

MINUTES

REGIONAL TRANSPORTATION COUNCIL January 14, 2016

The Regional Transportation Council (RTC) met on Thursday, January 14, 2016, at 1 pm in the Transportation Council Room of the North Central Texas Council of Governments (NCTCOG). The following members or representatives were present: Monica R. Alonzo, Bruce Arfsten, Douglas Athas, Brian Barth, Carol Bush, Elba Garcia (representing Mike Cantrell), Rudy Durham, Andy Eads, Charles Emery, Gary Fickes, Robert Franke, Sandy Greyson, Moji Haddad, Roger Harmon, Clay Jenkins, Ron Jensen, Jungus Jordan, Stephen Lindsey, Brian Loughmiller, John Horn (representing David Magness), Scott Mahaffey, Matthew Marchant, Maher Maso, Cary Moon, Stan Pickett, Mark Riley, Kevin Roden, Amir Rupani, Kelly Selman, Gary Slagel, Lissa Smith, Mike Taylor, Stephen Terrell, Oscar Trevino, William Velasco II, Oscar Ward, Bernice J. Washington, Duncan Webb, Andy Nguyen (representing Glen Whitley), Kathryn Wilemon, W. Jeff Williams, Erik Wilson, and Ann Zadeh (representing Zim Zimmerman).

Others present at the meeting were: Vickie Alexander, Gustavo Baez, Melissa Baker, Arturo Ballesteros, Berrien Barks, Jay Barksdale, Carli Baylor, Bryan Beck, Natalie Bettger, Keith Bilbrey, Brandi Bird, Alberta Blair, David Boski, Cal Bostwick, Shauna Bowman, Kristina Brevard, Tanya Brooks, Bob Brown, Jason Brown, Ron Brown, Loyl Bussell, David Cain, Marrk Callier, Jack Carr, Angie Carson, Sarah Chadderdon, Michael Copeland, John Cordary, Michael Coyle, Mike Curtis, Clarence Daugherty, Ruben Delgado, Gordon Dickson, Kim Diederich, Jerry Dittman, Mike Eastland, Chad Edwards, Traci Enna, Brittney Farr, Kevin Feldt, Aaron Flint, Joel Flint, Keineth Fuller, Matthew Geske, Bob Golden, Philip Haigh, Phillip Hanley, Dan Harbeke, Linda Harper Brown, Tony Hartzel, Jeff Hathcolck, Tommy Henderson, Edgar Hernandez, Rebekah Hernandez, Jesse Herrera, Mark Hilderbrand, Greg Janes, Sholeh Karimi, Travis Kelly, Dan Kessler, Ken Kirkpatrick, Rachel Knapp, Paul Knippel, Whitney Laning, Brian Lee, April Leger, Eron Linn, Sonny Loper, Paul Luedtke, Barbara Maley, Mickey Marlow, Steve McCullough, Adam McGough, James McLane, Cesar Molina, Amy Moore, Erin Moore, Michael Morris, Bailey Muller, Ron Natinsky, Jeff Neal, Mark Nelson, Markus Neubauer, Emily Nicholson, James Paris, Allix Philbrick, John Polster, James Powell, Vercie Pruitt-Jenkins, Chris Reed, Molly Rendon, Milton Richter, Bill Riley, Carrie Rogers, Kyle Roy, Greg Royster, Moosa Saghian, Steve Salin, Russell Schaffner, Randy Skinner, Chelsey Smith, Rick Stopfer, Jahnae Stout, Neil Strassman, Dean Stuller, Gerald Sturdivant, Vic Suhm, Blanco Torres, Francisco Torres, Don Treude, Lauren Trimble, Kevin Tubb, Frank Turner, Victor Vandergriff, Dan Vedral, Leslie Wade, Mitzi Ward, Karla Weaver, Joy Weist, Kendall Wendling, Devin Wenske, Sandy Wesch, Elizabeth Whitaker, Amanda Wilson, Brian Wilson, Jeff Wilt, and Mykol Woodruff.

