

MINUTES

REGIONAL TRANSPORTATION COUNCIL June 8, 2017

The Regional Transportation Council (RTC) met on Thursday, June 8, 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, John Ryan (representing Sara Bagheri), Chuck Branch, Loyl C. Bussell, Mike Cantrell, Jeff Cheney, David L. Cook, Rudy Durham, Andy Eads, Charles Emery, Gary Fickes, Robert Franke, Sandy Greyson, Clay Lewis Jenkins, Ron Jensen, Jungus Jordan, Lee M. Kleinman, Harry LaRosiliere, David Magness, Scott Mahaffey, Matthew Marchant, Taylor Armstrong, William Meadows, Cary Moon, Stan Pickett, Mark Riley, Kelly Selman, Gary Slagel, Mike Taylor, Eric Hogue (representing Stephen Terrell), Tim Welch (representing T. Oscar Trevino Jr.), William Tsao, Oscar Ward, Duncan Webb, Any Nguyen (representing B. Glen Whitley), Kathryn Wilemon, W. Jeff Williams, and Ann Zadeh.

Others present at the meeting were: Vickie Alexander, David Arbuckle, Melissa Baker, Tom Bamonte, Tim Barbee, Berrien Barks, Carli Baylor, Adam Beckom, Natalie Bettger, Jonathan Blackman, Alberta Blair, Don Boski, Cal Bostwick, Kristina Brevard, Jason Brodigan, Ron Brown, Ken Bunkley, David Cain, Marrk Callier, Jack Carr, Angie Carson, Dixie Cawthorne, Sarah Chadderdon, Kirk D. Clennan, Donna Coggeshall, Michael Copeland, Hal Cranor, Mike Curtis, Clarence Daugherty, Jerry Dittman, David Dryden, Chad Edwards, Traci Enna, Kevin Feldt, Melissa Foreman, Rhiannon Freidman, Bob Golden, Christie Gotti, Rick Grady, Tyler Grant, Tony Hartzel, Victor Henderson, Rebekah Hernandez, Axel Herrmann, Philip Hiatt Haigh, Rachel Hill, Robert Hinkle, Doug Hrbacek, Karen Kahn, Tim Keith, Dan Kessler, Ken Kirkpatrick, Kevin Kokes, Dan Lamers, Rich Larkins, April Leger, Mark Lorance, Paul Luedtke, Brad Lunberger, Barbara Maley, Norman Marquant, Keith Melton, Laura Melton, Michael Miles, Cliff Miller, John Minahan, Lyndsay Mitchell, Rebecca Montgomery, Erin Moore, Michael Morris, Ron Natinsky, Kathy Nelson, Mark Nelson, Mickey Nowell, Donald Parker, Michael Peters, John Polster, Greg Porter, James Powell, Vercie Pruitt-Jenkins, Chris Reed, Cristal Retana, Bill Riley, Christina Roach, Tito Rodriguez, Carrie Rogers, Kyle Roy, Greg Royster, Jodi Saegesser, Moosa Saghian, Steve Sanders, Russell Schaffner, Walter Shumac, Randy Skinner, Chelsey Smith, Tom Stallings, Stephen W. Stanley, Rick Stopfer, Neil Strassman, Vic Suhm, Marian Thompson, Jonathan Toffer, Chris Tolar, Lauren Trimble, Sherry Unger, Daniel Vedral, Mitzi Ward, Sandy Wesch, Amanda Wilson, Brian Wilson, and Ed Wueste.

