

## **MINUTES**

### **REGIONAL TRANSPORTATION COUNCIL**

**June 9, 2022**

The Regional Transportation Council (RTC) met on June 9, 2022, at 1:00 pm in the Transportation Council Room of the North Central Texas Council of Governments (NCTCOG). The following members or representatives were present: Daniel Alemán Jr., Richard Aubin, Steve Babick, Adam Bazaldua, Elizabeth Beck, Gyna Bivens, Roy Brooks, Ceason Clemens, Dianne Costa, Theresa Daniel, Jeff Davis, Pat Deen, Janet DePuy, Andy Eads, Gary Fickes, Carlos Flores, George Fuller, Raul H. Gonzalez, Barry L Gordon, Rick Grady, Lane Grayson, Mojy Haddad, Roger Harmon, Clay Lewis Jenkins, Ron Jensen, Carl L. Johnson, Brandon Jones, Mike Leyman, Alison Maguire, B. Adam McGough, Cara Mendelson, Omar Narvaez, Phillip Ritter, Chris Schulmeister, Gary Slagel, Bobby Stovall, Jeremy Tompkins, T. Oscar Trevino Jr., William Tsao, Duncan Webb, and Ruby Faye Woolridge.

Others present at the meeting included: Vickie Alexander, Rick Bailey, Nathan Benditz, Brandi Bird, Scott Booth, David Boski, Jason Brown, Laura Cadena, Drew Campbell, Jack Carr, Angie Carson, Curt Cassidy, Laylou Daher, Clarence Daugherty, Brian Dell, Caryl DeVries, Staron Faucher, Kevin Feldt, Carmen Garcia, Tony Hartzel, Travis Kelly, Dan Kessler, Ken Kirkpatrick, Chris Klaus, Michael Knowles, Dan Lamers, Eron Linn, Dan McCloudon, Erin Moore, Jeff Neal, Mark Nelson, Lauren Patterson, Kelly Porter, James Powell, Vercie Pruitt-Jenkins, Guillermo Quintanilla, Tito Rodriguez, Allan Rutter, Toni Stehling, Shane Tully, Brendon Wheeler, Brian Wilson, and Casey Wright.

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 speak at the meeting or provide written comments.
2. **Approval of the May 12, 2022, Minutes:** The minutes of the May 12, 2022, meeting were approved as submitted in Electronic Item 2. Rick Grady (M); Omar Narvaez (S). The motion passed unanimously.
3. **Consent Agenda:** The following items were included on the Consent Agenda.
  - 3.1. **2023-2026 Transportation Improvement Program (TIP) Document and Final Statewide TIP (STIP) Listings:** A recommendation for Regional Transportation Council (RTC) approval of the 2023-2026 TIP document, the final STIP listings, and the ability to amend the Unified Planning Work Program (UPWP) and other planning/administrative documents was requested. A new TIP is developed every two years through a cooperative effort between the North Central Texas Council of Governments, the Texas Department of Transportation, local governments, and transportation authorities. The TIP is a staged, multi-year listing of transportation projects with committed funding from federal, state, and local sources within the Dallas-Fort Worth Metropolitan Area. Electronic Item 3.1 contained an overview of the TIP development process and schedule. The 2023-2026 TIP Document and final STIP listings are available at the following weblink:  
<https://www.nctcog.org/trans/funds/tip/transportation-improvement-program/2023-2026tip>.

3.2. **Air Quality Funding Recommendations Related to the Environmental Protection Agency National Clean Diesel Funding Assistance Program:**

Staff requested Council approval of funding recommendations for the North Texas Clean Diesel Project 2021 Call for Projects. The North Central Texas Council of Governments opened the North Texas Clean Diesel Project 2021 Call for Projects (CFP) through an Environmental Protection Agency National Clean Diesel Funding Assistance Program award. The CFP award grants funds for replacements of on-road diesel vehicles and engines, nonroad diesel equipment, diesel transport refrigeration unit trailers, diesel drayage trucks, locomotive engines, and locomotive shore power installation in North Central Texas. Applications were received from the City of Dallas, Hirschbach Motor Lines, and Smurfit Kappa by the CFP deadline of April 15, 2022. Staff completed review, quantified emissions, and developed project funding recommendations. This initiative is an extension of clean vehicle efforts listed as Weight-of-Evidence in the current State Implementation Plan. Electronic Item 3.2.1 provided an overview of the call for projects and staff recommendations. Electronic Item 3.2.2 provides detailed project listings.