1. **Approval December 10, 2015, Minutes:** The minutes of the December 10, 2015, meeting provided in Reference Item 1 were approved as amended. Monica Alonzo (M); Charles Emery (S). The motion passed unanimously.
2. **Consent Agenda:** The following item was included on the Consent Agenda.
 - 2.1. **Transportation Improvement Program Modifications:** A motion was made to approve February 2016 revisions to the 2015-2018 Transportation Improvement Program provided as Reference Item 2.1.1 administrative amendments from the November 2015 cycle were provided for information in Electronic Item 2.1.2.

Oscar Ward (M); Lissa Smith (S). The motion passed unanimously.

3. **Orientation to Agenda/Director of Transportation Report:** Kelly Selman discussed the December 26, 2015, storm damage along SH 78 in Collin County through the George Bush/IH 30 Interchange in Garland. He commended the cities and counties for their efforts following the storm. Michael Morris noted the passing of Chris Anderson, Transportation Department Program Manager who had worked at the North Central Texas Council of Governments for the past seven years. He reminded members of the specially called Regional Transportation Council (RTC) meeting scheduled for January 20, 2016. Mr. Morris also noted the new Texas Department of Transportation (TxDOT) Executive Director, James Bass. Information regarding the Smart City Challenge funding opportunity was provided in Electronic Item 3.1, air quality funding opportunities for vehicles were provided in Electronic Item 3.2, and information about the City Efficiency Leadership Council meeting was provided in Electronic Item 3.3. December public meeting minutes were provided in Electronic Item 3.4, and the January public meeting notice was provided in Electronic Item 3.5. A fact sheet on the AirCheckTexas program was provided in Electronic Item 3.6. Recent correspondence was provided in Electronic Item 3.7, recent news articles in Electronic Item 3.8, and recent press releases in Electronic Item 3.9. Transportation partner progress reports were provided at the meeting.

4. **New Texas Department of Transportation Congestion Relief Program:** Michael Morris introduced a proposed partnership between the Texas Department of Transportation (TxDOT)/Texas Transportation Commission (TTC) and the Regional Transportation Council (RTC). Details were provided in Reference Item 4. The Governor's office is exploring an initiative focused on congestion relief projects. TxDOT is anticipated to allocate \$1.0 billion to \$1.3 billion statewide for projects that have early construction timeframes. Funding is only available in Houston, Austin, San Antonio, Dallas, and Fort Worth. TTC support is anticipated on January 28, 2016, for action in the February timeframe. The effort creates a funding partnership to implement priority projects in the east and the west that will move forward as a congestion relief package. Mr. Morris noted that performance measures are being provided along with the proposed projects, and reviewed examples of congestion on Lowest Stemmons in Reference Item 4.2 and Reference Item 4.3, provided at the meeting. If approved, both TxDOT and the RTC will commit funding for the proposed projects. TxDOT funding will be suballocated to the east and west and totals were highlighted at both the \$1.0 billion and \$1.3 billion levels. Proposed projects in the western subregion are staged projects that are not fully funded. These include the SH 121/SH 360 Interchange, SH 199, and IH 820 (from SH 121 to Randol Mill). In the eastern subregion, proposed projects include the Southern Gateway (IH 35E and US 67) and Lowest Stemmons (IH 35E). He noted supplemental projects that will be discussed in Agenda Item 6: IH 635E and US 75. Projects in the western subregion were presented in detail. The first project, the SH 121/SH 360 Interchange, is a \$60 million project as part of the DFW Connector. The second project is on SH 199. The project cost is approximately \$56.5 million to complete some of the previous stages north of IH 820. The final project, IH 820, extends from SH 121 back towards IH 30. The project will be scaled to meet funding at a cost of approximately \$111 million or up to \$137 million if the upper range of funding is allocated. Projects in the eastern subregion were also presented in more detail. For the Southern Gateway, the project is approximately \$655 million. Revenue sources were reviewed, which include approximately two-thirds of the funding from TxDOT and approximately \$243 million from the RTC. The project includes a deck park as a way to create bicycle and pedestrian activity connecting the Dallas Zoo to the Trinity River. A companion project, US 67 south of IH 20 will proceed as an independent project. The second project is Lowest Stemmons from IH 30 to north of Oak Lawn. The total project cost is approximately \$100 million. Revenue of \$20 million in congestion relief funding is proposed, with up to \$100 million proposed if the

