

## MINUTES

### REGIONAL TRANSPORTATION COUNCIL

April 14, 2016

The Regional Transportation Council (RTC) met on Thursday, April 14, 2016, at 1 pm in the Transportation Council Room of the North Central Texas Council of Governments (NCTCOG). The following members or representatives were present: Monica R. Alonzo, Bruce Arfsten, Douglas Athas, Loyl Bussell (representing Brian Barth), Carol Bush, Mike Cantrell, Rudy Durham, Andy Eads, Charles Emery, Gary Fickes, Robert Franke, Sandy Greyson, Moji Haddad, Roger Harmon, Clay Jenkins, Ron Jensen, Jungus Jordan, Lee Kleinman, Stephen Lindsey, Brian Loughmiller, Carter Burdette (representing Scott Mahaffey), Ray Smith (representing Maher Maso), Cary Moon, Mark Riley, Kevin Roden, Amir Rupani, Mohammed Bur (representing Kelly Selman), Gary Slagel, Lissa Smith, Mike Taylor, Stephen Terrell, Tim Welch (representing Oscar Trevino), William Velasco II, Oscar Ward, Bernice J. Washington, Duncan Webb, Kathryn Wilemon, Sheri Capehart (representing Jeff Williams), Erik Wilson, and Zim Zimmerman.

Others present at the meeting were: Vickie Alexander, Nancy Amos, David Arbuckle, Melissa Baker, Berrien Barks, Jay Barksdale, Bryan Beck, Alberta Blair, Shauna Bowman, Tanya Brooks, Ron Brown, John Brunk, Ken Bunkley, Chris Burkett, Marrk Callier, Jack Carr, Angie Carson, Dixie Cawthorne, Leigh Collins, John Cordary, Michael Coyle, Hal Cranor, Mike Curtis, Kyle Deaver, Kim Diederich, Jerry Dittman, Malcom Duncan Jr., Mike Eastland, Albert Espinoza, Christopher Evilia, Kevin Feldt, Dale Fisseler, Eric Gilliland, Mark Goode III, Philip Haigh, Tony Hartzel, Jesse Herrera, Jodi Hodges, Tracy Homfeld, Kim Jackson, Travis Kelly, Dan Kessler, Karen Khan, Tony Kimmey, Ken Kirkpatrick, Dan Lamers, April Leger, Sonny Loper, Paul Luedtke, Mickey Marlow, Edith Marvin, Chad McKeown, Monte Mercer, Mindy Mize, Cesar Molina, Michael Morris, Emily Nicholson, Roy Parikh, Greg Porter James Powell, Vercie Pruitt-Jenkins, Chris Reed, Molly Rendon, Carrie Rogers, Greg Royster, Moosa Saghian, Russell Schaffner, Lori Shelton, Jahnae Stout, Dean Stuller, Vic Suhm, Jonathan Toffer, Leslie Wade, Amy Wasielewski, Kendall Wendling, Devin Wenske, Sandy Wesch, Elizabeth Whitaker, Amanda Wilson, Brian Wilson, and Kate Zielke.

1. **Approval of March 10, 2016, Minutes:** The minutes of the March 10, 2016, meeting were approved as submitted in Reference Item 1. Bernice J. Washington (M); Jungus Jordan (S). The motion passed unanimously.
2. **Consent Agenda:** The following items were included on the Consent Agenda. Staff provided brief presentations on both items, for clarification.
  - 2.1. **Transportation Improvement Program Modifications:** Christie Gotti presented an amendment to one item contained in Reference Item 2.1, page 16. Details were provided at the meeting in Reference Item 2.1.1. Staff received feedback from Dallas Area Rapid Transit regarding the Regional 511 program. In FY2017, instead of adding \$980,000 for the Regional 511 program, \$400,000 will be added with the balance of the funds provided to the North Central Texas Council of Governments (who will now be implementing the project). A motion was made to approve revisions to the 2015-2018 Transportation Improvement Program (TIP) modifications provided in Reference Item 2.1 and the revision provided in Reference Item 2.1.1.

Mike Cantrell (M); Rob Franke (S). The motion passed unanimously.

- 2.2. Northwest Highway/Preston Center, Prestonwood, and Hospital District Parking Analysis: Michael Morris noted that the reference to Prestonwood in the agenda was incorrect and should be replaced with Preston/Midtown. Efforts will help create an interface to assist drivers entering and existing parking garages. A motion was made to allocate \$400,000 of Regional Transportation Council Local funds to conduct a parking garage and transportation facility interface analysis on Northwest Highway/Preston Center, Preston/Midtown, and the Hospital District in Dallas.

