

## MINUTES

### REGIONAL TRANSPORTATION COUNCIL

May 11, 2017

The Regional Transportation Council (RTC) met on Thursday, May 11, 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, Douglas Athas, Sara Bagheri, Carol Bush, Loyl C. Bussell, Mike Cantrell, Jim Wilson (representing David L. Cook), Rudy Durham, Andy Eads, Charles Emery, Andy Nguyen (representing Gary Fickes), Robert Franke, Sandy Greyson, Mojoy Haddad, Clay Lewis Jenkins, Ron Jensen, Jungus Jordan, Brian Loughmiller, David Magness, Scott Mahaffey, Matthew Marchant, Maher Maso, B. Adam McGough, Williams Meadows, Cary Moon, Stan Pickett, George Conley (representing Mark Riley), Kelly Selman, Gary Slagel, Mike Taylor, T. Oscar Trevino Jr., William Tsao, Oscar Ward, Duncan Webb, B. Glen Whitley, Kathryn Wilemon, W. Jeff Williams, and Ann Zadeh (representing W.B. "Zim" Zimmerman).

Others present at the meeting were: Vickie Alexander, Majed Al-Ghafry, David S. Arbuckle, Gustavo Baez, Melissa Baker, Tom Bamonte, Berrien Barks, Natalie Bettger, Jonathan Blackman, Alberta Blair, Cal Bostwick, Tanya Brooks, Bob Brown, Jason Brown, Ron Brown, John Brunk, Ken Bunkley, Marrk Callier, Jack Carr, Angie Carson, Maribel Chavez, Lori Clark, John Cordary, Hal Cranor, Mike Curtis, Clarence Daugherty, Shelley Davis, Brian Dell, Jerry Dittman, Chad Edwards, Traci Enna, Kevin Feldt, Brian Flood, Mark Folden, Alberto Gonzalez, Christie Gotti, Rick Grady, Tony Hartzel, Victor Henderson, Nick Hernandez, Axel Herrmann, Robert Hinkle, Jodi Hodges, Dan Kessler, Tony Kimmey, Ken Kirkpatrick, Chris Klaus, Garry Kraus, Dan Lamers, April Leger, Alonzo Linan, Paul Luedtke, Stanford Lynch, Mickey Marlow, Steve McCullough, Keith Melton, Laura Melton, Chandler Merritt, Michael Miles, Cliff Miller, John Minahan, Mindy Mize, Erin Moore, Jason Moore, Michael Morris, Jeff Neal, Mark Nelson, Markus Neubauer, Bruce Nipp, Mickey Nowell, Gabriella Pate, Johan Petterson, John Polster, Vercie Pruitt-Jenkins, Chris Reed, Bill Riley, Christina Roach, Carrie Rogers, Greg Royster, Jodi Saegesser, Russell Schaffner, Savannah Schallen, Lori Shelton, Walter Shumac, Randy Skinner, David Smith, Tom Stallings, Dean Stuller, Gerald Sturdivant, Vic Suhm, Jonathan Toffer, Christopher Tolar, Lauren Trimble, Sherry Unger, Luis Vazquez, Debra Wakeland, Karla Weaver, Sandy Wesch, Cheryl Williams, Amanda Wilson, Brian Wilson, Miles Wilson, Alicia Winkelblech, Ed Wueste, and Susan Young.

1. **Approval of April 13, 2017, Minutes:** The minutes of the April 13, 2017, meeting were approved as submitted in Reference Item 1. Oscar Ward (M); Duncan Webb (S). The motion passed unanimously.
2. **Consent Agenda:** The following items were included on the Consent Agenda.
  - 2.1. **Federal Functional Classification System Amendments:** Regional Transportation Council approval of two amendments to the currently approved Federal Functional Classification System, detailed in Reference Item 2.1, was requested.

A motion was made to approve the item included on the Consent Agenda. Robert Franke (M); T. Oscar Trevino Jr. (S). The motion passed unanimously.

