

MINUTES

REGIONAL TRANSPORTATION COUNCIL March 9, 2017

The Regional Transportation Council (RTC) met on Thursday, March 9, 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: Monica R. Alonzo, Bruce Arfsten, Scott LeMay (representing Douglas Athas), Sara Bagheri, Brian Barth, Carol Bush, Mike Cantrell, David L. Cook, Rudy Durham, Andy Eads, Charles Emery, Gary Fickes, Robert Franke, Mojoy Haddad, Roger Harmon, Clay Lewis Jenkins, Ron Jensen, Jungus Jordan, Brian Loughmiller, David Magness, Tito Rodriguez (representing Scott Mahaffey), Matthew Marchant, B. Adam McGough, William Meadows, Ann Zadeh (representing Cary Moon), Mark Riley, Kelly Selman, Gary Slagel, Lissa Smith, Mike Taylor, Stephen Terrell, T. Oscar Trevino Jr., William Tsao, Oscar Ward, Cheryl Williams (representing Duncan Webb), B. Glen Whitley, Kathryn Wilemon, W. Jeff Williams, Erik Wilson, and W. B. "Zim" Zimmerman.

Others present at the meeting were: Vickie Alexander, Amanda Au, Gustavo Baez, John Baker, Melissa Baker, Tom Bamonte, Berrien Barks, Carli Baylor, Adam Beckom, Natalie Bettger, Alberta Blair, Tanya Brooks, Ron Brown, John Brunk, Kenneth Bunkley, Susan Buse, Loyl Bussell, Marrk Callier, Jack Carr, Maribel Chavez, Jim Cline, Korey Coburn, Mike Coleman, John Cordary, Hal Cranor, Clarence Daugherty, Brian Dell, Kim Diederich, Jerry Dittman, David Dryden, Steven Duong, Chad Edwards, Traci Enna, Julie Fancher, Brittney Farr, Kevin Feldt, Keineth Fuller, Bob Golden, Martin Gonzalez, Christie Gotti, Christine Graygor, Laura Hanna, Tony Hartzel, Victor Henderson, Rebekah Hernandez, Jesse Herrera, Axel Herrmann, Jodi Hodges, Kevin Hugman, Greg Janes, Shannon Joski, Ann-Claire Karalyos, Dan Kessler, Ken Kirkpatrick, Chris Klaus, Dan Lamers, Ruben Landa, Harry LaRosiliere, April Leger, Amanda Long-Rodriguez, Paul Luedtke, Karina Maldonado, Barbara Maley, Curtistene McCowan, Keith Melton, Cliff Miller, Cesar Molina Jr., Erin Moore, Michael Morris, Sterling Naron, Jenny Narvaez, Thun Nguyen, Chris Paris, Johan Petterson, John Polster, Greg Porter, James Powell, Vercie Pruitt-Jenkins, Chris Reed, Amy Rideout, Bill Riley, Carrie Rogers, Kyle Roy, Greg Royster, Moosa Saghian, Steve Salin, Devin Sanders, Steve Sanders, Russell Schaffner, Lori Shelton, Walter Shumac, Randy Skinner, David L. Smith, Rick Stopfer, Dean Stuller, Vic Suhm, Justin Thomey, Jonathan Toffer, Christopher Tolar, Lauren Trimble, Dan Vedral, Mitzi Ward, Amanda Wilson, Brian Wilson, Miles Wilson, Bruce Wood, Mykol Woodruff, Ed Wueste, Susan Young, and Kate Zielke.

1. **Approval of February 9, 2017, Minutes:** The minutes of the February 9, 2017, meeting were approved as submitted in Reference Item 1. Glen Whitley (M); Jungus Jordan (S). The motion passed unanimously.
2. **Consent Agenda:** The following items were included on the Consent Agenda.
 - 2.1. **Transportation Development Credits for the High-Speed Rail Environmental Clearance:** Approval to use Transportation Development Credits as the local match for the completion of the environmental documentation for the high-speed rail line between Dallas and Fort Worth was requested. A copy of the latest correspondence regarding high-speed rail was provided in Electronic Item 2.1.1 and a copy of the previous Regional Transportation Council action was provided in Electronic Item 2.1.2.

