

MINUTES

REGIONAL TRANSPORTATION COUNCIL July 13, 2017

The Regional Transportation Council (RTC) met on Thursday, July 13, 2017, at 1:00 pm in the Transportation Council Room of the North Central Texas Council of Governments (NCTCOG). The following members or representatives were present: Douglas Athas, Sara Bagheri, Carol Bush, John Cordary Jr. (representing Loyl C. Bussell), Mike Cantrell, Jeff Cheney, Rudy Durham, Andy Eads, Charles Emery, Kevin Falconer, Gary Fickes, Robert Franke, George Fuller, Moji Haddad, Roger Harmon, Elba Garcia (representing Clay Lewis Jenkins), Ron Jensen, Jungus Jordan, Harry LaRosiliere, David Magness, Scott Mahaffey, B. Adam McGough, Steve Mitchell, Stan Pickett, Mark Riley, Mohamed Bur (representing Kelly Selman), Rick Stopfer (representing Gary Slagel), Mike Taylor, Stephen Terrell, T. Oscar Trevino Jr., William Tsao, Oscar Ward, Duncan Webb, B. Glen Whitley, Kathryn Wilemon, W. Jeff Williams, and Ann Zadeh.

Others present at the meeting were: Vickie Alexander, Katelyn Atwood, Melissa Baker, Berrien Barks, Jay Barksdale, Carli Baylor, Natalie Bettger, Alberta Blair, Kristina Brevard, Ron Brown, David Cain, Marrk Callier, Drew Campbell, Jack Carr, Angie Carson, Ying Cheng, Hal Cranor, Mike Curtis, Brian Dell, Kim Diederich, Jerry Dittman, Mike Eastland, Chad Edwards, Traci Enna, Brittney Farr, Kevin Feldt, Sydney Gallagher, Gypsy Gavia, Matt Geske, Alan Greer, Wade Haffey, Clifton Hall, Laura Hanna, Kristen Harper, Tony Hartzel, Rebekah Hernandez, Victor Hernandez, Axel Herrmann, Robert Hinkle, Jodi Hodges, Ivan Hughes, Nancy Jakowitsch, Tim James, Kristy Keener, Dan Kessler, Tony Kimmey, Ken Kirkpatrick, Paul Knippel, Lucas Lahitou, Dan Lamers, Sonya Landrum, April Leger, Alonzo Linan, Ramiro Lopez, Stanford Lynch, Wes McClure, Curtistene McCowan, Steve McCullough, Keith Melton, Cliff Miller, Cesar Molina, Erin Moore, Michael Morris, Ron Natinsky, Mark Nelson, Markus Neubauer, Mickey Nowell, Jim O'Connor, Jamie Patel, John Polster, Greg Porter, James Powell, Vercie Pruitt-Jenkins, Chris Reed, Joseph Rende, Molly Rendon, Amy Rideout, Bill Riley, Christina Roach, Rylea Roderick, Tito Rodriguez, Kyle Roy, Greg Royster, Jodi Saegesser, Moosa Saghian, Steve Salin, Elias Sassoon, Russell Schaffner, Walter Shumac, David Smith, Haley Smith, Shannon Stevenson, Dean Stuller, Gerald Sturdivant, Vic Suhm, Don Szczesny, Mark Titus, Jonathan Toffer, Christopher Tolar, Lauren Trimble, Rod Tyler, Sherry Unger, Mitzi Ward, Sandy Wesch, Sam Weschky, Douglas Wiersky, Brian Wilson, Alicia Winkelblech, Ed Wueste, Hua Yang, and Susan Young.

1. **Approval of June 8, 2017, Minutes:** The minutes of the June 8, 2017, meeting were approved as submitted in Reference Item 1. B. Glen Whitley (M); Mike Cantrell (S). The motion passed unanimously.
2. **Consent Agenda:** The following item was removed from the Consent Agenda by staff.
 - 2.1. **Transportation Improvement Program Modifications:** Ken Bunkley discussed August 2017 revisions to the 2017-2020 Transportation Improvement Program (TIP) provided in Reference Item 2.1. He noted that Reference Item 2.1.1, distributed at the meeting, contained modifications for seven projects that changed since the time the meeting materials were mailed. Changes included the addition of \$2 million in Texas Department of Transportation right-of-way funds in the utility phase of some projects, the withdrawal of one project from the current modification cycle, and

reduced funding for some projects. The modifications have been reviewed for consistency with the Mobility Plan, the air quality conformity determination, and financial constraint of the TIP.

