

MINUTES

REGIONAL TRANSPORTATION COUNCIL June 8, 2023

The Regional Transportation Council (RTC) met on June 8, 2023, at 1:00 pm in the Transportation Council Room. The following members or representatives were present: Daniel Alemán Jr., Steve Babick, Dennis Bailey, Rick Bailey, Adam Bazaldua, Elizabeth Beck, Gyna Bivens, Alan Blaylock, J.D. Clark, Ceason Clemens, Dianne Costa, Michael Crain, Theresa Daniel, Jeff Davis, Andy Eads, Michael Evans, Gary Fickes, George Fuller, Raul Gonzalez, Barry Gordon, Lane Grayson, Mojoy Haddad, Clay Lewis Jenkins, Brandon Jones, Adam B. McGough, Cara Mendelson, Ed Moore, Raj Narayanan, Omar Narvaez, Guillermo Quintanilla, Jr. (representing the Cities of Richardson and Addison), Jim Ross, David Salazar, Chris Schulmeister, Alisa Simmons (representing Manny Ramirez), Gary Slagel (representing Michele Wong Krause), Jeremy Tompkins, Oscar Trevino, William Tsao, Scott Turnage (representing Oscar Trevino, Jr.), Chris Watts, and Duncan Webb.

Others present at the meeting included: Siobhan Albert, Vickie Alexander, Cameron Anderson, Micah Baker, Tom Bamonte, Yumil Berard, Natalie Bettger, Brandi Bird, David Boski, Jason Brown, Jack Carr, Molly Carroll, Angie Carson, Curt Cassidy, Dina Colarossi, Hexel Colorado, Dawn Dalrymple, Clarence Daugherty, Olivia Dugger, Luke Easterling, Chad Edwards, Rebekah Gongora, Tony Hartzel, Andrea Hernandez, Righti Jain, Joel James, Amy Johnson, Tim Juarez, Abbas Kastandeh, Dan Kessler, Gus Khankarli, Ken Kirkpatrick, Andy Kissig, Chris Klaus, Dan Lamers, Brandon LaMode, Adam Lamont, Bradley Lelureux, Eron Linn, Aaron Long, Paul Luedtke, Stanford Lynch, Dillon Maroney, Steve McCullough, Erin Moore, Michael Morris, Jenny Narvaez, Jeff Neal, Mark Nelson, Luke Offen, Parstin Patel, Brinton Payne, Michael Peters, John Petterson, Juan Pina, John Polster, Kelly Porter, Vercie Pruitt-Jenkins, Elizabeth Reynolds, Randy Richardson, Gabe Rivas, Tito Rodriguez, Connor Sadro, Aliyah Shaikh, Tusher Solanki, Daniel Solovev, Toni Stehling, Shannon Stevenson, Juliann Vanderborn, Victor Vandergriff, Caroline Waggoner, B. Glen Whitley, Christy Willhite, Amanda Wilson, Brian Wilson, Michele Wong Krause, Casey Wright, Phil Yerby, and Susan Young.

1. **Opportunity for Public Comment on Today's Agenda:** This item allows members of the public an opportunity to comment on agenda items. Regional Transportation Council Chair Duncan Webb asked if there were any public comments. Adam LaMont and Hexel Colorado spoke on Subitem 5 of the Director's Report, "City of Dallas Conditional Support for Texas Department of Transportation/Mobility Plan for recommendations for Interstate Highway 345. Written comments were provided and can be found in the Public Comments Report provided in Electronic Item 4.7.
2. **Approval of May 11, 2023, Minutes:** The minutes of the May 11, 2023, meeting were approved as submitted in Electronic Item 2. Barry Gordon (M); Theresa Daniel (S). The motion passed unanimously.
3. **Consent Agenda:** There were no items on the Consent Agenda.
4. **Orientation to Agenda/Director of Transportation Report:** Councilmember Adam McGough announced this was his last Regional Transportation Council meeting and presented Michael Morris with the Blake Anderson Public Service Award. Michael highlighted NCTCOG staff member Thomas Bamonte's farewell reception before