Rob Franke (M); Lissa Smith (S). The motion passed unanimously.

3. **Orientation to Agenda/Director of Transportation Report:** Michael Morris noted that the June 9, 2016, Regional Transportation Council (RTC) meeting has been rescheduled to June 16, 1 pm. Audio equipment is being replaced in the Transportation Council Room so the room is unavailable on the regularly scheduled meeting date. He noted that discussion regarding toll tag marketing in the region with the North Texas Tollway Authority will be held at a future meeting, as well as a workshop regarding driverless cars requested by Kathryn Wilemon. He also noted that the North Central Texas Council of Governments (NCTCOG)/RTC/Texas Department of Transportation (TxDOT) auto occupancy technology detection procurement was issued April 8, 2016. Updates will continue to be provided to members regarding the procurement. Mr. Morris also discussed HB 20. Commissioner Victor Vandergriff, Texas Transportation Commission, is leading efforts and additional details will be provided in the future. He congratulated Dallas Area Rapid Transit (DART) regarding the donation received from Toyota to advance transit in Collin County. Service is now being operated by DART in Allen, Fairview, and Wylie. Efforts are continuing regarding a partnership to leverage the \$1 million donation and staff will present recommendations to advance transit in Collin County at the May 12, 2016, meeting. Details on the 2016 United State Department of Transportation, Transportation Infrastructure Finance and Innovation Act program announcement were provided in Electronic Item 3.1. Air quality funding opportunities were provided in Electronic Item 3.2. In addition, details regarding Car Care Clinics in the region were provided in Electronic Item 3.3. The latest reminder of the 2016 Clean Diesel Call for Partners deadline was provided in Electronic Item 3.4. April public input opportunity information was provided in Electronic Item 3.5, March public meeting minutes in Electronic Item 3.6, recent correspondence in Electronic Item 3.7, recent new articles in Electronic Item 3.8, and recent press releases in Electronic Item 3.9. Recent transportation performance measures showing success of the SH 161 pilot project to use shoulders during the peak period for congestion relief were highlighted. Details were provided in Electronic Item 3.10. In addition, private-sector data was highlighted showing the Dallas-Fort Worth region as the 4<sup>th</sup> largest metropolitan area. However, it was noted that the region ranks as the 34<sup>th</sup> most congested which is a demonstration that the efforts implemented in the region are having an impact on congestion.
4. **Final Project Milestone Policy Recommendations and Update Regarding the 2017-2020 Transportation Improvement Program Development Timeline:** Adam Beckom presented final Regional Transportation Council (RTC) Project Milestone Policy recommendations. In June 2015, the RTC approved the Project Milestone Policy. This policy affected projects that were selected for funding ten or more years ago that had not proceeded to construction. Agencies interested in keeping their projects were required to submit justification for retaining the funds by November 2015. Details of the effort were provided in Electronic Item 4.2. Final recommendations were provided in Reference Item 4.1. Funds for projects identified for cancelation will be returned to the regional funding pool. Staff will monitor projects that are currently under construction or that have recently let

to ensure funding is utilized. Projects that have been identified with a delay to FY2016, FY2017, and FY2018 must begin construction within one fiscal year of the year identified in Reference Item 4.1 in order to maintain the funding commitment. In summary, projects include three types: 1) \$2.58 million proposed for cancelation, 2) \$106 million currently under construction or recently let, and 3) \$329 million in projects delayed to FY2016, FY2017, and FY2018. Mr. Beckom also provided an update for the 2017-2020 Transportation Improvement Program (TIP) development process. The public review and comment period ended April 13. Staff is finalizing the project listings for submittal to partners. He noted the Texas Department of Transportation has changed the due date of TIP submittals from May 2 to June 24, 2016. Although the Surface Transportation Technical Committee approved the listings at its March 25, 2016, meeting, staff proposed to continue refinement of the listings with input from local agencies, the Texas Department of Transportation (TxDOT), and the public. Final draft listings will be presented to RTC for approval at its May 12, 2016, meeting and submitted to TxDOT by the June 24, 2016, deadline. Approval by the Federal Highway Administration is anticipated in October 2016. A motion was made to approve the Regional Transportation Council Project Milestone Policy recommendations in Reference Item 4.1 and to direct staff to incorporate the project recommendations into the 2017-2020 Transportation Improvement Program/Statewide Transportation Improvement Program. Jungus Jordan (M); Kathryn Wilemon (S). The motion passed unanimously.

