

**MINUTES**

**REGIONAL TRANSPORTATION COUNCIL  
September 14, 2023**

The Regional Transportation Council (RTC) met on September 14, 2023, at 1:00 pm in the Transportation Council Room. The following members or representatives were present: Bruce Arfsten, Steve Babick, Adam Bazaldua, Gyna Bivens, Tandy Boroughs (representing Daniel Alemán Jr.), Roy Brooks (representing Gary Fickes), Joel Burns (representing Raj Narayanan), Ceason Clemens, Jorga Clemson (representing Ron Jensen), Dianne Costa, Michael Crain, Theresa Daniel, Andy Eads, Michael Evans, George Fuller, Raul Gonzalez, Barry Gordon, Lane Grayson, Clay Lewis Jenkins, Cara Mendelsohn, Ed Moore, John Muns, Tito Rodriguez (representing Jeff Davis), Jim Ross, David Salazar, Chris Schulmeister, Jeremy Tompkins, Oscar Trevino Jr., William Tsao, and Michele Wong Krause.

Others present at the meeting included: Vickie Alexander, Melissa Baker, Jay Barksdale, Natalie Bettger, Alberta Blair, Stephanie Boardingham, David Boski, Jack Carr, Molly Carroll, Angie Carson, Curt Cassidy, Jeff Coulter, Dawn Dalrymple, Clarence Daugherty, Bob Dubey, Chris Dyer, Jorquis Escalante, Andrew Fortune, Gypsy Gavia, Rebekah Gongora, Tom Hammons, Tony Hartzel, Ilenia Hermosillo, Amy Hodges, Ernest Huffman, Joel James, Zalhay Jayah, Amy Johnson, Dan Kessler, Gus Khankarli, Ken Kirkpatrick, Andy Kissig, Chris Klaus, Sonya Landrum, Dee Leggett, Eron Linn, Paul Luedtke, Stanford Lynch, Dillon Maroney, Kit Marshall, Bill Medina, Erin Moore, Michael Morris, Jeff Neal, Mark Nelson, Donald Parker, Brinton Payne, Michelle Peters, Greg Porter, Kelly Porter, James Powell, Ezra Pratt, Vercie Pruitt-Jenkins, BJ Putman, Maggie Quinn, Abbas Rastandeh, Zahqa Ricketts, Josh Rivers, Randy Skinner, Gary Slagel, Toni Stehling, Jonathan Toffer, Brian Wilson, Casey Wright, 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 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 August 10, 2023, Minutes:** The minutes of the August 10, 2023, meeting were approved as submitted in Electronic Item 2. Michael Crain (M); Theresa Daniel (S). The motion passed unanimously.
3. **Consent Agenda:** The following items were included on the Consent Agenda.
  - 3.1. **Transportation Paid Education Campaigns for Fiscal Year 2024:** Regional Transportation Council (RTC) approval was requested to recommend North Central Texas Council of Governments (NCTCOG) Executive Board approval of funding up to \$1,540,700 for Transportation Paid Education Campaigns that will initiate in Fiscal Year 2024. The NCTCOG Executive Board has been authorizing annual large-scale advertising purchase and placement initiatives for the Transportation Department. The education campaigns are for Public Involvement for multiple projects, the Congestion Management Program, Drive Aware North Texas, Look Out Texans, the Regional Smoking Vehicle Program (RSVP), Car Care Awareness, Local Air Quality Projects, the HOV 2+ Incentive Program (GoCarma), Air North Texas, and Clean Cities/National Drive Electric Week (NDEW). Flexible Funding for Public Involvement/Notifications is for possible unanticipated costs that may arise, such as specialized public meeting

series that may need notifications posted. Efforts will be funded by a combination of Surface Transportation Block Grant (STBG) Program funds, Transportation Planning Funds (TPF), Congestion Mitigation and Air Quality Improvement (CMAQ) Program funds, Federal Transit Administration (FTA) funds, Environmental Protection Agency funds, Regional Transportation Council (RTC) Local funds, and RTC Transportation Development Credits (TDCs) in lieu of a cash match. Additional details were provided in Electronic Item 3.1.

