

REGIONAL TRANSPORTATION COUNCIL
October 10, 2019

The Regional Transportation Council (RTC) met on Thursday, October 10, 2019, at 1:00 pm in the Transportation Council Room of the North Central Texas Council of Governments. The following members or representatives were present: Richard Aubin, Mohamed Bur, Loyl C. Bussell, Dianne Costa, Theresa Daniel, Pat Deen, Rudy Durham, Andy Eads, Jon Michael Franks (representing Trinity Metro), George Fuller, Kayci Prince (representing Rick Grady), Lane Grayson, Ivan Hughes, Clay Lewis Jenkins, Jungus Jordan, Mike Leyman, Jennifer S. Gates (representing B. Adam McGough), Cary Moon, Greg Noschese (representing Stan Pickett), John Ryan, Tammy Dana-Bashian (representing Stephen Terrell), Jeremy Tompkins, William Tsao, Paul N. Wageman, Duncan Webb, Devan Allen (representing B. Glen Whitley), and W. Jeff Williams.

Others present at the meeting were: Angela Alcedo, Vickie Alexander, Majed Al-Ghafry, Nicholas Allen, Melissa Baker, Arturo Ballesteros, Tom Bamonte, Berrien Barks, Carli Baylor, Natalie Bettger, Alberta Blair, David Boski, Charles Brewer, Tanya Brooks, Bob Brown, Jason Brown, Jesse Brown, Pamela Burns, David Cain, Marrk Callier, Kristen Camareno, Drew Campbell, Molly Carroll, Angie Carson, Lori Clark, Nancy Cline, Fred Crosley, Mike Curtis, Clarence Daugherty, Inga Dedow, Brian Dell, Sam Dennehy, Edie Diaz, Chad Edwards, Sal Espino, Staron Faucher, Brian Flood, Ann Foss, Mike Galizio, Ricardo Gonzalez, Christie Gotti, Philip Hiatt Haigh, Phillip Hanley, Jena Hanson, Allen Harts, Tony Hartzel, Victor Henderson, Rebekah Hernandez, Mark Hilderbrand, Robert Hinkle, Kristina Holcomb, Terry Hughes, Ashley Isaacson, Breanne Jackson, Amy Johnson, Shannon Joski, Pete Kamp, Travis Kelly, Dan Kessler, Gus Khahkarli, Ken Kirkpatrick, Andy Kissig, Chris Klaus, Audrey Koefner, Tom Krampitz, Dan Lamers, Sonya Landrum, Tom Le Beau, April Leger, Eron Linn, Ramiro Lopez, Rich Matyiku, Wes McClure, Steve McCullough, Mickey McGuire, Collette McNamee, Keith Melton, Mindy Mize, Erin Moore, Michael Morris, Elizabeth Mow, Jeff Neal, Mark Nelson, Vanna Ngo, Paul Paine, James C. Paris, John Polster, James Powell, Vercie Pruitt-Jenkins, Lakesha Raynor, Chris Reed, Molly Rendon, Mark Rhea, Kyle Roy, Greg Royster, Shawna Russell, Moosa Saghian, Steve Salin, Josh Shane, Lori Shelton, Walter Shumac, Samuel Simmons, Randy Skinner, Shannon Stevenson, Dean Stuller, Vic Suhm, Gary Thomas, Caleb Thornhill, Christopher T. Tolar, Lauren Trimble, Paulette Vanderkamp, Mitzi Ward, Karla Weaver, Chad West, Brendon Wheeler, Douglas Wiersig, Amanda Wilson, Brian Wilson, Robert Woodbury, Ed Wueste, and Phil Yerby.

