

## MINUTES

### **REGIONAL TRANSPORTATION COUNCIL October 12, 2017**

The Regional Transportation Council (RTC) met on Thursday, October 12, 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, Tennell Atkins, Sara Bagheri, Sue S. Bauman, Carol Bush, Loyl C. Bussell, Rickey D. Callahan, David L. Cook, Rudy Durham, Andy Eads, Charles Emery, Kevin Falconer, Robert Franke, George Fuller, Sandy Greyson, Mojoy Haddad, Roger Harmon, Clay Lewis Jenkins, Ron Jensen, Jungus Jordan, Lee M. Kleinman, Ron Kelley (representing Harry LaRosiliere), David Magness, Nick Genua (representing Scott Mahaffey), B. Adam McGough, Steve Mitchell, Brian Byrd (representing Cary Moon), Stan Pickett, Mark Riley, Kelly Selman, Will Sowell, Mike Taylor, Stephen Terrell, Tim Welch (representing T. Oscar Trevino Jr.), William Tsao, Duncan Webb, B. Glen Whitley, Kathryn Wilemon, W. Jeff Williams, and Ann Zadeh.

Others present at the meeting were: Vickie Alexander, Majed Al-Ghafry, David S. Arbuckle, Snetha Babbili, Vidhisha Babbili, Gustavo Baez, Lindsey Baker, Tom Bamonte, Berrien Barks, Jay Barksdale, Adam Beckom, Natalie Bettger, Brandi Bird, Jonathan Blackman, David Boski, John Brunk, Ken Bunkley, Mo Bur, David Cain, Marrk Callier, Byron Campbell, Drew Campbell, Jack Carr, Angie Carson, Dave Carter, Maribel Chavez, Ceason Clemens, Michael Copeland, John Cordary, Hal Cranor, Clarence Daugherty, Cody Derrick, Kim Diederich, Chris Dyser, Kevin Feldt, Martin Gonzalez, Christie Gotti, Philip Hiatt Haigh, Tony Hartzel, Rebekah Hernandez, Victor Hernandez, Jodi Hodges, Ivan Hughes, Terry Hughes, Tim James, Greg Janes, Dan Kessler, Ken Kirkpatrick, Paul Knippel, Wayne Kurtees, Mert Kurtulus, Dan Lamers, April Leger, Alonzo Linan, Ramiro Lopez, Stanford Lynch, Barbara Maley, Norman Marquart, Kate Marshall, Curtistene McCowan, Steve McCullough, Keith Melton, Laura Melton, Chandler Merritt, Cliff Miller, Erin Moore, Michael Morris, Jolly Mulki, Ron Natinsky, Jeff Neal, Mark Nelson, Corey Nesbit, Mickey Nowell, Noel Paramanantham, Donald Parker, Chris Parks, Johan Petterson, John Polster, Greg Porter, James Powell, Vercie Pruitt-Jenkins, Dean Radeloff, Chris Reed, Amy Rideout, Bill Riley, Kyle Riley, Christina Roach, Greg Royster, Moosa Saghian, Steve Salin, Russell Schaffner, Lori Shelton, Walter Shumac, Randy Skinner, David Smith, Scott Stier, Rick Stopfer, Don Szczesny, Gary Thomas, Christopher T. Tolar, Lauren Trimble, Dan Vedral, Greg Vowels, Lisa Walzl, Karla Weaver, Dennis Webb, Sandy Wesch, Cheryl Williams, Amanda Wilson, Brian Wilson, Michele Wilson, Alicia Winkelblech, Bruce Wood, Sarah Wraight, Ed Wueste, and Kate Zielke.

1. **Approval of September 14, 2017, Minutes:** The minutes of the September 14, 2017, meeting were approved as submitted in Reference Item 1. Kathryn Wilemon (M); Mike Taylor (S). The motion passed unanimously.
2. **Consent Agenda:** The following items were included on the Consent Agenda.
  - 2.1. **Transportation Improvement Program Modifications and Approval of Transportation Development Credits to Close Out Older Transit Grants:** Regional Transportation Council (RTC) approval of revisions to the 2017-2020 Transportation Improvement Program (TIP), provided in Electronic Item 2.1.1, was requested. Action included approval of Transportation Development Credits (TDCs) to support a partnership among the RTC, the Federal Transit Administration, and the Texas Department of Transportation to close out older grants using TDCs to prevent a potential loss of federal funds that support transit service in the McKinney Urbanized Area, as noted

in Electronic item 2.1.2. A copy of correspondence identifying an alternate resolution was provided in Electronic Item 2.1.3. Action also included approval to amend the Unified Planning Work Program and any other necessary planning/administrative documents with changes reflected in the TIP modifications.