3.2. **Application to the Environmental Protection Agency Diesel Emissions**

**Reduction Act 2024 Program:** Regional Transportation Council (RTC) approval was requested to open a Call for Partners to public and private fleets and submit an application to pursue funding from the Environmental Protection Agency (EPA) Diesel Emissions Reduction Act (DERA) Program. The DERA program will offer funding up to \$3 million per application from Region 6. The North Central Texas Council of Governments (NCTCOG) will apply on behalf of public agencies and private fleets in the Dallas-Fort Worth nonattainment region. Upon approval of RTC, staff will open a Call for Partners for private sector and public agency fleets with the intent to develop a public-private partnership proposal for submittal to EPA. The application packet is due to EPA by December 1, 2023. If approved, recipients will be funded through a rebate reimbursement. This initiative is an extension of clean vehicle efforts listed as Weight-of-Evidence in the current State Implementation Plan. Electronic Item 3.2 contained additional details.

A motion was made to approve Items 3.1 and 3.2 on the Consent Agenda. Oscar Trevino Jr. (M); Duncan Webb (S). The motion passed unanimously.

4. **Orientation to Agenda/Director of Transportation Report:** Michael Morris expressed appreciation for the Texas Department of Transportation (TxDOT) for their strong support. He also highlighted the Denton County Transit study recommendations provided at [North Central Texas Council of Governments - Denton County Transit Study \(nctcog.org\)](http://nctcog.org). NCTCOG staff has been in Eastern Dallas and Kaufman and Rockwall Counties to participate in public meetings on the Eastern Dallas, Kaufman, and Rockwall Counties Transit Study. More information on these meetings can be found at [Eastern Dallas, Kaufman, and Rockwall Counties Transit Study - PublicInput](#). Michael noted that public comments on funding issues related to lane use indicator signage, street lighting, and entrance ramp metering signage received during the August Regional Transportation Council meeting have been discussed with TxDOT and progress is being made on these items. Comments regarding the Unified Transportation Program and other correspondence were provided in Electronic Item 4.1. The North Central Texas Council of Governments (NCTCOG) recently held a public meeting on Forest Hill Drive. An upcoming public meeting is scheduled for 6 pm, September 21, 2023, at the South Dallas Cultural Center to discuss a study of multimodal transportation links connecting Downtown Dallas through Deep Ellum to Fair Park. Details on the Fair Park public meeting and project are provided at [www.publicinput.com/fairparklinks](http://www.publicinput.com/fairparklinks). Electronic Item 4.2 contained correspondence transmitted to the Federal Transit Administration requesting to initiate the environmental review process for the Dallas-Fort Worth High-Speed Transportation Connections project. Regional Transportation Council (RTC) Policy 21-01 (Policy Support to Advance the Dallas-Fort Worth High-Speed Transportation Connections Study in Phase 2) and a presentation on high-speed rail from the February 2022 RTC meeting were distributed to members at the meeting. Michael also reminded RTC that high-speed rail would run from Houston to Dallas (with a connection to Dallas

