

**REGIONAL TRANSPORTATION COUNCIL**  
**June 13, 2019**

The Regional Transportation Council (RTC) met on Thursday, June 13, 2019, at 1:00 pm in the Transportation Council Room of the North Central Texas Council of Governments (NCTCOG). The following members or representatives were present: Tennell Atkins, Richard E. Aubin, Mohamed Bur, John F. Cordary Jr. (representing Loyl Bussell), Rickey D. Callahan, George Conley, David L. Cook, Dianne Cost (representing the Denton County Transportation Authority), Theresa Daniel, Rudy Durham, Andy Eads, Kevin Falconer, Gary Fickes, Rick Grady, Lane Grayson, Sandy Greyson, Jim Griffin, J.J. Koch (representing Clay Lewis Jenkins), Jungus Jordan, Lee M. Kleinman, David Magness, Scott Mahaffey, Curtistene McCowan, B. Adam McGough, Steve Mitchell, Stan Pickett, John Ryan, Stephen Terrell, T. Oscar Trevino Jr., William Tsao, Dennis Webb, Cheryl Williams (representing Duncan Webb), B. Glen Whitley, and Ann Zadeh.

Others present at the meeting were: Angela Alcedo, Nick Allen, Robin Ayers, Tom Bamonte, Berrien Barks, Carli Baylor, George Behmanesh, Nathan Benditz, Alberta Blair, David Boski, Tanya Brooks, Bob Brown, John Brunk, Ian Bryant, Pamela Burns, David Cain, Marrk Callier, Kristen Camareno, Molly Carroll, Angie Carson, Thad Chambers, Dan Chisholm, Ceason Clemens, Jim Coffey, Robert Costello, Mike Curtis, Clarence Daugherty, Inga Dedow, Brian Dell, Edie Diaz, Chris Dyser, Chad Edwards, Sal Espino, Todd Estes, Marcia Etie, Brian Flood, Ann Foss, Matt Gaunt, Christie Gotti, Christine Graygor, Susan Guthrie, Scott Hall, Tony Hartzel, Victor Henderson, Rebekah Hernandez, Robert Hinkle, Matthew Holzapfel, Ivan Hughes, Terry Hughes, Rashad Jackson, Tim James, Yagnesh Jarmarwala, Lyle Jenkins, Tom Johnson, Dan Kessler, Tony Kimmey, Ken Kirkpatrick, Paul Knippel, Stephen Knobbe, Kevin Kokes, Dan Lamers, Sonya Landrum, April Leger, Jade Lin, Eron Linn, Todd Little, Ramiro Lopez, Paul Luedtke, Nancy Luong, Barbara Maley, Mickey Marlow, Steve McCullough, Mickey McGuire, Craig Miser, Mindy Mize, Cesar Molina, Rebecca Montgomery, Michael Morris, Sterling Naron, Jeff Neal, Mark Nelson, Than Nguyen, Johan Petterson, Lisa Polster, Vercie Pruitt-Jenkins, Chris Reed, Karen Richard, Tito Rodriguez, Michael Rogers, Kyle Roy, Greg Royster, Steve Salin, Devin Sanders, Lori Shelton, Randy Skinner, Isaac Smith, Daniel Snyder, Shannon Stevenson, Scott Stier, Raymond Suarez, Vic Suhm, Gary Thomas, Tracy Thomas, Caleb Thornhill, Ellen Throneberry, Kimberlin To, Jonathan Toffer, Christopher Tolar, Lauren Trimble, Dan Vedral, Mitzi Ward, Karla Weaver, Chad West, Brendon Wheeler, Douglas Wiersig, Amanda Wilson, Brian Wilson, Ed Wueste, Jing Xu, and Phil Yerby.

A moment of silence was held for City of Grand Prairie police officer A.J. Castaneda.

1. **Approval of May 9, 2019, Minutes:** The minutes of the May 9, 2019, meeting were approved as submitted in Reference Item 1. B. Glen Whitley (M); Theresa Daniel (S). The motion passed unanimously.
2. **Consent Agenda:** The following items were included on the Consent Agenda.
  - 2.1. **FY2018 and FY2019 Unified Planning Work Program Modifications:** Regional Transportation Council (RTC) approval of modifications to the FY2018 and FY2019 Unified Planning Work Program, provided in Electronic Item 2.1.1, was requested. Action also included approval directing staff to also amend the Transportation Improvement Program and other administrative/planning documents, as appropriate, to reflect the approved modifications. Additional information was provided in Electronic Item 2.1.2.

