

**REGIONAL TRANSPORTATION COUNCIL**  
**February 14, 2019**

The Regional Transportation Council (RTC) met on Thursday, February 14, 2019, at 1:00 pm in the Transportation Council Room of the North Central Texas Council of Governments (NCTCOG). The following members or representatives were present: Tennell Atkins, Richard E. Aubin, Sue S. Bauman, Mohamed Bur, Loyl C. Bussell, Rickey D. Callahan, George Conley, David L. Cook, Theresa Daniel, Andy Eads, Charles Emery, Kevin Falconer, Gary Fickes, Robert Franke, Rick Grady, Lane Grayson, Sandy Greyson, Jim Griffin, Roger Harmon, Clay Lewis Jenkins, Greg Giessner (representing Ron Jensen), Jungus Jordan, Lee M. Kleinman, David Magness, Jon Michael Franks (representing Scott Mahaffey), B. Adam McGough, Ivan Hughes (representing Steve Mitchell), Cary Moon, Stan Pickett, John Ryan, Will Sowell, Stephen Terrell, T. Oscar Trevino Jr., William Tsao, Cheryl Williams (representing Duncan Webb), Kathryn Wilemon, W. Jeff Williams, and Ann Zadeh.

Others present at the meeting were: Angela Alcedo, Vickie Alexander, Devan Allen, Nicholas Allen, Melissa Baker, Tom Bamonte, Berrien Barks, Tara Bassler, Carli Baylor, George Behmanesh, Robin Bentley, Natalie Bettger, Alberta Blair, David Boski, Tanya Brooks, Bob Brown, John Brunk, Pamela Burns, Marrk Callier, Angie Carson, Jim Cline, Nancy Cline, Michael Copeland, John Cordary, Dianne Costa, Hal Cranor, Brian Crooks, Mike Curtis, Inga Dedow, Brian Dell, David Dryden, Chris Dyser, Chad Edwards, Sal Espino, Brittney Farr, Brian Flood, Ann Foss, Sean Fox, Maribel Gallardo, Ryan Garcia, Matt Gauntt, Bob Golden, Barry Gordon, Jena Hanson, Jeff Hathcock, Victor Henderson, Matthew Holzapfel, Terry Hughes, Amy Johnson, Tom Johnson, Dan Kessler, Tony Kimmey, Ken Kirkpatrick, Chris Klaus, Paul Knippel, Stephen Knobbe, J.J. Koch, Tom Krampitz, Dan Lamers, April Leger, Eron Linn, Ramiro Lopez, Paul Luedtke, Stanford Lynch, Barbara Maley, Rich Matyiku, Curtistene McCowan, Steve McCullough, Jeni McGarry, Keith Melton, Craig Miser, Jim Moffitt, Michael Morris, Elizabeth Mow, Jeff Neal, Mark Nelson, Paul Paine, James Paris, Johan Petterson, John Polster, Daniel Poole, Greg Porter, James Powell, Vercie Pruitt-Jenkins, Andrei Radu, Michelle Raglon, Chris Reed, Tito Rodriguez, Michael Rogers, John Romberger, Kyle Roy, Lisa Sack, Steve Salin, Devin Sanders, Lori Shelton, Lissa Shepard, Walter Shumac III, Shaina Singleton, Randy Skinner, Chelsey Smith, Paul Stevens, Shannon Stevenson, Vic Suhm, Gary Thomas, Jonathan Toffer, Joe Trammel, Lauren Trimble, Dan Vedral, Mitzi Ward, Karla Weaver, Amanda Wilson, Brian Wilson, Ed Wueste, Jing Xu, and Kate Zielke.

1. **Approval of January 10, 2019, Minutes:** Michael Morris referenced the bolded portion of the meeting minutes for Agenda Item 5 of the January 10, 2019, Regional Transportation Council meeting. He noted that during the January meeting, the incorrect balance of Regional Toll Revenue (RTR) was provided. Bolded text indicates the correction that “depending on project closeouts, the balance could be between \$300,000 and \$800,000 for the RTR funds set aside for transit. The minutes of the January 10, 2019, meeting were approved as submitted in Reference Item 1. Jim Griffin (M); Theresa Daniel (S). The motion passed unanimously.
2. **Consent Agenda:** The following item was included on the Consent Agenda.
  - 2.1. **FY2018 and FY2019 Unified Planning Work Program:** Regional Transportation Council approval of modifications to the FY2018 and FY2019 Unified Planning Work Program was requested, as well as direction for staff to also amend the Transportation Improvement Program and other administrative/planning documents,

as appropriate, to reflect the approved modifications. The proposed amendments were provided in Electronic Item 2.1.1, and additional information was provided in Electronic Item 2.1.2.

