

MINUTES

REGIONAL TRANSPORTATION COUNCIL November 9, 2017

The Regional Transportation Council (RTC) met on Thursday, November 9, 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, Sara Bagheri, Sue S. Bauman, Carol Bush, Loyl C. Bussell, Jim Wilson (representing David L. Cook), Rudy Durham, Andy Eads, Charles Emery, Kevin Falconer, Gary Fickes, Robert Franke, Sandy Greyson, Roger Harmon, Ron Jensen, Jungus Jordan, Lee M. Kleinman, Harry LaRosiliere, Scott Mahaffey, B. Adam McGough, William Meadows, Steve Mitchell, Cary Moon, Mark Riley, Kelly Selman, Ray Smith (representing Will Sowell), Mike Taylor, Stephen Terrell, T. Oscar Trevino Jr., William Tsao, Oscar Ward, Duncan Webb, Andy Nguyen (representing B. Glen Whitley), Kathryn Wilemon, Sheri Capehart (representing W. Jeff Williams), and Ann Zadeh.

Others present at the meeting were: Vickie Alexander, Majed Al-Ghafry, David S. Arbuckle, Katelyn Atwood, John Baker, Arturo Ballesteros, Tom Bamonte, Berrien Barks, Jay Barksdale, Carli Baylor, Adam Beckom, Brandi Bird, Jon Blackman, Chris Bosco, David Boski, Tanya Brooks, Bob Brown, Ron Brown, John Brunk, Mo Bur, Marrk Callier, Jack Carr, Angie Carson, Sarah Chadderdon, Ceason Clemens, Michael Copeland, John Cordary, Hal Cranor, Brian Crooks, Clarence Daugherty, Shelley Davis, Inga Dedow, Brian Dell, Pritam Deshmukh, Kim Diederich, Chad Edwards, Traci Enna, Kevin Feldt, Brian Flood, Rhiannon Friedman, Mike Galizio, Tony Hartzel, Victor Henderson, Rebekah Hernandez, Axel Herrmann, Mark Hilderbrand, Robert Hinkle, Matthew Holzapfel, Ivan Hughes, Dale Jackson, Greg Janes, Tomy Kimmey, Ken Kirkpatrick, Paul Knippel, Wayne Kurfees, Dan Lamers, Sonya Landrum, April Leger, Eron Linn, Ramiro Lopez, Stanford Lynch, Kate Marshall, Steve McCullough, Michelle McKenzie, Bill Meadows, Michael Miles, Cliff Miller, Mindy Mize, Amy Moore, Erin Moore, Michael Morris, Elizabeth Mow, Bailey Muller, Ron Natinsky, Jeff Neal, Mark Nelson, John Nguyen, Mickey Nowell, Michael Peters, Johan Petterson, John Polster, James Powell, Vercie Pruitt-Jenkins, Chris Reed, Bill Riley, Tito Rodriguez, Mike Rogers, John Ryan, Moosa Saghian, Steve Salin, Trey Salinas, Devin Sanders, Russell Schaffner, Lori Shelton, Walter Shumac, Randy Skinner, David L. Smith, Tom Stallings, Gerald Sturdivant, Don Szczesny, Steve Templer, Gary Thomas, Steve Tilton, Dan Vedral, Sam Werschey, Sandy Wesch, Jason Williams, Amanda Wilson, Brian Wilson, Alicia Winkelblech, Erik With, Ed Wueste, and Jing Xu.

1. **Approval of October 12, 2017, Minutes:** The minutes of the October 12, 2017, meeting were approved as submitted in Reference Item 1. Andy Eads (M); Jungus Jordan (S). The motion passed unanimously.
2. **Consent Agenda:** There were no items on the Consent Agenda.
3. **Orientation to Agenda/Director of Transportation Report:** Mindy Mize presented the Air North Texas 2016-2017 Partner Awards. Hood County received the Outstanding Advertising award, the University of North Texas Health Science Center received the Outstanding Initiative award, City of Plano received the Outstanding Partner Involvement award, City of Dallas received the Outstanding Outreach and Arlo Ambassador awards, and City of Grand Prairie received the Air North Texas Partner of the Year award.

