

MINUTES

REGIONAL TRANSPORTATION COUNCIL May 12, 2016

The Regional Transportation Council (RTC) met on Thursday, May 12, 2016, at 1 pm in the Transportation Council Room of the North Central Texas Council of Governments (NCTCOG). The following members or representatives were present: Monica R. Alonzo, Bruce Arfsten, Douglas Athas, Brian Barth, Carol Bush, Mike Cantrell, Charlotte Wilcox (representing Rudy Durham), Andy Eads, Charles Emery, Gary Fickes, Robert Franke, Sandy Greyson, Roger Harmon, Clay Jenkins, Greg Giessner (representing Ron Jensen), Jungus Jordan, Lee Kleinman, Brian Loughmiller, David Magness, Scott Mahaffey, Matthew Marchant, Ray Smith (representing Maher Maso), Ann Zadeh (representing Cary Moon), Stan Pickett, Mark Riley, Kevin Roden, Kelly Selman, Gary Slagel, Lissa Smith, Mike Taylor, Stephen Terrell, Oscar Trevino, Oscar Ward, Bernice J. Washington, Duncan Webb, Glen Whitley, Kathryn Wilemon, Erik Wilson, and Zim Zimmerman.

Others present at the meeting were: Bev Adler, David Arbuckle, John Baker, Melissa Baker, Berrien Barks, Jay Barksdale, George Behmanesh, Kenny Bergstrom, Brandi Bird, Cal Bostwick, Ron Brown, Ken Bunkley, Mo Bur, Pamela Burns, Loyl Bussell, Marrk Callier, Angie Carson, Jim Cline, John Cranfill, Mike Curtis, Kim Diederich, Jerry Dittman, Chris Dyser, Mike Eastland, Chad Edwards, Kevin Feldt, Christie Gotti, Jeff Hathcock, Philip Heigh, Rebekah Hernandez, Jesse Herrera, Jodi Hodges, Greg Janes, Yagnesh Jarmarwala, Kristy Keener, Dan Kessler, Karen Khan, Ken Kirkpatrick, Dan Lamers, Michael Leavitt, April Leger, Sonny Loper, Paul Luedtke, Barbara Maley, Mickey Marlow, Chad McKeown, Keith Melton, Andy Meyers, Erin Moore, Michael Morris, Elizabeth Mow, Jenny Narvaez, Mark Nelson, Markus Neubauer, Mickey Nowell, Todd Plesko, Vercie Pruitt-Jenkins, Larry Redden, Chris Reed, Holly Reed, Molly Rendon, Bill Riley, Christina Roach, Gary Roden, Tito Rodriguez, Kyle Roy, Moosa Saghian, Steve Sanders, Russell Schaffner, Lori Shelton, Walter Shumac, Randy Skinner, Shannon Stevenson, Jahnae Stout, Neil Strassman, Dean Stuller, Gerald Sturdivant, Vic Suhm, Gaby Tassin, Frank Turner, Dan Vedral, Leslie Wade, Mitzi Ward, Kendall Wendling, Devin Wenske, Sandy Wesch, Elizabeth Whitaker, Amanda Wilson, Brian Wilson, Alicia Winkelblech, Mykol Woodruff, and Ed Wueste.

1. **Approval of April 14, 2016, Minutes:** The minutes of the April 14, 2016, meeting were approved as submitted in Reference Item 1. Mike Cantrell (M); Andy Eads (S). The motion passed unanimously.
2. **Consent Agenda:** The following item was included on the Consent Agenda.
 - 2.1. **Unified Planning Work Program Modifications:** A motion was made to approve modifications to the FY2016 and FY2017 Unified Planning Work Program included in Reference Item 2.1.1. Details were provided in Electronic Item 2.1.2.

