

REGIONAL TRANSPORTATION COUNCIL
September 12, 2019

The Regional Transportation Council (RTC) met on Thursday, September 12, 2019, at 1:00 pm at the Irving Convention Center. The following members or representatives were present: Tennell Atkins, Richard E. Aubin, Sue S. Bauman, Ceason Clemens (representing Mo Bur), Loyl C. Bussell, Dianne Costa (representing the Denton County Transportation Authority), Theresa Daniel, Rudy Durham, Andy Eads, Kevin Falconer, Gary Fickes, Nate Pike (representing George Fuller), Kayci Prince (representing Rick Grady), Lane Grayson, Jim Griffin, Mojoy Haddad, Roger Harmon, Ivan Hughes, Clay Lewis Jenkins, Ron Jensen, Jungus Jordan, Lee M. Kleinman, Mike Leyman, David Magness, Scott Mahaffey, Curtistene McCowan, B. Adam McGough, Cary Moon, Barbara Odom-Wesley, Stan Pickett, John Ryan, Stephen Terrell, T. Oscar Trevino Jr., William Tsao, Dennis Webb, Duncan Webb, W. Jeff Williams, and Ann Zadeh.

Others present at the meeting were: Tim Abrams, Vickie Alexander, Majed Al-Ghafry, Devan Allen, Nick Allen, David S. Arbuckle, Tom Bamonte, Clay Barnett, Emily Beckham, Robin Bentley, Brandi Bird, Chris Bosco, Kate Bower, Jason Brown, Dwight Burns, Marrk Callier, Angie Carson, Lori Clark, Nancy Cline, Michael Coyce, Cristina Criado, Molly Currell, Mike Curtis, Jim Dannenbaum, Clarence Daugherty, Inga Dedow, Pritam Deshmukh, Edie Diaz, Gordon Dickson, Randall Duty, Sal Espino, Marcia Etie, Staron Faucher, Ann Foss, Mike Galizio, Eric Garcia, Ramiro Garcia, Mary German, Bob Golden, Barry Gordon, Christie Gotti, Lee Halencak, Scott Hall, Rebekah Hernandez, Robert Hinkle, Kristina Holcomb, Breanne Jackson, Tom Johnson, Lisa Jones, Marcelle S. Jones, Kent Kacir, Dan Kessler, Gus Khankarli, Ken Kirkpatrick, Chris Klaus, Audre Kochner, April Leger, Rick Lindsey, Eron Linn, Paul Luedtke, Sergio Lugo, Stanford Lynch, Barbara Maley, Chris Masters, Wes McClure, Mickey McGuire, Collete McNamer, Michael Medina, Art Miner, Mindy Mize, Michael Morris, Jenny Narvaez, Mark Nelson, Than Nguyen, Jim O'Connor, James C. Paris, Johan Petterson, John Polster, James Powell, Vercie Pruitt-Jenkins, Lakesha Raynor, Mark Rhea, Tito Rodriguez, Steve Salin, Lori Shelton, Brian Shewski, Walter Shumac, Randy Skinner, Chelsey Smith, Wesley Stanley, Shannon Stevenson, Luis Tamayo, Christopher Taylor, Gary Thomas, Todd Thurbon, Jonathan Toffer, Laura Weis, Douglas Wiersig, Jason Williams, Amanda Wilson, Brian Wilson, and Colleen Zwiebel.

1. **Orientation to Agenda/Director of Transportation Report:** Michael Morris provided an overview of House Bill (HB) 2840 that requires governmental bodies to allow each member of the public to give input on agenda items during open meetings. Input must be given before or during the consideration of the agenda item. This bill took effect on September 1, 2019. He noted that HB 2840 also permits governmental bodies to adopt reasonable rules regarding the public's right to address the body. Transportation Department legal staff will review the new law and the Regional Transportation Council (RTC) will be asked to develop a policy for public comment during RTC meetings at a future meeting. Mr. Morris thanked those who attended the conference session held earlier in the day as part of the Irving Transportation Investment Summit. In addition, he thanked members of the RTC who attended Hyperloop Roadshow events and noted that Robert C. Vaughn is the new Texas Department of Transportation (TxDOT) Commissioner replacing Jeff Austin III. The RTC Chair will send a congratulatory letter to Commissioner Vaughn and invite him to attend a future RTC meeting. An 86th Texas Legislature bill summary was provided in Electronic Item 1.1. Congestion performances measures were highlighted and provided in Electronic Item 1.2. He also noted that a portion of the bridge projects submitted for the 2019 Infrastructure for Rebuilding America Grant Program have been awarded \$8.8 million in