Michael Morris highlighted his Director's message that the next 60 days is a season of giving. He showed a photo of the IH 35E license plate he received as part of a team recognition for those who brought innovation to the IH 35E project. He noted a recent ribbon

cutting event for the first phase of IH 35E and congratulated Regional Transportation Council (RTC) Secretary Andy Eads, Denton County Commissioner; Denton County Judge Mary Horn; and Kelly Selman on the project. He also thanked Texas Transportation Commission Chairman Bruce Bugg for his attendance at the event. He thanked RTC members who accompanied him to the Texas Transportation Commission October 25 Workshop: RTC Chair Rob Franke, RTC Vice Chair Gary Fickes, and Douglas Athas at which the importance of the IH 635 East project was presented. He also thanked Kelly Selman for his attendance at a recent Town Hall meeting held by State Representative Victoria Neave on IH 635 East. In addition, he noted that the presentation on the Transportation, Housing, and Urban Development floor amendment to rescinded contract authority would be presented at the December RTC meeting. An ozone season update was provided in Electronic Item 3.1, and information on current air quality funding opportunities for vehicles was provided in Electronic Item 3.2. Electronic Item 3.3 contained information on a Clean Vehicle webinar scheduled for November 30. The Federal Highway Administration response to the RTC's Buy America letter was provided in Electronic Item 3.4. October public meeting minutes were provided in Electronic Item 3.5, a November public meeting notice was provided in Electronic Item 3.6, and a recap of National Drive Electric Week was provided in Electronic Item 3.7. An Aviation Education fact sheet was provided in Electronic Item 3.8. The public comments report was provided in Electronic Item 3.9, recent correspondence in Electronic Item 3.10, recent news articles in Electronic Item 3.11, and recent press releases in Electronic Item 3.12. Transportation partner progress reports were distributed at the meeting.

4. **2017 Clean Diesel Subaward and Call for Projects:** Lori Clark presented a request for Regional Transportation Council (RTC) approval of items related to clean diesel initiatives. The items presented address the air quality emphasis areas of high-emitting vehicles/equipment and energy/fuel use. In July 2017, staff submitted a grant proposal to the Environmental Protection Agency (EPA) through its National Clean Diesel Funding Assistance Program. The EPA has recommended the proposal for full funding which will provide the North Central Texas Council of Governments (NCTCOG) with approximately \$2.1 million in federal funding to subaward. Approximately \$1 million is set aside for administration of the program. As staff continues to negotiate the award with EPA, initial efforts to move forward with the program were proposed in order to move quickly to project implementation. Eligible entities include local governments and private companies who contract with local governments. Eligible activities include replacement of heavy-duty diesel trucks and non-road diesel equipment. Funding ranges from 25-45 percent depending on the type engine purchased. In preparation for submitting the proposal, staff solicited interest from local governments for projects to include in the proposal. Many expressed interest, but the Denton County Transportation Authority (DCTA) was the only organization with a project that met the EPA's criteria. Staff proposed to proceed with a subaward to DCTA for approximately \$471,000 for the replacement of four transit buses. DCTA has committed a 75 percent local match and the EPA funding will cover 25 percent. This leaves a balance of approximately \$1.5 million. Staff proposed to make this funding available through an open, competitive call for projects on a modified first-come, first-served basis. Deadlines will be the last Friday of each month. Applications received during each month will be evaluated competitively primarily on the cost per ton of nitrogen oxide emissions reduced. The timeline for this effort was reviewed. If approved, the Call for Projects would open in December 2017 with interim deadlines beginning in January 2018. In addition, Ms. Clark discussed the North Texas Airport Emissions Reduction Call for Project in which funds were awarded by EPA in 2015. Project eligibility is for diesel powered ground support equipment at airport in the nonattainment area. To date, no applications have been received. Recently, there seems to be increased momentum for the effort, and NCTCOG staff proposed to extend the final

deadline from December 29, 2017, to September 2018. Details were provided in Electronic Item 4. A motion was made to approve the subaward to Denton County Transportation Authority of up to approximately \$471,000 for four transit bus replacements; to open the 2017 Clean Diesel Call for Projects on a modified, first-come first served basis; the selection criteria, and the schedule for the subawarding the remaining \$1.5 million, and to extend the North Texas Airport Emissions Reduction Call for Projects through September 2018. Kathryn Wilemon (M); Sara Bagheri (S). The motion passed unanimously.

