

**REGIONAL TRANSPORTATION COUNCIL**  
**October 14, 2021**

The October 14, 2021, meeting of the Regional Transportation Council (RTC) was conducted as a videoconference via Zoom. Staff conducted a roll call of members, and the presence of a quorum was confirmed. The following members or representatives were present on the videoconference: Richard E. Aubin, Dennis Bailey, Adam Bazaldua, Elizabeth M. Beck, Gyna Bivens, Mohamed Bur, Dianne Costa, Theresa Daniel, Jeff Davis, Pat Deen, Janet DePuy, Andy Eads, Kevin Falconer, Gary Fickes, Nate Pike (representing George Fuller) Barry L. Gordon, Rick Grady, Lane Grayson, Mojoy Haddad, Ron Massingill (representing Roger Harmon), J.J. Koch (representing Clay Lewis Jenkins), Ron Jensen, Carl L. Johnson, Brandon Jones, Mike Leyman, Alison Maguire, B. Adam McGough, William Meadows, Cara Mendelsohn, Robert Miklos, Cary Moon, Omar Narvaez, Jim R. Ross, Chris Schulmeister, Jeremy Tompkins, Scott Turnage (representing T. Oscar Trevino Jr.), William Tsao, Duncan Webb, and Devan Allen (representing B. Glen Whitley) . Individual attendance was not taken for non-RTC member attendees.

1. **Opportunity for the Public to Comment on Today's Agenda:** This item allows members of the public an opportunity to comment on agenda items. Regional Transportation Council Chair Theresa M. Daniel asked if there were any public comments. No members of the public chose to comment.
2. **Approval of the September 9, 2021, Minutes:** The minutes of the September 9, 2021, meeting were approved as submitted in Electronic Item 2. Devan Allen (M); Richard Aubin (S). The motion passed unanimously.
3. **Consent Agenda:** The following items were included on the Consent Agenda.
  - 3.1 **Transportation Improvement Program Modifications:** Regional Transportation Council approval of revisions to the 2021-2024 Transportation Improvement Program (TIP) was requested, along with the ability to amend the Unified Planning Work Program and other planning documents with TIP-related changes. November 2021 revisions to the 2021-2024 TIP were provided in Electronic Item 3.1.1 and Electronic Item 3.1.2 included changes made to the Grouped Projects listing proposed by the Texas Department of Transportation.
  - 3.2 **Call for Projects to Reduce Diesel Emissions:** Regional Transportation Council approval to open a new, competitive call for projects (CFP) to award rebates through the North Texas Clean Diesel Projects 2020 funding initiative was requested, including the call for project details, eligibility screens, selection criteria and schedule detailed in Electronic Item 3.2.
  - 3.3. **SH 121 Wrecker Service Funding:** Staff provided a brief overview before Council consideration. When drafted, the funding amount was inadvertently left out of the agenda summary. Michael Morris noted that wrecker service was originally implemented on SH 161 to pay for the staging of wreckers along the corridor during the activation of the SH 161 peak-period shoulder lanes. The Regional Transportation Council (RTC) previously gave flexibility to make remaining funds available for other technology lanes and in November 2020 approved use of the funds on SH 121. Staff recently learned from the Federal Highway Administration that additional action was needed in order to utilize the funding for wrecker service along the SH 121 corridor due to the current funding

agreement. North Central Texas Council of Governments staff appealed to the Division Office regarding the issue, but no resolution was available. Action was requested for the Regional Transportation Council to approve utilizing up to \$450,000 in RTC Local funds for the staging of wreckers along the SH 121 technology lanes to pay for services rendered December 2020 through December 2021, including approval to administratively amend the Transportation Improvement Program/Statewide Transportation Improvement Program and other administrative/planning documents as needed. Federal funds will be returned to the funding pool to be programmed for other projects.

- 3.4. **Klyde Warren Park Extension Cost Increase:** Regional Transportation Council approval to fund the federal share of an \$8.5 million cost overrun (\$6.8 million federal and \$1.7 million local) for the previously funded Klyde Warren Park Expansion project was requested. The City of Dallas will cover the local match for the cost increase. Action included approval for the North Central Texas Council of Governments staff to administratively amend the Transportation Improvement Program and other planning/administrative documents to incorporate these changes.

A motion was made to approve the items on the Consent Agenda. Barry L. Gordon (M); Omar Narvaez (S). The motion passed unanimously.