the meeting. Michael provided the link to the testimony at the Texas House Subcommittee on Discretionary Funding, he respectfully requested to hold discussion until the Texas Transportation Commission makes decisions on Category 12 funding between now and August. The RTC will hold a workshop in the future to discuss how to navigate this topic. Work is continuing with Ceason Clemens, Texas Department of Transportation (TxDOT), on the United States 75 Technology Lane Illumination Agreements. A draft final agreement has been reached between the City of Dallas and Dallas Area Rapid Transit (DART) Board regarding the DART Silver Line rail after mediation. A table of estimated funds from DART was provided. NCTCOG is leading mediation between Burlington Northern Santa Fe (BNSF) and Trinity Railway Express (TRE) to obtain BNSF's local share and the BUILD grant. Connor Sadro provided Regional Broadband Program Updates provided in Electronic Item 4.1. The Certification of Emerging and Reliable Transportation Technology (CERTT) Round 2 program is being brought in the private sector with the Swyft vehicles. Four cities have submitted ten applications: Arlington, Dallas, DeSoto and Plano. Swyft will notify Dan Lamers in August if they are interested in moving forward with any of the applicants. Michael announced that the Irving Transportation Summit will not be held this year; therefore, the RTC will meet on its normal second Thursday, August 10, 2023. Progress North Texas was provided at each member's seat. The remaining items were not presented.

5. **Contingency Emergency Item - Amtrak:** Michael Morris requested Regional Transportation Council (RTC) ratification of emergency funding authorization of \$700,000 in Regional Toll Revenue (RTR) funds for Amtrak's Heartland Flyer Passenger Service from Fort Worth to Oklahoma City. RTC Policy P20-02 authorizes the Transportation Director to take emergency funding actions up to approximately \$5,000,000 due to necessity of time or consequence. The policy requires the emergency action to be placed on the next scheduled RTC meeting for ratification. Texas' share of funding for Amtrak's Heartland Flyer passenger service from Fort Worth to Oklahoma City has a current funding shortfall of approximately \$700,000. The State's Supplemental Budget for the biennium ending August 31, 2023, did not include funding to address this shortfall. Michael took emergency action to allocate \$700,000 in RTR funding for the Heartland Flyer Passenger Service to avoid service disruption.

A motion was made to ratify emergency funding authorization of \$700,000 in Regional Toll Revenue funds to ensure Amtrak's Heartland Flyer Passenger Service from Fort Worth to Oklahoma City will continue. Theresa Daniels (M); George Fuller (S). The motion passed unanimously.

6. **National Juneteenth Museum Funding Request:** Michael Morris provided information regarding proposed investments at the future National Juneteenth Museum. A national museum commemorating Juneteenth is proposed to be located in Fort Worth along East Rosedale Street east of Interstate Highway 35W. The community has requested assistance with infrastructure improvements at the future museum site, with emphasis on five areas: roadway, sustainable development/parking/ land use, transit, technology, and optimal use of green space (i.e., public park). Staff reviewed construction elements related to transportation items for transit access, vehicular circulation, and landscaping/streetscaping. Financial participation would involve traditional funding grants with the City of Fort Worth and/or Trinity Metro administering the funding. The development context in the area was discussed: City of Fort Worth Evans and Rosedale redevelopment (project #1) - City providing \$9 million public partnership with \$70 million from a private developer, with at least 370 housing units (20 percent of them affordable),

retail space, and a grocery tenant parking garage, surface lots, 400+ spaces; Mt. Zion Baptist Church Parking, (project #2) - 11 lots, estimated 127 parking spaces, Southside Community Center (project #3) - 102 parking spaces, City reviewing options for future of the center; Evans Plaza Park, (project #4) \$1.225 million from the City committed to design and construction; National Juneteenth Museum – (project #5) up to \$15 million approved by the City (pending private funding commitment for the Museum). The proposed improvements were covered: roadway with \$750,000 Surface Transportation Block Grant (STBG), Sustainable Development/ Parking/Land Use with \$1,250,000 Regional Toll Revenue (RTR), transit with \$500,000 STBG, technology with \$250,000 STBG, and green space with \$250,000 RTR totaling \$3,000,000 in RTC funding. Additional details were provided in Electronic Item 6.