A motion was made to approve the item on the Consent Agenda. Theresa Daniel (M); Kathryn Wilemon (S). The motion passed unanimously.

3. **Orientation to Agenda/Director of Transportation Report:** Michael Morris discussed the results of the recent cash flow stress test due to the partial federal government closure. He noted that the financial revolver created in the event that surface transportation reauthorization was ever delayed was used to pay invoices until federal reimbursements were received. In addition, he noted that the Irving Transportation Summit will be held in September and that the September 12 Regional Transportation Council (RTC) meeting will potentially be integrated into the Summit. Related to US 75 Technology Lanes, a copy of the Federal Highway Administration's response to the proposed options for implementation of the project was distributed at the meeting in Reference Item 3.11. He noted that Collin County is working with the new congressional delegation from the area, State legislators, and local governments along the corridor to reach consensus. North Central Texas Council of Governments staff has been invited by the Texas Department of Transportation to participate on a conference call with the new congressional representatives on the history of the project and potential options. Staff will continue to provide updates to members as staff works to gain consensus on the corridor. Mr. Morris congratulated Pete Kamp and Marcus Knight on their appointments to the North Texas Tollway Authority Board of Directors. Information on the Regional Energy Survey was provided in Electronic Item 3.1, air quality funding opportunities for vehicles were provided at [www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle](http://www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle), and Dallas-Fort Worth Clean Cities events were provided at [www.dfwcleancities.org/dfw-clean-cities-meetings](http://www.dfwcleancities.org/dfw-clean-cities-meetings). Details on the Dallas-Fort Worth Clean Cities annual survey were provided at [www.dfwcleancities.org/annualreport](http://www.dfwcleancities.org/annualreport). A flier announcing the launch of the Celebrating Leadership in Development Excellence Award applications was provided in Electronic Item 3.2. Electronic Item 3.3 includes the latest east/west equity report, and the latest high-occupancy vehicle subsidy report was provided in Electronic Item 3.4. January online comment opportunity minutes were provided in Electronic Item 3.5. Electronic Item 3.6 contained a copy of the February public meeting notice. The Public Comments Report was provided in Electronic Item 3.7, recent correspondence in Electronic Item 3.8, recent news articles in Electronic Item 3.9, and recent press releases in Electronic Item 3.10. Transportation partner progress reports were distributed at the meeting.
4. **Performance Measures Setting: Roadway Safety and Transit Asset Management Targets for 2019-2022:** Sonya Landrum presented proposed 2018-2022 performance targets for Roadway Safety. In December 2017, the Regional Transportation Council (RTC) approved the 2018 performance measure targets for Roadway Safety and Transit Asset Management. At that time, a regional safety position was established stating that even one death on the transportation system is unacceptable. Regional performance-based planning efforts were highlighted, which are incorporated into the daily planning process and that assist staff with project selection and funding recommendations. The Texas Department of Transportation's (TxDOT) 2018 and 2019 performance targets, along with target projections for the Dallas-Fort Worth region, were also highlighted. Information presented showed the proposed target reduction schedule through the year 2022, which will result in a 2 percent reduction in the total number of fatalities, fatality rate, total number of serious injuries, serious injury rate, and the total number of bike and pedestrian fatalities and serious injuries

combined covering all roadway types. She noted that as part of the requested action, staff recommended adoption of RTC Resolution R19-01, provided in Reference Item 4.1, that states RTC support of 2018-2022 safety performance targets as adopted by TxDOT and affirms the regional safety position that even one death is unacceptable.

