

REGIONAL TRANSPORTATION COUNCIL
April 11, 2019

The Regional Transportation Council (RTC) met on Thursday, April 11, 2019, 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: Tennell Atkins, Richard E. Aubin, Sue S. Bauman, Ceason Clemens (representing Mohammed Bur), John F. Cordary (representing Loyl Bussell), Rickey D. Callahan, George Conley, David L. Cook, Theresa Daniel, Rudy Durham, Andy Eads, Charles Emery, Gary Fickes, Rick Grady, Lane Grayson, Sandy Greyson, Jim Griffin, Mojoy Haddad, Roger Harmon, J.J. Koch, Ron Jensen, Jungus Jordan, Lee M. Kleinman, David Magness, Scott Mahaffey, Curtistene McCowan (representing the Cities of Duncanville, Lancaster, Glenn Heights, Cedar Hill, and Hutchins), B. Adam McGough, William Meadows, Steve Mitchell, Cary Moon, Stan Pickett, John Ryan, Will Sowell, Stephen Terrell, T. Oscar Trevino Jr., William Tsao, Dennis Webb, Duncan Webb, Kathryn Wilemon, W. Jeff Williams, and Ann Zadeh.

Others present at the meeting were: James Adkins, Angela Alcedo, Vickie Alexander, Nicholas Allen, Tom Bamonte, Berrien Barks, Carli Baylor, Natalie Bettger, Brandi Bird, Beth Bone, Kate Boonzaler, David Boski, Danielle Boyd, Tanya Brooks, Bob Brown, John Brunk, Ian Bryant, Kristel Camareno, Mario Canizares, Jack Carr, Lorena Carrillo, Molly Carroll, Angie Carson, Derek Cheatham, Deanne Costa, Jerry Cotter, Hal Cranor, Clarence Daugherty, Inga Dedow, Brian Dell, Sam Dennehy, Cody Derrick, Edie Diaz, David Dryden, Chad Edwards, Barry Einsig, Sal Espino, Kevin Feldt, Brian Flood, Ann Foss, Maribel Gallardo, Leah Gamble, De'Onna Garner, Mary Gilman, Bob Golden, Kelli Gregory, Jena Hanson, Tony Hartzel, Dixie Hawthorne, Victor Henderson, Dylon Hernandez, Rebekah Hernandez, Robert Hinkle, Amy Hodges, Kristina Holcomb, Matthew Holzapfel, Ivan Hughes, Terry Hughes, Amy Johnson, Joseph Johnson, Mike Johnson, Tom Johnson, Shannon Joski, Tony Kimmey, Ken Kirkpatrick, Chris Klaus, Paul Knipple, Stephen Knobbe, Dan Lamers, April Leger, Ramiro Lopez, Paul Luedtke, Stanford Lynch, Barbara Maley, Edith Marvin, Allysha Mason, Rich Matmiku, Steve McCullough, Christian Mendoza, Melissa Meyer, Mindy Mize, Collin Moffett, Cesar Molina, Michael Morris, Jeff Neal, Evan Newton, Jason Ney, Vanna Ngo, John Nguyen, Than Nguyen, Catherine Osborn, James C. Paris, Johan Petterson, John Polster, Lisa Polster, James Powell, Vercie Pruitt-Jenkins, Chris Reed, Royalyn Reid, Molly Rendon, Audrei Roder, Rylea Roderick, Tito Rodriguez, Mike Rogers, Kyle Roy, Greg Royster, Lisa Sack, Steve Salin, Devin Sanders, Lori Shelton, Walter Shumac, Randy Skinner, Joseph Slack, Daniel Snyder, Paul Stevens, Shannon Stevenson, Scott Stier, Vic Suhm, Gary Thomas, Christopher Tolar, Lauren Trimble, Dan Vedral, Caroline Waggoner, Mitzi Ward, Brendon Wheeler, Jared White, Amanda Wilson, Brian Wilson, Willis Winters, Ed Wueste, and Kate Zielke.