1. **Opportunity for the Public to Speak on Today's Agenda: Consistent with HB 2840:** This item allows members of the public an opportunity to give input on agenda items. Speaker Request Cards were made available, and those interested in providing public input were asked to complete a card and provide to staff. Regional Transportation Council Chair Andy Eads asked if there were any public comments. No members of the public chose to speak at the meeting or provide written comments to staff.
2. **Approval of the September 12, 2019, Minutes:** The minutes of the September 12, 2019, meeting were approved as submitted in Reference Item 2. Cary Moon (M); Theresa Daniel (S). The motion passed unanimously.
3. **Consent Agenda:** The following item was removed from the Consent Agenda and presented by staff.
 - 3.1. **Transportation Improvement Program Modifications:** Ken Bunkley highlighted Reference Item 3.1.1, distributed at the meeting, that replaces page 20 of Electronic Item 3.1. He noted that funding shares have been updated for the City of Garland

project in order to represent the 20 percent local match as regional, Regional Toll Revenue funds. He added that the total project amount remained unchanged. Approval of revisions to the 2019-2022 Transportation Improvement Program (TIP) provided in Electronic Item 3.1 and the update to page 20 distributed in Reference Item 3.1.1 was requested. Action also included approval for staff to amend the Unified Planning Work Program and other planning/administrative documents with TIP-related changes.

A motion was made to approve Item 3.1 as presented. Richard Aubin (M); Ivan Hughes (S). The motion passed unanimously.

The following item was included on the Consent Agenda.

3.2. FY2020 and FY2021 Unified Planning Work Program Modifications: Regional Transportation Council approval of modifications to the FY2020 and FY2021 Unified Planning Work Program was requested. Action also included direction for staff to also amend the Transportation Improvement Program and other administrative/planning documents, as appropriate, to reflect the approved modifications. The proposed amendments were provided in Electronic Item 3.2.1 and additional information was provided in Electronic Item 3.2.2.

A motion was made to approve Item 3.2 on the Consent Agenda. John Ryan (M); Theresa Daniel (S). The motion passed unanimously.

4. **Orientation to the Agenda/Director of Transportation Report:** Michael Morris thanked Ann Zadeh for representing the Regional Transportation Council (RTC) at the recent launch of electric bus service in Fort Worth. In addition, he thanked the City of Irving for hosting the September 12, 2019, RTC meeting as part of the Irving Transportation Investment Summit. Mr. Morris also discussed an upcoming workshop approved by RTC Chair Andy Eads. The workshop, scheduled for 11:00 am on November 14, 2019, will include discussion of new direction on local option and transit. In addition, the path forward to begin conversations with the Texas Department of Transportation Headquarters on advancing tolled managed lanes in the region will be discussed. Mr. Morris also noted that November 10-16 is National Traffic Incident Response Awareness Week. The North Central Texas Council of Governments (NCTCOG) will recognize Traffic Incident Management instructors and regional Roadside Assistance Patrol Program staff by hosting a luncheon on November 14. Roadside Assistance Patrol vehicles will also be on display beginning at 11:45 am. Mr. Morris discussed ongoing conversations regarding design conflicts on IH 345 and the Dallas Area Rapid Transit D2 line. Related correspondence was distributed at the meeting in Reference Item 4.12. The 2018 Safety Performance Report was provided in Electronic Item 4.1, and information on the November 7 Traffic Incident Management Executive Level Course was provided in Electronic Item 4.2. Information on current air quality funding opportunities for vehicles was provided at 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. Electronic Item 4.3 contained a status report on the current ozone season. In addition, the Environmental Protection Agency recently recognized NCTCOG for its continued efforts to promote the SmartWay Transport Program. Details were provided at www.nctcog.org/smartway. An east/west equity update was provided in Electronic Item 4.4 and a 511DFW fact sheet was provided in Electronic Item 4.5. Electronic Item 4.6 included information regarding the October 14 public meeting. September online input opportunity minutes were provided in Electronic Item 4.7 and the Public Comments Report was provided in Electronic Item 4.8. Recent

correspondence was provided in Electronic Item 4.9, recent news articles in Electronic Item 4.10, and recent press releases in Electronic Item 4.11. Transportation partner progress reports were distributed at the meeting.

