

MINUTES

REGIONAL TRANSPORTATION COUNCIL May 14, 2015

The Regional Transportation Council (RTC) met on Thursday, May 14, 2015, at 1 pm in the Transportation Council Room of the North Central Texas Council of Governments (NCTCOG). The following members or representatives were present: Douglas Athas, Brian Barth, Carol Bush, Mike Cantrell, Sheri Capehart, Rudy Durham, Andy Eads, Charles Emery, Mark Enoch, Andy Nguyen (representing Gary Fickes), Robert Franke, Sandy Greyson, Roger Harmon, Clay Lewis Jenkins, Ron Jensen, Jungus Jordan, Taylor Armstrong (representing Sheffie Kadane), Lee Kleinman, Brian Loughmiller, Laura Maczka, David Magness, Scott Mahaffey, Matthew Marchant, Ray Smith (representing Maher Maso), Mark Riley, Kevin Roden, Amir Rupani, Danny Scarth, Kelly Selman, Lissa Smith, Mike Taylor, Eric Hogue (representing Stephen Terrell), Tim Welch (representing Oscar Trevino), Oscar Ward, Bernice J. Washington, Duncan Webb, Glen Whitley, Kathryn Wilemon, and Zim Zimmerman.

Others present at the meeting were: Vickie Alexander, Nancy Amos, Bruce Arfsten, Mark Arrington, Greg Baker, Melissa Baker, Berrien Barks, Carli Baylor, Natalie Bettger, Brandi Bird, Alberta Blair, Tanya Brooks, Ron Brown, John Brunk, Michael Burbank, Loyl Bussell, Marrk Callier, Jack Carr, Angie Carson, Jim Cline, John Cordary, Mike Curtis, Clarence Daugherty, Ruben Delgado, Kim Diederich, Jerry Dittman, Tammy Dubberke, Chris Dyser, Mike Eastland, Chad Edwards, Traci Enna, Kevin Feldt, Brian Flood, Keineth Fuller, Christie Gotti, Gary Graham, Tony Hartzel, Brian Hawthorne, Tommy Henderson, Rebekah Hernandez, Erich Hines, Amy Hodges, Jodi Hodges, David Hosseiny, Jessie Huddleston, Yagnesh Jamarwala, Dan Kessler, Tony Kimmey, Ken Kirkpatrick, Garry Kraus, Kevin Kroll, Martin Krueger, Dan Lamers, Sonya J. Landrum, April Leger, Rachel Linnewiel, Stanford Lynch, Ricky Mackey, Barbara Maley, Steve McCullough, Chad McKeown, Chris McNutt, Michael Miles, Cliff Miller, Nancy Mitchell, Amy Moore, Erin Moore, Michael Morris, Mark Nelson, Donald Parker, Vaughn Parker, John Polster, Paul Pomeroy, Dev Rastogi, Chris Reed, Molly Rendon, Bill Riley, Kyle Roy, Greg Royster, Moosa Saghian, Elias Sassoon, Lori Shelton, Walter Shumac, Randy Skinner, Jim Sparks, Melissa Stephens, Rick Stopfer, Jahnae Stout, Gerald Sturdivant, Vic Suhm, Gary Thomas, Lauren Trimble, Lauren Van Andel, Sandy Wesch, Elizabeth Whitaker, Harrison Wicks, Amanda Wilson, Brian Wilson, Alicia Winkelblech, Bruce Wood, Mykol Woodruff, Ed Wueste, and Ralph Zaragoza.

1. **Approval April 9, 2015, Minutes:** The minutes of the April 9, 2015, meeting were approved as submitted in Reference Item 1. Glen Whitley (M); Kathryn Wilemon (S). The motion passed unanimously.
2. **Consent Agenda:** There were no items on the Consent Agenda.
3. **Orientation to Agenda/Director of Transportation Report:** Regional Transportation Council (RTC) Chair Mike Cantrell announced members of the Nominating Subcommittee: Chair Lee Kleinman, Sheri Capehart, Charles Emery, Roger Harmon, Maher Maso, Duncan Webb, and Zim Zimmerman. Michael Morris reviewed items in the Director of Transportation Report. Information regarding the 2015 ozone season was provided in Electronic Item 3.1. North Central Texas Council of Governments (NCTCOG) staff are working with the Federal Highway Administration on the 2014 transportation conformity determination. If a decision is not reached by June 2015, this item will be included on the June 11 RTC agenda to discuss impacts to projects in the region. Current air quality funding opportunities for vehicles were

