

## MINUTES

### REGIONAL TRANSPORTATION COUNCIL August 10, 2017

The Regional Transportation Council (RTC) met on Thursday, August 10, 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, Carol Bush, 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, George Fuller, Sandy Greyson, Mojoy Haddad, Roger Harmon, Clay Lewis Jenkins, Greg Giessner (representing Ron Jensen), Jungus Jordan, Lee M. Kleinman, Rick Grady (representing Harry LaRosiliere), David Magness, Scott Mahaffey, B. Adam McGough, Steve Mitchell, Cary Moon, Stan Pickett, Kelly Selman, Rick Stopfer (representing Gary Slagel), Mike Taylor, T. Oscar Trevino Jr., Taylor Armstrong (representing William Tsao), Oscar Ward, Duncan Webb, B. Glen Whitley, Kathryn Wilemon, W. Jeff Williams, and Ann Zadeh.

Others present at the meeting were: Vickie Alexander, David S. Arbuckle, Melissa Baker, Tom Bamonte, Berrien Barks, Jay Barksdale, Natalie Bettger, Brandi Bird, Jonathan Blackman, David Boski, Eric Brown, Kyndall Brown, Ron Brown, Ken Bunkley, Pamela Burns, Drew Campbell, Jack Carr, Angie Carson, Ying Cheng, Ceason Clemens, Jim Cline, Tom Cochill, Michael Copeland, Clarence Daugherty, Brian Dell, David Dryden, Chris Dyson, Chad Edwards, Traci Enna, Bob Golden, Christie Gotti, Scott Hall, Allen Harts, Tony Hartzel, Shannon L. Hebb, Rebekah Hernandez, Mark Hilderbrand, Robert Hinkle, Jodi Hodges, Ivan Hughes, Tim James, Ron Kelley, Dan Kessler, Ken Kirkpatrick, Chris Klaus, Garry Kraus, Dan Lamers, April Leger, Alonzo Linan, Paul Luedtke, Stanford Lynch, Norman Marquart, Steve McCullough, Michael Miles, Cliff Miller, Mindy Mize, Rebecca Montgomery, Erin Moore, Ron Natinsky, Jeff Neal, John Nguyen, Thun Nguyen, Josey Parks, John Polster, James Powell, Vercie Pruitt-Jenkins, Chris Reed, Christina Roach, Greg Royster, Steve Salin, Devin Sanders, Russell Schaffner, Walter Shumac III, Randy Skinner, Chelsey Smith, David Smith, Tom Stallings, Dean Stuller, Vic Suhm, Don Szczesny, Gary Thomas, Marian Thompson, Lauren Trimble, Jett Tullos, Sherry Unger, Dan Vedral, Sam Werschky, Sandy Wesch, Amanda Wilson, and Susan Young.

1. **Approval of July 13, 2017, Minutes:** The minutes of the July 13, 2017, meeting were approved as submitted in Reference Item 1. B. Glen Whitley (M); Kathryn Wilemon (S). The motion passed unanimously.
2. **Consent Agenda:** There were no items included on the Consent Agenda.
3. **Orientation to Agenda/Director of Transportation Report:** Regional Transportation Council (RTC) Chair Rob Franke noted he has appointed Mayor Douglas Athas, City of Garland, as the new chair of the RTC Multimodal/Intermodal/High-Speed Rail/Freight Subcommittee. Members interested in that Subcommittee or the Ad Hoc Legislative Finance and Partnership Subcommittee were asked to contact Chair Franke. In addition, Chair Franke noted that the RTC Bylaws and Operating Procedures require that the Bylaws be reviewed every four years. Members interested in serving on the Bylaws Revision Subcommittee or with proposed topics to be addressed during the review were also asked to contact Chair Franke. Following the meeting, staff will provide members with additional details and contact information for Chair Franke. Michael Morris reviewed items on the Director of Transportation report. He thanked William Meadows for his attendance at a recent meeting with the Secretary of Transportation and the Federal Railroad Administration and Mayor Franke for his attendance at the recent Urban Land Institute Austin meeting.