Love Field), Dallas to the Entertainment District in Arlington (with a connection to Dallas Fort Worth International Airport), and on to Fort Worth. Adam Bazaldua, Councilmember, City of Dallas explained that some stakeholders in the City of Dallas have expressed concern regarding potential high-speed rail alignments and requested to “pump the brakes” before moving forward in order to further discuss the potential alignments so that the City of Dallas can fully support the alignment once it has to take action. Michael Morris noted that NCTCOG staff has met with representatives from the Dallas Convention Center as the City readies to unveil the new convention center. Staff have also met with Dallas County representatives concerning alignments that may impact its jails, and the Cities of Grand Prairie and Arlington and Downtown Fort Worth. Michael noted that the only concern he has received and discussed is how to avoid, mitigate or enhance the ability of developing a win-win situation. He added that most of the conversation regarding the alignment will occur during the environmental phase and staff would like to work with all parties in Dallas to reach consensus on how to best meet, avoid, mitigate or enhance their interests along the corridor. Councilmember Bazaldua noted that the City does not want to move too fast because there have been conversations about the number of alignments below grade and at-grade and starting the environmental phase could prohibit any necessary amendments. Michael explained that going into the environmental phase permits review of various options. He requested that any parties within the City of Dallas with concerns submit their names to staff to ensure that they are participating in the process. He added that “pumping the brakes” would require an action by the Regional Transportation Council since it took action in February 2022 instructing staff to get through the feasibility study and advance to the environmental process so that final alignment decisions could be made. If the City of Dallas would like to do anything other than to proceed into the environmental process, it would need to request that an item be placed on the RTC agenda for consideration. Councilmember Bazaldua asked to excuse his verbiage of “pumping the brakes” because his intent is not to stall the project but to make sure that it’s understood that some conversation is still needed. Cara Mendelsohn, Councilmember, City of Dallas also noted that the City of Dallas is investing billions of dollars into properties north of downtown Dallas and its Council is concerned about how those properties would be impacted by the rail project. She further expressed concern about funding if the project would need to be below grade. She noted that though the Regional Transportation Council is a regional committee, she hoped that there is acknowledgement that Dallas has been a good regional partner by supporting projects in other areas and there is no interest by the City to be harmed by high-speed rail. Councilmember Mendelsohn added that the item will be placed on the Dallas Transportation Committee agenda for discussion and requested that Michael attend and provide a briefing. Michael responded that he would be happy to attend if he does not have a prior commitment. Also, Michael noted that he had not previously heard of a subway section until the comments from Councilmembers Bazaldua and Mendelsohn during the meeting. The project is meeting the current high-speed rail station that is in the environmental stage coming from Houston to Dallas at 68 feet off the ground. Michael noted that he is not aware of any option that could get 68 feet off the ground and a subway section at any acceptable grade to high-speed rail. He added that he was not sure where the desire is coming from to have a subway section. Councilmember Mendelsohn responded that it is coming from the desire to not have a train bisect a piece of land in downtown Dallas. She further explained that everyone should understand that the project has a problem in Dallas if the concerns cannot be worked out. Michael said that it was the first time in six years that he has heard of a problem in Dallas, and he reiterated that a meeting should be scheduled as quickly as possible between NCTCOG staff and City of Dallas representatives to resolve all questions. Councilmember Mendelsohn noted that it would be a problem if the City

cannot find out how rail would intercept with downtown. Michael explained that he has to legally meet a 68 feet station in order to build high-speed rail to Houston. Councilmember Bazaldua added there is a lot of support for the project in Dallas but there seems to be a disconnect when it comes to the alignment. Michael asked if the City of Dallas would give him what they need to stay on course with the project. In regard to getting transportation projects to let, Michael reminded RTC members that it's crucial for them to remind their staff to get funded projects to construction as soon as possible. The remaining items under the Director's Report were not presented.