- 2.2. \$3 million Arlington Preliminary Engineering Study: Approval of \$3 million in Surface Transportation Block Grant Program funds for a preliminary engineering study in the City of Arlington was requested. The proposed location will be an extension of AT&T Way between Divisions and Abrams and will grade separate the Union Pacific main line. The location of the proposed improvement was detailed in Electronic Item 2.2.

A motion was made to approve the items on the Consent Agenda. Scott Mahaffey (M); Theresa Daniel (S). The motion passed unanimously.

3. **Orientation to Agenda/Director of Transportation Report:** Michael Morris thanked Trinity Metro for bring its DASH electric bus for members to view and noted that the pilot vehicle will be tested on 7<sup>th</sup> Street in Fort Worth to determine potential ridership in the area. In addition, Mr. Morris recognized Rickey D. Callahan for his service on the Regional Transportation Council (RTC). He also highlighted an upcoming meeting with the United States Department of Housing and Urban Development on opportunity zones being held at the North Central Texas Council of Governments. In addition, he noted the Attorney General has ruled for a second time that the IH 35W 3C project can proceed. Mr. Morris discussed ongoing conversations with the Texas Department of Transportation (TxDOT) regarding Unified Transportation Program (UTP) projects. Project maps were highlighted. He noted that the local TxDOT districts would be asked to provide the maps to TxDOT Austin. Projects highlighted included the DFW Connector, LBJ Express, IH 35E Express, MidTown Express, various segments of the North Tarrant Express, and IH 635 East. He discussed efforts to build a system of projects within the region and highlighted projects that will continue the system expansion. These projects included SH 170 for which a Better Utilizing Investments to Leverage Development Discretionary (BUILD) grant was recently awarded and the extension of the project through the Fort Worth bond program, improvements on the North Tarrant Express, continued discussions on additional phases of IH 35E, IH 30, the Y Connection, SH 114 and the staged construction of SH 170. Curtistene McCowan asked about the status of Loop 9. Mr. Morris noted that the frontage roads are funded and TxDOT staff are working on the purchase of right-of-way in the corridor. Air quality funding opportunities for vehicles was provided at [www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle](http://www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle) and upcoming Dallas-Fort Worth Clean Cities events were provided at [www.dfwcleancities.org/dfw-clean-cities-meetings](http://www.dfwcleancities.org/dfw-clean-cities-meetings). A status report on ozone was provided in Electronic Item 3.1, and the current Travel Demand Management Performance Report was provided in Electronic Item 3.2. Correspondence regarding the extension of TEXRail into southwest Fort Worth was provided in Electronic Item 3.3. Electronic Item 3.4 contained a funding request for a Redevelopment Master Plan for Hensley Field. May public meeting minutes were provided in Electronic Item 3.5, a June public meeting notice in Electronic Item 3.6, and Progress North Texas was distributed at the meeting. Additional copies were made available to members. The public comments report was provided in Electronic Item 3.7, recent correspondence in Electronic Item 3.8, recent news articles in Electronic Item 3.9, and recent press releases in Electronic Item 3.10. Transportation partner progress reports were distributed at the meeting.
4. **Transportation Alternatives Set-Aside Program Fiscal Year 2020 Project Selection:** Kevin Kokes presented projects proposed for funding through the Transportation Alternatives Set-Aside (TA Set-Aside) Program Call for Projects. Eligible project activities included bicycle and pedestrian projects such as trails, on-street bikeways, and various safety projects that enhance bicycle and pedestrian safety. For Fiscal Year (FY) 2020, the region was apportioned approximately \$7.94 million in funding. Based on the region's equitable distribution percentages, approximately \$2.7 million was available in the western subregion and approximately \$5.24 million in the eastern subregion. Evaluation and scoring criteria requirements for applications were highlighted. Details were provided in Electronic