provided in Electronic Item 3.2, an update regarding Clean Fleet Policy adoptees was provided in Electronic Item 3.3, and a Proposition 1 fact sheet was provided in Electronic Item 3.4. NCTCOG staff, along with Texas Department of Transportation (TxDOT) Dallas and Fort Worth staffs are working on the next round of Proposition 1 funding and members were encouraged to submit project ideas or comments. Information regarding the current public input opportunity was provided in Electronic Item 3.5. In addition, Mr. Morris noted that the Fort Worth Transportation Authority Master Plan project bus was located outside the building for members to tour. The 2014 Transportation Safety Performance Measures report was provided in Electronic Item 3.6, and Travel Demand Management performance measures were provided in Electronic Item 3.7. He also highlighted Electronic Item 3.8 related to the Stadler manufacturing facility, noting that the RTC is interested in having a passenger rail vehicle manufacturing facility in the region. Stadler is believed to have selected a location, and Mr. Morris asked members to contact staff if their entities were working on other locations in the region. He also discussed correspondence in Electronic Item 3.9 related to the Southern Gateway project. Potential revenues from the Legislature may be an option to move forward with the project. He highlighted Item 7 in the agenda, the pilot project in the region using shoulders during the peak period. Duncan Webb asked if the proposed Proposition 1 projects for 2016-2018 were up for discussion if priorities have changed. Mr. Morris noted that the list contains projects originally discussed. Entities were encouraged to continue communications with NCTCOG and TxDOT staffs and provide project ideas.

4. **Transportation Investment Generating Economic Recovery 2015:** Christie Gotti briefed the Council on the seventh round of the Transportation Investment Generating Economic Recover (TIGER 2015) Discretionary Grant Program. Overall, \$500 million is available, of which \$100 million is available for rural areas and \$100 million for Transportation Infrastructure Finance and Innovation Act (TIFIA) loans. Only \$125 million is available to any one state, and individual requests have a \$10 million minimum and \$200 million maximum. In addition, only three applications can be submitted per agency. Funding is available for capital projects only (no planning projects), with a 20 percent local match requirement. All funds must be obligated before September 30, 2017, and be fully expended by September 30, 2022. In this round of funding, waivers to extend deadlines are not allowed. A copy of the notice of funding availability was provided in Electronic Item 4.1. Ms. Gotti discussed previous TIGER program submittals, noting that details were provided in Electronic Item 4.2, and she specifically reviewed last year's submittals. Staff has reviewed previous submittals and proposed three projects for submission under the TIGER VII program. The first proposed project, similar to a project that was funded for the Houston-Galveston Metropolitan Planning Organization last year, is a regional connections through technology and system integration project. Details of the project are being determined and staff proposed to request \$10 million in funds with a 20 percent local match. Portions of the project that are on system would include a State match request. Portions that are off system or that cannot be funded by the State would require Regional Toll Revenue or RTC local funds as the local match. The second proposed project is the IH 35W/IH 30 managed lane project for \$20 million with \$15 million in local match. This project includes the guaranteed transit concept presented at the April 2015 RTC meeting. The last proposed project is the Park Lane/Vickery Meadows Complete Street project. Originally, staff proposed to submit a request for \$25 million, but after working with the City of Dallas, Dallas County, and Dallas Area Rapid Transit, the proposal is between \$10-13 million with a \$5-9 million local match to allow flexibility while details with the local agencies are determined. Ms. Gotti noted that local agencies can send requests for RTC letters of support to Rebekah Hernandez by close of business on May 15. The application process and timeline were reviewed, with

applications due to the United States Department of Transportation on June 5. Additional details were provided in Reference Item 4.3. Michael Morris noted that staff efforts for this initiative are to choose projects of interest to the federal government. These are not necessarily the region's most important projects, but projects that are believed to be the most competitive nationwide. A motion was made to approve the projects to be submitted on behalf of the RTC in Reference Item 4.3 and to administratively amend the Transportation Improvement Program/Statewide Transportation Improvement Program if projects are selected for funding. Jungus Jordan (M); Glen Whitley (S). The motion passed unanimously.

