

MINUTES

REGIONAL TRANSPORTATION COUNCIL October 11, 2018

The Regional Transportation Council (RTC) met on Thursday, October 11, 2018, at 11:30 am in the Transportation Council Room of the North Central Texas Council of Governments (NCTCOG). The following members or representatives were present: Richard E. Aubin, Sue S. Bauman, Mohamed Bur, Carol Bush, Loyl C. Bussell, Rickey D. Callahan, Mike Cantrell, George Conley, David L. Cook, Rudy Durham, Andy Eads, Charles Emery, Kevin Falconer, Gary Fickes, Curtistene McCowan (representing Robert Franke), Rick Grady, Sandy Greyson, Nick Sanders (representing Jim Griffin), Mojoy Haddad, Clay Lewis Jenkins, Greg Giessner, Lee M. Kleinman, David Magness, Scott Mahaffey, B. Adam McGough, Eddie Reeves (representing William Meadows), Steve Mitchell, John Ryan, Ray Smith (representing Will Sowell), Stephen Terrell, T. Oscar Trevino Jr., William Tsao, Dennis Webb, Duncan Webb, B. Glen Whitley, Kathryn Wilemon, and Ann Zadeh.

Others present at the meeting were: Vickie Alexander, Nim Anapai, David S. Arbuckle, Amanda Au, Gustavo Baez, Melissa Baker, Tom Bamonte, Berrien Barks, Tara Bassler, Carli Baylor, Kenny Bergstrom, Natalie Bettger, Brandi Bird, Jonathan Blackman, Tanya Brooks, Bob Brown, John Brunk, Ken Bunkley, Pamela Burns, David Cain, Jack Carr, Angie Carson, Iris Chang, Lori Clark, Dawn Cobb, Michael Copeland, John Cordary, Dianne Costa, Brian Crooks, Mike Curtis, Clarence Daugherty, Chad Davis, Kim Diederich, Liza Walzl, Chad Edwards, Katy Emerson, Traci Enna, Sal Espino, Ann Foss, Ryan Garcia, Matt Gauntt, Andrew Giarusso, Andrew Greenstein, Clint Hail, Clifton Hall, Tony Hartzel, Victor Henderson, Axel Herrmann, Kristina Holcomb, Matthew Holzapfel, Terry Hughes, Bethany Hyatt, Matt Jacobs, Amy Johnson, Shannon Joski, Dan Kessler, Ken Kirkpatrick, Andrew Kissig, Dan Lamers, Sonya Landrum, April Leger, Ray Leszcynski, Eron Linn, Travis Liska, Ramiro Lopez, Mark Lorance, Stanford Lynch, Barbara Maley, Tim McKay, James McLane, Keith Melton, Cliff Miller, Mindy Mize, Cesar Molina, Rebecca Montgomery, Erin Moore, Michael Morris, Elizabeth Mow, Mark Nelson, Archie Nettles, Hilary Nguyen, Mickey Nowell, Tim O'Leary, Brock Pair, Michael Peters, John Polster, James Powell, Vercie Pruitt-Jenkins, Chris Reed, Ashley Releford, Norman Robbins, Rylea Roderick, Kyle Roy, Lisa Sack, Moosa Saghian, Caryn Sanders, Kelly Selman, Lori Shelton, Randy Skimmer, Tom Stallings, Shannon Stevenson, Dean Stuller, Vic Suhm, Gary Thomas, Mark Titus, Kimberlin To, Lauren Trimble, Whitney Vandiver, Dan Vedral, Mitzi Ward, Karla Weaver, Thomas Williamson, Amanda Wilson, and Jim Wilson.

1. **Approval of September 13, 2018, Minutes:** The minutes of the September 13, 2018, meeting were approved as submitted in Reference Item 1. B. Glen Whitley (M); Kathryn Wilemon (S). The motion passed unanimously.
2. **Consent Agenda:** The following items were included on the Consent Agenda.
 - 2.1. **Transportation Improvement Program Modifications:** Regional Transportation Council approval of revisions to the 2019-2022 Transportation Improvement Program (TIP) and the ability to amend the Unified Planning Work Program and other planning/administrative documents with TIP-related changes was requested. November 2018 revisions to the 2019-2022 TIP were provided as Electronic Item 2.1.