1. **Approval of May 11, 2017, Minutes:** The minutes of the May 11, 2017, meeting were approved as submitted in Reference Item 1. Kathryn Wilemon (M); Sandy Greyson (S). The motion passed unanimously.
2. **Consent Agenda:** There were no items on the Consent Agenda.
3. **Orientation to Agenda/Director of Transportation Report:** Michael Morris introduced Tim Keith, President of Texas Central Partners, who attended the Regional Transportation Council (RTC) Multimodal/Intermodal/High-Speed Rail/Freight Subcommittee held prior to the meeting. Mr. Morris recognized members for their years of service on the RTC; Matthew Marchant and Maher Maso for nine years of service each on the RTC and Bruce Arfsten for five years of service on the RTC. He also recognized Carrie Rogers Prysock, former Director of Government Affairs for the North Texas Tollway Authority, for her efforts at the agency over the last 11 years. Mr. Morris thanked RTC Chair Ron Jensen for his presentation of awards to the Grand Prairie Independent School District winners of the Progress North Texas art contest. Air quality funding opportunities for vehicles were provided in Electronic Item 3.1, information on funding opportunities through the Traffic Signal Data Sharing

program was provided in Electronic Item 3.2.1, and information on funding opportunities through the Waze/511DFW Data Sharing program were provided in Electronic Item 3.2.2. An ozone season update was provided in Electronic Item 3.3, and a Clean Air Action Day reminder was provided in Electronic Item 3.4. A reminder regarding the August 29-30, 2017, Southern Transportation and Air Quality Summit was provided in Electronic Item 3.5. Electronic Item 3.6 contained May public meeting minutes, and a June public meeting notice was provided in Electronic Item 3.7. A copy of the Progress North Texas publication was distributed at the meeting and also provided in Electronic Item 3.8. Members interested in receiving additional copies were asked to complete the request form and provide to staff. 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 Electronic Item 3.12 contained links to recent news coverage of regional transportation progress. Transportation partner progress reports were distributed at the meeting.

4. **Transportation Alternatives Set-Aside Program Project Selection:** Kevin Kokes presented recommended projects to select for funding through the 2017 Transportation Alternatives Set-Aside Program (TA Set-Aside) Call for Projects. The Call for Projects was opened in December 2016 and uses funding allocated through the Fixing America's Surface Transportation (FAST) Act. The area eligible to submit projects was the 12-county metropolitan planning area which includes portions of the Texas Department of Transportation (TxDOT) Dallas District and Fort Worth Districts, and Hunt County from the Paris District. Eligible project activities included: 1) Active Transportation and 2) Safe Routes to School (SRTS). Similar types of pedestrian and bicycle facilities were allowed in both categories; however, SRTS projects are intended to be focused on improving the safety of children walking and bicycling to school. Funding was available for Fiscal Years (FY) 2017-2019, including FY2016 carry-over funds for a total of approximately \$27.4 million available to award to projects. Project funding award maximums were set by the Regional Transportation Council (RTC) at \$5 million per project and minimum awards at \$150,000 per project. Mr. Kokes reviewed the evaluation and scoring criteria for both Active Transportation and Safe Routes to School projects. Additional considerations for all applications were also highlighted. The evaluation/scoring criteria and additional considerations were previously approved by the Regional Transportation Council (RTC) and details were provided in Electronic Item 4.1. A total of 61 applications were received for a total funding request of approximately \$56.3 million. Recommended projects and detailed scoring information were provided in Reference Item 4.2. It was noted that no projects were submitted in the TxDOT Paris District. Projects with grey shading listed in the Reference Item 4.2 tables were recommended to have reduced funding awards based on ineligible expenses or various cost factors. Reduced funding amounts were confirmed with sponsoring agencies, and all agreed to the adjusted budgets. In the TxDOT Fort Worth District, four Active Transportation projects were recommended for funding at approximately \$7.8 million and 12 Safe Routes to School projects were recommended for approximately \$7 million. In the TxDOT Dallas District, eight Active Transportation projects were recommended for funding at approximately \$14 million and ten Safe Routes to School projects were recommended at approximately \$5.1 million. Overall, approximately \$14.8 million was recommended in federal funding for the TxDOT Fort Worth District and approximately \$19.3 million in the TxDOT Dallas District for a total of approximately \$34.2 million. The total exceeds the amount available for funding through the TA Set-Aside program. Staff recommended the RTC approve additional Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds to help support the highly ranked projects. The additional recommended CMAQ funds include approximately \$5.5 million in the Fort Worth District and approximately \$1.2 million in the Dallas District that would have come out of the larger pools of funds available in each of the districts for transportation projects. The total recommended TA Set-Aside funds include \$27.4 million at the regional equity percentages of 34 percent in the west and 66 percent in the east and approximately \$6.7 million in

CMAQ funds for a total of \$34.2 million of recommended funding. The schedule for the call for projects was reviewed, which included public meetings in early May. Electronic Item 4.3 contained comments of support for one of the projects proposed for funding.

