

MINUTES

REGIONAL TRANSPORTATION COUNCIL

May 10, 2018

The Regional Transportation Council (RTC) met on Thursday, May 10, 2018, at 1:00 pm in the Transportation Council Room of the North Central Texas Council of Governments (NCTCOG). The following members or representatives were present: Douglas Athas, Tennell Atkins, Paul N. Wageman (representing Sue S. Bauman), Carol Bush, Loyl C. Bussell, Rickey D. Callahan, Mike Cantrell, David L. Cook, Rudy Durham, Charles Emery, Kevin Falconer, Gary Fickes, Robert Franke, Nate Pike (representing George Fuller), Sandy Greyson, Roger Harmon, Clay Lewis Jenkins, Ron Jensen, Jungus Jordan, Lee M. Kleinman, Harry LaRosiliere, David Magness, Scott Mahaffey, William Meadows, Steve Mitchell, Brian Byrd (representing Cary Moon), Stan Pickett, Mark Riley, John Ryan, Kelly Selman, Will Sowell, Mike Taylor, Stephen Terrell, T. Oscar Trevino Jr., William Tsao, Karen Hunt (representing Oscar Ward), Duncan Webb, B. Glen Whitley, Kathryn Wilemon, W. Jeff Williams, and Ann Zadeh.

Others present at the meeting were: Devan Allen, David S. Arbuckle, Richard Aubin, John Baker, Melissa Baker, Berrien Barks, Jay Barksdale, Tara Bassler, Bryan Beck, George Behmanesh, Jonathan Blackman, Alberta Blair, David Boski, Jeremy Boswell, Charles Brewer, Tanya Brooks, Bob Brown, Ron Brown, John Brunk, Mo Bur, Pamela Burns, David Cain, Marrk Callier, Angie Carson, Dave Clarke, Ceason Clemens, Michael Copeland, Michael Coyle, Matthew Craig, Hal Cranor, Brian Crooks, Mike Curtis, Tammy Dana-Bashian, Bryan Danielsen, Shelley Davis, Ben Dees, Kim Diederich, Jory Dille, Chad Edwards, Brian Flood, Ann Foss, Rhiannon Friedman, Mike Galizio, Matt Gauntt, Jena Hanson, Tony Hartzel, Victor Henderson, Rebekah Hernandez, Philip Hiatt Haigh, Robert Hinkle, Jodi Hodges, Matthew Holzapel, Ivan Hughes, Terry Hughes, Greg James, Tim James, Tom Johnson, Dan Kessler, Ken Kirkpatrick, Mert Kurtulus, Dan Lamers, April Leger, Ray Leszcynski, Erin Linn, Ramiro Lopez, Paul Luedtke, Stanford Lynch, Mickey Marlow, Kate Marshall, Allysha Mason, Curtistene McCowan, Keith Melton, Joel Michael, Michael Miles, Craig Miser, Mindy Mize, Jim Moffitt, Cesar Molina, Rebecca Montgomery, Erin Moore, Michael Morris, Jeff Neal, Markus Neubauer, Evan Newton, John Nguyen, Mickey D. Nowell, Greg Peters, Johan Petterson, Shawn Poe, Greg Porter, James Powell, Vercie Pruitt-Jenkins, Chris Reed, Molly Rendon, Mike Rogers, Greg Royster, Lisa Sack, Jodi Saegesser, Moosa Saghian, Steve Salin, Devin Sanders, Nick Sanders, Russell Schaffner, Lori Shelton, Jody Short, Walter Shumac, Randy Skinner, Rona Stringfellow, Vic Suhm, Steve Templer, Gary Thomas, Jonathan Toffer, Christopher T. Tolar, Donald Tounget, Phil Ullman, Frank Uyuhn, Whitney Vandiver, Dan Vedral, Dennis Webb, Cheryl Williams, Brian Wilson, Miles Wilson, Justin Winn, and Ed Wueste.

1. **Approval of April 12, 2018, Minutes:** The minutes of the April 12, 2018, meeting were approved as submitted in Reference Item 1.1.

