

**REGIONAL TRANSPORTATION COUNCIL**  
**March 14, 2019**

The Regional Transportation Council (RTC) met on Thursday, March 14, 2019, at 1:00 pm in the Transportation Council Room of the North Central Texas Council of Governments (NCTCOG). The following members or representatives were present: Jerry Nickerson (representing Richard E. Aubin), Ceason Clemens (representing Mohamed Bur), Rickey D. Callahan, George Conley, Jim Wilson (representing David L. Cook), Theresa Daniel, Rudy Durham, Andy Eads, Charles Emery, Kevin Falconer, Gary Fickes, Curtistene McCowan (representing Robert Franke), Rick Grady, Lane Grayson, Jim Griffin, Roger Harmon, Ron Jensen, Jungus Jordan, Jennifer S. Gates (representing Lee M. Kleinman), Tito Rodriguez (representing Scott Mahaffey), Steve Mitchell, Cary Moon, Stan Pickett, Will Sowell, Stephen Terrell, T. Oscar Trevino Jr., Taylor Armstrong (representing William Tsao), Karen Hunt (representing Dennis Webb), Duncan Webb, B. Glen Whitley, Kathryn Wilemon, Lana Wolff (representing W. Jeff Williams), and Ann Zadeh.

Others present at the meeting were: Angela Alcedo, Vickie Alexander, Majed Al-Ghafry, Nicholas Allen, Melissa Baker, Tom Bamonte, Berrien Barks, Tara Bassler, Kent Bauer, Carli Baylor, Nathan Benditz, Alberta Blair, Denice Boettcher, Maximillion Boettcher, David Boski, Tanya Brooks, Bob Brown, John Brunk, Luke Bullock, David Cain, Marrk Callier, Jack Carr, Molly Carroll, Angie Carson, Lori Clark, Mike Coleman, John Cordary, Dianne Costa, Hal Cranor, Brian Crooks, Clarence Daugherty, Ingay Dedow, Brian Dell, Cody Derrick, Edie Diaz, David Dryden, Chris Dyser, Chad Edwards, Sal Espino, Kevin Feldt, Ann Foss, Mike Galizio, Maribel Gallardo, Leah Gamble, Bob Golden, Kasey Harris, Jeff Hathcock, Victor Henderson, Elisa Hernandez, Rebekah Hernandez, Robert Hinkle, Matthew Holzapfel, Tommy Hudson, Ivan Hughes, Terry Hughes, Tom Johnson, Dan Kessler, Tony Kimmey, Ken Kirkpatrick, Chris Klaus, Stephen Knobbe, Dan Lamers, April Leger, Eron Linn, Travis Liska, Ramiro Lopez, Paul Luedtke, Matt McCombs, Jeni McGarry, Collette McName, Keith Melton, Monte Mercer, Chandler Merritt, Jimmy Moffitt, Michael Morris, Christie Myers, Zelma Myers, Sterling Naron, Jenny Narvaez, Jeff Neal, Mark Nelson, Evan Newton, John Nguyen, Mickey Nowell, Catherine Osborn, James C. Paris, Jamie Patel, Johan Petterson, John Polster, Vercie Pruitt-Jenkins, Chris Reed, Andrei Rodu, Michael Rogers, Steve Salin, Lori Shelton, Chelsey Smith, Paul Stevens, Dean Stuller, Vic Suhm, Gary Thomas, Jonathan Toffer, Joe Trammel, Lauren Trimble, Mitzi Ward, Amanda Wilson, and Jing Xu.