- 2.2. FY2018 and FY2019 Unified Planning Work Program Modifications: Regional Transportation Council (RTC) approval of modifications to the FY2018 and FY2019 Unified Planning Work Program, provided in Electronic Item 2.2.1, was requested. Action also included that the RTC direct staff to also amend other administrative/planning documents, as appropriate, to reflect the approved modifications. Addition information was provided in Electronic Item 2.2.2.

A motion was made to approve the items included on the Consent Agenda. B. Glen Whitley (M); Sara Bagheri (S). The motion passed unanimously.

3. **Orientation to Agenda/Director of Transportation Report:** A moment of silence was observed for the victims of the tragedy in Las Vegas and the recent hurricanes. Kelly Selman noted that Mo Bur, Texas Department of Transportation (TxDOT) Dallas Deputy District Engineer, recently received the 2017 Dewitt C. Greer award for distinguished professional achievement at TxDOT. Regional Transportation Council (RTC) Chair Rob Franke announced appointments to the RTC Bylaws Subcommittee: Chair Mark Riley, Vice Chair Duncan Webb, Carol Bush, Roger Harmon, Lee M. Kleinman, David Magness, Stan Pickett, Mike Taylor, Oscar Ward, Jeff W. Williams, and Ann Zadeh. Chair Mark Riley will work with staff to schedule a meeting of the subcommittee. Michael Morris noted that an update on "Big Projects" in Texas would be provided later in the agenda. In addition, he noted Transportation Investment Generating Economic Recovery (TIGER) applications were due October 16. Staff proposed that grants submitted in the previous round of TIGER funding be resubmitted for the current grant program and included: \$10 million for Regional Connections through Technology and System Integration, \$25 million for East Lancaster/SH 180 from US 287 to IH 820, and \$13 million for the Park Lane/Vickery Meadow Complete Streets project. An ozone season update was provided in Electronic Item 3.1, current air quality funding opportunities were provided in Electronic Item 3.2, and information on the October 31 Clean Vehicle Solutions for School Districts webinar was provided in Electronic Item 3.3. An update on the Volkswagen settlement was provided in Electronic Item 3.4. September public meeting minutes were provided in Electronic Item 3.5, and an October public meeting notice was provided in Electronic Item 3.6. Electronic Item 3.7 contained Road-to-Work Opportunity Pilot Project close-out information. RTC and partner commitments for the Cotton Belt passenger rail corridor were documented in Electronic Item 3.8, a Traffic Incident Management Executive Level Course announcement was provided in Electronic Item 3.9, and Travel Demand Management program performance measures were provided in Electronic Item 3.10. The Public Comments Report was provided in Electronic Item 3.11, and recent correspondence was provided in Electronic Item 3.12. In addition, a copy of the Metropolitan Planning Organization Federal Certification Review letter was distributed at the meeting in Reference Item 3.12.1. Federal partners will be invited to present a summary of their findings. Recent news articles were provided in Electronic Item 3.13, recent press releases in Electronic Item 3.14, and transportation partner progress reports were distributed at the meeting.
4. **Regional Transportation Council Federal Transit Administration Call for Projects:** Sarah Chadderdon presented for approval recommendations for Federal Transit Administration (FTA) funding through the Regional Transportation Council Call for Projects. Funding was available through the Enhanced Mobility of Seniors and Individuals with