- 2.2. Fixing America's Surface Transportation Act: East West Funding Distribution: Approval of the east/west funding distribution of 68 percent and 66 percent in the eastern subregion and 32 percent and 34 percent in the western subregion for Surface Transportation Block Grant Program and Congestion Mitigation and Air Quality Improvement Program funds, respectively, was requested. Reference Item 2.2.1 provided additional information on the analysis and results. Supporting materials were provided in Electronic Item 2.2.2.

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

3. **Orientation to Agenda/Director of Transportation Report:** Michael Morris recognized Bernice J. Washington for her eight years of service on the Regional Transportation Council.

Mr. Morris also presented items on the Director Transportation Report and highlighted items on the agenda. He discussed a proposed partnership with the Texas Transportation Commission, provided for action in Reference Item 3.1. Approximately two years ago, the Texas Department of Transportation (TxDOT) asked cities if there was interest to remove portions of their roadways off the State Highway System. A draft letter, provided in Reference Item 3.1, is proposed to formalize the partnership. This partnership benefits local governments by allowing them to focus on local design standards and optimizing land use along the facilities. The partnership benefits the State by reducing its out-year maintenance costs creating more money for capacity improvements. Staff proposed that the Texas Transportation Commission advance transportation design and engineering funding on innovative approaches to reconstruct some of the oldest sections of the outdated freeway system in exchange for local governments removing projects from the TxDOT system. A motion was made to approve correspondence to the Texas Transportation Commission regarding the proposed partnership outlined in Reference Item 3.1. Oscar Ward (M); Rob Franke (S). The motion passed unanimously.

Mr. Morris noted the deadline to submit projects for development of the FY2018 and FY2019 Unified Planning Work Program is March 24, 2017. Air quality funding opportunities were provided in Electronic Item 3.2. Information on the Southern Transportation and Air Quality Summit scheduled for August 29-30, 2017, was provided in Electronic Item 3.3. Information on upcoming Car Care Clinics was provided in Electronic Item 3.4, a March Public meeting notice was provided in Electronic Item 3.5, and 2017 spring outreach events information was provided in Electronic Item 3.6. The current edition of Mobility Matters was provided in Electronic item 3.7 and also distributed at the meeting. Recent correspondence was provided in Electronic Item 3.8 and recent news articles in Electronic Item 3.9. An additional news article was distributed at the meeting in Reference Item 3.9.1 regarding interest to eliminate the vehicle inspection program. Transportation partners progress reports were also distributed at the meeting.

4. **Volkswagen Mitigation Update and Correspondence to the State of Texas:** Chris Klaus provided an update on the Volkswagen settlement status and proposed correspondence to the Governor of Texas and Texas Attorney General. In late 2015, the Environmental Protection Agency (EPA) found that Volkswagen had installed illegal emissions defeat devices in its light-duty and heavy-duty diesel engines that circumvented emissions systems. In March 2016, the Regional Transportation Council (RTC) sent correspondence to the United States Department of Justice and the Texas Attorney General requesting that should a settlement be made, the funds should be earmarked to implement air quality

