The Regional Transportation Council (RTC) met on Thursday, September 8, 2011, at 1 pm in the Transportation Council Room of the North Central Texas Council of Governments (NCTCOG). The following members or representatives were present: Ray Clark (representing Ron Brown), Mike Cantrell, Sheri Capehart, Gary Cumbie, Lissa Smith (representing Lee Dunlap), Rudy Durham, Andy Eads, Charles Emery, Mark Enoch, Salvador Espino, Gary Fickes, Marcus Knight (representing Robert Franke), Bill Hale, Roger Harmon, Kathleen Hicks, Vonciel Jones Hill, John Horn, Clay Jenkins, Ron Jensen, Jungus Jordan, Pete Kamp, Geralyn Kever, Linda Koop, Kimberly Lay, Jim Wilson (representing Mike Leyman), Matthew Marchant, Steve Terrell (representing Maher Maso), Bill McLendon, Pauline Medrano, John Monaco, Rich Morgan, Mark Riley, Rick Stopfer, John Tatum, Oscar Trevino, Bernice J. Washington, Duncan Webb, Glen Whitley, and Kathryn Wilemon.


1. **Minutes:** The minutes of the August 11, 2011, RTC meeting were approved as submitted in Reference Item 1. Glen Whitley (M); Kathryn Wilemon (S). The motion passed unanimously.

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

   2.1. **Clean Construction Equipment Call for Projects Funding Recommendations:** A motion was made to approve funding recommendations for the Clean Construction Equipment Call for Projects which include recommendations for replacement of a sweeper in the City of Dallas and replacement of a backhoe/loader in the Town of Little Elm. Details of the project recommendations were provided in Reference Item 2.1.

   2.2. **Close Out of Environmental Protection Agency Recovery Act Projects:** A motion was made to approve staff recommendations to prioritize unused revenues from Environmental Protection Agency American Recovery and Reinvestment Act funding identified within the SmartWaySM Technology Upgrade project. Funds are proposed to be split between administrative expenses, with the balance to be
competitively awarded to subgrantee project partners for additional technology projects as funds are available. Details were provided in Reference Item 2.2.

Andy Eads (M); John Monaco (S). The motion passed unanimously.

3. **Orientation to Agenda/Director of Transportation Report:** Michael Morris highlighted items in the Director of Transportation report. He noted that Commissioner Joe Jaynes was unable to attend the RTC meeting and that his recognition would be rescheduled for a future RTC meeting. Mr. Morris recognized Carrie Reese for 12 years of service with the Transportation Department. He also thanked the North Texas Commission for recent recognition of staff work on the Super Bowl.

Tom Shelton provided an overview of the RCT Multimodal/Intermodal/High Speed Rail/Freight Subcommittee meeting held prior to the RTC meeting. Topics included high speed and higher speed rail policies adopted by RTC in the long range transportation plan and a presentation from the Lone Star High Speed Rail Corporation. The TxDOT Rail Division also provided a presentation outlining the scope and schedule of two federally funded high speed rail corridors. NCTCOG staff also provided an update on the formation of the Rail Freight Advisory Committee.

Mr. Morris encouraged members to provide comments to staff regarding RTC mail out policies provided in Reference Item 3.1. Information regarding AirCheckTexas operational plans were provided as Electronic Item 3.2, Dallas-Fort Worth Clean Cities Advancing the Choice Event information was provided as Electronic Item 3.3, and the 2011 ozone season update was provided as Electronic Item 3.4. He noted that the President has announced the withdrawal of draft ozone standards. This would have reduced the standard to somewhere between 60 and 70 parts per billion (ppb). At the time of the meeting, it was unclear if the prevailing standard will be the current 84 ppb standard or the 2008 revised standard of 75 ppb. Staff will provide information to members as it becomes available. Information regarding air quality funding was provided as Electronic Item 3.6, August public meeting minutes were provided as Electronic Item 3.7, a public meeting flyer was provided as Electronic Item 3.8, and information regarding the US Army Corps of Engineers was provided as Electronic Item 3.9. Mr. Morris noted that comments have been received for the Cotton Belt Innovative Finance Initiative Draft Report and that future updates will be provided to members. He also noted that the 2011 Association of Metropolitan Planning Organizations annual conference was scheduled for October 25-28. Electronic Item 3.10 provided registration information. Recent correspondence was provided as Electronic Item 3.11 and recent news articles were provided in Electronic Item 3.12.

