

MINUTES

REGIONAL TRANSPORTATION COUNCIL

June 13, 2024

The Regional Transportation Council (RTC) met on Thursday, June 13, 2024, 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, Bruce Arfsten, Steve Babick, Dennis Bailey, Rick Bailey, Elizabeth Beck, Gyna Bivens, Alan Blaylock, Ceason Clemens, Jorga Clemson (representing Ron Jensen), Michael Crain, Theresa Daniel, Jeff Davis, Andy Eads, Michael Evans, Carlos Flores (representing Michael Crain), Raul Gonzalez, Mojoy Haddad, Clay Lewis Jenkins, Brandon Jones, Cara Mendelsohn, Ed Moore, John Muns, Omar Narvaez, Rachel Proctor (representing Stephen Mason), Manny Ramirez, Tito Rodriguez, Jim Ross, David Salazar, Chris Schulmeister, Alisa Simmons (representing Gary Fickes), Gary Slagel, Jeremy Tompkins, and Duncan Webb.

Others present at the meeting were: Rifat Alam, Angela Alcedo, Vickie Alexander, Susan Alvarez, Micah Baker, Arturo Ballesteros, Carli Baylor, Emily Beckham, Natalie Bettger, Brandi Bird, Alberta Blair, Stephanie Boardingham, Kenny Bergstrom, Molly Carroll, Jack Carvalho, Curt Cassidy, Lori Clark, Dina Colarossi, Jeff Coulter, Paul Cristina, Dawn Dalrymple, Clarence Daugherty, Brian Dell, Jennifer DeWitt, David Dryden, Bob Dubey, Chad Edwards, Andrew Fortune, Carmen Garcia, Joe Garcia, Alexa Gilbert, Jillian Giles, Rebekah Gongora, Christie Gotti, Scott Hall, Tony Hartzel, Robert Hinkle, Joseph Jackson, Joel James, Tim James, Yagnesh Jamarcoala, Daniel Jaworski, Alicia Johnson, Amy Johnson, Dan Kessler, Gus Khankarli, Ken Kirkpatrick, Chris Klaus, Bethany Kurtz, Dan Lamers, Eron Linn, Aaron Long, Paul Luedtke, Stanford Lynch, Terry Lynne, Dillon Maroney, Kit Marshall, Rich Matyiku, Jon McKenzie, Anthony Moffa, Erin Moore, Michael Morris, Dylan Niles, Joc O'Brien, Brinton Payne, John Polster, Greg Porter, Kelly Porter, Anthony Powell, James Powell, Vercie Pruitt-Jenkins, Andrei Radu, Abbas Rastandeh, Alexandra Renteria, Randy Richardson, Alexandra Roddy, Michael Schaeffer, Toni Stehling, Andrew Stevens, Karl Stunding, Kimberlin To, Eden Wagner-Muns, Brendon Wheeler, Glen Whitley, Amanda Wilson, Brian Wilson, Karla Windsor, Jared Wright, and Hua Yang.

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 May 9, 2024, Minutes:** The minutes of the May 9, 2024, meeting were approved as submitted in Electronic Item 2. Theresa Daniel (M); Daniel Alemán (S). The motion passed unanimously.
3. **Consent Agenda:** The following items were included on the Consent Agenda.
 - 3.1 **Proposed Amendments to the Mobility 2045 – 2022 Update:** Regional Transportation Council (RTC) approval was requested to amend the Mobility 2045: the Metropolitan Transportation Plan for North Central Texas – 2022 Update for the Texas Department of Transportation (TxDOT) to advance planning and design activities with the inclusion of one and the removal of two non-regionally significant roadway projects. Fact sheets of the proposed additions were provided in Electronic Item 3.1.

A motion was made to approve Item 3.1 on the Consent Agenda. Theresa Daniel (M); Manny Ramirez (S). The motion passed unanimously.