- 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 (UPWP) was requested. Action also included direction for staff to also amend the Transportation Improvement Program and other administrative/planning documents, as appropriate, to reflect the approved modifications. The proposed amendments were provided in Electronic Item 2.2.1. Additional information was provided in Electronic Item 2.2.2.
- 2.3. Clean Fleets North Texas 2018 Funding Recommendation: Approval of funding recommendations for an additional application received under the Clean Fleets North Texas 2018 Call for Projects (CFP) was requested. An overview of the call for projects was provided in Electronic Item 2.3.1. Additional detail on the recommended projects was provided in Electronic Item 2.3.2.
- 2.4. 2018 Incident Management Equipment Purchase Call for Projects: Approval from the Regional Transportation Council to host a new round of the Incident Management Equipment Purchase Call for Projects was requested. An overview of the 2018 Incident Management Equipment Purchase Call for Projects was provided in Electronic Item 2.4.

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

3. **Orientation to Agenda/Director of Transportation Report**: Michael Morris introduced Robert Poole, author of *Rethinking America's Highways, A 21st Century Vision for Better Infrastructure*. A copy of the book was provided to Regional Transportation Council (RTC) members. In addition, copies will be mailed to members of the North Texas legislative delegation. Robert Poole provided an overview of his book in which he examines how the current model of state-owned highways came about and why it is failing to satisfy its customers, as well as outlines a new approach for infrastructure in the future. RTC members with specific questions for Mr. Poole were asked to contact April Leger. Questions and comments will be collected and provided to Mr. Poole.

Mr. Morris thanked RTC Chair Gary Fickes for attending monthly Texas Transportation Committee meetings and for testifying at the recent Volkswagen Settlement public hearing. In addition, he noted that the meeting was Dallas County Commissioner Mike Cantrell's last meeting and thanked him for his leadership on the Council. Mr. Morris also recognized his Executive Assistant, Kim Diederich who will be retiring on November 2. Items on the Director of Transportation report were highlighted. He noted upcoming meetings to discuss the RTC Legislative Program to which members of the North Texas legislative delegation have been invited. The meetings are scheduled on October 19 and October 31, and members were encouraged to attend. Information on air quality funding opportunities for vehicles was provided at www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle, and upcoming Dallas-Fort Worth Clean Cities events were noted at www.dfwcleancities.org/dfw-clean-cities-meetings. An ozone season update was provided in Electronic Item 3.1. September public meeting minutes were provided in Electronic Item 3.2, and the October public meeting notice was provided in Electronic Item 3.3. Electronic Item 3.4 contained the Public Comments Report. Recent correspondence was provided in Electronic Item 3.5, recent new articles in Electronic Item 3.6, and recent press releases in Electronic Item 3.7. Transportation partner progress reports were distributed at the meeting.

