

MINUTES

REGIONAL TRANSPORTATION COUNCIL December 14, 2017

The Regional Transportation Council (RTC) met on Thursday, December 14, 2017, 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, John Ryan (representing Sara Bagheri), Sue S. Bauman, Carol Bush, Loyl C. Bussell, Rickey D. Callahan, Mike Cantrell, David L. Cook, Rudy Durham, Charles Emery, Gary Fickes, Robert Franke, Sandy Greyson, Roger Harmon, Ron Jensen, Bryan Bird (representing Jungus Jordan), Lee M. Kleinman, Harry LaRosiliere, David Magness, Jon Michael Franks (representing Scott Mahaffey), B. Adam McGough, Steve Mitchell, Cary Moon, Stan Pickett, Mark Riley, Kelly Selman, Will Sowell, Mike Taylor, Keith Stephens (representing Stephen Terrell), T. Oscar Trevino Jr., William Tsao, Oscar Ward, Duncan Webb, Kathryn Wilemon, W. Jeff Williams, and Ann Zadeh.

Others present at the meeting were: David S. Arbukle, Kate Atwood, Tom Bamonte, Berrien Barks, Jay Barksdale, Carli Baylor, Natalie Bettger, Jonathan Blackman, Alberta Blair, David Boski, Bob Brown, David Cain, Marrk Callier, Drew Campbell, Jack Carr, Angie Carson, Sarah Chadderdon, Maribel Chavez, Lori Clark, Nancy Cline, Jim Coffey, Brian Crooks, Mike Curtis, Clarence Daugherty, Shelley Davis, Inga Dedow, Brian Dell, Cody Derrick, Kim Diederich, Chris Dyser, Chad Edwards, Traci Enna, Baylea Evans, Kevin Feldt, Brian Flood, Rhiannon Friedman, Mike Galizio, Christie Gotti, Jim Griffin, Victor Henderson, Philip Hiatthaigh, Jodi Hodges, Kristina Holcomb, Mark Holliday, Ivan Hughes, Terry Hughes, Tim James, Amy Rideout Johnson, Tony Kimmey, Ken Kirkpatrick, Chris Klaus, Paul Knippel, Kevin Kroll, Sonya Landrum, April Leger, Ray Leszcynski, Eron Linn, Amanda Long-Rodriguez, Ramiro Lopez, Stanford Lynch, Kate Marshall, Axel Herrmann, Michael Miles, Cliff Miller, Amy Moore, Erin Moore, Michael Morris, Jeff Neal, Mark Nelson, Corey Nesbit, John Nguyen, Mickey D. Nowell, Donald Parker, Johan Petterson, John Polster, Greg Porter, James Powell, Vercie Pruitt-Jenkins, Michelle Raglon, Chris Reed, Bill Riley, Christina Roach, Tito Rodriguez, Greg Royster, Moosa Saghian, Steve Salin, Jessica Scott, Randy Skinner, Dean Stuller, Gerald Sturdivant, Gary Thomas, Jonathan Toffer, Lauren Trimble, Dan Vedral, Mitzi Ward, Jonathan Weist, Amanda Wilson, Brian Wilson, Alicia Winkelblech, Sarah Wraight, Ed Wueste, Jing Xu, and Kate Zielke.

1. **Approval of November 9, 2017, Minutes:** The minutes of the November 9, 2017, meeting were approved as submitted in Reference Item 1. Lee M. Kleinman (M); Charles Emery (S). The motion passed unanimously.
2. **Consent Agenda:** There were no items on the Consent Agenda.
3. **Orientation to Agenda/Director of Transportation Report:** Michael Morris reviewed items on the Director of Transportation report and provided an overview of the agenda. A holiday letter published in the *Fort Worth Star Telegram* was provided in Electronic Item 3.1. He congratulated the Texas Department of Transportation (TxDOT) Dallas District on the environmental clearance of Loop 9 from IH 35E to IH 45. In addition, he congratulated the TxDOT Fort Worth District on the opening of the SH 360 project anticipated in April 2018. The 2018 Regional Transportation Council (RTC) meeting schedule was provided in Electronic Item 3.2. Current air quality funding opportunities for vehicles were provided in Electronic Item 3.3. Information on an upcoming idle reduction webinar was provided in

Electronic Item 3.4. A Volkswagen Settlement update was provided in Electronic Item 3.5.1. The Texas Commission on Environmental Quality has been designated as the statewide lead agency for the mitigation trust. Related correspondence was provided in Electronic Item 3.5.2. November public meeting minutes were provided in Electronic Item 3.6, and the December input opportunity notice was provided in Electronic Item 3.7. A traffic count fact sheet was provided in Electronic Item 3.8. The public comments report was provided in Electronic Item 3.9, recent correspondence in Electronic Item 3.10, recent news articles in Electronic Item 3.11, and recent press releases in Electronic Item 3.12. Transportation partner progress reports were distributed at the meeting.