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

3.3 **Endorsement of Western Subregion Transit Partnership:** On June 9, 2022, Regional Transportation Council approved Electronic Item 3.3 on transit partnerships that permitted a path forward for the East Lancaster corridor to be submitted for federal Discretionary funds. Electronic Item 3.3 contained the funding allocation for the extension of passenger rail into the Fort Worth hospital district and the construction of the Trinity Lakes Station. The City of Fort Worth is proceeding with Katy Lofts without Regional Transportation Council funds. A minor adjustment to the IH 35W Guaranteed Transit Program was included in the approval request. Again, the Lancaster project requested for endorsement.

Michael Morris requested Consent Agenda Item 3.3 to be taken off the Consent Agenda and presented due to an update to the project that returned 17 million Transportation Development Credits back to the Regional Transportation Council. A motion was made to approve Item 3.3 as presented. Gyna Bivens (M); George Fuller (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 we received notification from Federal Highways Administration and Federal Transit Authority on the Certification of the Regional Transportation Council in 2021 (FHWA/FTA) and will be formerly presented in July that we are a Certified Metropolitan Planning Organization. Chair Andy Eads held the RTC Bylaws Revisions Subcommittee meeting prior to the RTC meeting and will bring information on the Bylaws in the August meeting since they meet review the Bylaws every four years. Michael mentioned we have been working closely with Texas Department of Transportation, Commissioner Gary Fickes, and the Mayors near Alliance to present an opportunity to open a critical intersection in the Haslet/Intermodal Parkway "L" \$2.5 Change Order to advance completion to March 2023. Michael thanked Ken Kirkpatrick for his help mediating on the IH 635/IH 35 Wishbone Connector. Revenue Share. Additional details provided in Electronic Item 4.1, Electronic Item 4.2 and Electronic Item 4.3. The 2022 Women's Transportation Seminar (WTS) awarded the 2022 WTS Innovative Transportation

Solutions Award Winner to NCTCOG staff for the Dallas-Fort-Worth High-Speed Transportation Connections Study. Michael congratulated Brian Wilson on the 2022 Progress North Texas. The theme for the new document is Transportation in the age of COVID-19. In addition, Michael thanked and congratulated gifted student artist Vianney Medellin from Dallas Independent School District for the cover art and Chair Daniel for her cover letter introducing the publication and theme in the document. Michael also mentioned letters will be sent out by Karla Windsor and Travis Liska's team on the upcoming Regional Sidewalk Inventory for the whole region. The remaining items were not presented.