projects and programs to offset the increase in emissions in nonattainment areas. As a result of a Partial Consent Decree with the United States, a Mitigation Trust of approximately \$2.9 billion nationwide to fund eligible mitigation actions has been created, of which approximately \$209 million is available to the State of Texas. Of the total, approximately 15 percent can be used for administration of the funds. An overview of the process to allocate funding was presented. Steps include appointment of a trustee, the identification of government beneficiaries or lead agencies, creation of a mitigation plan, and administration of the mitigation trust by the trustee. At the time of the meeting, this process had not begun. If the effort is successful, staff anticipated it would be several months before any funding is allocated to the region. In an effort to prepare, staff developed a fair share funding recommendation for the potential funds. Staff believes the benefits of the funding are greater for areas that fall within transportation management areas, areas that will possibly be designated nonattainment under the 2015 ozone National Ambient Air Quality Standards (NAAQS), have existing vehicle inspection maintenance programs, and/or regions within Texas Clear Lanes. These areas have a greater percentage of the total vehicles that are affected by the mitigation, the greatest air quality challenges, and are the most congested. Staff determined that five areas in the state meet these criteria and that 90 percent of the Mitigation Trust be dispersed to the areas, with 10 percent set aside for other interested regions. This could mean that approximately \$63 million will be available to North Central Texas. The Partial Consent Decree identifies what type of mitigation actions are eligible, including diesel retrofits, electric vehicle infrastructure, and other types typically implemented by the Environmental Protection Agency under the Diesel Emissions Reduction Act. Proposed correspondence to the Governor of Texas and Texas Attorney General was provided in Reference Item 4.1. The correspondence requests that the State of Texas pursue receipt of funds, appoint the Texas Commission on Environmental Quality as the lead agency for the region, ensure the mitigation plan be transparent and include the involvement from regions and other interested parties, and focus on high nitrogen oxides reduction programs. Additionally, the letter requests support of the fair share funding disbursement based on transportation management areas, ozone noncompliance, Texas Clear Lanes, and 10 percent set aside for other interested regions; use of the funds be determined by each council of governments; and that administration of the grants be streamlined and flexible. Additional information regarding the effort was provided in Electronic Item 4.2. A motion was made to approve Regional Transportation Council correspondence to the Governor of Texas and Texas Attorney General provided in Reference Item 4.1. Jungus Jordan (M); Mike Cantrell (S). The motion passed unanimously.

5. **Resolution in Support for Texas Hyperloop Challenge Entry:** Tom Bamonte introduced hyperloop technology and presented information on the Hyperloop One Global Challenge. Hyperloop is a method of sending pods that contain cargo or passengers through near-vacuum tubes at up to approximately 700 miles per hour using electric propulsion. Tubes are either elevated or buried so there are no rail crossings, and the technology uses relatively little energy. There is a significant speed advantage for sending both freight and people using this technology compared to other means of surface transportation. Hyperloop One is a firm conducting a global competition to identify early hyperloop deployment sites throughout the world. Details were provided in Electronic Item 5.1. Approximately 2,600 entries were submitted for the competition and the Texas proposal was selected as a semifinalist. The Texas proposal supports a line that would go carry both people and freight between Dallas-Fort Worth and San Antonio, with a spur to the Houston port and freight-only spur to Laredo. In January 2017, Hyperloop One narrowed the field to approximately 35 entries, with the United States Texas Triangle (Austin, Dallas, and Houston) proposal being one of the 35 entries. Combined with attractive distances between cities, booming

populations, and a growing economy, the Texas Triangle proposal could potentially emerge as the preferred early deployment site for hyperloop in the country. The Regional Transportation Council's (RTC's) requested commitment is a proposed resolution expressing support for the Texas entry into the Hyperloop One Global Challenge. There is no financial commitment, endorsement of routes, mode choice, or selection of vendors. Glen Whitley asked when the competition would be completed and who would build the project. Mr. Bamonte noted selection is anticipated in early summer and that Hyperloop One will likely identify and work with the regions on the next stage of a feasibility study. The competition will help determine what areas in the world are most hospitable to this type of transportation technology. Mike Taylor asked if this technology could be misclassified as high-speed rail or transit by the Texas Legislature and then be perceived as in conflict with other efforts. Mr. Bamonte noted this is newer technology and is not expected to be considered in conflict with other efforts. A motion was made to approve the Resolution in Support for the Texas Entry in the Hyperloop One Global Competition (R17-01) provided in Reference Item 5.2. Gary Fickes (M); William Meadows (S). The motion passed unanimously.