A motion was made to approve the proposed investments at the future Juneteenth Museum (contingent upon the museum coming to fruition) as presented and to administratively amend the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and any other administrative and/or planning documents as needed to incorporate the project funding. Elizabeth Beck (M); Brandon Jones (S). The motion passed unanimously.

7. **Five Mile Creek/Revolver Trade:** Brian Dell presented a proposed federal/local partnership with the City of Dallas and the distribution of these funds and prior Dallas Area Rapid Transit (DART) partnership funds between the Metropolitan Planning Organization (MPO) Revolver and RTC Local funds. The action is contingent upon approval from the City of Dallas. The North Central Texas Council of Governments (NCTCOG) needs a source of local funds to pay expenses for federal projects/programs prior to federal reimbursement. With the award of multiple federal discretionary grants to the region, the payment sizes have become significantly larger. NCTCOG would also like to expand the pool of RTC Local funds available to implement projects outside of the restrictive federal process. RTC does not have taxing authority to generate revenue to pay these invoices and fund these projects, so a source of local dollars is needed. The “MPO Revolver Fund” and RTC Local funds are typically used for these purposes, but those funds are already committed, leading to the need for more local dollars. In July 2022, the RTC directed staff to pursue a funding partnership with DART or the City of Dallas to expand the Revolver Fund to cash flow federal grant projects and replenish the RTC Local funding pool. Two federal/local partnerships with DART and the City of Dallas are being finalized to accomplish these goals: allocation of MPO Revolver and RTC Local funds from the partnership with DART (partnership approved December 2022) and Five Mile Creek Partnership with City of Dallas (pending). A third partnership with DART and the City of Dallas was approved in December 2022 to facilitate the construction of two parking garages. In return for \$15.4 million of federal funding for the project, the City would send \$10 million of local funds to the RTC. \$1 million of the funding would be for engineering, and \$14.4 million for construction. The funding would be matched with regional Transportation Development Credits. Sections 1, 2, and 4 of the trails would be designed and constructed with this funding, contingent upon final action by the City. The partnership may involve a subsequent trade with DART, the City of Dallas, and the RTC to access these local funds. Between this partnership and the DART partnership approved in December 2022, a total of \$50 million of local funds would be available to the RTC for use for the Revolver fund and RTC Local pool. The following distribution between the two is proposed: add \$5 million to the Permanent Revolver fund for a total of \$15 million (that fund already has \$10 million); add a Temporary Revolver with \$10 million that would serve as a capital fund and “emergency relief valve” for the Permanent Revolver, if needed; and

add the remaining \$35 million to the RTC Local account. It was noted that Dallas City Council action was anticipated for June 28, 2023, but could occur sooner and NCTCOG Executive Board approval would be requested on July 27, 2023. Electronic Item 7 contained additional details on the partnership. Cara Mendelsohn asked when the federal funds would expire. Michael Morris noted that the funds do not expire and if the RTC and City of Dallas approve the item, the project funding would be added to the Transportation Improvement Program. If the City of Dallas votes no on its agreement with DART, an item would be brought back to the RTC to reverse any action taken. Ms. Mendelsohn asked about the specific dates provided in the presentation and their significance. Mr. Morris said that these were being provided to give an idea of the timeframe for bringing the item to the Executive Board for action and the dates could change depending on when action is taken by the City of Dallas.