Approval of April 19, 2018, Minutes: The minutes of the April 19, 2018, meeting were approved as submitted in Reference Item 1.2.

Jungus Jordan (M); Charles Emery (S). The motion passed unanimously.

2. **Consent Agenda:** The following item was included on the Consent Agenda.
 - 2.1. **Metropolitan Planning Organization Planning Memorandum of Understanding:** A motion was made to approve the proposed Metropolitan Planning Organization Planning Memorandum of Understanding that outlines public-sector responsibilities

in carrying out the metropolitan transportation planning process and associated performance measures in substantial form, provided in Electronic Item 2.1.2. The previous planning MOU was provided in Electronic Item 2.1.1.

A motion was made to approve the item on the Consent Agenda. Steve Mitchell (M); Kathryn Wilemon (S). The motion passed unanimously.

3. **Orientation to Agenda/Director of Transportation Report:** Regional Transportation Council (RTC) Chair Rob Franke announced the members of the RTC Nominating Subcommittee: Chair Kathryn Wilemon, Vice Chair Charles Emery, Roger Harmon, Clay Lewis Jenkins, Ron Jensen, Adam McGough, and Steven Terrell. Michael Morris thanked Adam McGough and Lee M. Kleinman for their recent testimony at the House Transportation Committee. In addition, he thanked Mr. McGough for his attendance at the Texas Transportation Commission (TTC) meetings the last several months. He also thanked RTC Chair Rob Franke, RTC Secretary Andy Eads, and Mr. Kleinman for their recent efforts with TTC Chairman J. Bruce Bugg Jr. on IH 635 East. Mr. Morris also announced that Loyl Bussell was recently named as the Texas Department of Transportation (TxDOT) Fort Worth District Engineer. In addition, he congratulated Kelly Selman, TxDOT Dallas District Engineer, on his upcoming retirement. He discussed an innovative program being developed between Texas Central Partners and Amtrak regarding high-speed rail. He also noted the IH 35W 3C and the DFW Connector projects were moving forward, and highlighted the SH 360 opening event on May 11, 2018. An invitation for the SH 360 opening event was provided to members in Electronic Item 3.1. Air quality funding opportunities for vehicles were provided in Electronic Item 3.2, and current Dallas-Fort Worth Clean Cities events were provided in Electronic Item 3.3. A Volkswagen Settlement updated was provided in Electronic Item 3.4.1, and Electrify America comments were provided in Electronic Item 3.4.2. Clean Air Action Day information was provided in Electronic Item 3.5. East/west equity information was provided in Electronic Item 3.6. Details on the Better Utilizing Investments to Leverage Development (BUILD) discretionary grant program were provided in Electronic Item 3.7. April public meeting minutes were provided in Electronic Item 3.8, the May public meeting notice in Electronic Item 3.9, and high-occupancy vehicle subsidy information in Electronic Item 3.10. Information on the second round of the 2017-2018 Congestion Mitigation and Air Quality Improvement Program/Surface Transportation Block Grant Funding Program: Strategic Partnerships Program was provided in Electronic Item 3.11. It was noted that action would be requested on this item at the June 14 RTC meeting. The Public Comments Report was provided in Electronic Item 3.12, recent correspondence was provided in Electronic Item 3.13, recent news articles in Electronic Item 3.14, and recent press releases in Electronic Item 3.15. Transportation partner progress reports were distributed at the meeting. Mr. Morris added that the Texas Attorney General Opinion requested by Texas House Representative Joseph Pickett was distributed to members in Reference Item 8 as part of the legislative update. Staff will bring back policy implications to the RTC in a future item.
4. **SH 183 Scope in Irving (10-Year Plan):** Michael Morris presented staff recommendations to reprioritize funding for SH 183 in Irving. The Regional Transportation Council previously committed funding for managed lanes on the next phase of the SH 183 project that would have provided lane balance with the Trinity Parkway. Since the Trinity Parkway project is no longer proceeding, the proposed managed lanes cannot proceed. As efforts continue to determine what the appropriate Trinity Parkway project replacement would be, the Texas Department of Transportation (TxDOT) Dallas District, City of Irving, and North Central Texas Council of Governments staffs have been working on a solution. Staff proposed to reprogram the \$420 million previously approved for the managed lanes on SH 183 for the