3. **Orientation to Agenda/Director of Transportation Report:** Michael Morris expressed appreciation to members of the Regional Transportation Council (RTC) whose membership would be ending due to term limits or election results. Members viewed a video of comments

from Commissioner Laura Ryan to the Texas Transportation Commission regarding a summary of her meeting with RTC staff in April 2017. RTC Chair Ron Jensen announced members of the RTC Nominating Subcommittee: Chair Jungus Jordan, David Magness, B. Adam McGough, Mark Riley, Gary Slagel, Mike Taylor, Stephen Terrell, and Kathryn Wilemon. Mr. Morris noted that an RTC New Member Orientation meeting will be scheduled in the summer/fall. In addition, he noted staff will coordinate with Robert Franke, Chair of the Multimodal/Intermodal/High-Speed Rail/Freight Subcommittee to schedule a subcommittee meeting prior to the June 8, 2017, RTC meeting. Federal Certification Review of the Metropolitan Planning Organization is scheduled June 13-15. As part of the process, federal partners will meet with members of the RTC. Members will have an opportunity to either attend the subcommittee meeting or meet with federal partners as part of the Federal Certification Review process. A summary report of the review will be provided to members following conclusion of the process. April public meeting minutes were provided in Electronic Item 3.1, and a May public meeting notice was provided in Electronic Item 3.2. Air quality funding opportunities for vehicles were provided in Electronic Item 3.3. An ozone season update was provided in Electronic Item 3.4. Details regarding a June 1, 2017, Compressed Natural Gas Station Safety and Inspection training was provided in Electronic Item 3.5. Environmental Protection Agency 2017 SmartWay Affiliate Challenge Honoree Award information was provided in Electronic Item 3.6. Information on a new proposed rate structure for street lighting was provided in Electronic Item 3.7, and an east/west equity quarterly report was provided in Electronic Item 3.8. Recent correspondence was provided in Electronic Item 3.9, recent news articles in Electronic Item 3.10, and recent press releases in Electronic Item 3.11. Mr. Morris noted that included in recent correspondence was a letter from Congresswoman Eddie Bernice Johnson supporting a Medical District people mover.

4. **Traffic Signal Grants Selection Criteria and 511DFW/Waze Grants Selection Criteria:** Tom Bamonte presented proposed selection criteria for the Traffic Signal and 511DFW/Waze grant programs. Last month, the Regional Transportation Council (RTC) approved two grant programs to encourage regional partners to make their traffic signal data and highway/traffic condition data accessible to various software platforms. For each grant program, staff anticipates grants up to \$25,000 in order to encourage the broadest involvement throughout the region. Eligibility for the Traffic Signal Data Sharing Program was highlighted and includes public entities with jurisdiction over traffic signals and willing to make traffic signal data accessible consistent with regional policies/practices. Proposed evaluation criteria are heavily weighted on the quality of the proposed technical solution (60 percent) and also includes the amount requested (10 percent) and timely implementation (30 percent). Of particular interest is a project's connectivity with other data-sharing jurisdictions. Partnering with neighboring jurisdictions was encouraged. Details were provided in Reference Item 4.1. Mr. Bamonte also highlighted the long-term vision for the use of 511DFW as the common portal for sharing data with travel navigation services and the developer community. He noted details regarding what information to share, with whom to share the information, and how to share the information. Similar to Traffic Signal data sharing, eligibility for the 511DFW/Waze Data Sharing Program includes public entities with jurisdiction over highway/streets or transit systems and willing to make highway and traffic or transit conditions data accessible consistent with regional policies/practices. Proposed evaluation criteria are also heavily weighted on the quality of the proposed technical solution (60 percent) and includes the amount requested (10 percent) and timely implementation (30 percent). Positive proposal elements were highlighted: 1) joining the Waze Connected Citizens Program, 2) coordinating transportation data sharing with 911 operations, 3) utilizing .xml data feeds, and 4) partnering with neighboring jurisdictions in order to benefit the largest population of travelers. He noted the Surface Transportation Technical

Committee approved the criteria for each grant program at its April 28, 2017, meeting. Douglas Athas asked if staff has had an opportunity to review the bill in the Texas Legislature related to small cell technology deployment and how the bill would potentially impact Smart Cities efforts. Mr. Bamonte noted that staff will monitor the legislation. He added that much of the transportation infrastructure will rely upon small cell technology to prepare for 5G. The challenge will be finding the balance between local and State interests as this technology is pursued. A motion was made to approve the evaluation criteria for the Traffic Signal and 511DFW/Waze data sharing grant programs detailed in Reference Item 4.1 and Reference Item 4.2, respectively. Jungus Jordan (M); Kathryn Wilemon (S). The motion passed unanimously.