5. **Next Steps with the Texas Department of Transportation:** Michael Morris presented proposed next steps to reengage the Texas Department of Transportation (TxDOT) and the Texas Transportation Commission (TTC) on innovative transportation funding policies. He highlighted the efforts over the last 15-20 years to advance mobility in the region. Elements that have been included in the past and proposed for the future include: local option, a level playing field for local entities within public transportation service areas and local governments that do not pay for transit, the history and effectiveness of TxDOT funding tools, partnerships with Class 1 railroads, seamless rail and potential regional passenger rail, the institutional structure of hyperloop for movement of people and goods, tolled managed lanes, and guaranteed transit within tolled managed lanes. He noted that the success of transportation partnerships and innovative funding in the region have resulted in congestion that has remained relatively constant over the past ten years despite significant growth in the region. Next steps with TxDOT will focus on four areas and will begin with partnership. He discussed the responsibility of the Metropolitan Planning Organization (MPO) regarding planning and the responsibility of the Texas Transportation Commission, each of which have "veto" authority regarding project selection and must give approval for projects to move forward to implementation. The Regional Transportation Council (RTC) can block projects the State selects for funding by not including the projects in the Mobility Plan, Transportation Improvement Program, Congestion Management Process, and/or Air Quality Conformity. In addition, under federal rule, half of the project selection authority rests with the Governor and half with local elected officials in the region creating a relationship between the region and its state agency on how best to proceed with transportation projects. The second focus of the discussion is innovative funding. In the past, revenue has been available through local contributions, North Texas Tollway Authority (NTTA) loans, Transportation Infrastructure Finance and Innovation Act (TIFIA) or other loan funding available through private entities or the State Comptroller, public-private partnerships, Regional Toll Revenue funds, NTTA toll roads, tolled managed lanes, and TxDOT loans. Mr. Morris noted the importance of focusing on the following tools in the discussion with TxDOT: the environmental clearance of tolled managed lanes, borrowing money to get projects to construction faster, the need for a public-private partnership on IH 35 in Austin, and tolled managed lanes in the region. Statewide formula allocation is the third focus for discussion with TxDOT. He explained the historical partnership with TxDOT and the decision for statewide formula allocations. The various innovative funding tools utilized by the region where highlighted, and he noted that formula allocation was promised for continued fair allocation to the region even though the region has utilized other innovative options to advance transportation. The historical formula allocation has been documented through minutes of the TTC meetings, correspondence from Senator Nichols, Regional Toll Revenue agreements, and legislation. In addition, statewide funding allocation remains important as the size of the Category 12 Commission Strategic funds grow over time. He noted that staff will be reviewing the past few Unified Transportation Programs to ensure that the formula allocations have been followed and will continue to address the TIFIA loan on Midtown Express that has been approved, but not yet placed on SH 183. If conversations with TxDOT occur, staff believes the Governor should receive credit for all projects, not just projects funded through the Clear Lanes initiative. If a path forward can be determined for tolled managed lanes, the Governor should also receive credit for this innovative funding tool. Mr. Morris highlighted proposed good government principles that outline the conditions under which tolled managed lanes could be built. MPOs will work with toll road entities to update the toll road system, must demonstrate that Proposition 1 and 7 revenues do not

