The Regional Transportation Council (RTC) met on Thursday, March 10, 2011, at 1 pm in the Transportation Council Room of the North Central Texas Council of Governments. The following members or representatives were present: Ron Brown, Mike Cantrell, Sheri Capehart, Gary Cumbie, Lee Dunlap, Rudy Durham, Andy Eads, Charles Emery, Salvador Espino, Robert Franke, Roger Harmon, Kathleen Hicks, David Magness (representing John Horn), Joe Jaynes, Ron Jensen, Vonciel Jones Hill, Jungus Jordan, Pete Kamp, Linda Koop, Mike Leyman, Matthew Marchant, Maher Maso, Bill McLendon, Pauline Medrano, John Monaco, Rich Morgan, John Murphy, Ron Natinsky, George Conley (representing Mark Riley), Rick Stopfer, John Tatum, Oscar Trevino, Bernice Washington, Glen Whitley, and Kathryn Wilemon.


1. **Minutes:** The minutes of the February 10, 2011, RTC meeting were approved as submitted. John Murphy (M); Glen Whitley (S). The motion passed unanimously.

2. **Consent Agenda:** The following items were included on the Consent Agenda:

   2.1. **2011 Pass-Through Finance Program Call for Projects:** A motion was made to approve the updated limits for the project selected for submittal in the 2011 Pass-Through Finance Program, US 75 from Telephone Road to Melissa Road (including the interchange at SH 121N) as detailed in Reference Item 2.1.1.

   2.2. **Environmental Protection Agency Air Quality Funding Reallocation:** A motion to approve the reallocation of approximately $237,819 from previously approved and then withdrawn projects funded through the Environmental Protection
Agency (EPA) American Recovery and Reinvestment Act (ARRA). Funding will be reallocated among existing subrecipients of the SmartWaySM Technology Upgrade Project as detailed in Reference Item 2.2.

Pete Kamp (M); Charles Emery (S). The motion passed unanimously.

3. Orientation to Agenda/Director of Transportation Report: Michael Morris recognized Bob Brown, former TxDOT Dallas Deputy District Engineer, for his career in public service. Bob Brown expressed his appreciation to NCTCOG staff, cities, counties, and other agencies that he worked with throughout his career.

Mr. Morris noted that public meeting minutes were provided in Electronic Item 3.1 and thanked staff involved in the recent public meetings. Electronic Item 3.2 contained a public meeting flyer announcing meetings to be held in March. He also noted that the Innovative Finance Initiative was progressing well. Reference Item 3.14, distributed at the meeting included information regarding Web broadcasting. Additional information about options will be discussed at a future RTC meeting. He discussed the Unified Planning Work Program (UPWP) and noted that development of the FY2012 and FY2013 UPWP has begun. The deadline for project submittals is April 1, 2011. Mr. Morris noted that his service as the Chair on the Transportation Research Board of the National Academies would end on June 9. The RTC Chair has requested that the June 9 RTC meeting be rescheduled to June 2. Staff will send an e-mail to members as a reminder. The Hurst-Euless-Bedford Transit Annual Report was provided as Electronic Item 3.3 and Freeway Incident Management Executive Level Course information was provided as Electronic Item 3.4 and Electronic Item 3.5. He discussed NCTCOG’s interest in creating a Regional Freight Advisory Committee. This committee will be designed to provide technical expertise to NCTCOG staff, the RTC Multimodal/Intermodal/High Speed Rail/ Freight Subcommittee, and RTC. An air quality funding update was provided as Electronic Item 3.6, results of the Clean Fleets North Texas program were provided as Electronic Item 3.7, and correspondence regarding the 2011-2014 Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) was provided as Electronic Item 3.8. Electric vehicle inspector, contractor, and first responder training information is available in Electronic Item 3.9.

Ken Kirkpatrick provided an update regarding the SH 161 up-front payment. The North Texas Tollway Authority (NTTA) notified NCTCOG that an extension of the April 15, 2011, deadline for the up-front payment may be necessary. NCTCOG staff recommended that NTTA’s deadline be extended to May 13, 2011, to allow time for financial close. A motion was made to extend the NTTA SH 161 up-front payment deadline from April 15, 2011, to May 13, 2011, to allow NTTA time to achieve financial close and make the SH 161 up-front payment. Oscar Trevino (M); Glen Whitley (S). The motion passed unanimously.