5. **Southern Dallas County Funding Partnership:** Karla Weaver provided background information for the Southern Dallas County funding partnership. From 2010-2012, the North Central Texas Council of Governments sponsored planning activities in southern Dallas County. The goal of the initiative was to support growth of a high-quality inland port area with integrated land use and transportation. An infrastructure analysis report was developed in order to address and reach the development that was envisioned. Ms. Weaver highlighted roadway recommendations identified through the initiative and noted that staff recommendations for the proposed partnership closely align with the study. Adam Beckom noted that as a result of the study, a partnership among Dallas County, the City of Lancaster, the City of Hutchins, and the Regional Transportation Council (RTC) to build Jefferson Street/Pleasant Run Road and improvements on Wintergreen Road was proposed. The projects provide regional benefits including connections to intermodal facilities, connection to IH 45, connection to Loop 9, and the backbone for future freight rail improvements and investments in the area. The total proposed funding for the partnership is approximately \$28 million, with \$18 million from the RTC and \$10 million from the City of Lancaster, City of Hutchins, and Dallas County. The projects are expected to begin construction in Fiscal Year 2019 using \$10.5 million for the Jefferson Avenue/Pleasant Run Road project and \$17.5 million for the Wintergreen Road project. The proposed projects are included as part of the Congestion Mitigation and Air Quality Improvement Program/Surface Transportation Block Grant Program Funding Program allocations through the Strategic Partnership Program. The partnership leverages local and federal funding, improves access to intermodal facilities, and improves access for Environmental Justice communities. The timeline for the initiative was highlighted. Matthew Marchant asked how staff arrived at the funding shares for each entity. Michael Morris noted the proposed projects are continuations of projects under construction. The County's standard procedure is to split funding with the cities at a rate of 50 percent, but staff believed the cities should be required to commit additional funds as a result of the investments already made in the area. Robert Franke and Clay Lewis Jenkins expressed their appreciation for efforts to complete the projects. A motion was made to approve the proposed Regional Transportation Council funding partnership with Dallas County, City of Lancaster, and the City of Hutchins for Jefferson Street/Pleasant Run Road and Wintergreen Road in southern Dallas County as detailed in Reference Item 5. The motion also included approval to administratively amend the 2017-2022 Transportation Improvement Program/Statewide Transportation Improvement Program and other planning/administrative documents to incorporate the changes. Clay Lewis Jenkins (M); Robert Franke (S). The motion passed unanimously.
6. **Legislative Update:** Amanda Wilson provided an update on federal and State legislative actions related to transportation and air quality issues affecting the Dallas-Fort Worth area. There were no federal updates. Regarding the Texas Legislature, Senate Bill (SB) 1 has passed both chambers and Conference Committee members have been appointed. She noted an item discussed at the April 13 Regional Transportation Council (RTC) meeting