5. **2023 Reconnecting Communities and Neighborhoods Program:** Karla Windsor presented information on the Reconnecting Communities and Neighborhoods (RCN) Program and requested approval to apply for candidate projects. Applications are due to the United States Department of Transportation (USDOT) by September 28, 2023. FY23 combined the Notice of Funding Opportunity (NOFO) for the RCN. One application can get in two grant programs combined in RCN: Reconnecting Communities Pilot (RCP) and Neighborhood Access and Equity (NAE). Klyde Warren Park – Phase 2.0 was previously submitted to the RCP program. Under this program are three ways to access funds: grant # 1 - Capital Construction Grants through NAE and RCP giving out \$2.71 billion, grant # 2 - Community Planning Grants through NAE and RCP giving out \$185 million; and grant # 3 - Regional Partnerships Challenge Grant through NAE only giving out \$450 million but only three to five applications awarded. Staff highlighted the approval in August of the Multimodal Projects Discretionary Grant (MPDG) Program. Staff proposed to submit one application to pursue funding for four pedestrian caps: Klyde Warren Park (Phase 2), Southern Gateway (Phase 2), Interstate Highway 30 Farmers Market: Three Fingers, and McKinney State Highway 5 (SH 5). The menu of options invites the federal government to be a partner with the North Central Texas Council of Governments (NCTCOG). Within these options, there are suburban and urban; freeway and arterial; over and under; partial and complete; environmental justice and less so, and phased and new. The additional criteria for advancing a NAE grant is there is no minimum or maximum amounts, forty percent of the funds for the NAE program must be spent within Disadvantaged/Underserved Communities (\$1.02 billion), minimum 20 percent local match unless within a disadvantaged community, and strong focus on projects/transportation facilities that address barriers to community connectivity. The table with the specific funding amounts requested of the grant for each project was reviewed: McKinney SH5 requested \$15 million, for Klyde Warren Park – Phase 2.0 is \$20 million, for Southern Dallas Gateway is \$35 million, and for IH 30 Farmers Market: Three Fingers is \$25 million. As part of the application, the overall program has to have no more than 80 percent of federal funds and how the application is structured brings the federal total to 70 percent additional funds were needed: \$12.85 million Surface Transportation Block Grant (STBG) to be requested of RTC for McKinney SH 5, \$5 million Regional Toll Revenue (RTR) to be requested of RTC, \$7 million STBG committed by RTC (to be confirmed) for Southern Gateway 2.0, and \$6 million new Category 2 funds (NCTCOG) to be requested by Regional Transportation Council (RTC). The RCN Grant application submittal deadline is September 28, 2023, and endorsement from the NCTCOG Executive Board will be requested at the September 28, 2023, meeting. Electronic Item 5 contained more details.

A motion was made to approve submittal of the bundle of four pedestrian cap projects for funding consideration through the Reconnecting Communities & Neighborhoods (RCN) Program, allocation of \$19.85 million in Surface Transportation Block Grant funds, \$5 million in Regional Toll Revenue, and \$6 million in Category 2 funds to advance the projects, and to administratively amend Transportation Improvement Programs (TIP) and

Statewide TIP, as well as other planning and administrative documents to include the proposed project(s) if selected for an RCN Grant award. Cara Mendelsohn (M); Theresa Daniels (S). The motion passed unanimously.

6. **Metropolitan Transportation Plan Policy Bundle Round 5:** Amy Johnson briefed the Council on the Metropolitan Transportation Plan Policy Bundle and results from the Round 5 funding opportunity. The MTP is a blueprint for the region's transportation system that responds to the region's goals, guides expenditure of federal and state funds to recommend programs, policies, projects, and rewards qualifying entities with Transportation Development Credits (TDCs). Another round will be coming up in a few years in the 2025 timeframe. Amy described the steps of policy bundle process: 1) agencies approve the policies, 2) agencies apply online, 3) North Central Texas Council of Governments (NCTCOG) certifies applications, and 4) agencies use TDCs to offset local match funds. Resources and information are available at [www.nctcog.org/policybundle](http://www.nctcog.org/policybundle). There were seventeen applicants, with sixteen proposed awardees that totaled 26 million TDCs during Round 5. The remaining schedule includes the formal notification of awards in September or October. Additional details and the scoring matrix were provided in Electronic Item 6.1. Additional details were provided in Electronic Item 6.2. Amy requested approval of Transportation Development Credits (TDCs) to successful participants in the MTP Policy Bundle Round 5.

A motion was made to approve the distribution of 26,000,000 Transportation Development Credits to successful Policy Bundle applicants as detailed in Electronic Item 6.1. Ed Moore (M); Oscar Trevino Jr. (S). The motion passed unanimously.