Mr. Morris discussed a joint resolution between NTTA and RTC expressing interest to support public-private partnerships in the region. The proposed resolution will communicate to the Texas Legislature the region’s interest to proceed with public-private partnerships to be implemented by TxDOT for IH 35E, SH 183, and portions of the North Tarrant Express. He noted that the NCTCOG Executive Board has approved the 2035 Demographics and that correspondence regarding mega region partnership was provided at the meeting as Reference Item 3.15. He also noted that members can now access the RTC agenda and reference/electronic items as one document. Recent correspondence was provided as Electronic Item 3.11 and recent news articles were provided as Electronic Item 3.12.
Correspondence from State Representative Cindy Burkett was provided at the meeting as Reference Item 3.11.1. Correspondence from John Monaco regarding the Texas Commission on Environmental Quality’s motor vehicle emissions modeling was also provided at the meeting as Electronic Item 3.11.2. Mr. Morris also highlighted a recent workshop with TxDOT, the City of McKinney, and the McKinney Independent School District. He requested that any members interested in communicating with local school districts regarding innovative land use and transportation relationships should contact staff.

4. Mobility 2035, Air Quality Conformity, and Transportation Improvement Program: Dan Lamers discussed recent work with the RTC, transportation partners, and local governments in the development of Mobility 2035. A resolution for RTC approval was provided as Reference Item 4.1. Reference Item 4.2 contained a copy of the information presented at the meeting, Reference Item 4.3 contained a summary of the Transportation Improvement Program amendments necessary to accommodate the Mobility 2035 recommendations, and Reference Item 4.4 contained the goals and policies discussed during previous meetings and that will be adopted as part of Mobility 2035. Mr. Lamers discussed financial assumptions approved for Mobility 2035. The RTC-approved Enhanced + Local Option revenue scenario includes an additional 5 cent State and federal fuel tax per gallon in 2020 and in 2030, State fuel tax indexing to fuel Efficiency by 2015, an additional $10 mobility improvement fee (vehicle registration) in 2015 and 2025, additional toll roads and managed lanes, and an end of 80 percent of Fund 006 diversions incrementally by 2025. This assumed revenue scenario totals approximately $101 billion for Mobility 2035. A comparison of Mobility 2030 and Mobility 2035 distributions of revenue and prioritization of improvements were highlighted. Mobility 2035 focuses on maximizing the existing system, with a large portion of revenue distributed to infrastructure maintenance. Additional funds have been distributed for management and operations necessary due to decreased revenue. Mr. Lamers discussed efforts to maximize the existing system and noted key items. In recent work with TxDOT and NTTA, staff has determined that as projects are removed from the current Mobility Plan it impacts the manner in which existing projects interact with one another. Staff recommended additional focus on freeway and arterial bottleneck removal which will help minimize the number of congestion points in the system, identify better transitions for current and future projects, and identify locations that could be early implementation of larger projects. In addition, additional funds are being distributed to address growth, development, and land use strategies as another way to maximize the existing system. He highlighted funded rail recommendations for Mobility 2035 which contain approximately $19 billion in rail improvements. In addition, he noted rail lines displayed in red that must be deferred and are not included in Mobility 2035. He also highlighted funded roadway recommendations totaling approximately $46 billion. Green lines indicated corridors that are included in Mobility 2035, and red lines indicated corridors that must be deferred and will not be a part of the financially constrained recommendations of Mobility 2035. Mr. Lamers noted projects that have been added since Mobility 2035 was presented at public meetings. Due to comments received, an extension of SH 360 to US 67 has been added, as well as widening of US 175 in southeast Dallas County. Staff has adjusted out-year project assumptions to prevent these changes from impacting the financial constraint of Mobility 2035. He also reviewed the types of recommendations included in the roadway recommendations including tollways, additional capacity to existing roads, improvements to existing freeway and High Occupancy Vehicle (HOV)/Managed Lanes, new HOV/Managed Lanes, selected new/improved regionally significant arterials/frontage roads, and major roads. Mr. Lamers highlighted policy issues to be reflected in Mobility 2035 to allow the ability to strategically add toll road connections such as short tunnels or elevated options for connections in areas with limited right-of-way, bypass interchanges,
bottlenecks, and access to special generators. Plan recommendations will identify potential locations and allow staff to work with TxDOT, NTTA, local governments and communities. The recommendations will not be for a specific corridor at this time. He also reviewed revised Managed Lane policy recommendations to change occupancy on Managed Lanes from High Occupancy Vehicle (HOV) 2+ to HOV 3+. Financial constraint restricts the ability to offer HOV discounts on managed lane systems as HOV 2+ and staff has worked to maintain consistency between current interim HOV facilities and permanent Managed Lane facilities. Mobility 2035 will recommend moving towards HOV 3+ at a 50 percent discount during the peak period and full rate during the off-peak period. The HOV 2+ and single occupancy will be full rate in those corridors. In conjunction with the Plan, efforts have also been made to ensure consistency with the 2011-2014 TIP, air quality conformity, and environmental justice compliance. TIP modifications provided in Reference Item 4.3 ensure that Mobility 2035 and the TIP are consistent. Staff has also performed an air quality conformity analysis. Mobility 2035 passes air quality conformity, with