A motion was made to approve the August 2017 revisions to the 2017-2020 Transportation Improvement Program provided in Reference Item 2.1 of the meeting materials, including changes to modifications distributed at the meeting in Reference Item 2.2.1. T. Oscar Trevino Jr. (M); Kathryn Wilemon (S). The motion passed unanimously.

3. **Orientation to Agenda/Director of Transportation Report:** Rob Franke, Regional Transportation Council (RTC) Chair, discussed the focus for his chairmanship. He noted the desire for green spaces in many communities and interest in considering ways the RTC can participate in environmental issues such as conservation through future partnerships that may arise and that will help maintain the quality of life and natural beauty citizens in the region have come to enjoy. Michael Morris noted the region often focuses its efforts on the easiest place for transportation advancements. He discussed various silos such as transportation, drinking water, sewage treatment, and others. As noted by the Chair, there is interest to reach across silos to partner with other disciplines to advance transportation components. The goal is not to lose focus on transportation, but to challenge the RTC to be a catalyst for programs in other disciplines that create unique partnerships benefiting the entire region. He highlighted presentations from the 2016 Irving Summit related to blue (water), green (parks), and gray (infrastructure). For the 2017 Irving Summit, discussions regarding initial implementation funds will continue. The goal is to create teams to propose projects that leverage opportunity, evaluate the projects, and present the projects to the RTC to determine interest. Those projects would require future RTC approval. He noted the 2017 Irving Transportation Summit is scheduled August 15-16. Mr. Morris also discussed potential interest in an RTC joint communication center and meeting room located in closer proximity to a rail station. The meeting room/communication center would allow advanced technology capabilities for reaching the public, as well as allow partners to co-locate to share in room capabilities. Over the next year staff will be working to identify the need and interest for such a facility. He thanked members who participated with federal staff in the Metropolitan Planning Organization Federal Certification Review held in June. In addition, he noted that TEXpress education campaign materials requested by Mark Riley, the previous RTC Chair, were now available online and provided in Electronic Item 3.1. A video of students who participated in the Vital Link Program was shown for members. Electronic Item 3.2 included a presentation to the Dallas County Commissioners Court regarding the AirCheckTexas program. Current air quality funding opportunities for vehicles were provided in Electronic Item 3.3, and information on the 2017 Mayors Challenge was provided in Electronic Item 3.4. An ozone season update was provided in Electronic Item 3.5. Information on First Responders Alternative Fuel Vehicle Safety Training was provided in Electronic Item 3.6. June public meeting minutes were provided in Electronic Item 3.7, and a high-occupancy vehicle subsidy report was provided in Electronic Item 3.8. Recent correspondence was provided in Electronic Item 3.9, recent news articles in Electronic Item 3.10, and recent press releases in Electronic Item 3.11. Transportation partners progress reports were distributed at the meeting.
4. **Congestion Mitigation and Air Quality Improvement Program/Surface Transportation Block Grant Program: Transit Program:** Michael Morris provided an overview of the Cotton Belt corridor, a portion of which is proposed for funding through the Transit Program of the 2017-2018 Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Surface Transportation Block Grant Program (STBG) Funding Program. An overview of the

