCs. Applications are due on April 13, 2023. The Executive Board action will be requested on April 27, 2023, and award announcement is anticipated by the Federal Transit Administration by June 28, 2023. Additional details presented in Electronic Item 6.

A motion was made to approve of a regional grant application submittal to the Fiscal Year 2023 Low-No & Bus/Bus Facilities Competitive Grant programs, not to exceed \$7,300,000 including the use of 1,210,000 Transportation Development Credits as local match and direct staff to administratively amend the Transportation Improvement Program (TIP), the Statewide TIP, and other planning/administrative documents to include this Federal Transit Administration grant, if selected. Barry Gordon (M); Rick Bailey (S). The motion passed unanimously.

7. **Environmental Protection Agency Climate Pollution Reduction Grants Program for the Metropolitan Statistical Area:** Chris Klaus requested Regional Transportation Council (RTC) approval to pursue funding from the Environmental Protection Agency (EPA) Climate Pollution Reduction Grants (CPRG) program and requested letters of support from municipalities within the Dallas-Fort Worth-Arlington Metropolitan Statistical Area (MSA) for the North Central Texas Council of Governments (NCTCOG) to be the lead applicant for the grant. The Climate Pollution Reduction Grants (CPRG) was created by Section 60114 of the Inflation Reduction Act to develop and implement plans for reducing greenhouse gas emissions (GHG) and other harmful air pollutants. The CPRG will be administered by the EPA in two phases. Phase one has \$250 million in non-competitive planning grants and Phase two has \$4.6 billion in competitive implementation grants. More information can be found on <https://www.epa.gov/inflation-reduction-act/climate-pollution-reduction-grants>. The CPRG and Carbon Reduction Program (CRP) are similar programs. The purpose of CPRG is to reduce GHGs from any source, not just on-road sources and the CRP reduces carbon dioxide emissions from only on-road sources. The administrator for CPRG is EPA and for the CRP is Federal Highway Administration (FHWA). Funding for Dallas-Fort Worth (DFW) region for CPRG planning grants is \$1 million through 2027 with no match and CPRG implementation grants has up to \$4.6 billion available with match unknown; for the CRP, \$112 million (federal) is available for DFW through 2027 with a twenty percent match. The CPRG Phase one planning grants has allocated \$1 million available for the Dallas Fort Worth-Arlington metropolitan statistical area (MSA) and \$3 million to each state, District of Columbia, and Puerto Rico. Texas has accepted the \$3 million from the CPRG planning grants and has designated the Texas Commission on Environmental Quality (TCEQ) as the lead organization. EPA requires one eligible entity to be the lead applicant on behalf of the entire MSA to encourage regional planning. The lead applicant will be responsible for managing grant funds and coordinating with municipalities to develop the regional plan to reduce GHG. The lead applicant will be responsible for managing grant funds and coordinating with municipalities to develop the regional plan to reduce GHG. Eligible applicants include states, air pollution control agencies, "municipalities" as defined by Section 302 of the Clean Air Act, and groups of municipalities, such as a council of governments. Eligible use of funds will provide planning grants staffing to develop deliverables, planning and implementing meetings for fostering collaboration between government, the public, and stakeholders, outreach and education for stakeholders, subawards to municipalities, air pollution control agencies, regional planning organizations, non-governmental organizations, academic institutions, modeling and analytical costs (including software), supplies, incidental costs related to the above

activities, including but not limited to travel, membership fees, and indirect costs. On March 30, 2023, staff hosted a meeting with local governments to discuss the opportunity and seek letters of support. Letter of support must be provided to NCTCOG by April 21, 2023. Instructions and template were available on www.nctcog.org/aqfunding. Next steps and upcoming deadlines: municipalities letter of support to lead applicant on April 21, 2023; state's completed application and MSA's notice of intent to participate on April 28, 2023; completed applications for MSA's on May 31, 2023; information on competitive implementation grants released and planning funds awarded in summer 2023; deliverable # one – Priority Climate Action Plan on March 1, 2024; deliverable # two – comprehensive climate action plan in Summer of 2025; and deliverable # three – final report in 2027. Electronic Item 7 provided additional information.

A motion was made to approve North Central Texas Council of Governments (NCTCOG) as the lead applicant to pursue Phase 1 funding from the Environmental Protection Agency Climate Pollution Reduction Grants program on behalf of the Dallas-Fort Worth Metropolitan Statistical Area. Theresa Daniel (M); Janet DePuy (S). The motion passed unanimously.

