

## MINUTES

### **REGIONAL TRANSPORTATION COUNCIL September 14, 2017**

The Regional Transportation Council (RTC) met on Thursday, September 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, Sara Bagheri, Loyl C. Bussell, Mike Cantrell, Ray Smith (representing Jeff Cheney), David L. Cook, Rudy Durham, Andy Eads, Charles Emery, Kevin Falconer, Gary Fickes, Robert Franke, Sandy Greyson, Mojoy Haddad, Roger Harmon, Clay Lewis Jenkins, Greg Giessner (representing Ron Jensen), Brian Byrd (representing Jungus Jordan), Lee M. Kleinman, Harry LaRosiliere, David Magness, Scott Mahaffey, B. Adam McGough, William Meadows, Steve Mitchell, Cary Moon, Stan Pickett, Mark Riley, Kelly Selman, Gary Slagel, Mike Taylor, Stephen Taylor, Tim Welch (representing T. Oscar Trevino Jr.), William Tsao, Duncan Webb, Andy Nguyen (representing B. Glen Whitley), Kathryn Wilemon, W. Jeff Williams, and Ann Zadeh.

Others present at the meeting were: Vickie Alexander, Majed Al-Ghafry, Gustavo Baez, John Baker, Lindsey Baker, Tom Bamonte, Berrien Barks, Jay Barksdale, Carli Baylor, Adam Beckom, Natalie Bettger, Brandi Bird, Jonathan Blackmon, Alberta Blair, David Boski, Tanya Brooks, Bob Brown, John Brunk, Ken Bunkley, Mo Bur, David Cain, Kervin Campbell, Marrk Carllier, Jack Carr, Angie Carson, Sarah Chadderdon, Ceason Clemens, Nancy Cline, Rob Cohen, Hal Cranor, Mike Curtis, Clarence Daugherty, Chad Davis, Kim Diederich, David Dryden, Chris Dyser, Mike Eastland, Chad Edwards, Traci Enna, Kevin Feldt, Brian Flood, Mike Galizo, Matt Gauntt, Bob Golden, Christie Gotti, Rick Grady, Phillip Hanley, Laura Hanna, Dan Harbeke, Rebekah Hernandez, Victor Hernandez, Axel Herrmann, Robert Hinkle, Jodi Hodges, Ernest Huffman, Ivan Hughes, Terry Hughes, Kevin Hugman, Tim James, Yagnesh Jarmarwala, Dan Kessler, Tony Kimmey, Ken Kirkpatrick, Chris Klaus, Paul Knippel, Dan Lamers, April Leger, Alonzo Linan, Ramiro Lopez, Paul Luedtke, Norman Marquant, Edith Marvin, Gregory Masota, Holly McPherson, Keith Melton, Monte Mercer, Michael Miles, Cliff Miller, Mindy Mize, Tyson Moeller, Cesar Molina, Michael Morris, Elizabeth Mow, Ron Natinsky, Jeff Neal, Than Nguyen, Mickey Nowell, Nick Page, Chris Paris, John Polster, Greg Porter, James Powell, Vercie Pruitt-Jenkins, Michelle Raglou, Greg Ramey, Chris Reed, Molly Rendon, Amy Rideout, Bill Riley, Christina Roach, Greg Royster, Moosa Saghian, Steve Salin, Trey Salinas, Russell Schaffner, Steve Schoenekase, Lori Shelton, Walter Shumac, Randy Skinner, Dean Stuller, Gerald Sturdivant, Vic Suhm, Don Szczesny, Gaby Tassin, Gary Thomas, Christopher Tolar, Doug VanSlambrook, Dan Vedral, Lisa Walzl, Mitzi Ward, Terry Watson, Sandy Wesch, Amanda Wilson, Brian Wilson, Alicia Winkelblech, Bruce Wood, Ed Wueste, and Kate Zielke.