1. **Approval of March 14, 2019, Minutes:** The minutes of the March 14, 2019, meeting were approved as submitted in Reference Item 1. Andy Eads (M); Charles Emery (S). The motion passed unanimously.
2. **Consent Agenda:** The following items were included on the Consent Agenda.
 - 2.1. **Community College Partnership:** Regional Transportation Council approval to implement two new pilot projects related to students with Tarrant County College (TCC), the Arlington Independent School District (AISD), and the University of Texas at Arlington (UTA) was requested. Project A will provide Trinity Metro transit

passes for all TCC students and Project B will provide transit to the TCC Southeast campus, UTA, AISD, and nearby park-and-ride lots. More detailed information was provided in Electronic Item 2.1.

- 2.2 **Transportation Improvement Program Modifications:** Regional Transportation Council (RTC) approval of revisions to the 2019-2022 Transportation Improvement Program (TIP) and the ability to amend the Unified Planning Work Program (UPWP) and other planning/administrative documents with TIP-related changes was requested. May 2019 revisions to the 2019-2022 TIP and February 2019 Modification 2019-0170 were provided as Electronic Item 2.2.1 and Electronic 2.2.2, respectively, for the Council's consideration. These modifications have been reviewed for consistency with the Mobility Plan, the air quality conformity determination, and financial constraint of the TIP.

A motion was made to approve the items on the Consent Agenda. Jungus Jordan (M); Kathryn Wilemon (S). The motion passed unanimously.

3. **Orientation to Agenda/Director of Transportation Report:** Michael Morris reviewed items included in the Director of Transportation report. He discussed the Fort Worth to Dallas Regional Veloweb Trail and the meeting held earlier in the day with mayors from the Cities of Fort Worth, Arlington, Grand Prairie, Irving and Dallas who discussed the accomplishments and next steps for advancing the important regional project to completion that connects Dallas to Fort Worth through Grand Prairie, Irving, and Arlington. Mayors from the Cities of Dallas, Irving, Grand Prairie, and Arlington discussed the vision of the project, the economic development and ecotourism impacts, importance of green space for citizens, and their appreciation for the partnership of the agencies involved. Trinity Metro Chairman Scott Mahaffey discussed the upcoming departure of President/Chief Executive Officer Paul Ballard and his accomplishments at Trinity Metro. Mr. Ballard was unable to attend the meeting, but Chairman Mahaffey shared his appreciation for the support of the Regional Transportation Council (RTC) and other agencies within the region. Michael Morris discussed the Transportation and Stormwater Workshop held prior to the meeting at which North Central Texas Council of Governments (NCTCOG) staff presented upcoming efforts for a partnership initiative to incorporate stormwater infrastructure planning as a component of regional transportation planning. The basic intent of the effort is to incorporate a new approach to planning for stormwater infrastructure in order to prevent the flooding that occurs with continued population growth due to increased stormwater runoff volumes. The partnership will include staff from the Environment and Development Department, the United States Army Corps of Engineers, and other appropriate federal, State, and regional agencies. In addition, he noted that staff has begun briefing members of the congressional delegation and regional federal administrators and have been encouraged by their support. A map outlining the project area was provided in Electronic Item 3.1. He noted that members will be provided additional information in the future. He also noted the recent press releases on US 75 and the AirCheckTexas Program. He added that the AirCheckTexas Program will end in June. NCTCOG staff have worked with the legislative delegation and a bill has been introduced to reinstate a modernized version of the program focusing on air quality and transportation mobility. He reminded members of the recent Gentrification Study completed by staff and encouraged agencies to review the study as part of a comprehensive solution to transportation projects. An announcement for the upcoming Traffic Incident Management Executive Level Course was provided in Electronic Item 3.2. Air quality funding opportunities for vehicles were provided at www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle. In addition, information on upcoming Dallas-Fort Worth Clean

Cities events was provided at www.dfwcleancities.org/dfw-clean-cities-meetings. A flyer for the EarthX Transportation-Fleets Workshop scheduled for April 26, 2019, was provided in Electronic Item 3.3, and a 2019 ozone season status report was provided in Electronic Item 3.4. March public meeting minutes were provided in Electronic Item 3.5. An April public meeting notice was provided in Electronic Item 3.6, and Electronic Item 3.7 contained the current Public Comments Report. Recent correspondence was provided in Electronic Item 3.8, recent news articles in Electronic Item 3.9, and recent press releases in Electronic Item 3.10. Transportation partner progress reports were distributed at the meeting.