emissions for both nitrogen oxides and volatile organic compounds falling well below motor vehicle emission budgets. Finally, staff has also reviewed Mobility 2035 and determined that the Plan does not provide unnecessary or disproportionate impacts to low income or minority individuals in compliance with environmental justice regulations. Mr. Lamers noted that staff recommended that the public involvement period be extended an additional 30 days due to the addition of the two noted projects above based on comments received since the last public meetings. As a result, it will be necessary for the RTC to confirm its approval of Mobility 2035 at the April 14, 2011, RTC meeting. NCTCOG Executive Board endorsement is anticipated in March and a successful air quality conformity determination is expected in June 2011. He reviewed the sections of the RTC resolution contained in Reference Item 4.1, RTC Resolution R11-03, Joint Resolution Adopting the Metropolitan Transportation Plan for North Central Texas, The 2011-2014 Transportation Improvement Program for North Central Texas-2011 Amendment, and the 2011 Transportation Conformity Determination for the Dallas-Fort Worth Nine-County Nonattainment Area. Glen Whitley discussed gas tax revenue and the idea that this should be a user fee due to the increasing technology of hybrid/electric vehicles and fuel efficient vehicles. He noted that he assumed that staff did not feel that including this revenue was appropriate for Mobility 2035. Michael Morris noted that staff has made it clear that the region must move towards a vehicle miles traveled based revenue collection method. However, this method will require legislative change, potentially at the national level. Mobility 2035 includes the RTC-approved revenue sources. Charles Emery requested clarification of the air quality conformity tables. Mr. Morris discussed emissions related to the State Implementation Plan (SIP) and the air quality conformity analysis required for Mobility 2035. The emission budgets measured in tons per day for air quality conformity are determined by air quality attainment standards included as part of the SIP. Mr. Emery asked if the analysis for Mobility 2035 anticipated the potentially revised standard of 75 parts per billion. Mr. Morris indicated that this conformity analysis is a result of the existing SIP. Oscar Trevino requested that staff provide a listing of projects deferred from Mobility 2030 that will not be included in Mobility 2035 so that members can communicate with legislators, including comments regarding fuel efficiency technology. Rick Stopfer thanked staff for meeting with the City of Irving and discussed the assumption that there would be additional discussion regarding the concerns for SH 183. Mr. Morris noted that the City of Irving will be provided a report regarding efforts for SH 183. As the next Plan is discussed and revenues potentially change, adjustments may be possible. Linda Koop asked if Mobility 2035 will be adjusted as a result of a revised ozone standard being implemented. Mr. Morris noted that staff would be reviewing Mobility 2035 in approximately 12 months as a result of a new SIP being developed, new conformity tools, and new models. A new air quality conformity
analysis will be necessary. Ms. Koop asked if this would require staff to defer additional projects. Mr. Lamers discussed the current mismatch between the current air quality model and the current SIP. If staff is able to get consistency between the model that is being required and the model used in the development of the SIP, it is possible the recommendations will be similar. Ms. Koop also requested assurance that NCTCOG include all local government input, including specific comments from the City of Dallas, as staff continues to develop the Plan documentation and especially related to population and modeling. Mr. Morris noted that as staff continues to work with the new transportation plan and the impact to transportation and land use, NCTCOG will continue to integrate the views and input of local governments in the process technically, in forecasting, and in policy. John Monaco noted that he was not in support of the Managed Lane portion of Mobility 2035 and that because approval would be of the Plan as a whole, he would not be able to support Mobility 2035. Lee Dunlap discussed the financial scenarios for Mobility 2035 and asked if the previous vote was part of Mobility 2035 or simply financial scenarios for the legislative program. Mr. Morris noted that approval of the financial scenarios provided a commitment for revenue to be assumed in the development of Mobility 2035. John Tatum discussed transit funding and the possibility that reducing vehicle miles traveled would be rewarded. Mr. Morris noted the continued advancement of demographic forecasting tools and efforts to promote RTC policy interests. Ron Natinsky noted that there are ongoing questions and conversations with regard to modeling and demographics, and members are willing to continue those conversations even after approval of Mobility 2035. Jungus Jordan discussed projects being deferred from the Plan and asked if the document contained a listing of these projects. Mr. Lamers noted that the draft document contains a list of projects in the current plan that are warranted but that could not be included in Mobility 2035 due to financial constraint. Language is also included stating that every effort to move the projects forward will be made if opportunities arise. A motion was made to approve Reference Item 4.1, RTC Resolution R11-03, Joint Resolution Adopting Mobility 2035: The Metropolitan Transportation Plan for North Central Texas, The 2011-2014 Transportation Improvement Program for North Central Texas-2011 Amendment, and the 2011 Transportation Conformity Determination for the Dallas-Fort Worth Nine-County Nonattainment Area. This approval includes adoption of Mobility 2035, approval of the resulting changes to the 2011-2014 TIP, approval of the positive air quality conformity results, determination of no disproportionate environmental justice impacts, and transmittal of the resolution to appropriate federal, State, local agencies, and governments. Bernice Washington (M); Kathryn Wilemon (S). John Monaco was opposed. The motion passed.