Clean Air Action Day results were provided in Electronic Item 3.1, air quality funding opportunities in Electronic Item 3.2, and an ozone season update in Electronic Item 3.3. In addition, information on the Southern Transportation and Air Quality Summit was provided in Electronic Item 3.4. A link to a 511DW Traveler Information System survey was distributed at the meeting. Details for an upcoming Complete Streets Design and Implementation Workshop was provided in Electronic Item 3.5. A flyer announcing the August 17 Cotton Belt corridor public meeting was provided in Electronic Item 3.6. Recent correspondence on the Environmental Protection Agency's withdrawal of the one-year extension for the 2015 ozone standard designations was provided in Electronic Item 3.7. The public comments report was provided in Electronic Item 3.8, recent correspondence in Electronic Item 3.9, recent news articles in Electronic Item 3.10, and recent press releases in Electronic Item 3.11. Transportation partner progress reports were distributed at the meeting.

4. **Air Quality Project Funding:** Lori Clark presented recommendations for three air quality funding programs. The first program is the Zero-Emission Vehicle Rebate. Ms. Clark noted that through an existing contact focused on emissions reduction strategies for ozone precursors, staff is tasked with administering vehicle technology improvement projects. Approximately \$300,000 was proposed to administer this type of technology improvement projects as a rebate for the purchase of public-sector zero-emission vehicles. In addition, staff proposed to leverage the rebates as an additional discount through the Fleets for the Future Cooperative Procurement project. A maximum \$2,500 rebate per vehicle or actual incremental cost was proposed. The second program is the electrified parking space project. Several years ago, the North Central Texas Council of Governments (NCTCOG) was awarded \$300,000 to partner with an electrified parking space company, Convoy Solutions (now known as IdleAir). The funds were to be used to install 80 electrified parking spaces at four trucking terminals across the nonattainment area. The original project required IdleAir to cover 75 percent of the total project cost. Due to the significant fall in diesel fuel prices since the project was awarded, the 75 percent funding for IdleAir is currently not feasible. There has been discussion about rescoping the project to approximately 40 spaces at two trucking terminals. In addition, the Environmental Protection Agency (EPA) has indicated that Congestion Mitigation and Air Quality Improvement Program funds are not eligible for the project. Staff proposed that approximately \$100,000 in Regional Transportation Council (RTC) Local funds be used to reduce IdleAir's contribution to 50 percent. As a result, IdleAir would be required to enter into a revenue sharing agreement to offset the RTC Local contribution. Mr. Clark noted the location of the first terminal and added that if the second site cannot be secured, the contribution from RTC and EPA would be reduced proportionately. The third program is related to a Diesel Emission Reduction Act (DERA) project. Earlier in the year, NCTCOG submitted its DERA proposal to the EPA for Fiscal Year 2017 funding. The proposed project requested approximately \$2 million in EPA funds for NCTCOG to subgrant to local governments and private-sector contractors to replace diesel vehicles or owned equipment. Subgrantees will provide the required match, and a portion of the EPA funds will be used for staff administration. Staff proposed up to \$25,000 in RTC Local funds as a backstop for administrative costs for this project to allow staff to begin implementation until the match is collected at the point of subgrantee reimbursement. A motion was made to approve the proposed administration of the Zero-Emission Vehicle Rebate in conjunction with the Fleets for the Future and proposed rebate structure, the use of up to \$100,000 in RTC Local funds to facilitate the implementation of the electrified parking spaces at truck terminals, and up to \$25,000 in RTC Local funds as a backstop to facilitate staff administration of the DERA 2017 EPA proposal until the match is collected, as provided in Reference Item 4 and revised at the meeting. Mike Cantrell (M); Oscar Ward (S). The motion passed unanimously.