4. **2017-2018 CMAQ/STBG Funding Program: Management and Operations, NCTCOG-Implemented, and Regional/Air Quality Programs:** Brian Dell presented recommendations for projects proposed for funding through the Congestion Mitigation and Air Quality Improvement Program (CMAQ)/Surface Transportation Block Grant Program (STBG) Regional Air Quality and Management and Operations Funding Program. He noted that the Surface Transportation Technical Committee (STTC) and the Regional Transportation Council (RTC) consider extending existing and funding new Management and Operations and Regional Air Quality projects and programs every few years, with the last review completed in 2014 and 2015 for projects funded through Fiscal Year (FY) 2018. In many cases, sufficient carry over funds were available to allow projects to proceed through the end of FY2019, but in some cases Transportation Improvement Program (TIP) action was used to extend projects. The general purpose of the effort is to assign resources for various RTC priorities. In addition, it allows staff to respond to various planning and implementation requests and ensures that projects and programs can continue uninterrupted for the three-year period. The program also focuses on air quality initiatives implemented to meet air quality conformity requirements, which allows projects in the TIP and Mobility Plan the ability to proceed. Efforts generally include three project types: 1) regional/air quality (vanpool, clean air, traffic signal retiming, etc.), 2) management and operations (Mobility Assistance Patrol, transit operations, etc.), and 3) regional projects/programs (aviation, Freeway Incident Management, data collection, etc.). A summary of the proposed funding was highlighted, which includes approximately \$67.4 million in CMAQ, STBG, Regional Toll Revenue, and RTC Local funds for a total of three years. A portion of the requested funding will be used by North Central Texas Council of Governments staff and consultants to implement regional projects and programs with the balance being passed through to other agencies in the region. He noted that blue text indicated changes since last presented which include clarification of project scopes and TIP codes. The list of recommended projects for consideration was provided in Electronic Item 4.1, and details on the funding program were provided in Electronic Item 4.2. A timeline for the effort was reviewed. A motion was made to approve the proposed list of programs and projects to fund through the Congestion Mitigation and Air Quality Improvement Program/Surface Transportation Block Grant Program Regional Air Quality and Management and Operations Funding Program provided in Electronic Item 4.1. Action also included approval for staff to administratively amend the Transportation Improvement Program/Statewide Transportation Improvement Program and other planning documents as necessary. Jungus Jordan (M); Kathryn Wilemon (S). The motion passed unanimously.
5. **2017-2018 CMAQ/STBG Funding Program: Assessment Policy:** Michael Morris presented proposed Assessment Policy Program projects to be funded through the 2017-2018 Congestion Mitigation and Air Quality Improvement Program (CMAQ)/Surface Transportation Block Grant Program (STBG) Funding Program. Proposed projects provide an economic development component, with the Regional Transportation Council (RTC) to be repaid over time for at least of portion of its contribution through value capture