1. **Approval of February 14, 2019, Minutes:** The minutes of the February 14, 2019, meeting were approved as submitted in Reference Item 1. Ann Zadeh (M); Andy Eads (S). The motion passed unanimously.
2. **Consent Agenda:** The following items were included on the Consent Agenda.
  - 2.1. **Clean Fleets North Texas 2018 Funding Recommendations:** Approval of funding recommendations for additional applications received under the Clean Fleets North Texas 2018 Call for Projects was requested. An overview of the call for projects was provided in Electronic Item 2.1.1 and additional detail on the recommended projects was provided in Electronic Item 2.1.2.
  - 2.2 **Policy Position on Communication with Tribal Nations:** Adoption of the draft Regional Transportation Council Policy Position to Support Communication with Tribal Nations was requested. Background information was provided in Electronic Item 2.2.1 and a copy of the policy, P19-01, was provided in Reference Item 2.2.2.

2.3. **Federal-State Partnership for State of Good Repair Program Grant:** Approval to submit a grant application in partnership with Dallas Area Rapid Transit and Trinity Metro to the Federal-State Partnership for State of Good Repair Program was requested. A copy of the Notice of Funding Opportunity was provided in Electronic Item 2.3.1. Additional details about the project were provided in Electronic Item 2.3.2.

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

3. **Orientation to Agenda/Director of Transportation Report:** Michael Morris provided an overview of items in the Director of Transportation Report. He presented the latest regional congestion data from INRIX that indicates the Dallas-Fort Worth region's congestion has decreased as the region experiences the benefits of the implementation of projects. He provided additional information regarding the Infrastructure for Rebuilding America grant applications that were approved by the Regional Transportation Council (RTC) at the February 14, 2019, meeting. All local governments have concurred they approve of the proposed projects to be included in the application for the North Texas Multimodal Operations, Velocity, Efficiency and Safety Program projects. In addition, BNSF has committed \$2 million towards the projects. He also noted that later refinements to the bridge projects from transit agencies increased the cost so five projects were submitted in the application instead of seven in order to be below the constraints of the grant guidelines. He thanked Collin County Commissioner Duncan Webb for his work with the Congressional Delegation regarding US 75. He also noted that the Texas Transportation Commission has approved Private Activity Bonds for the North Tarrant Express 3C project. The RTC previously approved \$5 million to help reach financial close on the project, but the funds may no longer be needed and returned to the RTC. Mr. Morris noted the Gentrification Study developed by the North Central Texas Council of Governments Transportation Department staff that will be presented in Agenda Item 10. He added that as transportation investments are made, especially in lower income areas, it may be beneficial that the path forward include a gentrification element with funding investments made by the Regional Transportation Council. He also noted that efforts have begun on the development of the FY2020 and FY2021 Unified Planning Work Program (UPWP) and encouraged entities to submit their requests by the deadline. Air quality funding opportunities for vehicles were provided at [www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle](http://www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle), and information on 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). Mr. Morris noted that many public comments have been received regarding US 380 and are being collected by staff. A March public meeting notice was provided in Electronic Item 3.1, and February public meeting minutes were provided in Electronic Item 3.2. He also noted a recent magazine article available at [www.dmagazine.com/publications/d-magazine/2019/march/meet-the-kings-of-sprawl/](http://www.dmagazine.com/publications/d-magazine/2019/march/meet-the-kings-of-sprawl/). The Public Comment Report was provided in Electronic Item 3.3, recent correspondence in Electronic Item 3.4, recent news articles in Electronic Item 3.5, and recent press releases in Electronic Item 3.6. Transportation partners progress reports were distributed at the meeting.

4. **Legislative Update:** Rebekah Hernandez provided an update on federal legislative actions. On February 15, the President signed the Fiscal Year (FY) 2019 appropriations bill that funds the government through September 30, 2019. The bill appropriates \$325 billion of which there is \$26.5 billion in discretionary budget authority for the United States Department of Transportation. She noted that Congress is now working on FY2020