history and location of the Cotton Belt corridor, as well as its importance as the west/east spine of the region was provided as background. He noted Mobility 2040 included a Regional Transportation Council (RTC) policy position (P16-01) on transit implementation in the Cotton Belt corridor, provided in Electronic Item 4.3. The portion of the project connecting downtown Fort Worth with the Dallas Fort Worth International Airport is fully funded and under construction. For the western portion to operate efficiently, the eastern portion is necessary to allow for cross-regional rail transit. If the region can develop a partnership to implement the Cotton Belt corridor through Dallas Area Rapid Transit's (DART) leadership, the impact would be positive for the entire region. A simulation was shown that highlighted the west-to-east movement of vehicles and congestion through the wider corridor and the proximity of the passenger rail line. There are three intermodal connections with other rail lines along the corridor and over two-thirds of Cotton Belt riders will transfer to or from other rail lines, strengthening the importance of a system. By 2040, ridership is estimated at almost 5.5 million annually and 21,000 daily. It will become the region's busiest commuter rail line and the fourth busiest rail line overall behind DART's Red, Green, and Blue light rail lines. Daily ridership estimates for the corridor were reviewed, as well as survey data at the Dallas Fort Worth International Airport regarding trips generated in 2040, showing the ratio of airport trips to share of population. Mr. Morris noted a public meeting is scheduled to discuss innovative funding options for the Cotton Belt corridor and potential partnerships. The region has been innovative on the roadway side but innovation is also necessary for passenger rail projects in order to maximize capabilities, particularly if the federal government does not fund the New Starts program.

Adam Beckom presented the proposed list of projects to fund under the Transit Program in 2017-2018 through the CMAQ and STBG Funding Program. The purpose of the Transit Program is to assist regional partners with innovative transit projects and provide them alternative modes of transportation throughout the region. The recommended list of transit projects and funding amounts was provided in Reference Item 4.1 and totals approximately \$129.38 million. Since last presented in June, the Regional Trail Connection to the Cypress Waters Cotton Belt corridor project was added. The proposed \$3 million for that effort and the \$100 million that the RTC has previously committed will complete the RTC's commitment for the Cotton Belt. The proposed list of Transit Projects include:

- 1) \$100 million for the Cotton Belt Corridor Regional Rail Project (#4) from DFW Terminal B to Shiloh Station in Plano (replaces the \$100 million placeholder/commitment),
- 2) \$3 million for the Regional Trail Connections to the future Cypress Waters Cotton Belt rail station (added since the last STTC meeting) to fulfil the RTC's commitment to the Cotton Belt Corridor,
- 3) \$2.8 million for 7th Street district circulator electric buses and charging stations in Fort Worth,
- 4) \$13 million for high-intensity bus pilot service on IH 30 from the western terminus of IH 30 managed lanes to downtown Dallas,
- 5) \$1 million for IH 35W high-intensity bus pilot service from the Fort Worth Intermodal Transportation Center to Texas Health Presbyterian Park-n-Ride in Denton,
- 6) \$700,000 for a Legacy Transportation Management Association in Plano, and
- 7) \$8.8 million for the Carpenter Ranch Station on the Orange Line in Irving.

Mr. Beckom noted details regarding the Transit Program were provided in Electronic Item 4.2. The funding effort timeline was reviewed, and it was noted that on August 17 a public meeting is scheduled that will focus on innovative funding and procurement for the Cotton Belt. Duncan Webb requested that staff update the map to reflect the correct location of the Legacy Transportation Management Association in Plano. Rick Stopfer thanked the RTC for its efforts related to the Cotton Belt and other entities for their partnerships in the corridor. A motion was made to approve the proposed list of projects to fund through the 2017-2018 Congestion Mitigation and Air Quality Improvement Program/Surface Transportation Block Grant Program Transit Program as detailed in Reference Item 4.1. The action also included directing staff to administratively amend the

2017-2020 Transportation Improvement Program/Statewide Transportation Improvement Program and other planning/administrative documents to incorporate the changes. Oscar Ward (M); Rick Stopfer (S). The motion passed unanimously.