5. **Transit Grant Funding Cleanup**: Sarah Chadderdon presented the proposed reprogramming of transit funds to support several projects in the region. The Regional Transportation Council (RTC) programs funds under Federal Transit Administration (FTA) programs. Through regular monitoring, staff confirms that projects are proceeding as programmed. When projects do not advance for two years, the FTA may act to take back funds. Staff recently conducted a review of older grants and identified canceled projects or projects that were otherwise not proceeding in a timely manner. Some of these funds were originally programmed to Texoma Area Paratransit System. Dallas Area Rapid Transit (DART), the Denton County Transportation Authority (DCTA), and the Fort Worth Transportation Authority (FWTA) have requested funding for a variety of projects. Approximately \$7.2 million from four transit programs is proposed to be reprogrammed. Staff has worked with the transit authorities to identify projects of similar purpose and geography compared to the original use of funds. DART has requested funding to support four projects: 1) fare equipment partnership with small and non-traditional providers, 2) software integration with non-traditional and private provider payment platforms, 3) taxi vouchers in nine service gap locations, and 4) seven low floor, smaller alternative-fuel vehicles and five 40 foot transit buses. DCTA and FWTA submitted a joint request that includes operating assistance and additional new buses to support a transit connection between Fort Worth and Denton. DCTA also requested funds to integrate trip scheduling software with small and nontraditional providers. Lastly, the FWTA requested operating assistance to support bus service upgrades to be implemented in FWTA's North Quadrant area. This project also includes an enhanced connection to the Naval Air Station Joint Reserve Base Fort Worth. Proposed distribution of the available funds was summarized in Reference Item 5.1. Additional details were provided in Electronic Item 5.2. The proposed funding accounts for the full \$7.2 million identified as at risk. She noted the Surface Transportation Technical Committee recommended RTC approval at its October 2017 meeting. Duncan Webb asked for details of the service gap locations. Ms. Chadderdon noted that the nine service gap locations are within DART's service area. Staff noted that additional details regarding the locations would be provided to members. A motion was made to approve the reprogramming of transit funding for projects as shown in Reference Item 5.1. Action also included direction for staff to administratively amend the 2017-2020 Transportation Improvement Program/Statewide Transportation Improvement Program and other planning/administrative documents to incorporate the changes. Oscar Ward (M); Ann Zadeh (S). The motion passed unanimously.
6. **Endorsement of Reprogramming of Funds on IH 635 East Phase 3**: Michael Morris discussed necessary action for the reprogramming of funds on IH 635 East. In the previous week, the Texas Transportation Commission (TTC) indicated its desire to place more of its discretionary funds on the IH 635 East project. Staff received communication that adjustments were needed immediately to the funding categories for the IH 635 East project in order that the updated information be included in the public outreach effort for the project. Correspondence, provided in Reference Item 6.1, was necessary to program the funds in the Unified Transportation Program for consideration by the TTC in December 2017. Funding changes needed for this revised approach to funding IH 635 East were provided in

Electronic Item 6.2. As a result of outreach meetings, Mr. Morris reminded members of the differences between toll roads and tolled managed lanes. In addition, he discussed the evolution of managed lanes, which is critical for the IH 635 project. Managed lanes began as an option to manage occupancy, then became tolled managed lanes that were dynamically priced. The Regional Transportation Council (RTC) has already approved the testing of guaranteed transit in the facilities, as well as early deployment of driverless vehicle technology and driverless tandem trucks as new management options for these lanes. Mr. Morris highlighted the action requested at the meeting: 1) endorse the reprogramming of funds necessary for IH 635 East to remain on schedule as outlined in Reference Item 6.1, 2) permit the Director to take other actions requested by the Texas Transportation Commission on the project in order to secure funding, 3) support the Texas Department of Transportation (TxDOT) Dallas District in advancing IH 635 East funding with the TTC by the end of 2017, and 4) approve a letter from the RTC Chair supporting the TxDOT funding approach now or in the future. There is no change to the RTC policy position P17-01 for IH 635 East. Andy Eads noted the original desire not to mix Category 12 funds on tolled facilities. He asked if staff believed the RTC should request the need for flexibility in writing. He noted he believed it is important that the RTC understands the rules for future projects, as well. Mr. Morris noted that currently the TTC is interested in being an advocate for tolled managed lanes and have indicated a desire to place Category 12 funds on the project. As a result, staff provided a letter supporting the position. If the TTC were to move forward differently, staff would like to support the TTC so that the project is not delayed. The flexibility to move funds between funding sources will help ensure IH 635 proceeds to construction. Mr. Morris added the Commission is trying to implement tolled managed lanes across the State in a similar manner and is interested in a consistent policy. Mr. Eads asked if the Commission will take action to formally adopt a policy. Mr. Morris noted he believed the Commission would likely move forward with a formal policy. The Finance Division understands federal funds must be placed on tolled portions and non-federal funds on non-tolled portions of projects. Kelly Selman noted that originally, TxDOT was not going to place Category 12 Clear Lanes funds on projects with a tolled element. Currently, the funds can be allocated to a project with a tolled element, but must be used on the general purpose lane portion of the project. The State must ensure that there are enough federal funds allocated to a project to cover the tolled managed lane portion. B. Adam McGough asked if this change negatively impacts the Skillman Interchange at IH 635. Mr. Morris clarified that there are no impacts to that project, simply a change in funding category. Rob Franke suggested that staff later provide members with a reference sheet to understand funding categories. A motion was made to endorse correspondence in Reference Item 6.1 regarding the revised funding categories for IH 635 East, approve other action of the Director requested by the Texas Transportation Commission on this project, support the Texas Department of Transportation Dallas District in advancing IH 635 East with the Texas Transportation Commission by the end of 2017, and approve a future letter by the RTC Chair supporting TxDOT's funding approach. This action does not change RTC policy position P17-01. Douglas Athas (M); Mike Taylor (S). The motion passed unanimously.