6. **Dallas Area Rapid Transit/Regional Transportation Council Transit Related Improvement Program Funding Partnership:** Christie Gotti presented a proposed partnership with Dallas Area Rapid Transit (DART) to assist with DART's Transit Related Improvement Program (TRIP) and increase the Regional Transportation Council (RTC)/Local funding pool. In December 2016, DART staff requested assistance from the North Central Texas Council of Governments (NCTCOG) to develop a partnership to help assist with TRIP, which is designed to help DART respond to concerns from member cities without rail service or rail service in the approved financial plan by funding street and other related transportation improvements. Through the partnership, staff proposed to repopulate the region's RTC/Local pool through an innovative funding exchange. DART and the RTC would each contribute half the funds to the TRIP in two phases. The RTC commitment to the TRIP in Phase 1 is \$7 million and \$9 million in Phase 2. In addition, the RTC will send another \$10 million to DART for each phase (\$20 million total) and in return DART will send the same amount of local funds (\$20 million) back to the RTC for use to repopulate the RTC/Local pool. As a reminder, the RTC/Local pool was created in 2005 using several funding exchanges with partners in the region. RTC then selected local air quality, sustainable development, and other regionally significant projects with the funds. Staff proposed to continue using the RTC/Local funds for similar projects, but also expand the program to include innovative financing, leveraging, cash flow, and other regional transportation projects. As the existing balance in the pool is spent down, staff has been looking for opportunities to repopulate the RTC/Local pool. In addition to the DART partnership, staff is also working with Dallas Fort Worth International Airport and Kaufman County on potential partnerships and encouraged other interested agencies to contact staff if they have potential partnership opportunities. Ms. Gotti highlighted proposed projects for which DART will utilize TRIP funds with affected cities, including street repair, signal upgrades, intersection improvements, and others. DART will use its local funds to implement the projects and the RTC's federal funds will be used on DART projects to offset its local expenditures. This strategy concentrates federal funds on a few larger projects versus several smaller projects. If approved, federal funds of \$17,025,000 for Phase 1 in FY2018 for environmental and preliminary engineering on the Cotton Belt rail line and \$19,000,000 for Phase 2 in FY2012 for construction on the Cotton Belt rail line are proposed. The timeline for this effort was reviewed. The DART Board took initial action on the TRIP portion of the program and will take final action on the agreement in April 2017. Mike Taylor noted that he believed the TEXRail phase of the project was anticipated to have revenue operations by December 31, 2018. Michael Morris clarified that the portion of the Cotton Belt

to which staff referred was the section from the Dallas Fort Worth (DFW) International Airport to the City of Plano. Mr. Taylor asked if DART will now continue efforts from the DFW International Airport north starting with these funds. Mr. Morris noted DART has already worked with its Board to advance the Cotton Belt corridor from DFW International Airport to Plano. NCTCOG staff is working on a funding partnership to support the initiative and will come back to the RTC with a funding proposal at a future meeting. NCTCOG staff has been assigned the non-DART cities and are working with Coppell and DFW International Airport, specifically. DART is working with its member cities. This year, potentially by the summer, staff will present a financial packet that includes a DFW International Airport and Coppell agreement on how to bring high-speed rail into the airport and meet at the AB station. The reference in staff's presentation were the initials amounts that will be going to the Cotton Belt through the DART swap. A motion was made to approve the Dallas Area Rapid Transit/Regional Transportation Council Transit Related Improvement Program partnership with an exchange of approximately \$17 million in federal funds for \$10 million local in FY2018 (Phase 1) and \$19 million in federal funds for \$10 million local in FY2021 (Phase 2) and to allow staff to administratively amend the 2017-2020 Transportation Improvement Program and Statewide Transportation Improvement Program, and other planning/administrative documents to incorporate the new projects. Details were provided in Reference Item 6. Jungus Jordan (M); Gary Slagel (S). The motion passed unanimously.