5. **Draft FY2018 and FY2019 Unified Planning Work Program, Including Studies Funded through the 2017-2018 CMAQ/STBG Funding Program:** Vickie Alexander presented the proposed FY2018 and FY2019 Unified Planning Work Program (UPWP). The UPWP is a federal requirement of the Metropolitan Planning Organization (MPO) in order to obtain federal Transportation Planning Funds that are allocated to the region by formula. The proposed document outlines the activities to be carried out by North Central Texas Council of Governments (NCTCOG) staff between October 1, 2017, and September 30, 2019. A copy of the draft document has been available online for review since June 7 and no comments had been received as of the date of the meeting. As noted at the June 8 Regional Transportation Council (RTC) meeting, the UPWP includes five major tasks and 28 subtasks containing 150-200 programs and projects. These programs and projects are funded through 20 different revenue sources, one of which is the federal Transportation Planning Funds. Also included in the Work Program is Exhibit I-8 that outlines the policies governing the allocation of Transportation Planning Funds to projects in the UPWP. No changes to the policies were proposed, but it was noted the RTC would be asked to reaffirm the existing policies provided in Reference Item 5.1. Also included in the Appendix of the document is an agreement signed by various agencies as an administrative requirement to document the cooperative planning process. The agreement acknowledges the responsibilities of the participating agencies outlined and described in the UPWP. The Cities of Arlington, Grand Prairie, McKinney, and Mesquite have been added to the agreement as they are direct recipients of Federal Transit Administration funds for the operation of their various transit services. Ms. Alexander also highlighted three studies included in the Work Program and proposed for funding under the Planning and Other Studies portion of the 2017-2018 Congestion Mitigation and Air Quality Improvement Program (CMAQ)/Surface Transportation Block Grant Program (STBG) Funding Program. The goal of the program is to provide funding for planning and feasibility studies to examine future project scenarios. Reference Item 5.2 included a table outlining each of the three projects. Staff proposed: 1) \$1 million in STBG funds to be matched with local funds for the Harry Hines Corridor Conceptual Study and Preliminary Design, 2) \$1 million in STBG funds to be matched with either local funds or the City's Transportation Development Credits (TDCs) for the McKinney Avenue Transit Authority M-Line Extension to Knox Street Feasibility Study, and 3) \$2 million in STBG funds to be matched with regional TDCs for the Dallas-Fort Worth Core Express Service funding. She noted these funds for high-speed rail are in addition to the \$3 million previously approved by the Regional Transportation Council for the high-speed rail contingency to provide a backstop for Federal Railroad Administration funds that may expire in order to continue the Environmental Impact Statement work effort. Proposed federal funding for this 2017-2018 CMAQ/STBG Funding Program totals \$4 million in STBG. Ms. Alexander noted that the proposed FY2018 and FY2019 UPWP includes approximately \$170 million in total funding. Transportation Planning Funds represent approximately 14 percent of the total funding for the next two years. The majority of the funds are pass through dollars sent to transportation partners and consultants for projects such as the Managed Lane Auto Occupancy Detection Program, 511DFW system, traffic signal retiming, vehicle procurement, and others. The UPWP catalogs all funding that flows through the NCTCOG Transportation Department. Ms. Alexander next provided a summary of the federal Transportation Planning Funds for the draft FY2018 and FY2019 UPWP. Based on current allocations, staff anticipates approximately \$5.6 million in Federal Transit Administration 5303 funds and approximately \$15 million in Federal Highway Administration PL funds. Staff also anticipates approximately \$6 million in FY2017 carryover funds. The

total amount of Transportation Planning Funds staff anticipates will be available for the FY2018 and FY2019 UPWP is approximately \$26.5 million. Based on the projects that have been identified in the Work Program, expenditures are anticipated at approximately \$22.6 million leaving a balance of about \$3.8 million to carry over into FY2020.

Ms. Alexander noted that additional information on the document was provided in Electronic Item 5.3, and a full copy of the UPWP was provided in Electronic Item 5.4. In addition, a draft RTC Resolution Approving the FY2018 and FY2019 Unified Planning Work Program for Regional Transportation Planning was provided in Reference Item 5.5 for approval. A motion was made to approve the FY2018 and FY2019 Unified Planning Work Program by resolution. This approval included the three studies proposed for funding under the Planning and Other Studies portion of the 2017-2018 Congestion Mitigation and Air Quality Improvement Program/Surface Transportation Block Grant Program Funding Program, as well as reaffirmation of the Unified Planning Work Program Policies contained in Exhibit I-8 of the Work Program, which were provided in Reference Item 5.1. The action also directed staff to administratively amend the Transportation Improvement Program/Statewide Transportation Improvement Program to incorporate the three projects proposed under the 2017-2018 Congestion Mitigation and Air Quality Improvement Program/Surface Transportation Block Grant Program Funding Program. Mike Cantrell (M); Elba Garcia (S). The motion passed unanimously.

