

## MINUTES

### **REGIONAL TRANSPORTATION COUNCIL December 8, 2016**

The Regional Transportation Council (RTC) met on Thursday, December 8, 2016, 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: Monica R. Alonzo, Bruce Arfsten, Douglas Athas, Sara Bagheri, Brian Barth, David L. Cook, Rudy Durham, Andy Eads, Charles Emery, Gary Fickes, Robert Franke, Roger Harmon, Clay Lewis Jenkins, Ron Jensen, Ann Zadeh (representing Jungus Jordan), Brian Loughmiller, Scott Mahaffey, Matthew Marchant, Maher Maso, B. Adam McGough, Cary Moon, Stan Pickett, Mark Riley, Mykol Woodruff (representing Kelly Selman), Gary Slagel, Lissa Smith, Mike Taylor, Stephen Terrell, T. Oscar Trevino Jr., Oscar Ward, Bernice J. Washington, Duncan Webb, Kathryn Wilemon, and W. B. "Zim" Zimmerman.

Others present at the meeting were: Vickie Alexander, John Baker, Melissa Baker, Berrien Barks, Adam Beckom, Natalie Bettger, Brandi Bird, Alberta Blair, Shahram Bohluli, Ron Brown, John Brunk, Ken Bunkley, Mo Bur, David Cain, Marrk Callier, Jack Carr, Angie Carson, Dave Carter, Ying Cheng, Kirk D. Clennan, John Cordary, Hal Cranor, Mike Curtis, Clarence Daugherty, Brian Dell, Kim Diederich, Jory Dille, Jerry Dittman, David Dryden, Michael Duhaime, Chris Dyser, Chad Edwards, Kevin Feldt, David R. Gattis, Bob Golden, Christie Gotti, Laura Hanna, Tony Hartzel, Rebekah Hernandez, Robert Hinkle, Jodi Hodges, Ernest Huffman, Kevin Hugman, Yagnesh Jarmarwala, Ann-Claire Karalyos, Travis Kelly, Dan Kessler, Ken Kirkpatrick, Chris Klaus, Paul Knippel, Dan Lamers, April Leger, Paul Luedtke, Stanford Lynch, Chad McKeown, Keith Melton, Michael Miles, Cliff Miller, Erin Moore, Michael Morris, Henry Navnitlal, Jeff Neal, Mark Nelson, Mickey Nowell, Lanre Olaniyan, Nick Page, James C. Paris, John Polster, Greg Porter, James Powell, Vercie Pruitt-Jenkins, Cori Reaume, Molly Rendon, Amy Rideout, Bill Riley, Christina Roach, Tito Rodriguez, Kyle Roy, Greg Royster, Steve Salin, Russell Schaffner, Lori Shelton, Randy Skinner, Chelsea St. Louis, Rick Stopfer, Vic Suhm, Gary Thomas, Christopher Tolar, Lauren Trimble, Dan Vedral, Elizabeth Whitaker, Greg White, Amanda Wilson, Brian Wilson, and Ed Wueste.

1. **Approval of November 10, 2016, Minutes:** The minutes of the November 10, 2016, meeting were approved as submitted in Reference Item 1. Gary Fickes (M); Bernice J. Washington (S). The motion passed unanimously.
2. **Consent Agenda:** The following items were included on the Consent Agenda.
  - 2.1. **FASTLANE Grant Applications:** A motion was made to approve the submittal of two projects to be submitted for consideration in the FY2017 Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies Grant Program: 1) DFW Connector North Airport Interchange and 2) Interstate Highway 35E/35W Merge Interchange.
  - 2.2. **Approval to Pursue Transportation Data-Sharing Partnerships on a Common Regional Platform:** A motion was made to approve issuance of a Request for Partners to identify parties interested in sharing transportation-related data with the region on a common platform and to enter into private sector data-sharing

partnerships. An example of a data-sharing partnership was provided in Electronic Item 2.2.1, and additional information was provided in Reference Item 2.2.2.

Oscar Ward (M); Charles Emery (S). The motion passed unanimously.