Rob Franke (M); Jungus Jordan (S). The motion passed unanimously.
3. **Orientation to Agenda/Director of Transportation Report:** Michael Morris provided an overview of items in the Director of Transportation Report. As a reminder, the June 9, 2016, Regional Transportation Council (RTC) meeting has been rescheduled to June 16, 1 pm. Also in June, a high-speed rail industry forum is scheduled for June 20 at 1:30 pm. Details were provided at the meeting in Reference Item 3.10. Mark Riley announced members of

the RTC Nominating Subcommittee: Chair Mike Cantrell, Charles Emery, Brian Loughmiller, Maher Maso, Oscar Trevino, Kathryn Wilemon, Erik Wilson, and Zim Zimmerman.

North Central Texas Council of Governments (NCTCOG), Texas Department of Transportation (TxDOT), North Texas Tollway Authority (NTTA), Cintra, and Meridiam staff were recognized for an award received from the Transportation Research Board Managed Lanes Committee. The Don Capelle Award for Leadership was received in recognition of the demonstrated leadership, perseverance, and partnerships that resulted in the groundbreaking implementation of the Dallas-Fort Worth TEXpress lanes. In addition, the NCTCOG was recently recognized as a 2016 SmartWay Affiliate Challenge Award recipient for efforts to help the freight industry reduce fuel consumption and improve efficiency. Details were provided in Electronic Item 3.1. NCTCOG staff was also recognized as recipients of the 2015 Hermes Creative Platinum Award received for work on the 2015 edition of Progress North Texas. Finally, staff from Texas Central Partners highlighted recognition by the Urban Land Institute for the North Texas to Houston High-Speed Rail project that received the Next Big Idea Award. Air quality funding opportunities for vehicles were provided in Electronic Item 3.2, an ozone season update was provided in Electronic Item 3.3, and information regarding an upcoming Compressed Natural Gas and Liquid Natural Gas Code and Compliance Workshop was provided in Electronic Item 3.4. April online input opportunity minutes were provided in Electronic Item 3.5, and the Freight Congestion and Delay Study was provided at Electronic Item 3.6. Recent correspondence was provided in Electronic Item 3.7, recent news articles in Electronic Item 3.8, and recent press releases in Electronic Item 3.9. Transportation partner progress reports were provided at the meeting.

4. **Transportation Control Measure Substitution:** Chris Klaus presented a proposal for a transportation control measure substitution of the US 67/IH35E project in the State Implementation Plan (SIP). As a result of changing transportation needs, the US 67/IH 35E high-occupancy vehicle (HOV) lanes between IH 20 and IH 30 will be replaced with express lanes. Currently, the HOV lanes and associated emissions benefits are included in the regional SIP as a transportation control measure. With the adoption of Mobility 2040 in March 2016, the HOV lanes will be replaced with express lanes. As a result, the commitments for the HOV lanes in the SIP must be substituted with other transportation project(s) that achieve equivalent or greater emissions benefits. Staff has identified 35 Regional Transportation Council (RTC) approved and completed traffic signal progression improvements in Allen, Fairview, and Dallas to substitute for the US 67/IH 35E HOV lanes. Emissions benefits for the original facility and the substitutions were highlighted. The public comment process for the substitution process concluded on May 10 and staff continues coordination with the Environmental Protection Agency and the Texas Commission on Environmental Quality to finalize the substitution. A draft RTC Resolution Approving Substitution of the US 67/IH35E HOV Lanes and Associated Emission Benefits with Traffic Signal Improvements and Associated Emission Benefits was provided in Reference Item 4.1. Details on the effort were provided in Electronic Item 4.2. A motion was made to adopt Resolution R16-03, provided in Reference Item 4.1, indicating concurrence on the transportation control measures substitution of the US 67/IH 35E HOV lanes with traffic signal prioritization projects identified in Electronic Item 4.2. Rob Franke (M); Mike Cantrell (S). The motion passed unanimously.
5. **Public Transportation Service and Funding for Collin County:** Sarah Chadderdon provided an update on the status of public transportation service and funding for Collin County, and also discussed a request for Regional Transportation Council (RTC) approval