Disabilities Program for projects that serve seniors and individuals with disabilities and the Job Access/Reverse Commute Program for projects that get low income individuals to and from employment. Both types of transit funding were available to support projects in the Dallas-Fort Worth-Arlington and Denton-Lewisville urbanized areas. FTA funding for areas outside of the two urbanized areas are administered by the Texas Department of Transportation. In the Dallas-Fort Worth-Arlington Urbanized Area, \$1.2 million was recommended for the Enhanced Mobility Program and included: Dallas Area Rapid Transit's (DART) Carrollton/Rowlett Taxi Voucher Subsidy Program; City of Dallas' Senior Medical Transportation Program; vehicles for Dallas County Health and Human Services Older Adult Services Program; City of DeSoto's new transit program; the Fort Worth Transportation Authority's Access to Community project (a partnership with Tarrant County to increase service in non-member cities); and vehicles for the City of Lancaster's Life Center Mobility Project. Two Job Access/Reverse Commute projects totaling approximately \$400,000 were recommended in this area. Both projects were submitted by Workforce Solutions of Greater Dallas: a study in the Inland Port area and subsequent vanpool service to be implemented in coordination with DART. In the Denton-Lewisville Urbanized Area, staff recommended \$300,000 for two projects from the Enhanced Mobility program. Both projects support expanding service in communities in Denton County. No Job Access/Reverse Commute projects were submitted for this geographic area. Reference Item 4 contained additional details on the projects. Ms. Chadderdon noted that the recommended projects will have a significant impact on the daily lives of the region's residents. The eight projects described in the Dallas-Fort Worth-Arlington Urbanized Area will provide over 80,000 trips each year and serve over 4,000 people. In the Denton-Lewisville Urbanized Area, funding for the two projects would support over 3,000 trips each year. Project recommendations were presented at public meetings the week of September 11 and the Surface Transportation Technical Committee recommended approval of the projects on September 22. A motion was made to approve project recommendations provided in Reference Item 4. Gary Fickes (M); Mike Taylor (S). The motion passed unanimously.

5. **Congestion Mitigation and Air Quality Improvement Program/Surface Transportation Block Grant Program: Local Bond Program Partnerships:** Adam Beckom presented final recommendations for the Local Bond Program Partnerships Program of the 2017-2018 Congestion Mitigation and Air Quality Improvement Program (CMAQ)/Surface Transportation Block Grant (STBG) Funding Program. The 11 programs of the CMAQ/STBG Funding Program were highlighted, as well as the status of each. The goal of the Local Bond Program Partnerships is to leverage bond funds for projects of strategic importance to local governments and the region. Over the last year, staff has been working with agencies to finalize projects of benefit to the local agencies and the region. A total of approximately \$77.4 million was recommended for the proposed projects. He noted an update to the information provided in Reference Item 5.1 was distributed at the meeting as a handout. For the Hunt County project, staff proposed to increase the recommended funding from \$16.1 million to \$20.7 million. Mr. Beckom noted that all funds are contingent upon the materialization of bond program/private-sector contributions that must be in place before the projects can be added into the Transportation Improvement Program. He added that for the City of Dallas funds, \$40 million previously approved for the Southern Gateway Pedestrian Plaza was not included in the effort. In addition, the Hunt County and Parker County funds come with a 20 percent State match on some of the construction funds. The schedule for this effort was highlighted. Electronic Item 5.2 contained additional details on the partnership program. A motion was made to approve the proposed list of projects to fund through the Local Bond Program Partnerships Program of the 2017-2018 Congestion Mitigation and Air Quality Improvement Program/Surface Transportation Block Grant Funding Program,

distributed at the meeting in Reference Item 5.1. Action also included direction for staff to administratively amend the 2017-2017 Transportation Improvement Program/Statewide Transportation Improvement Program and other planning documents, as appropriate. Mark Riley (M); Gary Fickes (S). The motion passed unanimously.