A motion was made to approve of the proposed Five Mile Creek Trail partnership, proposed distribution of local funding into the Metropolitan Planning Organization (MPO) Revolver fund and RTC local pool, contingent upon approval by the City of Dallas, and to administratively amend the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and any administrative and/or planning documents as needed to incorporate the project funding. Cara Mendelsohn (M); Daniel Alemán Jr. (S). The motion passed unanimously.

8. **Work Zone Data Exchange: Support for Local Partners:** Tom Bamonte requested Regional Transportation Council (RTC) approval to access a variety of services that improve the identification, monitoring, and reporting of work zones and to deploy these services to assist local partners. Based on Texas Department of Transportation/Federal Highway Administrative data, more than 25,000 traffic crashes occurred in work zones in Texas in 2022, resulting in 205 deaths, approximately one-fifth of the United States' total, and another 788 serious injuries. The Work Zone Data Exchange ([WZDx](#)) was inspired by the General Transit Feed Specification (GTFS). The WZDx specification enables highway operators and contractors to make harmonized work zone data available for third parties – including OEMs and travel navigation services. The North Central Texas Council of Governments (NCTCOG's) [TXSHARE](#) program undertook a cooperative purchase of three categories of WZDx services: (1) conversion of raw work zone data into WZDx format; (2) establishment of WZDx-compliant reporting systems; and (3) general WZDx-related services. Staff recommended that Dallas-Fort Worth (DFW) position itself as a technology and safety leader by utilizing these WZDx services to improve the identification and monitoring of work zones and the reporting of work zone data. Local partners would be able to access better information about work zones on their roadways. Staff requested Regional Transportation Council approval of the following recommendations: (1) Direct staff to initiate a call for proposals and assistance from local partners on how to utilize the WZDx-related services most effectively under NCTCOG contract to improve the identification, monitoring, and reporting of work zones on DFW roadways; and (2) assign existing funds to meet needs identified through this regional process. Utilizing existing NCTCOG contracts to provide WZDx-related services for the region will be more efficient than requiring each local partner to make arrangements with one or more of the WZDx providers under contract. Electronic Item 8 included a summary of the project.

A motion was made to approve the Work Zone Data Exchange Project, direct North Central Texas Council of Governments (NOCTCOG) staff to engage regional partners on Project scoping and execution, utilize existing funding and NCTCOG contracts to advance

the project, and authorize staff to take administrative steps necessary to implement the project. Rick Bailey (M); George Fuller (S). The motion passed unanimously.

9. **Safe Streets and Roads for All Regional Grant Application:** Karla Windsor requested Regional Transportation Council (RTC) approval of a regional planning project submittal and local matching funds for the Fiscal Year (FY) 2023 Safe Streets and Roads for All (SS4A) Discretionary Grant program and a partnership for the City of Dallas submittal of the implementation project of last year's Martin Luther King Jr. Blvd. and Cedar Crest Blvd. in Dallas developed by the North Central Texas Council of Governments (NCTCOG). The SS4A grant program was created through the Bipartisan Infrastructure Law (BIL) for the purpose of preventing deaths and serious injuries on area roadways and to focus on comprehensive safety action planning and implementing projects/strategies identified in safety action plans. The SS4A is a \$5 billion discretionary grant program with \$1 billion per year over five years and is inclusive of all types of roadway safety interventions across the Safe Systems approach. Only one application submission is allowed per agency. The total planning project cost for the NCTCOG Regional Safe Streets Planning/Demonstration Grant Application is \$6.25 million, with staff submitting for \$5 million in federal funds and requesting \$1.25 million in Regional Toll Revenue (RTR) funds for the required 20 percent local match. The anticipated total cost for the infrastructure project lead by Dallas for the project is \$27.25 million with an anticipated federal request of \$21.8 million. The local match will be covered by the City of Dallas and Dallas Area Rapid Transit (DART). The City of Dallas Safe Streets implementation grant project at Martin Luther King Blvd and Cedar Crest Blvd. implements safety countermeasures to address the safety of all modes of transportation including motor vehicle, transit, bicycle, and pedestrian: complete street (context-sensitive) retrofit, DART bus stops/smart shelters upgrades, technology upgrades. It was submitted by NCTCOG as the lead in 2022 for implementation; will be resubmitted by the City of Dallas as part of the NCTCOG/DART partnership. An overview of the proposed project was contained in Electronic Item 9.