funding. Details were provided in Electronic Item 1.3. He thanked the local TxDOT districts for their assistance in developing the grant application. Information regarding current air quality funding opportunities was provided at www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle and upcoming Dallas-Fort Worth Clean Cities events were provided at www.dfwcleancities.org/dfw-clean-cities-meetings. Electronic Item 1.4 included details on the next round of funding for the Volkswagen settlement. A status report on the current ozone season was provided in Electronic Item 1.5 and details on National Drive Electric Week events were provided in Electronic Item 1.6. Information on upcoming Car Care Clinics was provided at www.ntxcare.org/. October 2, 2019, is Walk to School Day and details were provided in Electronic Item 1.7. July online input opportunity minutes were provided in Electronic Item 1.8, and Electronic Item 1.9 included a notice announcing the September online input opportunity. The Public Comments Report was provided in Electronic Item 1.10, recent correspondence in Electronic Item 1.11, recent new articles in Electronic Item 1.12, and a recent press release in Electronic Item 1.13. Transportation partner progress reports were distributed at the meeting. Scott Mahaffey noted that this would be his final RTC meeting and thanked the region and members of the RTC for their support of Trinity Metro.

RTC Chair Andy Eads discussed his priority as Chair to create a communication toolbox (geared towards the general public) for members of the RTC or colleagues to use to help explain in detail or in overall terms the responsibility and tasks for the RTC and how transportation projects are funded. Tools may include PowerPoints, videos, or other items that can be used when speaking about how the RTC helps advance mobility in the region and the state. Efforts to develop the communication toolbox will begin in the fall and members will be presented options in order to provide input. The communication tools will allow the RTC to be more transparent, more inclusive, and educate the public about the efforts of the RTC.

2. **Opportunity for the Public to Speak on Today's Agenda: Consistent with HB 2840:** This item allows members of the public an opportunity to give input on agenda items. Speaker Request Cards were made available, and those interested in providing public input were asked to complete a card and provide to staff. Regional Transportation Council Chair Andy Eads asked if anyone in the audience would like to speak. No members of the public chose to speak at the meeting or provided written comments to staff.
3. **Approval of the July 11, 2019, Minutes:** The minutes of the July 11, 2019, meeting were approved as submitted in Reference Item 3. Theresa Daniel (M); T. Oscar Trevino Jr. (S). The motion passed unanimously.
4. **Consent Agenda:** The following item was included on the Consent Agenda.
 - 4.1. **Fiscal Year 2020 Advertising for Transportation Initiatives:** Support to recommend North Central Texas Council of Governments Executive Board approval of up to \$1,300,000 in funding for advertising for transportation initiatives that will initiate in Fiscal Year (FY) 2020 was requested. Electronic Item 4.1.1 explained the benefits of the advertising initiatives. Additional information on the FY2020 advertising costs was provided in Electronic Item 4.1.2.

- 4.2. North Texas Freight Terminal Electrification 2019 Call for Projects: A to open the North Texas Freight Terminal Electrification 2019 Call for Projects was requested, including the call for project details, eligibility screen, structure, selection criteria, and schedule detailed in Electronic Item 4.2.

A motion was made to approve the item on the Consent Agenda. T. Oscar Trevino Jr. (M); Theresa Daniel (S). The motion passed unanimously.