4. **Performance Measures: Roadway Safety and Transit Asset Management:** Natalie Bettger requested Regional Transportation Council (RTC) approval of proposed regional targets for measuring and evaluating the performance of two aspects of the transportation system: roadway safety and transit asset management. Federal legislation identifies quantitative performance measure requirements and targets that must be tracked and reported annually, two of which were presented at the meeting. Proposed targets were prepared in coordination with State and regional partners. For safety targets, the Texas Department of Transportation led the coordination effort and established a 2 percent reduction for each safety target to be achieved by 2022. North Central Texas Council of Governments (NCTCOG) targets for each safety performance measure were provided in Reference Item 4. In addition, at its November 9, 2017, RTC meeting members asked that staff establish an aspirational regional goal stating that even one death on the transportation system is unacceptable. NCTCOG safety projects and programs being implemented within the region that address State safety emphasis areas were highlighted. As staff continues to move forward with existing and new types of programs, safety benefits that help meet targets and reduce the number of injuries and fatality crashes within the region will be tracked and reported to the RTC. For transit asset management, there are four categories of transit assets. Two categories are RTC emphasis areas: rolling stock (transit vehicles) and infrastructure (rail track). Targets focus on the aging condition of assets with the goal that no assets are older than the industry standard for maximum service or performance restrictions. In addition, further coordination is needed with transit agencies to develop standardized performance measures across all transit agencies. Additional details were provided in Reference Item 4. The timeline for this effort was reviewed. Ms. Bettger noted that the target-setting deadline for transit asset management is December 27, 2017, and February 27, 2018, for roadway safety. A motion was made to approve the regional targets for roadway safety and transit asset management as detailed in Reference Item 4 and to direct staff to continue coordination with transit providers to standardize a regional transit asset management approach. Action also included approval of the aspirational goal for roadway safety that even one death on the transportation system is unacceptable. Mike Cantrell (M); Mike Taylor (S). The motion passed unanimously.
5. **US 75 Technology Lanes Next Steps:** Michael Morris presented a proposed initiative to request legislative assistance to advance technology lane improvements in the US 75 corridor. The Regional Transportation Council (RTC) has funded improvements to US 75 that will modernize interim high-occupancy vehicle (HOV) improvements on US 75 in Dallas and Collin counties. The improvements are modeled after similar improvements on SH 161 in Irving between SH 183 and Belt Line Road. Staff has developed a white paper outlining reasons the improvements are needed in the corridor. The US 75 improvements will include the use of shoulder lanes in the peak period. In addition, shoulder lanes in the off-peak period are proposed to mitigate non-recurring, incident-related congestion. Partners with the Federal Highway Administration Division Office have been coordinating with staff because

the project was previously approved by the RTC using Congestion Mitigation and Air Quality Improvement Program funds that have associated constraints. Staff's recommendation is to escalate the discussion to members of the North Texas congressional delegation requesting a one sentence piece of legislation be approved, similar to legislation approved in other parts of the country. Proposed correspondence, including a graphic of existing technology lanes in SH 161, the enacted legislation in other parts of the country, and draft language needed to advance the HOV lane improvements on US 75 were provided in Reference Item 5. Mr. Morris noted that similar improvements will be considered in the western portion of the region in the future to make better use of shoulders during incidents and accidents. A motion was made to approve correspondence to members of the North Texas congressional delegation requesting legislation be approved to advance US 75 high-occupancy vehicle technology lane improvements, provided in Reference Item 5. Duncan Webb (M); Steve Mitchell (S). The motion passed unanimously.