Michael Morris noted that the General Aviation Regional Mobility Initiative was provided to members at the meeting.

5. **Texas Department of Transportation Revenue Estimates and Projects Listed in the 2012 Unified Transportation Program:** Michael Morris noted that NCTCOG staff has provided formal comments to TxDOT regarding the 2012 Unified Transportation Program (UTP) and associated TxDOT revenues. Reference Item 5.2 contained a copy of the official written comments submitted to TxDOT. In addition, Mr. Morris noted that he testified in Austin regarding SB 161 related to highway funding formulas. He also discussed approximately $300 million in uncommitted Texas Mobility Funds (TMF) that have been identified by TxDOT. TxDOT proposed to program these funds to the Grand Parkway project in Houston, and NCTCOG staff suggested that additional projects be considered such as SH 183 in Irving and Mid-Cities, IH 35E in Denton and Dallas Counties, SH 360, US 380, and US 67. Mr. Morris also noted that approximately $2 billion in unprogrammed Category 12 funds may be available. Staff proposed that the funds be set aside to meet the
goals of the strategic priority funding. These goals were detailed in the presentation and were provided to members by e-mail following the meeting. In addition, he also noted that TxDOT has identified potential additional cash flow statewide. This additional cash flow is not new funding, but enables the region to advance existing projects. NCTCOG staff proposed to advance RTC projects that are ready-to-go within each affected funding category. Approximately $40 million in Proposition 14 may be available and staff suggested that the funds be formula allocated and selected jointly by TxDOT Districts and the MPO. He also discussed toll credits identified by the US Department of Transportation as credits to areas that fund on-system highways with toll revenues and private equity. He suggested that the RTC may be interested in selling or trading its credits to TxDOT for use in matching UPWP and transit funding programs. Christie Jestis discussed potential Proposition 12 funding. Approximately $2 billion in Proposition 12 funding was authorized during the last legislative session. The Legislature directed the TTC to select $2 billion in projects and an additional $3 billion has been requested this legislative session. The first $1 billion would pay for projects previously selected, the second $1 billion would most likely be formula allocated for congestion relieving projects, and the third $1 billion would most likely be set aside for programmatic projects such as safety and mega-bridges. The region's potential share of this new Proposition 12 funding if formula allocated could be approximately $650 million. Staff proposes that approximately $550 million would go to the eastern subregion to balance the east-west equity in the region. A portion of these funds would be used in Dallas County to finalize the SH 161 funding initiative and the balance would be used in other eastern counties. The remaining $100 million would be split 69 percent to the east and 31 percent to the west. Staff is working to develop a new partnership for the SH 161 funding initiative and strategic partnership, and will update the RTC as additional information is clarified. Ms. Jestis also discussed the 2012 Unified Transportation Program (UTP). TxDOT Austin initiated the development of the 2012 UTP in December 2010. No additional Category 2 or TMF are currently available. Therefore, NCTCOG staff recommended no changes to the list of projects or funding amounts of individual projects currently approved by the RTC with Category 2/TMF funds for the UTP. Reference Item 5.1 outlined the 2012 UTP projects in the eastern and western subregions for RTC approval. She noted the IH 20 Frontage Roads that have been added due to RTC approval of Category 2 Funds for that project through a defederalization package as part of the SH 161 funding initiative. A motion was made to approve the projects for submittal in the 2012 Unified Transportation Program as contained in Reference Item 5.1. John Monaco (M); Pete Kamp (S). The motion passed unanimously.