3. **Orientation to Agenda/Director of Transportation Report:** Michael Morris highlighted items in the Director of Transportation Report. The 2017 Regional Transportation Council (RTC) meeting schedule was provided in Reference Item 3.1. An overview of the recent Texas Mobility Summit was presented. The Texas Department of Transportation (TxDOT) Texas Technology Task Force is working to develop an innovation and technology strategy designed to move Texas mobility forward. Private-sector and public-sector staffs met, and nine teams from across the State have been created. The goal is to develop a statewide partnership to transform the vehicle technology initiative and create an opportunity for Texas to lead the initiative to improve transportation through technology and foster economic development. The task force is seeking additional teams. Members interested in establishing or joining a current team were encouraged to contact staff, and additional information will be provided to members regarding this initiative at a future RTC meeting. Mr. Morris also noted the State has issued a Traffic Safety Grants Program Request for Proposals. The deadline for submission is January 9, 2017. Current air quality funding opportunities for vehicles were provided in Electronic Item 3.2. Recent correspondence was provided in Electronic Item 3.3, recent new articles in Electronic Item 3.4, and recent press releases in Electronic Item 3.5. A news article regarding job growth in the Dallas-Fort Worth region was provided in Electronic Item 3.6. November public meeting minutes were distributed at the meeting in Reference Item 3.7. The minutes summarize comments on the regional 10-Year Plan and next decade of projects in Item 4. A notice containing information about the December online input opportunity was distributed at the meeting in Reference Item 3.8. Transportation partners progress reports were also distributed at the meeting.
4. **Regional 10-Year Plan and Next Decade of Projects: Draft Final List:** Michael Morris presented the proposed regional projects covering FY2017-FY2026. First, a policy summary was highlighted. He thanked the Texas Transportation Commission (TTC) for formula allocating funds and the Legislature and citizens for new revenues through Proposition 1 and Proposition 7. The proposed project selections assume the legislative minimums are met. This project selection effort adds evidence that urban congestion is not fully addressed at the new funding levels, opens up the question on State allocations, demonstrates the need for innovative funding tools, and demonstrates the need for additional revenues in the next Legislative Session. Through this effort, staff proposes to address the east/west equity distribution in the region by moving \$100 million in Category 2 funds from the east to the west to bring the balance closer to the proposed equity percentages. The latest east/west equity shares for the region were provided in Electronic Item 4.1 for reference. The process used to prioritize projects into three categories was reviewed. Project categories include: 1) previously unfunded or existing facilities under construction needing next phase funding (38 percent of funding), 2) new freeway projects (43 percent of funding), and 3) new on-system arterial projects (19 percent of funding). Projects in each category went through an evaluation to identify the best projects. A draft list of proposed projects was provided in Reference Item 4.2, and details of the initiative were provided in Electronic Item 4.3. A map including the projects meeting the congestion criteria and an example of a speed thermal map used in determining congestion were highlighted at the meeting. Mr. Morris noted that very few equity questions have been received and he discussed efforts to forecast revenue by county based on future congestion levels in order to provide a guideline to make the right