meet transportation needs, and must have representation that is a minimum of 75 percent elected officials. In addition, MPOs must have a second vote of elected officials for consideration of a tolled project and it must be approved with a 66 percent super majority roll call vote. The MPO must also have a policy that restricts tolled managed lanes to a minority of its planning area and to reduce tolls in non-congested times once bonds, operations, maintenance, and rehabilitation funds are established. As a result of these MPO good government principles, tolled managed lane financial tools would be reestablished. He noted that this position is no different than the leadership position taken by the MPO in the past to build transportation projects despite the lack of revenue. Lastly, policy implications were presented. These policies permit the region to advance environmental clearance on tolled managed lanes that been placed on hold, the US 75 Technology Lane, as well as new tolled managed lanes. He added that policy implications would not change the priority of Collin County projects such as US 380, North/South Roadways, and the location of the regional loop. All would proceed as currently planned. In addition, conversations will be necessary with NTTA about the future of toll roads. Mr. Morris discussed the past decision by the region against creation of a Regional Mobility Authority (RMA) and noted that staff does not believe that an RMA is necessary and is not the correct method to address policy issues. However, he noted this may be included as part of future discussions if it is the only way to proceed with tolled projects in the region. RTC Chair Andy Eads asked Mr. Morris to explain the meaning of an RMA for new members and those viewing the meeting. Mr. Morris noted that an RMA is a political subdivision formed by one or more counties to implement tolled transportation projects. An RMA often must obtain seed money from the State to jumpstart a project and the revenue from the project would sustain the entity. He added that there are several across the state, but that the region never opted for an RMA because the MPO played the role of the policy maker and TxDOT was the construction agent for projects. An RMA would have its own staff of engineers and consultants and procure projects to be built through agreements with TxDOT. Mr. Morris noted that elements of the proposed conversation with TxDOT will be discussed in more detail at a work session scheduled on November 14, 2019. In addition, he noted that members would be provided a copy of the presentation in advance of the work session.

6. **Regional 10-Year Plan Commitments:** Christie Gotti provided an update on the status of funding commitments for several projects in the Regional 10-Year Plan. Action at the September 12, 2019, meeting on the Regional 10-Year Plan project listing included approval of the temporary removal of funding from several projects and funding swaps between Category 12 and Category 2 funds for other projects. These changes were made to leverage additional Category 12 funds from the Texas Transportation Commission (TTC). Staff has reviewed the full project list and project changes have been separated into categories. These include projects staff anticipates will be refunded in a future Regional 10-Year Plan update, projects that remain unfunded, projects for which staff will continue to request TTC concurrence, and one project for which a conversation with the Texas Department of Transportation (TxDOT) is needed. Projects proposed to be refunded in a future Regional 10-Year Plan were highlighted. In Collin County, staff proposed that the swap of Category 12 funds for Category 2 funds on North/South Roadways be reversed. Category 12 funding was proposed to be requested in the future for IH 35E from IH 30 to SH 183 (Lower and Lowest Stemmons) and IH 30 at Loop 12 in Dallas County. Also, staff proposed Category 2 funds to be added for the tolled components and Category 12 funds to be requested for the non-tolled components of IH 30 from IH 45 to Bass Pro. In Denton County, \$50 million in Category 2 funds were removed from the Greenbelt/Regional Outer Loop at FM 428 to leverage the funds elsewhere, and staff proposed to replace the Category 2 funds. For IH 30 at Monty Stratton in Hunt County, staff will continue to request Category 12 funds in the future. In Tarrant County, staff proposed to place Category 2 funds