5. **Mobility 2045 Update and Transportation Conformity:** Brendon Wheeler and Chris Klaus described updates on development of the Mobility 2045 Update that was presented for action, including a new financial plan, updated demographic forecasts, updated travel demand modeling tool, and necessary refinements to policies, programs, and projects in the current plan, Mobility 2045. The major components are as follows: plan content such as programs, policies, and projects; financial plan, including financial constraint; nondiscrimination analysis, which shows no disparate impacts found; air quality conformity consistent with federal/state air quality goals. Recent revisions to project maps/listings include administrative refinements for consistency with TIP and MTP recommendations (Project ID's, costs, names, limits, etc.), project development phases and staging adjustments for consistency, and one minor change to the plan recommendations, State Highway 175 (SH 175) in Kaufman County was included in the asset optimization recommendations due to safety concerns for that corridor. Chapter contents include Map Your Experience summaries added to Mobility Options and Social Considerations, air quality conformity results added to Environmental Considerations chapter, and Financial Reality chapter updated with final figures. Including the draft financial plan expenditures to maximize existing system: \$39.5B for the overall financial plan comes to a total of \$148.3B. The official public comment period began April 1, 2022, and concluded May 31, 2022. The public comments received have been constructive and supportive of the plan. Chris Klaus provided an overview of the 2022 Transportation Air Quality Conformity Analysis, which is required by federal legislation. It demonstrates that projected emissions from transportation projects are within emission limits (Motor Vehicle Emissions Budgets) established by the State Implementation Plan (SIP), and ensures federal funding and approval is applied to transportation projects that are consistent with air quality planning goals. Draft project listings were included as Electronic Item 5.1, and a comprehensive list of public comments received was available in updated, blue-sheeted Electronic Item 5.2.1. Additional details were provided in updated, blue-sheeted Electronic Item 5.3.

A motion was made to approve the Regional Transportation Council resolution adopting Mobility 2045 – 2022 Update as the Metropolitan Transportation Plan for the region and the 2022 Transportation Conformity results as presented. George Fuller (M); Richard Aubin (S). The motion passed unanimously.

6. **Dallas-Fort Worth Regional East/West Funding Distribution – Infrastructure Investment and Jobs Act:** Brian Dell provided an overview on the funding distribution between the Eastern (Dallas and Paris Districts) and Western (Fort Worth District) subregions with the recent passage of the Infrastructure Investment and Jobs Act (IIJA). Federal funding comes to the region from federal transportation apportionments via the Texas Department of Transportation (TxDOT). Apportionments are based on several factors depending on the funding source (e.g., population, emissions). While funds cannot be suballocated to cities or counties (per federal law), funds can be split along TxDOT District lines. This practice has helped the region stay focused on overall priorities versus focusing

on what local government or agency has received funding. Instead, each subregion works within their available funding. Regional Transportation Council (RTC) Bylaws require that funding distributions be reevaluated with each new transportation funding bill for air quality and mobility funds; transit funds are re-evaluated each year as federal apportionments are received. On November 15, 2021, the Infrastructure Investment & Jobs Act (IIJA) was signed into law, which necessitates a review of the latest East/West funding distribution. The first category of funds is the Air Quality funds: Funding intended for air quality projects that address attainment of national ambient air quality standards in nonattainment areas. Allocations to the region are based on population and air quality nonattainment factors. The East/West funding split for air quality funds generally applies to Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds and Transportation Alternatives Set-Aside funds. East/West Distribution Formula Inputs are based on tons per day of ozone precursors, specifically Volatile Organic Compounds (VOCs) and Nitrogen Oxides (NOx). The second category is Mobility Funds which are designed for mobility projects addressing transportation needs within Metropolitan Area Boundaries with populations of 200,000 or greater. Allocations are based on the population of Urbanized Areas (UZA) in the region. Resulting percentage split applies to the RTC's mobility funding categories such as Surface Transportation Block Grant Program (STBG) and Category 2 funding. East/West Distribution Formula Inputs include population, employment, activity (population and employment equalized to account for communities where available jobs might exceed population or vice versa) and Vehicle Miles Traveled (VMT). Brian noted that over the last six years staff has been operating under funding distribution percentages from the Fixing America's Surface Transportation Act or FAST Act (2015). Formula Inputs for Mobility funds under the current IIJA round out to 31 percent for the Western Subregion and 69 percent for the Eastern Subregion based on the 12-county MPA boundary and would be the proposed funding distribution going forward. Air Quality funds based on the ozone precursors tons per day in the 10-county non-attainment area are proposed to be distributed at 36 percent for the Western subregion and 64 percent for the Eastern subregion. Staff also considered equity and environmental justice, and indicators show a minority, low income, and/or limited English proficiency population distribution similar to the funding distribution for the western and eastern regions that was proposed: Minority: 30 percent for the Western subregion and 70 percent for the Eastern subregion; Low income: 33 percent for the Western subregion and 67 percent for the Eastern subregion; Limited English Proficiency: 27 percent in the Western Subregion and 73 percent for the Eastern Subregion. STTC and RTC action will be requested in May and June 2022, respectfully. If approved, the updated funding distribution will be applied to all RTC-selected funding programs. Electronic Item 6 provided additional information on the process for establishing the split and the proposed new splits for both mobility and air quality funds. Brian also thanked the air quality team and the model team for their hard work.