Shannon Stevenson presented an overview of the recommendations for Transit Asset Management regional targets. Transit Asset Management helps prioritize funding based on the condition of transit assets to achieve or maintain transit networks in a state of good repair. Performance targets adopted in 2017 were highlighted, and Ms. Stevenson noted that staff proposed to approve the same targets for 2019-2022. The RTC's primary emphasis area is rolling stock (transit vehicles) and secondary is infrastructure (rail track). For all categories (rolling stock, infrastructure, equipment, and facilities), targets were adopted as zero for each of the metrics meaning that no assets have exceeded their useful life. Fiscal Year (FY) 2017 rolling stock performance compared to the FY2018 targets were highlighted. She noted that the 2017 performance measures were developed using National Transit Database data, and that 2018 data is not yet available. The performance of infrastructure, equipment, and facilities will be available starting in 2018 when reporting on the condition of those transit asset categories became mandatory. The commuter rail passenger coach percentage is elevated because it includes several assets that were rebuilt near the end of their useful life. Ms. Stevenson noted that staff will be working with transit agencies to ensure there are consistent definitions and a better understanding on how each category is being defined, which is anticipated to decrease the percentages. Staff will also continue to coordinate with transit providers to develop consistent transit asset management definitions and targets and possibly adopt enhanced performance measures. In addition, staff will also observe the data and adjust actions based on that performance. She noted that Reference Item 4.2 includes an RTC resolution reaffirming Transit Asset Management regional targets and supporting targets for 2019-2022. Additional information was provided in Electronic Item 4.3. An overview of the requested action was provided. A motion was made to reaffirm support for TxDOT's Safety performance targets for 2018, approve the TxDOT targets for 2019-2022, and reaffirm the regional safety position that even one death is unacceptable as documented in Reference Item 4.1. Action also include approval to reaffirm Transit Asset Management regional targets for 2018 and to adopt the 2019-2022 Transit Asset Management targets to be the same as the 2018 targets as documented in Reference Item 4.2. Clay Lewis Jenkins (M); Jungus Jordan (S). The motion passed unanimously.

5. **2019 Infrastructure for Rebuilding America Discretionary Grant Program:** Jeff Neal provided an overview of staff recommendations for applications to the 2019 Infrastructure for Rebuilding America (INFRA) Discretionary Grant program authorized under the Fixing America's Surface Transportation Act. Approximately \$855 million-\$902.5 million in Fiscal Year (FY) 2019 is available nationwide. A copy of the Notice of Funding Opportunity was provided in Electronic Item 5.1. Key program objectives and eligible applicants/projects were highlighted, as well as project merit criteria. The regional project selection methodology was also highlighted and includes consideration of projects in the east and west subregions, project readiness and prioritization, partnership opportunities, feedback from recent discretionary grant project submittals, locations with potential to maximize nonfederal revenue leverage, projects with exposed corridor segments or advance phasing options, and projects with significant economic development opportunities. Mr. Neal noted that members were provided with supplement information by email that included detail of proposed projects. A copy of the material was also distributed at the meeting in Reference Item 5.3. Three project applications were proposed for the INFRA grant program. The first

project is the North Texas Multimodal Operations Velocity Efficiency and Safety (MOVES) Program. The seven proposed project locations will help to improve efficiency, provide additional capacity through double tracking and additional siding, improve design speed, and include advanced design and engineering for future phases. He added that this program includes Clear Path technology that coordinates train operations and scheduling to identify opportunities to improve overall system operations throughout the rail network. The second proposed project is the IH 30 Lake Ray Hubbard Bridge in Rockwall County. Tying into a current project to add frontage roads in far eastern Dallas County between Bass Pro Drive to Dalrock Road, this project will extend frontage roads from Dalrock Road to Horizon Road allowing completion of the full four-mile lake crossing. This will allow for important redundant capacity when there are incidents on the main lanes, will include bicycle/pedestrian elements consistent with Mobility 2045, and will also set the stage for future added general-purpose lanes across the bridge. The third project addresses performance measures for bridges in poor condition on the National Highway System (NHS) to expedite the accomplishment of bridge goals. The North Texas Partnership Towards NHS Bridge Performance Goals project would use awarded INFRA funds and existing allocated funds to improve bridges in the most deficient conditions, as well as improve the overall state of good repair. Projects include seven in the Texas Department of Transportation (TxDOT) Dallas District, three projects in the TxDOT Paris District, and four in the TxDOT Fort Worth District for approximately \$190 million in system improvements. The timeline for the INFRA grant effort was reviewed. Mr. Neal noted that applications are due on March 4, 2019, and that the North Central Texas Council of Governments is seeking letters of support.