4. **Orientation to the Agenda/Director of Transportation Report:** Michael Morris highlighted items on the Director of Transportation Report. He noted that he and the Regional Transportation Council (RTC) Chair continue to discuss when the RTC can meet in person at a future meeting. He requested that members share their viewpoints about in person RTC meetings. The RTC Chair has also approved a December RTC Orientation meeting. He also noted the Metropolitan Planning Organization received a positive Federal Certification Review, provided in Electronic Item 4.1. Members interested in staff presentations about the Federal Certification Review were asked to contact staff for the item to be presented at a future meeting. In addition, Mr. Morris noted he was asked to participate with colleagues in the state to help turn around the fatality rates on Texas roadways. Additional information on the new task force to direct funding to vital highway safety projects was provided in <https://www.txdot.gov/inside-txdot/media-center/statewide-news/015-2021.html>. He also noted that staff has begun work on the 2023-2026 Management/Operations and Safety program. Additional information on the program will be presented at the November 11 meeting. The new proposed alignment for D2 in Downtown Dallas was discussed, as well as the timing of the project. A map of the proposed project was provided in Electronic Item 4.2. Mr. Morris also noted that the deadline for the Automated Vehicles 2.2/2.3 Program Round 2 funding was November 19, 2021. Details were provided in Electronic Item 4.3. Also discussed were potential projects to be submitted through the Economic Development Administration Grant Opportunities. Included in the grant opportunity are two major programs. The deadline for the Build Back Better Regional Challenge is October 19. Staff will be working in partnership with Southern Methodist University (SMU) on a project proposal addressing workforce development, business development and infrastructure. A project addressing first and last mile land and air connections through automated vehicles will led by NCTCOG will be included. In addition, North Central Texas Council of Governments (NCTCOG) staff will support the Center for Houston's Future proposed project for a hydrogen fuel station on the IH 45 corridor. The second program is the Good Jobs Challenge. The deadline for applications is January 26, 2022. NCTCOG proposes to submit an application for development of a Technology Fusion Center as part of its Agile Curriculum initiative and participate in an application with the City

of Dallas to provide regional support for its City of Refuge project. He noted that staff continues to monitor the potential location of an electric vehicle manufacturing facility in the region. A final location determination has not been made, and if asked staff will be ready to respond to the timely implementation of transportation elements that would be helpful to the region. Information on the November 4, 2021, fall 2021 Traffic Incident

Management Executive Level Course was provided in Electronic Item 4.4. Current Dallas-Fort Worth Clean Cities Events were available at <https://www.dfwcleancities.org/events> and air quality funding opportunities for vehicles were available at

<https://www.nctcog.org/trans/quality/air/funding-and-resources>. The status report for the current ozone season was provided in Electronic Item 4.5. Electronic Item 4.6 contained an update on the Texas Volkswagen Environmental Mitigation Program funding and Electronic Item 4.7 highlighted the success of the National Drive Electric Week event. In addition, the project submittal deadline for Texas Department of Transportation Highway Safety Improvement Program Call for Projects due to the Texas Department of Transportation districts offices is November 17, 2021. Additional information was available at <https://www.txdot.gov/inside-txdot/forms-publications/publications/highway-safety.html>.

Information about Monthly Know Before You Fly Your Drone Workshops was provided in <https://www.northtexasuas.com/UAS-Taskforce#Workshops>. In addition, an article highlighting the Federal Highway Administration's recognition of the City of Irving's work through the Waze data-sharing program was available at

<https://www.fhwa.dot.gov/innovation/everydaycounts/edcnews/20210902.cfm>. An Open House schedule of meetings for the Dallas-Fort Worth High-Speed Transportation Connections Study was provided in Electronic Item 4.8. Electronic Item 4.9 included additional comments as part of the August online input opportunity minutes and September online input opportunity minutes were provided in Electronic Item 4.10. A notice of the October public meeting schedule was provided in Electronic Item 4.11. The current Public Comments Report was provided in Electronic Item 4.12, recent correspondence in Electronic Item 4.13, recent news articles in Electronic Item 4.14, and recent press releases in Electronic Item 4.15. Mike Leyman asked if RTC members could now attend meetings in person or if that remained under review. Mr. Morris discussed Open Meetings Act requirements that the Chair be in attendance in person, but that other members could attend virtually. He noted he was not in favor of hybrid meetings with some members being in attendance and some members remote because it does not give each member equal access to discussion and debate. Mr. Morris asked members interested in attending in person to contact staff. Mr. Leyman encouraged the RTC Chair and staff to resume in person RTC members as soon as possible.