to use available funding to support transit service in Collin County. In December 2015, Texoma Area Paratransit System canceled service in Collin County. In order to ensure that people were not stranded, the RTC approved up to \$675,000 in Regional Toll Revenue (RTR) funds for 90-days of service for seniors and people with disabilities. In February 2016, limited service began in Allen, Fairview, and Wylie operated by Dallas Area Rapid Transit (DART), and the Denton County Transportation Authority (DCTA) continued limited service in Frisco. In March 2016, as McKinney was undecided on whether to take action to directly receive federal funds for transit, the RTC approved the North Central Texas Council of Governments (NCTCOG) as an interim option to serve as the direct recipient for funding in that area to ensure funding is not lost from the region. In April 2016, DART and Toyota announced a \$1 million charitable donation to address gaps in service in Collin County. NCTCOG staff also followed up with McKinney to determine its preference for direct recipient status. A map showing the different areas of Collin County that receive different forms of transportation funding was highlighted. Transit funding is generally divided among north rural Collin County, the McKinney Urban Area, south Collin County, and the DART service area. The status of current interim transit service outside the DART service area, including the status of the \$675,000 previously approved funding, was highlighted. In south Collin County, several cities have decided to support some service. Approximately \$415,000 of the \$500,000 approved for this area is in agreements for limited service for seniors and people with disabilities operated by DART and DCTA. In the McKinney Urban Area and rural Collin County, McKinney and the Commissioner's Court are still considering options. No service is operating and none of the funding approved by the RTC for those areas has been used. The next steps for each of the geographic areas were outlined. In south Collin County, the goal is to keep service running without interruption. Beyond the immediate goal, NCTCOG and transportation providers will continue to coordinate with cities and plan for longer-term service. For McKinney, staff will continue to work with McKinney to finalize direct recipient status. Staff will continue coordinating with cities and plan for longer-term service. For rural Collin County, staff will continue to support the Collin County Commissioners Court as it determines the path forward related to funding and will provide support as needed. DART has requested additional federal funding from the RTC to leverage Toyota's donation through September 2017. It plans to continue service for seniors and people with disabilities, address gaps in service, and work with communities to plan for appropriate and sustainable service looking forward. DART is requesting \$650,000 in operating expenses. This can be met with existing funds available from the Federal Transit Administration's New Freedom Program that is for service focused on people with disabilities and seniors. These are older funds that were originally programmed for similar projects in Collin County that had significant cost underruns. DART's request for capital expenses includes vehicles, maintenance, information technology and planning expenses. In July 2014, RTC approved a total of \$8 million in capital funding from the Congestion Mitigation and Air Quality Improvement Program for transit authorities as they expand bus service beyond their traditional services areas. Approximately \$3.22 million is proposed for use to meet DART's request for capital support. The total existing federal funding available is \$3.87 million. DART has already secured \$1 million from the Toyota charitable donation, DART is working to identify additional local funds that would be proportional to the service that will be provided and that will be needed in order to draw down the \$3.87 million in federal funding outlined. In total, this item leverages over \$5 million for service in Collin County which is about the level of total funding that would be anticipated for one year of service in Collin County. At its April 22 meeting, the Surface Transportation Technical Committee recommended RTC approval of this funding. Lee Kleinman noted original discussions during which a number of members expressed concern that interim funding for this effort would become a pattern to provide services in McKinney and Collin County, when these entities