Michael Morris discussed staff's strategy for the selection of projects to be included in each of the three applications. Rickey D. Callahan asked for an explanation of the project numbers used for the rail projects. Jeff Hathcock noted that the numbers represent the project locations: 1) double tracking and adding additional sidings at Hebron in Irving, 2) adding additional siding and replacing the Elm Fork bridge at Gribble in Irving, 3) the Irving wye double tracking and geometry updates, 4) a continuation of the Irving wye geometry updates with double tracking, 5) design for the Stemmons Freeway Bridge replacement, 6) Stemmons Freeway to Medical Market Center double tracking along with Knights Branch Bridge/Inwood Bridge/and Obsession Bridge replacements, and 7) design for the double tracking at North Junction to Union Station. Clay Lewis Jenkins asked what staff has done to reach out to the councilmembers in Dallas and Irving who represent the project location areas to determine project concurrence. Mr. Hathcock noted that staff has been in constant contact with Dallas Area Rapid Transit and the Trinity Railway Express and noted that these improvements have been planned for some time. Mr. Jenkins clarified that he was asking about confirmation with the local elected officials representing the communities directly impacted. Lee M. Kleinman reemphasized that there would be no freight on the Cotton Belt corridor. In addition, he noted that he did not see how the proposed projects were helping congestion levels in the core areas such as high-density areas of Dallas and added that he would like to see if there are some opportunities to address those areas. Jungus Jordan asked for details on the Clear Path technology. Mr. Morris noted that Clear Path technology is an application that helps railroads plan the movement of trains in Chicago. The technology is independent of dispatch and Positive Train Control. Sandy Greyson agreed that communication with impacted local elected officials is beneficial and that some Dallas councilmembers were surprised to see the proposed projects. A motion was made to approve projects proposed for submittal by the North Central Texas Council of Governments to the 2019 Infrastructure for Rebuilding America Discretionary Grant program: 1) North Texas Multimodal Operations, Velocity, Efficiency and Safety Program; 2) IH 30 Rockwall County Lake Ray Hubbard Bridge; and

3) North Texas Partnership Toward Accomplishment of National Highway System Bridge Performance Goals. Approval is contingent on staff confirmation that directly impacted city councilmembers and city managers' offices for the seven rail projects concur with the proposed projects. Staff will report the disposition of the projects at the March 14, 2019, Regional Transportation Council meeting. Action also included approval to direct staff to administratively amend the Transportation Improvement Program, Statewide Transportation Improvement Program, and other planning/administrative documents to include the INFRA projects if selected. Clay Lewis Jenkins (M); Sandy Greyson (S). The motion passed unanimously.

6. **Legislative Update:** Rebekah Hernandez provided an update on federal legislative actions. Related to the recent partial federal government shutdown, a continuing resolution was passed that extends Fiscal Year (FY) 2018 funding levels through February 15, 2019. The text of a compromise bill was released on February 13, 2019, that keeps spending levels nearly the same and a vote by both chambers is expected by the end of the day. She noted that the White House has yet to confirm if the President will sign the bill. In addition, Congress has held two committee hearings related to transportation. First, the House Transportation and Infrastructure Committee met on February 6, 2019, and heard testimony on the importance of transportation revenue increases. Many committee members showed general support for a gas tax increase. A vehicle miles traveled (VMT) fee was also discussed and it was noted that support for a VMT fee must also come with support for electric vehicle charging infrastructure. The Senate Commerce, Science, and Transportation Committee met on February 13, 2019. All witnesses supported a gas tax increase or VMT user fee. However, not all members on the Senate were supportive. Some had concerns that a gas tax is regressive and that it was being used for non-interstate or bicycle/pedestrian projects. Senators supported safety for roads, bridges, and maintenance of those projects. She also noted that the Congressional Budget Office released its annual Budget and Economic Outlook in January that shows a 10-year projection of gas tax revenues. While there is still a decline, it is expected to slightly slow compared to last year's report due to the pending repeal of Obama CAFÉ standards. Ms. Hernandez also provided an update on State legislative actions. Since the last Regional Transportation Council (RTC) meeting, the House and Senate released their versions of the 2-year statewide budget; HB1 and SB1. The two budgets are about \$4 billion apart, with most differences seen in education funding. Regarding transportation, Texas Department of Transportation funding for each bill is similar and includes funding for Proposition 1 and Proposition 7. Related to air quality programs included in the RTC Legislative Program, both sides agree on total funding for the Texas Emissions Reduction Plan (TERP), but funding for the Low Income Repair and Replacement, Assistance Program (LIRAP) and Local Initiative Projects (LIP) of \$96.6 million is only included in HB 1. Ms. Hernandez also highlighted new committee members for both the Senate and House in which most bills of interest to the North Central Texas Council of Governments are heard. Bill topics of interest were also highlighted. She noted that approximately 12 bills related to TERP have been filed. Some extend funding, while other bills propose changes such as opening the program to greater participation or repealing portions of the program. Bills have also been filed that would amend LIRAP and LIP. Draft language has been developed to modernize the LIP program, but a bill has not yet been filed. Related to Comprehensive Development Agreements, three bills have been filed that include projects in various locations. She noted that there have been some bills filed related to removing tolls once projects are paid or holding a vote in an area on whether or not to have tolls. In addition, approximately 15 bills have been filed on high-speed rail that range from amending statute related to conducting surveys or buying land to creating a joint committee in the legislature to evaluate the feasibility of a project. A couple of transportation