appropriations and that the President recently released his 2020 budget request. The request calls for \$84.1 billion for the Department of Transportation, which is a decrease of approximately \$3.5 billion from the current appropriations. Ms. Hernandez added that the funding is often significantly adjusted by Congress. The budget request also includes increases to some grant programs, proposes cuts to Federal Railroad Administration and Amtrak grants by as much as 30-40 percent, and includes a federal investment that will be leveraged into \$1 trillion for infrastructure, including water and broadband projects. The infrastructure total is down from the \$1.5 trillion proposed last year but does keep the commitment of the \$200 billion federal investment. The President also made a commitment to a long-term transportation reauthorization bill as the Fixing America's Surface Transportation Act expires next year. Ms. Hernandez also provided an update on the 86th Texas Legislature. She noted that March 8 was the bill filing deadline, and over 8,500 bills have been filed. The Speaker announced that all House bills will be referred to committee by March 21. The Lieutenant Governor released his priority bill list which echoes the Governor's priorities and lists 30 specific bills. However, none are related to the Regional Transportation Council (RTC) Legislative Program. She noted that some early action has been seen on bills such as teacher pay raises, school finance, property tax, and funding for Hurricane Harvey recovery. The House and Senate transportation committees have both held organization meetings, but no RTC priority bills have been heard to date. She noted that the House Appropriations and Senate Finance committees continue to meet on the budget, and subcommittees have made their recommendations to the full committees. Bill topics of interest were highlighted. She noted that the Low Income Repair and Replacement Assistance Program (LIRAP) and Local Initiative Projects (LIP) bill on which staff have been working with counties was filed by Austin legislators. Related to tolling, bills have been filed that are not consistent with the RTC Legislative Program. The first bullet of the program states "allow for the ability utilize tolling, managed lanes, debt financing, and public-private partnerships...through a local decision-making process..." Filed bill language would require voter approval before a toll project could be built, includes language that would remove tolls once a project is paid, and would remove the use of system financing.

Michael Morris discussed the bill language related to voter referendum, eliminating system financing, and eliminating bonds after a tolled project is built and noted that the language is inconsistent with the RTC legislative position. He discussed the voter referendum portion and uncertainty of what jurisdiction of people would vote on a toll project since a specific jurisdiction of voters may not be equivalent to the users of the toll facility. Related to the elimination of system financing, he noted that the Texas Department of Transportation (TxDOT) collects revenue from various sources to build a system of roads, and there is concern that the removal of system financing could also impact TxDOT's availability to build transportation projects. He also discussed the elimination of tolls after a specified period and noted that the RTC position is that tolls are also used as tool to manage congestion, not simply as a revenue source. He asked if the RTC would like to provide direction to staff or if staff should continue to monitor the bill and provide updates. A motion was made to approve the Regional Transportation Council Chair to sign a letter to the House and Senate Transportation Committee Chairs, Speaker of the House, Lieutenant Governor, and legislative delegation siting the three portions of the bill language and why such legislation would be problematic for the RTC. Jungus Jordan (M); B. Glen Whitley (S). Member discussion continued regarding transportation funding needs and communication with the Legislature. Mr. Morris discussed the Transportation Funding 101 primer developed by staff and noted that this resource would be provided to members following the meeting. The motion passed unanimously.