5. **Uber Relocation to the Dallas-Fort Worth Region**: Michael Morris presented a proposed mobility partnership program for Uber to come to the Dallas-Fort Worth region, including data sharing with the North Central Texas Council of Governments (NCTCOG). He discussed interest by Uber to come to the City of Dallas, and his recent work to identify mobility components that could assist in its decision. Five transportation elements were proposed and represent mobility links in the community, or "Uber-Links." The proposed elements were detailed in the August 13 letter provided in Electronic Item 5.1. The first element is a proposed pilot study to determine if the first wave of Uber employees coming from outside the region can be influenced to locate near a rail station. Uber will be located in Deep Ellum at a rail station, and the pilot will help determine if an annual transit pass is enough incentive to have employees locate near a rail station. The second element is to evaluate the quality of sidewalks and bicycle connections in and around Deep Ellum. For the third element, staff will review with City of Dallas Traffic Operations the quality of the signalized intersections to determine necessary updates to equipment to allow for safe pedestrian crossing in the area. He noted the Regional Transportation Council (RTC) has previously provided funding for this type effort and there is some available money for this element. Similar to the partnership with Trinity Metro to bring electric buses to connect Downtown Fort Worth to the 7th Street area, the fourth element is to work with Dallas Area Rapid Transit (DART) to connect Deep Ellum to other areas of interest such as the Farmer's Market. The final element is related to land use under IH 345. There have been some discussions between the Texas Department of Transportation and the City of Dallas about options for the land. He noted the World Cup will come to the region in 2026 and there may be an option to use the land for World Cup-related events. In addition, creation of a technology station that allows technology vehicles to access Deep Ellum during busy times instead of causing congestion on the roadways is an option. Mr. Morris proposed approximately \$10 million in new money for the effort to add to the approximate \$5 million already approved and available for related efforts. Addition coordination with the City of Dallas and Uber will be needed to determine specific details. Therefore, flexibility is needed in identifying the source of the \$10 million with potential options for using Congestion Mitigation and Air Quality Improvement Program funds or RTC Local funds). At its August 23, 2019, meeting, the Surface Transportation Technical Committee requested that Uber share transportation-related data with the region. In response, Uber requested assistance from NCTCOG to facilitate communication with local governments in processing data requests. The following statement documenting the partnership was proposed: "In addition to these financial statements, the RTC requests Uber share transportation related data with the region. One way to maximize the efficiency and effectiveness of this information exchange is for Uber to request the RTC play a coordination role with interested public-sector governments." Curtistene McCowan asked if the non-DART member cities in southwest Dallas County were considered in the proposal. Mr. Morris clarified that Uber chose to locate within the City of Dallas and that NCTCOG was not involved with any considerations made by Uber. Mr. Morris reviewed the five proposed elements and noted that the improvements impact only the areas near Deep Ellum. RTC Secretary Theresa Daniel noted discussions by the Dallas County Commissioners Court. Although other areas

in Dallas County are not directly impacted by the Uber Headquarters location, she noted there was awareness regarding the impacts to Dallas County as a whole. Secretary Daniel asked about the status of the planning for IH 345. Mr. Morris noted that there is interest in creating an ability to reduce the amount of congestion that occurs from lack of curb space needed by technology companies. If implemented, before and after conditions would be analyzed to determine usefulness in other parts of the region. Barbara Odom-Wesley asked if any additional details were known about the transit passes or the timeframe for implementation. Mr. Morris noted that the interest is to influence the residential choice of the first wave of employees that will come from outside the region. Details will be discussed with the City of Dallas and Dallas Area Rapid Transit. If successful, a report will be brought back to the RTC to determine if there is interest to influence origin and destination in other parts of the region. Later employees are expected to be hired from within the region, and opportunities to engage the educational community regarding the development of curriculum for the next generation workforce is another option to be considered. Related correspondence was provided in Electronic Item 5.2 and Electronic Item 5.3. A motion was made to pursue the five transportation elements in Reference Item 5.1 and approximately \$10 million in new funds for a totally of approximately \$10-15 million to spend on transportation. Action also included approval of the following statement documenting the data-sharing partnership with Uber: "In addition to these financial statements, the RTC requests Uber share transportation related data with the region. One way to maximize the efficiency and effectiveness of this information exchange is for Uber to request the RTC play a coordination role with interested public-sector governments." Clay Lewis Jenkins (M); Theresa Daniel (S). The motion passed unanimously.

6. **Skillman/Audelia and Garland Interchange: Expediting the IH 635 East Project:**