revenue bills have been filed that would propose to increase the portion of the motor vehicle sales tax that goes to the State Highway Fund, as well as another that proposes to invest a portion of the rainy day fund. Related to safety, she noted that numerous bills have been filed regarding stricter provisions on the use of cell phones when driving and red-light cameras. Bills have also been filed related to autonomous vehicles and Unmanned Aircraft Systems. Ms. Hernandez noted that some bills have been referred to committee, but that no action or committee hearings have occurred. Staff will continue to provide updates to members throughout the legislative session. No action was requested for this item.

7. **Unmanned Aircraft Systems Safety and Integration Task Force:** Natalie Bettger provided an overview of the North Central Texas Council of Governments (NCTCOG) Unmanned Aircraft Systems (UAS) Safety and Integration Task Force initiated in October 2018. The goal of the task force is to initiate discussions on how to safely and efficiently integrate UAS into the Dallas-Fort Worth airspace and mitigate reckless UAS operations. Members of the task force include airports, military bases, public safety entities, UAS industry representatives, NCTCOG staff from multiple departments, cities, counties, the Texas Department of Transportation, the Federal Aviation Administration, and universities. The structure of the task force is focused on education, legislation, training, airspace integration, and public awareness. In addition, working groups have been established and met in January 2019 to identify and recommend resolutions for issues and challenges. Ms. Bettger noted that the next UAS Safety and Integration Task Force meeting is scheduled for February 18, 2019, and the next working groups meetings are schedule for February 27, 2019. Members interested in joining the task force or working groups were asked to contact staff. In addition, Ms. Bettger noted that NCTCOG is working on a procurement document to identify instructors to help provided training at Know Before you Fly Workshops in order to better educate commercial and recreational UAS users.
8. **Federal-State Partnership for State of Good Repair Program Grant:** Shannon Stevenson presented information on the Federal-State Partnership for State of Good Repair Program funding opportunity. In November 2018, the Federal Railroad Administration (FRA) announced a Notice of Funding Opportunity which was provided in Electronic Item 8.1. Approximately \$272 million is available to reduce the state of good repair backlog and improve intercity passenger rail performance. Four types of projects are eligible: 1) replace existing assets in-kind, 2) replace existing assets with assets that increase capacity or provide a higher level of service, 3) bring existing assets into a state of good repair, and 4) ensure that service can be maintained while existing assets are brought to a state of good repair. Preference will be given to joint applications and applications with 50 percent or greater non-federal match from multiple sources, as well as applications that meeting the key objectives of the United States Department of Transportation. Ms. Stevenson noted that the proposed candidate project is Trinity Railway Express Corridor Improvements. The project includes components related to improvement on railroad assets state of good repair, corridor capacity, system performance, safety, and others. In addition, the project is a shared corridor of intercity passenger and commuter rail. There is also strong regional interest and well-established partnerships through recent or concurrent discretionary grant project submittals that include Dallas Area Rapid Transit, Trinity Metro, BNSF Railway, and Amtrak. Two projects are proposed along the TRE corridor: 1) double tracking from Handley Ederville Road to Precinct Line Road and bridge replacement at Rock Creek, Walkers Creek, and Mesquite Creek and 2) double tracking from Medical Market Center to Stemmons Freeway Bridge and bridge replacement at Obsession, Inwood, and Knights Branch. She noted that the second project is also included in one of the INFRA grant applications presented earlier in the meeting, and both programs allow for dual submission.

The timeline for this effort was reviewed, with letters of support due by March 8, 2019, and applications due March 18, 2019. Staff will request approval of the proposed project at the March 14, 2019, meeting. Additional details were provided in Electronic Item 8.2.