6. **Legislative Update and Bill Summary:** Amanda Wilson provided an update on federal and State legislative actions related to transportation and air quality issues affecting the Dallas-Fort Worth region. Related to federal legislative items, the House Subcommittee of the Appropriations Committee passed a bill on Fiscal Year (FY) 2018 United States Department of Transportation (US DOT) funding. The bill proposes an overall 3.7 percent funding cut to the DOT from the current fiscal year. The cuts would primarily come from the Transportation Investment Generating Economic Recovery (TIGER) program and the Capital Investment Grants program. The preliminary bill also includes a \$100 million appropriation for automated vehicle research. The full House Committee on Appropriations is now scheduled to hear the bill. Ms. Wilson also discussed a notice of funding opportunity issued by the US DOT. The new program is the federal Infrastructure for Rebuilding America (INFRA) grant program and it replaces the Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies (FASTLANE) grant program. The program was authorized by the Fixing America's Surface Transportation (FAST) Act, but the current administration has renamed the program. It will remain focused on projects addressing critical issues facing highways and bridges, but with four new key objectives: 1) economic vitality, 2) leveraging non-federal funding sources, 3) use of innovative approaches, and 4) performance measurement to achieve desired outcomes. She noted the US DOT is focused on minimizing the federal investment and having State, local, or private sources maximized to fund projects similar to public-private partnerships and leveraging done by the region in the past. Related to State legislative items, a full summary of the regular session of the 85th Texas Legislature was provided in Electronic Item 6.2. A summary of an additional bill, SB 1004, was distributed at the meeting in Reference Item 6.2.1. The bill allows wireless network companies to use public rights-of-way for the placement of network nodes intended to enhance cell phone service and coverage. Next, Ms. Wilson discussed funding vetoed by the Governor for AirCheckTexas. In addition, she noted a special session of the Texas Legislature is scheduled to begin July 18 and includes 20 items. Related to transportation, the agenda includes a clean up to the preemption of the local laws for texting and driving and property tax issues from the regular session. Ms. Wilson discussed the potential federal-state mismatch. A few months ago, the US DOT through the new Administration put out a white paper focused on leveraging through public-private partnerships. During the regular session, Texas continued the pay-as-

you-go trend and did not approve any public-private partnerships or Comprehensive Development Agreements (CDAs). The RTC took two actions during the regular session to support the original bill that included specific authorization for CDAs and to have a contingency to allow certain public-private partnerships if it would mean that the region could participate in potential future federal programs using a private-sector component. Draft correspondence provided in Reference Item 6.1 of the meeting material reiterates points made in correspondence to the Legislature to amend the Texas Department of Transportation Sunset bill and also emphasizes the leveraging and the public-private partnership component of the INFRA program. A motion was made to approve correspondence provided in Reference Item 6.1 requesting that the Governor add an item to the special session call to allow, as a contingency, the tools necessary for the region to take advantage of federal initiatives that may arise during the interim. T. Oscar Trevino Jr. (M); Ron Jensen (S). Mohammed Bur and John Cordary Jr. abstained from the vote. The motion passed.