A motion was made to approve the new proposed funding splits of 36 percent for the Western Subregion and 64 percent for the Eastern Subregion for air quality funds and 31 percent for the Western Subregion and 69 percent for the Eastern Subregion for Mobility Funds. The motion also included direction for staff to begin applying these revised formulas to project selection efforts immediately. Duncan Webb (M); T. Oscar Trevino, Jr. (S). The motion passed unanimously.

7. **Funding Recommendations for the Electric Vehicle Charging Station Call for Projects:** Lori Clark requested Regional Transportation Council approval of funding recommendations for the Electric Vehicle Charging Station Call for Projects. The North Central Texas Council of Governments (NCTCOG) opened the Electric Vehicle (EV) Charging Station Call for

Projects (CFP) in March 2022 with Congestion Mitigation and Air Quality Improvement Program funds. This CFP awards funding for the purchase of and installation of publicly accessible Level 2 or Direct Current Fast Charge (DCFC) electric vehicle charging stations. This initiative helps advance adoption of electric vehicles, both among public sector fleets and the general public, and reduce tailpipe emissions of ozone precursors. Eleven applications were received by the CFP deadline of April 22, 2022; over \$3 million funds were requested for 55 charging stations on 26 charging sites (33 Level 2 chargers and 22 direct current fast chargers); each charging site scored separately and ranked; and once approved, recommended projects must pass procurement review and meet Buy America Requirements. Staff has completed review and developed project funding recommendations. Expansion of electric vehicle adoption is incorporated as part of the Weight-of-Evidence in the latest approved Dallas-Fort Worth State Implementation Plan. Jared highlighted the selection criteria: advancing electrification up to 75 points, fill gaps in existing Infrastructure Network and/or enable new fleet electrification, located in a jurisdiction with no existing charging stations, serves a public fleet with no existing EVs, number and type of fleet vehicles expected to use charging stations, ability to charge multiple EVs at one time or multiple locations in one application, applicant identifies broader, long-range plan to electrify. Serve communities prioritized by the Justice40 Initiative: Include strategies to minimize grid impacts, features such as managed charging, integrated storage, etc., and chargers with vehicle to grid capabilities. Subrecipient oversight criteria – up to 25 points: The projects will be compared to NCTCOG's burden to administer the project, ease of federal procurement determination, cooperative procurement contracts and Buy America Forms with application, and risk associated with subrecipient administration. The projects in the recommended waitlist will be funded in priority order in the event awarded projects are not able to proceed. Milestone schedule is as follows: STTC recommendations of awards - May 27, 2022, RTC recommendation of awards – June 9, 2022, Executive Board Authorization of Awards – June 23, 2022, and Project Completion/Reimbursement deadline – July 31, 2022. Other opportunity now open: TCEQ Texas Emission Reduction Plan (TERP) Alternative Fueling Facilities Program will fund up to 50 percent of eligible costs for electric vehicle charging station projects priority for projects open to the public. Application deadline is July 12, 2022. Michael Morris mentioned that we scored these projects, but the maps given by the federal government had an error in them, he felt it was unfair since all the communities were in public meeting and instructed Lori Clark to rescore them all with the new map and would be recommended to move forward. We are funding about 10% more than we originally wanted to but the right thing to do was not penalize the awardees because of an error in a map. Because the funds expire, it is expected to fully expend the recharging funds. Janet DePuy asked what the impact this will have on the electric grid? Lori Clark responded we don't anticipate any concerns. We have a strong working relationship with Oncor, that provides the Transportation Distribution the connections and utility side of the upgrades. Michael Morris mentioned that the question Ms. DePuy asked is an area we need to focus on, will look at on the Unified Planning Work Program, and bring this back in the October time frame.