higher allocation of funding is received. Proposition 1 funds will be used to supplement revenue depending on the total allocation of congestion relief funds. If approved by the RTC, elected officials, district engineers, and RTC staff will represent the region at the January 28, 2016, Texas Transportation Commission meeting to support and encourage the program for TTC approval in February. Mr. Morris highlighted a list of policy questions that should be asked of the Commission at the appropriate time. Details were provided in Reference Item 4.1, provided at the meeting. The first potential concept is that the use of tolling should be scaled back in proportion to the Legislature's ability to identify revenue to meet the congestion funding needs of metropolitan areas. Another potential concept is that maybe tolls should only be used in large metropolitan areas trying to address rapid population growth. He also discussed the last potential concept, noting the continuing need for tolled managed lane projects that are being built in phases that need funding in order to be completed. There will need to be future conversation with the Commission on how to finish projects such as Midtown Express/SH 183 and IH 35E Express. It was suggested that this was not the time to raise the issues in order to keep the congestion relief program straightforward. Andy Eads noted he was supportive of the proposed projects. He asked if staff believed this would be an annual program. Mr. Morris noted the Governor has committed to focusing on congestion, but that he cannot speak for the frequency of the program. A motion was made to approve the proposed projects for the Texas Department of Transportation Congestion Relief Program in Reference Item 4. Jungus Jordan (M); Rob Franke (S). The motion passed unanimously.

5. **Mobility 2040:** Chad McKeown provided an update on the development of Mobility 2040, the region's next long-range transportation plan. The seven guiding principles were highlighted, with focus on the reevaluation of toll facility recommendations. Roadway recommendations in Mobility 2040 are reflective of the reevaluation of toll facilities in proportion to the amount of new revenue coming from the State. He also noted the reassessment of regional rail recommendations in relation to high-intensity bus options that was detailed at previous meetings. Mr. McKeown highlighted Mobility 2040 prioritization and expenditures, noting that the total expenditures for Mobility 2040 had been updated since the last meeting. The expenditures now total \$126.6 billion, which is higher due to the inclusion of the Dallas-Fort Worth portion of the high-speed rail corridor between Dallas and Houston. Although the project is privately funded, it must be accounted for in the Plan. Recommendations for Mobility 2040 were reviewed. The Regional Veloweb was highlighted, which includes over 500 miles of existing and funded projects with an additional 1,291 miles of network trails. For transit recommendations, no changes have been made since presented in December. The existing rail system, proposed extensions to the rail system, and corridors identified for high-intensity bus lines were highlighted. Mr. McKeown noted discussion at the December 10 meeting regarding the Cotton Belt corridor and the request for public feedback on bus or rail options, as well as the need for the seamless connections policy between TEX Rail west of the Dallas/Fort Worth International Airport and the Cotton Belt corridor east of the Airport. Feedback to date was provided in Electronic Item 3.4. Support was expressed for continuing the seamless connections policy and comments showed local support for pursuing a rail-first solution in the Cotton Belt corridor. Cotton Belt corridor proposed recommendations include a regional rail line from DFW International Airport to Plano with one-seat ride connectivity to TEX Rail. The corridor will be expedited to be included in the "10-Year Plan." Also included will be the RTC policy position on transit implementation, as well as other information on expediting the Cotton Belt. A draft policy was provided in Electronic Item 5.3. Mr. McKeown highlighted major roadway recommendations. Similar to transit, roadway recommendations remained unchanged since the December 2015 meeting. Recommendations include new or additional freeway capacity,