5. **Waco Metropolitan Planning Organization Presentation and Continued Partnership:**

Malcom Duncan Jr., Mayor, City of Waco highlighted the short-term challenges in the nine-mile section of IH 35 in Waco, including unreliable travel times and frequent incidents due to substantial design and traffic volumes. The redesign of this section of IH 35 is estimated to cost \$425 million. Frontage road extensions are currently under construction and the project will be shovel ready by FY2018. Unpredictability in travel through this section not only impacts Waco, but how people get to the Dallas-Fort Worth area and areas south of Waco. The Waco Metropolitan Planning Organization estimates that \$150 million-\$180 million is all that is anticipated for the Waco region over the next ten years, including Category 2, Proposition 1, and Proposition 7. Waco is interested in opportunities to partner with other areas to support further development of IH 35 and potential new corridors. Other possible corridors to accommodate future traffic/freight demand were presented, including and extension from Chisholm Trail Parkway from Fort Worth to Houston, an extension of SH 360 from Arlington to the IH 35 split in Hillsboro, and a truck route on US 281/US 67 bypassing Waco, Temple, and Austin. Waco is also interested in potential high-speed rail options south from the Dallas-Fort Worth area. He noted that Waco is interested in future conversations with the RTC on how the regions can work together on opportunities for existing infrastructure development, new corridors, further refinement of defined corridors, and support of high speed rail. Mike Taylor discussed the proposed truck traffic bypass on US 67 and asked if the communities in the area have been consulted about the potential shifting of burdens and opportunities. Mr. Duncan noted conversations have only occurred with the Texas Department of Transportation, but that Waco is interested in additional conversations if there is an opportunity for the proposed bypass. Michael Morris noted that Chris Evilia, Director of the Waco Metropolitan Planning Organization, serves on the HB 20 Committee. The Committee will be debating the idea of urban regions flexing funding for capacity solutions and partnering with the State on connectivity. HB 20 will likely create interesting opportunities to close this gap. Jungus Jordan noted that the Regional Transportation Council would be remiss as a region not to recognize future needs and how the regions can work together to establish and mutually develop new transportation corridors.

6. **2016 FASTLANE Grant Program Project Submittal:** Christie Gotti presented project recommendations for the 2016 Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies (FASTLANE) grant program recently announced by the United States Department of Transportation (US DOT). The Fixing America's Surface Transportation (FAST) Act established funding for freight and goods movement, and the FASTLANE grant program provides a dedicated funding source for projects addressing critical freight infrastructure needs. A copy of the notice of funding opportunity was provided in Electronic Item 6.1. The focus is on interstate highways, bridges, and freight bottlenecks. Overall funding for FY2016 is \$800 million, with \$190 million earmarked for rural areas and the balance of \$610 million for urban areas. Of that funding, \$80 million is set aside for small projects in rural or urban areas. Requirements for both large and small projects were reviewed. Large projects must be \$100 million or more in cost with \$25 million or more in FASTLANE funding. Small projects are less than \$100 million in cost with \$5 million or more in FASTLANE funding. Project costs for both size projects can be up to 60 percent FASTLANE funding, and other federal funds can be for a total federal share of 80 percent. Only three applications can be submitted per sponsor. All project phases are eligible, but projects closer to implementation are more competitive. Construction must begin within 18 months from the obligation of funds and must begin on or before September 30, 2019. Projects can be submitted by metropolitan planning organizations, states, local governments, etc., and for this program other public authorities such as ports can also submit. Eligible projects include highway freight projects on the National Highway Freight Network, highway or bridge projects on the National Highway System, grade crossing or grade separation projects that increase freight movement, or other freight projects that are intermodal/rail freight projects, or projects within public or private freight rail, maritime, or intermodal facilities. US DOT selection criteria were highlighted and listed in more detail in Reference Item 6.2. Ms. Gotti reviewed criteria used by staff to identify projects of interest to the region, including focus on freight-related projects, projects on the Interstate Highway System and/or North American Free Trade Agreement corridors, corridors with significant truck traffic, and projects with connections to intermodal facilities. In addition, projects must be ready for implementation in the required timeframe. The first proposed project for submittal is IH 35E Phase 2 (IH 35E/IH 35W merge interchange) in Denton. A large share of the project is unfunded. The total project cost is \$210 million, including a request for \$126 million in FASTLANE funding, a State match of \$84 million, and the balance paid with Regional Transportation Council (RTC) funds (also matched by the State) if selected. The second project is the DFW Connector North Airport Connection (part of Configuration 3) that is unfunded. This project includes ramps on IH 635, SH 121, and SH 114. The specific configuration totals approximately \$107 million, including a request for \$64 million in FASTLANE funding, a State match of \$43 million, and the balance paid with future RTC funds (also matched by the State) if selected. The timeline for the grant program was highlighted, and it was noted that the Surface Transportation Technical Committee approved the proposed projects at its March 25, 2016, meeting. Staff will continue coordination with the Texas Department of Transportation (TxDOT) regarding the environmental clearance of the proposed projects, the assessment of project readiness, and the preparation of applications. Since this is an annual program through the FAST Act, staff will coordinate with TxDOT on developing projects for future funding years. In addition, staff will provide an update on the identification of specific funding sources for future RTC funds associated with any selected projects. Bernice J. Washington asked the estimated maximum RTC investment if the funding levels discussed were awarded. Ms. Gotti noted that estimated commitment may be approximately \$25 million for the DFW Connector and \$50 million for IH 35E. A motion was made to approve the projects proposed for submittal for the FASTLANE grant program in Reference Item 6.2 and to direct staff to administratively