7. **Alternative Fuel Corridor Submittal:** Lori Clark presented a request for approval to submit a letter to the Texas Department of Transportation (TxDOT) supporting its proposed alternative fuel corridor nomination and seeing inclusion of selected "US" designated highways in addition to the interstate network. This effort addresses the air quality emphasis areas for high-emitting vehicles/equipment and energy/fuel use. In addition, this initiative is part of the North Central Texas Council of Governments (NCTCOG) role as the Dallas-Fort worth Clean Cities Coalition which is focused on reducing petroleum consumption. As background, the existing federal transportation bill requires the Secretary of Transportation to designate corridors across the country for the use of alternative fuels in an effort to

improvement mobility of vehicles using alternative fuels such as electric, hydrogen, propane, and natural gas. In 2016, the Federal Highway Administration (FHWA) issued the first request for corridor nominations. NCTCOG submitted an application, as did the Houston-Galveston Area Council and TxDOT. The initial nomination was provided in Electronic Item 7.1. The first designations were announced in December 2016 and included much of the NCTCOG submittal. A map illustrating the corridors submitted was highlighted. Federal highways that were actually designated were also shown and included predominately interstates. Of bordering states, only Oklahoma has designations since other bordering states did not submit. FHWA has released a second request for nominations to add to the national corridor network. TxDOT is coordinating a submittal on behalf of the State and intends to include interstates that are not yet designated, as well as highway loops that provide interstate connectivity. In the Dallas-Fort Worth region, this would incorporate Loop 820 and IH 635. In addition, TxDOT has indicated that additional highways could be included if a letter of support is provided by the Metropolitan Planning Organization. NCTCOG staff believes the following "US" highways warrant designation: US 67, US 75, and US 287. These roadways would provide additional connectivity going outside the Metropolitan Planning Area boundary. A map showing the proposed corridors for submission and how this would provide connectivity with the rest of the state and with Oklahoma was highlighted. Part of the submittal to FHWA requires that fuel types believed to be used in each corridor should be designated. For US 75 staff proposed electric vehicles only (consumer vehicles), for US 67 staff proposed natural gas (primarily freight vehicles), and for US 287 both natural gas and electric vehicles were proposed. Michael Morris clarified that several years ago when working with local governments on US 75 to Plano, clear direction was given that US 75 south of the regional loop was to be primarily a commuter corridor and not necessarily encouraged for truck traffic. For this reason, staff is recommending electric vehicles only for the corridor designation. Duncan Webb asked if toll roads could be designated as alternative fuel corridors. He also noted that US 380 and SH 78 were recommended but not shown on later maps. Mr. Morris noted that toll roads can be designated. Regarding US 380 and SH 78, those corridors were recommended but not include in the final designations from FHWA. A motion was made to support the Texas Department of Transportation approach of submitting remaining interstate highways for alternative fuel corridor designations and to recommend that TxDOT include non-interstate segments providing regional connectivity: US 75 from Dallas to the Texas/Oklahoma border, US 67 from Cleburne to IH 20, and US 287 from Ennis to Amarillo. Harry LaRosiliere (M); Sheri Capehart (S). The motion passed unanimously.