regarding the discrepancy between the Senate and the House versions of the bill related to the \$2.5 billion from Proposition 7 and whether it could be included in the current fiscal year and be appropriated or whether it would be delayed by one day into the next fiscal year. An Attorney General opinion was requested. The Attorney General sided with the Senate citing that the Constitution contradicts itself in that it requires a certification of net revenue. However, that cannot happen until the end of the fiscal year. Staff believes since this is a 10-year provision, the year 10 appropriation may still occur in year 11. Staff will continue to monitor related actions. Related to air quality, House Bill (HB) 2321 would modernize and add flexibility to the Low Income Vehicle Repair, Retrofit, and Accelerated Vehicle Retirement Program (LIRAP) and Local Initiative Projects (LIP) programs. The bill passed the House and the Senate companion bill was pending to determine if the Legislature should move the Senate bill or the House bill once it passes. HB 402 would expand the LIP projects for certain counties and has passed the House. HB 2568 is related to review of the motor vehicle emissions inspection program. The bill has been sent to the House calendar but is not expected to move forward unless it moves as an amendment to another bill. SB 26 would update and extend the Texas Emissions Reduction Plan (TERP) and the Senate and House Committee have approved the bill. Ms. Wilson noted that another topic being followed was high-speed rail. There are five bills that include acquisition of property, compatibility with train technology, and security/safety requirements. Of most concern was SB 981 related to compatibility of train technology. The bill was pending on the Senate calendar. Related to comprehensive development agreements (CDA), HB 2861 is the statewide CDA bill that includes the three projects in the region. The bill did not pass and there is no Senate companion bill. Ms. Wilson noted staff's concern was that the Administration was anticipated to soon release an infrastructure plan or proposal that may use public-private partnerships as a financing mechanism. If Texas were not able to take advantage of those innovative funding and financing proposals at the federal level those funds could go to other states. Staff proposed a draft letter, distributed at the meeting in Reference Item 6, to add a contingency provision to the Texas Department of Transportation (TxDOT) Sunset bill (SB 312) to allow TxDOT the ability to participate in federal initiatives to promote the general welfare through transportation or programs that occur during the interim session of the 85<sup>th</sup> Texas Legislature. This would allow flexibility to take advantage of any federal innovative funding programs while the Texas Legislature is not in Austin. Staff has also monitored SB 1143 that would prohibit converting a high-occupancy vehicle lane to a tolled managed lane. The bill passed the Senate and was received in the House. Additional topics of interest were also highlighted. SB 385 would require voter approval of each local government along a transit rail line before federal funds could be accepted. The bill has been on the Senate calendar for some time and has not been taken up by the Senate. SB 1588 would end the vehicle safety inspection program and has been referred to the House Transportation Committee. SB 2205 would add automated vehicles to the Texas statutes and set the framework for regulation through the State. The bill was passed by the Senate and referred to the House Transportation Committee. As previously noted, SB 312 is the TxDOT Sunset bill. The bill has passed the Senate and been reported out of the House Committee. The bill is primarily a transparency provision at this time, but the House could add additional requirements. Related to aviation and unmanned aircraft, HB 1643 would restrict the operation of unmanned aircraft over certain facilities. The bill has been amended to include HB 3238 language that would place regulations on how cities could pass an ordinance to regulate operations in cities. In addition, HB 106 would amend lawful uses of images and HB 1424 would prohibit operations of unmanned aircraft over certain venues. A motion was made to approve correspondence, distributed at the meeting in Reference Item 6, to the Texas Legislative Delegation requesting that the Legislature amend SB 312 by adding a contingency provision allowing the Texas Department of Transportation the ability

to participate in federal initiatives that occur in the interim session of the 85<sup>th</sup> Texas Legislature. Jungus Jordan (M); Kathryn Wilemon (S). Loyl Bussell and Kelly Selman abstained from voting. The motion passed.

7. **Comprehensive Development Agreements Update:** Michael Morris introduced Alberto Gonzalez of LBJ Express/NTE Express/NTE3 Express. Mr. Gonzalez presented an overview of TEXpress lanes performance data since the opening of the North Tarrant Express (NTE) and LBJ Express corridors. The NTE opened in October 2014 and the LBJ Express in September 2015. An overview of traffic behavior and performance data was provided. Benefits of the facilities include decreases in congestion and more reliable speeds. By adding capacity and relieving congestion with the use of the tolled lanes, conditions on the general purpose lanes for those who elect not to pay have also improved significantly. Even though no additional general purpose lanes have been added, improved pavement conditions are moving approximately 10 percent more traffic than during preconstruction. The relationship between the speeds and traffic on managed lanes was compared to those on the general purpose lanes. Use of the managed lanes are highest during peak hours. When speeds on the general purpose lanes are near or at the speed limit, drivers are still choosing the managed lanes for reliability and roadway condition. Managed lanes have not only relieved congestion but have allowed for more traffic to use the corridor in the peak hours. He noted that over 4 million different vehicles have used the facilities to date with 30 percent as new users each month. In addition, there is a broad customer base that includes a wide variety of vehicles of which only 15 percent represent luxury vehicles. Over 70 percent of users view the TEXpress lanes favorably. In closing, Mr. Gonzalez noted the combination of general purpose lanes and managed lanes accommodate over 500,000 trips per day on each facility. Approximately 98 percent choose the TEXpress lanes occasionally and less than 5 percent of commuters rely heavily on the lanes. In addition, most drivers who chose the TEXpress lanes have a bill between \$5-15 per month.