1. **Approval of August 10, 2017, Minutes:** The minutes of the August 10, 2017, meeting were approved as submitted in Reference Item 1. Mike Cantrell (M); David L. Cook (S). The motion passed unanimously.
2. **Consent Agenda:** The following items were included on the Consent Agenda.
  - 2.1. **Fiscal Year 2018 Advertising for Transportation Initiatives:** Support to recommend North Central Texas Council of Governments Executive Board approval of new funding of up to \$1,250,000 for Fiscal Year (FY) 2018 advertising for transportation was requested. Information on FY2018 advertising costs, along with examples of past advertising, was provided in Reference Item 2.1.1. Electronic Item 2.1.2 explained the benefits of the initiative and cost savings obtained from bulk advertising purchasing.

- 2.2. Regional Traffic Signal Retiming Program and Minor Improvement Program Call for Projects: Regional Transportation Council approval was requested for the eligible project categories, process, scoring criteria, and schedule for the Regional Traffic Signal Retiming Program and Minor Improvement Program Call for Projects. Details were provided in Electronic Item 2.2.
- 2.3. Extension of Funding for Transit Service in Collin County: An extension of the Regional Transportation Council's approval of New Freedom Operating Assistance for transit service in Collin County for up to two years was requested. The operating funding previously approved by the Regional Transportation Council is sufficient to allow the extension without changing the total dollar amount. Details were provided in Reference Item 2.3.

A motion was made to approve the items included on the Consent Agenda. Duncan Webb (M); Mike Taylor (S). The motion passed unanimously.

3. Orientation to Agenda/Director of Transportation Report: Michael Morris reviewed items included on the Director of Transportation Report. He thanked Councilmember Mike Taylor for speaking at the September 9 National Drive Electric Week event. He also thanked Commissioner Victor Vandergriff and Tarrant County Judge Glen Whitley for participation in the 2017 Irving Summit. Regional Transportation Council (RTC) Chair Rob Franke noted that a membership roster of the Multimodal/Intermodal/High-Speed Rail/Freight Subcommittee was distributed at the meeting in Reference Item 3.13. Members interested in becoming a member of the RTC Bylaws Subcommittee were asked to contact Chair Franke. An ozone season update was provided in Electronic Item 3.1, current air quality funding opportunities for vehicles were provided in Electronic Item 3.2, and information on the September 26 Light-Emitting Diode Street Light Retrofits webinar was provided in Electronic Item 3.3. August public meeting minutes were provided in Electronic Item 3.4. Electronic Item 3.5 contained an announcement of the September public meetings, and a copy of the current edition of the Mobility Matters publication was distributed at the meeting. Mr. Morris noted that a new Executive Order on Infrastructure was provided in Electronic Item 3.6. In addition, correspondence from the Texas Commission on Environmental Quality regarding updated nonattainment recommendations that exclude Hood County was provided in Electronic Item 3.7. He highlighted Electronic Item 3.8, related to Texas Department of Transportation (TxDOT) contract rescission authority and noted that future discussions will be held. A Public Comments Report was provided in Electronic Item 3.9, and recent correspondence was provided in Electronic Item 3.10. Mr. Morris highlighted recent news, noting a special edition of *USA Today* celebrating the 50<sup>th</sup> anniversary of the United States Department of Transportation (US DOT). The North Central Texas Council of Governments provided an ad in the publication, on behalf of the RTC, extending its appreciation to the US DOT, the local congressional delegation, and TxDOT Commissioners. RTC members will be provided a copy of the publication either electronically or in print. Recent news articles were provided in Electronic Item 3.11, recent press releases in Electronic Item 3.12, and transportation partner progress reports were distributed at the meeting.
4. Big Projects in Texas and the Dallas-Fort Worth Region: Victor Vandergriff, Commissioner, Texas Transportation Commission (TTC) discussed funding for transportation, noting how the amount of past funding available statewide versus the current available funding statewide is very similar. He also discussed the importance of prioritizing the current available funding and previous formula allocation of Category 2 funds to the region by the Texas Transportation Commission. He highlighted previous emphasis on Texas Clear Lanes, easing congestion, and increasing mobility in the urban areas, and then later emphasis that shifted to connectivity and rural areas. He noted that of the \$7-10 billion

allocated to connectivity and rural areas, many of the projects have not yet been identified and that the Texas Transportation Commission recently projected approximately \$13 billion in uncommitted resources. He added that the TTC is interested in advancing large projects in urban areas at this time and are considering how to move forward with vital transportation projects with regional and statewide significance. Commissioner Vandergriff discussed IH 45 in Houston and IH 35 in Austin, and encouraged the region to consider and prepare to implement big projects that could be competitive statewide. He noted that he has asked the Texas Department of Transportation (TxDOT) Dallas and Fort Worth districts, as well as North Central Texas Council of Governments (NCTCOG) staff to be mindful of the principles discussed and champion transformative, big projects in order for the region to be prepared for potential future funding. He added that the Texas Transportation Commission is committed to maintaining and affirming statewide funding allocation commitments.