Recommendations were approved by the Surface Transportation Technical Committee at its May 26 meeting. A motion was made to approve the 2017 Transportation Alternatives Set-Aside Program Call for Project recommendations provided in Reference Item 4.2, including the use of Transportation Alternatives Set-Aside funds and Congestion Mitigation and Air Quality Improvement Program funds, and the ability to administratively amend the Transportation Improvement Program/Statewide Transportation Improvement Program and any other documents as appropriate to include related projects. Mike Cantrell (M); Sandy Greyson (S). The motion passed unanimously.

5. **Metropolitan Transportation Plan Policy Bundles, Transportation Development**

Credits, and Early Partnerships: Adam Beckom provided an overview of the Metropolitan Transportation Plan (MTP) Policy Bundle process and recommended award of Transportation Development Credits (TDCs). A total of 17 agencies submitted responses to the MTP Policy Bundle survey and of those submittals, 11 agencies met the policy requirements. Staff proposed to allocate TDCs in three levels based on population: 1) 8 million TDCs each to the Cities of Dallas and Fort Worth and the Fort Worth Transportation Authority, 2) 5 million TDCs each to the Cities of Arlington and Plano and the Denton County Transportation Authority (DCTA), and 3) 3 million TDCs each to the Cities of Grapevine, McKinney, Lewisville, Mesquite, and Richardson. Mr. Beckom noted staff originally recommended DCTA at the 3 million TDC allocation, but has now proposed allocation at the 5 million TDC level. TDCs must be used on new projects that have not previously been selected for funding, including Transportation Alternative Program projects from previous call for projects. Mr. Beckom highlighted the process for Fiscal Year 2018 MTP Policy Bundle submissions. To be considered for TDCs, agencies must submit responses to the survey. The early submittal deadline is February 2, 2018, and the deadline for the complete survey is March 2, 2018. Submission forms are available at www.nctcog.org/trans/mtp/policybundle/.

Michael Morris discussed background information for the MTP Policy Bundle effort that requires entities adopt a voluntary list of policies designed to encourage the development of alternative, strategic solutions to achieve Mobility Plan goals. He elaborated on the process for entities to receive an allocation of TDCs to offset local funds for federally funded transportation projects. The first opportunity involves a proposed partnership as part of the reconstruction of IH 35E. The project is funded and the Texas Transportation Commission has awarded the contractor for the project. Included in the proposed project is the construction of a deck plaza over IH 35E from Marsalis Avenue to Ewing Avenue. This is an opportunity to extend the reaches of the Dallas Zoo over the freeway and to create opportunities for economic development in the southern portion of Dallas. The Regional Transportation Council (RTC) previously approved up to \$40 million in federal funds to help the City fund the project with a 20 percent local match requirement. The City of Dallas Bond Program was originally scheduled to be on the ballot in May 2017, prior to the Texas Department of Transportation (TxDOT) June 28 deadline for a funding commitment from the City of Dallas. However, the bond program has been delayed. In order to meet the June 28 deadline, staff recommended a partnership to serve as a contingency option to allow the City of Dallas to use its TDCs mentioned earlier in the presentation as its local match with the commitment that the project be placed on the future City of Dallas Bond Program in November. The Southern Gateway deck plaza design concept and costs were reviewed. The project will include the north half of the deck plaza and 100 percent of the foundations. The foundations for the columns (if expanded in the future) are built into the project and would prevent retrofitting the corridor. Staff proposed to proceed with the following option: 1) the RTC contributes approximately \$35 million in federal funds temporarily, 2) the City of