8. **Carbon Reduction Program:** Christie Gotti requested Regional Transportation Council (RTC) approval of the proposed plan for utilizing the first increment of funding on the new Carbon Reduction Program (CRP) funding introduced in the Infrastructure Investment and Jobs Act (IIJA). The goal of the program is to provide funding for projects that reduce carbon dioxide emissions from on-road sources. The Federal Highway Administration (FHWA) and Texas Department of Transportation (TxDOT) have provided guidance on these funds, and they can now be programmed on projects. Metropolitan Planning Organizations (MPO) have project selection authority for regional allocations, similar to Surface Transportation Block Grant (STBG) funds. CRP requires that states, consulting with MPOs, develop a Carbon Reduction Strategy with the goals of reducing traffic congestion by promoting use of non-single occupant vehicle trips, promoting vehicles and modes of travel that reduce transportation emissions, assisting the construction of transportation assets that reduce transportation emissions, and calculating the carbon emissions from the construction of transportation facilities in the State. This strategy is not binding. CRP funding is available even though the State's Carbon Reduction Strategy is not completed yet. Christie briefed the Council on the Climate Pollution Reduction Grants (CPRG) versus Carbon Reduction Program (CRP). The purpose of CPRG is to reduce greenhouse gas emissions (GHGs), that is not limited to on-road sources, while the CRP reduces carbon dioxide emissions from on-road sources. The administrator for CPRG is the Environmental Protection Agency (EPA) and for the CRP is the Federal Highway Administration (FHWA). Funding for the region for CPRG planning grants is \$1 million through 2027 with no match and available funding for implementation grants is up to \$4.6 billion with match unknown; and available funding for CRP is \$112 million (federal) through 2027 with a 20 percent match. CRP funds are very similar to Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds. Eligible project types include, but are not limited to bicycle/pedestrian improvements, transit improvements, alternative fuel (e.g., electric vehicle, hydrogen, natural gas) infrastructure deployment, projects that improve traffic flow, but do not add capacity (e.g., turn lanes, signal improvements/retiming, Intelligent Transportation Systems (ITS), vehicle-to-Infrastructure technology deployment, efforts to reduce the environmental impacts of freight movement, etc. More information on eligible project types can be found at: https://www.fhwa.dot.gov/bipartisan-infrastructure-law/crp_fact_sheet.cfm. Urban areas will receive 65 percent of the funds allocated to Texas based on population. The Dallas-

Fort Worth region will receive approximately \$18-19 million in federal funding per year. Funding for our region will follow the RTC approved air quality funding split for the IJJA of 36 percent to the West and 64 percent to the East. CRP funds must be obligated within 4 years of being apportioned, which includes the year of authorization plus three years. Thus, timely obligation of funding is critical to ensure that the first couple of years is obligated quickly, therefore staff proposes utilizing the first three years of funding on a few, large projects; existing projects (trade CMAQ or STBG for CRP); and projects that can advance quickly. Two projects from the 2024-2026 Management and Operations (M&O) and Safety Program have already been funded with CRP funds (Air Quality Energy Efficiency Initiatives and Community College Transit Pass Pilot Program in the East). Staff proposes to change the funding source for recently approved trades with Dallas Area Rapid Transit for the Silver Line from CMAQ/STBG to CRP (\$35.328 million). A plan for utilizing the West's portion of CRP funds will be brought back later. Coordination is ongoing regarding proposals for how the remaining funds (FY2025 and later) can be programmed. Additional details provided in Electronic Item 8.

A motion was made to approve the proposed plan to utilize the first increment of Carbon Reduction Program funds by trading the funds with other projects and seeking obligation quickly, and to administratively amend the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and other planning/administrative documents as needed to incorporate this funding. Cara Mendelsohn (M); Ed Moore (S). The motion passed unanimously.

9. **COVID Transit Funding Round 2:** Christie Gotti requested Regional Transportation Council (RTC) approval of the COVID – 19 #00X Infrastructure Program Transit Partnership (Round 2) projects and programs. In response to a decline in transit ridership due to the COVID-19 outbreak, the Regional Transportation Council (RTC) approved a \$25 million placeholder of funds for transit investments in the COVID-19 #00X Round 3 Infrastructure Program in November 2020. In March 2021, the RTC awarded \$14 million to several projects, including the Regional Transit Education Campaign, Insurance for Passenger Rail Integration, Regional Railroad Design Review, and Regional Bus Stop Improvements. In October 2021, the RTC awarded an additional \$620,000 for a first/last mile connection between the Trinity Railway Express Centreport Station and Dallas Fort Worth International Airport. The first set of new project recommendations are for regional bus stop improvements, which would provide funding for concrete foundations, overhead shelters, lighting, seating, real-time schedule information, etc. Surface Transportation Block Grant Program (STBG) funds are proposed for bus stop improvements in the Trinity Metro service area for \$2,780,000, in the Dallas Area Rapid Transit (DART) service area for \$2,100,000, and in the Denton County Transportation Authority (DCTA) service area for \$1,000,000, and the above funding would be matched with regional Transportation Development Credits (TDC). The DCTA A-Train expanded service has instances when the DCTA A-Train service connection does not align with the DART system during major events in downtown Dallas, especially for a return trip. The next proposed project would fill this gap by extending the service for approximately 130 annual events, and \$3,000,000 of Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds proposed (to be matched with regional TDCs) are requested. This funding can only be spent for the first three years of the expanded service and DCTA would be responsible for funding this service once the RTC's funds are exhausted. The Regional Transit Coordination Program is proposed to fund North Central Texas Council of Governments (NCTCOG) staff time for regional coordination of transit services with a focus on increasing economies of scale, and providing technical assistance, mobility on demand, and mobility as a service.