5. **2022 Unified Transportation Program and Regional 10-Year Plan Update:** Christie Gotti provided an update on the projects funded by the Texas Transportation Commission (TTC) in the 2022 Unified Transportation Program (UTP). The updated Regional 10-Year Plan project listing was approved by the Regional Transportation Council (RTC) on July 8, 2021 and submitted to the TTC for its consideration in the 2022 UTP. At its August 2021 meeting, the TTC approved all Category 2 and Category 4 requests and approximately \$339 million in Category 12 was awarded to the region (\$225 million in the eastern subregion and \$84 million in the western subregion). Project funding changes proposed by staff were highlighted. These changes included increasing Category 2 funding for two projects in Hunt County since requested Category 12 funding was not awarded. In addition, a project proposed for Category 12 funding in Collin County was partially funded with Category 4 funds by the Texas Department of Transportation (TxDOT) Dallas District directly. Three projects were awarded Category 12 funding in the western subregion: a portion of IH 20 in Parker County, a section of IH 30 in Tarrant County, as well as funding for three years of implementation for the Regional Mobility Assistance Patrol project in the Fort Worth District.

She noted that staff will request at another time to add Surface Transportation Block Grant Program (STBG) funds to the Mobility Assistance Patrol project for future years. Ms. Gotti noted that several projects were awarded Category 12 funding in the eastern subregion. US 380 in Collin County was awarded approximately \$40 million, the IH 30 Canyon project in Dallas County was awarded an additional \$101 million, and US 80 in Dallas County was awarded approximately \$103 million. In addition, a series of overpasses and interchanges along IH 30 in Hunt County were awarded \$4.4 million in additional funding. The Dallas District Regional Mobility Assistance Patrol also received approximately \$6 million to covers three years of implementation. The entity responsible for selecting projects in each of the funding categories was highlighted. The RTC selects projects for Category 2 funding in partnership with the local TxDOT districts, local TxDOT districts select projects for Category 4 funding in partnership with the RTC, and projects to be selected for Category 12 are proposed by the RTC and the TxDOT Districts, but selected by the Texas Transportation Commission. Historical allocations for regional funding were highlighted and it was noted that Category 2 and Category 4 totals were updated based on the changes presented. In addition, Category 12 funds were updated totaling approximately \$2.6 billion selected in the 2022 UTP. Ms. Gotti also provided an update on the Surface Transportation Block Grant Program/Category 2 funding exchange approved by the RTC in July 2021. Category 2 funding was removed from US 287 and SL 9 and replaced with STBG funds to advance the two projects and help reduce the region's balance of STBG funds. At that time, staff committed to bring back a proposal for the specific projects to be funded with the freed-up Category 2 funds. She noted that since the initial action, both projects let. An overview of the projects proposed for the funding exchange was provided. It was noted that the amount being exchanged was reduced slightly from the originally proposed amount due to cost savings on the SL 9 project of approximately \$41 million. Projects proposed to receive approximately \$65 million from the SL 9 funding exchange and approximately \$34 million from the US 287 funding exchange were detailed in Electronic Item 5.4. Maps showing approved and proposed projects in the Regional 10-Year Plan and their current status were highlighted and included updates to remove the Category 12 projects that were not selected for funding. In addition, a map including recently completed and active capacity transportation projects, including all funding sources that are not part of the 10-Year Plan was also highlighted. Regarding the Regional 10-Year Plan, Ms. Gotti noted that North Central Texas Council of Governments (NCTCOG) staff will continue to coordinate with TxDOT on the next round of the 10-Year Plan changes, including efforts to re-fund projects that had funding removed in previous plans if funding targets permit. Staff expects that an initial draft project listing will be due to TxDOT in January 2022, previous to receipt of funding targets. Once targets are received, staff will work to adjust project listings to the anticipated revenues and provide an update to the RTC. In addition, staff will develop a revised scoring process to prioritize and score 10-Year Plan projects. The revised process will be brought back for review and approval at a future meeting. She added that the TTC is expected to have additional discussion on IH 45 at a December 2021 TTC meeting, which could lead to potential funding changes to the 2022 UTP that may provide an opportunity for additional funding. TTC approval of the 2023 UTP is expected in August 2022. Additional details about the effort were provided in Electronic Item 5.1. The revised 10-Year Plan project listings were provided in Electronic 5.2 and Electronic Item 5.3 contained the 10-Year Plan projects that have let or been completed. A motion was made to approve the final 2021 Regional 10-Year Plan project listing, the proposed projects to complete the Category 2/STBG funding exchange, and administratively amending the Transportation Improvement Program/Statewide Transportation Improvement Program and other planning/administrative documents to incorporate the changes. Adam Bazaldua (M); Gyna Bivens (S). The motion passed unanimously.