4. **Orientation to Agenda/Director of Transportation Report:** Michael Morris expressed appreciation for Fort Worth Mayor Pro Tem Gyna Bivens, as she was serving her last meeting as the Regional Transportation Council (RTC) Chair. He also recognized Rockwall County Commissioner Dennis Bailey for his service on the RTC. Commissioner Bailey was attending his last meeting as a member. Michael noted the Dallas City Manager requested the resolution from the June 12, 2024, Dallas City Council meeting regarding aboveground rail lines through the Downtown, Uptown, and Victory Park areas of Dallas be distributed to the RTC. Additional information regarding high-speed rail was provided in Electronic Item 4.1 and Michael added that an official stamped copy of the resolution would be provided for the July RTC agenda packet by the Dallas City Secretary. As stated in the resolution, the Dallas City Council commits to revisit the Dallas-to-Fort Worth high-speed rail discussion after receipt of its economic impact analysis. Additional details with new information will be presented and provided at the hybrid high-speed rail workshop scheduled for July 11, 2024. Regarding managed lanes, the Texas Department of Transportation Dallas District Engineer has requested a hold on RTC Policy for Temporary Suspension of Dynamic Pricing of Managed Lanes during reconstruction. The North Central Texas Council of Governments (NCTCOG) and Regional Transportation Council will celebrate its 50th anniversary as a metropolitan planning organization with a luncheon on August 8, 2024, during the Irving Infrastructure Summit and prior to the monthly RTC meeting that will also be held at the Summit in Irving. A Transit 2.0 panel will also be held during the Summit with representatives from the transit agencies and the Transit 2.0 consultants leading discussions. Michael mentioned that through his and Natalie Bettger's work with the Texas Transportation Commission Safety Task Force a Friends of the Safety Task Force was created, which is a grassroots bottom-up coalition of Texans focused on safety. Michael provided an example of the Japanese technology being considered between Houston and Dallas, with 54 years of service, 99 percent reliability and no fatalities. Michael acknowledged Brian Wilson of NCTCOG as the author of the annual Progress North Texas report and thanked him for the hard work put in to develop and distribute the reports to the region. Each member was provided with a copy and additional copies were provided upon request. Michael quickly noted the technology being used on GoCarma and getting discounts to people who travel on the dynamically priced managed lanes, with a report provided in Electronic Item 4.4. The remaining items were not presented. Cara Mendelsohn provided a write-up with a consolidation of comments made during a discussion from the Resolution at the Dallas City Council meeting on June 12, 2024. There were many questions and comments regarding the timing of the hybrid high-speed rail workshop prior to the RTC meeting on July 11, 2024. Michael reassured everyone that no action would be taken at the workshop, only information will be presented.
5. **Active Transportation Infrastructure Investment Program Grant Application Partnership for the Cotton Belt Trail:** Karla Windsor provided information on a proposed Regional Transportation Council (RTC) partnership with Dallas Area Rapid Transit (DART) for North Central Texas Council of Governments (NCTCOG) to develop and DART to submit a grant application for funding to construct Phase 3a of the Cotton Belt Trail along the Silver Line rail project. The DART/NCTCOG proposal under this grant program is to fund the next phase of construction for Phase 3A for the Cotton Belt Trail Corridor. Karla briefed the RTC that Phase 1 of the Silver Line Rail design is currently underway with Phase 2 anticipated to begin in 2024. The budget prepared by the project engineer identifies Phase 3a total project cost of approximately \$22.6 million. There are

\$6.2 million funds programmed in the Transportation Improvement Program (TIP) within the project area, with a combination of federal and local funds being provided by Dallas County and the City of Coppell. As such there is a funding gap. The federal grant application funding request was for \$12 million, which is the maximum amount that can be submitted for this grant program. Staff requested \$4.3 million of Regional Toll Revenue (RTR) funds to apply towards the local match requirements. Karla provided the schedule to proceed forward for the grant application. The Notice of Funding Opportunity was released in March. If approved, NCTCOG staff will prepare the grant application and DART will submit the application on behalf of the project. The grant application submittal deadline was June 17, 2024, but it was extended to July 17, 2024. Karla presented several maps detailing the construction phasing along with details that were provided in Electronic Item 5.

A motion was made to approve support of the partnership with Dallas Area Rapid Transit (DART) and the Regional Transportation Council with DART to submit the Federal Highway Administration (FHWA) 2024 Active Transportation Infrastructure Investment Program grant application for the Cotton Belt Trail Phase 3a construction, request for \$12 million in federal funding, and the contribution of \$4.3 million in Regional Toll Revenue funds for non-federal match should the project be selected for funding award. The approval included direction for staff to administratively amend the Transportation Improvement Program (TIP), the Statewide TIP and other planning/administrative documents to incorporate these changes, if awarded funding. Jim Ross (M); Gary Slagel (S). The motion passed unanimously.