7. **Modern Day "People-Mover" Technology Update and Request for Information:**

Michael Morris provided an update on recent progress regarding people-mover project initiatives for the Dallas-Fort Worth region. Staff has been working on parking garages that can have other value in addition to parking and to determine how this investment could be leveraged. Parking garages are also being discussed in Midtown and the Dallas Hospital District that will have coterminous people-mover stations. There is currently an open procurement for engineers to determine how the parking garages can interface with a people-mover system. In addition, a procurement is ready to be issued for the planning of initial people-mover system routes within the region. Potential locations include Dallas Midtown, including a potential connection to the Cotton Belt corridor, and other options that would potentially provide regional connections as well as transfers between the regional rail system and circulators. Staff is focusing its effort on the technology, but the efforts must also be included in the metropolitan planning process. Related to cost benefits, the focus is on lowering the cost of a new technology that does not exist today. Ideas include economies of scale of a single technology, engineering optimization of the structure, industrialization feasibility, driverless vehicle feasibility, battery technology feasibility, the role of freight/goods movement, and the integration of moving people and goods in the same corridor. Related to the revenue benefits, there may be an opportunity for the technology and structures to be manufactured locally, public-private partnership opportunities, revenue/cost reduction from freight usage, innovative funding, and integration with parking garages. Staff recommended issuance of a Request for Information to answer questions regarding technology feasibility, viewpoints, integration of technology, and other options to help the region with the last mile portions of movement for both goods and passengers. Details were provided in Reference Item 7. Jungus Jordan asked if this effort is a candidate for the hyperloop technology. Mr. Morris noted that hyperloop technology will be useful to bring riders to stations, but other options will be necessary to provide last mile connections. Jeff Williams noted the technology revolution in transportation is moving quickly and it is the duty of elected officials to educate citizens about the safety and financial benefits of the technologies. Rob Franke noted one of the Regional Transportation Council's core values is good planning and asked how staff is working to consolidate corridor management as

technologies come together. Mr. Morris noted it is the responsibility of the RTC to ensure the ability of enhancing transportation improvements and rights-of-ways in corridors for the future vision of planning. The preservation of public sector corridors for the future of transportation is critical. A motion was made to approve North Central Texas Council of Governments staff to submit a Request for Information to advance the people-mover concept. Rob Franke (M); Glen Whitley (S). The motion passed unanimously.