6. **"Big Projects": IH 635 East Update and Communication Program with the Texas**

Legislature: Michael Morris provided an update on the IH 635 East project and presented a proposed communication program with the Texas Legislature. He noted that the Texas Transportation Commission (TTC) met earlier in the day. Because the meeting occurred on the same day as the Regional Transportation Council (RTC) meeting, members were unable to also attend the TTC meeting. Correspondence to the TTC was proposed to express the RTC's willingness for members to attend the January 2018 Commission meeting to communicate the importance of IH 635 East to the North Texas region. Mr. Morris highlighted Reference Item 6.4, distributed at the meeting. The correspondence included comments regarding the Texas Department of Transportation's (TxDOT) proposed updates to the 2018 Unified Transportation Program, as a result of action taken at the November 9, 2017, RTC meeting. Also included was information regarding the fair share allocation, the importance of implementing IH 635 East, and reference to RTC Policy 17-01 supporting IH 635 Phase 3 from US 75 to and including the IH 30 Interchange approved in October 2017. The RTC Chair also provided correspondence to the TTC urging that it expedite the IH 635 Phase 3 procurement process, provided in Electronic Item 6.1. Mr. Morris noted that it was staff's understanding that the project was removed from the December TTC agenda and would potentially be placed on the January TTC agenda. Mr. Morris noted communication in Reference Item 6.4, that IH 635 East is not proposed as a toll road, but rather as a project with tolled managed lanes as only one component of the project. The project would result in approximately 14 lanes of non-tolled roadway; ten non-tolled highway lanes and at a minimum, four non-tolled frontage road lanes. In addition, two tolled managed lanes in each direction are included in the proposed projects (one more than today in each direction). He noted that he believed there is a misunderstanding by many regarding the region's intentions. He added that Electronic Item 6.3 contained correspondence from the North Texas Tollway Authority (NTTA) regarding the primacy waiver on IH 635. Mr. Morris highlighted Electronic Item 6.2. The region has built approximately \$28 billion in projects since 2000, leading the State in transportation delivery in partnership with TxDOT and NTTA. Data was highlighted showing congestion levels in 2013-2016 that have not increased despite population gains of over 600,000 persons in the same timeframe, which is a result of transportation decisions made many years ago such as toll roads and tolled managed lanes. He also highlighted data showing the percentage of the most congested corridors in the Dallas-Fort Worth region, which has been reduced by 30 percent in the same 2013-2016 timeframe. Remaining congestion supports the continued need for the fair share allocation. In addition, he highlighted a graphic showing the relationship of transportation revenues versus needs, with needs being much greater than the revenue from Congress and the Texas Legislature, as well as the RTC's responsibilities regarding

transportation. Mr. Morris also highlighted 15 questions to engage the Legislature to potentially increase transportation revenue. The first group of questions addresses the local congressional delegation: 1) why are revenues not collected smarter, 2) why is Texas sending money to other states, 3) why is Texas being short changed using old formulas, 4) why is everyone not paying taxes, and 5) why can't the Dallas-Fort Worth region pilot test the new federal infrastructure program since Texas is one of the few donor states. The second group of questions addresses the Texas Legislature: 6) why are revenues not collected smarter, 7) why is Texas sending money to other states, 8) why can't TxDOT borrow funds when the cost of construction is greater than the cost of money, 9) why can't TxDOT use the credit rating of the State and pay lower interest, 10) why did the Legislature reduce TxDOT's construction revenue by changing TxDOT interest payments, 11) why can't the Legislature give TxDOT more reliable authority on new revenue sources, 12) why does the Legislature restrict transit choices that lower the need for freeway capacity, toll managed lanes, and toll road lanes, 13) why does Texas let tax dollars leak to neighboring states for entertainment choices, 14) why does Texas resist local option revenue generation, and 15) why can't the Legislature support new institutional structures to deliver next generation technology, rail, people mover, and transportation reward programs. Staff proposed that the RTC approve advancement of a legislative conversation through the 15 revenue ideas presented in Electronic Item 6.2. Lee M. Kleinman stated the he believed discussion should be focused on the IH 635 East project as a result of TTC actions earlier in the day. Mr. Morris discussed concerns raised by groups regarding tolled projects and criticism by the Legislature of the RTC's decision to advance tolled projects. Regarding IH 635 East, North Central Texas Council of Governments (NCTCOG) staff requested that the project be placed on the December Texas Transportation Commission agenda. The TTC pulled the IH 635 East and IH 35E projects from the December agenda earlier in the day. He noted that his presentation includes proposed communication with the Legislature regarding transportation funding, as well as the importance of moving forward with the implementation of the IH 635 East project.