7. **Strengthening Mobility and Revolutionizing Transportation Grant Program:**  
**Approval of North Central Texas Council of Governments Applications:** Ernest Huffman presented information on the Strengthening Mobility and Revolutionizing Transportation (SMART) Grant Program and staff's request to submit applications. In October 2022, staff briefed the Council on the Notice of Funding Opportunity (NOFO) under the SMART program. The purpose of the grant is to demonstrate projects using technology interventions to solve real-world challenges, build data, technology capacity, and expertise in the public sector for funding of up to \$100 million per year. The first year will have 30-50 planning grants with \$2 million as a maximum grant with no local match. In later years, there will be implementation grants of up to \$15 million. Ernest refreshed the Council with the status of the three projects from 2022: project 1 – North Texas Micro-Weather Infrastructure for Advanced Air Mobility pivoted to a 2023 submission with all Autonomous Vehicles as the focus and the City of Fort Worth as the applicant; project 2 – Flooded Roads Information System, NCTCOG to pursue another funding mechanism; and project 3 – Traffic Signal Technology and Deploying AI based Autonomous Traffic Management Systems (ATMS) Platforms, Texas Department of Transportation (TxDOT) pursuing via another mechanism. The 2023 proposed application submission on the North Texas Minimum Viable Unmanned Traffic Management Infrastructure is a feasibility study to determine the viability of a regional solution for minimum viable Unmanned Traffic Management (UTM) Infrastructure to integrate into Federal Aviation Administration (FAA) UTM key site locations regionwide. The grant award is for \$2 million with no local match. The benefits include regionally owned and managed infrastructure that is required for drone operations to scale up to efficient Beyond Visual Line of Sight (BVLOS) Services. The item will be presented at the Surface Transportation Technical Committee (STTC) meeting on September 22, 2023, and the Executive Board meeting on September 28, 2023. The application submittal deadline is October 10, 2023.

A motion was made to approve the submittal of North Texas Minimum Viable Unmanned Traffic Management Infrastructure for funding consideration through the FY23 Strengthening Mobility and Revolutionizing Transportation (SMART) Program for \$2 million, and to administratively amend the Transportation Improvement Program (TIP) and State Transportation Improvement Programs (STIP), as well as other planning and administrative documents, to include the project if selected for an FY23 SMART Grant award. Jim Ross (M); Adam Bazaldua (S). The motion passed unanimously.

8. **Regional Transit Version 2.0: Planning for Year 2050:** Michael Morris introduced Regional Transit Version 2.0, Planning for Year 2050. Michael met with selected transportation authority cities concerned that cities often take their local transit issues to the Texas Legislature, therefore bypassing opportunities closer to home for resolution. Staff recommended that the Regional Transportation Council (RTC) initiate a proposed comprehensive transit study focused on advancing transportation authority collaboration between agencies and additional attention on expanding transit services to areas with transit needs. Proposed goals of the program are to focus on future demographic growth and location, solve misunderstandings at home, and develop new partnerships based on new information and collaboration. Michael explained the general conditions in the transit authority/member city paradox. Seven work tasks and lead agencies were proposed: 1) a more aggressive transit legislative program (RTC), 2) increased membership (transit authorities), 3) three agency cost savings (transit authorities), 4) creation of in-fill development (cities), 5) transit board teamwork (cities within transit authorities), 6) transit fare rewards program (transit authorities), and 7) budget understanding (Paradox) (cities within transit authorities). The upcoming schedule includes action at the October 12, 2023, RTC meeting. The RTC will be requested to use around \$1 million in Regional Transportation Council Local funds to hire a consultant to address the seven work tasks described above. NCTCOG Executive Board will be asked to approve a consultant in November 2023 or January 2024. The final report is anticipated by January 2025. NCTCOG/transit authority reports will be available and should lower consultant costs. Electronic Item 8.1 contained correspondence from cities following the meeting with the NCTCOG Transportation Director. Electronic Item 8.2 contained the draft white paper laying out the intent of the effort. Several members expressed support for the proposed study.
  