Michael Morris presented a request to negotiate a funding partnership program with the City of Garland in the vicinity of IH 635 East and Garland Avenue. During the Texas Department of Transportation (TxDOT) procurement process for IH 635 East, potential contractors developed alternative technical concepts at Skillman/Audelia and Garland Avenue. TxDOT Dallas staff, as well as Regional Transportation Council (RTC) members Adam McGough and Richard Aubin initiated efforts to address the two areas and signed proprietary agreements in order to not violate the TxDOT procurement process. A design for the Skillman/Audelia bridge was proposed and accepted that met the needs of the community and that was lower in cost. The area at Garland Avenue and IH 635 East was more complicated. Mr. Morris reviewed the original design and noted that Kansas City Southern railroad was not interested in permitting any work that would disrupt its operations, which would have forced IH 635 East to be bifurcated into two projects. Since the RTC direction was for IH 635 to proceed as a single project, NCTCOG staff talked to the City of Garland about the project and cost implications to IH 635 if an alternative technical concept was not accepted. The new proposal was for the frontage roads to be constructed over the rail line (instead of under), which would prevent Garland Road from being depressed, but would include a cloverleaf design for the frontage roads. Acceptance of the alternative design by the City of Garland would save approximately \$25 million on the project and allowed the procurement to proceed. Mr. Morris noted that staff proposed that a new partnership using new funds be developed with the City of Garland as a result of its willingness to accept a design that was not fully consistent with the City's interest. The RTC was asked to consider transmittal of a letter to the City of Garland thanking the City for its partnership during the IH 635 East procurement process and its commitment to the region by accepting the design of Garland Avenue that allowed IH 635 East to be procured as one project. Approximately \$15 million was proposed (\$13-\$18 million) in new funds to implement projects in the Garland Avenue area to mitigate the City of Garland's concerns resulting from the

alternative technical concepts accepted during the procurement process. North Central Texas Council of Governments staff will negotiate options with the City of Garland and proposed projects will be presented to the RTC for consideration. Richard Aubin thanked the RTC and staff for their assistance and partnership. He noted that the City has not only wanted the IH 635 East project for some time, but also continuous frontage roads. Building this kind of connectivity at-grade was important for the City of Garland. He noted discussions regarding the alternative design proposals and concern about the changes that were proposed, as well as potential complications with the Kansas City Southern Railroad. Although not equivalent to the desire of the City of Garland, he noted recognition that the IH 635 East project was vital to the region and the importance that the project proceed as one project. Mr. Aubin requested that the RTC consider allowing the City of Garland to negotiate options to mitigate some of the negative effects of the design that was accepted. A motion was made to approve a letter to the City of Garland thanking it for its partnership during the IH 635 East procurement. Action also included a new partnership program with the City of Garland for approximately \$15 million in new funds to implement projects in the Garland Avenue area to mitigate City of Garland's concerns resulting from the alternative technical concepts accepted during the procurement process. North Central Texas Council of Governments staff will negotiate options with the City of Garland and proposed projects will be presented to the RTC for consideration. Richard Aubin (M); Clay Lewis Jenkins (S). The motion passed unanimously.

7. **2020 Unified Transportation Program and Regional 10-Year Plan Update:** Christie Gotti presented information on the latest developments regarding the Regional 10-Year Plan update and 2020 Unified Transportation Program (UTP). The updated Regional 10-Year Plan project listing was approved by the Regional Transportation Council (RTC) at its May 9, 2019, meeting. North Central Texas Council of Governments (NCTCOG) staff worked with the local Texas Department of Transportation (TxDOT) districts to submit projects to the TxDOT headquarters for consideration by the Texas Transportation Commission (TTC). TxDOT then produced a draft 2020 UTP and held a public hearing in July 2019. Most of the projects the RTC approved with Category 2 funds were proposed to be funded in the draft 2020 UTP and NCTCOG submitted public comments on several projects for TTC consideration. Ms. Gotti noted that none of the comments were addressed in the document by the TTC, so the draft 2020 UTP is very similar to the final document. Many of the comments were less substantive such as minor scope or limit changes and small project cost changes. She noted that projects without control-section-job numbers were not included in the 2020 UTP, so some projects in Collin County and in Dallas County that have previously been placeholders were not considered. Staff has requested that TxDOT consider options to include these types of project in the future. The following changes were made since the May 2019 RTC action. In response to interest in a more equal partnership on IH 30 in Rockwall County, \$50 million in Category 5 funds were added, and Category 12 funds were reduced by \$50 million. Category 12 funds were also reduced by \$25 million on IH 30 in Dallas County. IH 35 in Denton County is a newly funded project that resulted from discussions with the TTC regarding a widening effort in Cooke County and includes the addition of approximately \$630 million in Category 12 funds. There were also other minor funding changes in Categories 2, 4, and 12 that have been updated in the Regional 10-Year Plan listing. A strike-through version showing changes made to the document was provided in Electronic Item 7.1. Ms. Gotti also highlighted projects funded with Category 12 funds in the 2020 UTP: 1) IH 30 (Canyon) in Dallas County, \$300 million; 2) IH 30 (from the Rockwall County line to FM 1570) in Hunt County, \$40 million; 3) IH 30 in Dallas/Rockwall County, \$694 million; 4) IH 35 (from IH 35E/W split to the Cooke County line) in Denton County, \$866 million; 5) IH 35E (from IH 635 to Denton County line) in Dallas County,