5. **Congestion Management Process Update:** Mike Galizio provided an overview of the proposed update to the region's Congestion Management Process (CMP) document. The document is a federally mandated planning requirement for urbanized areas with a population exceeding 200,000. Although the CMP document is not subject to a specific schedule or deadline, many individual CMP strategies such as Try Parking It are presented to the Regional Transportation Council (RTC) on a continuous basis. He noted that CMP strategies are focused on short-term, lower-cost operational and management improvements that can be implemented prior to or concurrent with major higher-cost capacity projects. Since the region is designated as a nonattainment area for ozone, the CMP must describe how single occupant vehicle (SOV) capacity projects are integrating CMP strategies and must also demonstrate how the CMP fits into the metropolitan planning process. Mr. Galizio highlighted the CMP elements and how it relates to other federally required documents such as the Transportation Improvement Program and Metropolitan Transportation Plan. He also provided a brief overview of the history of the CMP, which was first adopted as the Congestion Management System in 1994. The current CMP for the North Central Texas region was adopted by the RTC in 2013. CMP benefits were highlighted and include strategies to address both recurring non-recurring congestion, a major focus on data collection and performance outcomes, and increased coordination with member agencies. Mr. Galizio presented a list of several key topics that will be considered as part of this CMP update, including an opportunity to develop performance measures that are more understandable to the general public and the reevaluation of the CMP network that currently includes 25 of the most congested roadway corridors identified in 2013. An overview of the CMP update schedule was provided, and additional information is available at [www.nctcog.org/cmp](http://www.nctcog.org/cmp).
6. **2017-2018 CMAQ/STBG Funding Program: Management and Operations, NCTCOG-Implemented, and Regional/Air Quality Programs:** Michael Morris presented the latest efforts to extend existing and fund new Regional Transportation Council (RTC) Regional Air Quality and Management and Operations programs and projects through the 2017-2018 Congestion Mitigation and Air Quality Improvement Program (CMAQ)/Surface Transportation Block Grant Program (STBG) Funding Program. He noted that the RTC considers extending existing and funding new Regional/Air Quality and Management and Operations projects/programs every few years, and the last review occurred in 2014-2015. The purpose of the effort is to enable staff to respond to certain planning and implementation assistance requests, as well as assign resources for RTC priorities such as the Mobility Assistance Patrol and air quality initiatives that help the region with nonattainment requirements. A summary of proposed funding was highlighted and includes approximately \$7.9 million CMAQ, \$52.83 million STBG, \$4.74 million Regional Toll Revenue, and \$1.93 million RTC Local for a subtotal of \$67.4 million. Additionally, staff proposed to remove \$1.23 million of existing project funds, with \$66.17 million of net additional funding requested for Fiscal Year (FY) 2020-2022 projects. A summary of the proposed funding for FY2020-2022 was detailed in Electronic Item 6.1. Additional details on the proposed funding were provided in Electronic Item 6.2. He noted that staff is working with the Texas Department of Transportation in Austin on a more efficient method to fund and implement these type projects. Mr. Morris also noted that approximately \$28.78 million of the requested funding is to be used by North Central Texas Council of Governments staff and consultants to implement the regional projects and programs, with most of the funding passed through to other agencies in the region. The schedule for the effort was reviewed. Regional Transportation Council action will be requested at the April 11, 2019, meeting. Curtistene McCowan asked if funding for smart transit and walkable places is allocated for

specific locations or if there will be a call for projects. Mr. Morris noted he did not know if a formal call for projects would be opened. He encouraged members with proposed projects to contact staff who will determine the use of funds in specific locations.