investment in each part of the region. Three comprehensive development agreements or innovative funding strategies are proposed: 1) IH 635 East between US 75 and Royal/Miller, 2) IH 35E north of IH 635 to Denton County, and 3) an additional project to be named as the region learns what other parts of the State may do during the Legislative Session. Mr. Morris specifically discussed the IH 35E project north of IH 635. Staff has reviewed the recently approved Transportation Infrastructure Finance and Innovation Act (TIFIA) loan and determined that over \$500 million of revenue is still available in the corridor after the TIFIA loan is repaid. Also, through this effort, \$262 million is proposed to be added to the segment in Dallas County between IH 635 and the Denton County line. Revenue will be generated on the previously approved interchange at IH 35E and IH 635. Staff would like to combine all revenue streams to see if funding shortfalls that still exist on IH 35E can be resolved with an innovative funding partnership. Mr. Morris reviewed comments and changes since the November 10, 2016, RTC meeting. Limits on SH 114 in Tarrant County, IH 20 in Dallas County, and north/south arterials west and east of Lake Lavon have been modified. Staff has confirmed the City of Mesquite is interested in ensuring the north to south and east to west movements can be made at the IH 30/IH 635 Interchange and are not asking for the replacement of the direct connectors at this time. Correspondence from the City of Mesquite was provided in Electronic Item 4.5. Staff believes there is money in the effort to accomplish this task and has asked the Texas Department of Transportation (TxDOT) Dallas District to review the best options to get the lanes through the existing interchange as it is working on IH 635. Mr. Morris noted that all public comments received are included in the public involvement handout distributed at the meeting in Reference Item 3.7. Additional project requests were received from Anna, Garland, Mesquite, McKinney, Frisco, Collin County, Parker County, and Grapevine. Staff has not switched out any projects since presented to the RTC in November and will continue efforts to find funding for these projects as detailed in the letter to the Texas Transportation Commission (TTC) in Electronic Item 4.4. Both the Collin County and Grapevine letters help to make the case that the urban program needs additional revenue and the letters will be included as an attachment to the letter to the TTC. Next, staff will work to balance project needs with available resources and year of expenditure. Project funding amounts are in current year dollars, for construction only. TxDOT will receive additional funding for engineering and right-of-way. The region would like to have an opportunity to switch out revenue for projects in other regions that are not ready to let (through memorandum of understanding or another agreement) to meet the spirit of the Legislature to get Proposition 1 and Proposition 7 projects to construction quickly. By having projects ready to proceed, the impact to inflation is believed to be in the region's favor. The project listings in Reference Item 4.2 will be submitted to TxDOT Austin to fulfill the HB 20 requirements. Mr. Morris noted he would be attending the TTC workshop the following week and will bring back any information provided by the TTC at the workshop. The TTC is expected to review proposed projects at its February 2017 meeting. In closing, Mr. Morris noted that Reference Item 4.4 (distributed at the meeting) contained edits indicating the correspondence to the TTC will include the Collin County letter as well as the Grapevine letter. In the letter, Grapevine correctly articulated that the DFW Connector remains incomplete. Brian Barth noted that the 10-year planning effort was a great process resulting in a good list of projects. It also shows there is more work to be done regarding funding needs. Stan Picket noted the City of Mesquite's biggest concern is that the IH 30/IH 635 Interchange is not included specifically (in writing) in the 10-year Plan. In addition, other interchanges on IH 635, IH 35, and US 75 are included. He discussed \$205 million in the proposed funding selections for SH 80, a project that is not environmentally cleared, and asked the possibility of switching funds with this project. Mr. Morris noted the 10-year Plan is the beginning of a conversation. Changes and updates will be made to the listing every quarter (through the Transportation Improvement Program

modification process) for the next 10 years. No entity should be satisfied that everything is on the list and the expectation should be that RTC and TxDOT district staffs will continue to work towards funding the transportation needs of the region and should be held accountable. Members were asked to communicate the additional needs to the Texas Transportation Commission, Legislature, and Congressional Delegation. Douglas Athas also expressed concern regarding the IH 30/IH 635 Interchange, noting the importance of the project. He noted many of the entities he represents are concerned because one of the biggest complaints received from citizens is IH 30 access to IH 635. He added something should come forward in the near future to address the interchange so represented communities understand the total picture. Mr. Morris noted that staff will bring back the technical analysis from the TxDOT Dallas District in 60 days to see if the interchange should be replaced versus can the transportation needs be met without a full reconstruction. Mr. Athas noted that a complete reconstruction of the interchange is not being requested, but an option for the two systems (IH 635 and IH 30) to match up is requested. Mr. Morris noted there is approximately \$6 million to \$7 million in the proposed plan that staff believes will cover the costs and will be part of the analysis staff brings back in 60 days. Andy Eads expressed his appreciation to legislative partners and citizens who supported the new funding. He discussed the ongoing battle each entity has with regard to long-term planning and meeting immediate needs. While Denton County appreciates planning for the Outer Loop, he noted other immediate needs such as all segments of IH 35E, IH 35W, US 377, US 380, and FM 455 that the County will review in the next 10 years even though some of the projects are not articulated in the 10-year Plan. A motion was made to approve the 10-year map and projects to be funded with Category 2, Category 4, and Category 12 funds listed in Reference Item 4.2; move \$100 million in Category 2 funds from the east to the west to balance east/west equity; transmit projects and thank you letters; and include three comprehensive development agreements/innovative funding strategies for IH 635 between US 75 and Royal/Miller, IH 35E from IH 635 north to the City of Denton, and an unnamed project. Andy Eads (M); Gary Fickes (S). Stan Pickett was opposed. The motion passed.