6. **2017 Infrastructure for Rebuilding America Grants Project Submittal:** Adam Beckom presented project recommendations for the 2017 Infrastructure for Rebuilding America (INFRA) Grant Program. He noted staff was awaiting the Texas Department of Transportation (TxDOT) Austin submittal for the INFRA program to finalize which projects would be submitted on behalf of the region. TxDOT Austin submitted US 69 in the Beaumont District, SH 225 at Beltway 8 in the Houston District, and IH 35W/North Tarrant Express in the Fort Worth District. As a result, staff proposed the following projects: IH 635 LBJ East for \$165 million, DFW Connector for \$65 million, IH 20 "Y" Connection for \$100 million. Considerations when selecting the proposed projects included projects in both the east and the west, focus on large-scale projects, opportunities for mega-leveraging, whether the project was large enough to be competitive, and partnership with TxDOT. A copy of the notice of funding opportunity detailing the grant program was provided in Electronic Item 6.1. In addition, a review of the previous INFRA grant program presentation was provided in Electronic Item 6.2. The proposed projects were provided in Reference Item 6.3. Mr. Beckom reviewed the timeline for this effort. A motion was made to approve the projects proposed for submittal for the 2017 Infrastructure for Rebuilding America Grant Program as provided in Reference Item 6.3. Action also included direction for staff to administratively amend the Transportation Improvement Program/Statewide Transportation Improvement Program and other planning/administrative documents, as needed. Jungus Jordan (M); Kathryn Wilemon (S). The motion passed unanimously.
  
7. **"Big Projects" in Texas and the Dallas-Fort Worth Region:** Michael Morris highlighted efforts for "Big Projects" in Texas and the Dallas-Fort Worth region. He noted that details were presented last month when Victor Vandergriff, Commissioner, Texas Transportation Commission (TTC), spoke in detail about an opportunity for the State to move ahead on "Big Projects." Conversations are continuing to ensure there are no unintended consequences to projects selected through the 10-Year planning effort, specifically related to interface connections between urban and rural areas. Conversations are also continuing on projects that are under construction in the region and strategic projects with unique circumstances. He noted that action was proposed on Regional Transportation Council (RTC) policy positions at this meeting, in order that approval occurs prior to the October TTC meeting. The proposed RTC policy positions were highlighted. P17-01, provided in Reference Item 7.1, would provide Policy Support to Expedite IH 635 Phase 3 from US 75 To and Including the IH 30 Interchange. The policy would provide support for tax supported frontage roads and main lanes, with tolled managed lanes from US 75 to IH 30 as an effort to advance the entire project (including the IH 30 Interchange). The public sector, which includes the Texas Department of Transportation (TxDOT) and RTC, would retain the revenues from tolls and develop a tolling policy to pay back a proposed Transportation Infrastructure Finance and Innovation Act (TIFIA) loan, operations, maintenance, rehabilitation, and congestion management only. In order to maximize congestion relief benefits, the facility would be tolled during the peak periods to bring in guaranteed transit, and off-peak and weekend tolling may be phased out over time. In addition, the policy supports requesting that the North Texas Tollway Authority (NTTA) waive primacy in the corridor and that the Skillman/Audelia project and already approved project revenues be included in the larger project in order to expedite both projects. Approval will also instruct staff to place the project in Mobility 2045 and begin public involvement. P17-02, provided in Reference Item 7.2, would provide Policy Support to Expedite IH 20 "Y" Connection/