4. **Transportation Investment Generating Economic Recovery III:** Christie Jestis provided an overview of the third round of the Transportation Investment Generating Economic Recovery (TIGER III) Grant Program sponsored by the US Department of Transportation (US DOT). A total of $527 million in federal funds is available. Of the total, $140 million is available to rural areas and up to $150 million has been set aside for Transportation Infrastructure Finance and Innovation Act (TIFIA) applications. Staff has learned that US DOT is interested in funding projects between $20-30 million with the intention of the program to get projects over the goal line. Only three applications will be accepted per sponsor and funds are only available for capital projects that are ready for construction. Selection criteria includes projects that address a state of good repair, economic competitiveness, livability, environmental sustainability, safety, job creation/near-term economic activity, innovation, and partnership. At the August 2011 RTC meeting, staff
proposed that NCTCOG submit an application for the US 67 Bypass in Johnson County. Staff proposed to submit an application for a second project on IH 35E. Staff is coordinating with TxDOT and stakeholders along the corridor to submit a TIFIA application for this project. Ms. Jestis noted that staff has received requests for letters of support from implementing agencies and has created an inventory of TIGER III projects submitted by regional partners. These projects include the Irving-3 Orange Line project submitted by Dallas Area Rapid Transit, the LBJ/Skillman Interchange and Bicycle/Pedestrian Connector project in Dallas, Bonnie View Road and IH 35E northbound service roads and Denton Drive by Dallas County, Las Colinas Area Personal Transit System by DCURD/Irving, multimodal projects on Bear Creek and Hampton in Glenn Heights, SH 183 and Diamond Interchange Phase II in Irving, FM 1387 in Midlothian, and IH30/FM 3549 in Rockwall County. Preapplications are due to US DOT by October 3 and final applications are due on October 31. A motion was made to approve the submittal of the US 67 Bypass in Johnson County and TIFIA loan for IH 35E from IH 635 to US 380 for funding through the TIGER III Discretionary Grant Program as detailed in Reference Item 4.2. Ron Harmon (M); John Monaco (S). The motion passed unanimously.