4. **Auto Occupancy Verification Technology and High-Occupancy Vehicle Rewards Program:** Natalie Bettger presented a proposed high-occupancy vehicle (HOV) verification technology utilizing the Carma Auto Occupancy Detection and Verification Technology. Background information on the project was provided. The effort began in 2012 when the RTC instructed staff to explore options to replace the manual enforcement of HOV violations with technology that could automate the process and verify the number of occupants in a vehicle without manual enforcement. Additional information was provided in Electronic Item 4. She noted that results of a pilot testing the automated technology were presented to the Surface Transportation Technical Committee (STTC) and the RTC. Since that time, staff has been working with partner agencies to determine how the technology could be integrated into the current system and whether there was interest in deploying the technology statewide. In addition, an RTC Workshop was held on September 13 to discuss details of the technology and how the North Central Texas Council of Governments (NCTCOG) proposed to apply the technology in the region. The goal of the effort is to provide a mechanism in which users are not required to pre-declare they are an HOV user before every trip, eliminate occupancy detection and enforcement in the field, and to eliminate the violation process. The proposed approach allows occupancy to be detected through the technology, matched with the toll tag transaction, and the appropriate toll applied. She noted the direct costs associated with the existing system that includes manual enforcement, updates to the current application, and marketing/education totaling approximately \$23 million. Staff estimates that the new technology is less expensive and creates a safer, more user-friendly system. Other indirect benefits quantified in the estimated cost savings include safety, reliability, ease of use, air quality/congestion, privacy protection, expandability, return on investment, and no legal/court issues related to enforcement. Ms. Bettger noted numerous discussions since the September 13 RTC Workshop regarding items NCTCOG staff will continue to monitor and evaluate through the process. Items for continued monitoring include: data security, US 75 implementation, the rewards program/accounting system, a communication/education plan, the Texas Department of Transportation (TxDOT) toll collected, institutional/legislative items, existing enforcement, and the technology pilot. Related to data security, Ms. Bettger noted that there are three documents that govern data collection, use, storage, and security. The Software for Service Agreement includes that NCTCOG has a non-exclusive license, CARMA owns end-user data, and that CARMA may not provide data to a third party without express NCTCOG approval. In addition, the App Terms of Service details data collection, use, storage, security, and disclosure of information. A Data Protection and Access Policy also details data security procedures. Details of the action requested were reviewed.

Duncan Webb asked under which item for evaluation was the back office portion of the effort. Ms. Bettger indicated the back office integration would be evaluated under the technology pilot and rewards program. Staff will continue to explore the use of a rewards program, as well as other options to continue the discount such as merging the back office and the HOV occupancy with the toll transaction. Clay Lewis Jenkins discussed his concerns with the program and noted that his preference was that staff continue to explore options that allow for an immediate discount versus a reward or cash back at a later time. Eddie Reeves and Sandy Greyson discussed data security held by a third party vendor and who gives the approval for the release of data. Michael Morris reminded members that approval of the rewards program was not being requested at this time. Staff will continue to evaluate data security as well as the other items that need further discussion before a rewards program would be proposed. He also noted that he would be meeting with the Federal Highway Administration in the next few weeks on the US 75 technology lanes and expects to have an answer regarding the use of a rewards program for US 75. In the next

couple of months, staff will bring back the specifics of the non-rewards portion of the technology program as well as answers to some of the items for evaluation. A motion was made to approve: 1) North Central Texas Council of Governments staff to continue to pursue the occupancy verification technology and pilot testing, 2) \$5 million to fill the funding gap for three years of implementation cost (FY2019, 2020, and 2021) and to bring back future year requests for FY2022 and beyond, and 3) evaluation of the feasibility, discussion with partners agencies, and cost savings of another incentive-based program that considers: data security, US 75 implementation, rewards program/account system, communications plan, institutional/legislative items, existing enforcement, technology pilot, and TxDOT during in non-concession corridors. There are no completion schedules for these activities. Action also included approval directing staff to administratively amend the Transportation Improvement Program and other funding, planning, and administrative documents to reflect this action. Mike Cantrell (M); Curtistene McCowan (S). The motion passed unanimously.