have chosen not to be part of a transit system. The funds will be used from funding dedicated for transit bus service to instead be used for paratransit shuttle service. He asked about Collin County's commitment to this need. Brian Loughmiller noted that the City of McKinney has not accepted any funds from the RTC because it is still trying to work through service issues and direct recipient status. In addition, McKinney has never requested funds for which it would not match the funds requested. He also noted that when the RTC last voted, funds spent in Collin County would come from RTR funds from Collin County so that it would not impact other areas of the RTC that also have similar funds available. Duncan Webb clarified that the Collin County Commissioners Court is only responsible for service in rural Collin County and have not authorized use of any of the \$45,000 allocated for that area. The county is working to create a rural transit district, but added that the area being discussed is not within its responsibility. Oscar Ward asked if DART would speak to the timeframe that it will be providing the interim service. Gary Slagel noted that DART's goal is to create a solution for Collin County and other parts of the region that are not a part of a transit system. DART will work with each of the cities to understand the long-term plan, if desired. DART believes there is a way to get through FY2017, but beyond that timeframe there is a lot of work to be done. Mr. Kleinman noted there are cities in the south Collin County area that refuse to become a part of transit agency but are asking for funds, and that he believed the cities should join a transit agency. The representative cities on the RTC that are part of a transit agency have been contributing funds for 30 years and are using those funds to provide transit to their citizens. He added, he understands there is an important need for service in the areas discussed, but that the request seems disingenuous. Matthew Marchant noted he had similar concerns that he has discussed with staff, but because the funds are bracketed for Collin County he would be able to support the item. Clay Jenkins also noted similar concerns. Rob Franke noted that the ongoing conversation must be part of a longer-term plan. He proposed the motion include a request directing staff to develop a timeline for a long-term plan and present to the RTC. Michael Morris noted many are frustrated that a solution is taking longer than desired. He added that the Mayor of McKinney has spent a lot of time on efforts to resolve the direct recipient status, how to deliver elderly and disabled service, how to create a network of several entities, and how to develop a system. However, these types of efforts take time. It is hoped that the long-term plan is structured differently, to avoid the difficulties created when four different areas with four different sources of funding and requirements are involved. A motion was made to approve the use of available funding, as detailed in Reference Item 5, to support transit service in Collin County to fully leverage local funds and to direct staff to administratively amend the Transportation Improvement Program/Statewide Transportation Improvement Program and other planning/administrative documents to reflect approved funding with the condition that before additional resources are requested from the Regional Transportation Council, the community asking for the resources will come back with a plan for joining an existing transit authority. Lee Kleinman (M); Oscar Ward (S). The motion passed unanimously.

6. **Short Term \$80 Million TEX Rail Corridor Contingent Loan:** Oscar Trevino recused himself due to a potential conflict of interest. He left the room at 1:47 pm and did not participate in discussion for Agenda Item 6. Michael Morris presented a proposed partnership with the Fort Worth Transportation Authority (FWTA) to provide a short-term, cash flow-related loan for the construction of the TEX Rail corridor. He clarified a sentence misinterpreted in the agenda that stated the Federal Transit Administration (FTA) has delayed review and approval of the Full Funding Grant Agreement (FFGA) until after the Guaranteed Maximum Price (GMP) is received from FWTA's contractor (anticipated by mid-May 2016). The sentence was not intended as criticism that FTA has delayed review, but was to indicate that the review is being delayed until after the cost estimate is received. In

September 2015, the Fort Worth Transportation Authority filed a FFGA request with the FTA. The approval process was estimated to take 4-5 months, but is now expected in the fall of 2016. The FFGA permits the FWTA to cash flow the full construction of the TEX Rail project. In order to meet the construction schedule, FWTA must start construction in July 2016. FWTA has FTA approval to buy vehicles, begin design, and buy right-of-way. However, the FWTA anticipates existing resources will be exhausted by January 2017 if the FFGA has not been executed by that time. The FWTA is seeking a loan from the Regional Transportation Council (RTC) to cash flow construction expenses until April 2017. If the FFGA is received earlier, the loan would not be necessary. As a note, the RTC has previously provided loans or backstopped funding for roadway projects such as the President George Bush Turnpike Eastern Extension, SH 360, and the LBJ Express project. Loan terms include: RTC would program \$80 million in RTR funds (from Dallas County) to the FWTA, receipt of funds would be contingent on FWTA and TxDOT executing a standard "off-system RTR" agreement, FWTA would repay the RTC by April 15, 2017, or 60 days after execution of FFGA (whichever is sooner), if no FFGA is executed the FWTA is still obligated to repay the loan, and the FWTA must obtain confirmation from FTA to provide RTC assurances that FWTA could be reimbursed for expenses prior to execution of the FFGA. The FWTA agrees to brief RTC staff on a monthly basis as to the status of the FFGA and any changes to the cash flow situation. FWTA would pay interest of 1 percent plus the current interest rates earned by funds in the RTR subaccount. Interest would accrue from actual receipt of funds to date of repayment. In addition, the loan is subject to approval by the FWTA Board of Directors. A loan agreement would need to be executed between FWTA and RTC/North Central Texas Council of Governments (NCTCOG) reflecting the terms. Consistent with the RTC policy, attempts will be made to return the repaid funds within the region. The schedule was reviewed. Staff believes there is little or no risk to RTC and tremendous benefit for the RTC to continue to advance a balanced transportation investment including rail. If approved, the funding will be documented in the 2017-2020 Transportation Improvement Program provided in Item 8.