Michael Morris discussed previous formula allocation to the region by the Texas Transportation Commission and the importance of maintaining this type of funding allocation, as well as the importance of focusing on big projects in the region and statewide. Staff has coordinated with the local TxDOT districts to gain consensus on projects that meet RTC policies and that are believed to be competitive statewide as big projects. Mr. Morris discussed how the RTC could provide support to Commissioner Vandergriff, support the fair share allocation, and also support the TTC's focus on big projects. He expressed the need to maintain momentum and added that staff will present specific RTC action steps to move ahead on projects at the October 12 meeting and that a copy of the presentation from today's meeting would be emailed to members. He highlighted the proposed next big projects for the region and provided additional detail later in the presentation. The projects include IH 635 East Phase 3, the IH 20 "Y" Connection update and replacement of four lane sections, and interstate highway capacity near downtown Dallas. The projects for the west and the east roughly follow the 32 percent west/68 percent east RTC formula allocation. Mr. Morris noted that the proposal will not impact schedules or revenue for current projects. He added that Commissioner Vandergriff is working to find uncommitted balances and funds in the next year of the Unified Transportation Program, and gain consensus from his colleagues to move ahead on big projects in Texas. He also noted that the \$300 million contingency held back in the Regional 10-Year Plan and funding from the Trinity Parkway will remain and not be used for the implementation of the big projects. The first project, in the western portion of the region, is the "Y" Connection between US 287 and IH 20 and elimination of the four lane sections. This will help create a permanent solution in the corridor versus an interim solution. The four lane sections of IH 820 on the eastern side of Fort Worth and on US 287 are proposed to be eliminated. TxDOT will lead the project with NCTCOG assistance. NCTCOG will focus on travel forecasts, lane balance, and public outreach. The proposed project extends from the Northeast Mall to Downtown Mansfield and is proposed as the next big project in the west. The second project is IH 635 East Phase 3 from US 75 to IH 30, including the IH 30 interchange and the Skillman/Audelia bridge structure. TOLled managed lanes will be proposed for the entire project in order to maximize funding. TxDOT has initiated the traffic and revenue study, and NCTCOG will focus on the traffic forecast and public outreach. In addition, NCTCOG will ensure the project is in the Mobility Plan and work to expedite air quality conformity for "just in time" delivery. This is the next big project proposed in the east, proceeding now that the Southern Gateway has moved to construction. The final project was referred to as the Dallas CBD Interstate Highways. The North Texas Tollway Authority will be asked to waive primacy since the project will no longer be a toll road. TxDOT and the City of Dallas will be initiating consensus building for options, and NCTCOG assistance will be available for detailed simulations and lane balancing efforts. Improvements are expected to include the Harry Hines corridor, accessibility to the hospital district, the Dallas North Tollway/Stemmons Interchange, SH 183, and US 175. In closing, Mr. Morris discussed the importance of

supporting Commissioner Vandergriff and the Texas Transportation Commission regarding formula allocation and continued efforts to implement big projects statewide. Several members expressed support for the proposed effort.