5. **Traffic Signal Data Sharing Grant Program and 511DFW/Waze Grant Program Awards:** Tom Bamonte presented a recommendation of awards for the Traffic Signal Data Sharing and 511DFW/Waze grant programs. Evaluation criteria previously approved by the Regional Transportation Council (RTC) for each of the programs was provided in Electronic Item 5.1. Traffic Signal Data Sharing program funding was available for projects that make traffic signal data accessible to auto manufacturers and travel navigation services to build connected vehicle applications. Reference Item 5.2 contained a list of the applications received and the recommended awards for this program. Eight projects totaling \$200,000 were recommended for award. When completed, over one-fourth of signals in the region will be connected. In addition, Dallas, Richardson and Irving are concluding a procurement process for an upgraded traffic signal system that includes a data sharing component. This will bring the region up to over two-thirds of the signals in the region will be connected. 511DFW/Waze program funding was available as a first step to update the 511DFW Traveler Information System to include a data sharing portal for the region. Access through the Waze Connected Citizens Program (CCP) allows entities to inform Waze of closures and also gives the entities access to roadway incidents that supplement 911 calls, which gives entities powerful safety and emergency response tools. Reference Item 5.3 contained a list of the applications received and the recommended awards for this program. Six cities applied for funding to help implement the data sharing process in their communities, totaling \$131,500. With these projects, plus Fort Worth and Tarrant County which have joined already, over one-third of the population in the core counties are in the Connected Citizens Program. RTC Chair Rob Franke asked if data regarding signal changes made by first responders is incorporated into the data sharing. Mr. Bamonte noted that the involvement of law enforcement is encouraged for these types of initiatives. Mike Taylor asked what type of data is input into Waze and why an entity would not be interested in participating. Mr. Bamonte noted that data is primarily input by citizen users, and it is found that approximately 70 percent of roadway incident information is reported in Waze first versus the 911 system. He added that Waze is looking for relatively limited data from local governments such as road closures. Barriers to participation are primarily lack of education regarding the program and competing priorities. A motion was made to approve the proposed awards for the Traffic Signal Data Sharing program in Reference Item 5.2 and the 511DFW/Waze Data Sharing program in Reference Item 5.3. Mike Taylor (M); Ann Zadeh (S). The motion passed unanimously.
6. **Funding Changes to IH 635 East and Proposition 1 Projects:** Christie Gotti presented funding adjustments for projects originally funded with Proposition 1 under the 10-Year Plan/Proposition 1 Adjustments portion of the 2017-2018 Congestion Mitigation and Air Quality Improvement Program (CMAQ)/Surface Transportation Block Grant Program (STBG) Funding Program. Staff anticipates that this action is the first phase, and additional adjustment phases will occur later in the year. The changes are needed early for projects to be included in the 2018 Unified Transportation Program (UTP). The second phase will include year-of-expenditure/total project cost updates, adjustments due to revised construction costs, and adjustments due to changes in funding allocations. As a reminder, in 2015 the Regional Transportation Council (RTC) approved Proposition 1 funding for Fiscal Years 2015 to 2019. Since that time, revenue projections have been reduced. In addition, as projects have let or have been implemented there are cost overruns and underruns. As staff reviews projects that will move forward in 2018, adjustments will also be made to those projects. Approximately \$82 million in CMAQ funds from an unallocated balance were proposed to be used for eligible expenses to offset the funding changes. The CMAQ funds are primarily for a series of grade separations along US 380, with the remaining for bicycle, pedestrian, and intersection-type improvements. She noted all projects on the list remain funded, but as 2018 UTP allocations become available, another year of projects will be

brought into the final year of the 10-Year Plan. As a result of funding changes, some of the 2027 funding will be used to backfill later projects that are being impacted by earlier projects. Proposed changes were provided in Reference Item 6.1.