6. **Trinity Railway Express Shuttle Funding for Continued Operations:** Shannon Stevenson presented a recommendation to support the continued operations of the Trinity Metro shuttle service between the Dallas Fort Worth International Airport (DFW Airport) and the Trinity Railway Express (TRE) Centreport Station. The TRE shuttle traditionally operated from the TRE Centreport Station to the Remote South parking lot at the DFW Airport. From there passengers transferred to their terminals using airport shuttles. Due to reduced traffic at the airport related to COVID-19 and closure of the Remote South parking lot, the route was shifted to the Rental Car Center. Now that air travel is returning to normal, the shuttle stop will be relocated and route options are being considered by operating partners. In 2009, the DFW Airport was first awarded federal transit funds through a call for projects to implement the shuttle service and was later awarded funds through two additional calls for projects. In 2018, the airport notified North Central Texas Council of Governments (NCTCOG) staff of its intention to discontinue the shuttle service the following year once the TEXRail service was fully operational. Staff and partners worked together to identify alternate options to ensure the continuation of service and in 2019 Trinity Metro assumed the operational responsibility for the service as the TRE Link. The remaining Federal Transit Administration funds that were previously approved for the project were then transferred from the DFW Airport to Trinity Metro. Over the past few months, Trinity Metro, Dallas Area Rapid Transit (DART), and the DFW Airport have reached out to staff requesting approximately \$910,000 in operating cost over the next three years. Funds would provide continued operational support as more time is needed to finalize a system sustainability plan for the service primarily due to budget constraints and challenges experienced from reduced ridership during the COVID-19 pandemic. Staff has identified previously approved Regional Toll Revenue (RTR) funds for transit projects and Surface Transportation Block Grant Program (STBG) funds from the COVID-19 Infrastructure Program #015: Transit Partnership funds that can be utilized for the project. This will ensure operations continue as partners finalize the sustainability plan that will be implemented to maintain the shuttle service without additional operating funds from the Regional Transportation Council. Proposed funds would provide 50 percent of the funding to be matched by funds split among Trinity Metro, DART, and DFW Airport. The first year of proposed funding would be available through existing RTR funds for a total of \$290,000 and the following two years would be funded with STBG funds in an amount not to exceed \$620,000. William Meadows expressed appreciation on behalf of the Dallas Fort Worth International Airport to Trinity Metro and the Regional Transportation Council for its continued partnership to enable the continuation of the shuttle service. A motion was made utilize existing Regional Toll Revenue funds previously approved for transit in an amount not to exceed \$290,000 and previously approved COVID-19 Infrastructure Program #015: Transit Partnership Surface Transportation Block Grant funds in an amount not to exceed \$620,000 for a total not to exceed of \$910,000 and for Trinity Metro, Dallas Area Rapid Transit, and Dallas Fort Worth International Airport to assume funding responsibility after FY2024 for the shuttle service between the TRE Centreport Station and DFW Airport. Action also included approval to revise administrative documents as appropriate to incorporate the project. Dianne Costa (M); Omar Narvaez (S). The motion passed unanimously.
7. **Federal Update and State Constitutional Ballot: Proposition 2:** Rebekah Gongora provided a brief federal legislative update and discussed the upcoming Constitutional Amendment election on Proposition 2. Regarding the Fixing America's Surface Transportation Act, the current Surface Transportation Authorization, she noted the bill was extended and would expire October 31, 2021. In addition, the \$1.2 trillion infrastructure bill includes five-year transportation authorization, has passed in the Senate, and was pending a House floor vote by October 31, 2021. She noted an additional reconciliation bill was pending action as well. The reconciliation bill is not a transportation bill, but consists of