mechanisms. The locations of the six projects were highlighted. For the Ferguson Parkway-City of Anna project, staff proposed a grant for engineering funds. A proposal to fund construction will be brought back at a later date, and this proposal will include a repayment component. SH 360 in Grand Prairie is an innovative partnership to partially fund the southbound frontage road near the Riverside development as a grant with the remaining portion to be repaid using Tax Increment Financing. A map highlighting the IH 35W 3C area was highlighted and the implementation of four projects as a system was discussed. One of these projects is the Avondale-Haslet Road/Haslet Parkway/Intermodal Parkway project, which received Better Utilizing Investments to Leverage Development (BUILD) Grant funding. Staff proposed the City of Haslet repay \$6.9 million to the RTC over a proposed 20-year period using a Tax Increment Reinvestment Zone, with the possibility of a TIF or other mechanism. The Butler Housing project is an effort to increase transportation accessibility to the Butler Housing area east of downtown Fort Worth. Residents are being integrated into Fort Worth neighborhoods and the property will be sold and improved by the private sector. Funding will be used for right-of-way acquisition and engineering. Staff will bring a proposal back at a later time for construction funding and this will include a repayment component. For the next project, the City of Dallas made a request to enlarge the area of the project formerly known as the Dallas Central Business District (High-Speed Rail Station Area)/Oak Farms project and rename it as Dallas Priority Zone 1. The amount of funding being requested for this project has been increased since last month to meet planning requirements in addition to the engineering. Staff will continue to inventory projects to be included such as the Southern Gateway Deck Park, the Dallas Zoo, the 10th Street Historic District, Methodist Hospital district, the high-speed rail station, and the Dallas Streetcar. In addition, the City is interested in redevelopment zones further east and is prioritizing efforts in the area. The Lake Highlands Station land banking project has been added since the last RTC meeting and is a proposed partnership with the City and Dallas Area Rapid Transit using Regional Toll Revenue funds. There is potential developer interest in the community, and this effort will preserve the land for greater mixed-use densities around the rail station with funds to be reimbursed in the future. Details on the projects proposed for funding were provided in Electronic Item 5.1. Additional information on the funding program was provided in Electronic Item 5.2. Mr. Morris noted that blue text indicated changes since presented at the March RTC and Surface Transportation Technical Committee meetings. Lee M. Kleinman thanked staff for its work with the City of Dallas. He noted that within the City, the Council has directed staff to collaborate to drive its market value analysis that impacts housing, transportation, and economic development to bring up the value of the middle-class housing in the City of Dallas. Broadening the scope from the initial effort discussed at the March meeting will drive the housing plan. Rickey D. Callahan noted that he would be remiss as a representative of southeast Dallas if he did not remind the group that the southeast area of Dallas is locked out in terms of transportation in and out of the area. If jobs are ever to be developed in southeast Dallas County, of which his district is in the middle, he noted that formidable transportation modes must be found to get citizens in and out of the area. He noted that he has been a team player regarding programs and projects for areas throughout the Dallas-Fort Worth region, but that a stalemate remains in southeast Dallas. He added that it is patently unfair and embarrassing and urged the RTC to prioritize southeast Dallas County. Mr. Morris discussed the Priority Zone 1 area and a technical assistance request from the City of Dallas. He noted inside the boundary is an effort to extend Lamar and Riverfront to create direct access through thoroughfare streets and potential economic development over to IH 35E in downtown to give citizens in southeast Dallas an option to travel north. Other options potentially include modern thoroughfare streets with roundabouts or signal timing. He noted that work has been performed, traffic volumes have been introduced to the City, and that North Central Texas

Council of Governments staff is waiting for direction from the City. Mr. Callahan requested that the effort be prioritized. He added that he is appreciative of the work staff has done and noted the importance of northbound travel out of southeast Dallas. Mr. Morris noted that if the RTC approves the item, the City would have access to engineering funds to potentially look at next steps, assuming it meets the other requirements set forth by Dallas. A motion was made to approve the proposed list of projects in Electronic Item 5.1 to fund through the 2017-2018 Congestion Mitigation and Air Quality Improvement Program/Surface Transportation Block Grant Program: Assessment Policy Program. Action also included approval for staff to administratively amend the 2019-2022 Transportation Improvement Program/Statewide Transportation Improvement Program and other planning/administrative documents to incorporate the changes. Theresa Daniel (M); Scott Mahaffey (S). The motion passed unanimously.