Item 4.1. A total of 29 project applications requesting nearly \$34 million in federal funding were received. Projects proposed for funding award in the west included two projects in the City of Grapevine: Cotton Belt Trail Segment 2 and Cotton Belt Trail Segment 1 for a total of approximately \$2.7 million. Three projects were proposed for full funding award in the east: City of Plano, Cotton Belt Trail Segment 26; City of Richardson, Cotton Belt Segment 21; and City of Dallas, Cotton Belt Trail Segments 18 and 20. For the City of Coppell Cotton Belt Trail Segment 3 project, TA-Set Aside FY 20 funds were not sufficient to fully fund the project. In addition, TA-Set Aside funds were not available to fund the Dallas County Harry Hines Multimodal Connection project which had a nearly identical evaluation score. Staff recommended that FY2021 Transportation Alternative funds be approved to fully fund the City of Coppell project and completely fund the Dallas County led project. A total of approximately \$5.24 million in TA Set-Aside funds and approximately \$3.97 million in FY2021 TA funds were proposed for the Dallas District projects. If FY2021 TA funds are not available, the projects are recommended to be back filled with Congestion Mitigation and Air Quality Improvement Program funds. Details of the recommended funding awards were provided in Electronic Item 4.1. Project funding details were provided in Reference Item 4.2. In summary, staff recommended over \$11.9 million in federal funds with local agencies contributing over \$3.1 million for a total of over \$15.1 million for new active transportation infrastructure projects. The timeline for the effort was reviewed. With Regional Transportation Council approval, staff will work with agencies to program the approved projects in the Transportation Improvement Program. A motion was made to approve the proposed list of projects to fund through the 2019 Transportation Alternatives Set-Aside Program Call for Projects as provided in Reference Item 4.2. Action also included approval to administratively amend the Transportation Improvement Program/Statewide Transportation Improvement Program and other planning/administrative documents to incorporate the changes. J.J. Koch (M); T. Oscar Trevino Jr. (S). The motion passed unanimously.

5. **Historical Joppa Neighborhood Improvements:** Jeff Hathcock presented proposed safety improvements in the historic Joppa neighborhood, located in southeast Dallas. The proposed projects support policies adopted as part of Mobility 2045 to implement bicycle and pedestrian facilities that meet accessibility requirements, to balance transportation investments across the region, and to implement programs, projects, and policies that assist in reducing serious injuries and fatalities across all modes of travel. The Joppa neighborhood is banked by the Trinity River on the east, the Miller Rail Yard on the west, and Linfield Road on the north. Loop 12 is located to the south, as well as the southern entrance into the neighborhood. The Union Pacific railroad has funded, and nearly completed, the construction of a new bypass track through the Miller Yard. Currently, there is an at-grade crossing at Linfield Road, as well as an elevated grade-separated crossing directly above it. The at-grade crossing is a potential safety concern because of the obstructed sight lines that could be caused by the varying speeds of the moving trains through the bypass track and rail yard. North Central Texas Council of Governments staff has coordinated with the City of Dallas since 2016, with the City of Dallas proposing that the Linfield Road at-grade crossing be closed based on neighborhood feedback. Closing the at-grade crossing requires the construction of a pedestrian bridge since the vehicular bridge has no passenger American with Disabilities Act amenities. Proposed improvements included: a pedestrian bridge over the rail line adjacent to Linfield Road, Loop 12 intersection roadway improvements on the southern end of the neighborhood in conjunction with sidewalk improvements on Loop 12, as well as discussions with the Texas Department of Transportation (TxDOT) on the Loop 12 improvements. A total of \$8 million in Congestion Mitigation and Air Quality Improvements Program funds were proposed for both the pedestrian bridge and Loop 12 improvements. The City of Dallas and TxDOT will provide the local match for the projects. A motion was made to approve the funding

recommendations identified in Reference Item 5 and for staff to amend the Transportation Improvement Program/Statewide Improvement Program and other administrative/planning documents to include the recommended projects and funding. Lee M. Kleinman (M); Theresa Daniel (S). The motion passed unanimously.