amend the Transportation Improvement Program/Statewide Transportation Improvement Program and other planning documents if projects are selected. If selected, RTC funding sources will be solidified by future RTC action. Andy Eads (M); Bernice J. Washington (S). The motion passed unanimously.

7. **2016 Transportation Investment Generating Economic Recovery VIII Project**

**Submittal:** Christie Gotti presented the proposed list of projects to be submitted for the 2016 Transportation Investment Generating Economic Recovery (TIGER) VIII discretionary grant program recently announced by the United States Department of Transportation (US DOT). Details of the funding opportunity were provided in Electronic Item 7.1. A total of \$500 million is available, with \$100 million available for rural areas and only \$100 million available to any given state. Of that amount, up to \$100 million is available for Transportation Infrastructure Finance and Innovation Act (TIFIA) loans. There is a \$5 million minimum and \$100 million maximum per request in urban/metro areas. Funds are limited to capital projects and a 20 percent match is required. However, projects with higher matching percentages are considered more competitive. All funds must be obligated before September 30, 2019, and fully expended by September 30, 2024. No waivers will be possible for these deadlines. Projects submitted for previous TIGER programs were provided in Electronic Item 5.2. Specifically, Ms. Gotti reviewed projects submitted for the TIGER 2015 program. Three projects were proposed for submittal. Two of the projects, the Regional Connections through Technology and System Integration and the Park Lane/Vickery Meadow Complete Streets projects are proposed for submittal in the TIGER VIII call. These projects were not funded previously, but staff received positive feedback on the projects from US DOT staff. Proposed projects for resubmittal include the Regional Connections Through Technology and System Integration project for \$10 million with \$2.5 million State match and additional Regional Transportation Council (RTC) funds, and the Park Lane/Vickery Meadow Complete Street project for \$10-13 million with \$5-9 million City of Dallas/Dallas County/Dallas Area Rapid Transit match and future RTC funds. The final project is a new project, E. Lancaster/SH 180 from approximately US 287 to IH 820. Staff is proposing to submit the first half of the project for \$25 million with a \$10 million local match from the City of Fort Worth and RTC funds. If TIGER funds are awarded, staff proposes to request RTC and Texas Department of Transportation interest in committing Proposition 1 or Proposition 7 funds for the remainder of the project. Proposed projects were approved by the Surface Transportation Technical Committee at its March 25 meeting, and if approved, applications are due to the US DOT by April 29. A motion was made to approve the projects for submittal for TIGER funding in Reference Item 7.2 and to direct staff to administratively amend the Transportation Improvement Program/Statewide Transportation Improvement Program and other planning documents if the projects are awarded funding. Jungus Jordan (M); Mike Cantrell (S). The motion passed unanimously.