6. **Funding Environmental Clearance of SH 170 from IH 35W to US 287**: Michael Morris noted that NTTA has been working on the environmental clearance of SH 170 from SH 114 to IH 35. A rapidly growing portion of the region is around IH 35 to US 287, which is not yet a part of the State highway system. He discussed concerns that this corridor may be lost to the transportation plan due to gas drilling and other activities. Staff proposed that the RTC pay approximately $2.5 million from the western subregion from the Surface Transportation Program to NTTA to allow NTTA to hire a contractor to complete the environmental clearance of this phase of the SH 170 project. Staff would likely propose that if NTTA accept the project, the RTC would be reimbursed for the funds paid. In addition, an agreement must be discussed with TxDOT since the project is not on the State highway system and a 20 percent match will be necessary. RTC approval would permit staff to move forward with efforts to communicate with citizens in the area. Details of efforts will be presented to the RTC in the future and staff must work to determine the actual percent of match required, who will pay the match, and the actual cost to clear the section of the corridor. Sheri Capehart discussed the impacts of gas drilling, as well as related pipelines
and asked if any proactive steps were being taken to approach this issue in a coordinated manner. Mr. Morris noted that staff has worked with Senator Wendy Davis who introduced legislation, that was not approved, that would permit pipelines to be integrated into transportation corridors. Since citizens have drilling on their own property, there is no coordination. He noted that staff would provide maps of the drilling activity for the region to members at the next meeting. There may be no future sustainability of this portion of the region with regard to land use, integration, and development, and the region may have lost the option for the Regional Outer Loop. Ms. Capehart suggested that the RTC give some thought to how the issue can be approached in a regional manner to prevent the loss of future corridors. Mr. Morris noted that future RTC discussion would be scheduled. Rob Franke discussed his concern regarding Loop 9 and the continuing delay for environmental clearance which is causing it to be more difficult to consider it to be a viable corridor. Glen Whitley noted that at a recent trip to Washington, he had an opportunity to talk with Chairman Micah and others regarding the reauthorization bill. Chairman Micah noted that regions must request flexibility to address issues at a time when limited funds are available and suggested that regions provide information by early April. Mr. Whitley suggested that white papers be written on proposed improvements for transportation delivery and provided to the National Association of County Engineers (NACE), American Association of State Highway and Transportation Officials (AASHTO), or other organizations. Mr. Morris requested that members provide topics for white papers aimed at improving efficient transportation delivery to be provided to transportation partners. RTC members involved with the National League of Cities of other organizations can encourage anyone interested in streamlining the process and developing tools to submit ideas. If the region will not be receiving additional funds, the region should receive additional tools or a more efficient procedure. A motion was made to approve approximately $2.5 million in funding from the western subregion from the Surface Transportation Program to initiate the environmental clearance efforts for SH 170 from IH35W to US 287 in order to establish a locally preferred route and preserve right-of-way along the corridor. Robert Franke (M); Sal Espino (S). The motion passed unanimously.