8. **"Big Projects" in Texas:** Michael Morris presented the latest information on "Big Projects" in Texas. He discussed a recent conference call with the Texas Department of Transportation (TxDOT) Headquarters, local TxDOT districts, and other divisions within TxDOT. He noted the importance of increased communication with all divisions of TxDOT and efforts by North Central Texas Council of Governments (NCTCOG) staff to be more comprehensive and inclusive. TxDOT Austin, local districts, and NCTCOG staff will review all other projects to determine candidate projects to be funded with Category 12 funds, freeing up other categories of funds for other commitments. Mr. Morris discussed fair share allocation to the region and his recent presentation at the Texas Transportation Commission Workshop on the importance and history of fair share allocation. He noted it is not known when new funds will be available, but it is expected in the Winter 2017 or Summer 2018 Unified Transportation Program (UTP). It is hoped that IH 635 East will proceed in December 2017 if additional revenues for "Big Projects" is approved by the Texas Transportation Commission. Mr. Morris also discussed a statewide funding partnership and project delivery meeting scheduled in January 2018. Discussions will include the best delivery method for projects, as well as options to partner with other regions to effectively

and efficiently implement projects. He credited Commissioner Victor Vandergriff, Texas Transportation Commission, for increasing conversations regarding how to implement "Big Projects" in the State of Texas.

9. **Performance Measures: Roadway Safety and Transit Asset Management:** Dan Lamers introduced performance measure requirements for two aspects of the transportation system: Roadway Safety and Transit Asset Management. The Metropolitan Planning Organization has always utilized a performance-based planning process to determine which projects to include in the Metropolitan Transportation Plan (MTP) and to select for funding through the Transportation Improvement Program (TIP). Federal legislation has specified certain quantitative performance measures that must be tracked and reported annually, which are incorporated into the planning process. Specifically, there are four categories of performance measures the North Central Texas Council of Governments (NCTCOG) is required to incorporate. The two performance measures presented at the meeting were the Highway Safety Improvement Program and Transit Asset Management. These performance measures are coordinated with State and regional transportation partners. NCTCOG uses a four step process when monitoring transportation system performance: 1) identify Regional Transportation Council (RTC) emphasis areas, 2) set metrics and targets focused on RTC policy emphasis areas, 3) track and report performance compared to targets, and 4) track federal, State, and partner agency implementation over time. Staff incorporates these into required documents such as the MTP, TIP, Unified Planning Work Program, and Progress North Texas.

Sonya Landrum presented information on Roadway Safety performance targets for the 2018 target year. Required roadway safety performance targets include the number of fatalities, the rate of fatalities based on 100 million vehicle miles traveled, the number of serious injuries, the rate of serious injuries based on 100 million vehicle miles traveled, and the number of bicycle and pedestrian fatalities plus serious injuries. For 2018, staff has chosen to support the Texas Department of Transportation's (TxDOT) safety targets that were developed as part of a two-year statewide collaborative effort. Through this data-driven effort, TxDOT has determined that a 2 percent reduction in each target area could be achieved by 2022, which is also the target year for TxDOT's Strategic Highway Safety Plan. Based on the specified target reductions for 2018, staff's proposed the following: decrease the expected rise in traffic fatalities to no more than 665 fatalities, limit the expected rise in fatalities to just under one death per 100 million vehicle miles traveled, decrease the rise in serious injuries to no more than 3,612 incidents, decrease the rate of serious injuries to no more than 5.18 serious injuries per 100 million vehicle miles traveled, and limit the expected rise of bicycle and pedestrian fatalities and serious injuries to no more than 560 incidents combined. Ms. Landrum highlighted NCTCOG's safety-related projects and programs and how those address the emphasis areas in TxDOT's Strategic Highway Safety Plan. Staff will work to determine future safety-related projects and programs based on these emphasis areas.

Sarah Chadderdon presented information on Transit Asset Management performance targets. Through the same process, four main categories of transit assets are to be tracked. These include rolling stock (transit vehicles), infrastructure (rail track), equipment (transit support vehicles), and facilities (buildings, stations, etc.). Policy emphasis areas were highlighted and include rolling stock and infrastructure. Rolling stock includes buses and train cars. Assets total over 700 buses, over 300 small buses, and over 200 rail vehicles. Infrastructure includes rail track in the region, of which there is over 200 miles of rail infrastructure for commuter rail, light rail, and streetcar. In addition, the proposed targets for the associated assets were highlighted. The proposed target is that zero percent of transit

vehicles have met or exceeded the industry standard service year. Similarly, the proposed target is that zero percent of infrastructure have slow zones. The third and fourth asset categories are not policy emphasis areas, but a similar approach is used to ensure that support vehicles and facilities are replaced or upgraded before they exceed industry standard guidelines for reasonable condition. To reach the proposed targets, staff coordinated with the transit agencies in the region. Each agency in the region sets its own targets, and this approach has yielded some variation across different agencies. Ms. Chadderdon noted that the RTC would be asked in December for direction to coordinate further in the future with transit agencies to establish a consistent approach for the region.