8. **Legislative Update:** Amanda Wilson provided a federal legislative update. Staff continues to monitor appropriations that would extend federal funding through the full fiscal year, or a new transportation funding bill may be possible. Ms. Wilson also provided an update on the 85th Texas Legislature. Upcoming deadlines were highlighted, including the March 10 bill filing deadline. She noted this is a Texas Department of Transportation (TxDOT) Sunset year, so related bills become similar to an omnibus transportation bill to which issues may get attached at the end of the legislative session. The three main topics of the Regional Transportation Council (RTC) Legislative Program were highlighted: 1) continue progress made toward improving transportation and air quality during recent legislative sessions, 2) invest in further progress toward meeting transportation and air quality needs, and 3) provide support for other transportation topics that may be addressed. Bills were highlighted by topic. Related to the budget is House Bill (HB) 1 and Senate Bill (SB) 1, which are general appropriations bills. As introduced, the bills are in agreement on transportation funding levels and include funding for Proposition 1 and Proposition 7. Other transportation funding bills include Senate Joint Resolution 45 that would give flexibility to use some Proposition 7 funds for other transportation purposes, HB 432 that would incrementally transfer motor vehicle sales tax revenue to the State Highway Fund, and HB 2513 that would increase the diesel fuel tax. Related to air quality, HB 2321 would modernize and add flexibility to Low-Income Repair and Replacement Assistance Program (LIRAP). Several bills have been introduced related to the emissions inspection program and ending the safety inspection program. Staff is monitoring those bills and has provided information on how it would impact air quality in the Dallas-Fort Worth region if those programs were ended. Another bill would allow counties to opt out of LIRAP, and several bills related to extending, enhancing, and ending the Texas Emissions Reduction Program (TERP) have also been introduced. Related to comprehensive development agreements (CDAs), staff is monitoring two bills. HB 2861 includes three projects in the region: 1) IH 30 from IH 35W to east of Fielder Road, 2) IH 635E from US 75 to IH 30, and 3) IH 35E from IH 635 to US 380. Reference Item 8, distributed at the meeting, contained a resolution from the City of Garland requesting that the Legislature fund the full IH 635E project from US 75 to IH 30. HB 2295 is a more specific bill for a CDA on IH 635E from US 75 to Royal Lane/Miller Road. Ms. Wilson noted that over 20 bills have been filed related to high-speed rail, primarily to limit or restrict its development. As a reminder, Mobility 2040 and the RTC Legislative Program support high-speed rail as a mode to explore and implement so staff is monitoring these bills. Bills range from restricting eminent domain, preventing funding/financing, prohibiting land surveys, and other additional regulations or limits. Similarly, bills intended to make it more difficult to implement transit have been filed. SB 385 would require each local entity that is part of a transit authority to vote and approve receiving funds for transit projects. SB 386 would prohibit federal funds from being used by transit authorities to make debt payments. Ms. Wilson noted additional topics of interest including the TxDOT Sunset bill. Many issues related to TxDOT Sunset include transparency and/or coordination. Several bills have also been introduced limiting or prohibiting toll projects, debt financing, and CDAs. Flexibility is needed in these areas so staff will continue to monitor these and other bills. Finally, Ms. Wilson noted SB 198. This bill would limit metropolitan planning organization policy boards to elected officials. Currently, RTC membership includes members from

transportation providers, transit authorities, and TxDOT. Staff believes this is a local decision to be made by each Metropolitan Planning Organization and have expressed and will continue to address this issue since the last legislative session. This has also been addressed in federal statute and regulations, and will be communicated to the Legislature if the bill moves forward. Glen Whitley noted he has heard that there is a request for budgets to be reduced by 10 percent versus the 4 percent that was originally discussed. In addition, some have said there is a proposal to reduce Proposition 7 funding by \$5 billion. He expressed concern that legislators have not heard from the region and that the RTC should let the Legislature know that if Proposition 7 funding is reduced by \$5 billion, projects will be impacted. Michael Morris asked that additional details be provided to staff so it could look into the information, match it against the RTC Legislative Program, and potentially have the RTC chair communicate the RTC's position to the Legislature. If correspondence is provided, staff will cite the popularity of Proposition 7 by citizens in the region. Mike Taylor mentioned bills related to the inspection program and discussed how legislators may or may not realize the unintended consequences these types of bills could have for nonattainment areas. Mr. Morris noted that metering at freeway on-ramps is done, but that the required inspections and check engine lights are the best option to encourage drivers to maintain vehicles.