Michael Morris presented funding adjustments for the IH 635 East project. Last December, the RTC made a commitment to implement IH 635 East. Since that time, the Texas Legislature did not pass a bill that would have authorized the project to be funded through a Comprehensive Development Agreement (CDA). Therefore, the RTC must now identify a new option to deliver the IH 635 East project. The proposal does not change the allocation of revenue to Collin, Denton, or other counties, and is simply of reprogramming of funding sources along the corridor to advance the IH 635 East project and the Skillman/Audelia project together and as soon as possible. Staff proposed that the RTC approve 100 percent of the cost of the IH 635 East project from US 75 to Royal/Miller. This will affirm to the Texas Department of Transportation (TxDOT) Austin that the region is committed to the advancement of IH 635 East. This action will be considered to be a contingency, since the intention is to fully fund and construct IH 635 from US 75 to IH 30, including the IH 30 interchange. The three phases of the project were noted. Staff proposed to reallocate existing Category 2 funds (toll-eligible) from the 10-Year Plan to IH 635 East Phase 1 (US 75 to Royal/Miller) since the CDA is no longer possible and the project is already environmentally cleared as a tolled managed lane facility. In addition, Category 2 funds from later phases of IH 635E and four projects in Collin County were proposed to be moved to IH 635 East Phase 1. The funds from those four projects were proposed to be replaced with Category 4 and Category 12 funds from later phases of IH 635 East. The total funding in each county remains the same. Approval to switch the funding categories for projects was outlined in Reference Item 6.2. In addition, eight potential solutions to fully fund the IH 635 East project were highlighted. The first solution is to fully fund Phase 1 of IH 635 East with \$469 million of Category 2 funds from US 75 to Royal/Miller. Second, approximately \$293 million has been allocated to the IH 635 East project from Royal/Miller Road to the IH 30 Interchange. Some of the funding is Category 4 and Category 12. Depending on what elected officials decide regarding tolling the entire project, the funds could stay allocated or will need to be switched out with toll-eligible funds. Third, in Phase 1 of IH 635 East, the TxDOT and the RTC own the revenue associated with the project and revenue could be programmed for the later phases to receive 100 percent of the toll revenue from Phase 1 until fully funded. Fourth, there is \$300 million in Dallas County contingency funds set aside in the Regional 10-Year Plan that could be allocated to this project. Fifth, there are potential private-sector partners that may be interested in the corridor and other legal tools that the private sector could use besides a concession working with TxDOT. A Transportation Infrastructure Finance and Innovation Act (TIFIA) loan could provide an opportunity for additional funding for the corridor. Sixth, the Texas Transportation Commission is reviewing the UTP and action to fully fund the project, including Skillman/ Audelia, would be a positive communication to the Commission as it considers funding. Seventh, funding from a federal infrastructure program may be an option. Lastly, if needed, staff will seek consensus from Garland, Dallas, and Mesquite on tolling the project from Royal/Miller to IH 30 in order to complete the project.

Christie Gotti summarized the action being requested. Duncan Webb noted he was supportive of moving the IH 635 East project forward, but expressed his concern that Category 2 funds seem more certain than the Category 12 funds proposed by staff for Collin County projects. Michael Morris clarified that while the TTC selects the projects for Category 12 funds, the funds are allocated to the region and are not available to other regions. If the TTC were to decide not to place the Category 12 funds on the Collin County projects, then staff would propose other funds. Lee Kleinman asked the total funding gap for the project

after the proposed changes and how staff proposed to fund the gap. Mr. Morris noted that the project costs approximately \$1.8 billion, leaving an \$800 million gap assuming TxDOT receives TxDOT preliminary engineering and right-of-way money for the project and that the strategies to fund the gap were the eight solutions presented. Mr. Kleinman asked if Regional Toll Revenue or revolver funds were available funding sources. Staff noted that Regional Toll Revenue funds for Dallas County were encumbered and that before other funds are utilized, innovative partnership should be used first if possible. He added that staff is reviewing every possible funding source. Action will indicate to the TTC that the RTC is serious about the implementation of IH 635 East. Stan Pickett noted that Mesquite was supportive up the proposal. A motion was made to approve funding changes to the affected Proposition 1 projects as summarized in Reference Item 6.1 and funding changes to fully fund the IH 635 East Phase 1 project as summarized in Reference Item 6.2, contingent that there are no negative impacts to cities/counties as a result of the funding exchanges. Action also included approval to review options to build IH 635 East as a single project and directed staff to administratively amend the 2017-2020 Transportation Improvement Program/Statewide Transportation Improvement Program and other planning/administrative documents to incorporate the changes. Duncan Webb (M); Douglas Athas (S). The motion passed unanimously.