Several members expressed appreciation to staff for its efforts, but frustration that there has been no progress with the State regarding tolled managed lanes and the need for increased transportation funding. Some members also expressed disappointment that the IH 635 East project was removed from the December TTC agenda and frustration that a different outcome in January is not expected. Mr. Morris noted that staff's recommendation is that the Texas Transportation Commission be asked to place the IH 635 East project on the January 2018 TTC agenda, that the procurement process move forward quickly, and that RTC members be in attendance at the meeting to express its opinions. RTC Chair Rob Franke discussed the RTC's approach and strategy moving forward. Having members at the January TTC meeting would allow for members to communicate and present a strong case with the passion necessary to move projects forward in the region. Mr. Morris clarified for members that the purpose of inventorying the 15 legislative ideas is to communicate ideas to increase transportation funding. Discussion by members continued. A request was made by Rickey Callahan that the RTC send a letter stating its displeasure that the IH 635 East item was pulled from the December TTC agenda. Steve Mitchell noted the importance of communicating the financial impact of further delay to the IH 635 East project. Lee M. Kleinman noted the value of remaining united and invited Garland, Richardson, and Mesquite to meet to develop a strategy. Charles Emery requested that staff develop a Plan "B" for Mobility 2045 to show the level of service and other impacts in the region if tolled projects are not included in the long-range transportation plan. A motion was made to approve that the Regional Transportation Council engage the legislature in a longer-term conversation, send a letter indicating disappointment that IH 635 East continues to be

delayed, request the IH 635 East project be posted on the January Texas Transportation Commission agenda and that RTC members will be in attendance to articulate the region's desire to advance the IH 635 project, and work with the Texas Department of Transportation and Texas Transportation Commission on the barriers remaining that need to be eliminated prior to the January meeting. Douglas Athas (M); T. Oscar Trevino Jr. (S). Kelly Selman and Loyl Bussell abstained from the vote. RTC Vice Chair Gary Fickes made a friendly amendment to include the Governor and Lieutenant Governor on the communication of disappointment to the Commission. The friendly amendment was accepted. The motion passed. (The meeting minutes indicate that the TTC pulled the IH 635 East and IH 35E projects from the December TTC agenda earlier in the day. Most of the state had the same impression. Following the RTC meeting, staff were made aware that the TTC funded non-tolled portions of the IH 635 East project, but did not fund the tolled portions.)

7. **Transportation, Housing and Urban Development Floor Amendment: Rescission of Contract Authority (Carryover from October RTC Meeting):** Amanda Wilson provided a legislative update related to Fiscal Year (FY) 2018 appropriations that include Transportation, Housing, and Urban Development funding. The FY2018 appropriations is a continuing resolution through December 22 that continues funding at the FY2017 levels. The House has passed its full FY2018 bill, but the Senate bill has only passed through the Committee process. In addition, the House and Senate have each passed a tax bill and negotiations are ongoing. The Senate and the House FY2018 appropriations differ on several items. The Senate appropriations provides for \$1.5 billion in additional funding than 2017, restores Transportation Investments Generating Economic Recovery (TIGER) grants, funds the transit Capital Investment Grants program, but includes no funding for automated vehicle research. The House version of appropriations provides for \$1.1 billion less funding than 2017, cuts all funding for TIGER grants, cuts the transit Capital Investment Grants program, and provides \$100 million for automated vehicle research. Of biggest concern is the \$800 million contract authority rescission. Although rescissions are not new to transportation, the Woodall Amendment strikes language that prevents the current highway rescission from applying to safety programs and to sub-allocated Surface Transportation Block Grant Program funds, which historically were exempt from the rescissions. In addition, the amendment strikes the proportionately clause that historically required rescission to be taken proportionally. This gives states more flexibility but ends the protections that metropolitan planning organization funds have traditionally had regarding rescissions. Regional Transportation Council (RTC) correspondence was provided to the House in September opposing the amendment and was included as Electronic Item 7. There is no such provision in the Senate appropriations language. Staff will continue to monitor the appropriations and provide updates to the RTC.
8. **Air Quality Update:** Chris Klaus provided a summary of the 2017 ozone season for the Dallas-Fort Worth region, as well as other air quality updates. The end of November concluded the 2017 ozone season. For the first season on record, no level red ozone days were experience in the region and the number of exceedances continue to trend downward. The Environmental Protection Agency (EPA) 2008 standard for attainment is 75 parts per billion (ppb), and the region's design value is 79 ppb. The design value is the three-year average of the 2015, 2016, and 2017 seasons. Mr. Klaus noted that in 2015, the region experienced a design value of 88 ppb. Next year's average will not include this 88 design value so the future design value is expected to continue to decrease. However, attainment was not reached. Data showing the decreasing design value relative to the significant population growth in the region was highlighted. In addition, the ratio of nitrogen oxides (NO_x) and volatile organic compounds (VOC) was highlighted which indicate that NO_x