T. Oscar Trevino Jr. asked if there was an ability to determine the number of service vans using the facilities. Mr. Gonzalez noted the percentage of small commercial vehicles is higher than expected, which may mean the small commercial vehicle driver is using the facilities to reduce commute times. Matthew Marchant noted the data was good information that should be shared with state-level policy officials. Mr. Trevino added the information would also be beneficial for citizens in the region. Clay Lewis Jenkins noted his concern that current non-tolled roads are being converted into managed lanes, which is a different policy discussion than in the past regarding comprehensive development agreements for which the same amount of non-tolled lanes are maintained. He added that he was not opposed to new facilities with increased capacity and tolled components, but clarified it is a different policy discussion. Several members discussed the success of projects such as the North Tarrant Express, noting that tolled facilities are a choice for users and that increased public communication regarding the tolled projects is necessary.

Mr. Morris discussed the success of public and private partnerships on managed lanes and possible paths forward in the region. The IH 635/IH 35E Y Connection opens in May 2017. There is a revenue sharing component to the project. A portion of the revenue will continue to help fund IH 35E north of LBJ and also be shared with the private-sector concessionaire. The IH 635 East project has received environmental approval and can now proceed to construction as soon as full funding can be identified. Moving forward, the first step will be to learn what the Texas Transportation Commission decides regarding funding allocations to urban regions. Staff will transmit the approved correspondence to the Texas Legislative Delegation regarding innovative funding and continuing the welfare and safety of citizens,

provided in Reference Item 6, and will continue to monitor related bills in the Legislature. In addition, he noted that a \$300 million contingency was held back during the 10-year planning process and that staff will be working with Texas Department of Transportation districts in the region to determine how best to utilize the contingency as funding is pursued. He requested that staff be provided 60-90 days to monitor legislation, efforts of the Texas Transportation Commission, and initiatives from the United States Congress.

8. **2019-2022 Transportation Improvement Program Development:** Adam Beckom briefed the Council on upcoming development efforts for the 2019-2022 Transportation Improvement Program (TIP). The TIP is a federal and State mandated inventory of transportation projects funded with local, State, and federal funding sources and that covers four years of available funding. The document is modified on a quarterly basis, redeveloped every two years, and must be consistent with and fund the first four years of the 20-year Metropolitan Transportation Plan. The current effort will encompass the 2019-2022 timeframe. As the process begins, staff will review all existing projects and solicit additional information on needed adjustments to staging, funding, and scope in order to develop the revised project listings. Focus will be placed on projects that are included on the 10-Year Milestone Policy list, the Federal Highway Administration (FHWA) Inactive list, FHWA Preliminary Engineering Audit list, or funded with Transportation Alternative Program funds since these projects are at most risk of losing funding. In addition, staff will thoroughly review projects requesting to be placed in the first year of the new TIP. During development of each new TIP, agencies request to place projects in the first fiscal year and subsequently, a majority of the projects must be moved. Staff will scrutinize all projects to determine if they are ready to let, agreements are complete, and environmental documentation is complete. The anticipated schedule for development and details on the development efforts were provided in Electronic Item 8. Members were requested to reinforce to staff attending the TIP development meetings to be prepared with scheduling information by phase, status updates by phase, cost information, and status of agreements. Lack of preparation or appropriate attendees at the meeting will create significant follow-up efforts.
  
9. **2045 Demographics Update and Mobility 2045:** Dan Kessler presented information regarding development of the North Central Texas Council of Governments (NCTCOG) demographic forecast for the year 2045 and NCTCOG's 2017 Current Population Estimates. As a result of a new air quality conformity deadline of November 2018, federal guidelines requiring that a Metropolitan Planning Organization update its Mobility Plan every four years, and that the Mobility Plan must have a 20-year planning horizon, staff has determined that development of the Mobility 2045 transportation plan is appropriate at this time. New demographics for 2045 are being developed to support upcoming preparation of Mobility 2045 and the corresponding air quality conformity analysis. Development of the forecast is a joint effort between the NCTCOG Transportation Department and Research and Information Services Department. Mr. Kessler first reviewed the methodology used to recently develop the NCTCOG 2017 Current Population Estimates provided in Electronic Item 9. These estimates take into account residential structures in communities and include data from various resources. An overview of regional population change based on population estimates from 2010 to 2017 was provided. On average, population increases by approximately 120,000 persons per year in the region. Cities with the highest population growth include Dallas, Fort Worth, McKinney, and Frisco, and as of January 1, 2017, the regional population exceeded 7.2 million. Regarding the 2045 forecast, Mr. Kessler highlighted that the process includes first determining the regional 2045 control total for population and employment and then allocating this projected growth in each county. NCTCOG has estimated a population of approximately 11.2 million people in the region by 2045. He added local governments and agencies were now reviewing the draft 2045

forecast. The NCTCOG Executive Board will be asked to adopt the five-year extension in August 2017. The schedule for development of the 2045 demographic forecast was reviewed.