5. **Proposition 12 Funding Partnership: Advancing Project Construction:** Christie Jestis provided an update on the $856 million in Proposition 12 funds being awarded to the region. Staff has been working with the Fort Worth, Dallas, and Paris TxDOT districts to finalize project listings in order to have projects ready for initial action by the Texas Transportation Commission in October. Goals for funding include reducing congestion, improving air quality, enhancing roadway safety, increasing statewide connectivity, building and maintaining statewide bridge projects, and improving economic opportunities. Ms. Jestis reviewed project listings by county. For the western subregion, staff proposed to allocate $10 million to Erath County for a US 67 bypass around the City of Dublin. This project is actually not in the Metropolitan Planning Area boundary, but is within the TxDOT Fort Worth district. In Hood County, staff was not able to identify projects that are ready-to-go and proposed that the $8 million allocation be used from future Surface Transportation Program-Metropolitan Mobility (STP-MM) funding from the next transportation funding bill. Staff will provide an update to members once a project has been determined for Hood County. Johnson County will receive $11 million for the Johnson County portion of the US 377/Cresson Bypass that will also benefit Hood County. Ms. Jestis noted a slight change in Parker County funding to adjust for $1.7 million in Proposition 12 funding for IH 30 at Walsh Ranch Parkway and FM 1884 will be funded with $6.3 million in Proposition 12 funding originally intended for FM 1187. The FM 1187 project will be ready prior to the availability of Proposition 12 funding. Therefore, staff proposed to exchange Category 1 Preventative Maintenance funding from the FM 1884 project to be used to fund the original FM 1187 project. She also discussed project changes in Tarrant County. Originally, staff identified $8 million for the IH 30 HOV/Managed Lane project but proposed to reduce funding to $3.9 million. Two projects, FM 1938 and US 377 in Benbrook, totaling $23.5 million have been identified for the Tarrant County on-system thoroughfare program. Staff proposed to remove existing STP-MM funding from the US 377 project and replace with Proposition 12 funding to allow the project to move forward sooner. The existing STP-MM funding for US 377 will be moved to the Main Street and Henderson Street Trinity River Bridges. Staff will need flexibility to move funding in the event that the Henderson Street project does not advance quickly enough using STP-MM funding. Funding was also proposed for the Tarrant County Freeway/Tollroad program, including $32 million for the DFW Connector and $2.6 million for engineering along US 287. Finally, in Wise County, she noted that staff had previously set aside $5 million in RTR funding for projects in the county, which was converted to STP-MM because funding could not be spent in the western subregion at the
time. Therefore, $8 million in Proposition 12 funding and $5 million in STP-MM funding is available for Wise County. Staff proposed to fund $8 million in Proposition 12 for the US 287 Business realignment with safety and ramp improvements. In addition, $500,000 STP-MM will be used for the FM 2264 widening project, $500,000 STP-MM for a FM 1810/US 287 planning study, and the remaining balance of $4 million STP-MM will be used for Business 287 at US 287 (in addition to $1 million in Category 1 funding already allocated to the project by TxDOT). Projects for the western subregion total $99 million in Proposition 12 funding and $8 million in future STP-MM funding. Ms. Jestis also reviewed funding allocations for the eastern subregion. She noted that Collin County funding, totaling $60.1 million, was similar to what was previously presented and provided funding for US 75 and SH 289. In addition, staff proposed to place Proposition 12 funding on the US 75 project currently funded with RTR and move RTR funds to the SH 289 project. Staff also proposed to move $7.1 million from Kaufman County Proposition 12 funding to Collin County since a project has not been identified in Kaufman County. In return, $7.1 million in Collin County RTR funds will be moved to Kaufman County. Dallas County projects remained the same with an allocation of $598.35 million in Proposition 12 funding and $8 million in STP-MM funding. Projects included IH 30 and IH 35E Bridges at Trinity River, the “horseshoe” between IH 30 and IH 35E Bridges, US 67, SH 183, the US 80 ramp at Galloway, and the IH 345 Bridge. In Denton County, staff proposed $43 million to fund US 380, with any remaining funds to be used on bridges at Business 114 and US 377. Ellis County funding included $25 million in funding for US 67 in Midlothian, FM 664 from IH 35E to east of Uhl Road, and US 287 at Ensign Road. Ms. Jestis noted the original allocation, but noted that TxDOT Dallas has a project that is outside the Metropolitan Planning Area boundary in Navarro County that is within the TxDOT Dallas District. In order to fund this project, staff proposed to remove $13 million in Proposition 12 funding from Ellis County and backfill the allocation with STP-MM funding from a future transportation funding bill. In Hunt County, staff noted that the TxDOT Paris District would provide funding for FM 1570 engineering and the SH 276 Bridge over Lake Tawakoni. Kaufman County funds were discussed in the Collin County allocation. In Navarro County, $14 million was proposed for SH 14 over the Union Pacific Railroad in Richland and $30 million was proposed for Rockwall County for FM 740 South and IH 30 at FM 551. Projects in the TxDOT Dallas District total approximately $757 million plus $21 million in STP-MM. Ms. Jestis reviewed the coordinated efforts between TxDOT and NCTCOG to select projects and funding, and efforts to meet the goals for the legislature and the region. Staff will need flexibility to change funding sources (e.g., swap RTR or STP-MM for Proposition 12 funding) for selected projects to prevent the delay of projects and to meet the summer 2013 deadline to let Proposition 12 projects. Staff anticipates Texas Transportation Commission approval in late October and these projects will be added or changed through the current 2011-2014 Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) modification cycle due in November or as appropriate. Projects should be ready for construction in the summer of 2012 or 2013. A motion was made to recommend RTC approval of the list of Proposition 12 projects (including footnote notations) presented at the meeting and to allow staff the flexibility to change funding sources for listed projects as long as the same projects remain funded. Action includes approval to permit staff to administratively amend the 2011-2014 TIP/STIP to incorporate these projects and project changes and for staff to administratively amend the Federal Functional Classification System as necessary. Bernice Washington (M); Kathleen Hick (S). Linda Koop recused herself from discussion and voting. Clay Jenkins requested that it be placed on record that that STP-MM funds will be ready for Ellis County when the project is ready, with no delay in funding. The motion passed.
6. **Designation of the 2010 Urbanized Boundary:** Dan Kessler presented information regarding the 2010 Urbanized Area. Originally, the item was listed as an action item on the RTC agenda. However, he noted that the item would be included on the October RTC agenda to allow members time to provide comments. The US Census has been delineating urbanized areas following each ten year census to classify rural and urban areas. The process is based primarily on contiguous residential population density. In the last ten years, progress has been made to account for commercial, industrial, transportation, and open space as part of the “urban” landscape. The urbanized area boundary is a boundary designated by the US Census Bureau and is used in determining funding allocations for transportation funding in the region such as Federal Highway Administration (FHWA), STP-MM, and Federal Transit Administration (FTA) Section 5307. The US Census Bureau recently published criteria for designating urbanized area boundaries in November 2010 and RTC provided comments regarding the criteria. Although early criteria from the Census Bureau appeared to support the combining of urbanized areas, the final criteria published on August 24, 2011, does not appear to support a single area and it appears that the US Census Bureau has determined that it will hold to the 2000 designations for individual urbanized areas. Mr. Kessler noted that some metropolitan areas across the eastern US appear to be concerned that as urbanized areas approach one another, it would result in fiscal and program delivery issues. Mr. Kessler provided a review of past urbanized area boundaries for the region, specifically noting the population increases each decade in comparison to the actual land area classified as urbanized for the region. From 1990 to 2000, population in the region increased from 3.6 million to 4.6 million in the five core counties. However, the delineated urbanized area for the region decreased. At that time, the Lewisville and Denton areas were combined into a single urbanized area and the McKinney area reached the population of 50,000 to also become an urbanized area. Based on proposed 2010 urbanized area criteria, the urbanized area boundaries are not expected to change significantly despite the addition of approximately 1.1 million people to the five core counties since the year 2000. However, the US Census Bureau has tried to take into account impervious surface areas such as the airports and warehouse rooftops. He noted two key issues of concern: 1) the criteria being used to identify an area as urbanized are not resulting in the area that staff considers urbanized, and 2) the Census Bureau reversing their proposed position regarding combining multiple urbanized areas into a single urbanized area. Potentially, 2010 urbanized area boundary designations are estimated to leave approximately 800,000 to 1.2 million people residing within the metropolitan area but outside the urbanized area boundaries, approximately 15 percent of the population. Staff recommended consideration to send correspondence to the US Census Bureau and the North Texas Congressional delegation communicating that there has not been enough progress in fully recognizing urbanized areas, particularly for rapidly growing regions. In addition, the region does not support the US Census Bureau’s current position on not combining previously delineated urbanized areas. Mr. Kessler noted that the more complicated issue is related to federal surface transportation reauthorization and the use of this designation for the purposes of allocating federal funding. The current designations appear to provide advantages to more well established, higher density metropolitan areas across the country that have different development patterns. Michael Morris encouraged members to provide comments to staff regarding positive or negative implications regarding the urbanized area designations. Geralyn Kever noted that there is an operational implication for the City of McKinney if moved into a larger urbanized area and requested time to work with NCTCOG staff.