A motion was made to approve funding recommendations for the Electric Vehicle Charging Station Call for Projects; Weatherford College – Community College Campus, with 7 chargers, \$295,050 funding requested and recommended, with a total score of 83.7; City of Irving – Library, with 1 charger, \$238,121 funding requested, \$191,441 funding recommended with a total score of 77.6; City of Mesquite – City Hall with 1 charger, \$17,454 funding requested and recommended with a total score of 75.6; City of Mesquite – Municipal Bldg. with 2 chargers, \$40,249 funding requested and recommended with a total score of 68.4; City of Dallas – SE Service Center with 2 chargers, \$193,676 funding

requested and recommended with a total score of 68.2; City of Lewisville – City Hall with 2 chargers, \$67,892 funding requested and recommended with a total score of 65.5; DART – Light Rail Station with 1 charger, \$33,710 funding requested and recommended with a total score of 65.5; DART – Transit Facility (Park & Ride) with 1 charger, \$45,762 funding requested and recommended with a total score of 64.4; City of Dallas – Central Service Center with 2 chargers, \$193,676 funding requested, \$182,658 funding recommended with a total score of 64.2; with 19 total projects, \$1,125,590 funding requested, and \$1,067,892 funding recommended. Brandon Jones (M); Adam Balzalda (S). The motion passed unanimously.

8. **Status Report on FHWA Alternative Fuel Corridors and the Bipartisan Infrastructure**

**Law:** Lori Clark provided an update on the Federal Highway Administration's (FHWA) Alternative Fuel Corridor program, new funding allocated through the Bipartisan Infrastructure Law (BIL), and potential opportunities for the North Central Texas Council of Governments (NCTCOG) region. Round 6 nominations for Alternative Fuel Corridors are designated by FHWA and are part of a national network of roadways that provide sufficient alternative fuel and charging facilities. Through the BIL, two new funding programs totaling \$7.5 billion for electric vehicle or alternative fuel infrastructure were established and funding eligibility is now associated with corridor designation. Programs include the National Electric Vehicle Infrastructure (NEVI) Formula Program and the Grants for Charging and Fueling Infrastructure for Corridors and Communities. The Texas Department of Transportation is to receive and administer \$408 million over 5 years to deploy Electric Vehicle (EV) charging currently drafting a plan for use of funds from the NEVI Formula Program. Statewide Infrastructure Deployment Plan required: provide at least one qualifying station every 50 miles along designated corridors, be within 1 mile of designated EV corridor exit, include at least 4 CCS-type DC fast charge connectors, minimum 150kW power output at all times, and minimum site power capacity 600 kW. Restrict funding to designated EV Corridors until demonstration that all designated highways are "saturated" with qualifying stations. NEVI formula funding impacts to region – \$51 million proposed allocation for MPO area. MPO role to collaborate with TxDOT: recommend charger types and general locations, draft solicitation, and score responses. NCTCOG has several initiatives underway to help capitalize on these opportunities by hosting regional EV Infrastructure Working Group, participating in TxDOT NEVI Working Group, developing regional EV Infrastructure Plan Consistent with NEVI guidance, evaluating options to pursue competitive grant opportunities with the Department of Energy Opportunity – anticipated in July, and Department of Transportation Charging and Fueling Infrastructure for Corridors & Communities – anticipated by Fiscal Year End. Electronic Item 8 provides additional details. Carlos Flores asked if these charging stations would be a mix of different types? For instance, you will have one that will have solar charging solely based on solar connected to the grid but have that solar feedback into the grid is being considered? Lori Clark responded that yes, that TxDOT does highlight the opportunity for some areas to have solar or microgrid or some sort of other features integrated for local needs. That is something we are definitely something we are interested in but that those types of strategies are better suited to rural areas with very limited capacity but could be important in urban areas where you have a lot of demand for electricity. Janet DePuy asked in all of the planning done so far, has there been discussion about battery use and what we do with the old batteries? Lori responded meaning with the vehicle batteries, this is not necessarily part of this particular infrastructure BIL program but there is a lot of other funding through the infrastructure law that was created for the purpose of studying battery storage. Texas Commission Environmental Quality (TCEQ) is setting up a working group to study that issue for the state of Texas and including state representatives to identify the batteries the best way to recover those