8. **Environmental Stewardship Program and Appreciation to the North Texas Tollway**

**Authority:** Michael Morris discussed the proposed Environmental Stewardship Program. Several years ago, the North Texas Tollway Authority (NTTA) paid the region \$3.2 billion in regional toll road funds for the implementation of non-tolled projects as a result of the award by the Regional Transportation Council (RTC) for NTTA to build the SH 121 toll road. This initiative will create a \$3.2 million Environmental Stewardship Program in appreciation to NTTA and in remembrance of Chris Anderson, a former North Central Texas Council of Governments (NCTCOG) employee who spent much of his career promoting environmental stewardship. Mr. Morris recognized Edith Marvin, Director of the NCTCOG Environment and Development Department, for efforts to assist staff with this initiative. The program is an NTTA/Texas Department of Transportation (TxDOT)/RTC partnership that would support

50 percent of the program and challenge residents and businesses to pay another 50 percent. Of the \$1.6 million request, \$200,000 has already been approved by the RTC. An additional \$1.4 million in Regional Toll Revenue funds is requested to create a bank of environmental stewardship efforts to help mitigate upcoming transportation projects as a result of Proposition 1 and Proposition 7 funds. If approved, this initiative will then be presented to the nonprofit portion of the Executive Board for approval to receive potential funds from the private sector. Electronic Item 8 lists the initial set of projects. Eastern projects proposed for approval include: Southwest Water Gardens for \$350,000 in engineering and the Neighbor Woods program for \$300,000 in trees. Western projects proposed include \$200,000 in trees on Lancaster and Hemphill-Lamar in Fort Worth and a Lake Worth mitigation project for \$200,000 in engineering related to sediment. Regional proposed projects include \$100,000 for an education campaign for a private sector stewardship program and \$100,000 for the creation of GIS-based tree inventory software to encourage the planting of trees. NCTCOG staff will work with the private sector to potentially use or develop property as mitigation banks. RTC Secretary Rob Franke discussed how entities tend to look at environmental programs as a cost and the importance of also measuring the return on investment. Returns such as aesthetics, additional water resources, and green spaces are hard to measure and difficult to define, and he suggested that this seemed like a natural opportunity to begin working on ways to measure and define the return on investment. Mr. Morris suggested that the task be added as a part of the Unified Planning Work Program to quantify the benefits of these efforts. A motion was made to approve the list of initial projects contained in Electronic Item 8 to create an environmental stewardship program in celebration of NTTA's commitment to the region and in the name of Chris Anderson. Staff will also request Executive Board Foundation Board approval to potentially receive another 50 percent in funds through private-sector donations to bank credits needed in the region for the implementation of future transportation projects. Rob Franke (M); Sheri Capehart (S). The motion passed unanimously.

9. **High-Speed Rail Update/Federal Notice of Funding Availability:** Kevin Feldt provided an update of recent progress regarding high-speed rail initiatives for the Dallas-Fort Worth region. The high-speed rail map approved in Mobility 2040 was highlighted. In the region, there are three ongoing projects: the Texas-Oklahoma Passenger Rail Study (TOPRS) being led by the Texas Department of Transportation (TxDOT), the Dallas-Houston Corridor with Texas Central Partners, and the DFW Core Express Service also being led by TxDOT. Updates since the last presentation were highlighted. Related to TOPRS, the draft environmental impact statement (EIS) is anticipated to be submitted in early summer 2016. A public hearing will be held at NCTCOG on June 30, and a record of decision is expected in late 2016. For the Houston to Dallas corridor, the draft EIS submittal is expected in late summer or early fall 2016, and the record of decision is expected in mid-2017. Two options remain for the Dallas Station and several alignment options remain for the alignment in Ellis County. Related to the DFW Core Express Service, two alignments remain: the Trinity Railway Express (TRE) alignment from downtown Fort Worth to downtown Dallas and the hybrid alignment which is generally the IH 30 corridor from Fort Worth to SH 360 extending north to the TRE corridor into downtown Dallas. TxDOT staff and its consultants are currently revising an alternative analysis report that is expected to be submitted in June 2016. Ridership and cost estimates are being developed. A public hearing is anticipated in late fall 2016, the draft EIS with the preferred alternative in late 2016, and the record of decision in late 2017. The Fixing America's Surface Transportation Act was enacted in December 2015, and in March 2016 the United States Department of Transportation issued a request for proposals in the Federal Register for implementing high-speed rail in the country. The request is viewed as the first phase of a qualification process. In the Federal