managed lane capacity, toll road capacity, and capacity maintenance. General consensus was highlighted for some of the highest priority roadways including the Southern Gateway, LBJ East, and US 75. Details were provided in Electronic Item 5.1. Mobility 2040 also includes funded improvements to major arterials highlighted in the presentation and detailed in Electronic Item 5.2, as well as illustrative major corridors for future evaluation. Planning is an ongoing process and the illustrative map identifies areas of transportation need that are not included in the financially constrained portion of the Plan. Areas in Collin County and western Tarrant County were highlighted as areas of growth that are lacking needed infrastructure. Staff is working directly with agencies in those areas on studies that could form the basis of recommendations for future Mobility Plans. Related to Mobility 2040 is air quality conformity. Preliminary results for 2017 indicate that nitrogen oxides and volatile organic compounds results are below the allowable budgets. Results for the remaining analysis years to be included in Mobility 2040 will be provided at future meetings. Mr. McKeown reviewed the Mobility 2040 development schedule noting that RTC action is anticipated in March 2016. A draft version of the Mobility Plan was provided in Electronic Item 5.2 and also available at www.nctcog.org/mobility2040. Michael Morris discussed the draft RTC Policy Position on Transit Implementation in the Cotton Belt Corridor, provided in Electronic Item 5.3. At the December 10, 2015, RTC meeting, there was discussion regarding options to proceed if rail is not expedited in the Cotton Belt corridor. Presentations were made at December 2015 and January 2016 public meetings. The policy recommends regional rail in the Mobility Plan, as well as the "10-Year Plan." It also requests communication with Dallas Area Rapid Transit (DART) regarding regional rail. In addition, if rail cannot be expedited, the policy proposes the review of options for potential high-intensity bus service as an early implementation phase. This policy is proposed for approval as a stand-alone policy, as well as an appendix in Mobility 2040. Members were encouraged to review the draft policy for discussion at future meetings. Bruce Arfsten reiterated the positions of the Cities of Addison and Richardson in support of rail and in opposition of bus rapid transit as part of the Cotton Belt. He expressed frustration that Addison is an original DART member city that does not yet have rail. He also discussed full support from the Canyon Creek Homeowners Association in Richardson for rail-based service on the Cotton Belt. He asked about the statement in the policy for rail service in the next four years. Mr. Morris discussed what is considered a reasonable time frame for DART to expedite rail in the corridor. DART has approved rail funding in its 2035 financial plan. However, the region is interested in innovative ways to advance rail prior to 2035. Addison has requested RTC assistance to develop an innovative approach for regional rail, which was presented to DART. DART is reviewing and is interested. Staff is interested in hearing feedback from DART about how much time it needs to determine if it can expedite rail before 2035. Gary Slagel noted that the DART Board has approved 2035 for the Cotton Belt corridor. To date, the Board has not received feedback from staff about a timeframe to expedite rail. It is anticipated to be a topic of discussion at a future Board retreat. Mr. Morris noted that the draft policy indicates there will be rail in the future and rail in the "10-Year Plan." It also addresses steps forward if rail cannot be expedited. Staff will gather comments about the draft policy over the next few weeks. Mr. Arfsten also expressed concern that if bus rapid transit becomes the alternative, it will be placed on the back burner. Mr. Morris noted that staff has the same concern and the draft policy includes specific questions of DART to that point. Matthew Marchant thanked staff for its work on the policy, noting it was a fair rendering of his intent. He discussed how citizens are unfamiliar with bus rapid transit. His thought is instead of waiting until 2040 for something that might not come, the region should be ready to move forward with what is possible. He noted much of the transit ridership in the region comes from buses, and the people who actually use the services will likely use whatever system is available and makes their commute shorter. He added if rail can be

expedited over the next 2-3 years, he is supportive and is simply being practical about options to connect the east to the west for everyone in the corridor. Sandy Greyson expressed appreciation to Mr. Marchant and staff for working on the draft policy. Mike Taylor asked if the point is to develop a ridership base that would ultimately migrate to the rail. Mr. Morris noted light rail has a proven ability to draw economic development opportunities. Regional rail that looks like light rail is hoped to have a similar impact. The interest is in rail as a transportation mode to provide safer and more reliable transportation, but also as an option to encourage anticipated population growth to locate more efficiently in the region by providing choice.