Dallas utilizes its TDCs temporarily, and 3) upon approval of the City's Bond Program, the TDC match will be removed and replaced with a local cash match, thereby reducing the RTC's commitment to approximately \$28 million. Mr. Morris noted the City of Grapevine has already contacted staff to discuss potential projects on which to utilize its TDCs, and other agencies qualifying for TDCs were encouraged to contact staff to discuss the use of their TDCs. Members asked if there was a contingency in the event the bond program is not approved by the voters. Mr. Morris noted that if the bond program does not pass, staff will come back to the RTC regarding a solution. Sandy Greyson requested the record reflect that although she was in support of the proposed allocations of Transportation Development Credits, she was opposed to the partnership with the City of Dallas for the IH 35E deck plaza. A motion was made to approve staff's recommendation for distributing Transportation Development Credits to qualifying agencies as presented at the meeting and the proposed funding partnership with the City of Dallas for the construction of the IH 35E deck plaza (Southern Gateway project) as detailed in Reference Item 5. In addition, the motion included approval to administratively amend the 2017-2020 Transportation Improvement Program/Statewide Transportation Improvement Program and other planning/administrative documents to incorporate the changes. Lee M. Kleinman (M); Clay Lewis Jenkins (S). The motion passed unanimously.

6. **Toll Cost Associated with IH 30 Closure Detour Route:** Natalie Bettger presented the toll cost associated with the IH 30 closure anticipated to begin in the fall of 2017 as a result of the SH 360/IH 30 reconstruction project. The Texas Department of Transportation (TxDOT), North Texas Tollway Authority (NTTA), Cities of Arlington and Grand Prairie, and the North Central Texas Council of Governments (NCTCOG) have been working to identify a detour route associated with the closure of a portion of IH 30 and lessen the inconvenience to motorists. IH 30 is expected to be closed from the Cooper St./Collins St. exist to the President George Bush Turnpike (PGBT) over the weekends beginning at 9 pm on Fridays through 6 am on Mondays. Proposed strategies to lessen the impact to motorists include traffic signal retiming along the corridor detour, reducing the toll costs to \$0 in order to provide direct connections between IH 30 and the PGBT, advanced messaging to avoid the area, and media coverage. With each closure, staff will monitor traffic in an effort to improve the flow of traffic for future closures. As a result of the detour, NTTA estimated it would cost approximately \$4,200 for each closure and at least six closures are needed over the duration of the construction. Staff proposed that \$50,000 in Regional Transportation Council local funds be used to cover the cost of setting the tolls to \$0 in the corridor. If the full \$50,000 is not needed, the funds will be returned. A motion was made to approve \$50,000 in Regional Transportation Council local funds to cover the cost of setting the tolls to \$0 on the President George Bush Turnpike for the IH 30 detour route, to direct staff to administratively amend the 2017-2020 Transportation Improvement Program and other planning/administrative documents to incorporate the funding, and to direct staff to seek approval from the North Central Texas Council of Governments Executive Board to enter into an agreement with the North Texas Tollway Authority to pay the invoices received for the tolls. Mike Cantrell (M); Kathryn Wilemon (S). The motion passed unanimously.
7. **Legislative Update:** Amanda Wilson provided an update on State legislative actions related to transportation and air quality issues affecting the Dallas-Fort Worth area. Related to the budget, Senate Bill (SB) 1, the Legislature approved a total overall State budget of \$216 billion with the Texas Department of Transportation (TxDOT) receiving \$26.6 billion over the two-year period. Of the \$2.9 billion in Proposition 7 funds and \$2.5 billion in Proposition 1 funds, approximately \$300 million will be used to pay debt that has occurred on transportation spending in the past. Additional detail on the delay of the Proposition 7 funds transfer was provided. Fiscal Year (FY) 2018 was the first year the sales tax funding was expected to begin coming in and transferred to the State Highway Fund. Before this can occur, the Comptroller must certify the sales tax amount. Certification does not occur until