7. **Legislative Update:** Amanda Wilson provided an update on legislative actions related to transportation and air quality issues affecting the Dallas-Fort Worth area. Regarding federal legislation, both the House and Senate have now moved appropriation bills. The Senate Appropriations provides the United States Department of Transportation (US DOT) with \$1.5 billion above the current year's funding, restores Transportation Investment Generating Economic Recovery (TIGER) grants, funds the transit Capital Investment Grants program, and does not include funds for automated vehicle research. The House Appropriations provides the US DOT with \$1.1 billion less funding than the current year's funding, cuts all TIGER funding, cuts the Capital Investment Grants program, and includes \$100 million for automated vehicle research. Staff will continue to monitor efforts as the bills either move individually, as one omnibus-type bill, or whether continuing resolutions are passed. Regarding State legislative actions, the Special Session began on July 18 and is a 30-day session. Committee hearings are being held on many topics, including the 20 items included in the Governor's call. The AirCheckTexas Program and emissions testing items have had Committee hearings and action is not expected since the items were not part of the Governor's call. Related to the items on the Governor's Call, the only legislation that must pass is Sunset legislation for several agencies, and those are expected to move through both chambers. Both chambers have passed their own bills on tree regulations, school finance, and property tax reform. Most directly related to transportation is Senate Bill 15, the preemption of local texting while driving regulations. The bill was passed by the Senate and has been sent to the House. Future updates will be provided to members, as needed.
8. **Top Five Regional Transportation Council Policy Initiatives for 2017:** Michael Morris provided an update on the top five Regional Transportation Council (RTC) policy initiatives for 2017, presented earlier in the year. Related to a new federal initiative on transportation, the federal governments appears to be moving forward regarding infrastructure with focus on leveraging funds for projects. Recently, the RTC took action requesting of the Legislature a contingency to allow certain public-private partnerships if it would mean that the region could participate in potential future federal programs using a private-sector component. The second initiative is the implementation of Texas Department of Transportation/RTC project selection for the Regional 10-Year Plan in December 2016. The Texas Transportation Commission is discussing the next year of allocations and innovative options to advance transportation projects. The third initiative is high-speed rail. The Texas Legislature

supported some components of high-speed rail between Houston and Dallas. In addition, North Central Texas Council of Governments staff had positive meetings with the Federal Railroad Administration who is looking for the RTC to take a leadership position to help get environmental clearance completed for the portion of high-speed rail between Dallas and Fort Worth. The fourth initiative, the Texas Legislative Session, did not move forward as hoped. However, staff will continue to discuss innovative options to deliver projects in the region. Finally, efforts are continuing related to TEXRail, the Cotton Belt, and transit in the region. He noted a public meeting was scheduled to discuss innovative options to move transit forward in the Cotton Belt corridor. In addition, rail service in Collin County is being discussed. Oscar Ward asked when the route determination for the Dallas-Fort Worth Core Express project would be complete. Mr. Morris noted that staff may step back and work to ensure that all options are being considered and that efforts are transparent.

9. **Transportation Alternatives Program Funds Update:** Ken Bunkley provided an update on Transportation Alternatives Program (TAP) funds apportioned in Fiscal Year (FY) 2014. As a reminder, federal regulations state that TAP funds apportioned shall remain available for obligation for the year of apportionment plus three years. Any federal funds apportioned in FY2014 must be obligated before the end of end of FY2017 or be at risk of lapse. Staff has coordinated with individual agencies and the Texas Department of Transportation (TxDOT) to review projects and has assigned low, medium, or high risk levels to each project. Mr. Bunkley noted that as of July, all \$8.2 million in TAP funding has obligated and no FY2014 funds are at risk of lapse. An additional \$700,000 has obligated and four projects totaling \$2.2 million are anticipated to obligate. Once obligated, this \$2.9 million will help to satisfy the FY2015 apportionment. Staff will continue to coordinate with TxDOT and local agencies to identify project status for projects programmed in FY2018. In addition, he noted Surface Transportation Technical Committee members were encouraged to coordinate within their cities/agencies to ensure that their project(s) are advancing within the year programmed.
10. **Regional Traffic Signal Retiming Program and Minor Improvement Program Call for Projects: Process and Scoring Criteria:** Natalie Bettger presented the recommended eligible project categories, process, scoring criteria, and schedule for the proposed Regional Traffic Signal Retiming Program (RTSRP) and Minor Improvement Program Call for Projects. The RTSRP is a signal retiming program to maximize the capacity of the roadway system by improving traffic operations through signal retiming. The Minor Improvement Program is intended to increase the capacity of roadways through low-cost operational improvements. Projects in the 10-county North Central Texas Council of Governments (NCTCOG) air quality nonattainment area are eligible for the Congestion Mitigation and Air Quality Improvement Program (CMAQ) funding. For the RTSRP Call for Projects, proposed project eligibility would require that 80 percent of the traffic signals must not have been retimed in the last four years, 80 percent of the traffic signals must be located along a route of significance, eight or more consecutive traffic signals must be proposed, and no construction is planned within two years. A total of \$2 million is available for award. Proposed evaluation and scoring criteria for the program is focused on mobility benefit/cost ratio and air quality, and also includes communication, environmental justice distribution, multi-modal operations, multi-jurisdictional corridor, and providing traffic signal data to the cloud. For the Minor Improvement Program Call for Projects, proposed project eligibility would require projects to be along a route of significant, have no construction planned within two years, limited to \$50,000 per project request for low-cost improvements, and staff time would not be eligible. Proposed evaluation and scoring criteria for the program is focused on mobility benefit/cost ratio, air quality benefit and also includes recommended improvements from previous RTSRP Calls, additional local match, and environmental justice distribution.