6. **Eastern Subregion Supplemental Projects:** Michael Morris presented eastern subregion supplement projects not included in but associated with the proposed Congestion Relief initiative by the Governor. Details were provided in Reference Item 6. The first project, LBJ East includes tolled managed lanes on IH 635 from US 75 to Miller and gas tax supported lanes from Miller to IH 30. Also included is the advancement of the noise walls from east of Greenville Avenue to IH 30 and the IH 30 at IH 635 Interchange. The total anticipated project cost is \$1.3 billion. Revenue for the project includes approximately \$500 million in toll bonds and \$500 million-\$800 million in future Proposition 7 funds. The noise wall portion of the project is approximately \$31 million funded with Regional Toll Revenue savings from the LBJ backstop on the LBJ Express project. The noise walls have the dual benefit of reducing noise once the project is open, but also while the LBJ East project is under construction. The interchange improvement on IH 635 at Skillman/Audelia is a \$65 million project. Expected revenue sources include approximately \$60.6 million of Proposition 1 and \$4.4 million of Category 12 funds (as a result of the Metropolitan Planning Organization Revolver swap). The suggestion is that all projects proceed together. Mr. Morris also highlighted the proposed US 75 project, Phase 1. The proposal is to use the shoulders during the peak period from IH 635 to the north, similar to the SH 161 pilot project. The project cost is approximately \$40 million, proposed for funding with Surface Transportation Program-Metropolitan Mobility dollars. In addition to the use of shoulders during the peak periods, it is proposed that the shoulders also be used for the management of incidents or accidents. He noted that action was requested for initial approval to move forward on IH 635 and US 75. This action will allow staff to move ahead to include the projects in the Transportation Improvement Program and other appropriate documents. Additional action may be needed in the future to reaffirm the Regional Transportation Council's (RTC's) position related to Mobility 2040. Clay Jenkins discussed the RTC tolled managed lane policies related to the 2+ discount. He noted that he was in support of this item, but wanted the record to reflect that supporting the item in no way expresses support for removing the subsidy currently paid by the RTC. Mr. Morris discussed the subsidy being paid for 2+ users during the peak period. He noted that at this time, staff is suggesting the RTC subsidy be extended past the June 2016 deadline. Duncan Webb noted he believed Proposition 7 was not eligible on the LBJ East project. Mr. Morris discussed the usage of Proposition 7, noting staff was comfortable with the proposal on IH 635 and believed it was eligible and that the project could be split into multiple pieces or contracts. A motion was made to approve putting into motion the ability to proceed with IH 635 east of US 75 and US 75 north of IH 635. Details were provided in Reference Item 6. Lissa Smith (M); Duncan Webb (S). The motion passed unanimously.
7. **Proposed Policy for Possible Employer Location and Announcement of a Specific Request in Irving:** Michael Morris discussed a proposed policy regarding how the Regional Transportation Council (RTC) may wish to consider requests for infrastructure assistance associated with the location of new employers to the Dallas-Fort Worth region. At the

October 8, 2015, RTC meeting, Sandy Greyson expressed a desire to develop a policy to handle future requests to approve funding for infrastructure needed to attract/retain a potential major employer at a specific location in the region. A copy of the draft policy was provided in Reference Item 7. The policy requires that an item be posted on the RTC agenda declaring an employer is considering a relocation to the Dallas-Fort Worth region and that infrastructure has been requested. The policy would not apply to companies wishing to relocate within the region. In addition, the actual funding request would be brought back to the RTC for action. Mr. Morris noted he believed the policy needed additional refinement and requested members provide comments to staff. He proposed no action be taken at the meeting to allow time for members to review the proposed policy. In addition to introduction of the policy, the agenda item also serves to inform the RTC that a request from the City of Irving has been received for consideration of funding for a rail station and roadway improvements related to the potential location of a large employer. Sandy Greyson noted she appreciated the responsiveness of staff and was happy with the way the policy was coming together. She asked if the transportation component for which funding is requested should be regionally significant versus site specific. Mr. Morris noted that it may be difficult to know the details of the request in the beginning. Lissa Smith discussed the competitive nature of a large employer locating in the region. Cities within the region compete against each other, and in most instances the employer is not known or the cities must follow or honor nondisclosure agreements. She noted she would have an issue with not knowing the name of the employer requesting improvements. Bernice Washington noted she was concerned about the friction that could come from entities competing for large employers to locate in the region. Roger Harmon discussed the RTC's primary motive of transportation and noted he would hate to see the competitiveness of economic development cause friction between members. Rob Franke discussed how businesses determine where they will locate and the challenge to RTC. He suggested that perhaps the RTC does not become involved until a location has already been determined. Elba Garcia noted it was a great opportunity to review this policy. Mr. Morris asked that members provide comments to him over the next few weeks and that a future item will be placed on the agenda. A motion was made to take no action on the proposed draft RTC policy that assists local governments in attracting large employers, provided in Reference Item 7. Oscar Trevino (M); Kathryn Wilemon (S). The motion passed unanimously.