\$600 million; 6) SH 170 in Tarrant County, \$155 million; and 7) the Southeast Connector in Tarrant County, \$1.59 billion. The dollar amounts are total funds on the project, not just Category 12 funds. She noted that some of the projects have been proposed by the RTC in past years, but were never included in previous UTPs. A map of the Regional 10-Year Plan list of projects was highlighted. Ms. Gotti highlighted the requested RTC action. She also noted temporary moves that the RTC authorized in order to maximize TTC contributions for 2020, and that staff proposed that those projects be readjusted in the next iteration of the Regional 10-Year Plan. We have some unencumbered Category 2 funds and we will receive another year's worth of funding to make the needed adjustments. Michael Morris thanked the TxDOT district and NCTCOG staffs for their efforts over the last several months on this effort. He also discussed work with the Texas Transportation Commission, the different approaches to funding, and the importance of maximizing the potential Category 12 funds to the region. He noted that he and the RTC Chair will work to tighten up the process for the future. He discussed the removal of funding from some projects that maximized the contribution of Category 12 funds from the TTC and the importance of documenting the RTC's continued commitment to those projects. He provided the example of funds that were moved from the North/South Roadways and US 380 commitments that helped maximize Category 12 funds received by the region. Duncan Webb noted that he was pleased to hear that the RTC remained committed to Collin County projects, but expressed concern that he would be voting on a project listing that shows \$600 million in funding allocated to two Collin County projects has been removed. He added that he has been in discussions with McKinney, Frisco, and other cities in Collin County regarding project alignments for projects that appear to be unfunded, which places him in a precarious situation. Mr. Morris noted that the projects Duncan Webb referenced were still funded from the RTC's perspective, but they were not yet listed in the UTP, and it may be beneficial for the RTC Chair to send letters of commitment to interested entities confirming that the RTC is committed to its projects. RTC Chair Andy Eads discussed the importance of US 380 to Denton County, as well as the region. In addition, he noted that the region has been successful in remaining flexible regarding the operating practices of the TTC that seem to ebb and flow. He thanked staff for being responsive to the dynamics and landscape within which it is operating and the desire of the RTC to focus on its project commitments. A motion was made to approve the 2019 Regional 10-Year Plan project listing and permit staff to administratively amend the Transportation Improvement Program and other planning/administrative documents to incorporate the project changes. Action also included permitting staff to replace funds that were temporarily moved to maximize the Texas Transportation Commission contributions for 2020 in the next iteration of the Regional 10-Year Plan. The motion was amended to include approval of letters from the Regional Transportation Council Chair to entities confirming the RTC's commitment to the various projects established in previous Council actions. Duncan Webb (M); Clay Lewis Jenkins (S). The motion passed unanimously.

8. **Fiscal Year 2020-2022 Disadvantaged Business Enterprise Goal Update:** Ken Kirkpatrick presented the Fiscal Year 2020-2022 Disadvantaged Business Enterprise (DBE) Goal Update for Regional Transportation Council consideration. As a direct recipient of Federal Transit Administration (FTA) funds, the North Central Texas Council of Governments (NCTCOG) is required to develop and maintain a DBE goal, which must be updated every three years. Over the last few months, as part of the process to review and update the goal for FY2020-2022, staff has initiated public and stakeholder involvement, projected contract awards for the next three years, and reviewed data for the development of the proposed goal. In addition, the proposed goal was published in July 2019 for public comment that ended August 30. If approved, the proposed goal will be presented to the NCTCOG Executive Board for action and it is anticipated that NCTCOG will begin