materials so batteries can be disposed of responsibly or recycled where they are supposed to be. William Tsao asked if this program specifically for TxDOT or is it possible to incorporate public agencies and efficiency? Also do we have a policy regarding a rideshare option or uber allowed to use the facilities? Lori Clark responded that all of the infrastructures funded through this program will need to be publicly accessible so any vehicle, provided it fits, any vehicle will be able to use the stations. There is other funding available to transit agencies that allows charging at their own facilities. TxDOT will have the responsibility to administer the money and to award the contracts.

9. **Upcoming FY2022 BIL Discretionary Grant Programs – Project Slotting Coordination:**

Jeff Neal discussed available details, as well as project coordination and development strategies, concerning Bipartisan Infrastructure Law (BIL) Discretionary Grant Programs with Notices of Funding Opportunity (NOFOs) soon to be released. Many new discretionary grant programs will be provided under BIL, with NCTCOG and its local government partners eligible to apply for over 20 of those programs. The biggest project that's come about is the Safe Streets and Roads for All Grant Program (SS4A); this is a \$1 billion dollar program divided into \$400 million for action plan requests; \$600 million for implementation grant requests; and no state can earn more than 15 percent overall of the funds associated with this program. Jeff noted the minimum and maximum awards for action plan versus implementation plan detailed on slide 2 of Electronic Item 9. He also noted that each agency has a one application limit for either an action plan or an implementation grant, that is the only application. Entities must self-certify their action plan eligibility in order to apply for an implementation grant. Cost Sharing: 80% federal/20% non-Federal (all); Obligation: 1 year after award. Performance Period (max.): Action plan - 2 years; Implementation - 5 years. Eligible Activities/Costs – Action Plan: Developing a Comprehensive Safety Action Plan and Supplemental action plan activities in support of an existing Action Plan. Eligible Activities/Costs – Implementation: Conducting planning, design, and development activities for Action Plan project and strategies and carrying out projects/strategies identified in an Action Plan – Infrastructure, behavioral, or operational measures directly related to addressing safety problem(s). Application deadline is September 15, 2022. NCTCOG Status: Pedestrian Safety Action Plan (PSAP) eligibility under review; planned to be brought to STTC/RTC later this summer with updated language on monitoring and equity considerations/impacts; pending Roadway Safety Action Plan eligibility assessed and verified; planned for STTC/RTC adoption prior to SS4A application deadline; and interested entities should contact Natalie Bettger, Karla Windsor, and/or Thomas Bamonte to establish local project/Action Plan candidacy, as well as seek agreement with TxDOT regarding on-system projects. Pending BIL Grant notice of funding opportunities – FY22: Bridge Investment Program (\$2.5B) – June: Using 2020-21 National Bridge Inventory (NBI) data for bridge condition/functionality and Jeff Neal/Christie Gotti to coordinate with Texas Department of Transportation Districts for identifying potential on-system bridges. Railroad Crossing Elimination Program (\$600M) – June: Roadway/Pathway – rail grade crossing improvements focusing on safety/mobility of people & goods and Dan Lamers/Jeff Hathcock coordinating rail/road provider list of possible grade separations & closures. Reconnecting Communities Pilot Program (\$195M) – June: \$50M – Planning Grants (80% Federal; max. – \$2M/Applicant); \$145M – Capital Grants (50% Federal; min. – \$5M/Project); Eligible transportation facilities creating community connectivity barriers to mobility, access, or economic development; and Jeff Neal to coordinate project identification/development through NCTCOG program areas & local governments/providers. Strengthening Mobility & Revolutionizing Transportation (SMART) Program (\$100M) – September: Projects advancing smart city/community technologies & systems to improve transportation efficiency & safety; large communities (> 400K) – 40%; mid-sized communities – 30%; Rural/Regional