Scott Mahaffey noted that RTC support is appreciated. He reiterated that this is not an FTA issue. To date, over \$250 million has been pledged to the project by the federal government. The loan, believed to never be drawn, will allow the FWTA to continue construction until the FFGA is received. Matthew Marchant noted he believed the FFGA was received and asked for clarification. Mr. Mahaffey noted that initial funds have been received, but once the final FFGA has been received, the FWTA will have the ability to borrow against the credit of the government to cash flow the remainder of the project. Mike Taylor noted he represents 10 cities in northeast Tarrant County. He stated for the record, that a portion of homeowners in Colleyville are opposed to TEX Rail for either philosophical reasons of efficiencies of government spending or the rail line is near their homes. Colleyville, accounting for roughly 6.7 percent of his vote, would like their voices heard and on the public record that some people do not like transit, especially if it impacts their personal property. In addition, he noted that citizens become concerned when there appears to be mixed messages about whether or not the project is funded. It is confusing to the voter, property/home owners, and people who genuinely want to be well informed. He requested that the agencies that have the ability put out information and keep their web sites updated. Mr. Morris noted that the sensitivity of transportation impacts on land owners is an important subject for both rail and roadway. Because of that, the FWTA created a quiet zone in the community in advance of passenger rail. Their voices have been heard, but unfortunately the only route between Dallas/Fort Worth International Airport and Fort Worth is on existing rail through Colleyville. Mike Taylor noted that the citizens are appreciative of the quiet zones created by FWTA. Mr. Mahaffey noted that FWTA will ensure that the TEX Rail web site is up to date. In addition,

he reminded the RTC that there has been an active rail line through that community since the 1880s. Citizens who purchased homes around that area were aware of a rail line at the time their homes were purchased. A motion was made to approve the \$80 million loan to the Fort Worth Transportation Authority to help cash flow TEX Rail construction in advance of the final Federal Transit Administration approval of a Full Funding Grant Agreement as noted in Reference Item 6 and to direct staff to administratively amend the 2017-2020 Transportation Improvement Program and other planning/administrative documents to incorporate the loan. Rob Franke (M); Lissa Smith (S). The motion passed. At 2:05 pm, after the vote, Oscar Trevino returned to the meeting.