5. **2017 Infrastructure for Rebuilding America Grants:** Christie Gotti provided an overview of the 2017 Infrastructure for Rebuilding America (INFRA) Grant Program for highway and freight projects of national and regional significance. INFRA is a replacement of what was previously known as the Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies (FASTLANE) Grant Program. The new program maintains the original freight-oriented components, but expands funding to more general highway projects. Approximately \$1.75 billion is available through the discretionary grant program for Fiscal Years (FY) 2017 and 2018, with approximately \$1.32 billion available to urban areas. Large projects must be \$100 million or more in cost and the INFRA request must be for \$25 million or more. Small projects must have a total cost of less than \$100 million and an INFRA request of at least \$5 million. Projects can have up to a 60 percent INFRA cost share and 80 percent or less federal share total. Projects with a lower federal share will be considered more competitive. Projects must begin construction within 18 months after the obligation of funds. FY2017 funds must be obligated by September 30, 2020, and FY2018 funds must be obligated by September 30, 2021. Eligible projects include: highway freight projects on the National Highway Freight Network, highway or bridge projects on the National Highway System, highway/rail grade crossing or grade separation projects, and other freight projects that are intermodal/rail freight projects or projects within public or private freight rail or intermodal facilities. Eligible agencies include states, urbanized areas, local governments, subdivisions of State or local governments, and other transportation agencies. Each eligible applicant can submit no more than three applications. Key objective areas include supporting economic vitality, leveraging partnerships, safety innovation, project delivery innovation, performance/accountability, geographic disbursement, and project readiness. A copy of the notice of funding opportunity was provided in Electronic Item 5.1. North Central Texas Council of Governments (NCTCOG) staff has been coordinating with the Texas Department of Transportation (TxDOT) to identify projects the State plans to submit in order to help determine the projects NCTCOG will propose for consideration. TxDOT Austin requested that individual districts submit requests for consideration, and it has narrowed the submittals to six projects. Two projects are in the region: LBJ East and IH 35W "3C." Both projects have been short-listed and are awaiting a final determination. Ms. Gotti discussed letters of support that historically have been provided by NCTCOG for projects being submitted by other agencies in the region for a federal call for projects, as long as the projects are consistent with the Mobility Plan. For this effort, she noted staff was seeking direction on whether letters of support should be provided to non-RTC and non-TxDOT projects in order to focus on projects of higher priority in the region. NCTCOG proposed projects included: 1) IH 635/LBJ East, 2) DFW Connector, 3) IH 20 "Y" Connection, and 4) IH 35W "3C." Proposed projects are contingent on which projects the State chooses to submit. The proposed projects were selected in an effort to focus on finding projects both in the east and the west, to focus on large-scale projects, to create leveraging opportunities, and to select projects large enough to be competitive. In addition, the proposed projects allow an opportunity to partner with and submit the projects not selected by TxDOT. The timeline for this effort was reviewed. Approval of the final projects for submittal will be requested at the October RTC meeting. Ms. Gotti added that the federal government has announced the next round of the Transportation Improvements Generating Economic Recovery (TIGER) grant program and additional information will also be presented to members in October. Michael Morris summarized staff's strategy to develop a deliberate, competitive list of large-scale projects in the region and requested direction from members regarding letters of support. Several members agreed that a focused, targeted strategy was the correct approach.

Lee M. Kleinman asked if staff was suggesting that local municipalities not submit projects. Mr. Morris noted that staff was only recommending that letters of support not be provided to other agencies for this specific effort. A motion was made to approve preliminary support for the Texas Department of Transportation/Regional Transportation Council partnership on projects proposed for submittal, direct staff to administratively amend the Transportation Improvement Program and Statewide Transportation Improvement Program and other planning/administrative documents to include projects if selected, and to determine that letters of support would not be provided to other entities as part of the overall strategy for this effort. Lee M. Kleinman (M); Mike Cantrell (S). The motion passed unanimously.