7. **Community College Partnership:** Dan Lamers provided an overview of two proposed pilot projects in partnership with Tarrant County College (TCC) as a result of meetings with the Secretary of Housing and Urban Development and the Chancellor of Tarrant County College (TCC) to discuss how transportation is an important factor in the successful transition of vulnerable students from high school to college. The HUD Secretary's initiative is to pull vulnerable populations out of the poverty cycle and includes four pillars as a foundation; housing, health and wellness, transportation, and education. Project A would help provide Trinity Metro transit passes for all TCC students. This effort is currently funded by TCC, but the proposed pilot would provide an alternate funding source and allow TCC to use current funds for opportunities for students such as scholarships. The project is a partnership among the North Central Texas Council of Governments (NCTCOG), TCC, and Trinity Metro and implementation is anticipated for fall 2019. An estimated \$300,000 in Regional Transportation Council (RTC) Local funds is proposed for the two-year program. Project B would provide shuttle services for students between Arlington Independent School District (AISD) campuses, TCC, and the University of Texas at Arlington (UTA), as well as park-and-ride lots. The project is a partnership among NCTCOG, City of Arlington, AISD, TCC, and UTA. An estimated \$500,000 in existing Federal Transit Administration funds set aside for transit is proposed for the two-year program. Implementation is also anticipated for fall 2019. The schedule for this effort was reviewed, including potential expansion if successful. Several RTC members expressed support for the pilot projects and for expansion in Dallas County. Jennifer Gates asked if staff would analyze which of the options is more cost effective, supplementing a project that is already in place or establishing a new project. Mr. Morris noted that staff would analyze the cost effectiveness of each pilot, as well as the individual aspects of each project. Details were provided in Electronic Item 7.
8. **Start of 2019 Ozone Season:** Jenny Narvaez presented information on the 2019 ozone season which began March 1. She noted that the region is currently under two ozone National Ambient Air Quality Standards (NAAQS); the 2015 70 parts per billion (ppb) and 2008 75 ppb standards. Under the 2015 standard, nine counties are in nonattainment and have until August 3, 2021, to reach attainment. Under the 2008 standard, ten counties remain in nonattainment and have until July 20, 2021, to reach attainment. The historical ozone exceedance day trend was highlighted, and Ms. Narvaez noted that the exceedance trend continues downward. She also highlighted the ozone design value trend that will be the three-year average of the fourth highest value from the years 2017-2019. Ms. Narvaez also noted that the North Central Texas Council of Governments has multiple upcoming air quality initiatives, including funding opportunities. These include fleet funding, various Dallas-Fort Worth Clean Cities events, and the Air North Texas Ozone Action Day campaign. She noted that members could sign up for alerts, as well as view air quality and ozone information online at [www.airnorthtexas.org](http://www.airnorthtexas.org). She encouraged members and local agencies to sign up to become Air North Texas Partners, and noted that staff will continue to monitor these trends and provide updates to members throughout the 2019 ozone season.
9. **2017-2018 CMAQ/STBG Funding Program: Assessment Policy:** Michael Morris highlighted projects in the IH 35W 3C area and described how four different funding elements are being implemented to create a system of projects. In addition, he presented proposed Assessment Policy projects to be funded through the 2017-2018 Congestion Mitigation and Air Quality Improvement Program (CMAQ)/Surface Transportation Block

Grant Program (STBG) Funding Program. He noted that the purpose of the program is to award CMAQ and STBG funds to projects across the region that include an assessment of transportation projects which provide an economic development component. In each case, the Regional Transportation Council (RTC) will be repaid for at least a portion of its contribution over time through value capture mechanisms. Five projects are proposed for funding and the locations were highlighted. Details were provided in Electronic Item 9.1, and a revised project listing was distributed at the meeting in Reference Item 9.1. For the Ferguson Parkway-City of Anna project, staff proposed to fund the engineering phase. The City of Anna is working to have some of the project paid by the Collin County bond program. Staff will continue to work with the City of Anna on the repayment component. The city expects to utilize a roadway impact fee to target and capture the economic development value of this project. The second project is the southbound frontage road of SH 360 in Grand Prairie. Staff proposed to fund a portion of the project as a grant through a partnership with Grand Prairie. The City of Grand Prairie will repay half of the RTC's contribution over a proposed 10-year period with an interest rate of 2.4 percent using Tax Increment Financing (TIF). For the Avondale-Haslet Road/Haslet Parkway/Intermodal Parkway project, the project was selected to receive \$20 million from the Better Utilizing Investments to Leverage Development grant. The City of Haslet will repay \$6.9 million to the RTC over a proposed 20-year period at 2.4 percent interest using various strategies. The Butler Housing project is an effort to increase transportation accessibility to the Butler Housing area. Coordination is continuing with Fort Worth Housing Solutions who will be moving its residents out of the units in preparation for a private developer to improve the property. Staff proposed to fund engineering and right-of-way for efforts to connect the area with downtown Fort Worth and increase the value of the property. He noted that a proposal for additional funding for future phases that would include a repayment component from the City of Fort Worth will be brought back at a later time. Mr. Morris noted that at this time, there is no equivalent project in the City of Dallas. However, staff proposed a Dallas Central Business District (CBD) project near the area of the potential high-speed rail station in downtown Dallas and an Oak Farms project that includes street car, roadway, and bicycle/pedestrian elements. Staff proposed to fund engineering only at this time. If successful, a proposal for additional funding for future phases that would include a repayment component will be brought back at a later date. The timeline for this effort was reviewed, which includes proposed action at the April 11, 2019, RTC meeting. Additional information was provided in Electronic Item 9.2.