6. **Air Quality and Safety Demonstration Projects:** Chris Klaus presented a request for Regional Transportation Council (RTC) approval of funding and implementation of three demonstration projects, including expansion of regional Car Care Clinics to include a vehicle safety check, use of technology to determine potential metal plate fraud in the region, and a heavy-duty diesel vehicle emission tampering assessment. The first project is the car care safety integration project. He mentioned there's an existing car care awareness program with an emphasis on emissions and staff would like to integrate safety into the program. Chris highlighted North Central Texas Council of Governments' (NCTCOG) desire to reduce vehicle crashes through the safety program that is currently conducted across the entire state and scheduled for elimination on January 1, 2025. The timing is critical and aligns with the Texas Department of Transportation (TxDOT) Vision Zero or End The Streak with no roadway deaths by 2050. The second project is the vehicle emissions and license plate project, formerly known as the license plate reader project. The State will phase out paper/temporary tags beginning July 1, 2025. This project would investigate what fraud trends may exist with metal plates. The goal of this project is to prevent avoidance of annual emissions tests and lost State revenue. The third project, the truck assessment goods movement program has elements of emissions tampering with heavy-duty trucks. An Environmental Protection Agency (EPA) initiative project assessed potentially tampered trucks at an auction site in Fort Worth and found that nearly half of the trucks had either their emissions tampered with or removed completely. There aren't any diesel emissions testing requirements in the state, and the problem is there's a disconnect between the air chemistry modeling and the regional air quality monitors. He briefly highlighted the budget and the funding sources: 1) The Car Care Safety Integration Project, with a \$200,000 budget utilizing RTC Local funds to develop an education campaign regarding the importance of vehicle safety, operation, and maintenance; 2) the Vehicle Inspection License Plate Project with a budget of \$200,000 utilizing Regional Toll Revenue (RTR) funds for the assessment of potential license plate fraud; and the Truck

Assessment Goods Program with a budget of \$600,000 in RTR funds. NCTCOG Executive Board approval will be requested in July. If approved, it is anticipated that implementation of the projects would begin in early Fiscal Year 2025. An overview of the proposed projects was contained in Electronic Item 6.

A motion was made to approve of the funding and implementing demonstration projects: Car Care Safety Integration - \$200,000 Regional Transportation Council Local funds; Local License Plate Readers - \$200,000 Regional Toll Revenue (RTR) funds; and Truck Assessment and Goods Movement Program - \$600,000 RTR. The motion included direction for staff to administratively amend the Transportation Improvement Program (TIP) and Statewide TIP, as well as other planning and administrative documents to include the amended funding. Theresa Daniel (M); Duncan Webb (S). The motion passed unanimously.

7. **2025 – 2028 Transportation Improvement Program Development:** Christie Gotti requested Regional Transportation Council (RTC) approval of the 2025 – 2028 Transportation Improvement Program (TIP) document, including the final listing of RTC commitments. 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. Christie discussed the cooperative effort required between the North Central Texas Council of Governments (NCTCOG), local governments, Texas Department of Transportation (TxDOT), transit agencies, and transportation agencies to develop the TIP. The TIP scope of programming was covered. The 2025-2028 TIP (Roadway and Transit) contains approximately \$9 billion dollars of projects. There are approximately 1,300 active projects being tracked, with 844 active projects in 2025-2045, and 78 agencies implementing those projects. Christie presented maps highlighting the distribution of projects by project type, some projects are funded up to and including construction, and some are funded for design, environmental clearance, right-of-way, and utility clearances. Christie provided an overview of the proposed project revisions resulting from the public involvement process; several projects have been updated to ensure that they are reflected correctly in the Statewide Transportation Improvement Program (STIP). Most of the proposed revisions are administrative in nature, including revising TxDOT Control Section Job (CSJ) numbers, revising comments, ensuring Metropolitan Transportation Plan (MTP) references are correct, “Grouping” projects such as intersection improvements, bicycle/pedestrian improvements, and safety projects that are not required to be listed individually in the TIP/STIP. There are a few changes that are more substantive in nature, including: scope changes to ensure consistency with the MTP, adding projects to the STIP report that were in the double entry listing (Appendix C), but were inadvertently omitted from draft STIP report due to database issues. The TIP development schedule was covered, with submittal of the final document to the State on July 1, 2024, with anticipation of the Texas Transportation Commission’s approval in the August or September time frame; and then federal review anticipated to be completed in October or November. Electronic Item 7.1 contained an overview of the TIP development process and schedule. The financially constrained 2025-2028 TIP document and final Statewide (TIP) listings provided in the following web link: <https://www.nctcog.org/trans/funds/tip/transportation-improvement-program-docs/2025-2028tip>. The resolution contained in Electronic Item 7.2 affirms the RTC’s approval of the 2025-2028 TIP listings and will be used to transmit the document to TxDOT. A list of substantive changes made to the project listings since the beginning of the public involvement period is available online here: <https://nctcog.org/getattachment/06b4691a-3cb9-452b-85d3-ed585d434284/List-of-Changes-to-2025-2028-Double-Entry-for-Web.pdf>. Christie noted the TxDOT requested changes to a project that was provided after the mailout along United States Highway 380 to call the side roads access roads instead of

frontage roads. The RTC was asked to approve “access/frontage roads” for that project scope.