6. **Clean Fleets North Texas 2019 Call for Projects:** Lori Clark presented the proposed Clean Fleets North Texas 2019 Call for Projects. The North Central Texas Council of Governments recently was awarded approximately \$1.1 million from the Environmental Protection Agency (EPA) under the National Clean Diesel Funding Assistance Program. She noted that since the mail out, staff has learned that remaining funds from 2017 have increased to \$847,224. Staff proposed to add these remaining funds for a total of at least \$1,957,574 available for this call for projects. This amount could increase if additional funds from the Texas Commission on Environmental Quality Supplemental Environmental Project are received during this call for project to avoid issuing a separate call for the funds. The award includes approximately \$40,000 for staff administration of the call for projects. Air quality benefits from projects implemented with this funding are anticipated at 30.5 tons of nitrogen oxides (NO<sub>x</sub>) reduced. Eligible activities include the replacement of model year 1996-2006 on-road diesel vehicles 16,001 pounds and over (other model years eligible on a case-by-case basis) and non-road diesel equipment that is operated over 500 hours per year. Costs are refunded at between 25-45 percent based on the emission standard of the new item purchased. Ms. Clark also reviewed the proposed eligibility and selection criteria, detailed in Electronic Item 6. Entities must have adopted the Clean Fleet Policy. To reduce risk and administrative burden, a minimum subaward of \$100,000 was proposed. Applications will be scored based on the cost per ton of NO<sub>x</sub> reduced (75 percent), as well as on risk and oversight criteria (25 percent). A brief comparison of this program's eligibility versus Volkswagen funding eligibility was provided. The timeline for this effort was highlighted. Of note, the call for projects is anticipated to open on June 14, 2019, and close on September 6, 2019. The Regional Transportation Council (RTC) will be asked to act on the proposed projects at its December 2019 meeting. RTC Vice Chair Andy Eads asked how staff advertises calls for projects. Ms. Clark noted that staff sends direct communication to mayors, city managers, county commissioners, school district officials, and fleet managers on file. Theresa Daniel asked if the notices are sent to purchasing agents or similar city/county staff. Ms. Clark noted that those type of contacts were not included, but that a notification could be provided by email. Since the meeting, staff has confirmed that correspondence was sent to purchasing agents and similar financial staff as part of this effort. A motion was made to approve the Clean Fleets North Texas 2019 Call for Projects details, the integration of any funds released from previous call for projects, the inclusion of Texas Commission on Environmental Quality SEP funds received for award to school bus projects, eligibility screens, and selection criteria. Action also included approval of the proposed timeline, flexibility to reopen the timeline if needed to fully award funds, and the option to relax the minimum subaward requirement, if needed. Jungus Jordan (M); Andy Eads (S). The motion passed unanimously.
7. **Legislative Update:** Rebekah Hernandez provided an update on federal legislative actions. In April, President Trump and Democratic Congressional leaders met and agreed to work toward a bipartisan infrastructure bill. Funding/financing mechanism discussions were anticipated but did not occur. She noted that Congress has since indicated that it plans to continue to pursue surface transportation reauthorization. Meanwhile, the House Appropriations Committee approved the FY2020 Transportation-Housing and Urban Development bill that provides \$25.3 billion to the United States Department of Transportation (US DOT). Most programs were funded at FY2019 levels. One amendment approved urges the DOT to work with states, local governments, and metropolitan planning organizations to identify the most efficient use of curb space, including pick-up and drop-off zones for passengers and freight. The bill is expected to go to the full House as part of a

larger appropriations bill. Ms. Hernandez also provided an update on the Texas Legislature. State lawmakers approved the State budget at \$250.7 billion for FY2020-FY2021, which is an increase of almost 16 percent. Transportation funding remains the same at \$31.1 billion for the Texas Department of Transportation (TxDOT) which does include Proposition 1 and Proposition 7 funds. An additional \$125 million was included for areas of oil and gas production through a county grant program. Also, the Texas Commission on Environmental Quality (TCEQ) budget includes funding for the Texas Emissions Reduction Plan (TERP) at \$154.7 million. No funding was included for LIRAP/LIP in the budget, and the overall bill that would have updated the program was not passed, ending the program. Bill topics of interest were highlighted. No high-speed rail bills passed, including the harmful budget rider. No harmful tolling bills were approved, and no new Comprehensive Development Agreement authority was approved. Toll bills on financial reporting and invoicing were the only approved. Related to revenue, SB 69 was approved and allows the Comptroller to invest a portion of the Rainy Day fund but also removes the legislative committee that was used to determine the sufficient balance process. Also approved was SB 962 that extends Proposition 1 by 10 years to 2034. HB 4280 amends the Country Transportation Infrastructure Fund Grant Program for areas of oil and gas production, and HB 3745 creates a TERP trust fund account that allows TCEQ to spend TERP funds outside of the legislative appropriations process. Miscellaneous approved bills were also highlighted and included SB 282 that requires TxDOT to allocate liquidated damages paid by contracts for project delays to affected districts, HB 1631 that prohibits red light cameras, HB 2830 that increases the number of design build contracts TxDOT may enter into each biennium from three to six, and HB 3082 that restricts unmanned aircraft operations over military installations. Staff will monitor the veto deadline and develop a summary of bills. This summary will be emailed to members and posted on the website in July.