reductions are decreasing faster than VOC. Staff will send correspondence to the Texas Commission on Environmental Quality (TCEQ) seeking its input, which could result in different strategies moving forward to address air quality as a result of the converging NO_x/VOC ratio trends. The Regional Transportation Council has already funded specific VOC reduction programs and strategies to continue to be successful in the implementation of long-range transportation plan projects. Monitor exceedances for the 2008 ozone standard of 75 ppb were highlighted, with only one monitor out of 20 in the region exceeding the standard. Regarding the 2015 ozone standard of 70 ppb that was released in 2015, no attainment designations have been made. Monitor exceedances for the 2015 standard were noted. In November 2017, the EPA designated counties under the 2015 standard as attainment/unclassifiable or unclassifiable. No counties in North Central Texas were listed. However, additional counties may be added. In the coming months, staff will continue to monitor next steps associated with the region's design value being higher than the 75 ppb standard. In addition, staff will monitor the EPA's final designations and associated rules to the 70 ppb standard. Staff will also conduct a transportation conformity analysis on Mobility 2045. For the 2018 ozone standard, staff will work to enhance its communication plan for the region and continue to develop and implement mobile source emission reduction programs. As noted, staff will compose a letter to TCEQ on the NO_x and VOC ratios. Details were provided in Electronic Item 8.

9. **Mobility 2045 Update:** Kevin Feldt presented an overview of the progress to date as work continues on the region's next long-range transportation plan. The Mobility Plan development process was reviewed, as well as the upcoming related schedule. A Regional Transportation Council (RTC) workshop is scheduled for February 8, 2018, at which staff will present details for the proposed recommendations for Mobility 2045. Final Mobility 2045 action will be requested at the June 14, 2018, RTC meeting. Major project recommendations were highlighted. Recommendations build on the Mobility 2040 Plan, are consistent with House Bill 20, and are consistent with federal regulations. North Central Texas Council of Governments (NCTCOG) staff coordinates with stakeholders, partners, local governments, and transportation authorities throughout the region. Asset optimization recommendations were highlighted. These include existing facilities that can be modified to gain additional utility. Draft transit corridor projects were also highlighted. Recommendations are similar to Mobility 2040 and include the addition of express bus lanes on IH 35W, IH 30, US 75, and the Frisco rail corridor. Mr. Feldt also highlighted major arterial recommendations. Staff developed criteria for arterial system needs based on changes in population, employment densities, arterial spacing, congestion on arterials, and connectivity. In addition, he discussed both major and arterial roadway corridors for future evaluation, primarily located in southwest Denton County, northwest Collin County, northeast Parker County, and northwest Ellis County. Finally, major roadway recommendations were presented. Recommendations are similar to Mobility 2040, with additions such as Loop 9 and the outer loop in Collin County as a frontage road system on the east side of the county and a full facility between SH 121 and IH 35 in Denton County. Other facilities added include a loop around the west side of Denton and IH 20 in Parker County. Mr. Feldt noted RTC members would receive an email following the meeting containing proposed maps and tables for easier review.

Michael Morris noted staff will make every effort to have information for the January meeting for Mr. Emery's request to remove the tolled managed lanes, re-simulate, quantify the magnitude of congestion, and translate into a dollar cost. He noted technology will be an important component of Mobility 2045. He highlighted various transit options that may be operated by the public sector, private sector, or public sector through a private-sector