7. **2016 Regional Safety Performance Report:** Sonya Landrum provided an overview of items included in the 2016 Safety Performance Measures Report. A copy of the report was provided in Electronic Item 7. Crash and fatality data trends for the 16 counties within the region were highlighted, along with the percentage of change from previous years. A total of 132,599 crashes and 778 fatalities have occurred in 2016, both representing an increase from 2015. Hood and Rockwall counties experienced the highest rates of change in fatalities from 2015 to 2016. Regional crash rates for the 12 counties within the metropolitan planning area boundary were highlighted. For 2016, the regional crash rate is approximately 71 percent and reported per 100 million vehicles miles traveled. Tarrant, Dallas, and Denton Counties continue to have rates higher than the regional average. Next, the top five contributing factors for serious injury and fatality crashes in the 12-county metropolitan planning area boundary were also highlighted, with speeding being the top contributing factor for the last three years. She noted additional categories were provided in Electronic Item 7. Bicycle and pedestrian data from 2012 to 2016 was also highlighted. In 2016, a total of 1,525 crashes involving pedestrians occurred which represents an increase. Crashes involving bicyclists decreased for 2016 with a total of 538 crashes. She noted that bicycle and pedestrian crash data involves some type of motor vehicle. Ms. Landrum highlighted three Traffic Incident Management training courses hosted at the North Central Texas Council of Governments: 1) the First Responders two-day course for first responders and managers, 2) the Executive Level two-hour course for policy-level executives, and 3) the Photogrammetry Crash Reconstruction course for officers investigating crashes. The trainings are offered at no cost to agencies. She also provided an overview of hazardous material data for incidents that occurred between 2013 and 2016. In 2016, 11 such incidents occurred which is down from 20 in 2015. Related to the Mobility Assistance Patrol program, also known as Courtesy Patrol, over 126,000 combined assists were provided from Dallas County, Tarrant County, private entities in the North Tarrant Express and LBJ Express, and North Texas Tollway Authority on its tolled facilities. Types of assistance were highlighted, with stalled vehicles representing the largest percentage. Crashes involving impaired drivers were also noted. In 2016, a total of 4,262 crashes involved alcohol, 525 involved illegal drugs, and 55 involved medication. This information was noted because most wrong way driving occurrences often involve some type of impaired driving. In 2014, staff initiated the Wrong-Way Driving Mitigation Pilot Project. Phase 1 began in Dallas County and focused on reducing occurrences by making intersection improvements such as replacing conflicting lane and arrow markings, as well as other signal enhancements to reduce confusion in the intersections. To date, nearly 50 percent of the 350 intersections that were targeted as part of Phase 1 have been completed. Phase 2 was initiated in Tarrant County in 2015 and focused on wrong way driving incident notification technology along with enhanced

pavement marking signs and flashing signage. To date, work has been completed at 17 locations along IH 30, as well as several ramps along SH 360. Lastly, information regarding the Takata Airbag recall was also discussed. Vehicle identification numbers can be checked at www.safercar.gov or www.airbagrecall.com to determine if vehicles are part of the recall. Handouts with Takata airbag recall information were distributed at the meeting and available in bulk to those interested.

8. **DFW Connector Pilot Program Update:** Ken Kirkpatrick presented an update on marketing activities in the DFW Connector corridor. As a reminder, the DFW Connector Pilot Program was initiated in coordination with the Texas Department of Transportation (TxDOT) who requested that the Regional Transportation Council (RTC) pay a portion of the collection risk in the IH 35W corridor. RTC instead suggested that a pilot test be initiated in the DFW Connector corridor to develop strategies to increase TollTag usage and apply successful techniques in the IH 35W corridor to reduce TxDOT's toll collection risk. The first phase of the pilot was to increase the pay-by-mail surcharge to create a market incentive for drivers to obtain TollTags. The Texas Transportation Commission approved a gradual increase of the surcharge of up to 90 percent. In January 2015, the project went to dynamic pricing with a split of 68 percent TollTag usage/32 percent pay-by-mail, and as of June 2017 the split was 75 percent TollTag usage/25 percent pay-my-mail, which was still a substantial risk. The RTC then approved a second phase of the pilot for additional marketing and outreach activities to increase TollTag usage.

Mindy Mize provided details of the marketing and outreach activities to be conducted in coordination with the North Texas Tollway Authority (NTTA) for the DFW Connector corridor. Efforts included TollPerks for new TollTag customers, prize giveaways, preloaded TollTags to targeted areas, and TollTag sales at inspection stations and/or car dealerships in targeted areas. Marketing efforts will begin with TollPerks. TollPerks will be targeted to potential users of the DFW Connector for new TollTag customers. NTTA will advertise through digital media and paid social ads, and NCTCOG and NTTA will both use social media messaging. As an incentive, new TollTag customers will be provided 2,000 TollPerk points. The campaign will run for approximately 30 days. The second effort will include various prize giveaways and will be targeted to ZipCash users of the DFW Connector corridor who would be new TollTag customers. Similar advertising and social media messaging will be used, and the campaign is also anticipated to run for approximately 30 days. The third effort is to offer preloaded TollTags to high-use ZipCash customers in average to low income zip codes using the DFW Connector. New customers will be offered a \$20 credit and must make an initial payment on their new TollTag to receive the credit. Communication for this effort will be by direct mail piece and inserts in ZipCash bills. All TollTags issued for these efforts must be tied to a credit card/bank account. Staff efforts are continuing related to the sale of TollTags at inspection stations and car dealerships. Next, staffs will be working to finalize messaging for the DFW Connector Pilot Program, as well as developing performance metrics and tracking. The advertising campaign is expected to begin prior to the August 10, 2017, RTC meeting.