the end of the fiscal year. Therefore, FY2018 funds will be transferred to the State Highway Fund a few days into FY2019. At the end of FY2019, a portion of the FY2019 funds will be transferred from the General Fund into the State Highway Fund. Written in the General Appropriations bill was an expectation for the remainder of the FY2019 funding to be transferred into the State Highway Fund in FY2020. However, this is beyond the scope of the current FY2018-FY2019 budget. Staff anticipates the entire amount of Proposition 7 funding will eventually be transferred, but not in the current biennium, and will still yield \$2.9 billion over the two-year period. Related to air quality, many provisions of SB 26 were amended onto SB 1731 which was approved and will extend the Texas Emissions Reduction Plan (TERP). HB 2321 would have modernized and add flexibility to the Low-Income Repair and Replacement Assistance Program (LIRAP) and Local Initiative Projects (LIP), and HB 402 would have expanded LIP projects for certain counties. However, neither bill passed. Staff will be looking at marketing and outreach options to increase participation in the programs. One area of focus will be encouraging citizens to renew vehicle registration/inspections early so that those vehicles that fail have not reached the deadline for registration since a current registration is required to participate in the AirCheckTexas program. HB 2568, related to the emissions inspection program, did not pass. However, SB 2076 included an amendment to study the necessity of an inspections program and was approved. The language is unclear and staff will track whether the bill will impact safety or emissions inspections, or both. Related to high-speed rail bills, staff tracked over 20 bills that would have placed various restrictions on high-speed rail. Two bills were ultimately passed. SB 975 is related to safety and security measures, and SB 977 contains similar language as in the budget that prohibits the use of State money for private high-speed rail projects. The bill does provide exceptions that will allow TxDOT to continue to participate in the environmental review process. HB 2861 was the statewide comprehensive development agreement bill that, among other projects statewide, would have allowed three projects in the region to move forward with public-private partnerships. The bill did not pass, but staff will continue to work on this effort into the future. The TxDOT Sunset bill, SB 312, was approved and extends TxDOT for 12 years. The bill includes a number of issues related to transparency and many amendments were added to the bill. Staff continues to review the bill and will provide a full summary during a future legislative report that will be sent to members. Related to transit, SB 385 would have required voter approval of cities along a commuter rail project but did not pass. SB 1523 will require TxDOT to oversee the safety of rail projects and was approved. Additional topics of interest were highlighted. Related to automated vehicles, SB 2205 was approved and will create automated vehicle driving regulations. HB 100 was signed by the Governor and is effectively immediately. The bill will regulate transportation network companies such as Uber and Lyft. Related to safety, HB 62 prohibiting driving while texting was approved and will be effective September 1. SB 1588 would have ended safety inspections and did not pass. A number of bills related to aviation and unmanned aircraft were discussed during the session. HB 1643 included an amendment at the end of the session. This bill, along with HB 1642, will both prohibit operation of unmanned aircrafts over certain structures. HB 1643 was also amended with a bill that would prohibit political subdivisions from adoption or enforcing an ordinance regulation unmanned aircraft systems if it does not have Federal Aviation Administration (FAA). At the time of the meeting, staff was unaware that FAA has a process or authority to approve local ordinances and will be doing additional work to follow up on this bill. SB 840 was also approved and will change what types of images can or cannot be captured and what types of companies can capture the images. Also approved was SB 277 that will prohibit tax incentives for land with wind turbines within 25 miles of a military installation and HB 890 that will add to the residential real estate disclosure whether a property is near a military installation. Ms. Wilson noted a full summary of the bills that passed will be provided to members.

Michael Morris noted that State and national government seem to be moving in different directions. The national government is creating flexibility and moving towards innovative partnerships while the State seems to be reducing options. Representative Larry Phillips took up HB 2861 that would have allowed comprehensive development agreements. However, the bill was defeated in the House. The RTC transmitted correspondence to the Texas Legislature to allow TxDOT the ability to participate in federal initiatives or programs that occur during the interim session of the 85th Texas Legislature that would allow flexibility to take advantage of any federal innovative funding programs. Although details of the national program are unknown, there is concern that the State may not be able to fully participate in the national government's initiatives as a result of decisions made in the State. Staff is discussing strategies that may be presented at the next RTC meeting that includes sending correspondence to the Governor suggesting awareness of the potential national program.