back on two sections of IH 30 in the future, one from IH 820 to Summit Avenue and one from US 287 to Cooper Street. Regional Transportation Council (RTC) Secretary Theresa Daniel asked the proposed timeframe to refund projects. Staff noted that the goal is to begin conversations with the TTC now to hopefully have a resolution of the process by the end of the year. Once the results of the conversation with TxDOT Headquarters are known, staff will work early next year to backfill funding on the projects before development and approval of the next Unified Transportation Program (UTP) by the TTC in August 2020. Ms. Gotti also highlighted projects proposed to remain unfunded and noted that these projects fall into two subcategories. The first category includes projects proposed to remain unfunded. For IH 35E in Dallas County from 67 to Laureland, insufficient funding was available for the project, so funding was removed and used elsewhere. Similarly, \$42 million was available for five interchanges on IH 35E in Ellis County. One of the locations was funded with the \$42 million and staff proposed to leave the remaining interchanges unfunded. The second category includes two projects for which funding had been identified for Phase 2 of the projects: SH 183 (Midtown Express) in Dallas County and IH 35E in Denton County. For both projects, funds previously identified in the Regional 10-Year Plan were placed on specific projects, so staff proposed to leave those projects as currently listed. Next, Ms. Gotti discussed projects that have funding identified, but have not yet been included in the UTP. These include the North/South Roadways and US 380 in Collin County. Since the projects are placeholders and do not have control-section-job (CSJ) numbers, there is no current process to include them in the UTP. She noted that staff will continue to work with the communities over the next year to come to consensus on the specific projects and are also working with TxDOT on a process to reflect commitments in the UTP even if a specific improvement has not yet been identified. In Hunt County, several projects were previously identified with Category 2 funds that were removed in order to use Category 12 funds on the projects. The TTC did not select the projects for Category 12 funding. Staff proposed that the funds for the projects be reverted to Category 2 and staff will continue to seek TTC concurrence on the projects. These include FM 1570 from IH 30 to SH 66, FM 2642 from FM 25 to SH 66, IH 30 at FM 1902, and SH 24/SH 11 from Culver Street to Live Oak and SH 11 from SH 24 to Monroe Street. In addition, staff will continue to request TTC concurrence for SH 183 at Pumphrey in Tarrant County which is a new project that was not included in the UTP. The final category discussed was a project for which staff will request that TxDOT take the lead regarding how to fund the Hood County project. US 377 in Granbury had been listed in the UTP with Category 2 funds but had never been listed in the region's 10-Year Plan. TxDOT removed the project because it was not in the region's list. However, this project received 200-300 public comments. Staff will work with TxDOT to determine potential funding for this project. Ms. Gotti noted that staff will continue to engage TxDOT as mentioned in Agenda Item 5 and begin to identify funding for the next iteration of the 10-Year Plan. She noted that staff must first receive target allocations from TxDOT for the next round of funding. Once received, staff will coordinate with TxDOT on the next round of candidate projects and review internally the next subset of projects in the first 10-year increment of the Mobility Plan. Additional details were provided in Electronic Item 6.

7. **High-Speed Rail Work Plan: Dallas/Arlington/Fort Worth:** Michael Morris presented a draft work plan for advancing high-speed rail technology between Dallas, Arlington, and Fort Worth. Efforts to date were highlighted and include a Request for Information to the high-speed rail industry asking about best practices and interest in implementing a high-speed rail project between Dallas and Fort Worth, as well as a review of alignments and stations studies. In addition, \$5 million in funding was approved to procure consultant assistance for environmental clearance of the corridor between Dallas, Arlington, and Fort Worth. He noted that approximately \$900 million from a California high-speed rail project has been unutilized and that there may be an opportunity to request a portion of the

funding for high-speed rail in the region or in the proposed corridor to Laredo. Also discussed was the North Central Texas Council of Governments staff and Regional Transportation Council member site visits to see the hyperloop technology. Final efforts to date include agreements with the Federal Transit Administration and the Federal Railroad Administration that will be the federal agencies overseeing the study. Mr. Morris also highlighted alignment studies that include high-speed rail and hyperloop technology. Currently, staff is working on a public and agency engagement plan, preparing for travel demand forecasting, and developing the draft purpose and need. In addition, efforts are underway to rebrand the project. Data collection efforts have also begun, as well as development of a detailed work plan. The scope of work includes two phases: Phase 1 will include public involvement and alternative analysis for both alignment and technologies and Phase 2 will be a traditional preliminary engineering and environmental documentation that must be completed within a two-year timeframe. Mr. Morris noted that the North Central Texas Council of Governments is expected to release the Request for Proposals for consultant assistance on October 18 and that a pre-proposal conference is scheduled for November 1, 2019. Additional information was provided in Electronic Item 7.