Mr. Lamers discussed next steps for both performance measurement areas presented. Once targets are adopted, staff will measure existing conditions and set baselines for performance. Progress towards the targets will be tracked and reported to regional, State, and federal partners. Metrics and targets for RTC emphasis areas will be brought back annually. The timeline for this effort was reviewed. Action on the proposed targets will be requested at the December Surface Transportation Technical Committee and RTC meetings. Kelly Selman discussed crash fatality data and the importance of messaging to target audiences to help try to influence driver behavior. Andy Nguyen noted the safety metrics are directly related to outcomes in the number of fatalities and serious injuries, but that transit metrics are related to the conditions that produce the outcomes. He asked why the focus is not on the cause that produces the fatalities and serious injuries. In addition, he noted the 2 percent goal and his opinion that 2 percent did not seem like a significant reduction. Ms. Landrum noted that one of the requirements from the federal government is that targets must be data driven as opposed to aspirational. In addition, the target must be realistically achievable over the five-year time period. She added many crashes are based on user behavior that must be changed by the drivers themselves. Related to Transit Asset Management, Mr. Lamers noted that staff routinely works with transit agencies on many performance measures. Those presented are the performance measures required by the federal government in the related rulemaking. Mike Taylor asked if the increase in fatalities may be directly related to the increase in population and that perhaps efforts are being successful but counteracted by the increased growth in the region. Mr. Selman noted there may be a direct correlation between population and fatality increases, but that he did not know the statistics. However, the current rate of fatalities and serious injuries is unacceptable. Jim Wilson noted he understood the requirements, but that he would like to see an aspirational goal also included in the performance measures targets

10. **Texas Mobility Summit/Texas Innovation Alliance Update:** Tom Bamonte briefed the Council on Texas Innovation Alliance activities, including the Texas Mobility Summit. The Texas Innovation Alliance is a group of cities, universities, and transportation agencies that came together at the first Texas Mobility Summit to advance short-term transportation innovation. Teams from across the state made presentations at the Texas Mobility Summit for where the Texas Department of Transportation and the region should invest funding. Two teams from the region participated: Team Tarrant County and Team Arlington. Team Tarrant County focused on how to improve transportation to and from healthcare facilities and developed a three-year plan. Team Arlington used its experience in low-speed automated vehicles to scale a statewide low-speed automated vehicle deployment. Two follow-up events have been scheduled in the region. On December 7, the North Central Texas Council of Governments (NCTCOG) and City of Arlington will co-host an automated vehicle open house for transit agencies. On December 8 NCTCOG will host a workshop on using Waze data for emergency response, 911, and transportation operations. A copy of the

Texas Mobility Summit agenda was provided in Electronic item 10.1. Additional information regarding Team Arlington and Team Tarrant County items was provided in Electronic Item 10.2.

11. **Coordinated Low-Speed Automated Vehicle Procurement:** Tom Bamonte briefed the Council on a coordinated, statewide procurement process for low-speed automated vehicles, another outcome of the Texas Mobility Summit. He summarized recent developments in the automated vehicle area. Waymo, a Google spinoff, is now deploying automated vehicles and giving access to members of the public in an Arizona town. This is the first deployment of a truly automated vehicle for citizens. He discussed efforts by mainstream companies to join the automated vehicle deployment arena and highlighted various automated vehicle acquisitions by companies such as Ford, General Motors, Delphi, Intel, and others. In addition, the advertising community has also ventured into the automated vehicle technology field. An example ad was shown for members. He highlighted a recent study showing over 60 percent of people under the age of 45 expect to be in the market for an automated vehicle in the next decade. Arlington has been a leader in the deployment and testing of low-speed automated vehicles with the Milo shuttle. There is now a well-developed market for low-speed automated vehicles. At the recent Texas Mobility Summit, other cities and transit agencies in Texas expressed interest in scaling the procurement statewide. The process will establish a pool of prequalified vendors for local communities interested in purchasing automated vehicles. Sandy Greyson asked what is considered low speed. Mr. Bamonte indicated that low-speed vehicles typically can travel up to 25 miles per hour. He added that the Waymo vehicle shown in the presentation can travel at regular operating speeds. Jungus Jordan expressed interest in a future agenda item. He noted a recent meeting he attended where Arlington presented a rideshare program. If the region eventually moves to driverless vehicles, the region must also become conditioned to using technology to request a ride. He added he believed it would be interesting for the Regional Transportation Council to follow the one-year experiment.