8. **2045 Demographics/North Central Texas Council of Governments Population Estimates Follow Up**: Donna Coggeshall presented an overview of the methodology used by the North Central Texas Council of Governments (NCTCOG) to develop current population estimates. Various methods of estimating population were highlighted, including methodologies used by the Census Bureau and the Texas State Data Center. The methodology used by NCTCOG begins with data collection. Counties and cities are asked about new incorporations, changes in housing stock by unit types, and changes in population in group quarters. NCTCOG also analyzes Census data for changes in household sizes and occupancy rates, purchases occupancy rates data for multi-family units, analyzes data from appraisal districts, and other sources. NCTCOG uses the housing unit method to develop its annual population estimates. Advantages, as well as disadvantages, of this type of methodology were highlighted. As part of the process, NCTCOG contacts entities to confirm data and compares data provided to other sources to ensure accuracy. Ms. Coggeshall noted that NCTCOG population estimates are historically within 3 percent of decennial census figures. She added, the farther estimates are from the decennial census, the greater the chance there is for an estimation error.

Dan Kessler addressed questions from the May 11, 2017, Regional Transportation Council (RTC) meeting regarding how population estimates by various entities may have an impact on formula-based State and federal funding allocations to the region. The first issue is how the federal government uses population estimates from the Census Bureau to allocate funding. Currently, Fixing America's Surface Transportation Act approves \$207 billion for FY2016 through FY2020 apportionments to states that are largely based on FY2009 levels that are in turn based upon the year 2000 Census. With the significant growth of the region between the 2000 Census and today's current population, staff estimates that approximately \$100-150 million per year in allocations to the region could be impacted by use of the 2000 Census data. As the 2020 Census approaches, it will be important to look for opportunities to address this issue with the federal government. Another issue is the Dallas-Fort Worth 2010 urbanized areas that are determined by the United States Census and the impacts to funding allocations. The current boundary was established in 2010. At that time, it was estimated that approximately 11 percent of the region's population lies within the Metropolitan Planning Area but not within the urbanized area boundary. The urbanized area boundary is used to drive federal funding allocations from the federal and State government. As expected, the region is growing at a faster pace outside the urbanized area and as much as 16 percent of the population is now estimated to be outside the urbanized area and could impact funding allocations by not being included in the formulas. He noted these are just two examples of how population forecasts and estimates impact the region's funding formulas. Staff noted that a copy of the presentations would be provided to members.

9. **Draft FY2018 and FY2019 Unified Planning Work Program, Including Studies Proposed for Funding through the 2017-2018 CMAQ/STBG Funding Program:**

Vickie Alexander presented a summary on the development of the proposed FY2018 and FY2019 Unified Planning Work Program (UPWP). Development of the document is a federal requirement of the Metropolitan Planning Organization (MPO) and is a cooperative effort with local governments and transportation agencies in the region. In February 2017, correspondence was sent to local partners seeking regional project ideas or areas where technical assistance was needed from the North Central Texas Council of Governments (NCTCOG). A total of 23 project submittals were received from 12 agencies for consideration of inclusion in the document. The submittals, along with carryover projects from the current Work Program, have been reviewed by staff. As the document is developed, staff must ensure that NCTCOG meets the requirements of the current surface transportation bill, Fixing America's Surface Transportation (FAST) Act. The document must address federal requirements and consider the ten federal planning factors that have been established and major emphasis areas that have been identified by the Federal Highway Administration and the Federal Transit Administration. These emphasis areas and planning factors are detailed in the full UPWP document for review. The document not only outlines the work activities of the NCTCOG staff but also summarizes sources of funding and the allocation of those funds to specific projects. The two-year program represents about \$22 million in federal Transportation Planning Funds and documents activities to be carried out by the MPO utilizing these formula funds from October 1, 2017, through September 30, 2019. Although not a requirement, NCTCOG also includes in the document all work activities carried out by the MPO, not just those supported by the Transportation Planning Funds. Some may be projects of regional significance or they may be specific to a local jurisdiction. Ms. Alexander reviewed the format of the UPWP that includes an introduction and five major tasks. Major emphasis areas were highlighted, including Mobility 2045 development, air quality conformity, and development of the 2019-2022 Transportation Improvement Program. Also included is enhancement of the regional travel demand model, automated vehicle technology, freight planning, high-speed rail, and development of performance measures. In addition, staff has identified studies proposed for funding under the Planning and Other Studies portion of the 2017-2018 Congestion Mitigation and Air Quality Improvement Program (CMAQ)/Surface Transportation Block Grant Program (STBG) Funding Program.