A motion was made to approve the North Central Texas Council of Governments (NCTCOG) planning/demonstration project grant application for the FY2023 Safe Streets and Roads for All (SS4A) Discretionary Grant Program and the use of \$1.25 million in Regional Toll Revenue funds for a non-federal match should the project be selected for funding. The motion also included direction for staff to administratively amend the Transportation Improvement Program/Statewide Transportation Improvement Program and other planning and administrative documents to incorporate these changes and endorsement of the City of Dallas application submittal of the Martin Luther King Jr. Blvd/Cedar Crest Blvd Implementation grant. Ed Moore (M); Cara Mendelsohn (S). The motion passed unanimously.

10. **Federal and State Legislative Update:** Rebekah Gongora briefed the Regional Transportation Council (RTC) on federal and State legislative actions related to transportation and air quality issues affecting the Dallas-Fort Worth area. Transportation issues continue to be a focus for both the United States Congress and the Texas Legislature. Regarding the Debt Ceiling, the Fiscal Responsibility Act of 2023 was approved by Congress on June 1, 2023. The Act suspends the Federal government's debt ceiling through January 1, 2025; imposes two-year discretionary spending caps, Federal Highway Programs are exempt; rescinds some unobligated COVID-19 funds, transit not affected; and streamlines environmental review processes. Rebekah noted Governor Abbott declared a Special Session on border security and property taxes: State's budget

plan for House Bill (HB) 1 House and Senate approved total funding of \$321.3 billion and Texas Department of Transportation (TxDOT) funding of \$37.2 billion with Riders of Interest: Southern Gateway Deck Park matching funds if federal grant is awarded and TxDOT task force to evaluate medium-and heavy-duty charging infrastructure and capacity. Rebekah provided information on Bills of interest regarding transportation funding: Senate Bill (SB) 505 creates a \$200/\$400 annual electric vehicle fee, Senate Concurrent Resolution (SCR) 2 extends proposition 7 expiration date to 2042 (State sales tax portion) and 2039 (motor vehicle sales tax portion), HB 2230 extends Proposition 1 expiration date from 2034 to 2042. Bills of Interest on the topic of General Transportation include HB 3444 Texas Transportation Commission (TTC) to prescribe criteria for the classification of each district as metropolitan, urban, or rural. Bills of interest on the topic of safety include HB 898 harsher penalties for the Move Over, Slow Down Law. HB 1885 Texas Transportation Commission (TTC) authority to establish a variable speed limit program to lower speed limits by 10 mph in certain situations. HB 3297 would eliminate vehicle safety inspections for noncommercial vehicles. HB 4797 Training on the treatment of tollways during inclement weather. Bills of Interest on the topic of temporary tags include HB 718 ends temporary paper tags and requires the issuance of metal plates by dealers. HB 914 increases penalties for temporary tag tampering. HB 2195 increases penalties for fictitious and altered plates. Bills of interest on the topic of unmanned aircraft, SB 1308 prohibits drones over airports and military installations. Bills of interest on the topic of broadband HB 9/HJR 125 creates the Broadband Infrastructure Fund, allocates \$1.5 billion, requires voter approval. SB 1238 revises existing Broadband Development Program. Bills of interest on the topic of air quality and electric vehicles include SB 1397, Texas Commission on Environmental Quality Sunset bill continues the agency for 12 years, SB 1732, creates standards for electric vehicle charging stations requiring a widely compatible connector or plug. HB 3014 exempts EV from emission inspection. HB 4885 creates the Hydrogen Infrastructure, Vehicle, and Equipment Grant Program under TERP. Bills of interest on the topic of water include SB 28/SJR 75, which creates the Texas Water Fund and the New Water Supply for Texas Fund, requires voter approval.