construction of interchanges near the previous Texas Stadium site that include SH 183 at Loop 12, SH 114 at Loop 12, and SH 114 at SH 183. The interchanges are anticipated to cost slightly less, but the proposal is to move the full \$420 million for simplicity. In addition, Mr. Morris noted that if IH 635 East is approved, there may be interest in trading Category 4 funds currently approved for IH 635 East with the Category 2 funds on SH 183, which would provide flexibility for funding IH 635 East if needed. In addition, the Texas Transportation Commission may be interested in placing its Category 12 funds on the interchanges in exchange for the Category 2 funds to also allow flexibility on IH 635 East. A motion was made to approve the reallocation of the \$420 million previously approved for SH 183 managed lanes to interchanges to be constructed at Loop 12 and SH 183, Loop 12 and SH 114, and SH 183 and SH 114. Mike Cantrell (M); Tennell Atkins (S). The motion passed unanimously.

5. **IH 635 East Phase 3: Partnership with the Texas Transportation Commission:**

Regional Transportation Council (RTC) Chair Rob Franke discussed recent efforts on IH 635 East. He thanked RTC members for their commitment to the project, as well as the Governor's Office and Texas Transportation Commission (TTC) Chairman J. Bruce Bugg Jr. He also thanked Texas Department of Transportation (TxDOT) and North Central Texas Council of Governments (NCTCOG) staffs for their efforts.

Michael Morris thanked the RTC Chair and members, the Governor's Office, TxDOT Austin, TxDOT Dallas, and others for their continued partnership on IH 635 East. He highlighted the action proposed for the IH 635 East project. A copy of correspondence from Chairman Bugg was distributed at the meeting in Electronic Item 5.1 (originally provided to RTC members in the meeting mail out material). Electronic Item 5.2 contained a copy of the proposed cover letter from RTC Chair Rob Franke. Electronic Item 5.3 contained the proposed draft RTC resolution, R18-01, and Electronic Item 5.4 contained the proposed draft funding table. In addition, a letter of support for IH 635 East from the Dallas Regional Mobility Coalition was distributed to members in Reference Item 5.5. The proposed action minimizes the areas of risk that NCTCOG staff have flagged in previous meetings and advances what is referred to as Family 6. He added that staff has been notified that action will not change the confirmation of the soft match of Category 12 funds to the region. The TTC will not add anymore Category 12 funds to the project, but Category 12 funds will eventually be selected by the TTC on other projects within the region. In addition, he noted that the proposed item does not have financial implications to other projects in the region and closes the funding gap. The proposal is also consistent with RTC policy P17-01 to advance tolled managed lanes for trip reliability. Proposed action is also consistent with the draft Mobility 2045 Plan. The project includes the Skillman/Audelia Interchange, already approved by the TTC in December 2017, and supports the project moving forward as one large system of improvements. Mr. Morris discussed the funding allocation detailed in Electronic Item 5.4, also printed for members and distributed at the meeting. After anticipated cost savings, the project is estimated at \$1.6 billion. The TTC has already approved \$717 million that includes \$442 million under its discretion in Category 12, \$175 million in TxDOT District Category 4 funding, and \$100 million previously approved by the RTC. In addition, \$115 million is available from the original RTC allocation of Category 2 funds by the RTC that was not approved initially by the TTC. New funding approvals include \$268 million in Category 2 funds and \$200 million in engineering and right-of-way from TxDOT. Approximately \$100 million is available in Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds (Category 5) and \$50 million in Surface Transportation Block Grant Program (STBG) funds from the Trinity Parkway project. TxDOT has offered that \$150 million could be estimated as a conservative revenue estimate from the tolled managed lanes. The

approval of \$768 million in new revenue, in addition to the previous revenues closes the funding gap. The percentages of funding were highlighted, with the TTC and RTC percentages being near 50 percent each.