IH 820/US 287. The scope of the lane widening has not been fully defined, but the proposal is to eliminate the four lane sections of IH 820 north and south of IH 30 and on the majority of US 287. Approval will also instruct staff to place the project in Mobility 2045 and begin public involvement. Mr. Morris noted that P17-03, Policy Support to Define Improvements on SH 183/IH 35W/IH 30/IH 45/US 175 and to Identify Resources, was provided in Reference Item 7.3 of the meeting mail out material, but incorrectly contained reference to IH 35W and should correctly refer to IH 35E. An updated version, including the correction, was distributed at the meeting in Reference Item 7.3. He clarified the proposed improvements were not an attempt to bring back a "Trinity Parkway" project replacement. TxDOT would take the lead in the partnership with the City and RTC to implement improvements within the existing TxDOT alignments on the noted corridors. The policy supports requesting the NTTA waive primacy even though project specifics are unknown at this time. In addition, the policy states the desire to see the completion of current TxDOT contracts on SH 183 and US 175 with the center sections being the product of this effort. Approval will also instruct staff to place the project in Mobility 2045 and begin public involvement and follows through with the August 9 City of Dallas request to remove the Trinity Parkway project from the Mobility Plan. P17-04, provided in Reference Item 7.4, would provide Policy Support to Advance Current Commitments. Staff felt P17-04 was important to ensure that policy support of the specific "Big Projects" does not impede the construction schedule of current commitments and that there is no loss of revenue for already approved RTC commitments. RTC contingency funds from the December 2016 10-Year Plan action and elimination of the Trinity Parkway remain intact. Draft correspondence to NTTA requesting it waive primacy for the eastern subregion projects was provided in Reference Item 7.5. In addition, Mr. Morris noted a letter from the City of Dallas explaining the reaches of tolled managed lanes and its desire to advance improvements on existing TxDOT alignments in and around downtown Dallas. The correspondence was provided to NTTA and the RTC, and distributed at the meeting in Reference Item 7.6. Lee M. Kleinman noted the letter from Dallas shares its support for the "Big Projects" in the region and that it would like to see the projects funded through the Texas Transportation Commission. Sandy Greyson asked if the P17-03 should specify that the projects would be in the existing public right-of-way to prevent discussions that this may be an effort to bring back a "Trinity Parkway" replacement. Mr. Kleinman noted that it is the City's intent to stay within the right-of-way. Kelly Selman asked for clarification whether the intent was to stay within the existing alignments or not to purchase additional right-of-way. Sandy Greyson noted she was referring to the existing alignments. Rickey Callahan noted that it was important to his constituents that nothing is done to handicap the ability to make the connection to the US 175 corridor. Mr. Morris noted that solving the problem within the TxDOT alignment is consistent with staff's proposal and that any other options should come from a City of Dallas request to the RTC. A motion was made to approve Regional Transportation Council policy positions P17-01 (Reference Item 7.1), P17-02 (Reference Item 7.2), P17-03 (Reference Item 7.3, as distributed at the meeting) with proposed clarification that projects remain in the TxDOT alignment, P17-04 (Reference Item 7.4), and the letter requesting that NTTA waiver primacy on the proposed projects in the eastern subregion in Reference Item 7.5. Lee M. Kleinman (M); B. Adam McGough (S). The motion passed unanimously.

8. **Regional Transportation Council Efforts Supporting Amazon HQ2 Location:** Michael Morris discussed a recent meeting with the Dallas Regional Chamber regarding its efforts to develop an application for the Amazon HQ2 location Request for Proposals. He noted that the Regional Transportation Council (RTC) is silent on endorsement of a specific location within the region. There have been many analyses from outsiders that underestimate the value the Dallas-Fort Worth region has to offer in terms of labor force, timeliness, logistics, and transportation, and staff presented eight areas of emphasis to the Dallas Regional

Chamber. Minimal details were presented at the RTC meeting in order that other areas were not made aware of advantages. Some of the specific performance measures were provided to the RTC by email. Electronic Item 8 included a previous funding commitment from a similar opportunity. Mr. Morris clarified the letter was provided as an example of a past effort, not as an indication of funding promised. He noted that a dollar amount range was communicated during the Dallas Regional Chamber discussion that the RTC may be willing to contribute if Amazon were to locate its second headquarters in the region. Lee M. Kleinman noted his concern that Electronic Item 8 included a specific dollar amount. Mr. Morris clarified that the letter was included as a reference to members and was not used in any submission or proposal for the Dallas Regional Chamber.