5. **Implementation of Regional Trail Corridors:** Karla Weaver presented a funding request for design and construction of critical sections of Regional Veloweb trail corridors, including last-mile connections to rail stations. The two regional trail corridors to be considered for funding were the Cotton Belt trail corridor from Dallas Fort Worth International Airport to the City of Plano and the Fort Worth to Dallas trail corridor. For the Fort Worth to Dallas Regional Veloweb trail, in 2013 the mayors of the five cities committed to implementation of the regional alignment that would include connections to rail stations. Over the last five years, over 18 miles of trails has been funded through local and regional partnerships. Funding is requested for the final 3.1 miles to complete a southern trail alignment from Fort Worth to Dallas. Regarding the Cotton Belt trail corridor, the trail is being environmentally cleared as part of the rail project and staff requested that funding be approved for design of the trail to proceed in conjunction with the rail project and construction of critical trails sections that would be best implemented as part of the rail project. A map detailing portions of the trails for which funding was being requested was highlighted. A summary of the proposed funding for regional trail implementation was provided: Fort Worth to Dallas Regional Trail, \$9.08 million federal to be matched with 1.08 million Transportation Development Credits (TDC); Cotton Belt Regional Trail design, \$8.2 million federal and 1.64 million TDCs; and Cotton Belt Regional Trail construction of critical sections, \$19.46 million federal to be matched with 2.44 million in TDCs for a total federal funding request of \$36.74 million. Details of the funding request were provided in Electronic Item 5.1, and an overview of the effort was provided in Electronic Item 5.2. Michael Morris discussed the significance of a dedicated bicycle/pedestrian facility connecting the region and how this type of effort creates a foundation for ecotourism that should be discussed in the future. He noted his appreciation of the partnerships that made this effort possible. Mike Cantrell also thanked staff for their efforts on this item. A motion was made to approve \$36.74 million in federal funds and the use of 5.16 million Transportation Development Credits as outlined in Electronic Item 5.1. Action also included approval directing staff to administratively amend the Transportation Improvement Program and other funding, planning, and administrative documents to reflect this action. Mike Cantrell (M); T. Oscar Trevino Jr. (S). The motion passed unanimously.
6. **Automated Vehicle Program 2.0:** Thomas Bamonte presented for approval an Automated Vehicle (AV) Program that will provide members cities and other eligible public entities with resources to prepare for AV deployments in the region. For the AV Planning project, up to \$1.5 million would be available to provide public entities with planning resources for AV deployment. For the Implementation Costs project, up to \$10 million would be available to cover the costs associated with a public entity hosting an AV deployment to build the

partnerships necessary with AV developers. For the Regional Priority project, up to \$20 million would be available to identify communities and use cases the AV developer community may be overlooking. Funds would be for strategic regional investments to support entities that might otherwise be left behind. Mr. Bamonte noted that the AV program is voluntary. Interested communities and public agencies will be asked to opt-in. Details were provided in Electronic Item 6.1. At the September Regional Transportation Council (RTC) meeting, staff was asked to build a policy framework to support the program. Mr. Bamonte highlighted a proposed RTC policy statement for consideration: 1) North Texas will build on its history of transportation innovation to be a leader in the deployment of automated vehicles to help achieve the region's mobility goals, 2) all North Texas communities should have the resources necessary to plan for AV deployments and to build effective partnership with AV developers, 3) the region will make strategic investments in AV services to explore use cases and AV deployments in communities overlooked by AV developers, and 4) the AV 2.0 Program will be administered to advance these policies. A copy of the draft policy was provided in Electronic Item 6.2. The schedule for this effort was reviewed. A motion was made to approve the Automated Vehicle Program 2.0 as outlined in Electronic Item 6.1 and the associated policies in Electronic Item 6.2. Action also included authorization for staff to administratively amend the Transportation Improvement Program and other funding, planning, and administrative documents to reflect this action. Rick Grady (M); Charles Emery (S). The motion passed unanimously.

7. Status Report on Positive Train Control Implementation in North Central Texas:

Shannon Stevenson provided an update on Positive Train Control (PTC) implementation in North Central Texas. Currently, two rail lines are impacted by PTC: 1) Denton County Transportation Authority's (DCTA) A Train, and 2) the Trinity Railway Express (TRE). Background information was provided in Electronic Item 7. Legislation requires that passenger railroads implement PTC technology by December 31, 2018, or apply for an Alternative Schedule by the deadline. The Alternative Schedule would give entities an additional two years to achieve full implementation. In 2014, the Regional Transportation Council (RTC) provided \$25 million in funding for this effort. Information was presented on implementation status for the DCTA A Train and the TRE. Significant progress has been made recently on the TRE and updates were reflected in the presentation. DCTA is on track to meet all requirements for the A Train and are waiting on Federal Railroad Administration (FRA) approval to begin Revenue Service Demonstration (RSD), which is expected by November 30. TEXRail and the Cotton Belt will incorporate PTC technology as they become operational.