Clay Lewis Jenkins asked staff to go through the new approval funding and indicate where the money was slated and if any project would be delayed as a result of using the funding for IH 635 East. Mr. Morris noted that the \$268 million in Category 2 funds would either come from an out-year allocation of Unified Transportation Program funds or from the approximately \$1 billion in Category 12 funds that the Texas Transportation Commission would like to select in the State. TxDOT engineering and right-of-way funds includes \$200 million which will not impact any projects. Staff previously slated \$100 million in CMAQ funds to leverage an Infrastructure for Rebuilding America (INFRA) grant application to the federal government, so the RTC already approved that funding for this location. If the INFRA grant is not awarded, staff will still put the CMAQ funds on the project. STBG funds in the amount of \$50 million is from the Trinity Parkway project that is no longer proceeding, and approximately \$150 million will be available from toll revenue from the project. He noted that he was unaware of any project in the Dallas-Fort Worth region that would be impacted by the funding proposed in Electronic Item 5.4. A motion was made to approve the cover letter from the Regional Transportation Council Chair provided in Electronic Item 5.2, Regional Transportation Council Resolution R18-01 in Electronic Item 5.3, and the funding table in Electronic Item 5.4. Action also included approval that the Regional Transportation Council no longer pursue the project with the North Texas Tollway Authority and for staff to add the details of the project funding to the Transportation Improvement Program and Unified Transportation Program documents. Douglas Athas (M). Lee M. Kleinman (S). Discussion continued.

Several members expressed appreciation to Chairman Bugg and the Governor's Office for their partnership on the IH 635 East project, as well as members of the RTC for their continued support. Adam McGough also expressed appreciation to the citizens in the region for their level of advocacy in support of the IH 635 East project. Rickey D. Callahan expressed his appreciation for member efforts and noted that he is hopeful the RTC will have the same kind of commitment for the east side of IH 635 where it is imperative that a solution is found to relieve difficulties in citizens traveling to places of employment. The motion passed unanimously.

6. **2019-2022 Transportation Improvement Program Final Listings:** Christie Gotti presented the draft 2019-2022 Transportation Improvement Program (TIP) project listings recommended for approval. Development of a new TIP is a cooperative effort among the North Central Texas Council of Governments, the Texas Department of Transportation (TxDOT), local governments, and transportation authorities. Last year, staff began reviewing existing projects and gathering information on additional locally funded projects. Staff then made needed adjustments to the project listings, including project funding, schedule, and/or scope. The proposed 2019-2022 TIP includes approximately \$6.2 billion in projects. This includes over 1,100 active and new projects from 76 implementing agencies. An overview of the TIP development process was provided in Electronic Item 6.1. Ms. Gotti noted that staff proposed that the Regional Transportation Council (RTC) approve the projects and project changes shown in the double-entry report available in Electronic Item 6.2. A resolution formalizing the approval was provided in Electronic Item 6.3. Staff will ensure that any changes that are necessary are amended in the Unified Planning Work Program and any other planning/administrative documents as necessary. Ms. Gotti noted that as comments are received for Mobility 2045, staff will also ensure that the TIP project listings match the new Mobility 2045 recommendations. In addition, staff will ensure listings for the IH 635 East

and SH 183 projects are consistent in the final 2019-2022 TIP listings once the Texas Transportation Commission (TTC) takes action on the projects. She added that only projects in fiscal years 2019-2022 will be included in the new TIP. Projects in fiscal year 2023 and later will be included in an appendix to allow project development activities to continue. The timeline for this effort was reviewed. Transmittal of the final document is due to TxDOT by June 18, 2018, and TTC action is anticipated on the Statewide TIP (STIP) in August 2018, with federal approval of the STIP expected in the October/November 2018 timeframe. A motion was made to approve the project and project changes shown in the 2019-2022 Transportation Improvement Program roadway double entry report and transit listings provided in Electronic Item 6.2. Action also included approval to permit staff to amend the Unified Planning Work Program and other planning/administrative documents to incorporate the TIP-related changes, submittal of the final 2019-2022 Transportation Improvement Program document to the Texas Department of Transportation for inclusion in the Statewide Transportation Improvement Program, and the ability to administratively amend individual TIP projects to match the new Mobility 2045 recommendations (including IH 635 East and SH 183), as needed. In addition, action included approval of Regional Transportation Council resolution R18-02 adopting the 2019-2022 Transportation Improvement Program, provided in Electronic Item 6.3. Mike Taylor (M); Mike Cantrell (S). The motion passed unanimously.