7. **Legislative Update:** Amanda Wilson provided an update on current legislative items related to transportation. At the time of the meeting, The Safe, Accountable, Flexible,
Efficient Transportation Equity Act: A legacy for Users (SAFETEA-LU) current extension was set to expire on September 30, 2011, along with most of the federal gas and diesel tax. In addition, appropriations for FY2012 were expected to be debated. The Senate Environment and Public Works Committee held a hearing the morning of the meeting and unanimously approved to the full Senate a four-month extension through January 31, 2012, which is expected to include the gas tax extension. The Senate version of the extension is at current funding levels. The House is expected to pass an extension at a much lower funding level so conference is expected to reach the final extension details. Chairman Mica of the House Transportation Committee has indicated that he will support what he is referring to as the last extension. For appropriations, the House budget is approximately 30 percent lower than last year’s funding level so an appropriations bill that is 30 percent lower than the extension is expected. The Senate would like appropriations at the current level so debates are expected. It is uncertain for how long a continuing resolution would be approved for appropriations. The House and Senate are expected to take similar positions regarding the gas tax. Ms. Wilson noted that currently there is no information regarding long-term reauthorization from the House or Senate. Michael Morris discussed the NCTCOG “rainy day” fund and the potential need to make the funds available to pay NCTCOG staff during FY2012 in the event that federal funding for transportation is not available. Mr. Morris indicated that members may be contacted by e-mail regarding this issue. Mark Riley asked if staff had any details regarding the potential short-term impact to the region. Mr. Morris noted that staff did not believe the region was facing any immediate impact and that the “rainy day” fund would allow NCTCOG staff to continue working on transportation needs. The region should closely monitor reauthorization due to the potential impacts to federal employees that could result in no 404 permitting, no environmental clearance, etc. He noted that members would be updated as information becomes available.