Partnerships – 30%; and SMART Grant Briefing/Roundtable – Regional Partners: June 28, 2022 @ 1:00-2:00pm (contact Thomas Bamonte). Status of other BIL Grant funding opportunities. Status of other BIL Grant funding opportunities – FY22: Completed FY22 MPO-eligible BIL solicitations: Local and Regional Project Assistance Program (RAISE) – Projects submitted; Multimodal Projects Discretionary Grant Program (INFRA/MEGA/RURAL) – Projects submitted; Port Infrastructure Development Grant Program (PIDG); and Federal – State Partnership for Intercity Passenger Rail Grant Program. MPO-eligible FY 22 BIL solicitations – NCTCOG not pursuing: Nationally Significant Federal Lands and Tribal Projects Program (NSFLTP) and Pilot Program for Transit-Oriented Development (TOD) Planning. MPO-eligible FY22 BIL solicitations funded, but NOFO release not scheduled: Wildlife Crossings Pilot Program, Charging & Fueling Infrastructure Program, Congestion Relief Program, Prioritization Process Grant Program, Strategic Innovation for Revenue Collection Pilot Program, Advanced Transportation Technologies & Innovative Mobility Deployment, and Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation Projects (PROTECT). MPO-eligible BIL solicitations not funded for FY22: Healthy Streets Program and Active Transportation Infrastructure Investment Program. Michael Morris mentioned a potential workshop on safety is in the works and North Central Texas Council of Governments will bring a safety program to turn around this fatality rate.

10. **Environmental Score Card and Air Quality Task Force:** At the request of Regional Transportation Council Chair Theresa Daniel, Chris Klaus provided information on environmental efforts currently ongoing and future opportunities. As environmental considerations are increasingly integrated into traditional transportation planning; a summary of environmental stewardship efforts was highlighted along with indicators measuring the state of impact. Chris discussed program assessments and noted that certain items have a direct or indirect impact on the environment. Examples of such items include Air Quality (direct), Traffic Congestion (indirect), Sustainable Development (direct), Transit (direct), System Resiliency (indirect), and Autonomous Vehicles (indirect). Chris presented indicators measuring the impact certain programs and activities have on these items. The impacts of this observation will be applicable to the 2024–2026 management and operations, regional air quality, and Safety Funding Program Summer of 2022, federal and local performance measure targets, state implementation plan weight-of-evidence, regional growth forecasts, and increasing climate emphasis. Michael Morris asked if Chair Daniel would like this report to be an annual activity? Chair Daniel reiterated this would be a good reminder annually.

11. **Election of Regional Transportation Council Officers:** Ron Jensen, Chair of the Regional Transportation Council (RTC) Nominating Subcommittee, announced the slate of officers recommended by the Subcommittee for the 2022-2023 term. Duncan Webb, Commissioner, Collin County (Chair); Gyna Bivens, Councilmember, City of Fort Worth (Vice Chair); and Clay Lewis Jenkins, County Judge, Dallas County (Secretary).

A motion was made to approve the slate of officers recommended for the 2022-2023 term. Ron Jensen (M); George Fuller (S). The motion passed unanimously.

12. **Progress Reports:** Regional Transportation Council attendance was provided in Electronic Item 12.1, Surface Transportation Technical Committee attendance and minutes in Electronic Item 12.2, and the current Local Motion in Electronic Item 12.3.
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 (RTC) is scheduled for 1:00 pm, Thursday, July 14, 2022.

The meeting adjourned at 2:40 p.m.