Adam Beckom provided additional information on items proposed through the CMAQ/STBG Funding Program for Planning and Other Studies. The purpose of the funding program is to provide funding for planning and feasibility studies to examine future project scenarios. Studies include the Harry Hines corridor conceptual study and preliminary design to look at options for multimodal transportation opportunities along the corridor. Staff proposed up to \$1 million in STBG funds for the effort. The second request is the McKinney Avenue Transit Authority M-Line Extension feasibility study for alignments and stops along the corridor. Staff also proposed \$1 million in STBG funds for the effort and are working with the City to determine if a share of the City's TDCs will be used for local funds. The third item proposed is the Dallas-Fort Worth Core Express Service high-speed rail project contingency to backstop American Recovery and Reinvestment Act funds that may expire prior to completion of the Environmental Impact Statement on the project. Staff proposed \$2 million in STBG funds for the effort. Mr. Beckom noted that the \$2 million is in addition to the \$3 million previously approved for the high-speed rail contingency. Total proposed STBG funds for the three projects is approximately \$4 million. The list of projects proposed for funding under the CMAQ/STBG Funding Program was provided in Electronic Item 9.

Vickie Alexander provided a funding summary of the federal Transportation Planning Funds for the draft FY2018 and FY2019 UPWP, noting the programming amounts were estimates at this time. Staff anticipates having approximately \$6 million in Federal Transit

Administration 5303 funds and approximately \$15 million in Federal Highway Administration PL funds. In addition, staff anticipates approximately \$5.9 million in FY2017 carryover funds. It was noted that the document is being developed ahead of the agency budget schedule, so programming amounts may change prior to final approval of the document. As a result, the total amount of Transportation Planning Funds anticipated to be available for the FY2018 and FY2019 UPWP is estimated at \$26.5 million. Anticipated expenditures total about \$22.6 million, leaving a balance of approximately \$3.8 million to carry over to FY2020. These planning funds represent approximately 14 percent of the UPWP funding. The development schedule was reviewed. Regional Transportation Council action will be requested at the July 13 meeting, and the final document must be forwarded to the Texas Department of Transportation (TxDOT) by August 1. Ms. Alexander noted the draft document was provided to TxDOT for its review and is also available online at www.nctcog.org/trans/upwp. Monica R. Alonzo asked that staff provide her with additional information on the Harry Hines Corridor study following the meeting.

10. **Congestion Mitigation and Air Quality Improvement Program/Surface Transportation Block Grant Program: Transit Program:** Michael Morris provided an overview of the Cotton Belt corridor, a portion of which is proposed for funding through the Transit Program of the Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Surface Transportation Block Grant Program (STBG) Funding Program. In 1986, the region recognized the need for cross-regional rail transit to be included in the long-range transportation plan. Rail was proposed to extend from downtown Fort Worth through the Dallas Fort Worth International Airport to north Dallas in the "Cotton Belt" corridor. The most recent long-range transportation plan includes a Regional Transportation Council (RTC) policy position on transit implementation in this corridor. The portion of the project connecting downtown Fort Worth with the Dallas Fort Worth International Airport is fully funded and under construction. In the eastern portion of the region, the Cotton Belt corridor will extend from Grapevine to the Dallas Fort Worth International Airport and into the City of Plano. A slide showing congestion in the region was highlighted. By 2040, ridership is estimated at almost 22,000 riders daily and is anticipated to be the busiest commuter rail in the region. Mr. Morris noted that results of the Airport Survey at the Dallas Fort Worth International Airport will be reviewed to determine if frequent airport users remain oriented to the north Dallas area. The proposed \$100 million commitment, which is similar to commitments from the RTC to the Fort Worth Transportation Authority, is contingent on an innovative financial strategy. Dallas Area Rapid Transit and North Central Texas Council of Governments staffs are reviewing options to leverage public-sector and private-sector opportunities.