5. **Mobility 2040:** Dan Lamers provided an update on the development of Mobility 2040. Over the next several months, staff will provide updates to members as work continues with local government staff and partner agencies to identify projects, programs, and policies that will be included in the document. The Metropolitan Transportation Plan balances mobility, quality of life, system sustainability, and implementation goals. In addition, the document is responsive to Moving Ahead for Progress in the 21st Century (MAP-21) planning factors and must consider issues such as environmental justice impacts, air quality, and financial constraint. Several of these elements may have competing values and must be balanced as part of the planning process. Planning factors were highlighted and include supporting economic vitality, increasing safety, security of the transportation system, accessibility and mobility, protecting the environment, enhancing integration and connectivity, promoting system management and operation, and preserving the existing transportation system. In addition, policy considerations will be discussed such as the balance between capacity and maintenance, the increasing role of technology, reevaluation of tolled versus free capacity, reevaluation of transit recommendations, and last mile connections. He noted that this is not an exhaustive list of discussions, and encouraged members and local partners to provide input regarding the document as staff continues to work with local agencies to determine long-range planning efforts. Draft recommendations are anticipated to be presented to RTC before the end of the year, with a request for approval anticipated in March 2016. An infographic was highlighted regarding Mobility 2040 development, which included a survey link for those in the region to provide input. Mr. Lamers noted that an RTC workshop will be scheduled once details of funding are finalized following the legislative session. Lee Kleinman noted that it is important that vocabulary is updated to refer to lanes as tax-funded lanes versus toll-funded lanes to make it clear to citizens that there are no free-lanes.
6. **State and Federal Legislative Update:** Amanda Wilson provided a federal legislative update. She noted that current surface transportation authorization, Moving Ahead for Progress in the 21st Century (MAP-21), expires on May 31. An extension through July or December is likely, with \$11 billion needed to fill the Highway Trust Fund through December. The Senate Environment and Public Works Committee has announced plans to consider a six-year surface transportation reauthorization bill in June, but she noted that this committee only has jurisdiction of the highway portion of the bill so this would be the first of many steps necessary to have a long-term funding bill. Ms. Wilson also provided an update regarding the State Legislature and the Regional Transportation Council (RTC) Legislative Program to actively pursue. Related to additional revenue for transportation, both the House and the Senate have identified additional general revenue for the State budget. Both bills look at ending diversions of transportation funds to non-transportation uses with increases between \$1.3 billion and \$1.6 billion in the baseline budget. An additional revenue bill of interest is SJR 5. The Senate version would redirect \$2.5 billion of the motor vehicles sales tax to transportation uses for non-tolled roadway facilities. This amount could be slightly higher in future years due to additional funds over \$5 billion being split between general revenue-type uses and the State Highway Fund. The House version passed with \$3 billion plus a two

percent general sales and use tax allocation to the State Highway Fund for non-tolled roadway projects. The conference committee is meeting and there seems to be interest in getting additional funding passed this session that would require a vote of Texas citizens in November 2016 similar to Proposition 1. Related to public-private partnerships, RTC specifically requested authority on IH 635E and at the April meeting proposed a trade of projects to move forward with the IH 635E project. There has been no legislation move forward regarding IH 635E and Senator Hall has filed a committee substitute on SB 1045 that would authorize the Texas Department of Transportation (TxDOT) to enter into a design build contract for IH 635E, but only as a last option. This would mean that the region would have to look at traditional funding to first see if there is a viable option to fund the project. It would propose a new financing mechanism, titled Expiring Revenue Enhancement, which is a combination of traditional revenues and the new sales tax increment zone revenue. In addition, the bill would have provisions for bonds and debt would expire after 35 years. This bill was left pending in Senate Transportation. Ms. Wilson highlighted legislation related to the Low Income Repair and Replacement Program (LIRAP)/AirCheckTexas. There has been positive movement and the Senate has fully appropriated funding at nearly \$87 million over the biennium. The House version includes funding at \$14 million within the Texas Commission on Environmental Quality budget but passed Article 9 that would additionally appropriate \$81 million. Staff believes this shows support in both the House and the Senate for using general revenue dedicated accounts for their intended purposes. Lastly, legislation related to high-speed rail was highlighted. There were a number of House Bills that were introduced that would have been detrimental to projects in the State, but those bills are not moving forward. Remaining is SB 1601 that would prohibit a rail company from using eminent domain for high-speed rail. The bill has been reported out of the Senate Transportation Committee but has not been put back on the Senate calendar. Another outstanding issue is Rider 48 in HB 1 that would prohibit TxDOT from spending state funds related to high-speed rail. In addition, TxDOT has oversight authority on the Dallas to House section of high-speed rail which could also be impacted. The House and Senate are entrenched in their positions and this decision is expected to be determined by the leadership. Members were encouraged to contact the Lieutenant Governor. Additional bills of interest include HB 13 that would establish project selection and funding requirements for TxDOT, the Texas Transportation Commission, and metropolitan planning organizations (MPOs), would require TxDOT to review their funding categories and formulas, and require public discussion if funding decisions deviate from the formulas. The bill includes additional criteria for MPOs to develop a 10-year plan and establish project selection criteria. HB 20 is a companion bills to HB 13 related to performance-based planning and project selection mirroring items in MAP-21. One new item would be the appointment of a legislative select committee for oversight. Ms. Wilson also highlighted HB 735 that would allow collection of the number of alternative fueled vehicles registered in the State that was recently supported by the RTC. HB 1633 would require notification to TxDOT when a permit is filed to drill an oil or gas well near a TxDOT easement. SB 1237 would require MPO policy board meetings for MPOs with populations above 350,000 to be broadcast live and archived, and SB 714 would prohibit red light cameras. Staff will continue to monitor these bills and provided updates to members. Mr. Wilson highlighted key upcoming legislative deadlines, noting June 1 was the last day of the regular session. Charles Emery asked what percent of the federal gas taxes are being received back out of Washington. Ms. Wilson noted that exact amounts are difficult to detail since there have been several general funds transfers offsetting the gas tax revenues.