6. **Approval of Funding for Red River Navigation System Feasibility Study:** Michael Morris presented information regarding the Red River Navigation System feasibility study being discussed by the Texas Legislature. In July 2014, the Regional Transportation Council (RTC) was briefed on a potential partnership project to extend the navigable waters of the Red River from Denison, Texas to the Gulf of Mexico. This is of interest to the RTC, who may wish to be part of the planning process due to the potential logistics changes for goods movement. Mr. Morris noted that a bill has come out of the House Committee and is on the local consent calendar. In addition, the bill has been introduced in the Senate. Staff proposed \$500,000 for the effort contingent on Texas Legislature approval of the feasibility study. This would allow for staff to participate in the planning process. Duncan Webb asked what type of funds would be used for the effort. Mr. Morris noted that the \$500,000 would potentially be Surface Transportation Block Grant Program (STBG), Regional Toll Revenue (RTR), or RTC Local funds depending on the eligibility of STBG funds. Lee M. Kleinman noted that he understood RTR funds to be specifically for system development of roadways and that funds should not be used on waterways. Mr. Morris noted that for the purpose of the meeting, STBG funds are proposed and that staff will confirm federal eligibility of the funds for this purpose. If ineligible, RTC Local funds would be used. Curtistene McCowan asked if there was an opportunity that some of the funds could be reimbursed. Mr. Morris clarified that the revenues are not to provide funding assistance, but to allow the RTC to participate in the planning process because of the potential impact to the region. A motion was made to approve \$500,000 for a Red River Navigation System feasibility study contingent on support of the project by the Texas Legislature. Curtistene McCowan (M); Steve Mitchell (S). Andy Eads was opposed. The motion passed.
7. **Legislative Update:** Rebekah Hernandez provided a brief overview of federal legislative items. She noted that the Fiscal Year (FY) 2020 appropriations process continues and that Transportation Secretary Elaine Chao recently testified on the United States Department of Transportation budget request to the Senate Appropriations Subcommittee on Transportation. During the hearing, senators' questions mainly centered on the Administration's proposed cuts to Amtrak and the need for a surface transportation bill. In addition, Representative Collin Allred from the region was named Vice Chair of the House Subcommittee on Railroads, Pipelines, and Hazardous Materials. Also, Nicole Nason was confirmed as Administrator of the Federal Highway Administration. Ms. Hernandez also provided an update for the Texas Legislature. Upcoming deadlines occurring over the next few weeks were highlighted, with the last day of the current legislative session on May 27. She noted that overall, little action occurring related to the Regional Transportation Council (RTC) Legislative Program. Regarding the State budget, both the House and Senate have approved their committee substitute versions of HB 1. The House Committee substitute bill

totals \$251 billion and includes \$31.1 billion for the Texas Department of Transportation (TxDOT). In addition, there is another \$250 million from the rainy day fund that would fund a transportation infrastructure fund for oil and gas producing counties only. The Senate Committee substitute bill totals \$248 billion and includes the same \$31.1 billion for TxDOT. In addition, the Senate version includes a high-speed rail rider that would prohibit TxDOT from coordinating right-of-way access until there is a final court ruling on eminent domain authority. She noted that the RTC Legislative Program does support a high-speed rail project and that a letter has been sent to the legislative delegation providing support for the project. Related to air quality in the budget, funding is included for the Low-Income Vehicle Repair Assistance, Retrofit, and Accelerated Retirement Program (LIRAP) and Local Initiative Projects Program (LIP) in the House version. For the Texas Emissions Reduction Plan (TERP), equal funding is included in both bills. Ms. Hernandez also highlighted other actions. She noted that during a recent House Transportation Committee hearing many of the high-speed rail and toll bills were sent to new subcommittees on tolling and high-speed rail. However, these subcommittee have not met, and no news has been provided regarding upcoming meetings. Bill topics of interest with action were also highlighted and included a bill that would extend the fees and transfer mechanism for TERP which has passed out of the full Senate. No action has occurred on the AirCheckTexas bill but conversations continue with Senator Watson and the Governor's office. Finally, related to transportation revenue, Senator Nichols has a bill related to the Proposition 1 expiration date. The bill is currently on the Senate intent calendar.