9. **Mobility 2045 Workshop Follow Up:** Kevin Feldt provided an overview of the discussion from the Mobility Plan Workshop held prior to the Regional Transportation Council (RTC) meeting. The top ten considerations for Mobility 2045 development were highlighted. In addition, major transit corridor recommendations were discussed. Mobility 2045 development begins with the projects in the current Mobility Plan. Completed transit projects will be removed, such as the Blue Line light rail system extension and the TEXRail project. In addition, high-speed rail along the Trinity Railway Express will be removed as a result of local consensus. Some projects will be considered under further evaluation such as the Frisco corridor from Irving and the McKinney Streetcar line extension. In Collin County, various transit-related initiatives are being reviewed. Major roadway recommendations adopted in Mobility 2040 were also discussed. Projects to be removed due to completion include the President George Bush Turnpike between Dallas North Tollway and US 75 and the DFW Connector. As a result of local consensus, the Trinity Parkway will also be removed. In addition, lane addition projects will be removed on the Dallas North Tollway from Belt Line to Royal. Projects undergoing design changes such as the "Y" Connector in Tarrant County and new projects were highlighted. Potential roadway opportunities in Collin County were also discussed. Projects include primarily north/south access through the county and consist of existing alignments, operational-type improvements, potential new alignments, and capacity improvements. Mr. Feldt noted it was important to understand that although the Mobility Plan includes many projects, programs, and policies. In some cases, a need has been identified but a specific alignment has not been determined because further study and analysis is needed. The Mobility Plan also includes policies and programs that will be reviewed and potentially revised. In addition, the Plan responds to legislative programs, will be focused on enhanced performance-based planning, guaranteed transit, the role of technology, and will look at creation of a tolled managed lane system policy. Mr. Feldt discussed possible technology policies to be included in Mobility 2045. Policies could include support of open data best practices, encouraging cooperation on wireless communications infrastructure, encouraging multi-occupancy ride sharing, and supporting automated vehicle deployment. He also highlighted a draft tolled managed lane system policy boundary, which covers the most congested areas in the region. The map is not intended to represent this area is exclusive for tolled facilities, but that tolls are identified to relieve traffic in the most congested areas. The schedule for development of Mobility 2045 was reviewed. Public involvement will continue through March 2018, and the draft Mobility 2045 plan presented to the RTC in April 2018. In June, final RTC approval will be requested. Staff will continue coordination with partner agencies, provide monthly RTC updates, and finalize the financial forecast for the document.

Michael Morris discussed the importance of engaging now, during the early development process, versus waiting until later in the process. He noted previous discussions by RTC Vice Chair Gary Fickes and B. Glen Whitley regarding the importance of reserving corridors for future transportation options. Jungus Jordan asked if Texas legislation regarding small

cell technology would have any impact to projects. Douglas Athas noted he did not believe the legislation would have any impact to how the RTC looks at projects. B. Glen Whitley noted the Toll Managed Lane System Policy Boundary map and indicated the area should be expanded to include the remaining portions of SH 360 to US 287. Mr. Morris noted the map is being introduced for the first time to show managed lanes are not being used in the entire region. He added, the map is only related to Texas Department of Transportation (TxDOT) tolled managed lanes. He specifically pointed out how the draft boundary overlaps the most congested portions of the region. Mr. Whitley also discussed the importance of adding corridors in the Plan for the western portion of the region in Tarrant, Parker, and Wise counties. In addition, he discussed areas on Farm to Market roads where counties are responsible for the right-of-way purchase, and the importance of retaining the right-of-way sooner than later. Mark Riley agreed with Mr. Whitley that acquiring right-of-way is critical in areas that were once considered rural in the west but that are now seeing substantial increases in development. Sandy Greyson referenced the major transit corridor recommendations and asked if rail is planned for Frisco and McKinney. Mr. Morris noted rail lines exist to Frisco and McKinney on corridors owned either by Dallas Area Rapid Transit or Burlington Northern. Staff is beginning a corridor study from Las Colinas to Frisco and details are being gathered on potential future projects in Frisco, McKinney, and other Collin County areas. Efforts are continuing to reach consensus on future transit projects. He added, as discussed at the Workshop, the region may consider another local option between now and the next legislative session to advance whatever transportation options are necessary. Details will be presented in the future. Duncan Webb added he is working to get consensus from cities within Collin County on a strategic comprehensive public transportation plan. Regarding the roadway projects, he asked if US 380, that is currently being studied by TxDOT for a major upgrade in capacity, should include a circle to indicate a design change. Mr. Morris noted staff will add a circle for US 380 on the Freeway map so the effort is not missed. Clay Lewis Jenkins discussed right-of-way and noted the importance of clarifying right-of-way acquisition is needed to implement projects, but is not intended to provide financial benefits due to the appreciation of land values. In addition, he noted the Toll Island map is accurate in regards to where toll roads are located but inaccurate in regard to the fact that much more of the population is being tolled because of work commutes. He noted many in Dallas County are of median income and must choose between arriving at work/home in a timely manner or using a tolled facility. Mr. Morris clarified the map is not referring to toll roads but facilities with tolled managed lanes. Also, metrics from the DFW Connector pilot program indicate the average tolled managed lane user chooses when the use of the facilities are appropriate and is only paying an average of \$10 per month. He also noted future conversations with the RTC regarding a new potential tolling policy for tolled managed lanes that creates a waterfall for revenue usage to pay back Transportation Infrastructure Finance and Innovation Act (TIFIA) loans, operations, maintenance, rehabilitation, and congestion management only. Over time, tolled managed lanes would only need a toll charged to manage congestion. RTC Vice Chair Gary Fickes noted, regarding right-of-way purchase, it is important to remember if thoroughfares are not identified and improvements are built, this will result in an increase to fees because the appropriate right-of-way was not retained in the beginning.