7. **Recognition of Mayor Moncrief, City of Fort Worth**: Michael Morris recognized Mayor Mike Moncrief, City of Fort Worth, for over 30 years of public service. He has been instrumental in transportation issues in the region such as the Super Bowl, Southwest Parkway, Tower 55, and many others. RTC Chair Ron Natinsky and Vice Chair Jungus Jordan also recognized Mayor Moncrief’s leadership and the relationship built between the City of Fort Worth and City of Dallas. Mayor Moncrief thanked the RTC for its recognition and discussed the partnership efforts of the region. He noted that partnerships equal progress and recognized the RTC for its willingness to serve the region as a whole and with a united voice. He expressed that it has been an honor to serve the region and represent the citizens who have given their trust to public service officials such as the members of the RTC.

8. **Freight Efficiency Outreach Center**: Carrie Reese discussed an effort to solicit proposals to implement a Freight Efficiency Outreach Center in North Central Texas. Heavy-duty freight traffic is the second largest category of on-road nitrogen oxide emissions in the region. Many of the trucks in this category are long-haul and transient and simply pass through the region. NCTCOG staff is often faced with geographic constraints that make it difficult to build relationships and impact positive change within this industry. Staff is seeking to implement the Freight Efficiency Outreach Center as an extension of current air quality efforts. The center is proposed to be a one-stop-shop to educate drivers about air quality initiatives and programs, as well as solutions to reducing emissions through
technology or operational improvements. Procurement assistance will also be available through low cost financing, bulk purchases, and helping to identify available grants. The center would focus on the trucking industry, with the potential to expand to alternate freight sectors and into different geographic areas over time. Staff proposed that the outreach center be built, staffed, operated, and owned by a third-party. Ms. Reese reviewed potential impacts to the trucking industry and potential reductions in emissions. NCTCOG has received $450,000 in EPA funds to provide as a subgrant to a third party. Eligible, the applicants must be a public sector or non-profit entity, willing to provide at least $250,000 in cost share funds, self-sustaining after the sub grant, and continue operations for a minimum of five years. Staff proposed to score potential applications through a quantitative assessment of the number of trucks that will be impacted and the ability to provide the cost share funds. In addition, staff proposed to also perform a qualitative assessment to determine an applicant’s knowledge/experience, work scope, partnership, and feasibility/risk. If approved, NCTCOG will begin to open the Call for Proposals on March 14, 2011. The Call for Proposals will close on April 22, with a partner anticipated to be selected in early summer. Ron Natinsky asked for clarification of the costs covered by the grant. Ms. Reese noted that the first year of initial capital and operation would be covered by the grant. Costs for years two through five will be covered by the third party. A motion was made to approve opening a Call for Proposals for public sector or non-profit applicants interested in establishing a Freight Efficiency Outreach Center in the North Central Texas area. Gary Cumbie (M); Pete Kamp (S). The motion passed unanimously.

9. **Legislative Update**: Michael Morris provided a federal and State legislative update. Congress has passed a bill that extends SAFETEA-LU until the end of this federal fiscal year, September 30. However, a continuing resolution extension has been filed only extending funding to March 18, 2011. For the Texas Legislature, Senator Wendy David has introduced SB 814. The proposed legislation would return Regional Toll Revenue (RTR) funds to the region and would declare RTR funds as local, not state funds. In addition, a bill that would authorize CDA procurement for the remaining segments of the North Tarrant Express was filed. Mr. Morris also noted that he had recently testified to the Senate Finance Committee regarding the AirCheckTexas program and to the Transportation and Homeland Security Committee on SB 161 regarding formula allocation to the region, Proposition 12 and TMF. Ron Natinsky also discussed the introduction of HB 1898 that appears to be a new version of TLOTA, and noted that the RTC should continue to follow this bill.

10. **Progress Reports**: RTC attendance was provided as Reference Item 10.1, STTC attendance and minutes as Electronic Item 10.2, the Local Motion as Electronic Item 10.3, and the North Texas Transportation Connection was provided at the meeting as Reference Item 10.4.

11. **Other Business (Old or New)**: There was no discussion on this item.

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, April 14, 2011, at 1 pm, at the North Central Texas Council of Governments.

The meeting adjourned at 3 pm.