8. **Texas Department of Transportation/North Central Texas Council of Governments Survey Schedule:** Arash Mirzaei provided an update on upcoming efforts related to regional travel data collection. He noted that NCTCOG and TxDOT have developed a partnership to combine data collection efforts in the region in an effort to reduce costs and effectively use resources. These data collection efforts provide the basis for analytical tools used for transportation studies in the region. NCTCOG staff will be moving forward with the Household Travel Survey, Transit Trip Survey, and Airport Survey. Staff will also be collecting data for roadway travel time/speed, roadway system data, and transit system data. TxDOT will be moving forward with the Workplace Survey, Commercial Trip Survey, and Special Generators Survey. Mr. Mirzaei also reviewed historical NCTCOG travel data collection efforts. Michael Morris requested that staff prepare a list of proposed surveys and which entity will be taking the lead in an effort to inform elected officials about survey efforts in their areas. Members may be interested in knowing if approval from places such as the airport is needed and when data requests are expected. Mr. Morris noted that information would be provided to members for the October RTC meeting.

9. **Local Initiative Project/Congestion Mitigation and Air Quality Improvement Program East-West Swap:** Discussion on this item was tabled until the October 13, 2011, RTC meeting.

10. **Clean Air Action Day-7.7.7:** Mindy Mize presented results of the second annual Air North Texas Clean Air Action Day, held on July 7 from 7 am to 7 pm. During Air North Texas Clean Air Action Day, North Texans were asked to commit to clean air actions to help improve air quality and share experiences online at [www.airnorthtexas.org](http://www.airnorthtexas.org). A total of...
approximately 700 commitments were made by participants. In addition, the North Texas Clean Air Coalition hosted an Alternative Fuels Expo on July 7. Ms. Mize highlighted various print and electronic campaign materials and social media efforts. Some of the most popular clean air actions logged by participants were taking lunch to work and observing the speed limit. Biking and using mass transit also showed an increase from last year. Ms. Mize thanked partners in the region for their efforts to make Clean Air Action Day a success. Additional details of campaign results were provided in Electronic Item 10.

11. **Progress Reports:** RTC attendance was provided as Reference Item 11.1, STTC attendance and minutes were provided at Electronic Item 11.2, the North Texas Transportation Connection was provided as Reference Item 11.3, and the Local Motion was provided at the meeting as Reference Item 11.4.

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

13. **Future Agenda Items:** There was no discussion on this item.

14. **Next Meeting:** The next meeting of the RTC is scheduled for Thursday, October 13, 2011, 1 pm, at the North Central Texas Council of Governments.

The meeting adjourned at 2:30 pm.