8. **Fiscal Year 2019 Better Utilizing Investments to Leverage Development Discretionary Grant Program:** Jeff Neal presented the Fiscal Year 2019 Better Utilizing Investments to Leverage Development (BUILD) Discretionary Grant Program recently announced by the United States Department of Transportation (US DOT). A total of \$900 million is available nationwide for FY2019. No more than \$90 million may be awarded to a single state. The maximum grant award is \$25 million, with a minimum of \$5 million for urban areas and \$1 million in rural areas. Up to 50 percent of the funding is intended for projects in rural areas. The maximum federal cost share for the program is up to 80 percent in urban regions and up to 100 percent in rural areas. The application submittal deadline is July 15, 2019, and project awards are anticipated to be announced by November 12, 2019. Funds must be expended by September 30, 2026. The Notice of Funding Opportunity that details the discretionary grant program is available at [www.transportation.gov/sites/dot.gov/files/docs/policy-initiatives/build/114796/fy-2019-nofo-final-signed.pdf](http://www.transportation.gov/sites/dot.gov/files/docs/policy-initiatives/build/114796/fy-2019-nofo-final-signed.pdf). Mr. Neal highlighted the merit criteria to be used for the selection of projects proposed for the application. These include safety, state of good repair, innovation, partnership projects, project readiness, benefit-cost analysis, and others. In addition, the methodology for regional project selection was highlighted. Efforts will focus on projects in both the eastern and western subregions, projects with potential partnership opportunities, consideration of recent project submittals, existing project commitments, and those with significant economic development opportunities or that address transportation performance targets. Based on conversations with partners, likely project submittals will be one rail and two roadway projects. Previous discretionary grant program project application submittals were highlighted, as well as the BUILD 2018 award for Haslet Parkway and the Infrastructure for Rebuilding America 2018 award for the North Texas Express 3C (IH 35W) project. Mr. Neal presented the potential project application candidates. The proposed rail project consists of three components (including components from the east and west) from the North Texas MOVES Program: 1) Trinity Railway Express (TRE) double track from Medical Market Center to Stemmons

Freeway, 2) TRE double track near the Trinity Lakes Station, and 3) implementation of ClearPath Technology. Local government approvals have been obtained/confirmed for the project components. On the roadway side, Texas Department of Transportation and North Central Texas Council of Governments staff have coordinated and identified three total roadway project candidates, two in the east one in the west. Potential roadway project candidates include US 80 reconstruction in Mesquite (IH 635 to Belt Line Road) or US 75/Ridgeview Dr. Interchange in Fairview and US 75 Technology Lanes extension to Sam Rayburn Tollway in the east, and SH 114 frontage roads gap project in Southlake/Trophy Club/Westlake (FM 1938 to Dove Road) in the west. Mr. Neal noted project funding sources, amounts, and grant requests were yet to be determined and would be presented next month. A timeline for the effort was highlighted, with RTC action to be requested on July 11, 2019. Local governments requesting letters of support were asked to contact staff by June 28, 2019.