8. **Hyperloop Certification Facility:** Michael Morris provided an update on efforts related to the anticipated Request for Proposals for a hyperloop certification facility. Virgin Hyperloop One has indicated that it plans to release a Request for Proposals for a certification facility in the United States to test its hyperloop technology and has also recently informed the Texas Governor of its interest to construct the facility in the State of Texas. Potential north/south facilities that could be used as a certification track include the area from Arlington/Grand Prairie to the Dallas-Fort Worth International Airport and the former Naval Air Station location between Dallas and Fort Worth. Entities interested in proposing a certification facility within their jurisdiction were asked to contact Angela Alcedo and provide an approximate alignment on a map, identify a preferred cross section, right-of-way status for the proposed corridor, and willingness to provide a funding commitment. The responses will help staff prepare for the upcoming Request for Proposals and are due by 5:00 pm on November 22. Members were asked to consider the phases and timing on the specification table presented which describes the phases of the eventual 8-9 mile certification track and the two proposed cross sections for the technology. Option 1 will contain hyperloop only. Option 2 will include hyperloop on the outside and next generation people mover or autonomous transit vehicle technology in the center. The Dallas Regional Chamber has been engaged to address non-certification requirements and the Regional Transportation Council will retain presentation of potential certification track alignments. Mr. Morris noted that the North Central Texas Council of Governments will send letters to entities, including the details of the requested information, for them to determine their interest in submitting potential certification track locations.
9. **Volkswagen Settlement Update and New Call for Projects:** Lori Clark provided an update regarding available funding from the Volkswagen settlement. As a reminder, Volkswagen installed emissions defeat devices on its light-duty diesel vehicles and following resulting lawsuits, approximately \$209 million was allocated to the State of Texas as part of the Volkswagen settlement. An overview of the trust and a status of the funding rounds was provided in Electronic Item 9. Funds are managed by the Texas Commission on Environmental Quality (TCEQ). Of the total, approximately \$169 million was made available for mitigation actions such as replacing or repowering older heavy-duty diesel items with newer, lower emission items. To date, the TCEQ has allocated approximately 35 percent for school, transit, and shuttle buses. Although the funding opportunity remains open, she noted that all available funding has been requested in the Dallas-Fort Worth region. Approximately 25 percent has been set aside for refuse haulers and the funding opportunity for those

projects opened October 8, 2019. Approximately \$8 million is available in the Dallas-Fort Worth region on a first-come, first-served basis. Government agencies can qualify for up to 80 percent of the project cost. This leaves approximately 50 percent of the funding for the remaining category which includes local freight and port drayage trucks, air ground support equipment, and forklifts or port cargo-handling equipment. Ms. Clark noted that funding for the school bus projects went quickly and provided a comparison of the available funds allocated to various regions versus the funding that was requested. Of all eligible areas, more money was requested than allocated except for the El Paso area. She noted that staff will monitor the bus and refuse hauler funding to see if there is a similar pattern. Staff may suggest that the Regional Transportation Council (RTC) go on record with the TCEQ to request that it consider reallocation of the some of the funding that has not been utilized in other areas. RTC Secretary Theresa Daniel asked if staff believed there was a possibility that funding could be reallocated. Ms. Clark noted that although the possibility is low, the TCEQ has reserved the right to reallocate funds. If there is compelling evidence, she noted that it may be worth requesting the TCEQ's review. In addition, Ms. Clark noted that the North Central Texas Council of Governments was notified earlier in that the day that the Federal Highway Administration has accepted its request for funding to develop a zero-emission vehicle corridor plan for IH 45 connecting the Dallas-Fort Worth region to Houston.

10. **Transportation 101:** Regional Transportation Council (RTC) Chair Andy Eads introduced an item initiated at his request to develop a public education tool kit for policy makers to communicate the planning process and funding efforts for improving transportation in the region. He thanked RTC staff for its communication and outreach efforts and noted the importance of not only receiving public comments but communicating to the public the accomplishments of the region and transportation efforts on the horizon.