implementing the new goal on October 1, 2019. Mr. Kirkpatrick reviewed the two-step process required by the Federal Transit Administration for DBE goal development. Step one is to determine ready, willing, and able DBE firms that are available to perform the types of procurement activities over the three-year time period. Step two is the review of other related data to determine if adjustments are needed such as market area, disparity studies, historical performance, other DBE goals from similar entities, and public/stakeholder comment. Steps one and two for NCTCOG-related United States Department of Transportation (US DOT)-assisted procurements were highlighted. NCTCOG procurements over the next three years are anticipated to be approximately \$19.7 million, with most procurements related to planning and engineering. When all procurement types are included, the total weighted summary of expected DBE participation is approximately 28.4 percent. Staff then reviewed data for any necessary adjustments related to market area, projections of specific procurement activities, public comment (only favorable comments received), and stakeholder comment. Staff also looks at historical DBE achievement, which in the past have aligned favorability based on historical performance, as well the DBE goals of other similar entities. It was noted that RTC members discussed the lack of disparity studies for this analysis at the July 11 meeting. Staff also reviewed the amount of DBE participation that would be achieved through DBE contract goals (race conscious) versus DBE participation that would be achieved without establishing DBE contracts goals (race neutral) and expect that approximately half of the DBE goal will be achieved through race neutral participation. Mr. Kirkpatrick noted that staff also spent significant time reviewing subrecipient procurement data. The same two-step process was followed for subrecipients that primarily include small transit providers in Parker and Kaufman County, as well as rural portions of Denton, Johnson, and Ellis counties. These subrecipients have different types of procurements that influence their DBE participation such as vehicle maintenance and operations support. When all procurement types are included, the total weighted summary of expected DBE participation is approximately 5 percent. Staff then used the same second step of the process to review for potential adjustments and proposed a subrecipient DBE goal of 5 percent. As a result, the overall NCTCOG and subrecipient FY2020-2022 DBE goal was proposed at 19.4 percent. The schedule for this effort was reviewed, and details were provided in Electronic Item 8. A motion was made to approve the 19.4 percent Disadvantaged Business Enterprise Participation Goal for Fiscal Years 2020-2022 for United States Department of Transportation contracting opportunities. T. Oscar Trevino Jr. (M); Theresa Daniel (S). The motion passed unanimously.

9. **Interstate Highway 45 Zero-Emission Vehicle Corridor Plan and Alternative Fuel Update:** Lori Clark presented staff recommendations for endorsement of an application submitted to the Federal Highway Administration (FHWA) Solicitation for Alternative Fuels Corridor Development Plans, as well as an update on FHWA alternative fuel corridor designation and electric vehicle trends. As a reminder, the United States Department of Transportation is required to designate alternative fuel corridors with the goal of increasing usage and providing information to the traveling public about the availability of alternative fuels. In addition, alternative fuels help to reduce pollutants that cause ozone formation which fits appropriately into the air quality plans for the region. Beginning in 2016, and most recently in 2018, the RTC acted on highway corridors proposed for inclusion in the Texas Department of Transportation's nominations to FHWA. Projects submittals for 2018 were highlighted, as well as the resulting corridor network that provides connectivity from the Dallas-Fort Worth metro area to each of the major urban metro areas surrounding the region. Details were provided in Electronic Item 9. Also highlighted were the FHWA-designated gaseous alternative fuel corridors for compressed natural gas, liquefied natural

gas, and propane. These fuels are increasingly important to the freight industry since there are lower emissions and they perform well powering heavy-duty trucks. She noted that zero-emission vehicles include hydrogen fuel cell electric vehicles and electric/battery electric vehicles such as traditional consumer-type vehicles, as well as heavy-duty freight and transit bus vehicles. In addition, Toyota has collaborated with Kenworth to develop a hydrogen fuel cell truck. Ms. Clark also discussed the growth of electric vehicles in the region and noted that staff is finalizing analyses and new processes for these types of vehicles. For Regional Transportation Council action, Ms. Clark noted that the FHWA released an alternative fuels corridor solicitation in July to fund corridor development plans or infrastructure development plans for corridors that FHWA has designated as pending, such as IH 45 in Texas which is pending for electric and hydrogen. Since IH 45 is the only corridor in Texas pending designation for hydrogen, NCTCOG and Houston-Galveston Area Council staffs have coordinated and collectively agreed that focusing on IH 45 as a zero-emission vehicle corridor would be a good strategy. An application seeking full funding of \$60,000-\$80,000 and commitment of the required 20 percent local match (RTC Local) was submitted by staff on September 9, 2019, and RTC endorsement was requested. Michael Morris discussed the importance of the IH 45 designation that would connect the Houston and Dallas region, a large goods movement corridor, that would provide an air quality benefit not only on the roadway but in wind trajectory that helps the Dallas-Fort Worth region. A motion was made to endorse the application submitted to the Federal Highway Administration for the development of a Corridor Deployment Plan that will establish Interstate Highway 45 as a Zero-Emission Vehicle corridor, including both electric vehicle charging and hydrogen refueling infrastructure. This plan would be developed in collaboration with the Houston-Galveston Area Council. Richard Aubin (M); Jim Griffin (S). The motion passed unanimously.