11. **Fiscal Year 2024 and Fiscal Year 2025 United Planning Work Program:** Vickie Alexander provided a summary on development of the proposed Fiscal Year (FY) 2024 and FY2025 Unified Planning Work Program (UPWP) for Regional Transportation Planning. Development of the document is a cooperative effort between the North Central Texas Council of Governments (NCTCOG) and its transportation partners. The UPWP identifies NCTCOG staff work activities to be performed between October 1, 2023, and September 30, 2025. A draft was provided to the Texas Department of Transportation (TxDOT) for review in early June, with a copy also provided to the Surface Transportation Technical Committee (STTC). The final document is due to TxDOT on July 31, 2023. The UPWP is required by the Infrastructure Investment and Jobs Act (IIJA), summarizes annual Metropolitan Planning Organization (MPO) funding, addresses regional and local issues, inventories planning and programming activities, and allocates available funds to specific tasks. Included in the document are five major tasks under which NCTCOG's work activities will be carried out: Task 1 – Administration and Management, Task 2 – Transportation Data Development and Maintenance, Task 3 – Short-Range Planning, Programming, and Operations, Task 4 – Metropolitan Transportation Plan, and Task 5 – Special Studies. Vickie noted that 31 project submittals had been received from the local governments and transportation providers in response to NCTCOG's request in February for regional transportation and/or transportation-related air quality project ideas or technical assistance needs for consideration of inclusion in the UPWP. Planning projects that those entities would be carrying out during FY2024 and FY2025 were also requested

for inclusion in an inventory in the document. A copy of the full draft document is also available on NCTCOG's website for RTC review. Vickie also provided a funding summary of the federal formula Transportation Planning Funds (TPF) for FY2024 and FY2025. Available funds are estimated to be about \$33.2 million, and expected expenditures for the two years is estimated at about \$28.5 million, leaving an approximate \$4.7 million to carry over to FY2026. In addition to Transportation Planning Funds, the UPWP also contains funding from numerous other grants and agencies. She noted that these estimates were early estimates and could change as the agency and department budgets are refined. A schedule outlining elements of the document development process was also provided. RTC action on the proposed FY2024 and FY2025 Unified Planning Work Program will be requested at its meeting in July.

12. **Automated Transportation System Development Study:** Brendon Wheeler provided an update to the Regional Transportation Council (RTC) on the results of the Automated Transportation System (ATS) Development Study, including technology assessments and project evaluations. North Central Texas Council of Governments (NCTCOG's) review of emerging technology innovations focuses on future proofing infrastructure, providing users with demand-responsive transportation, reducing long-term risks of obsolescence of infrastructure and utilizing solutions that do not require custom guideways to operate. Other areas of focus include achieving economies of scale by using modular infrastructure and independent-running ATS vehicles, considering both people and cargo/goods movement. As part of the Regional Automated Transportation System initiative, NCTCOG, with the support of consultant assistance, completed the ATS Development Study which assessed the state of the ATS market, including vehicles for moving people and cargo/goods, innovative lightweight modular materials for guideways, and dynamic wireless electric charging. The study also evaluated the application of its findings toward two pilot projects (International District and Arlington General Motors Plant) and two potential retrofit concepts (Las Colinas and DFW Airport).
13. **Federal Performance Measures Condition Targets for National Highway System Pavement/Bridge Access:** Jeff Neal briefed the Regional Transportation Council (RTC) on continued coordination between North Central Texas Council of Governments (NCTCOG) and the Texas Department of Transportation (TxDOT) on evaluating and establishing condition targets for National Highway System (NHS) pavement and bridge assets, in accordance with existing and updated rulemaking for required Federal performance measures (PM2). While target-setting activities were codified through the Fixing America's Surface Transportation (FAST) Act/Bipartisan Infrastructure Law (BIL), the context of NCTCOG's regional strategy guiding this activity is based on addressing national performance via state of good repair to ensure safety of traveling public and effective long-term operation of transportation infrastructure using asset management, supporting TxDOT targets as much as possible, and setting regional performance goals included in the Metropolitan Transportation Plan (MTP) and Transportation Improvement Program (TIP) that can effectively "tell our story" through project outcomes. Recent upcoming committee actions for PM2 for pavement and bridge conditions with six number of measures, setting action in July 2023 with a four-year performance periods biennially (beginning, middle, and end of performance periods). Jeff noted target analysis includes review of National Highway System (NHS) facilities within the NCTCOG region, as TxDOT is required to establish PM2 targets representing the full NHS extent statewide, regardless of ownership. There are a total of 70,976 NHS lane-miles in Texas and 12,448 in the NCTCOG region. The NHS comprises 14 percent of the region's total roadway lane-miles but carries 63 percent of total vehicle-miles of travel (VMT), and NCTCOG's analysis