Amanda Wilson noted that staff has begun initial work to create a communication toolbox that could be used by the RTC, as well as others, to explain and increase awareness of the transportation planning process in an easy to understand and enjoyable format. Resources will include items such as PowerPoints, videos, scripts, printed materials, and other items RTC members may suggest. Ms Wilson highlighted examples of existing resources and noted that staff would provide this information to members by email as a refresher or for newer members. The TEXpress Lanes campaign was first developed at the request of former Chair Mark Riley and includes a website with materials available for download such as a PowerPoint presentation with script, a pocket card, white paper, testimonial and scripted videos, and a myths and facts question/answer document. Also available is Funding 101, originally requested by Senator Nichols. This effort was revamped last fall for workshops with legislators and includes a comprehensive presentation of the background of how transportation projects are funded, why there is a transportation funding program, and potential solutions. Since the presentation is technical, staff is currently developing a webpage that tells the story of transportation funding in a more public-friendly way. In addition, Ms. Wilson highlighted staff efforts to develop an enhanced community engagement program as part of the Public Participation Plan. The effort will seek public feedback earlier in the process and on specific topics rather than waiting until public comment is sought prior to RTC action. Material that will be used will also be added to the tool kit and is the essence of what has been requested by RTC Chair Eads. Resources will include an education component about the transportation planning process, interactive activities, and listening sessions. Staff will work with community organizations, non-profits, neighborhoods, business organizations and others to focus on groups that have not traditionally been involved in the planning process. Resources will be available in English and Spanish. Members were asked to provide comments, questions, and/or suggestions to staff regarding the proposed toolbox. RTC Chair Eads suggested that short, concise videos

to share information through social media would be useful. Devan Allen suggested infographics would also be helpful.

11. **AirCheckTexas Funding:** Chris Klaus highlighted a recommendation for further communication with the Texas Commission on Environmental Quality (TCEQ) regarding locally generated funds from the AirCheckTexas Program. Correspondence, approved by the Regional Transportation Council (RTC), was sent to the TCEQ requesting that the \$3.8 million in funds generated from a partnership with credit card vendors that allowed monetary rebates from repair and replacement transactions and interest earned from holding program funds in interest-bearing accounts be retained in the region. TCEQ's response, provided in Electronic Item 11.1, noted that funds generated through use of grant funding are treated as grant funds and will be returned into Clean Air Account 151. The Surface Transportation Technical Committee (STTC) requested at its August 23, 2019, meeting that staff continue the dialog with the TCEQ for retention of the funds. He noted that Electronic Item 11.2 is a draft letter to the TCEQ requesting its continued review of all options to retain funding in North Texas to be utilized in the counties in which it was collected. The \$3.8 million would be in addition to the approximately \$140 million in Clean Air Account 151 that exists due to a lack of appropriations, as well as Texas Emissions Reduction Plan funds of almost \$2 billion collected across the state from the sale and operation of diesel vehicles for diesel-type assistance that have not been fully appropriated. He reminded members that program efforts are needed since the region has not attained air quality standards. In addition, emissions reduction program strategies are included under the Weight-of-Evidence process in the State Implementation Plan. Members were asked to provide comments to staff. The letter will be included in the November 14, 2019, agenda for consideration by the Regional Transportation Council. Additional information was provided in Electronic Item 11.3.
12. **Progress Reports:** Regional Transportation Council attendance was provided in Electronic Item 12.1 and the current Local Motion was provided in Electronic Item 12.2.
13. **Other Business (Old or New):** Devan Allen noted that last month the Southeast Tarrant Transportation Partnership hosted its annual breakfast during which it recognized Michael Morris with the Senator Chris Harris Heavy Hitter Award for his transportation efforts throughout the metroplex. In addition, Regional Transportation Council (RTC) Chair Andy Eads noted that Vic Suhm has left the Tarrant Regional Transportation Coalition and on behalf of the RTC expressed appreciation for his years of transportation advocacy in the western side of the region.
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 1:00 pm, Thursday, November 14, 2019, at the North Central Texas Council of Governments.

The meeting adjourned at 2:25 pm.