9. **Critical Freight Corridors: Regional Connections:** Dan Lamers presented information regarding the designation of Critical Urban Freight Corridors for the region. He noted that Dallas County Judge Clay Lewis Jenkins was representing the region at the Texas Freight Advisory Committee the day of the meeting regarding the topic. The goal of the effort is to identify important freight corridors that provide critical connectivity to both the State Freight Network and the National Highway Freight Network. In addition, designation increases opportunities for National Highway Freight Program formula funds and Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies Grant Program funds. An explanation of the different designation types was provided. The Primary Highway Freight System is a federal system primarily comprised of the interstate system. The Texas Freight Network is a State system comprised of a primary freight network and secondary freight network. Critical freight corridors consist of the urban freight corridors designated by Metropolitan Planning Organizations (MPOs) and the rural freight corridors designated by the State. The State has requested that MPOs identify critical urban freight corridors. Designated corridors must be in an urbanized area and meet one or more of the following elements: 1) connect an intermodal facility to the primary highway system, interstate system, or an intermodal freight facility; 2) be located within a corridor or route of a primary highway freight system or provide an alternate option to important goods movement; 3) serve a major freight generator, logistics center, or manufacturing and warehouse/industrial land; or 4) is important to the movements of freight within the region. Using regional performance measures, staff has evaluated all freight-related urban corridors in the region using a qualitative and quantitative approach. Performance measures that consider truck travel data, intermodal facility locations, connections to freight oriented developments, the Primary Highway Freight System, and the Texas Freight Network are being utilized. Because this designation will allow corridors to be eligible for funding, proposed projects align with the goals of the Metropolitan Transportation Plan, Transportation Improvement Program, and 10-Year Plan. Maps of the federal primary highway freight system, major intermodal facilities, major freight oriented developments, and designated metropolitan urban area boundary were highlighted. In addition, the statewide primary and secondary systems were shown. To develop its regional Critical Urban Freight Corridor recommendations, staff placed its potential corridors into a scorecard. Based on the scorecard rankings, corridors for proposal were determined. There may be an opportunity to

update recommendations annually, so staff recommended that projects with a higher likelihood of being funded in the near future be included. When the projects are funded, recommendations can be modified by removing corridors that were funded and replacing them with new designations to become eligible for future funding. A map of all systems, including staff recommendations, was shown. Additional information regarding the information used to propose corridors and the associated maps were made available at www.nctcog.org/cfc. Glen Whitley asked if the recommendations are split using the east/west equity percentages. Mr. Lamers noted not at this time. In order to maximize the likelihood of funding, staff has recommended what it believes are the best regional projects. If funding is awarded, staff will track the distribution of east/west funding and swap with Surface Transportation Block Grant Program or Congestion Mitigation and Air Quality Improvement Program funds at a later time to maintain the balance. Mr. Lamers noted this is the current process with other sources of funding. Mr. Whitley discussed the traffic through downtown Fort Worth and noted it would be helpful if there was a corridor that moves some of this traffic to the west and asked staff to keep the comment in mind.

10. **Transportation Development Credits: Category Renewals and Additions:** Adam Beckom presented proposed updates to the region's Transportation Development Credit (TDC) program. Transportation Development Credits are earned by the region when toll revenues are used to fund capital projects on public highway. These credits are eligible to serve as the local match for federal funding awards. The region has received approximately 456 million credits and as of September 2016, has approximately 319 million remaining for future allocation. Existing categories and the current balances of credits to date were highlighted. Details were provided in Electronic Item 10.2. Category 1 is Strategic Awards to Small Transit Providers. The goal is to support public transit by maximizing the use of federal funds, particularly when federal funds would otherwise be unused because of the inability of agencies to provide local match. Staff proposed there be greater coordination between Transportation Improvement Program and Transit Operations staff when tracking TDCs and to increase the allocation of TDCs to this category by 16 million. Category 2 is Type 1 Call-Regional Transportation Council (RTC) has Revenue. The primary goal is to advance initiatives of strategic importance, expedite project delivery, as well as free up local or state funds that can be used on projects outside of the federal system. Staff proposed to simplify the name to RTC has Revenue and to increase the allocation of TDCs to the category by 10.4 million. Category 3 is Type 3 Call-Local Agency has Revenue. Goals include expediting multimodal project delivery and demonstrating various innovative funding, partnering, or project delivery methods where an agency has revenue. Staff also proposed to simplify the name to Local Agency has Revenue, decrease the allocation by 73,484 to match the awarded amount, and to retire the category. Category 4 is Sell TDCs to the Texas Department of Transportation and Other Metropolitan Planning Organizations (MPO). The goal is to generate a local revolving fund to cash flow federal programs administered by the North Central Texas Council of Governments (NCTCOG). Staff proposed to increase the allocation of TDCs to the category by 50 million, and correspond with other MPOs in the state to retest the market. The final category is Category 5 Regional Programs/Management and Operations. The goal of the category is to support regional programs that improve air quality, congestion, and reliability. Staff proposed to increase the allocation of TDCs by 20 million in this category, as well as refine the goal to support regional programs and projects that improve air quality, congestion, reliability, safety and accessibility, modernize infrastructure, advance planning efforts in the region, and others that may apply. In addition, staff proposed to expand the category and utilize it to assist with strategic partnerships with regional agencies, future sustainable development projects, regional Turnback program efforts, land use around military bases, and programs/projects that improve safety. Staff also