8. **Managed Lane Auto-Occupancy Detection Equipment Procurement:** Ken Kirkpatrick discussed efforts to procure technology to automatically detect vehicle occupancy in managed-lane corridors. Over the past year, the Texas Department of Transportation (TxDOT) and Regional Transportation Council (RTC) staffs have been working to procure the technology. The RTC's Tolloed Managed Lane Policies provide for a discount for high-occupancy vehicles of 50 percent during the peak periods for 2+ occupancy at this time. The current policy is manually enforced, but does provide for advanced technology usage over time to create a more automated, seamless process for the user and a safer, more cost efficient option for enforcement. TxDOT has cancelled its procurement as of November 2015 with RTC staff concurrence. No award was made, but it is believed that technology exists to meet the RTC policy. TxDOT is recommending that the procurement be refined and reissued based on what has been learned over the past six months and are requesting RTC staff take the lead on the procurement with TxDOT support. He noted this is primarily an issue being raised in the Dallas-Fort Worth region as a result of its managed lane system. RTC staff believes it can increase the competition, potentially lower the cost, and also believe this issue exists across several MPOs in the nation and might gain national interest if the procurement is structured appropriately. Once the formal request from TxDOT

for RTC staff to take the lead has been received, the procurement will be refined and reissued. Staff will continue to provide updates to members.

9. **Multimodal/Intermodal/High-Speed Rail/Freight Subcommittee Follow-Up: Postponed from the December 10, 2015, Meeting:** Rob Franke, Chair of the Regional Transportation Council (RTC) Multimodal/Intermodal/High-Speed Rail/Freight Subcommittee provided an overview of the Subcommittee meeting held on December 10, 2015. He discussed the three-station concept policy, the one-seat ride policy, and the status of the Houston to Dallas high-speed rail project. He noted that Michael Morris had met with United States Department of Transportation Secretary Foxx and positive feedback was received. In addition, he noted some rural areas in the region are concerned about high-speed rail and want to be heard. Ellis County has approved a committee to gather input from the rural areas. He noted staff will be reaching out to the Ellis County committee to work together with the Subcommittee to ensure information is shared. He also welcomed Ellis County Judge Carol Bush to become a member of the Subcommittee to ensure more rural areas in the region are represented. Michael Morris discussed the meeting with Secretary Foxx and Mayor Rawlings, as well as recent conversations with Texas Central Partners regarding the Dallas to Houston high-speed rail project. He noted efforts will be made to reach out to the citizens of Ellis County to ensure their concerns are fully understood, as well as the sensitivities of all parts of the region. In addition, Michael Morris and Mayor Betsy Price met with the Governor to talk about the importance of high-speed rail. He noted many conversations are occurring and the effort is moving forward positively. Design money has been received that helps with Grand Prairie, Arlington, Dallas, Irving, and Fort Worth. The agreements are in Austin and once signed, more site-specific planning can begin. Matthew Marchant asked about the timeframe for the Dallas to Houston piece. Mr. Morris noted the region is under the assumption the private sector is going to pull together its piece. There is a conversation about how a request for information will be issued. At this time, efforts are to focus on a revenue source that does not compete with other projects.
10. **Progress Reports:** Regional Transportation Council attendance was provided in Reference Item 10.1, Surface Transportation Technical Committee meeting minutes and attendance was provided in Electronic Item 10.2., and the current Local Motion was provided 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, February 11, 2016, 1:00 pm, at the North Central Texas Council of Governments.

The meeting adjourned at 2:40 pm.