6. **Assistance to Texas and Evacuees to the Region:** Michael Morris thanked local elected officials who have taken a leadership role in providing assistance to evacuees impacted by the recent hurricane. Members were asked to consider approval to authorize the use of Regional Transportation Council Local funds, if needed, to provide assistance to the State of Texas or evacuees. For example, transit passes for evacuees to travel from shelters to Amtrak or Greyhound stations or assistance to other metropolitan planning organizations impacted may be options to provide assistance. No specific funding amount was proposed. Staff will document efforts for potential reimbursement. A motion was made to authorize the North Central Texas Council of Governments to use a small amount of Regional Transportation Council Local funds to provide assistance to evacuees, the State of Texas, or other metropolitan planning organizations, if needed. Gary Fickes (M); Charles Emery (S). The motion passed unanimously.
7. **Follow Up to the Cotton Belt Public Meeting:** Michael Morris discussed the August 17, 2017, Cotton Belt regional passenger rail public meeting at which staff highlighted potential innovative strategies to assist Dallas Area Rapid Transit (DART) implement the corridor. A copy of the meeting presentation was provided in Electronic Item 7. He noted staff will document commitments from the Regional Transportation Council (RTC), City of Coppell, Coppell/Dallas private-sector developer, City of Plano, City of Richardson, and the Dallas Fort Worth International Airport and transmit the documentation to DART. Staff will continue to work with the DART Board to implement passenger rail service in the eastern side of the region. Gary Slagel thanked North Central Texas Council of Governments staff and RTC members for their efforts and support.
8. **Mobility 2045 Update and Survey:** Kevin Feldt highlighted staff efforts as work continues on the development of the region's next long-range transportation plan, Mobility 2045. Proposed action on the draft Mobility 2045 will be requested of the Regional Transportation Council (RTC) in April 2018, followed by public meetings. In June, RTC action will be requested on the final Mobility 2045 document and the associated air quality conformity. To date, staff has reviewed the status of Mobility 2040 projects and have begun calculating revenue forecasts. Future efforts will include the review of performance measures and proposed targets, additional public outreach, and a Mobility 2045 RTC Workshop on October 12. Staff will be considering the following items as development of Mobility 2045 continues: 1) a Trinity Parkway response, 2) the southeast "Y" connection including IH 20, IH 820, and US 287, 3) CityMAP recommendations for IH 30 and IH 345, 4) Collin County mobility, 5) a tunnel connecting IH 35 to US 75, 6) locations for toll roads and managed lanes (Toll Island Policy), 7) revenue assumptions, 8) public transportation, 9) performance measures and targets, and 10) the next round of mega-projects to solve tomorrow's problems today. Mr. Feldt provided additional details on a Mobility 2045 survey that is available for public input through September 20. Electronic Item 8.1 contained a copy of the survey for print, and a link to the online survey was provided in Electronic Item 8.2. Nearly 2,600 responses have been received. Preliminary responses were reviewed.

9. **Regional Transportation Council Transit Call for Projects:** Sarah Chadderdon provided a summary of draft recommendations for Federal Transit Administration (FTA) funding through the Regional Transportation Council (RTC) Transit Call for Projects. Funding was available through the Enhanced Mobility of Seniors and Individuals with Disabilities Program for projects that serve seniors and individuals with disabilities and the Job Access/Reverse Commute Program for projects that get low income individuals to and from employment. Both types of funding were available to support projects in the Dallas-Fort Worth-Arlington and Denton-Lewisville urbanized areas. Ms. Chadderdon noted that funding in other areas of the region is administered by the Texas Department of Transportation and was not included in the Call for Projects. Projects recommended for funding in the Dallas-Fort Worth-Arlington Urbanized Area were highlighted. For the Enhanced Mobility program, project recommendations include \$1.2 million for: 1) Dallas Area Rapid Transit's Carrollton/Rowlett taxi Voucher Subsidy Program; 2) City of Dallas's Senior Medical Transportation Program; 3) vehicles for Dallas County Health and Human Services Older Adult Services Program; 4) City of DeSoto's new transit program; 5) the Fort Worth Transportation Authority's Access to Community project (a partnership with Tarrant County to increase service in non-member cities); and 6) vehicles for the City of Lancaster's Life Center Mobility Project. For Job Access/Reverse Commute funding, two projects were recommended for approximately \$400,000. Both projects were submitted by Workforce Solutions of Greater Dallas: a study in the Inland Port area and subsequent vanpool service to be implemented in coordination with Dallas Area Rapid Transit. In the Denton-Lewisville Urbanized Area, staff recommended \$300,000 for two projects from the Enhanced Mobility program. Both projects support expanding service in communities in Denton County. No Job Access/Reverse Commute projects were submitted for the Denton-Lewisville Urbanized Area. Additional details on the funding requests, recommendations, and the evaluation criteria were provided in Electronic Item 9. She noted projects were out for public comment and action will be requested at the October 12, 2017, RTC meeting.
10. **Aviation Update:** Natalie Bettger provided an overview of ongoing efforts within the North Central Texas Council of Governments aviation program area. Regarding funding for general aviation airports, funding is received through federal, State, and local sources. Subsections of each of these sources were highlighted, including funding amounts and eligibility. Historical funding levels for Texas general aviation airports were also discussed. Significant decreases in funding were highlighted for 2013 and 2014. Decreases were due to the fact that airports statewide did not receive discretionary funding other than a small amount in 2015. The Air Transportation Advisory Committee (ATAC) formed a funding subcommittee to determine why funding was not allocated, and since that time discretionary spending has returned to Texas. In addition, improvements have been seen in how aviation is managed in the State through increased membership on the Texas Aviation Advisory Committee and more transparent, detailed funding disclosures. Staff will continue to seek transparency with the project selection process and work to get additional federal and State funding for general aviation airports. Related to unmanned aircraft systems (UAS) regulations, Ms. Bettger noted efforts over the last several years to create a model regional ordinance. Since that time, House Bill (HB) 1643 was passed and restricts municipalities or local governments from developing a UAS model ordinance without approval from the Federal Aviation Administration (FAA). A copy of the bill was provided in Electronic Item 10.1. Staff has reached out to the FAA, but there is currently no FAA approval process so coordination on this effort continues. She also noted the Drone Federalism Act of 2017, provided in Electronic Item 10.2. The federal bill would require that federal, State, and local governments work together to manage UAS within the region. Staff is reviewing opportunities for local agencies to support the federal bill, as well as opportunities to develop a statewide ordinance to protect the airspace for general aviation and commercial airports within the region. Finally, Ms. Bettger provided an update regarding the North Texas