Tim McKay presented PTC implementation status for the TRE. He noted that the status provided in Electronic Item 7 was as of June 2018, and that significant progress has been made. He noted that 100 percent of PTC hardware installation must be completed by the deadline to seek an Alternate Schedule, which has been achieved. By the end of October the TRE will have all communication software and devices installed, all of the back office system installed, and have adequate staff trained to support Revenue Service Demonstration. The TRE has submitted a substitute criteria request for the Alternative Schedule to the FRA and expect approval in the near future. The substitute criteria requires that critical features are validation and verification (complete), brake testing (complete), lab integration nearest neighbor (expected completion by Oct 30), Wayside Integrator Units validation and verification (expected completion by Nov 13), and end-to-end lab integration (expected completion by Nov 15). Once achieved, field integration testing can begin and triggers meetings with FRA to develop the Alternative Schedule application. The application is expected to be formally submitted on November 15 once all substitute criteria are

complete. He noted that the FRA has committed to quick review of the application, with FRA approval of the Alternate Schedule by the December 31, 2018, deadline. Lee M. Kleinman discussed the Congressional mandate passed in 2008 requiring the installation of PTC technology, and expressed concerns that ten years later the mandate has not been met for the TRE.

8. **Performance Measures Target Setting:** Dan Lamers provided an update on proposed regional targets for federally required performance measures. The Fixing America's Surface Transportation (FAST) Act requires certain performance measures be included in the planning process. Staff has presented details of each performance measure, as well as historical trends, and continues to work with the Texas Department of Transportation (TxDOT) on interpretation of its data to better understand its proposed targets. Recommendations for action at the November 8 Regional Transportation Council (RTC) meeting were presented. Staff proposed that staff adopt the required performance measures, support TxDOT targets as appropriate, and identify additional regional performance measures to support Mobility 2045. Action has been taken on two of the required sets of performance measures for Transit Asset Management and Safety. The remaining two to be discussed are Pavement and Bridge and System Performance, which each include six sub measures. For Pavement and Bridge, these include the percentage of interstates, non-interstates, bridges in good and poor condition. For System Performance, these include the reliability of the interstate, non-interstate National Highway System (NHS), and truck travel time. Also included is peak hour excessive delay, percent of non-single occupancy vehicle (SOV) mode share, and air quality emissions reductions. He noted that all performance measures except the air quality emissions utilize the NHS. A map of the National Highway System within the Metropolitan Planning Area boundary was highlighted. He noted that the NHS includes approximately 20 percent of the mileage of the roadways in the region but carries over 50 percent of the travel within the region. He added that a portion of the NHS is off the TxDOT system for which local governments are responsible for maintaining and operating. The proposed RTC position on pavement condition targets was presented. For NHS facilities, staff recommended that the North Central Texas Council of Governments (NCTCOG) support TxDOT's statewide 2022 good pavement condition and poor pavement condition targets. Staff also recommended that a supplemental statement be included to collaborate with TxDOT to plan and program projects contributing toward accomplishment of pavement goals and NCTCOG will work with local governments to focus on improvement of the NHS off-system arterials in poor condition. TxDOT statewide targets for support included: 66.4 percent interstate and 52.3 percent non-interstate in good condition; 0.3 percent interstate and 14.3 percent non-interstate in poor condition. Similarly for bridges, staff proposed to support TxDOT's 2022 target of 50.42 percent in good condition and 0.8 percent in poor condition. Staff also recommended that a supplemental statement be included to collaborate with TxDOT to plan and program projects contributing toward accomplishment of bridge goals and NCTCOG will work with local governments to focus on expedited programming to improve NHS bridges in poor condition. Michael Morris noted that this will be a major policy position for RTC, and that the desire is that there are no bridges in the region rated in poor condition. Dan Lamers also reviewed the proposed System Performance targets. Recommendations include 2020 and 2022 targets for: interstate reliability (2020, 78.6 percent; 2022, 79.5 percent), non-interstate NHS reliability (2022, 71.1 percent), truck travel time reliability (2020, 1.71; 2022, 1.66), peak hour excessive delay (2022, 16 hours per capita), percent of non-SOV mode share (2020, 19.9 percent commuter trips; 2022, 20.2 percent commuter trips) and emissions reduction (2020, 2,892.96 kg/day of NO_x reduced; 2022, 5,062.68 kg/day of NO_x reduced and 2020, 599.67 kg/day VOC reduced; 2022, 1,0179.4 kg/day VOC reduced). He noted the goal for