contractor. Examples include for-hire taxis, transportation network companies such as Uber and Lyft, bicycle share programs, automated car share programs, on-demand network shared-ride initiatives, elderly/disabled services through technology-based private contracts, guaranteed transit, and air taxis. In addition, next generation people movers will potentially move both people and goods, and high-speed rail may include next generation magnetic levitation technology. He noted the importance of being sensitive to these types of technology efforts in Mobility 2045 so the appropriate policies and programs are included that will nurture the private-sector transportation revolution. Mr. Morris also discussed the City of Arlington's commitments. Those include General Motor's test track, the three station high-speed rail concept that must be finalized by February 1, 2018, and the people mover connection to the CentrePort station and the Dallas Fort Worth International Airport that must also be finalized by February 1. Arlington is working with the region not only on the partnership it needs to have with the public-sector entity but also the generation of a new private sector sensitivity and capability with regard to these items. The General Motors Manufacturing Plant vehicle/parts transport mover system concept that will use the General Motors test track was presented. Similar technology could be used in the Legacy area, hospital district in Dallas, and Downtown Arlington to the Centreport station and the Dallas Fort Worth International Airport. He also presented conceptual drawings for bridges and the possibility that signage could be placed on bridges with the private sector paying for its name to be on the bridge as a revenue generator. The City of Arlington's demand response rideshare program was also highlighted. The transit option uses on-demand, real-time routing for lower volume transportation needs in Arlington. Also highlighted was Hyperloop technology and a potential pilot project in the region. Mr. Morris noted RTC members would be emailed a copy of the presentation following the meeting. Ann Zadeh noted that traditionally, public transit has been a necessity for a portion of the population that are transit dependent. Since many of the technologies highlighted may be expensive or rely on technology to access, she expressed concern that access may not be equitable for the transit dependent population. Mr. Morris discussed a situation earlier in the week in which social agencies/shelters did not have transit passes for clients to access training or interviews. He proposed staff bring a strategy to the RTC to develop an incentive program to work with this component of the region's population to have equitable access. Proposed efforts would be coordinated with transportation authorities and to those that are providing social services. Ms. Zadeh requested that this item be added to a future agenda.

10. **Rise of Fraudulent Temporary Vehicle Registration Tags:** Chris Klaus presented information on the increase in fraudulent and improper temporary vehicle registrations since the elimination of inspection certificates. Legislation in 2013 was successful in eliminating counterfeit inspection certifications, but there has been a significant rise in fraudulent temporary registration tags. This is due to numerous tag types with similar designs, different tag placement requirements, and a lack of security features making fraudulent tags difficult to identify and enforce. The fraudulent tags not only have a revenue impact to state/local jurisdictions due to lack of registration and inspection fee collections, but also to tolling authorities unable to collect tolls, as well as air quality impacts due to vehicles circumventing the emissions inspection requirements. In addition, many fraudulent tags have been tied to more severe criminal activity, and enforcement efforts are reduced since enforcement funding was vetoed by the Governor in the last legislative session. Moving forward, staff will work to investigate opportunities for law enforcement training and pursue enforcement funding opportunities. In addition, in the next legislative session staff will work on possible changes to the temporary tag process and develop potential solutions. Details were provided in Electronic Item 10.

11. **Transportation Funding Categories Summary:** Christie Gotti highlighted the summary of transportation funding categories provided to members in Electronic Item 11, as requested by Regional Transportation Council Chair Rob Franke at the November 9, 2017, meeting. The summary includes the funding category name, description, selection entity, and whether the funds are formula allocated. Examples include Category 2, which are funds selected by the Metropolitan Planning Organization (MPO) in coordination with the Texas Department of Transportation (TxDOT). These funds are formula allocated to the region. Another example is Category 4 3C, part of Category 4 funds established by the House Bill 20 10-year planning process for Congestion Connectivity Corridor funding. These funds are formulated allocated and selected by TxDOT in coordination with the MPO. In addition, Category 12 Clear Lanes is only available for four areas in the state: Austin, Dallas-Fort Worth, Houston, and San Antonio. Although initially unclear, the Texas Transportation Commission (TTC) intends that these funds be used for the top 100 most congested projects in the state. When staff selected projects for the 10-year Plan in December 2016, the TTC's expectations for Clear Lanes funding were unclear. Staff will continue to coordinate on changes to project listings to fulfill the expectations for the funding. Additional funding categories are listed and summarized in Electronic Item 11.
12. **Progress Reports:** Regional Transportation Council attendance was provided in Reference Item 12.1, and the current Local Motion was provided in Electronic Item 12.2.
13. **Other Business (Old or New):** There was no discussion on this item.
14. **Future Agenda Items:** Ann Zadeh requested a future agenda item on the equitable accessibility of transit as the region moves forward with advances in transit technology options.
15. **Next Meeting:** The next meeting of the Regional Transportation Council is scheduled for Thursday, January 11, 2018, 1:00 pm, at the North Central Texas Council of Governments.

The meeting adjourned at 2:55 pm.