7. **2017-2020 Transportation Improvement Program Development:** Christie Gotti discussed the development of the 2017-2020 Transportation Improvement Program (TIP), a

multi-year listing of transportation improvements in the region developed in coordination with local agencies and the Texas Department of Transportation (TxDOT). North Central Texas Council of Governments (NCTCOG) staff have begun the process of reviewing all existing projects and making needed adjustments to develop a revised project listing that will be presented in early 2016. The projects will be reviewed against estimated revenue, the Mobility Plan, and air quality conformity, followed by public review and comment. As meetings occur regarding project listings, local agency engagement will be important and should include project managers, fiscal managers, and TxDOT staff. Information to be discussed will include project status updates by phase including, start/end dates and general funding and agreement information. Ms. Gotti also discussed the proposed milestone policy intended to determine if projects funded for ten or more years that have not started construction are still important. Under the policy, these projects would be assumed to be canceled unless agencies can demonstrate a realistic, achievable schedule. In addition, local agencies will be asked to provide policy board support and identify the availability of local matching funds. The policy is intended to identify projects that are no longer priorities, which will increase available funds for higher priority projects that are ready-to-go. It was noted that freed-up funds will not create a direct transfer of funds within an agency, but will increase the pool of available funds available for future discussion. A list of projects that would be considered under the proposed policy is being developed and will be provided to members. Members were asked for feedback regarding the proposed policy. Ms. Gotti reviewed the timeline for the 2017-2020 TIP development, noting that staff will begin meeting with local agencies through August with draft listings expected in the January/February timeframe and final RTC approval requested in April. Additional details were provided in Electronic Item 7. Sheri Capehart asked in what list the US 287/IH 820/IH 20 project appeared. Michael Morris noted that the project is in the Metropolitan Transportation Plan and that discussion will need to occur regarding the best way to advance the project. Ms. Capehart discussed the project and asked for future discussion either as a future agenda item or in a separate meeting. Mark Riley expressed support for the milestone policy, noting that when the region is seeking additional funding, it is important to show that the region is managing its current resources in the best way possible.

8. **Transit-Oriented Development Data Collection/Routes to Rail:** Karla Weaver presented information from the Transit-Oriented Development (TOD) data collection effort. The goal of the project was to develop base line performance measures, aid in long-term transportation and land-use planning, and to promote TOD in the region. The TOD data collection model included transit station, station area, and development characteristics. Details of each were highlighted. The model also took into account census, development modeling, transit station, and land use data within one-half mile around the existing 74 rail stations. As a result, an online database and interactive map were developed, as well as fact sheets for the existing stations in the region. Examples were highlighted, and it was noted that additional information is available at www.nctcog.org/TODdata. Staff anticipates adding information from the TEX Rail line, the Dallas Area Rapid Transit Blue Line Extension, and potentially other modes of transit in the future. Future efforts will also include a quality control review of appraisal data around the sites, as well as review of the impact of transit in areas. Ms. Weaver also presented information regarding the Routes to Rail study, an update to a study completed in 2003 that mapped existing facilities for each rail station. The study identified actual walking distances (walkshed) around 74 stations and identified bicycle and pedestrian facilities within a half-mile of the existing stations and gaps within the facilities. Ms. Weaver highlighted maps for various facilities, noting the one-half mile radius around each station, one-half mile actual walking distances, and existing connected and