7. **Title VI Nondiscrimination Program Update:** Ken Kirkpatrick presented the Title VI Nondiscrimination Program update. As a recipient of Federal Transit Administration (FTA) funds, the North Central Texas Council of Governments (NCTCOG) is required to develop and submit a Title VI Program to FTA every three years. The Regional Transportation Council (RTC) last reviewed and approved the Title VI Program in June 2013, and the next submittal date is June 1. A summary of NCTCOG's Title VI Program and FTA requirements was provided in Electronic Item 7.1. Electronic item 7.2 includes the program update submission. Reference Item 7.3 is a draft resolution approving the Title VI Program Update. Mr. Kirkpatrick noted that the Title VI and nondiscrimination efforts of NCTCOG requires a multidisciplinary approach that is fully integrated into Transportation Department efforts. The current proposed submission is primarily administrative in nature. It takes into account many actions taken by the RTC over the last three years and contains no substantive changes. As a reminder, Title VI prohibits discrimination based on race, color, and national origin. Various other related statues prohibit discrimination based on religion, sex, age, and disability. Nondiscrimination efforts are integrated into the Metropolitan Transportation Plan Environmental Justice analysis, public involvement, call for projects, and the Transportation Improvement Program. In addition, NCTCOG has a Disadvantaged Business Enterprise program that is also updated every three years, a Title VI coordinator, staff training, and compliance review/audits. The NCTCOG Title VI Program elements include notice to the public, complaint procedures and forms, and a list of the Title VI investigations, complaints, and lawsuits. It also incorporates the current Public Participation Plan, the Language Assistance Plan, membership of non-elected committees and councils, and monitoring of Title VI compliance of subrecipients. Specific to metropolitan planning organizations (MPOs), a demographic profile must be developed reflecting how mobility needs of minority populations are considered in the planning process. Staff also analyzes the impact of State and federal funds spent on public transportation and any disparate impact of MPO plans and policies. For the current effort, staff is updating the Title VI assurances statutory references, the Public Participation Plan updated in 2015, the Language Assistance Plan updated in 2014, amended RTC and Executive Board Bylaws, subrecipient information, the demographic profile, and Mobility Plan references for Mobility 2040. If approved by the RTC and Executive Board, staff will submit the Title VI Program Update to the Federal Transportation Administration by June 1. A motion was made to approve the proposed Title VI Program Update submission provided in Electronic Item 7.2 and the draft RTC Resolution Approving the MPO Title VI Program Update in Reference Item 7.3. Bernice J. Washington (M); Clay Jenkins (S). The motion passed unanimously.
8. **2017-2020 Transportation Improvement Program Development Draft Final Listings:** Adam Beckom presented the 2017-2020 Transportation Improvement Program (TIP) draft final listings. The TIP is a federal and State mandated inventory of transportation projects funded with local, State, and federal funding sources. The document covers four years of funding, is updated on a quarterly basis, and is redeveloped every two years. Staff works

through a collaborative effort with the Texas Department of Transportation (TxDOT), local governments, transportation authorities, and other transportation agencies such as the North Texas Tollway Authority and Dallas/Fort Worth International Airport. Review was completed on all existing projects and adjustments made to staging, funding, and scope. The revised project listings were constrained against available revenues and have been through Mobility Plan and air quality conformity review. Draft listings were presented to the public in March and staff has worked to finalize the project listings. Electronic Item 8.1 contains roadway and transit listings. Roadway project listings are provided in double-entry format showing the currently approved projects and the proposed changes. The State delayed the submittal deadline from May to June 24 and staff has used the time to solicit additional comments from partners. Two comments have been received: 1) TIP 11237.2/CSJ 0918-45-812; change project limits on Conflans Road to "from SH 161 to Valley View Lane" and 2) TIP 83263/CSJ 0172-09-033; change project limits on US 287 to "from 1 mile south of Turner Warnell Road to Walnut Creek Drive." Mr. Beckom noted that the proposed 2017-2020 TIP includes approximately \$5.7 billion in transportation improvement projects and covers over 958 active projects in the region from 71 implementing agencies. Staff anticipates approval by the Texas Transportation Commission in August and Federal Highway Administration approval in October. Following approval, staff will convert the listings into the 2017-2020 State TIP reports. Any projects listed in 2021 or later will be placed into Appendix D, the environmental clearance section of the document. Chapters will be finalized and the final document will be submitted to TxDOT by the June 24 deadline. Details were provided in Electronic Item 8.3. A motion was made to approve: 1) the projects and project changes shown in the roadway and transit reports provided in Electronic Item 8.1, 2) submittal of the final 2017-2020 Transportation Improvement Program document to the Texas Department of Transportation for inclusion in the Statewide Transportation Improvement Program, 3) the RTC Resolution Adopting the 2017-202 Transportation Improvement Program for North Central Texas that will be transmitted to federal, State, and local impacted agencies (provided in Reference Item 8.2), and 4) changes presented at the meeting. Oscar Ward (M); Lee Kleinman (S). The motion passed unanimously.