9. **North Texas Electric Vehicle Update:** Amy Hodges briefed the Council on the number of registered electric vehicles (EV) in Texas and North Texas and on upcoming EV-related programs and events. Dallas-Fort Worth Clean Cities (DFWCC) receives EV registration data from the Texas Department of Motor Vehicles for all vehicles, including battery-electric (BEV) and plug-in hybrid electric (PHEV) vehicles. Data is quality controlled and made available using visual analytic software (Microsoft Power BI) to identify regional needs, inform, educate local governments, utilities, and stakeholders, and support EV Infrastructure planning efforts. Texas EV registration data is available at [www.dfwcleancities.org/evsintexas](http://www.dfwcleancities.org/evsintexas) and North Texas EV registration data is available at: [www.dfwcleancities.org/evsinnorthtexas](http://www.dfwcleancities.org/evsinnorthtexas). There has been a 51 percent increase in EVs registered in Texas from August of 2022 to August 2023. Dallas-Fort Worth (DFW) has seen the most growth with a 57 percent increase. North Texas has about 80,000 EVs registered with 80 percent of EVs being battery electric and 20 percent are plug-in hybrid electric vehicles. Two-thirds of all EVs are Teslas. Collin, Dallas, and Tarrant counties have the highest number of EVs registered, but the Collin, Denton, and Kaufman counties have seen the most growth over the past year. There is an expectancy for more infrastructure due to federal investments. The National Electric Vehicle Infrastructure formula funding will provide the Texas Department of Transportation (TxDOT) \$408 million

to administer over five years to deploy EV charging throughout Texas via the [Texas EV Charging Plan](#). Phase 1 of the plan is to install DC fast charging in recommended study areas along designated corridors within one mile of an exit and for each station to include at least four Combined Charging System (CCS) and North American Charging Standard (NACS) DC fast charge connectors with a minimum of 150kW power output. The Phase 1 grant program is now open for applications. Phase 2 has two parallel approaches to build infrastructure, building a station in each county seat to ensure access in rural counties and working with Metropolitan Planning Organizations to build infrastructure in urbanized areas. TxDOT has an interactive map online where the public can nominate locations for an EV station. To help support all of the electrification efforts, Amy highlighted ~~one of the~~ programs by Oncor. Oncor's EVolution program is to ensure adequate infrastructure planning for fleets to maximize efficiency and profitability with no cost to participate, fleet managers and program partners can enroll at [EVOLUTION \(oncor.com\)](#). EVolution participants are eligible to participate in Oncor's EV charging study which provides up to \$25,000 for commercial fleets to work with Oncor on peak demand shifting and other energy efficiency objectives. Participants must have at least 5 EV chargers or at least 2 medium-heavy duty EVs and attend monthly meetings. Anyone interested in the charging study can contact [Joshua.Emeter@oncor.com](mailto:Joshua.Emeter@oncor.com) for more information. Finally, the 2023 Dallas-Fort Worth (DFW) National Drive Electric Week (NDEW) event is coming soon. NDEW is a national celebration to raise awareness of the benefits of EVs and will feature exhibitors, electric vehicle display, ride and drives, food, games, and more. The DFW National Drive Electric Week event is Sunday, October 1, 2023, 2-5 pm at Tanger Outlets, 15853 North Fwy, Fort Worth, TX 76177. To register and learn more, go to <https://www.dfwcleancities.org/ndew>. Electronic Item 9 provided more details.