10. **2008 Ozone Air Quality Standard:** Jenny Narvaez provided an update on the 2008 ozone standard reclassification. As a reminder, the Dallas-Fort Worth region is currently under two ozone standards: 2015 standard of 70 parts per billion (ppb) and 2008 standard of 75 ppb. Since the region did not meet the July 20, 2018, attainment date for the 2008 ozone standard, the Environmental Protection Agency (EPA) recently took final action to reclassify the region from "moderate" nonattainment to "serious" nonattainment. Reclassification requires the development of a new State Implementation Plan (SIP) that must be developed and submitted from the Texas Commission on Environmental Quality to the EPA by August 3, 2020. The region has until July 20, 2021, to reach attainment of the 2008 standard. North Central Texas Council of Governments (NCTCOG) staff is currently reviewing the SIP documents published on the Texas Commission on Environmental Quality (TCEQ) website on August 23, and on September 11 the TCEQ approved the proposal for the new SIP. The public comment period extends through October 28, 2019, and a public hearing is scheduled in Arlington on October 17. Ms. Narvaez noted that the TCEQ is expected to make its final adoption of the SIP on March 4, 2020, which must then be submitted to EPA no later than August 3, 2020. For NCTCOG staff, much of the focus regarding the impact of the reclassification to "serious" is related to the region's Mobility Plan and transportation conformity. New SIP development will result in new motor vehicle emission budgets. If the EPA finds the new nitrogen oxides and volatile organic compound budgets adequate, a two-year deadline will be triggered for the region to demonstrate conformity. This two-year deadline of November 2022 is also the timeframe in which Mobility 2045 (the current Mobility Plan) is scheduled to expire. Ms. Narvaez noted that staff will continue to provide air quality standard updates as needed. Additional details were provided in Electronic Item 10.

11. **Virgin Hyperloop One/High-Speed Rail Update:** Michael Morris provided status reports on Virgin Hyperloop One and high-speed rail activities within the region. He highlighted the recent Virgin Hyperloop One Roadshow event held at the AT&T Stadium, including meetings with the private sector, public sector, and the STEM outreach event for students in the region. He also discussed potential interest to have a hyperloop technology certification track in the region and possible locations. In addition, he highlighted high-speed rail recommendations in Mobility 2045 which includes the Houston to Dallas corridor, the corridor connecting Dallas, Arlington, and Fort Worth, as well as the Fort Worth to Laredo corridor. He noted hyperloop is not being considered in the Houston to Downtown Dallas corridor. Staff is focused on the three-station concept that would provide access to the Arlington entertainment district as well as the two air passenger airports. Potential north/south facilities that could be used as a certification track include the area from the Arlington entertainment district to the airport and the former Naval Air Station location between Dallas and Fort Worth. The certification track will be built in four phases with the eventual track being 8-9 miles long. The schedule for Phase 1 and Phase 2 of the environmental review was highlighted for the Fort Worth/Arlington/Dallas corridor. By summer 2020, the region should know if hyperloop or high-speed rail technology is the technology of choice in the corridor. He discussed the upcoming procurement for consultant assistance to complete the environmental document within two years or less. In addition, Mr. Morris provided an update on the high-speed rail feasibility study from Fort Worth to Laredo and potentially to Monterrey, Mexico. There may be considerations for two types of technology within the corridor. A hybrid cross section of a potential elevated facility was shown, with hyperloop on the outside and next generation people mover or autonomous transit vehicle technology in the center. Certification track options are being reviewed that start off at one mile and then on to eight miles, and then an autonomous vehicle in the middle to develop some economies of scale. If the region is not awarded the proposal for a certification facility or if it chooses to build a certification track that does not have the option of technology in a center track, then a lighter structure would be used. He noted that more time should be spent with members of the RTC regarding the certification track and that a work session or subcommittee may need to be scheduled so that the region is prepared once a request for proposals is released for a certification facility. RTC Chair Andy Eads asked when a request for proposals was expected to be released, and Mr. Morris noted that a request for proposals is anticipated to be released between November 2019 and January 2020. Details were provided in Electronic Item 11.
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 is scheduled for 1:00 pm, Thursday, October 10, 2019, at the North Central Texas Council of Governments.

The meeting adjourned at 2:45 pm.