Ken Kirkpatrick provided members an update on a Attorney General opinion request by two State senators, distributed at the meeting in Reference Item 7. The issue is regarding the North Tarrant Express transportation project and requests the Attorney General's opinion on whether the Texas Department of Transportation (TxDOT) has the authority to issue a change order to its current facility agreement. The question has been raised because general Comprehensive Development Authority expired in August 2017. NCTCOG understood and confirmed with TxDOT's Office of General Council that the Attorney General had already weighed in on TxDOT's change order process earlier in the year. NCTCOG staff believes this question has already been answered. The Attorney General previously advised TxDOT that it could use, and the TTC later approved the use of, private activity bonds for IH 35W 3C. No action was requested for this item.

8. **2020 Unified Transportation Program and Regional 10-Year Plan Update:** Michael Morris presented information on the update to the Regional 10-Year Plan, as well as information regarding the 2020 Unified Transportation Program (UTP). He provided an overview of the effort to partner with the Texas Transportation Commission (TTC) for implementation of the projects originally selected to be funded with Category 12, noting that a small portion of the original Category 12 allocation remains unfunded. The Regional 10-Year Plan is a requirement of House Bill 20 and includes projects funded with Category 2 (MPO selected), Category 4 (TxDOT district selected), and Category 12 (TTC selected) funds. Each year, as one year of projects goes to construction, the next year of revenue is included and projects are primarily added to the 10th year. The first Regional 10-Year Plan was approved in December 2016. In August 2017, the plan was updated to ensure that Proposition 1 projects remained fully funded and that the LBJ East project could proceed, and in August 2018 the plan was updated in conjunction with the development of the 2019 UTP. Since that time, the Texas Department of Transportation (TxDOT) has begun development of the 2020 UTP. North Central Texas Council of Governments (NCTCOG) staff has coordinated with the TxDOT districts and has developed a preliminary project listing that includes project revisions and potential new projects. All projects have been

scored to identify need and other considerations, and details of the project scoring methodology was provided in Electronic Item 8.3. Overall, the scores are the result of a combination of project need and readiness. Projects proposed for the update were classified into five groups: 1) projects approved by the Regional Transportation Council (RTC) that have also been approved in the UTP, 2A) projects approved by the RTC that have not been approved in the UTP, 2B) projects that are being proposed for the first time for RTC approval, 3) proposed projects that need funding to advance preconstruction activities such as right-of-way acquisition, and 4) projects proposed to be removed from the 10-year Plan project list, funded with other sources, or are future candidates for funding. Regarding corridor preservation, the Texas Department of Transportation has requested that a portion of the funding be added on corridors that may be added to the 10-Year Plan in order for TxDOT to be permitted to begin right-of-way activities. This option has been discussed with all three TxDOT districts in the region. Members were asked to review their entities' projects prior to the request for action. Mr. Morris noted that the majority of changes are updates to cost estimates. Some are a result of clear indication that Category 12 funds will not be used for a specific project, in which cases the revenue source has been updated so that the projects remain funded. The timeline for this effort was reviewed with action proposed for the May RTC meeting. The proposed list of projects was provided in Electronic Item 8.1. Additional information about this process and the proposed next steps related to the Regional 10-Year Plan were provided in Electronic Item 8.2.