10. **2023 Ozone Season Update:** Chris Klaus briefed the Council on the status of the 2023 ozone season including exceedance days, current design values, and future impacts facing the region. The Dallas-Fort Worth (DFW) nonattainment area is currently classified as "moderate" for the 2015 ozone standard with an attainment deadline in 2024 based on 2021, 2022, and 2023 monitor data. From a historical standpoint, 2016 had the lowest number of exceedance days that the region had recorded, with an increasing trend of annual exceedance days over the last 10 years. Preliminary monitor data indicates the area has failed to attain the 2015 standard and will likely be reclassified to "serious" in the future, referencing a current ozone design values of 81 parts per billion as compared to the standard to be at or below  $\leq 70$  ppb. Thus, an air quality plan revision is currently under development by the Texas Commission of Environmental Quality (TCEQ). Latest air chemistry modeling is significantly underpredicting emissions as compared to observed levels recorded at monitors in the region, suggesting computer modeling concerns. The state has suggested local assistance for additional emission reductions in order for computer models to show future ozone standard compliance. Chris highlighted many initiatives beneficial to DFW air quality, including the Regional Transportation Council (RTC's) \$150 million in 2024–2026 for RTC Management, Operations, Air Quality, and Safety Program. Electronic Item 10 included additional information. Theresa Daniel presented a Dallas County Resolution to Chris Klaus for "International Day of Clean Air for Blue Skies".
11. **2022 Transportation Safety Performance Report:** Sonya Landrum provided an update on items included in the 2022 North Central Texas Council of Governments (NCTCOG) Safety Program Performance Measures Report. The annual report provides performance on various safety programs, projects, and statistics such as regional crashes and fatality data, county-level crash rates, top ten contributing factors for regional crashes, Traffic Incident Management Training Program attendance statistics, and the regional Roadside

Assistance Patrol Program. The roadway safety performance targets are based on a five-year rolling average. The 2023 fatality target of 590.4 and fatality rate of 0.767 include a 3.4 percent reduction from the original trend line. The 2023 serious injury target of 3,711.5 and serious injury rate of 4.615 include a two percent reduction from the original trend line. The 12-county planning area experienced 125,530 total crashes in 2022, a 0.51 percent reduction from 2021. The region experienced 864 fatalities in 2022, down from the 921 fatalities in 2021. Speeding remained the number one contributing factor for serious injury and fatal crashes on limited access facilities. The contributing factor that saw the largest increase in 2022 was driver related factors, which includes distracted driving and other negative driver behavior. The region's Drive Aware North Texas campaign aims to reduce these types of negative behavior. The regional crash rate for 2022 was 69.33, a major decrease from 2021. Ms. Landrum briefly covered the attendance for the Traffic Incident Management Training Program. 3,559 students have attended the First Responders training, which is offered six times a year and 1,173 students have attended the Executive Level training, which is offered twice a year. The regional Roadside Assistance Patrol Program saw an increase in total assists recorded in 2022 with 144,371 combined assists. The Regional Roadway Safety Plan was approved by the RTC in March 2023. The six goals of the Plan include 1) eliminating fatal crashes by 2050, 2) prioritizing safety in the project selection process, 3) funding and implementing equitable projects, 4) fostering a culture of safety on area roadways, 5) identifying safety problems before they occur, and 6) working with first responders and traffic management professionals to improve quick clearance strategies. The safety plan's emphasis areas include speeding, distracted driving, impaired driving, intersection safety, bicyclist and pedestrian safety, roadway and lane departures, occupant protection, and motorcycles. Additional areas of concern include wrong-way driving, crashes occurring at night, younger drivers, and older road users (65+). The Plan is available at [www.nctcog.org/trans/quality/safety/transportation-safety/roadway-safety-plan](http://www.nctcog.org/trans/quality/safety/transportation-safety/roadway-safety-plan). The Statewide Texas Department of Transportation (TxDOT) and Metropolitan Planning Organization (MPO) Safety Task Force developed a five-year statewide safety proposal that includes recommendations and best practices to reduce highway crashes and fatalities. TxDOT has committed \$50,000 to each MPO across the state to support these safety efforts. The Friends of the Safety Committee, which includes both public and private sector agencies, will continue the work started by the Statewide Task Force. Anyone interested in joining the Friend of the Safety Committee should contact Sonya Landrum at [slandrum@nctcog.org](mailto:slandrum@nctcog.org) or Natalie Bettger at [nbettger@nctcog.org](mailto:nbettger@nctcog.org). The table presented in Electronic Item 11, identifies performance measures that TxDOT and MPOs will report on annually.

12. **Progress Reports:** Regional Transportation Council attendance was provided in Electronic Item 12.1 and Surface Transportation Technical Committee attendance 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 1 pm, Thursday, October 12, 2023, in the Transportation Council Room of the North Central Texas Council of Governments.

The meeting adjourned at 2:32 p.m.