Duncan Webb noted he recently compared Collin County voter registration estimates from November 2016 to NCTCOG's population estimate for Collin County. Based on this data he was concerned with how NCTCOG arrived at the population estimates. He clarified his concern was primarily related to the modeling that is done by NCTCOG in which population estimates may have significant impacts to estimated future needs. Mr. Kessler noted NCTCOG does not currently use voter registration data and will review Collin County population estimates. He added that historically NCTCOG annual forecasts have tracked closely to the United States Census. Clay Lewis Jenkins also expressed concern that NCTCOG population estimates seemed significantly under the Census estimates for Dallas County and asked what effect this could have on funding to the region. Mr. Morris clarified that funding allocated to the region from gas tax revenue is based on the year 2000 Census. He added that staff would bring back this information at the June 8 Regional Transportation Council (RTC) meeting for additional discussion. Monica R. Alonzo asked that staff elaborate on details of the May 11 presentation when the information is brought back to the RTC. Jungus Jordan noted that there should be sensitivity to the transportation-related data.

Kevin Feldt provided an overview of work underway to develop Mobility 2045. The anticipated schedule was highlighted, with adoption by the Regional Transportation Council expected in June 2018. Mobility 2045 will include Fixing America's Surface Transportation Act requirements, new State requirements resulting from the 85<sup>th</sup> Texas Legislature, consistency with the Statewide Freight Plan, and the 10-Year Plan. Latest project development and planning initiatives will be included such as consistency with federal environmental documents, high-speed rail, modern people movers, and emerging technologies. Mobility 2045 will have a base year of 2018 and a horizon year of 2045. Staff will use this opportunity to restart the four-year requirement of the Mobility Plan. North Central Texas Council of Governments staff will begin coordinating with regional Texas Department of Transportation districts, transportation authorities, local governments, and the public. Mr. Feldt reviewed the proposed schedule. He noted Mobility 2045 and air quality conformity action in the May/June timeframe, which allows time for review prior to the air quality conformity determination deadline of November 2018. B. Glen Whitley asked how entities should proceed if they wish to see projects incorporated into the Plan. Members were asked to communicate requests to Kevin Feldt.

10. **Potential Transportation Alternatives Program Funds Lapse:** Ken Bunkley provided an update on Fiscal Year (FY) 2014 Transportation Alternatives Program (TAP) funds that are at risk of lapsing. He reminded members that last summer similar information was presented regarding the potential lapse of FY2013 TAP funds, but the region managed to obligate projects by the deadline and no funding lapsed. Federal regulations state that TAP funds apportioned shall remain available for obligation for the year of apportionment plus three years. Funds that lapse reduce the overall amount available for projects since the funds are not project specific but are placed into one pool of funds. This year, North Central Texas Council of Governments (NCTCOG) staff has coordinated with implementing agencies and the Texas Department of Transportation (TxDOT) to determine the current status and expected let dates for each project. Through this effort, risk levels were assigned to projects. Details regarding each of the projects and their assigned risk levels were provided in Electronic Item 10. Projects on schedule to let in FY2017 are at low risk. Projects scheduled to let in FY2017 but that have potential for delay are at medium risk. Projects not likely to let in FY2017 are considered at high risk. As of April 2017, \$600,000 in FY2014 funds have