12. **Mobility 2045 Update:** Kevin Feldt provided an overview of progress to date as work continues on the development of Mobility 2045. The importance of staying on schedule was discussed and members were encouraged to work with staff on potential projects to be included. Mr. Feldt highlighted major roadway projects funded since 2000 which represents approximately \$27.8 billion of construction projects in the region. Mobility 2045 will focus on connecting people, places, and products to, from, and within the region. One example is a high-speed rail line connecting Fort Worth, Arlington, and Dallas, as well as the Dallas-Fort Worth (DFW) region to Houston, Austin, and San Antonio. Connections for regional passenger rail and non-motorized connections were also highlighted. Primary projects proposed for Mobility 2045 include a Frisco rail line from Irving to Frisco and the Cotton Belt project connecting TEXRail to the Dallas Fort Worth International Airport and northwestern Dallas, Plano, and Richardson. He also discussed a proposed tolled managed lanes system with SH 121 connecting to the DFW Connector, LJB East connecting the current LBJ system to IH 30, connectivity through Downtown Dallas, and efforts to connect goods and services to markets. Mobility 2045 is anticipated to include approximately \$131 billion over the life of the Plan. Potential policies to be included in the Plan were highlighted. These include technology polices to support open data best practices, encourage cooperation on wireless communications infrastructure, encourage multi-occupant ride sharing, and support automated vehicle deployment. Another proposed policy emphasis area is a tolled managed lane area. The policy would support creation of a toll "island" that would allow tolled managed lanes in the area as a congestion management tool. A specific geography would be defined for the greatest benefits and to maximize system efficiency using tolls, occupancy, and other corridor management strategies. Potential sample area selection

criteria may include high corridor traffic volumes, corridor congestion levels, system connectivity, system reliability, trip length, environmental justice sensitivity, employment access, and high reliability access to regionally significant trip generators. This criteria would be applied through a step-down process. As development of Mobility 2045 continues, staff will continue partner coordination, finalize partner projects, and continue the financial forecast analysis. Monthly updates to the Regional Transportation Council (RTC) and Surface Transportation Technical Committee will continue and a draft project list will be presented at the December RTC meeting and draft financial forecast will be presented at the January RTC meeting. Members were reminded of the importance of staying on schedule and contacting staff with comments early in the process. Jungus Jordan discussed automated vehicles, bicycles, and other modes of transportation and his concern regarding the impact on the gas tax, severance tax, and sales tax used to pay for roadways. Mr. Morris noted a presentation by staff at the recent Mobility 2045 workshop on the fatal future of funding for transportation. He discussed the financial forecasting process used in development of the Plan. A major transportation funding initiative is needed between now and the next legislative session. Staff will make a proposal based on the failure of the current system and the RTC will decide a path forward regarding efforts to advance innovative funding options with either the Legislature or Congress. Kathryn Wilemon discussed vehicle miles traveled fees and resistance by many for this funding option. Mr. Morris noted this discussion will be included in staff's efforts.

13. **2017-2018 CMAQ/STBG Funding Program: Federal/Local Funding Exchanges:** Adam Beckom briefed the Regional Transportation Council (RTC) on the proposed projects to be funded under the Federal/Local Funding Exchanges Program in the 2017-2018 Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Surface Transportation Block Grant (STBG) Funding Program. The goal of the Federal/Local Funding Exchanges Program is to increase the pool of regional funds through the exchange of federal and local funds. This effort will also establish the third phase of the Regional Transportation Council (RTC)/Local fund. The new RTC/Local funds will be used for projects being built to local design standards, air quality projects, and regional programs. The intent is to expedite/implement projects not eligible for federal funds or that would be best implemented without federal funds. Requests over the past year include the Dallas Area Rapid Transit (DART) Transit Related Improvement Program (TRIP) that was completed in March 2017, the Glade Road/Dallas Fort Worth International Airport project, the continuation of Trinity Railway Express (TRE) local swaps, and a Kaufman County/City of Terrell partnership. Additional detail was provided regarding the TRE local swaps project. Since 2002, the RTC has partnered with cities along the Trinity Railway Express corridor, DART, and the Fort Worth Transportation Authority to raise funds for operational improvement along the TRE. Historically, a regional pool was created from the funds received from local entities. In exchange, the RTC programmed federal funds for improvements along the TRE corridor at a ratio of approximately 2 to 1. Each city's contribution is based upon the amount of vehicles that were counted during a recent vehicle license plate survey, as well as through transit onboard surveys. Mr. Beckom provided a summary of the proposed funding exchanges. The first proposed project is the reconstruction of Glade Road in partnership with the Dallas Fort Worth International Airport. Approximately \$5.08 million in federal funds is proposed. Staff also proposed Transportation Development Credits in lieu of a local cash match in order to maximize the amount of local funds that the RTC would receive over time. Staff is working with the Dallas Fort Worth International Airport to finalize the funding payback in terms of number of years. The second project is TRE local swaps. Staff proposed approximately \$2.4 million in federal funds, with \$1.68 million local funds received at the rate of \$560,000 over the next three years. The last proposed project is FM 148 in partnership with the City of Terrell. Approximately \$8.6 million in federal funds is proposed, with a