\$1,000,000 of STBG funds are proposed for this effort to be matched with regional TDCs. A Transit Driver Workforce Development and Training program would address the shortage of transit drivers, especially for small transit providers, by providing commercial driver's license (CDL) tuition reimbursement. The program would be coordinated with regional and county workforce development agencies. \$500,000 of STBG funds are proposed as 100 percent federal per federal legislation for workforce development programs/projects. In Round 1 of the Transit Partnership, more projects were funded in the West than the East and most projects in Round 2 will be funded in the East in order to bring the COVID-19 # 00X program in alignment with the RTC approved East/West funding split of 69 percent East and 31 percent West. On March 9, 2023, this program was mentioned during the Director's Report and the proposal went out to public meeting in March 2023. STTC recommended RTC approval at its March 24, 2023, meeting, and action was requested at the April 13, 2023, RTC meeting. Details of the proposed programs and projects were provided in Electronic Items 9.1 and 9.2. Denton County Transportation Authority (DCTA) Chair, Cesar Molina, asked if there is a ridership test to continue the expanded hours. DCTA will expand it if the ridership shows that it should be expanded.

A motion was made to approve of proposed COVID-19 #00X Infrastructure Program Transit Partnership (Round 2), administratively amend the Transportation Improvement Program (TIP) Statewide Transportation Improvement Program (STIP) and update any administrative and/or planning documents as needed to incorporate the project funding. Steve Babick (M); Cesar Molina (S). The motion passed unanimously.

- 10. Federal and State Legislative Update:** Rebekah Gongora requested Regional Transportation Council (RTC) approval to send a letter to bring Local Initiatives Projects/ Low-Income Vehicle Repair and Replacement Assistance Program (LIP/LIRAP) funds back to the region. House Transportation Chair Canales previously expressed interest in LIP/LIRAP funding issue in April 2022, interim committee sent two letters on June 1, 2022, and December 2, 2022. LIP funds can be used for temporary tag enforcement. House Subcommittee on highways and transit met on March 28, 2023, to discuss the implementation of the Infrastructure Investment and Jobs Act (IIJA) challenges and opportunities and focused on Buy America, permitting delays, supply chain disruptions, inflation, discretionary grant process, and workforce development. State budget: House Bill (HB) 1 House - approved \$302.6 billion budget on April 6, 2023, with \$136.9 billion in general revenue spending and \$37.1 billion for Texas Department of Transportation (TxDOT). Article VII – transportation amendments included: I-20 Passenger Rail Project \$10 million matching funds, if federal grant awarded, United Transportation Programs (UTP) 10% discretionary cap, federal funding report, and outreach and education programs on transportation safety. HB 1 Senate - Senate finance approved \$308 billion budget on April 12, 2023, \$141.3 billion in general revenue spending, \$37.4 billion for TxDOT. Article VII – transportation amendments included: \$10 million in federal funds for Southern Gateway Deck Park Phase 2 project, if it meets federal funding requirements. Bills of interest on transportation funding would extend Proposition 7 by 10 years Senate Concurrent Resolution 2 (SCR 2) - approved in Senate committee on March 29, 2023; on Senate calendar for April 13, 2023, would extend Proposition 1 by 8 years for Senate Bill (SB 1232) - approved in Senate Committee on April 12, 2023, \$200/\$400 electric vehicle registration renewal fee (SB 505) - approved on Senate floor March 29, 2023, (HB 2199) - approved in House Committee on April 12, 2023, would add public transportation, bicycle paths, and sidewalks to the constitutional uses for which proposition 1 funds can be used for House Joint Resolution (HJR 77) - left pending in House Committee on April 12, 2023.