A total of \$2.9 million is available for award. For both Call for Projects, a 20 percent minimum local match in cash is required. The proposed schedule for the Call for Projects was reviewed. Approval of selection criteria is anticipated by STTC in August and the RTC in September. Following approval, the Call for Projects will open September 15 with proposals due October 13, 2017. Public meetings will be scheduled in the October/November timeframe. Final action on the proposed project selection is anticipated in December 2017. Douglas Athas asked if staff have looked into advanced technologies such as adaptive signals. Ms. Bettger noted that some of the cities within the region have reviewed adaptive signal options, and that an adaptive signal call for projects was held for corridors parallel to US 75. One of the past challenges has been the cost of field devices. Hopefully, new connected vehicle technology will provide an opportunity to reduce the number of necessary field devices and lower costs. In addition, she noted that entities have differing traffic signal systems. Staff has worked to tie the systems together using center-to-center communication that standardizes the format for exchange of data across jurisdictions. Michael Morris noted that adaptive signals will be considered as staff reviews the next management and operations project scheduling.

11. **Joint Land Use Study Project:** Amanda Wilson provided an update on the Regional Joint Land Use Study (JLUS) being conducted for four military installations and surrounding communities in North Texas, as well as updates on transportation projects underway around Naval Air Station (NAS) Fort Worth Joint Reserve Base (JRB). The JLUS was a collaborative effort among local governments, military installations, citizens and other stakeholders to identify encroachment issues affecting both surrounding communities and current and future military missions. Recommendations are now available and include strategies to promote compatibility through communication, education, and the local planning process. The study area included Fort Wolters in Mineral Wells, NAS Fort Worth JRB, Camp Maxey near Paris, and Redmond Taylor Army Heliport in Dallas. Ancillary sites also included the military operating areas where aircraft training missions occur. A number of potential compatibility issues were studied both at individual installations and those issues that impact all installations. Issues include aviation and air space safety, communication, coordination, economic development potential, energy infrastructure, noise management, transportation improvements, and others. Over 150 recommended actions were identified through the study, including strategies for each installation and its surrounding community as well as regional strategies. A copy of the recommendations was provided in Electronic Item 11. The study found a strong support for military missions and a desire for more coordination. At the NAS Fort Worth JRB, it has been found that a formal channel of communication between the installation and surrounding communities is successful, and efforts will be made to replicate this formal communication at other installations. Another strategy is to build on the collaboration among NAS Fort Worth JRB and neighboring communities and refining existing compatibility tools. Strategies also include addressing aviation and security risks associated with unmanned aircraft systems and energy infrastructure siting, as well as promoting regional and statewide compatibility solutions. Another impact from the 2008 JLUS was the study of transportation needs around the NAS Fort Worth JRB. The RTC funded a number of projects that have been completed or are in the planning phase. Some of the most significant include SH 199, SH 183, and IH 30. These roadway improvements are an example of transportation related-improvements that should be analyzed for other installations to help improve surrounding communities.
12. **Texas Transportation Innovation Activities:** Tom Bamonte provided a briefing on recent Texas transportation innovation activities. The Advanced Transportation and Congestion Management Technologies Deployment (ATCMD) is a fully funded federal program for the large-scale installation and operation of advanced transportation technologies. Three years