repayment of \$6.67 million in local funds over the next 15 years. Total federal funds requested is approximately \$17 million with approximately \$13.4 million in local funds back to the RTC. A detailed listing of the projects was provided in Electronic Item 13.1, and additional information was provided in Electronic Item 13.2. Mr. Beckom noted staff is also working with Haltom City on a potential partnership. As the partnership is finalized, staff will bring additional information back to the RTC in January. The schedule for the effort was reviewed.

14. **Status Report on NTTA/TxDOT Toll Equity Loan Agreement (TELA) and Associated RTC/NTTA Agreement Concerning Return of TELA Fees:** Ken Kirkpatrick provided an update on the Mutual Termination of the Regional Transportation Council (RTC)/North Texas Tollway Authority (NTTA) agreement concerning the return of Toll Equity Loan Agreement (TELA) fees to NTTA. In 2010, NTTA and the Texas Department of Transportation (TxDOT) executed a Toll Equity Loan Agreement for the purpose of the State Highway Fund serving as a financial backstop to NTTA for the President George Bush Turnpike-Western Extension (SH 161) and the Chisholm Trail Parkway (CTP). The purpose was to enhance the credit rating for SH 161 and the CTP, lowering NTTA's financing costs and saving nearly \$400 million. Near the end of the process, TxDOT imposed a requirement of NTTA to pay TELA fees beginning after ten years and totaling approximately \$8 million annually. As a result, the RTC adopted policy position P10-05, provided in Electronic Item 14.1, that requested NTTA release the TELA commitment for TxDOT as soon as financially feasible and also in support of waiving or returning the TELA fees to NTTA. The RTC and NTTA executed a TELA Fee Return Agreement that if any TELA fees were paid by NTTA the RTC would echo those fees back to NTTA projects. NTTA chose SH 161. The resulting agreement was provided in Electronic Item 4.2. Over the last three years, NTTA has conducted a series of bond refinancings for the NTTA system to take advantage of lower interest rates. Most recently, a Special Projects System bond refinancing related to SH 161 and the Chisholm Trail Parkway saved approximately \$400 million over the life of the bonds. This refinancing combines the two projects into the NTTA system from an administration standpoint. In addition, it eliminated the need for TxDOT TELA support and fees, thereby eliminating the need for RTC's obligation to return any TELA fees to NTTA. NTTA has released TxDOT of the TELA commitment, as shown in Electronic Item 14.3. On November 1, 2017, a mutual Notice of Termination was executed between NTTA and RTC and provided in Electronic Item 14.4. This formally releases the RTC of any further obligation to NTTA concerning the TELA. Correspondence from NTTA regarding the bond refinancing for SH 161 and the Chisholm Trail Parkway was distributed at the meeting in Reference Item 14.5. Mr. Kirkpatrick noted this item closes out an RTC obligation and underscores the good working relationship among RTC, TxDOT, and NTTA to implement major projects in the region.
15. **Progress Reports:** Regional Transportation Council attendance was provided in Reference Item 15.1, Surface Transportation Technical Committee attendance and meeting minutes in Electronic Item 15.2, and the current Local Motion in Electronic Item 15.3.
16. **Other Business (Old or New):** There was no discussion on this item.
17. **Future Agenda Items:** There was no discussion on this item.
18. **Next Meeting:** The next meeting of the Regional Transportation Council is scheduled for Thursday, December 14, 2017, 1:00 pm, at the North Central Texas Council of Governments.

The meeting adjourned at 3:10 pm.