7. **Tire Recycling Program:** Jenny Narvaez presented a recommendation to help implement incorporation of recycled tires into new products within the region. In March 2018, members were provided with information regarding efforts to integrate tire recycling within the region. The Dallas-Fort Worth region produces approximately 5 million worn out tires on the roadway system annually. Used tires lead to a number of problems in the region such as overcrowded landfills, release of toxins into streams, fire risks, and collected water becoming a breeding ground for mosquitos. The goal of a tire recycling program is to remove the used tires out of the current waste stream for recycling into usable products. Ms. Narvaez discussed details of a visit to a facility that utilizes recycled tires and plastics for the production of railroad ties. The railroad ties absorb vibration, prevent leaching, can withstand any temperature, and have up to a 50-year lifecycle. Recycled tires can also be used to produce garden/playground mulch, highways, various types of tracks, as well as other products. The City of Dallas has expressed interest in the development of a regional tire recycling facility. This would help minimize the over-accumulation of tires in the region, improve the environment, improve health and safety resulting from improperly disposed of tires, and create jobs. Staff proposed that the Tire Recycling Program be added to Mobility 2045 under the Environmental Considerations chapter. Draft language for inclusion was detailed in Electronic Item 7. Staff also proposed that this program also be included in the Metropolitan Transportation Plan Policy Bundle. Staff will also continue discussions with local governments and the Regional Transportation Council to implement this effort. An overview of the program was provided in Electronic Item 7. Lee M. Kleinman noted that this effort stems from the City of Dallas' frustration of tires being dumped into the Trinity River floodway and the realization that this issue is not unique to Dallas but is a regional problem. The City of Dallas is interested in a creative solution, as well as looking for incentives for proper disposal and clean up. A motion was made to approve the addition of Tire Recycling Program language to Mobility 2045 and the incorporation of the program into the Metropolitan Transportation Plan Policy Bundle. Action also included approval to continue discussions with the Regional Transportation Council and local governments to advance conversations for policy implementation. Lee M. Kleinman (M); Ann Zadeh (S). The motion passed unanimously.

8. **Regional Transportation Council Legislation and Finance Partnership – Committee of the Whole Meeting Follow-up and Legislation Update:** Jungus Jordan highlighted the items discussed at the Regional Transportation Council (RTC) Legislation and Finance Partnership – Committee of the Whole, noting that this was an outline of topics for discussion regarding the upcoming State legislative session as well as federal legislative items. He asked that RTC members support the RTC Legislative Program recommended by the Committee and to be presented by staff.