obligated. This leaves approximately \$7.6 million in projects at risk of lapsing. However, based on the risk analysis, \$8.2 million are at low risk and scheduled to obligate prior to the end of FY2017, so obligation requirements are anticipated to be met. This would leave an overage of approximately \$600,000 to be applied to the FY2015 apportionment. NCTCOG staff will continue to work with TxDOT and agency staffs to monitor project progression. Surface Transportation Technical Committee members were asked at the March 2017 meeting to coordinate internally with agency staffs to ensure that projects remain on schedule to let or obligate by FY2017. Regional Transportation Council members were also asked to engage their staffs to ensure that the funds are not lost to the region. Focus should be placed on projects that are currently identified as moderate risk as funds for those projects are necessary to meet the obligation requirements. Mr. Bunkley noted it was important to understand the time necessary for TxDOT to review, approve, and draft agreements for TAP projects. Agencies must coordinate with TxDOT early in the process and work to develop realistic project schedules. Jim Wilson noted the penalties associated with delays such as loss of funds and loss of staff time when projects do not meet expectations. Although sometimes unavoidable, agencies should be mindful of the process. Moving forward, he noted it may be helpful to consider past performance when an entity requests funding.

11. **Fleets for the Future Update and Bootcamp Invitation:** Lori Clark provided an update on the Fleets for the Future project. The purpose of the project is to allow local governments an opportunity to participate in a cooperative procurement for alternative fuel vehicles in order to purchase vehicles at volume discounts, leveraging economies of scale. The opportunity will be beneficial to those agencies who represent small fleets and that would not otherwise have access to the price advantage of a larger procurement. At the regional level, alternative fuel vehicles provide air quality benefits, reduce emissions, and increase energy security benefits. Individually, total cost of ownership is impacted by reduced maintenance cost, sustainability, and return on investment. For fleets, feasibility considerations such as high utilization rates and lower fuel prices may be beneficial to organizations. Total cost of ownership is usually one of the most important factors when considering alternative fuel vehicles for fleets, and organizations were encouraged to consider factors that impact ownership costs over time. The regional cooperative procurement will include propane, natural gas, and electric vehicles. Next month, staff will work with interested organizations to collect soft commitments for vehicle purchases. This will enable staff to select the most common requested vehicle for the procurement. The procurement is anticipated to be released in early fall in order to coordinate with the new fiscal year purchases. Members were encouraged to provide the information to appropriate staffs within their organizations. In addition, a meeting is scheduled for May 24 and will provide a technical overview and information on the purchasing process. Additional information was provided in Electronic Item 11.1. A flyer with details of the May 24<sup>th</sup> meeting was distributed at the meeting. Electronic Item 11.2 contained a letter that was recently mailed to local governments across the region encouraging fleets to participate.
12. **Clean Air Action Day, June 23, 2017:** Mindy Mize provided information on Air North Texas' Clean Air Action Day, which will be held June 23, 2017. Air North Texas is a regional air quality awareness initiative. Clean Air Action Day occurs every year on the first Friday of summer, which this year is also on the June 23, 2017, Surface Transportation Technical Committee meeting day. The campaign encourages North Texans to commit to clean air actions and share their experiences online or through social media. Examples of clean air actions include carpooling, taking lunch to work, using mass transit, biking or walking, and others. Regional Transportation Council members can help support Clean Air Action Day this year by making clean air action commitments online at



[www.airnorthtexas.org/cleanairactionday](http://www.airnorthtexas.org/cleanairactionday) or by sharing commitments on social media at #CAAD2017. Regional Transportation Council members can also support Clean Air Action Day challenges within their organizations. Details were provided in Electronic Item 12.1. Members whose organizations have not yet become Air North Texas partners were also encouraged to have their STTC representative bring the signed partner agreement to the June meeting or submit electronically. An Air North Texas partner agreement was provided in Electronic Item 12.2.

13. **Progress Reports:** Regional Transportation Council attendance was provided in Reference Item 13.1, Surface Transportation Technical Committee attendance meeting minutes in Electronic Item 13.2, and the current Local Motion in Electronic Item 13.3.
14. **Other Business (Old or New):** Glen Whitley introduced his new chief of staff, Chandler Merritt. Brian Loughmiller thanked the Regional Transportation Council (RTC) for its partnership with McKinney as well as efforts throughout the region. Maher Maso also expressed appreciation for the efforts of the RTC and noted it was a pleasure to serve as a member.
15. **Future Agenda Items:** There was no discussion on this item.
16. **Next Meeting:** The next meeting of the Regional Transportation Council is scheduled for Thursday, June 8, 2017, 1:00 pm, at the North Central Texas Council of Governments.

The meeting adjourned at 3:05 pm.