9. **Virgin Hyperloop One:** Michael Morris provided an update on hyperloop technology efforts within the region and the State. Details of the meeting with hyperloop engineers were highlighted. He noted recent inquiries as to whether the hyperloop discussion is holding up high-speed rail environmental efforts between Dallas and Houston. Although the environmental review of the corridor has been lengthy, there is no interest in hyperloop from Dallas to Houston so there should be no impact. North Central Texas Council of Governments (NCTCOG) staff is committed to high-speed rail between Dallas and Houston and will do everything needed to get the environmental clearance approved and to finalize other legal elements before the next legislative session. There is interest in the feasibility of hyperloop technology in the corridor connecting Dallas, Arlington, and Fort Worth. Previously approved funds can now proceed for the two-phase effort, and the technology to be used in the corridor will be known before the environmental study begins. There is also interest in hyperloop technology in the potential corridor between Fort Worth and Laredo, and members will be invited to stakeholder meetings scheduled in the region. These initiatives will help complete the State vision to have high-speed rail or hyperloop technology from Houston to Dallas, over to Fort Worth, and down to Laredo. Mr. Morris also discussed new components related to hyperloop. He noted that Virgin Hyperloop One will be holding a meeting in Washington to discuss areas in the United States in which it may be interested in implementing its technology. Lee M. Kleinman has been asked to represent the Regional Transportation Council at the meeting and NCTCOG staff will also attend. Secondly, Virgin Hyperloop One would like to tour its vehicle potentially in the regions of interest. NCTCOG is negotiating an option for the Dallas-Fort Worth region. This will be a public display of the vehicle for the public and will also include meetings with policy officials regarding interest in the technology. The third component is Virgin Hyperloop One's interest in construction of a certification facility in the Dallas-Fort Worth region. NCTCOG staff are working with Virgin Hyperloop One about the option to build the certification facility in the permanent east to west corridor, if in fact the hyperloop technology is chosen for the Dallas to Fort Worth rail. Its secondary use could be a maintenance facility that connects to the main corridor. He noted no discussions have occurred regarding funding this effort and members would be provided additional information in the future. Glen Whitley noted previous discussions regarding accessibility for the Dallas to Fort Worth project and that the stations should not be exclusive to only one type of technology. Mr. Morris noted the interlocal agreement with Texas Central Partners states that if high-speed rail is extended from Dallas to Fort Worth, there will be a cross-platform transfer if the technologies are not the same. Assurances have been made that geometrically the train would have the ability to leave the Dallas station, travel to Fort Worth, and then travel south. He clarified that all potential location options must be considered as part of the environmental process. There has been increased interest in extending high-speed rail from Dallas to Fort Worth, which will include the Regional Transportation Council's position of a one-seat ride. Theresa Daniel asked about a

recent article regarding the addition of a new terminal at the Dallas Fort Worth International Airport and how that fits in with the ideas discussed. Mr. Morris discussed the new terminal, as well as the purpose of having an Arlington station which is to have north/south access into the airport.

10. **SH 360 Partnership Update:** Michael Morris presented an update on the SH 360 project implemented in partnership with the North Texas Tollway Authority (NTTA) and the Texas Department of Transportation (TxDOT). The project was constructed by TxDOT and is nearing transfer to NTTA. NTTA currently operates the facility from Green Oaks to US 287. The Regional Transportation Council (RTC) holds the financial risk for the project by backstopping the \$300 million loan to TxDOT. To date, there have been over 10 million transactions on the corridor and a 74 percent toll tag penetration. In addition, Mr. Morris discussed the decision by the mayors of Arlington, Grand Prairie, and Mansfield to use trailblazing signs in the corridor versus mass signage. NTTA Chairman Kenneth Barr took a leadership position to pilot test wayfinding signs within the NTTA facility. Mr. Morris also discussed the decision during the project negotiations to build the ultimate intersection enhancements and front road improvements as part of the original contract. North Central Texas Council of Governments (NCTCOG) staff are completing simulations for options to build direct connections from SH 360 to SH 161 or other solutions on IH 20 to resolve the weaving movements in the area. Details will be presented at a future meeting. In addition, NCTCOG staff are monitoring the SH 360/US 287 Interchange to determine when the addition of direct connections is warranted. Discussion continued regarding interest in extending the corridor south. Details were provided in Electronic Item 10.
11. **United States Army Corps of Engineers Stormwater Project:** Michael Morris presented an overview of a partnership approach to incorporate stormwater infrastructure planning as a component of regional transportation planning. A working group of partners and stakeholders will be created to carry out a comprehensive planning effort in Wise County and portions of Dallas, Denton, Ellis, Johnson, Parker, and Tarrant counties. This will include federal, State, and local agencies outlined in Electronic Item 11. The goal of the partnership is to prevent flooding resulting from stormwater runoff in rural parts of region, as well as downstream flooding on the Trinity River in downtown Fort Worth and Dallas. Initial discussions have been presented to Congresswoman Eddie Bernice Johnson and Congresswoman Kay Granger who have requested that a presentation be given to the Congressional Delegation to determine feasibility of a national protocol for stormwater prevention. Details of the project study area were highlighted. Proposed efforts include transportation infrastructure such as bridge structure elevation, culvert diameters, the use of green parkways for water detention, and others. Related to safety, partners will discuss the use of technology to route away from low-water crossings. In addition, is important to prioritize the mitigation of known low-lying facilities over time and implement project updates. For stormwater, efforts will be focused on minimizing runoff, reducing downstream flooding, and creating detention areas. Environmental features to address stormwater runoff may include tree farms that could be intentionally saturated or options to filter stormwater for use in recharging aquifers. Mr. Morris also noted that within transportation, wetland and stream bed mitigation is needed and that there may be an opportunity to integrate mitigation banking into this effort. There may also be an opportunity to use environmental stewardship as a revenue element such as encouraging the private sector to participate in mitigation banking. The project is estimated at \$10 million. The Federal Emergency Management Agency is looking at revenue within its organization that may be available for this effort, and the Regional Transportation will be asked to contribute \$3 million through the Unified Planning Work Program budget. Congress currently provides funding to federal agencies with flexibility to be used for this purpose, and this effort will give an opportunity to use a portion of the funds for prevention. Mr. Morris noted that these and many other details will be part of the discussion as the partnership is developed.