10. **Gentrification Study:** Karla Weaver provided an overview of the Gentrification Study developed by Transportation Department staff. The report explores the meaning and implications of gentrification for North Texas and summarizes a variety of policy/legislative examples and programs implemented across the country. This report will provide a resource that various levels of governments may use to facilitate positive and equitable outcomes for neighborhoods affected by gentrification. She noted that the report uses the following definition "Gentrification is the process by which higher-income households displace lower-income residents of a neighborhood, changing the essential character and flavor of that neighborhood." Gentrification looks at physical upgrades to housing, displaces original residents with affluent households, and changes the character of a neighborhood. However, revitalization, which is the goal of many communities creates affordable options for the original residents, upgrades housing, adds employment for existing residents, retains the neighborhood's character, and enhances the social components of the community. Ms. Weaver noted that transportation infrastructure improvements are often seen as catalysts for gentrification, but that it is important to remember there are also socioeconomic factors, location context, and real estate market impacts that must be considered as well.

She also noted that the report identifies 19 strategies that are applicable to cities, counties, regions, and the State and include inclusionary zoning, property tax strategies, renter protections, neighborhood plans, and others. Senator Royce West and Councilmember Lee M. Kleinman from the City of Dallas asked Transportation Department staff to put together tools, policy, and legislation. Finally, the report also includes general recommendations that encourage public partners to plan and prepare for neighborhood change such as education, coordination with communities, legislation, and the adoption of policies. The full report is available at [www.nctcog.org/housing](http://www.nctcog.org/housing). Regional Transportation Council Chair Gary Fickes noted that this is an important factor when considering the pros and cons of infrastructure improvements. Board members agreed that it was important to be proactive in having tools to assist communities. Details were provided in Electronic Item 10.

11. **Metropolitan Transportation Plan Policy Bundle-Round 3:** Kevin Feldt presented an overview of the third round of the Metropolitan Transportation Plan (MTP) Policy Bundle. The MTP Policy Bundle program was created to encourage entities to voluntarily adopt at least 50 percent of the list of policies identified in Mobility 2045. By voluntarily adopting these policies, participating entities will receive Transportation Development Credits (TDC) to offset the required local match on federally funded transportation projects. This effort is intended to encourage solutions beyond infrastructure improvements to help achieve regional goals. Mr. Feldt noted the amount of TDCs to be awarded for Fiscal Year (FY) 2020 has not yet been determined. Applicable policies for various agencies, including the required number of policies for adoption, were highlighted. Policies include idling restrictions, stormwater management, railroad safety, complete streets, land-use strategies, transit funding, and others. Interested entities must submit an online application. For those desiring their applications to be reviewed and comments provided by staff, the deadline is March 15, 2019. The final deadline for submittal of a complete application, including all comments, is April 15, 2019. He added that FY2019 TDCs expire September 30, 2019, and entities must reapply if TDCs are not spent by the deadline. Additional information was provided in Electronic Item 11 and is also available at [www.nctcog.org/trans/mtp/policybundle/](http://www.nctcog.org/trans/mtp/policybundle/).
12. **Progress Reports:** Regional Transportation Council attendance was provided in Electronic Item 12.1, Surface Transportation Technical Committee attendance and minutes in Electronic Item 12.2, and the current Local Motion in Electronic Item 12.3.
13. **Other Business (Old or New):** There was no discussion on this item.
14. **Future Agenda Items:** There was no discussion on this item.
15. **Next Meeting:** The next meeting of the Regional Transportation Council is scheduled for Thursday, April 11, 2019, 1:00 pm, at the North Central Texas Council of Governments.

The meeting adjourned at 3:45 pm.