A motion was made to approve the 2025-2028 Transportation Improvement Program (TIP) document, including the final TIP listings to be included in the Statewide TIP, the resolution adopting the 2025-2028 TIP, which will be transmitted to federal, state, and local impacted agencies; and amending the Unified Planning Work Program (UPWP), update verbiage to access road/frontage road, and other planning/administrative documents as needed. Duncan Webb (M); Manny Ramirez (S). The motion passed unanimously.

8. **Air Quality Status Report:** Jenny Narvaez provided an overview on the region’s 2024 ozone season and the Environmental Protection Agency’s (EPA) recent change of the fine particulate matter (PM_{2.5}) annual standard. The 2024 ozone season began March 1, 2024, for North Central Texas, in 9- and 10-county nonattainment areas and goes through November. Jenny noted there have been a total of nine exceedances up to now and had one red day. She presented maps with a snapshot of the region with the monitors and design values from those monitors. The region remains in nonattainment for both the 2008 and 2015 National Ambient Air Quality Standards (NAAQS) for ozone. Daily ozone information, including current conditions and forecasts, provided at: <https://www.nctcog/trans/quality/air/ozone>. The EPA revised the level of the PM_{2.5} primary health-based annual NAAQS from 12.0 micrograms per cubic meter (µg/m³) to a level of 9.0 µg/m³; PM_{2.5} 24-hour standard from 35 µg/m³ – 98th percentile, averaged over 3 years to standard retained: 35 µg/m³; and PM10 24-hour standard from 150 µg/m³ – 98th percentile, averaged over 3 years to standard retained: 150 µg/m³. The change leads to potential for Dallas and Tarrant Counties to be in nonattainment when final designations are made in 2026. Currently, 112 counties nationwide do not meet 9.0 µg/m³ and EPA projections show 51 counties would not meet 9.0 µg/m³ in 2032. Jenny provided the schedule of the revised PM_{2.5} primary annual standard; Texas Commission of Environmental Quality’s (TCEQ) 2023 data certification letter was due to EPA by May 1, 2024, TCEQ public outreach meetings in June or July 2024, TCEQ solicits informal comments from the public in July or August 2024, designation package to the Commission for consideration at the end of 2024 (based on 2021-2023 data), designation package to the Governor’s Office for consideration, State’s designations to EPA due by February 7, 2025, EPA sends 120-day letter by October 2025 indicating its intended designations if different from TCEQ (data may be based on 2022-2024), and State opportunity to respond prior to EPA finalizing its designations in 2026. More details were provided in Electronic Item 8.
9. **2050 Demographics for New Mobility Plan:** Dan Kessler highlighted for the Regional Transportation Council (RTC) the process for developing 2050 Regional Population and Employment Control Totals for guiding the development of the upcoming Mobility 2050 Transportation Plan. This effort is being carried out by the North Central Texas Council of Government’s (NCTCOG) Research and Information Services and Transportation Departments. Federal regulations require that demographic forecasts be reviewed and updated every four years in conjunction with development of the metropolitan transportation plan. These forecasts will be approved by the NCTCOG Executive Board in the fall, as the data is used for many regional planning applications within NCTCOG and across the region by local governments and planning agencies. One of the first steps in this process is the development of our regional control totals for population and employment. A long-standing practice of the Council of Governments is to rely on national economists to provide data to support this process who will analyze the competitiveness of the Dallas-Fort Worth metropolitan area relative to other economic regions across the state, and the nation. Dan

highlighted the different forecasts that have been evaluated including data from Woods & Pool and Perryman & Associates. As part of this assessment, staff looked closely at a number of variables including Dallas-Fort Worth's share of the State's activity, population to employment ratios, and annual compound growth rates. Results of the analysis supported the use of the Perryman & Associates estimates of 2050 population and employment for the Dallas-Fort Worth Metropolitan Planning Area in 2050. This forecast anticipates that the 2050 population will exceed 12.4 million persons, employment will reach 8.6 million, with a resultant population to employment ratio of 1.43. Dan highlighted the next step in the 2050 demographic forecast process is the allocation of activity to more than six thousand traffic survey zones in the region which is now nearing completion. The data is being reviewed internally and will be provided to local governments and agencies in July for review and comment. Dan stressed the importance of local government review of these forecasts to ensure the results match the plans of local governments. Michael Morris discussed the importance of these forecasts as they relate to service areas of the regional transit authorities which will be addressed as part of the Transit 2.0 initiative. Population densities in the future was also discussed as cities across the region will be faced with difficult decisions regarding the need for higher density development as the region reaches 12 million people. Dan closed the presentation by mentioning that the forecasts are expected to be available for review in mid-July. Regular updates regarding the forecasts will be brought to the RTC throughout the forecast development process.