of the program are remaining for municipalities interested in investing in transportation technology. The North Central Texas region was responsible for three of the five Texas applications submitted for FY 2017: 1) micro on-demand rideshare system in Arlington, 2) North Central Texas regional smart transportation system in Dallas, and 3) integrated operations by Dallas Area Rapid Transit. In addition, Mr. Bamonte provided information on the Texas Innovation Alliance, a loose federation of universities, municipalities, TxDOT, and others working to advance statewide initiatives. The group is submitting an application for a National Science Foundation 5G research platform in Texas for the next generation of wireless communication. This platform could be used by universities, public and private sector entities, and others to develop next generation technologies and businesses. Preliminary applications have been approved and Texas has submitted a final application. The National Science Foundation is contributing \$400 million in funds to support the research platforms. SMU will participate and the platform will be opened to developers throughout the state. In addition, Mr. Bamonte noted an upcoming Mobility Summit in mid-October where teams from the region will tackle various transportation programs in a "shark tank" environment, getting input, and sharing information with others from throughout the state.

13. **Dallas-Fort Worth Clean Cities Annual Report Results:** Pamela Burns highlighted the results of the 2016 Dallas-Fort Worth Clean Cities (DFWCC) Annual Report and progress made towards meeting United States Department of Energy (US DOE) petroleum-reduction goals. For many years, the North Central Texas Council of Governments (NCTCOG) has been the host organization for DFWCC. The DOE has a goal to save 2.5 billion gallons of petroleum annually by the year 2020. To help contribute to those effort, local coalitions have a goal to increase their petroleum reductions by 15 percent each year. Petroleum reductions measured in calendar year 2016 were highlighted. In the region, over 25 million gallons of gasoline were reduced. In order to meet the goal assigned by the DOE, 2017 reductions must increase by 3.8 million gallons. Resulting emissions reductions include over 220 tons per year of nitrogen oxides and 7 tons per year of volatile organic compounds. Reductions are primarily coming from alternative fuel vehicles, with the largest from compressed natural gas and biodiesel. Details were provided in Electronic Item 13. The adoption of the Clean Fleet Policy is encouraged for local governments, cities, counties, school districts, transit authorities, and others. In order to be eligible for clean vehicle funding in the region, entities must adopt the Clean Fleet Policy and submit an annual report. The annual report is how staff gathers the data for submittal to the US DOE. Upon submitting the annual report, coalitions also score the annual reports to provide recognition to fleets in the area. In summary, the DFWCC 2016 petroleum reduction was short of the 15 percent goal. Accurate data gathering is critical to this goal, and although accurate data is being received not all stakeholders are submitting the annual report. Members were encouraged to ensure that their entity has adopted the Clean Fleet Policy and is also submitting annual reports. This not only helps with petroleum reduction efforts, but also helps the region improve emissions and meet attainment of the ozone standard. RTC Chair Rob Franke asked that staff provide a notice to those entities that have adopted the Clean Fleet Policy but that are not submitting annual reports.
14. **Volkswagen Settlement Update:** Lori Clark provided an update on the status of initiatives established as a result of the Volkswagen Clean Air Act civil settlements. Many of the efforts related to the settlements will not move forward until the trustee effective date. The North Texas region is expected to be entitled to a portion of the \$209 million Environmental Mitigation Trust anticipated for the State of Texas. In an effort to encourage the State of Texas to pursue funding made available as part of the Environmental Mitigation Trust, the North Central Texas Council of Governments (NCTCOG) provided comments to the

Governor's office, provided in Electronic Item 14.1. In addition, NCTCOG has developed a survey to gather information on fleet interest in the event Texas does file as a beneficiary of the Environmental Mitigation Trust. Members were encouraged to provide feedback at [www.nctcog.org/airquality](http://www.nctcog.org/airquality) or to staff. Details on eligible mitigation actions were included in Electronic Item 14.2. Ms. Clark noted that staff will continue to provide updates to the Council in the future.

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):** Michael Morris discussed the decision by Dallas City Council to no longer include the Trinity Parkway transportation recommendation as part of its overall comprehensive vision for the Trinity corridor. As the Council's direction is communicated to North Central Texas Council of Governments staff, the Regional Transportation Council will implement the direction on relevant items.
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, September 14, 2017, 1:00 pm, at the North Central Texas Council of Governments.

The meeting adjourned at 2:50 pm.