Adam Beckom discussed proposed projects to be funded through the Transit Program of the CMAQ/STBG Funding Program. The purpose of the Transit Program is to assist regional partners with innovative transit projects and provide alternative modes of transportation throughout the region. Six projects were proposed: 1) \$100 million for the Cotton Belt Corridor Regional Rail Project (#4) from DFW Terminal B to Shiloh Station in Plano, 2) \$2.8 million for 7th Street district circulator electric buses and charging stations in Fort Worth, 3) \$13 million for high-intensity bus pilot service on IH 30 from the western terminus of IH 30 managed lanes to downtown Dallas, 4) \$1 million for IH 35W high-intensity bus pilot service from the Fort Worth Intermodal Transportation Center to Texas Health Presbyterian Park-n-Ride in Denton, 5) \$700,000 for a Legacy Transportation Management Association, and 6) \$8.8 million for the Carpenter Ranch Station on the Orange Line in Irving. Funding totals approximately \$126.38 million for the proposed transit projects. Mr. Beckom highlighted the schedule noting that action on the proposed projects would be requested at the July 2017 meeting.

11. **Summary of Multimodal/Intermodal/High-Speed Rail/Freight Subcommittee Meeting:** Rob Franke, Subcommittee Chair, highlighted information presented at the Regional Transportation Council (RTC) Multimodal/Intermodal/High-Speed Rail/Freight Subcommittee meeting. He thanked David Arbuckle and Tim Keith of Texas Central Partners for their presentation at the meeting.

Michael Morris noted efforts with the Texas Department of Transportation to fund high-speed rail between Dallas, Arlington, and Fort Worth, and environmental clearance of the project. Details were discussed at the Subcommittee meeting. Staff has engaged the Congressional Delegation and will hold meetings with the Secretary of Transportation's office and Federal Railroad Administration regarding funding related to the environmental process. Seamless connections are a focus either using the same technology or cross platform transfers at the station location selected by the City of Dallas. The City of Arlington is nearing consensus on its station location and the City of Fort Worth's station location will be presented over the coming weeks.

Kevin Feldt highlighted efforts related to the alignment alternatives for the Dallas-Fort Worth Core Express Service project, as well as the status of the station area studies in Dallas, Arlington, and Fort Worth. The results of the studies will be incorporated in the environmental process and be the region's preferred locations. In Dallas, the effort is primarily a coordination effort. In Arlington, three potential station areas have been identified. In Fort Worth, the focus is in downtown Fort Worth at the ITC. Efforts are also continuing on the proposed creation of a Local Government Corporation for the Dallas-Fort Worth Core Express Service project. Next steps are to create the organizational structure and seek approvals from the Fort Worth and Dallas city councils. Matthew Marchant asked how the region intends to pay for this segment of high-speed rail. Mr. Morris noted one option is federal funds identified specifically for high-speed rail. In addition, private-sector companies have also expressed interest in funding the entire section. Lee M. Kleinman asked for clarification that stations in cities not part of one of the existing transit agencies were not anticipated. Mr. Morris noted that is correct.

12. **Election of Regional Transportation Council Officers:** Jungus Jordan, Chair of the Regional Transportation Council (RTC) Nominating Subcommittee, announced the slate of officers recommended by the Subcommittee for the 2017-2018 term: Chair Rob Franke, Mayor, City of Cedar Hill; Vice Chair Gary Fickes, Commissioner, Tarrant County; and Secretary Andy Eads, Commissioner, Denton County. A motion was made to approve the slate of officers recommended for the 2017-2018 term. Stan Pickett (M); Mike Cantrell (S). The motion passed unanimously.
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):** There was no discussion on this item.
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, July 13, 2017, 1:00 pm, at the North Central Texas Council of Governments.

The meeting adjourned at 3:10 pm.