Register, the "South Central Corridor" was identified, and includes three branches centered from the DFW area: San Antonio and Austin, Oklahoma City and Tulsa, and Texarkana and Little Rock. Staff believes this also will include the Fort Worth to Dallas DFW Core Express service. Eligible proposals are any entity that can demonstrate ability to assemble a multidisciplinary team that can plan, organize, finance, design, and construct a high-speed rail system. In addition, an eligible entity must be able to gain support of key public and private stakeholders, as well as successfully operate and maintain a high-speed rail system long term. The review process was highlighted, noting proposals are due August 31 to the Secretary of Transportation. To date, no funding has been identified for the effort. NCTCOG would like to invite prospective proposers from across the world to an industry forum in June to provide information and encourage private sector participation. This will also help ensure proposers are consistent with the region's policies such as a one-seat ride and Mobility 2040 alignments. Michael Morris discussed previous conversations with the Secretary of Transportation regarding private-sector interest in the Dallas to Houston corridor and the possibility of interest in others areas of the country. Staff is encouraged the Federal Register is seeking private-sector interest. Dallas-Fort Worth could be a key location since much of the spade work has been completed to date. Staff is suggesting to bring the industry leaders from around the world to the region to see if there is interest in submitting the Fort Worth-Arlington-Dallas corridor as part of their submittal. There may also be interest in submitting the Fort Worth to Austin/San Antonio route. Bernice Washington asked what the region has done differently for staff to feel it is a front runner in this national call. Mr. Morris noted TxDOT has worked to develop an integrated system, versus previous efforts that included many routes. The integrated system is centered around Dallas and Fort Worth, and there is also a successful private-sector venture interested in high-speed rail between Dallas and Houston. Gary Fickes asked why the original map from 2000 did not have Houston connecting to Dallas. Mr. Morris noted early work and ongoing conversations about whether Houston should go through San Antonio/Austin. In this case, the private sector has decided the Houston to Dallas connection is the best for its business model. NCTCOG is taking advantage of the federal notice to market the other two corridors: Fort Worth-Arlington-Dallas and San Antonio south. Carter Burdette asked if a date has been set for the June forum and noted that the Fort Worth Transportation Authority would like to receive notification. Mr. Morris noted that a date has not been set. Sheri Capehart asked how and when the decision would be made about the alignment of the east/west route. Mr. Morris noted that the State is reviewing the two alignments, as well as options that were previously eliminated including IH 30 between Dallas and Fort Worth. Staff will present the RTC's position which is Fort Worth-Arlington-Dallas. Oscar Ward discussed the Fort Worth-Arlington-Dallas alignment versus the TRE alignment. Mr. Morris noted all routes being considered by the State are shown for transparency. However, the current RTC position is the three-station concept of Dallas-Arlington-Fort Worth, with Arlington developing a north/south link to other areas. The State is conducting the environmental document and will determine the most cost-effective solution. Mr. Ward noted the TRE alignment with a stop at the Dallas/Fort Worth International Airport is Irving's preferred route because the airport is Irving's economic development area. Mr. Morris noted that RTC's position has never included a stop at the Centerport station in order to be fair to all airline carriers. There would be an equity issue if Southwest Airlines were treated unfairly compared to the airlines at the Dallas/Fort Worth International Airport due to the proximity of a high-speed rail station.

10. **Start of Ozone Season/Air Quality Update:** Chris Klaus discussed the start of ozone season and also provided an air quality update. The 2016 ozone season began March 1, 2016. Members are provided updates monthly, and to date the region has not experienced any exceedances. Ozone exceedances are generally limited to one or two monitors out of