10. **High-Occupancy Vehicle Subsidy/Technology Update:** Dan Lamers provided an update on the tolled managed lane high-occupancy vehicle (HOV) subsidy paid by the Regional Transportation Council (RTC) and the procurement of an automated vehicle occupancy verification technology. The region's managed lane system, including opened facilities and those under construction, were highlighted. As part of its Tolled Managed Lane and HOV/Express Managed Lane policies, the RTC has requested regular reports regarding the 50 percent peak period HOV discount paid by the RTC for HOV 2+ users on facilities in the

region. As of June 2017, the RTC has paid approximately \$1.5 million. In addition, approximately \$3,200 has been reimbursed to vanpool users. At this time, North Central Texas Council of Governments staff believes the 2+ occupancy requirement should remain, and staff will continue to provide quarterly updates. Regarding additional customer service needs of the North Texas Tollway Authority (NTTA), there have been no additional impacts. Also, speeds on the tolled managed lanes have not dropped below 35 miles per hour due to the fault of the operator. A table listing the subsidy by corridor was highlighted. RTC policy includes a provision to explore a technology solution for the verification of auto occupancy rather than relying on manual enforcement. Staff has been working with regional partners to identify technology options over the past few years. Efforts have included research and demonstration projects. In 2016, a Request for Proposals was issued and a vendor was recently selected. The new technology, procured through Carma Technologies, is expected to simplify the process and eliminate the need for enforcement. A car beacon is installed and registered to a toll tag. As the user drives under a toll gantry, the transaction is time stamped and the system transmits the occupancy to the Cloud where it is then processed to determine the toll to be sent to NTTA. Additional passengers download the app and are included in the occupancy. No enforcement is necessary. For occupants without a cell phone, an optional beacon is available. The timeline for the effort was highlighted. Mr. Lamers noted tests are being conducted and staff is working with the Texas Department of Transportation, NTTA, and the private sector to integrate the back office systems. A pilot test will be implemented in October/November 2017. Pilot results will then be shared with partners. Assuming that the pilot results are positive, final implementation is anticipated in early 2018 and system-wide deployment is anticipated in late 2018. Clay Lewis Jenkins asked how users would address using the tolled managed lanes with out-of-town occupants or when several coworkers are traveling together. Other members noted the inconvenience of the current system and expressed concern that the proposed technology also seemed inconvenient. Michael Morris noted the current system is unacceptable. RTC members asked staff to look into a new system, which will be tested through a pilot using the technology procured through Carma Technologies. He encouraged members to contact Mr. Lamers with any questions or scenarios that could potentially be a problem or burdensome for users. He reminded members that the current policy allows for a discount for HOV users (2+ occupancy) during the peak period only. Eventually, staff hopes to move from an HOV discount to an incentive program. Technology is needed to move forward. An RTC workshop may be necessary to discuss the item fully.

11. **Transportation, Housing, and Urban Development Floor Amendment-Rescission of Contract Authority:** This item was postponed to a future Regional Transportation Council meeting.
12. **Progress Reports:** Regional Transportation Council attendance was provided in Reference Item 12.1, Surface Transportation Technical Committee attendance meeting minutes in Electronic Item 12.2, and the current Local Motion in Electronic Item 12.3.
13. **Other Business (Old or New):** There was no discussion on this item.
14. **Future Agenda Items:** There was no discussion on this item.
15. **Next Meeting:** The next meeting of the Regional Transportation Council is scheduled for Thursday, November 9, 2017, 1:00 pm, at the North Central Texas Council of Governments.

The meeting adjourned at 3:00 pm.