Amanda Wilson highlighted potential items for the upcoming 2019 RTC State Legislative Program. She noted that this was an early discussion of topics to determine what items were important to local partners. As a reminder, the previous RTC Legislative Program was a three-tiered program to protect the flexibility at the time, add additional flexibility, and broad topics of support. For this next legislative session, staff would like to streamline the program with focus on topic areas. Potential topics may include revenue collection based on vehicle miles traveled (VMT), electric vehicles, use of Comptroller revenues as an infrastructure bank, and emerging trends such as transit, high-speed rail, and other new technologies. In addition, the 2019 legislative session may also be the time to discuss local option. When last addressed in 2009, a menu approach was used in which local governments were authorized to seek additional revenues from their voters for transportation projects. Regarding the RTC Federal Legislative Program, the current Fixing America's Surface Transportation (FAST) Act will expire in 2020. In the interim, or perhaps combined with a reauthorization bill, an infrastructure bill is expected to be released. Potential topics may include VMT-based revenue collection, the implications to Texas as a remaining donor state, the use of the latest census for funding formulas, electric vehicles, and an infrastructure bank pilot test. Ms. Wilson also provided an update on federal legislative items. Since the last update, the Fiscal Year (FY) 2018 Appropriations bill was approved and included an increase in transportation revenues. This includes \$47.5 billion through 2018 for Federal Highway Administration programs, \$10.5 billion for transit, and \$1.5 billion for the replacement to the Transportation Investment Generating Economic Recovery (TIGER) program now called the Better Utilizing Investments to Leverage Developments (BUILD) Discretionary Grant Program. In February 2018, the Trump Administration released a more detailed infrastructure plan with principles to stimulate growth and the economy, and reduce barriers. This may be one bill in the future, or portions of the plan may be released such as the "One Agency, One Decision" permitting framework that came out in April that establishes a more cooperative process between federal agencies who are reviewing environmental documents. Ms. Wilson also discussed the upcoming FY2019 appropriations. Subcommittees have discussed proposed budgets. One topic, not specifically transportation, is FY2019 National Defense Authorization. This authorization funds the Office of Economic Adjustment. The North Central Texas Council of Governments (NCTCOG) has received grant funding through this office to carry out joint land use study projects in the region around military installations. Congress is considering a \$15 billion rescission package that could include \$279 million of Department of Transportation funds. These would generally be from older and unspent earmarks, but staff is working to determine the potential impact to the State. NCTCOG staff is working on recommendations related to the proposed funding cuts to this office. In addition, Ms. Wilson discussed Texas legislative items. During recent interim committee hearings funding, the Texas Department of Transportation Sunset bill, and finance mechanisms were discussed. The House Appropriations committee will be discussing the Texas Emissions Reduction Plan fund balance later in May. In closing, Ms. Wilson highlighted legislative items for RTC approval. A motion was made to approve: 1) staff to send a letter to the Comptroller's Office supporting work on transportation revenue impacts associated with electric vehicle use and to support potential statutory updates; 2) support for the appropriation of the residual

balance of previously collected Low-Income Vehicle Repair, Retrofit, and Accelerated Retirement Program (LIRAP)/ Local Initiative Projects (LIP) funds in the RTC Legislative Program; 3) staff to engage State officials by hosting a lunch/workshop for legislators or their staff on transportation issues; 4) developing and sharing the RTC legislative position with local governments and other partner entities; 5) advancing communications with the Federal Railroad Administration's office and hosting a workshop to discuss federal transportation issues and project leveraging; and 6) support for the Department of Defense's Office of Economic Adjustment. Jungus Jordan (M); Lee M. Kleinman (S). The motion passed unanimously.

9. **Mobility 2045 Update and Associated Transportation Conformity Analysis:** Kevin Feldt provided an update on the development of Mobility 2045. He noted that the majority of recommendations remain unchanged. For arterial capacity recommendations, changes in the City of Rowlett/City of Sachse area have been made to two arterial capacity improvements. All project maps and tables associated with the recommendations are available for review at www.nctcog.org/mobility2045. In addition, he highlighted comments received through the public involvement process. Most recently in April, public comments included completing as soon as possible IH 635 East with tolled managed lanes, building more lanes during initial construction of a project versus adding later, and how ride sharing is accounted for in the Mobility Plan. He noted the official public comment period for Mobility 2045 ends June 7, 2018. Staff will revise recommendations based on the comments received by the deadline. Action will be requested on the final document at the May 25, 2018, Surface Transportation Technical Committee meeting and the June 14, 2018, Regional Transportation Council meeting followed by the process for the air quality conformity determination. Presentation material was provided in Electronic Item 9.

Jenny Narvaez provided the draft air quality analysis results for Mobility 2045. The analysis was conducted for the 9- and 10-county ozone nonattainment area for analysis years 2018, 2020, 2028, 2037, and 2045. Draft conformity results for nitrogen oxides and volatile organic compound emissions show the budget for each emission category falls below the 2017 Motor Vehicle Emission Budgets. These results include reductions from Regional Transportation Council initiatives to address air quality. In addition, Ms. Narvaez noted the graphics show the removal of Rockwall County under the 2015 ozone standard designations recently announced, since the county will no longer be in nonattainment.