RTC Chair Rob Franke asked if the preloaded TollTags were tied to a user's driver's license or vehicle. Mr. Kirkpatrick noted the incentive is tied to an individual account. Mr. Morris asked staff to clarify the timeline of the phases and what staff considered to be a good result. Staff noted that phases will occur separately with breaks between each phase to track effectiveness. In addition, an 85 percent TollTag rate would be an accomplishment, but a future rate of 90-95 percent is needed to further reduce the collection risk. Ann Zadeh asked if specialty TollTags have been considered. Mr. Kirkpatrick noted staff was currently focused on RTC-approved efforts but can explore specialty TollTags in the future. William

Tsao asked the reason for RTC's interest in increasing the TollTag penetration rate. Mr. Morris noted the original request from TxDOT of the RTC to pay a portion of the collection risk on the IH 35W corridor. The RTC's interest is a result of the decision to instead pilot test innovative strategies in the DFW Connector corridor to increase TollTag usage and reduce collection risk. Successful techniques can then be applied in the IH 35W corridor.

9. **Air Quality Update:** Chris Klaus provided an update on air quality items. Related to the 2015 National Ambient Air Quality Standard (NAAQS) for ozone, he noted last month the Environmental Protection Agency recommended a one-year extension for the State nonattainment designations for the 2015 NAAQS from October 2017 to October 2018. A copy of the press release announcing the extension was provided in Electronic Item 9.1. As a result of the extension for nonattainment designations, 2015-2017 ozone data is anticipated to be used for the October 2018 designations. It is hoped that fewer counties will be designated as nonattainment of the standard if the 2015-2017 ozone data is in fact utilized. For example, Hood County was previously recommended for nonattainment, but is currently in attainment of the new standard using 2014-2016 ozone data. Additionally, he discussed Regional Transportation Council (RTC) correspondence transmitted to the Department of Justice regarding the Volkswagen lawsuit requesting to receive a portion of any settlement from the lawsuits to implement air quality projects and programs. Staff has provided input to the Governor's office on specific elements related to implementation of funds from any settlements, provided in Electronic Item 9.2. Additionally, the Department of Justice also filed a civil lawsuit against Fiat-Chrysler for similar Clean Air Action violations regarding emission cheat devices. The RTC Chair submitted a letter requesting a similar approach to the Volkswagen litigation to disperse potential settlement funds to affected counties, provided in Electronic Item 9.3. Finally, the proposed budget from the White House eliminates funding for two programs in which the North Central Texas Council of Governments have been active: Clean Cities and the Diesel Emissions Reduction Act. As Congress moves into budget negotiations, staff will continue to monitor impacts to these programs. Correspondence supporting continued funding for these important programs was provided in Electronic Item 9.4. Further details on the air quality topics presented were provided in Electronic Item 9.5.
10. **Progress Reports:** Regional Transportation Council attendance was provided in Reference Item 10.1, Surface Transportation Technical Committee attendance and meeting minutes in Electronic Item 10.2, and the current Local Motion in Electronic Item 10.3.
11. **Other Business (Old or New):** Mojoy Haddad called on Arturo Ballesteros, North Texas Tollway Authority (NTTA) Director of Government Affairs, to speak on behalf of NTTA. Mr. Ballesteros introduced NTTA Assistant Director of Government Affairs Lindsey Baker, the new NTTA Government Affairs local point of contact.
12. **Future Agenda Items:** There was no discussion on this item.
13. **Next Meeting:** The next meeting of the Regional Transportation Council is scheduled for Thursday, August 10, 2017, 1:00 pm, at the North Central Texas Council of Governments.

The meeting adjourned at 2:30 pm.