each of these measures is to set all targets to improve over the historic trend. A summary of the future RTC action and scheduled for this effort was reviewed. He noted that action on the final targets will be requested at the November 8, 2018, RTC meeting. Rickey D. Callahan discussed bridges and roadways in southeast Dallas and the importance of improved conditions. He noted that he would be supporting the item at the next meeting.

9. **Public Participation Plan Update:** Amanda Wilson presented information regarding updates to the North Central Texas Council of Governments (NCTCOG) Transportation Department Public Participation Plan. The Public Participation Plan is a federally required document through which basic requirements to inform the public are met and through which the NCTCOG identifies efforts to go beyond the basic requirements. The plan defines public involvement procedures and comment periods, outlines communications and outreach strategies for informing the public, describes measures for diversity and inclusiveness, and provides the basis for evaluating outreach efforts. NCTCOG strives to involve the public through various strategies, including public meetings, online comment opportunities, the NCTCOG website, email, publications, newsletters, community events, speaking opportunities, working with the media, and advertising. The current Public Participation Plan was provided in Electronic Item 9.1. Ms. Wilson highlighted proposed revisions for the update: revised stakeholder lists to reflect federal requirements, more efficient public input opportunities, reduced numbers of required public meetings with increased emphasis on livestreaming with options for additional efforts if needed, updates to the Language Assistance Plan, increased weight given to local comments due to their proximity to the projects, refined evaluation measures and reporting, and a more appealing design and format. She noted that increased focus would be placed on reaching citizens in their own communities and allowing them to participate in convenient ways. Ms. Wilson noted that the draft recommendations have been presented to the public, with no comments received to date. A copy of the proposed updated Public Participation Plan and Language Assistance Plan was provided in Electronic Item 9.2. The timeline for this effort was reviewed, with action to be requested at the November 8 RTC meeting. Additional information was provided in Electronic Item 9.3. Eddie Reeves asked about the reason for reducing the number of required public meetings. Amanda Wilson discussed low attendance at public meetings, obstacles for citizens to attend, and increased use of technology. She added that although the minimum number of required public meetings is being reduced, staff understands that there will be instances when additional public meetings are necessary. Mr. Reeves suggested that NCTCOG public meetings held in conjunction with city or county public meetings may increase participation and discussed unintended consequences of relying on technology. Sandy Greyson noted that in spite of efforts, it seems to be difficult to educate the public about the existence and purpose of the RTC and/or NCTCOG. Ms. Wilson noted that staff understands it may need to supplemental public meeting efforts and discussed using networks of the RTC and NCTCOG to reach community groups that already exist. The goal is to reach out to the public earlier in the process to involve citizens in the beginning stages of the planning process versus once recommendations have been made.
10. **Progress Reports:** Regional Transportation Council attendance was provided in Electronic Item 10.1, Surface Transportation Technical Committee attendance and minutes in Electronic Item 10.2, and the current Local Motion in Electronic Item 10.3.
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, November 8, 2018, 1:00 pm, at the North Central Texas Council of Governments.

The meeting adjourned at 1:10 pm.