disconnected facilities. This information provides a tool to assist in prioritizing investments related to accessibility for increased transit ridership and connectivity in transit areas. Staff will be working with stakeholders regarding the maintenance issues of accessibility, safety data, and the cost/benefit of improvements. It will also be important to prioritize infrastructure investments to connect areas with potential transit users. Ms. Weaver noted that this process is also applicable in areas other than transit locations and that the information will be made available for cities and counties to evaluate their walkshed. She also discussed efforts in the Washington Metro Metropolitan Planning Organization to maximize connectivity, which produced new trips and increased fair revenue. The partnerships of cities and transit agencies investing in these types of efforts are important, and staff will continue to use the data as a way to assist the region in making informed decisions with limited resources. She noted that maps and additional details are available at www.nctcog.org/RoutesToRail. Michael Morris discussed the bicycle and transit system within the region, noting the importance cities and the Regional Transportation Council play in the last mile connections. The tools discussed will assist in finding the most cost-effective linkages for the region and create more neighborhood level planning. Rob Franke asked if staff are able to include data from the Comptroller regarding sales tax in the station areas. Ms. Weaver noted that staff will look into including the data. Mark Enoch noted that the transit agencies have a wealth of data that is available, and agreed that sales tax data would help show the benefits for cities they do not yet have rail. In addition, the information will be helpful for other cities through which the rail system exists to determine the impediments and why rail is not otherwise as successful. Douglas Athas asked if the data was in a form usable by most entities. Ms. Weaver noted that the data was available in a variety of formats.

9. **High Occupancy Vehicle Subsidy Report:** Dan Lamers provided an update on the most recent managed lane performance report. He highlighted the current Regional Transportation Council (RTC) policy allowing high-occupancy vehicle (HOV) users to travel on the managed lane system for a 50 percent discount during the peak periods, with 50 percent paid by the RTC. Current open facilities include the North Tarrant Express and a portion of LBJ Express. The DFW Connector is also opened, but owned by the Texas Department of Transportation so the RTC is not responsible for the HOV subsidy on this facility. As part of the adoption of the Toll Managed Lane and High Occupancy Vehicle/Expressed Managed Lanes policies, the RTC requested regular reports regarding performance of the managed lane system. As of February 2015, approximately \$76,000 has been spent on the HOV 2+ subsidy. Mr. Lamers noted to members that only a small portion of the facilities are currently opened, and that it is not necessary for the RTC to move to 3+ occupancy at this time. In addition, related to the North Texas Tollway Authority customer service demands, there have been no reported excessive or unusual demands. Members were also interested in the performance aspects of the roadway. To date, there have been no instances where speeds have dropped below 35 miles per hour other than icy road conditions in February. Details were provided in Electronic Item 9, and staff will continue to provide updates to members on a quarterly basis. Mr. Lamers also discussed the Managed Lane Pooled Fund Study in which the RTC approved North Central Texas Council of Governments (NCTCOG) staff participation. The nationwide study group recently held its meeting at NCTCOG, which included staffs of state departments of transportations and staff from the San Francisco Bay Metropolitan Planning Organization. As part of the meeting, the group toured the opened managed lane facilities in the region and construction on LBJ, and were impressed with the managed lane system in the region. Lastly, he discussed RTC concerns regarding violations of the occupancy for vehicles in the managed lane facilities. The Texas Department of Transportation has released a request for proposals soliciting

technology that will allow high occupancy vehicles to be detected automatically and charged the correct rate without having to preregister. The RTC may soon have the opportunity to implement this type of technology in the region's managed lane system.

10. **Progress Reports:** Regional Transportation Council attendance was provided in Reference Item 10.1, Surface Transportation Technical Committee attendance and minutes were 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, June 11, 2015, 1:00 pm, at the North Central Texas Council of Governments.

The meeting adjourned at 2:35 pm.