proposed the creation of a new category for the Metropolitan Transportation Plan Policy Bundle. The goal is to provide support to agencies that implement policies that further Mobility Plan objectives. Staff proposed 100 million TDCs be allocated to this category in year one, 50 million in year two. This may differ depending on the level of interest for the category. Details regarding the eligibility for TDCs, the selection process and use requirements, and deadlines were highlighted. Additional information is available at www.nctcog.org/policybundle. Mr. Beckom summarized the proposed categories, current allocations, and proposed changes. Proposed changes include the allocation of approximately 196 million TDCs. Electronic Item 10.1 contained details of the proposed changes. This brings the regional balance of TDCs to approximately \$122 million available for future use. Staff plans to work with the Texas Department of Transportation to determine why no further allocations of TDCs have been received. It could be because the State is not meeting the federal maintenance of effort requirement or is meeting the requirement but not requesting approval of new credits. Staff proposed to send correspondence to the State requesting clarification of the issue. If additional TDCs are awarded, the RTC will be asked to approve the adjusted allocation to the respective category at that time. The TDC balances will then be adjusted to reflect the new allocations. The timeline for this effort was highlighted, with Surface Transportation Technical Committee action anticipated in March and Regional Transportation Council action in April.

11. **Schedule for Metropolitan Transportation Plan, Transportation Improvement Program, and Air Quality Conformity:** Chris Klaus provided an overview of the schedule for development of the next Metropolitan Transportation Plan (MTP), Transportation Improvement Program (TIP), and air quality conformity analysis. New Environmental Protection Agency motor vehicle emission budgets were found adequate in November 2016. As a result, the region has a two-year grace period after the budgets are found adequate to reach attainment, which expires November 2018. In addition, the new 2015 ozone standard designations are due to be released in October 2017. Staff proposed that air quality conformity for both deadlines be included into one conformity effort, as well as an update to the MTP, and conformity for the 2019-2022 TIP. Staff will work with the public, Texas Department of Transportation districts, and local entity staff throughout the effort. Action on the 2019-2022 TIP is anticipated to be requested from the RTC in May 2018 and on the 2045 MTP update and air quality conformity in June 2018. Electronic Item 11.1 highlights the schedule and includes explanation for the coordinated effort. Mr. Morris noted that new air quality standards are the primary reason for updating the MTP sooner than anticipated. However, this process does provide an opportunity to continue to refine projects approved in the 10-Year Plan and to consider recent discussions on IH 635E and other efforts that may be included in the update. Additional information was provided in Electronic Item 11.2.
12. **Progress Reports:** Regional Transportation Council attendance was provided in Reference Item 12.1, Surface Transportation Technical Committee attendance meeting minutes in Electronic Item 12.2, and the current Local Motion in Electronic Item 12.3.
13. **Other Business (Old or New):** There was no discussion on this item.
14. **Future Agenda Items:** There was no discussion on this item.
15. **Next Meeting:** The next meeting of the Regional Transportation Council is scheduled for Thursday, April 13, 2017, 1:00 pm, at the North Central Texas Council of Governments.

The meeting adjourned at 2:50 pm.