5. **Transportation Alternatives Set-Aside Program Call for Projects: Process and Scoring Criteria:** Karla Weaver presented staff recommendations for the 2017 Transportation Alternatives Set-Aside (TA Set-Aside) Program Call for Projects for the North Central Texas region. This program is similar to the previous Transportation Alternatives Program and is funded through the current federal transportation funding and authorization bill. Funding is available through a competitive process to metropolitan planning organizations serving urbanized areas with populations over 200,000. She noted the Texas Department of Transportation (TxDOT) is also issuing a Call for Projects in January 2017 for the same type of funding. Entities outside the urbanized area will also be eligible for TxDOT's funding, but entities inside the urbanized area are only eligible to apply for the North Central Texas Council of Governments (NCTCOG) program. Entities cannot apply for the same project in both programs. For the NCTCOG Call for Projects, two categories are proposed: 1) active transportation projects such as trails, sidewalks, crosswalks, signalization improvements, and others, and 2) Safe Routes to School projects of similar project types but with focus on access to schools. A total of approximately \$23 million is available for FY2017, FY2018, and FY2019, including a small balance remaining from FY2016. Funding will be allocated between the eastern and western subregions with approximately \$15 million available in the east and approximately \$8 million in the west. The proposed maximum award per project is \$5 million. Based on feedback received from the Surface Transportation Technical Committee (STTC), the proposed minimum per award has been lowered to \$150,000 per project. A 20 percent (minimum) cash local match is required, and staff proposes that entities must submit a resolution of local cash-match commitment for

each application. Eligible entities include local governments, regional transportation authorities, transit agencies, school districts, and any local government with responsibility for oversight of transportation or recreational trails. Minimum project requirements include right-of-way or easements in place, documentation approved by the governing body to confirm the availability of the local match contribution, and a completed environmental review checklist identifying project readiness. For Safe Routes to School applications, a memorandum of understanding or resolution of support between the school district and local government is required. Based on comments at the December 2 STTC meeting, staff proposes to allow additional time to have resolutions in place. A letter committing to provide a resolution prior to selection of projects, signed by the appropriate parties, can be provided to NCTCOG and will allow for an April 21, 2017, resolution deadline. This resolution deadline is prior to public meetings in early May and will allow additional time for entities to obtain resolution approval. Regarding proposed program rules, applicants must commit to executing agreements with TxDOT within one year of project selection and commit to advance construction within three years from selection or risk the loss of funding. Cost overruns are the sole responsibility of the nominating entity. Active transportation projects will be evaluated and scored based on regional network connectivity, mobility, safety, reducing barriers, reducing congestion, destination density, air quality benefits, equity, and local network connectivity. Safe Routes to School projects will be evaluated and scored based on implementation of a local plan, safety, congestion reduction, equity, community support and stakeholder involvement, and air quality benefits. Details were provided in Reference Item 5. Additional considerations for both types of projects include project readiness and project innovation. Ms. Weaver noted, if approved, the Call for Projects will open on December 12, 2016, and close February 24, 2017. A workshop is scheduled for December 14, 2016. Projects will be reviewed in March and April, followed by public meetings. STTC action is proposed for May 26, 2017, followed by RTC action at its June 8, 2017, meeting. Mark Riley discussed Safe Routes to School projects in rural areas, noting that a project in Parker County would likely never meet the scoring requirements for such a project because it is not located in an area that children would walk or bike. However, there is significant traffic in the area. This could put rural areas, such as Parker County, at a disadvantage for funding. Ms. Weaver discussed various options that may give the project or similar projects higher scores. Michael Morris noted that the project may be better suited for another program or for the TxDOT Call for Project and requested that Mr. Riley provide staff with additional details to determine the best program for the project. A motion was made to approve the proposed funding amounts and local match requirements, funding categories and eligible activities, eligible applicants, evaluation scoring criteria, and project schedule provided at the meeting for the 2017 Transportation Alternatives Set-Aside Program Call for Projects. Clay Lewis Jenkins (M); Lissa Smith (S). The motion passed unanimously.