9. **2016 Advanced Transportation and Congestion Management Technologies Deployment Initiative and Transit-Oriented Development Planning Pilot Program Grants Opportunities:** Natalie Bettger briefed the Council on two grant opportunities recently announced by the United States Department of Transportation (US DOT). The first is the Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) Initiative. Details were provided in Electronic Item 9.2. A total of \$60 million for five to ten awards of up to \$12 million each is available per year in FY2016 through FY2020. Funds are available for transportation technologies to improve safety, efficiency, system performance, and infrastructure return on investment. Applications are due June 3 and a minimum 50 percent non-federal match is required. Following the meeting, the deadline was extended to June 24. The proposed project includes three components: 1) wrong-way driver technology to detect vehicles traveling in the wrong direction and warn on-coming traffic, 2) low water crossings technology to detect water on roadways to redirect traffic, and 3) ramp meters and traffic signal coordination on frontage roads to increase freeway reliability and safety due to freeway disruptions. The North Central Texas Council of Governments (NCTCOG) will request approximately \$1 million with a \$1 million local match required. The second opportunity is the Transit-Oriented Development Planning Pilot Program. Details were provided in Electronic Item 9.3. A total of \$20.4 million is available for individual awards from \$250,000 to \$2 million. The program is for comprehensive planning supporting economic development, ridership, multimodal connectivity and accessibility,

increased pedestrian and bicycle access, and mixed-use development near transit stations. Applications are due June 13 and a 20 percent local match is required. Projects must be associated with a Federal Transit Administration (FTA) Capital Investment Grant Program project. The Dallas Area Rapid Transit (DART) Red and Blue Lines, TEX Rail, as well as DART Downtown DC Line would be eligible for these complimentary projects. NCTCOG will request approximately \$1.4 million with a \$350,000 local match required. Staff will partner with DART, and the cities of Dallas, Garland, Plano, and Richardson on this project. The initiative will focus on platform extension at 28 stations on the DART Red and Blue lines and will address key Transit-Oriented Development (TOD) issues and barriers in corridor and generate data that will benefit the region including: Routes to Rails, bike and pedestrian connectivity, parking data, and review of current TOD residents and employers location choice and travel trends. A comprehensive report will be established based on the data elements collected as part of program. Bernice J. Washington asked if there was data to report where flooding and wrong-way driving occurs in the region and if that will be where technology will be deployed initially. Ms. Bettger noted that data is available in both areas. Pilot programs will be initiated in limited locations and deployed more extensively in the region, if productive. A motion was made to approve the projects proposed for submittal by the North Central Texas Council of Governments/Regional Transportation Council for the Advanced Transportation and Congestion Management Technologies Deployment Initiative and Transit-Oriented Development Planning Pilot Program as highlighted in Reference Item 9.1 and to direct staff to administratively amend the Transportation Improvement/Statewide Transportation Improvement Program and other planning/administrative document to include projects if selected. Oscar Ward (M); Erik Wilson (S). The motion passed unanimously.

10. **Progress Reports:** Regional Transportation Council attendance was provided in Reference Item 10.1, Surface Transportation Technical Committee meeting attendance and minutes were provided in Electronic Item 10.2, and the current Local Motion was provided in Electronic Item 10.3.
11. **Other Business (Old or New):** There was no discussion on this item.
12. **Future Agenda Items:** There was no discussion on this item.
13. **Next Meeting:** The next meeting of the Regional Transportation Council is scheduled for Thursday, June 16, 2016, 1:00 pm, at the North Central Texas Council of Governments.

The meeting adjourned at 2:23 pm.