Aviation Education initiative. Staff recently worked with institutional partners to inventory aviation education programs in the region. Staff learned of new aviation programs that have been added to the curriculum of high schools and colleges in the region, as well as the elimination of the air traffic control program at Letourneau University due to low enrollment caused by the change in hiring practices with the FAA. Staff also learned of opportunities for growth including plans for local colleges and school districts to add aviation-related programs to their curriculum and areas in need of increased program offerings.

11. **Blue-Green-Gray Grant Opportunities:** Michael Morris highlighted new grant opportunities generated from the 2016 Irving Transportation Summit. At the 2016 Irving Summit, a panel was formed to discuss removing the silos among various disciplines such as transportation (gray), water (blue), and environmental mitigation (green) and partnering to create innovative projects. The implementation of that program was presented at the 2017 Irving Summit. Electronic Item 11 summarized the new program, the proposal submittal process, and criteria. Individuals, private firms, or government agencies are eligible to apply for up to \$50,000 to advance projects or programs that develop innovative outcomes. The projects must have three elements: 1) water (blue), 2) environment (green), and 3) infrastructure (gray). Applications are due by 5:00 pm on November 3, 2017. The seed money is intended to develop new ideas that could be transmitted to non-profit organizations, private-sector companies, or governmental agencies for funding of the next phase. The recycling of water from the Trinity River that goes back up into the Collin County water supply through the wetland project off US 175 is an example of the type of innovation. Projects will come before the Surface Transportation Technical Committee and Regional Transportation Council for approval.
12. **Transportation Improvement Program Quarterly Update: East/West Equity:** Adam Beckom provided an update on current east/west equity percentages for the region. In February 2010, the Regional Transportation Council (RTC) approved a policy to track Texas Department of Transportation (TxDOT) funding approvals that do not follow current formula allocations with the intention to track the east/west equity over time, allowing the RTC to take corrective actions if necessary. Staff proposed to consolidate the tracking effort of each of the transportation funding bills into one report. Previous surface transportation bills will become line items once they are replaced with a new funding bill, and staff will continue to provide quarterly updates on the east/west equity balance. Cumulatively the region is at 31.71 percent in the west and 68.29 percent in the east. This balance is near the 68 percent east/32 percent west percentages approved by the RTC. Electronic Item 12.1 contained the final inventories for the TxDOT non-formula commitments under the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users and Moving Ahead for Progress in the 21<sup>st</sup> Century. Electronic Item 12.2 inventoried the TxDOT non-formula commitments under the Fixing America's Surface Transportation (FAST) Act. Additional details regarding the close out of previous funding bills were provided in Electronic Item 12.3.
13. **CMAQ/STBG Funding: Local Bond Program Partnerships:** Adam Beckom presented the proposed partnerships with local agencies under the Local Bond Program in the 2017-2018 Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Surface Transportation Block Grant Program (STBG) Funding Program. In April 2017, the Regional Transportation Council (RTC) approved several funding programs to select projects using CMAQ and STBG funding. The 11 programs and their status was highlighted, and the Local Bond Program Partnerships was discussed. The goal of the Local Bond Program is to leverage bond funds for projects of strategic importance to local governments and the region. Federal funding amounts by project were highlighted and totals approximately \$85.57 million. Proposed funding includes: 1) \$46.64 million for the City of