social programs referred to as human infrastructure. She noted discussion continued on the total amount of the bill, with some wanting monetary and policy concessions to get it closer to \$2 trillion. Regarding the State Constitutional Amendment election on November 2, 2021, Mr. Gongora noted early voting would begin on October 18, 2021. The Texas Legislature passed HJR 99 to authorize the constitutional amendment vote listed on the ballot as Proposition 2 which would give counties constitutional authority to engage in tax increment financing to fund the development or redevelopment of transportation or infrastructure in unproductive, underdeveloped, or blighted areas in the county. This would allow counties to engage in Tax Increment Financing through Transportation Reinvestment Zones (TRZs) to create revenue for a transportation project resulting from increased property values. Cities already have this authority. Language restricts counties to using a maximum of 65 percent of the tax increment to secure county issued bonds for transportation improvements. The bond proceeds would not be permitted to finance costs for toll roads and does not raise taxes or fees. Additional information was provided in Electronic Item 7. RTC Vice Chair Duncan Webb noted he was supportive of Proposition 2 as another tool to fund transportation. Adam Bazaldua also expressed support for Proposition 2. A motion was made requesting that members of the Regional Transportation Council support Proposition 2, advocate for its passage, be vocal about the benefits of Proposition 2, encourage support from residents, and if needed, instruct North Central Texas Council of Governments staff to communicate the benefits of Proposition 2 on behalf of the Regional Transportation Council. Omar Narvaez (M); Devan Allen (S). The motion passed unanimously.

8. **Locally Enforced Motor Vehicle Idling Restrictions Resolution:** Chris Klaus presented a recommendation to support a revised Resolution Supporting Locally Enforced Motor Vehicle Idling Restricts in North Central Texas. Details of the Texas Commission on Environmental Quality (TCEQ) Locally Enforced Motor Vehicle Idling Limitations rule was provided. The rule, included in Electronic Item 8.2, addresses unnecessary idling by motorists operating medium to heavy duty vehicles that are greater than 14,000 pounds within local government jurisdictions having a Memorandum of Agreement (MOA) with TCEQ. Since 2006, many local governments have adopted resolutions or ordinances supporting the idling restriction and TCEQ has asked that each of those entities also enter into a Memorandum of Agreement (MOA) with TCEQ which allowed enforcement of the idling restriction. In 2008, the Regional Transportation Council (RTC) approved a resolution encouraging entities to adopt the TCEQ vehicle idling restriction rule, provided in Electronic Item 8.1. North Central Texas Council of Governments staff learned that air quality benefits were not being maximized and that having a MOA with TCEQ may disqualify an entity from eligibility for funding. As a result, the need to revise the resolution was identified in order to align the language with those restrictions in place within local governments. Mr. Klaus reviewed proposed updates to the RTC resolution, which was provided in Electronic Item 8.3. The revised resolution will identify locally enforced motor vehicle idling restrictions as Weight-of-Evidence within the State Implementation Plan, endorse implementation of an idling restriction ordinance/resolution (not specifically tied to the TCEQ MOA), and encourage local governments to adopt any idling restrictions as applicable to local government needs. The language in the revised resolution will allow cities and counties to have more flexibility in implementing an idling restriction or ordinance while still being eligible for funding from TCEQ for idle reduction infrastructure. In addition, the revised resolution will allow for program efforts to be documented as Weight-of-Evidence within the State Implementation Plan. Additional information was provided in Electronic Item 8.4. Sections of the proposed RTC resolution were highlighted. Of note, proposed language in Section One would identify Locally Enforced Motor Vehicle Idling Restrictions as Weight of Evidence and proposed language in Section Two would endorse implementation of and idling restriction

ordinance/resolution versus direct reference to the TCEQ Idling Limitations Rule. Omar Narvaez thanked staff for addressing the need to update the resolution with the RTC. A motion was made to approve the revised Regional Transportation Council Resolution Supporting Locally Enforced Motor Vehicle Idling Restrictions in North Central Texas, provided in Electronic Item 8.3. Omar Narvaez (M); Adam Bazaldua (S). The motion passed unanimously.

9. **Immediate Action Freeway Projects: State Contingency:** Michael Morris highlighted the continued efforts over the last several years to always have major transportation projects ready for construction. As a result of the hard work over the last decade, many projects have advanced in the region with the benefit of cost savings for use on other projects. He noted that anticipated approval of a new transportation authorization bill and a potential infrastructure bill will provide opportunities to continue to advance major transportation projects in the region. In addition, the Texas Transportation Commission will be reviewing Unified Transportation Program project commitments in December 2021, and additional funding may become available since two major projects in Texas have not received federal approval. Having projects in the region ready to proceed remains important in the event that funding becomes available.
  