further subdivides non-Interstate NHS into additional classifications: non-Interstate freeways, on-system arterials, off-system arterials, and off-system toll roads. For this new four-year performance period (starting in 2022), condition measurements for non-Interstate NHS segments are now identical to Interstate NHS, as a result of the inclusion of cracking, rutting, and faulting metrics with the International Roughness Index (IRI). Though pavement roughness had often been judged as a critical link between user satisfaction (comfort/safety) and performance, roughness (IRI) alone had resulted in overestimation of poor condition pavements. The revised methodology creates substantial positive condition differences for non-Interstate NHS pavements, but the ultimate integration of these metrics will enable more holistic lifecycle assessments of pavement assets over time compared to using roughness alone. Mr. Neal then presented charts comparing statewide pavement/bridge good and poor condition observations and targets during the first performance period with the most recent observations and new 2024 and 2026 targets for the second performance period. Similar charts were also presented describing regional observations and trends but were further broken down among the additional non-Interstate NHS classifications mentioned above (for pavement assets only). While some important distinctions were noted between the statewide and regional data values, no significant divergences in performance were recognized requiring the region to set its own quantifiable targets. Jeff reminded the RTC since NCTCOG neither owns nor maintains any roadway pavement/bridge assets, it would be unrealistic and disadvantageous to assert such control over regional on-/off-system asset owners as a strategy to improve performance. Continued collaboration on planning and project development to help attain collective pavement/bridge condition goals is a more effective strategy, and the legacy of that support had already generated results, particularly for bridges when the extent and status of poor condition structures had been analyzed last summer ahead of the Fiscal Year (FY) 2022 Bridge Investment Program (BIP). Of the 49 regional NHS bridges in poor condition (including 37 bridges in the TxDOT Dallas District and 12 in the TxDOT Fort Worth District), treatments for all but three structures had either been funded and scheduled for construction, under construction, or completed. This included outcomes from the North Central Texas Strategic NHS Bridge Program INFRA Grant (2019) which had supported implementation of four bridge projects (three – West subregion; one – East subregion) totaling \$28.5 million. Due to this information, staff's proposed RTC's action would likely be to affirm NCTCOG support for new TxDOT statewide "Good Condition" NHS pavement and bridge targets for 2024 and 2026. It would also affirm NCTCOG support for new TxDOT statewide "Poor Condition" NHS pavement and bridge targets for 2024 and 2026 by collaborating to plan/program projects contributing toward accomplishment of pavement and bridge goals via the following actions: NCTCOG will continue to work with local governments on annual monitoring and expediting improvements for identified NHS Off-System Arterials in "Poor Condition", and continue to work with TxDOT/local governments on annual monitoring and expediting improvements for identified NHS bridges in "Poor Condition". The schedule for PM2 target decision making was highlighted RTC action will be requested at its July 13, 2023, meeting. The deadline for MPOs to report whether they will agree to plan/program contributing to affirmed TxDOT PM2 targets or commit to new quantifiable PM2 targets for the Metropolitan Planning Area (MPA) is August 9, 2023. Additional details were provided in Electronic Item 13.