Dallas (in addition to the up to \$40 million previously approved for the Southern Gateway Pedestrian Plaza), 2) \$20 million for Hunt County, 3) \$13.65 million for Parker County, 4) \$5 million for City of Grapevine, and 5) \$280,000 for City of Cedar Hill. He noted staff is working with each of the agencies to leverage their bond funds and finalize project specifics and funding plans. Funding is contingent upon voter approval and any private-sector funding for each of the projects. The timeline for the effort was reviewed. Mr. Beckom noted that action will be requested at the October meeting and that details were provided in Electronic Item 13. Lee M. Kleinman asked how projects are selected. Michael Morris noted that city staff often provide potential projects to North Central Texas Council of Governments staff for consideration.

14. **Heavy-Duty Diesel Inspection and Maintenance Pilot-Phase 2:** Chris Klaus presented results of the recently completed Heavy-Duty Diesel Inspection and Maintenance (I/M) Pilot-Phase 2. As efforts continue in the region to meet compliance of the national ozone standard, he noted that a pilot program was implemented to collect and evaluate emissions for heavy-duty diesel vehicles. Heavy-duty diesel vehicles contribute approximately 48 percent of on-road emissions in the Dallas-Forth Worth region. With nitrogen oxides (NOx) data collected, staff then established a definition of high-emitting vehicles. Staff analyzed the data and estimated that if the defined high-emitting vehicles are replaced with an average-emitting vehicle, the region could potentially reduce 5.15 tons of NOx per day. Additionally, if the high-emitting vehicles are replaced with a 2017 model vehicle, the region could potentially reduce almost 7 tons of NOx per day. As a result of this analysis that includes a small number of diesel trucks emit a significant amount of NOx in the atmosphere, staff will begin to consider potential programs that could be brought for Regional Transportation Council consideration that help with the reduction of emissions from heavy-duty diesel high-emitting vehicles. The first step is to work through existing commercial vehicle enforcement patrols to further identify high-emitting vehicles by observing certification stickers and engine codes, etc. In order to implement the potential future programs, considerations must be given for funding, enforcement, and legislative/rulemaking. He noted that the region was one of the first to investigate heavy-duty diesel vehicle emissions, but that many entities around the world have now shown interest and an international working group has been developed by the North Central Texas Council of Governments. This working group is tasked with reviewing the data, discussing options, and involving vendors of potential future technologies that will help identify and achieve reductions of emissions from heavy-duty diesel vehicles. Mr. Klaus added that this data will be an important consideration as growth, development, and warehousing areas continue to grow in the region and heavy-duty diesel vehicles accessing those facilities increase. Details were provided in Electronic Item 14.
15. **Progress Reports:** Regional Transportation Council attendance was provided in Reference Item 15.1, Surface Transportation Technical Committee attendance meeting minutes in Electronic Item 15.2, and the current Local Motion in Electronic Item 15.3.
16. **Other Business (Old or New):** There was no discussion on this item.
17. **Future Agenda Items:** There was no discussion on this item.
18. **Next Meeting:** The next meeting of the Regional Transportation Council is scheduled for Thursday, October 12, 2017, 1:00 pm, at the North Central Texas Council of Governments.

The meeting adjourned at 2:40 pm.