10. **Metropolitan Planning Organization Milestone Policy Round 2-Quarterly Status Update:** Christie Gotti provided an update on the status of the Metropolitan Planning Organization (MPO) Milestone Policy Round 2 projects. As a reminder, the Regional Transportation Council (RTC) approved the policy which has been updated and is now in its second round in order to track and monitor projects that have been funded for at least ten years and have not gone to construction. The updated process includes quarterly status reports, with projects on the list rated as low (green), medium (yellow), or high (red) risk. At risk projects are reviewed on a case-by-case basis and could be canceled if the committed schedule is not met. A summary of the projects on the Milestone Policy Round 2 list was provided, along with their latest listings in Electronic Item 10.1. She noted that one project was scheduled to let in 2021 and missed its deadline. Five projects were scheduled to let in FY2022, ten in FY2023, and four in FY2024 or beyond. In addition, the number of projects in each risk category were highlighted and also identified at risk by fiscal year and included 12 low risk, 6 medium risk, and 2 low risk. One project in FY2021 was noted as high risk. Of the five projects at risk FY2022, three are medium risk, one is low risk, and one is high risk. Implementing agencies with projects scheduled to let in FY2022 were encouraged to work to move those projects forward. She noted that staff also scheduled meetings with certain agencies with high-risk projects to offer assistance. Projects in FY2023, FY2024, and beyond were also noted. Ms. Gotti discussed the FY2021 high-risk project, the Collective Mixed-use Development project in the City of Dallas. The project was funded with Regional Toll Revenue funds in the 2009-2010 time period. A preliminary phase was implemented, and a secondary phase has been the focus as part of the Milestone Policy. During review of the survey submitted by the City of Dallas, staff determined that additional coordination was needed related to the details of the survey responses and proposed flexibility be extended to the City for this project. A meeting with the City has been scheduled to discuss the possibility of the project letting in spring 2022, and a report will be provided back to the RTC. Ms. Gotti noted staff will continue monitoring project progress, providing quarterly updates, and update the RTC on the progress for the high-risk project including a recommendation for RTC consideration on the path forward. Additional details on the policy were provided in Electronic Item 10.2.

11. **Transit Strategic Partnerships Initiative Overview:** Shannon Stevenson provided an overview of the Transit Strategic Partnerships initiative which supports the goals of Mobility 2045 and addresses the needs outlined in Access North Texas, the regional public transportation coordination plan for transit-dependent populations. In fiscal year (FY) 2021, public transportation providers in the region were awarded approximately \$136 million in Federal Transit Administration (FTA) formula funds with 98 percent available to transit providers through the annual Program of Projects. Based on Regional Transportation Council (RTC) policy, the remaining 2 percent is set aside for Transit Strategic Partnership projects and typically awarded through a call for projects. In the past, those efforts often resulted in marginal projects or partnerships with entities and nonprofits who were not familiar and utilizing FTA funds. Ms. Stevenson noted the process for awarding these funds was recently updated for a more deliberate and coordinated approach to help address gaps in service. Four types of federal formula funding programs are allocated in the Dallas-Fort Worth-Arlington and Denton-Lewisville Urbanized Areas (UZAs), two of which are allocated through the Transit Strategic Partnerships initiative: 1) Section 5307, intended to serve the general public including low-income populations and 2) Section 5310, intended to serve the elderly and individuals with disabilities. FY2021 Transit Strategic Partnerships funding totals approximately \$2.2 million available for innovative transit projects and solutions both from agencies looking to directly implement service and those seeking partnership with an existing transit provider. Proposals will be accepted on a rolling basis and evaluated twice per year. The new process will have a simplified focus on identifying challenges and gaps. Projects should address innovation, Access North Texas, recent transit study recommendations, accessibility, environmental justice, and transit dependent populations. Ms. Stevenson noted the process is intended to be collaborative, and partner agencies were encouraged to meet with staff to discuss project ideas and funding requirements. Evaluation criteria details were highlighted, with the needs assessment given top priority. Applications will be accepted on a six-month rolling cycle with the exception of the initial application cycle launched September 1, 2021, which will run through the end of November to meet the January 2022 Transportation Improvement Program (TIP) modification cycle deadline. Proposals can be submitted at any time. Details of the Transit Strategic Partnership Initiative, including the evaluation criteria were provided in Electronic Item 11.
  