the 20 monitors located in the region. This is often dictated by wind direction that blows pollutants from outside the region, as well as pollutants from in the region. Winds typically blow out of the southeast causing higher ozone readings in the northwestern portion of the region. The Environmental Protection Agency (EPA) dictates that the region's design value (4<sup>th</sup> highest 8-hour average over a three-year period) cannot be greater than 75 parts per billion (ppb). Currently, the region's design value is 73 ppb, but this number does not reflect data from the 2016 ozone season so the region's design value will likely increase. The region has until 2018 to meet the 2008 8-hour ozone standard of 75 ppb and the Texas Commission on Environmental Quality (TCEQ) has proposed the State Implementation Plan (SIP), with intent to submit to EPA in June 2016, on how the region will meet this standard. The EPA commented to TCEQ in January regarding the SIP. Related to the region, it expressed appreciation for the number and variety of projects coordinated through the Dallas-Fort Worth area governments and the North Central Texas Council of Governments (NCTCOG) that will reduce emissions from mobile sources. Details were provided in Electronic Item 10.1. Mr. Klaus noted how efforts of local governments and the Regional Transportation Council (RTC) are contributing to the reduction of on-road mobile emissions. Graphics of many of the initiatives and strategies implemented within the region that directly impact air quality reductions was highlighted, as well as upcoming outreach events. Regarding the new 2015 8-hour ozone standard of 70 ppb, it was noted that the standard was final in October 2015. TCEQ public comments for the area designations close on April 15, 2016. Electronic Item 10.2 includes correspondence to counties offering assistance for comments to TCEQ. State nonattainment designation recommendations are due to the EPA in October 2016. The EPA has one year to review data and is expected to make county attainment designations in October 2017 for the new 70 ppb standard. Historically, the region has been designated moderate nonattainment which could give the region an attainment date of December 2023. Although there is a new standard, staff is focusing on the 75 ppb standard at hand, while transitioning to the 70 ppb standard. TCEQ's current recommendation is that the 10-county nonattainment area and Hood County be proposed in nonattainment for the 70 ppb standard. Hood County is proposed primarily due to monitor readings in the county that exceed the standard. EPA does have an additional year to consider data, so if the design value drops below 70 ppb in Hood County it could be considered in attainment. Mr. Klaus noted that when calculating data from the last three full ozone seasons, the regions design value is actually 83 ppb. Sandy Greyson thanked staff for the explanation of the 73 ppb versus the 83 ppb, with the 2016 data yet to be included. She noted that although the EPA letter points out how the region is doing a good job, the letter is generally negative about TCEQ's SIP and that it does not believe the plan will meet attainment. She asked if RTC ever comments to TCEQ that the SIP is inadequate. Mr. Klaus discussed various informal communications. Michael Morris noted that the RTC has the responsibility of mobile sources in the SIP, and that non-transportation issues are the jurisdiction of the NCTCOG Executive Board. Mike Eastland, NCTCOG Executive Director, is preparing a presentation to the Executive Board on this topic for the April 28, 2016, meeting. Ms. Greyson asked if staff believes that the Executive Board will make any comments regarding the inadequacy of the SIP. Mr. Morris noted that he could not speak to the action of the Executive Board.

11. **Bicycle and Pedestrian User Counts:** Karla Weaver presented information from the regional bicycle and pedestrian data count program. In 2014, the North Central Texas Council of Governments purchased bicycle and pedestrian count, data-collection equipment, and in partnership with several local agencies began installing the equipment throughout the region in order to count bicyclist and pedestrian volumes. The effort provides data about actual non-motorized travel volumes and patterns in order to analyze trends and evaluate

the impacts of specific projects. Count equipment is used on both trails and on-street bikeways with data available 24 hours per day in 15 minute increments. Locations are on regionally significant corridors near large employers, transit, schools, and major destinations in both urban and suburban areas. A map of count locations was highlighted. In 2015, over 4.2 million bicyclists and pedestrians were counted at the 26 counter locations. Several counters only had about four months of data. Ms. Weaver highlighted variations for bicycle and pedestrian volumes by mode, location, and time of year/day. She noted that many variations are directly related to the land use surrounding the facilities. Specifically, food-related locations have some of the highest counts. In addition, pedestrian activity tends to be steady year round, while bicyclist usage increases in the summer months. Weather was not a large deterrent to activity as many people have stated over the years. Staff will be working to include the bicycle/pedestrian counts as part of the historical motorized vehicle count web page, as well as analyze the relationship of surrounding land use and actual bicycle/pedestrian traffic volumes. She also noted that mobile counter equipment is available for loan to interested entities. She also highlighted a Texas Department of Transportation procurement for a statewide count program. Additional information will be provided to members in the coming months. In addition, Ms. Weaver noted that Electronic Item 11 contained a Fact Sheet with an overview of the regional bicycle and pedestrian count program.

12. **Progress Reports:** Regional Transportation Council attendance was provided in Reference Item 12.1, Surface Transportation Technical Committee meeting minutes and attendance was provided in Electronic Item 12.2., and the current Local Motion was provided 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 Thursday, May 12, 2016, 1:00 pm, at the North Central Texas Council of Governments.

The meeting adjourned at 2:39 pm.