12. **Draft FY2020 and FY2021 Unified Planning Work Program:** Dan Kessler presented a summary on the development of the proposed FY2020 and FY2021 Unified Planning Work Program (UPWP). Development of the document is one of five actions required of the Metropolitan Planning Organization (MPO) by the federal government. The UPWP summarizes all activities to be carried out by the MPO utilizing federal Transportation Planning Funds over the specified timeframe, as well as other funding sources from various State and federal organizations. The draft FY2020 and FY2021 UPWP is a snapshot in time of the planning efforts known as of June 1, 2019. Modifications are considered by the Regional Transportation Council through quarterly amendments. The document addresses regional and local issues and allocates the funds to specific projects under five major tasks. A copy of the draft document is available online for review at [www.nctcog.org/trans/study/unified-planning-work-program](http://www.nctcog.org/trans/study/unified-planning-work-program). He noted that a significant portion of the document addresses North Central Texas Council of Government technical assistance requests received by local agencies as part of the development process. For the draft FY2020 and FY2021 UPWP, a total of 41 project submittals were received from 16 agencies. Of the 41 projects, 30 projects were recommended for inclusion in the document and 11 projects were not recommended. Some of the major planning initiatives contained in the draft document were highlighted, including monitoring of the Metropolitan Transportation Plan, the 2021-2024 Transportation Improvement Program, data collection/travel model enhancement, automated vehicle technology, high-speed rail, bicycle/pedestrian plans, regional transit planning assistance, innovative transportation initiatives the Harry Hines Boulevard Corridor Study, the McKinney Avenue Trolley extension, and others. Mr. Kessler provided a summary of the federal Transportation Planning Funds for the draft FY2020 and FY2021 UPWP. Staff anticipates approximately \$5.7 million in Federal Transit Administration 5303 funds and approximately \$15 million in Federal Highway Administration funds. Staff also anticipates approximately \$4.5 million in FY2019 carryover funds. The total amount of Transportation Planning Funds anticipated to be available for the FY2020 and FY2021 UPWP is approximately \$25 million. Based on the projects that have been identified in the Work Program, expenditures are anticipated at approximately \$22.7 million leaving a balance of about \$2.4 million to carry over into FY2022. The development schedule was reviewed, with action to be recommended at the July 11, 2019, Regional Transportation Council meeting.
13. **Election of Regional Transportation Council Officers:** Ann Zadeh, Vice Chair of the Regional Transportation Council Nominating Subcommittee, announced the slate of officers recommended by the Subcommittee for the 2019-2020 term: Chair Andy Eads, County Judge, Denton County; Vice Chair Roger Harmon, County Judge, Johnson County; and Secretary Theresa Daniel, Ph.D., Commissioner, Dallas County. A motion was made to approve the slate of officers recommended for the 2019-2020 term. Ann Zadeh (M); Gary Fickes (S). The motion passed unanimously.
14. **Progress Reports:** Regional Transportation Council attendance was provided in Electronic Item 14.1, Surface Transportation Technical Committee attendance and minutes in Electronic Item 14.2, and the current Local Motion in Electronic Item 14.3.
15. **Other Business (Old or New):** There was no discussion on this item.
16. **Future Agenda Items:** There was no discussion on this item.
17. **Next Meeting:** The next meeting of the Regional Transportation Council is scheduled for Thursday, July 11, 2019, 1:00 pm, at the North Central Texas Council of Governments.

The meeting adjourned at 3:00 pm.