12. **Dallas-Fort Worth Regional East/West Funding Distribution:** Christie Gotti presented the process for developing the funding distribution between the eastern and western subregions, as requested recently by members of the Council. The east/west split was established to help the region maintain equity and balance over time and stay focused on the overall regional priorities, with each subregion working within its available funding. Under federal law, funds cannot be suballocated to cities or counties, but because the region includes multiple Texas Department of Transportation (TxDOT) districts, funds can be suballocated in a split that follows district lines. Federal funding allocations to the region are based on several factors depending on the funding source, and those same factors are used by staff to establish the funding split between the subregions. In addition, the Regional Transportation Council (RTC) Bylaws establish that the distribution be reevaluated with each new transportation funding bill following receipt of the federal allocation. Federal apportionments for transit funds are allocated to the region every year, so these funding splits are reevaluated by staff each year. A map of the western and eastern subregion boundaries, in relation to the North Central Texas Council of Governments (NCTCOG) boundary and Metropolitan Planning Area boundary was highlighted. The western subregion follows the counties in the TxDOT Fort Worth District and the eastern subregion follows the counties in the TxDOT Dallas District (including Hunt County from the Paris TxDOT District). Ms. Gotti reviewed the funding distribution formula development process. Once a new transportation funding bill is approved, staff reviews the distribution using the inputs and



latest planning assumptions (population estimates, emissions benefits, etc.) to develop the formula distribution. The proposed formula is presented to the public, as well as the Surface Transportation Technical Committee and the RTC. Suballocation considerations differ by funding type. Air quality-type funding allocations are for projects that address attainment of air quality standards and are based on population and air quality nonattainment factors. The suballocation of the funds considers emissions between subregions and generally applies to Congestion Mitigation and Air Quality Improvement Program and Transportation Alternatives Set-Aside Program funds. For mobility-type funding, the suballocation considers population, employment, activity, vehicles miles traveled and generally applies to Surface Transportation Block Grant Program and Category 2 funds. She noted that although a variety of factors are used, the distribution percentages have remained consistent historically. In addition, environmental justice is considered when reviewing new distributions and indicators showed a minority or low-income population distribution similar to the funding distribution for the western and eastern subregions for the Fixing America's Surface Transportation Act. The RTC has applied the eastern/western funding distribution over several transportation funding bills since 1991, and the percentages have remained very consistent over nearly three decades. Ms. Gotti also discussed how non-formula funds are addressed for the region. In an effort to address receipt of non-formula funds that caused percentages to become off track, the RTC approved a policy in 2010 directing staff to monitor the TxDOT project selections and to report the impact of those decisions on the distribution between the eastern and western subregions. NCTCOG staff provides quarterly reports that detail TxDOT funding awards in non-formula allocated categories for the Council to determine if adjustments are needed to resolve imbalances created by those selections. She noted that the process has allowed the region to remain focused on maintaining east/west equity during project selection to expedite project delivery and not hold back projects arbitrarily. In addition, it has allowed for the region to maintain a cooperative, cohesive process and it provides structure for regional decisions. Additional information on the process for establishing the east/west split was provided in Electronic Item 12.1. Electronic Item 12.2 contained the latest East/West Equity quarterly report and Electronic Item 12.3 contained a copy of the RTC policy pertaining to the tracking of non-formula funding awards.

13. **Progress Reports:** Regional Transportation Council attendance was provided in Electronic Item 13.1, Surface Transportation Technical Committee attendance and minutes in Electronic Item 13.2, and the current Local Motion in Electronic Item 13.3.
14. **Other Business (Old or New):** Dan Kessler noted that Michael Morris was recently awarded the Ron Kirby Lifetime Achievement Award by the Association of Metropolitan Planning Organizations. In addition, Natalie Bettger noted that the International Bridge, Tunnel, and Turnpike Association (IBTTA) recently awarded the Private Sector Innovation Toll Excellence Award to the GoCarma auto occupancy detection and verification project that was implemented in the Dallas-Fort Worth region. Mojoy Haddad added that the North Texas Tollway Authority was the recent recipient of the IBTTA Diversity, Equity, and Inclusion Award. Michele Wong Krause noted that she was recently appointed as the Dallas Area Rapid Transit (DART) Board Chair and would be representing DART on the Regional Transportation Council.
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, November 11, 2021.

The meeting adjourned at 2:50 pm.