Sandy Greyson discussed a request from several months ago that Mobility 2045 include targets for mode share. She noted the requester has been unable to locate the information in the draft Mobility 2045 material. Mr. Feldt noted mode share has been included as a policy in the Mobility Options section of Mobility 2045. Targets have not been set at this time, but the policy is included as part of the document. Ms. Greyson requested the targets be provided to her following the meeting. Mr. Feldt noted that staff has also received subsequent correspondence addressing this issue, which will also be provided to Ms. Greyson. Paul Wageman noted that Dallas Area Rapid Transit (DART) staff appreciates the collaboration with North Central Texas Council of Governments staff during the development of Mobility 2045. He added some of the members of the DART Board recently raised the question about the mode share targets in the document. He requested the information also be transmitted to DART Board members. In addition, the DART Board would like more discussion around the category of funding for transit and population project model and requested staff meet with DART staff to address the questions.

10. **Air Quality Update:** Chris Klaus provided an update on the 2018 ozone season which began on March 1, 2018. To date, the region has experienced five exceedance days and

the current design value was 73 parts per billion (ppb). At this time last year, the region's design value was 75 ppb. He highlighted the Air Quality Handbook, distributed to members at the meeting and noted that additional copies were available upon request. Mr. Klaus also highlighted the various 8-hour ozone National Ambient Air Quality Standards (NAAQS). In 2014, the Environmental Protection Agency (EPA) declared the region met the 1997 standard of 85 ppb. In March 2015, the EPA designated the DFW 10-county region as moderate nonattainment for the 2008 standard of 75 ppb. The region remains under the 2008 standard for the 10-county region, but also under the 2015 standard of 70 ppb for the recently announced 9-county region with Rockwall County removed. The classification effective date, which triggers subsequent deadlines, is expected in the near future but is anticipated to be an attainment deadline of the summer of 2021 using ozone data for 2018, 2019, and 2020. Until the implementation rule is received, the region will be governed by both the 2008 and 2015 standards. Related correspondence was provided in Electronic Item 10. In closing, Mr. Klaus discussed a recent ruling by the United States District Court of Appeals for the District of Columbia Circuit that partially vacated aspects of the EPA's 2008 Ozone Standards Implementation Rule dealing with the waiver of statutory attainment deadlines associated with the 1997 8-hour ozone NAAQS. The EPA has requested a rehearing to have the court's interpretation of anti-backsliding and transportation conformity requirements reconsidered, as well as the court's decision on vacating certain 2008 State Implementation Plan requirement provisions. Staff will monitor the request and provide updates to members as needed.

11. **Automated Vehicle Deployment in the Region:** Thomas J. Bamonte provided information on an upcoming automated vehicle deployment in the City of Frisco. The second major automated vehicle deployment in the region, by Drive.ai, is a public-private partnership among the Denton County Transportation Authority (DCTA), the City of Frisco, Frisco Station, The Star, and Hall Group. The six-month pilot program will serve up to approximately 10,000 users and will begin in July 2018. Drive.ai is unique in that it does not attempt to hide that its vehicles are automated. Signage on the sides of its vehicles communicates vehicle intentions to bystanders. Operation will be on low-speed roadways during daylight hours. The Dallas-Fort Worth region was selected by the developer after a nationwide search. The region's reputation for innovation and the State's new automated vehicle legislation were cited as key reasons for choosing the region. The City of Arlington's Milo deployment paved the way for this pilot program. Site selection criteria also included the region's innovation track record, infrastructure condition, proactive cooperation between city departments, ability to meet quick deadline requirements, and public/private partnership support. Mr. Bamonte noted that a panel discussion was scheduled for 4:30 pm that day to discuss the pilot program and that an additional opportunity for members of the Regional Transportation Council to ride in the vehicle and interact with the developer was scheduled for May 11, 2018.
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 Thursday, June 14, 2018, 1:00 pm, at the North Central Texas Council of Governments.

The meeting adjourned at 2:50 pm.