9. **Policy Position on Communication with Tribal Nations:** Jeff Neal provided an overview of the proposed Regional Transportation Council (RTC) policy position to communicate with tribal nations. Even though there are no established tribal lands within the Dallas-Fort Worth region, there was significant tribal nation presence throughout Texas in the past. It is important to ensure that as the region continues to develop and implement transportation projects, the interests of native tribes and others are considered. The draft policy position, included in Electronic Item 9.2, supports goals for communication with tribal nations to facilitate meaningful participation in the transportation planning process and ensure communication and coordination are tailored to meet their needs and interest. Goals of the policy include developing mutual respect, building communication channels, ensuring two-way dialogue, and identifying and engaging early transportation planning opportunities prior to decision making. Various requirements to consult with tribal nations were highlighted, as well as the North Central Texas Council of Governments' role in this effort which includes providing technical assistance to help tribal nations participate more actively in transportation planning, engaging the tribal nations through in person dialogue and written correspondence, and developing a document or plan that provides strategic direction and outlines communication and coordination protocols. Additional efforts include establishing formal agreements for coordination with interested tribal nations and staff training on how to communicate respectfully and effectively. An example was provided in which the Texas Department of Transportation is working with tribes to develop an interpretive panel in Ellis County describing the historical significance in the area. Additional details were provided in Electronic Item 9.1. Mr. Neal noted that action to approve the proposed policy would be requested at the March 14, 2019, meeting. Lee M. Kleinman asked if there were any tribal governments in the Dallas-Fort Worth region. Michael Morris noted that although there are no established nations in the Dallas-Fort Worth area, it remains important to establish a communication policy with tribal nations. Richard Aubin noted that he is an Officer of the Native American Law Section of the State Bar of Texas. He stated that only three federally recognized tribal nations are based in Texas: 1) Tigua, 2) Kickapoo, and 3) Alabama-Coushatta. However, the State of Texas has the fifth largest Native American population of any state. He noted that an established relationship and communication policy with tribal nations is important in order to avoid delay of transportation projects that may have impact to tribal nations' interests.
  
10. **AirCheckTexas Vehicle Repair and Replacement Program Update:** Chris Klaus provided an update on the AirCheckTexas Vehicle Repair and Replacement Program. The program was established in 2002 to assist low-to-middle income residents repair and replace vehicles that fail inspection or that are ten years old or older. Since that time, the North Central Texas Council of Governments (NCTCOG) has been the regional administrator of the program for residents in nine participating counties. During that time, NCTCOG has processed over 130,000 applications, repaired or replaced over 71,000 vehicles, and assisted in providing incentives in the amount of \$121 million which has accomplished significant emission reduction benefits. Mr. Klaus noted that in the 85th Legislative Session, it was proposed to modernize the program to place more emphasis on the Local Initiative Projects. The appropriations were passed but funding was line-item vetoed by the Governor. In 2017, all participating counties discontinued collection of the \$6 fee from vehicle registrations that funded the program. Since that time, staff has continued to operate on carryover funds that will expire at the end of Fiscal Year 2019. The

last day applications will be accepted for the AirCheckTexas program will be April 8, 2019, and expenses must be incurred by June 28, 2019. Unspent carryover funds, expected to be approximately \$18.3 million, will be returned to the State until the Legislature determines appropriate direction for the dedicated funds. Mr. Klaus noted that the Regional Transportation Council (RTC) Legislative Program for the current session includes support of legislation to reinstate the appropriation of dedicated revenues to the Low Income Repair and Replacement, Assistance Program (LIRAP) and Local Initiative Projects (LIP) through a restructured and modernized program focused on transportation and air quality improvements. Staff has testified requesting support for HB 1, which includes approximately \$89 million for LIRAP/LIP. In addition, the RTC Legislative Program includes support to appropriate the LIRAP and LIP residual balances of previously collected funds to the counties, which currently totals approximately \$140 million. Mr. Klaus highlighted proposed language for the bill to modernize and increase flexibility in LIP, as well as provided an overview of current LIP efforts that include emissions enforcement, clean vehicle incentives, transportation system improvements, and other air quality programs. Rickey D. Callahan asked for more information on the legislative efforts, such as the bill number. Mr. Morris noted that staff will provide the information to Mr. Callahan through the weekly legislative updates provided to members.

11. **Progress Reports:** Regional Transportation Council attendance was provided in Electronic Item 11.1, Surface Transportation Technical Committee attendance and minutes in Electronic Item 11.2, and the current Local Motion in Electronic Item 11.3.
12. **Other Business (Old or New):** There was no discussion on this item.
13. **Future Agenda Items:** There was no discussion on this item.
14. **Next Meeting:** The next meeting of the Regional Transportation Council is scheduled for Thursday, March 14, 2019, 1:00 pm, at the North Central Texas Council of Governments.

The meeting adjourned at 2:40 pm.