6. **High-Occupancy Vehicle/Managed Lane Report and Status of Technology**

**Procurement:** Dan Lamers briefed the Regional Transportation Council (RTC) on the latest managed lane high-occupancy vehicle (HOV) subsidy and performance report. A map of the near-term managed lane system was highlighted. The current Regional Transportation Council (RTC) Managed Lane Policy allows for HOV users to travel on tolled managed lanes at a 50 percent discount during the peak periods, and the RTC is responsible for paying the subsidy to the private operators of the LBJ Express and North Tarrant Express. As of October 2016, the HOV subsidy was approximately \$937,000. In addition, the policy also allows for RTC-sponsored vanpool users to receive a 50 percent discount during the peak periods through a reimbursement request. Approximately \$2,000 in requests for reimbursement have been received since October 2016. As a result, staff believes there is

no need to make occupancy adjustments to the policy at this time. The North Texas Tollway Authority continues to be the billing agent for all tolled managed lanes in the region and has not reported any customer service impacts or concerns to date. Lastly, the RTC policy indicates rebates may be issued to users when average minimum corridor speeds drop below 35 miles per hour (mph). To date, there have been no qualifying instances in which the speeds dropped below 35 mph due to the fault of the operator. A slide showing the subsidy cost by corridor was shown. Mr. Lamers noted another provision of the policy, the enforcement of HOV occupancy requirements. Currently, occupancy requirements are enforced manually. This method is costly and unsafe. Earlier in the year, a procurement was initiated to look for automated technology to determine vehicle occupancy. Proposals have been reviewed and a proposed vendor will be recommended to the North Central Texas Council of Governments Executive Board at its December 15, 2016, meeting. Staff anticipates the effort will be implemented in two phases, a pilot phase followed by full implementation if successful. The pilot phase is expected to be completed in the summer of 2017, with full implementation expected in the fall of 2017. The technology being explored will also allow for the integration of the HOV subsidy into the HOV incentive program and to other travel demand incentive programs such as Try Parking It. In addition, staff has worked with the Texas Department of Transportation to ensure the technology can be applied statewide in the future. More information will be provided to members once data from the pilot phase is available. Matthew Marchant asked if usage of the HOV managed lanes has increased over time and if there is an associated administrative fee. Mr. Lamers noted that the number of subsidies have increased gradually over time from approximately 20,000 to approximately 30,000. He added, toll amounts are adjusted for the occupancy requirement by the operator of the facility and then provided to the North Texas Tollway Authority. There is no associated administrative cost. Mr. Marchant noted many receiving the HOV discount may not be reducing a vehicle from traveling on the roadway since they are not actually carpooling. He asked if it is possible to survey users to determine the amount of carpoolers versus the amount of users that simply have a 2+ occupancy in the vehicle at the time. Michael Morris noted the goal is to eventually evolve the subsidy program into a rewards program to encourage carpool usage. Staff is aware that not all HOV users are taking cars off the road and efforts are underway to mature the current program. Mr. Marchant suggested the policies could be revised in the near future to require that when users declare they are driving an HOV, they must confirm that two or more drivers are occupying the vehicle. Mr. Morris noted the new technology procurement will assist with this type of effort and as it is advanced, there will be opportunities to review the policies in the future.

7. **Multimodal/Intermodal/High-Speed Rail/Freight Subcommittee Follow Up:** Regional Transportation Council (RTC) Multimodal/Intermodal/High-Speed Rail/Freight Subcommittee Chair Rob Franke provided an overview of the Subcommittee meeting held prior to the RTC meeting. He highlighted the presentation given by Texas Central Partners (TCP) regarding the Houston to Dallas high-speed rail project and noted its efforts to get land under contract for the project. He discussed the level of interest received for the Request for Information and the recently released Request for Proposals for station planning efforts in Fort Worth, Arlington, and Dallas. He noted subcommittee discussions also included recent progress toward developing local governance to oversee the implementation of high-speed rail in the region, as well as the region's request to the federal government regarding funding for implementation of the Dallas-Fort Worth Core Express Service. Subcommittee Chair Franke noted his observation of the policy established years ago regarding the region's vision for high-speed rail and how staffs have worked to achieve the policy and follow RTC direction. Michael Morris noted that a complete high-speed rail presentation should be provided to the full RTC, and staff will work with the RTC Chair to place the item on a future agenda.

8. **Progress Reports:** Regional Transportation Council attendance was provided in Reference Item 8.1 and the current Local Motion in Electronic Item 8.2.
9. **Other Business (Old or New):** There was no discussion on this item.
10. **Future Agenda Items:** There was no discussion on this item.
11. **Next Meeting:** The next meeting of the Regional Transportation Council is scheduled for Thursday, January 12, 2017, 1:00 pm, at the North Central Texas Council of Governments.

The meeting adjourned at 2:05 pm.