9. **Mobility 2045 Update:** Kevin Feldt provided an update on progress made towards the implementation of projects and programs in Mobility 2045, approved by the Regional Transportation Council (RTC) in June 2018. Initiatives approved since last year include the Clean Fleets North Texas Call for Projects, emergency funding for Span, performance measures and targets, and applications submitted for the Infrastructure for Rebuilding America Grant funding. He also highlighted initiatives addressing the 2019 emphasis areas. Related to high-speed rail engineering and planning, the Fort Worth to Laredo study has been initiated and procurement has begun on the Dallas to Fort Worth high-speed rail corridor. Transit engineering and planning initiatives include the Cotton Belt and D2 projects, as well as the Midtown Automated Transportation Study and the Community College Partnership pilot program. Related to tolled facilities, the LBJ East project continues to advance and technology efforts include advances on US 75. In addition, initial work has begun on the downtown Dallas Priority Zone 1 and the Oak Farms Dairy transportation initiatives. Mr. Feldt also noted ongoing construction activities underway on SH 360, the Southern Gateway project, the Fort Worth to Dallas trail, and various city Veloweb trail projects. Completed initiatives include the Wise County Transportation Study, the Butler Housing Transportation Study, the North Central Texas Council of Governments Gentrification Report, and the opening of TEXRail. Other project development activities from the Veloweb trail perspective include efforts along the Cotton Belt, IH 35, Trinity Railway Express double tracking, and a stacked rail concept between Fort Worth and Cleburne. Major roadway development activities were also highlighted, as well as areas where continued work is needed. Mr. Feldt noted staff will continue efforts to implement projects and programs contained in Mobility 2045.
10. **Title VI Program May 2019 Update:** Ken Kirkpatrick provided an overview of the 2019 update to the North Central Texas Council of Governments (NCTCOG) Transportation Department Title VI Program. Title VI prohibits discrimination on the basis of race, color, and national origin. Various other statutes prohibit discrimination on the basis of religion, sex, age, or disability. An additional companion item is environmental justice, which is an administrative directive to federal agencies requiring consideration of the impact on low

income and minority populations. NCTCOG implements environmental justice efforts seamlessly into the transportation planning process in all day-to-day activities and by including an environmental justice analysis in each Metropolitan Transportation Plan. Extensive public involvement is conducted to a variety of groups, nondiscrimination efforts are included in call for projects, and NCTCOG maintains a Disadvantaged Business Enterprise program. In addition, the Transportation Department has a Title VI specialist that provides training to staff. Department staff also participates in compliance reviews and audits, as well as monitors legislation and regulations to ensure compliance. Mr. Kirkpatrick noted that a copy of the draft NCTCOG Title VI Program 2019 Update is available at www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2019/02/Title-VI-Draft.pdf. Requirements for the Title VI Program were provided in Electronic Item 10 and the Metropolitan Planning Organization-specific requirements were highlighted including planning for mobility needs of minority populations, State and federal funding for public transportation projects, and analysis of transportation system improvements. The Title VI Program describes how NCTCOG implements Title VI nondiscrimination efforts and monitors subrecipients, which is required for direct and primary recipients of Federal Transit Administration funding. The program is required to be updated every three years, and the most recent update of the Title VI Program was 2016. Mr. Kirkpatrick noted that the current update includes updated complaint procedures, which have also been translated into Spanish. The document also lists any transit-related Title VI investigations, complaints and lawsuits. He added that no formal complaints have been received by NCTCOG. One comment was received by a partner agency and a second complaint was received and resolved by a subrecipient, which is reflected in the updated document. Updates to the Public Participation Plan focus on unique ways to inform the public. In addition, analysis of the impacts to minority populations of transportation system funding decisions in the Mobility Plan are conducted. He noted that one area of focus is how subrecipients are monitored for compliance with Title VI and other federal requirements. The schedule for this effort was reviewed, which includes a public involvement period that closed on April 3. He noted that no public comments have been received. The updated Title VI Program will be presented for action at the May Regional Transportation Council meeting. Upon approval, the final document will be submitted to the Federal Transit Administration by June 1.

11. **Progress Reports:** Regional Transportation Council attendance was provided in Electronic Item 11.1, Surface Transportation Technical Committee attendance and minutes in Electronic Item 11.2, and the current Local Motion in Electronic Item 11.3.
12. **Other Business (Old or New):** Michael Morris noted that additional information regarding the Transportation/Stormwater partnership will be provided to the Regional Transportation Council in the future.
13. **Future Agenda Items:** There was no discussion on this item.
14. **Next Meeting:** The next meeting of the Regional Transportation Council is scheduled for Thursday, May 9, 2019, 1:00 pm, at the North Central Texas Council of Governments.

The meeting adjourned at 2:25 pm.