Bills of interest on safety provide authority of a city to alter speed limits in residential district (SB 1663) - placed on Senate calendar for April 12, 2023, Texas Transportation Commission variable speed limit program (HB 1885) - approved in House Committee on March 29, 2023, would update terminology in state law from transportation “accident” to “crash” (HB 2190) - approved in House Committee on March 29, 2023, would eliminate the Vehicle Safety Inspection Program for non-commercial vehicles and establishes a fee (HB 3297) - left pending in House Committee on April 11, 2023. Bills of interest on air quality for regulation of emissions by local governments (SB 784) - approved on Senate floor on April 11, 2023, (HB 2211) passed House Committee on April 4, 2023, authority to regulate the use or sale of a product for the purpose of reducing greenhouse gas emissions (SB 1114) - approved on Senate floor April 6, 2023. Bills of interest on electric vehicles regulating vehicle charging equipment (SB 1001) - approved on Senate floor March 29, 2023, and Electric Vehicles (EV) charging services, utility regulation (SB 1002) - approved on Senate floor on April 12, 2023. Bills of interest on unmanned aircraft encroachment protections for airports and military installations (SB 1308) - approved on Senate floor on March 28, 2023; Broadband amends and updates current law relating to broadband development (SB 1238) - approved on Senate floor April 5, 2023; and temporary tags issuance of Metal Plates (HB 718) - approved in House Committee April 5, 2023, temp tag tampering penalties (HB 914) - approved on House floor April 10, 2023, and temp tag reproduction penalties (HB 2902) - left pending in House Committee on April 12, 2023.

A motion was made to transmit a letter to bring Local Initiatives Projects/ Low-Income Vehicle Repair and Replacement Assistance Program (LIP/LIRAP) funds back to the Dallas-Fort Worth region. Theresa Daniel (M); Adam Bazaldua (S). The motion passed unanimously.

11. **Creation of Dallas-Fort Worth Clean Cities Technical Advisory Committee:** Lori Clark introduced the creation of a new Dallas-Fort Worth Clean Cities Technical Advisory Committee. The Technical Advisory Committee will provide support to Coalition staff by providing input from diverse perspectives, assisting in event and project publicity and networking, and increasing collaboration and engagement with stakeholders. The Department of Energy (DOE) redesignates coalitions every five years to identify opportunities and goals for strengthening coalition activities. Renewed emphasis associated with new DOE active and effective coalition expectations launched this year. The purpose of the Technical Advisory Committee is to assist and advise coalition staff on initiatives that improve regional air quality and reduce transportation energy use by providing diverse perspectives, assisting with event/project publicity and networking, increasing stakeholder collaboration/engagement, and informing adoption of a coalition strategic plan. Potential committee members should be knowledgeable about alternative fuels, vehicles, or infrastructure or other subject matters relating to the Advisory Committee. Members to be considered could be in roles such as public sector fleet managers, private sector fleet managers, sustainability planners, energy managers, and infrastructure developers. Organization types could include alternative fuel providers, alternative fuel vehicle manufacturers, universities, utilities, transit agencies, local governments, special districts, and advocacy/interest groups. The structure consists of at least 5 members, a minimum of 51 percent public sector, chair and vice chair officers. North Central Texas Council of Governments (NCTCOG) is seeking nominations. Nominations including a brief explanation of expertise and interest in the Committee should be submitted to cleancities@nctcog.org by May 31, 2023. More details at www.dfwcleancities.org and information provided in Electronic Item 11. North Central

Texas Council of Governments plans to finalize the committee and hold an initial meeting in Summer 2023.

12. **Census Bureau Update to Urbanized Areas: Potential Implications:** Ken Kirkpatrick reported on a recent Census Bureau update to the urban area boundaries impacting the Dallas-Fort Worth region. On December 29, 2022, the Census Bureau published updates to urban areas based on the 2020 Census of Population and Housing counts and density calculations. Based on the 2010 Census there were three urbanized areas in the Dallas-Fort Worth region: Dallas-Fort Worth-Arlington, Denton-Lewisville, and McKinney. Under the new 2020 designations, Frisco is being combined with McKinney to create the McKinney-Frisco urbanized area. The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) are expected to issue guidance in the coming weeks with potential for boundary adjustments. North Central Texas Council of Governments (NCTCOG) staff is reviewing potential implications which may include designation/redesignation, Regional Transportation Council (RTC) Bylaws and representations, FHWA/FTA funding allocations, FTA designated recipients, and numerous agreements. Additional details provided in Electronic Item 12.
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 is scheduled for 1:00 pm, Thursday, May 11, 2023, in the Transportation Council Room of the North Central Texas Council of Governments.

The meeting adjourned at 2:34 p.m.