10. **Updates on the Dallas-Fort Worth Clean Cities Coalition:** Lori Clark presented an update on the status of the Dallas-Fort Worth Clean Cities Coalition (DFWCC) and highlighted opportunities to get involved, including an upcoming process to be redesigned by the Department of Energy (DOE). She noted that the North Central Texas Council of Governments (NCTCOG) is designated as the host agency for DFWCC by the DOE. There's been confusion in regard to the DFWCC program being just for cities. Lori clarified DFWCC is also for transit agencies, counties, private sector fleets, small businesses, and everybody. She highlighted elements of the national Mission statement such as building partnerships with both public and private stakeholders, and environmental, energy security, and economic prosperity. Lori mentioned we're one of around eighty coalitions nationwide, working at the local grassroots level in our local context to advance goals of the national program. Lori shared the spectrum of Clean Cities technologies, which included all types of transportation, rail, aviation, construction equipment; all alternative fuels (anything that's not gasoline or diesel); idle reduction and fuel efficiency; all while looking at the system as a whole to determine how to make it as efficient as it can be. Lori underscored the need to shift transportation to cleaner burning technologies and that Clean Cities is a highly impactful program. She presented the graphs that were provided in Electronic Item 10 and mentioned recent reporting that is done every year with a lot of organizations submitting data. Based on the reported information, she highlighted that had it not been for the alternative fuel and efficiency activities happening in those fleets, there would have been 65 tons more ozone forming nitrogen oxides (NO_x) emissions over the calendar year 2023. They have national goals to increase year over year, 20 percent on greenhouse gas emissions and 16 percent on gasoline gallon equivalent displacement. For such a large coalition with such major impacts, it's difficult for us to make these percentage points. Lori highlighted a couple of things that NCTCOG started doing the last couple of years in its work as Clean Cities staff. First, they developed a Clean Cities Technical Advisory Committee, in collaboration with people representing a cross-section of organizations. Lori presented membership of the Advisory Committee meeting and invited more involvement through nominations being accepted over the next couple of months. The Advisory Committee recently developed a Strategic Plan to provide focus over the next four years. The process

with the DOE every five years is to get redesignated where DOE goes through an assessment talking to our stakeholders, working to determine if NCTCOG should continue to host the Clean Cities Coalition, etc. Lori noted the process with the DOE has begun. There will be a stakeholder meeting by the end of June or the beginning of July. The meeting is designed to discuss the local mission statement and how that relates to the national mission, looking for partnership agreements from organizations, support the work that we're doing in this area, and how to get involved with NCTCOG. Partnership agreements are due by September 30, 2024. Templates are provided on the website at www.dfwcleancities.org.

11. **Election of Regional Transportation Council Officers:** Gary Slagel, Chair of the Regional Transportation Council (RTC) Nominating Subcommittee, announced the following slate of officers recommended by the Subcommittee for the 2024-2025 term: Clay Lewis Jenkins, County Judge, Dallas County (Chair); Rick Bailey, Commissioner, Johnson County (Vice Chair); and Brandon Jones, Councilmember, City of Lewisville (Secretary). RTC officers are elected to serve a term of one year and began their terms at the conclusion of the June RTC meeting.

A motion was made to approve the slate of officers as recommended by the Nominating Subcommittee for the 2024-2025 term. Gary Slagel (M); Jim Ross (S). The motion passed unanimously.

12. **Progress Reports:** Regional Transportation Council attendance was provided in Electronic Item 12.1 and Surface Transportation Technical Committee attendance and minutes were provided in Electronic Item 12.2.
13. **Other Business (Old or New):** There was no discussion on this item.
14. **Future Agenda Items:** The improvements on State Highway (SH) 183 and SH 121 within the region were noted. Michael Morris and David Salazar will provide presentations in the future to provide a path forward.
15. **Next Meeting:** The next meeting of the Regional Transportation Council is scheduled for Thursday, July 11, 2024, 1:00 pm, at the North Central Texas Council of Governments. A hybrid High-Speed Rail workshop is scheduled prior to the Regional Transportation Council meeting starting at 11:00 a.m. with lunch being provided for members.

The meeting adjourned at 2:36 pm.