14. **Air Quality Ozone: Federal vs. State:** Jenny Narvaez provided information on the national and state process for air quality standards and current local efforts to meet them. The Federal Clean Air Act governs the establishment, review, and revision, as appropriate, of the National Ambient Air Quality Standards (NAAQS) for each criteria

pollutant to provide protection for the nation's public health and the environment every five years. The Clean Air Act requires periodic review of the science behind how the standards are set. Once a standard has been revised by the Environmental Protection Agency (EPA), the State has the responsibility of creating a State Implementation Plan (SIP). If an area fails to attain standard, the EPA reclassifies, if area attains standard, a redesignation request and maintenance plan SIP revision occurs, then redesignation to attainment. There are three different sections of the planning processes: planning, which includes consideration of new scientific information, policy-relevant issues, and other factors in developing plans for the review; assessment, which includes analysis of current scientific information, and its policy implications, particularly with regard to standards (indicator, averaging time, form, level); and rulemaking – agency decision making, interagency review and public comments process. NAAQS Assessments that go into the EPA revision process includes: Integrated Science Assessment (ISA) prepared by EPA's center for Public Health and Environmental Assessment (CPHEA) that identifies, critically evaluates and synthesizes the most policy-relevant current scientific literature (epidemiology, controlled human exposure, animal toxicology, atmospheric science, exposure science, environmental science, and ecology); Risk/Exposure Assessment (REA) that develops quantitative characterizations of exposures and associated risks to human health or the environment associated with recent air quality conditions and with air quality based on conclusion from ISA; and Policy Assessment (PA) that provides an evaluation of the currently available information with regard to the adequacy of the current standards and potential alternatives. SIP revisions show how a nonattainment area will improve air quality and meet the NAAQs by the attainment deadline. Failure to submit or implement a SIP or submission of a SIP that is unacceptable to the EPA can result in the start of a Federal Implementation Plan (FIP) clock, SIP call, and/or EPA sanctions clock. Ongoing local efforts continue with partnership efforts with state and federal agencies include development of on-road emissions inventories for SIP, coordination of SIP appendix H: Local Air Quality Initiatives, implementation of on-road measures committed in the SIP, and communication of regional opportunities to local governments. More information was provided in Electronic Item 14.

15. **Election of Regional Transportation Council Officers:** Judge Andy Eads, Chair of the Regional Transportation Council (RTC) Nominating Subcommittee, announced the following slate of officers recommended by the Subcommittee for the 2023-2024 term: Gyna Bivens, Mayor Pro Tem, City of Fort Worth (Chair); Clay Lewis Jenkins, County Judge, City of Dallas (Vice Chair); and Rick Bailey, Commissioner, Johnson County (Secretary). RTC officers are elected to serve a term of one year and begin 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 2023-2024 term. Alan Blaylock (M); Omar Narvaez (S). The motion passed unanimously.

16. **Progress Reports:** Regional Transportation Council attendance was provided in Electronic Item 16.1 and Surface Transportation Technical Committee attendance in Electronic Item 16.2.
17. **Other Business (Old or New):** There was no discussion on this item.
18. **Future Agenda Items:** There was no discussion on this item.

19. **Next Meeting:** The next meeting of the Regional Transportation Council is scheduled for 1:00 pm, Thursday, July 13, 2023, in the Transportation Council Room of the North Central Texas Council of Governments.

The meeting adjourned at 3:00 p.m.