

MINUTES

REGIONAL TRANSPORTATION COUNCIL

The Regional Transportation Council (RTC) met on Thursday, February 8, 2018, at 1:00 pm in the Transportation Council Room of the North Central Texas Council of Governments (NCTCOG). The following members or representatives were present: Douglas Athas, Tennell Atkins, Sue S. Bauman, Bruce Wood (representing Carol Bush), Loyl C. Bussell, Rickey D. Callahan, Mike Cantrell, David L. Cook, Rudy Durham, Andy Eads, Charles Emery, Kevin Falconer, Andy Nguyen (representing Gary Fickes), Robert Franke, Darrell Cockerham (representing Roger Harmon), Clay Lewis Jenkins, Ron Jensen, Jungus Jordan, Lee M. Kleinman, Rick Grady (representing Harry LaRosiliere), David Magness, Scott Mahaffey, B. Adam McGough, Eddie Reeves (representing William Meadows), Steve Mitchell, Cary Moon, Stan Pickett, Mark Riley, Kelly Selman, Will Sowell, Mike Taylor, Stephen Terrell, Tim Welch (representing T. Oscar Trevino Jr.), William Tsao, Oscar Ward, Duncan Webb, Kathryn Wilemon, W. Jeff Williams, and Ann Zadeh.

Others present at the meeting were: Vickie Alexander, David S. Arbuckle, Gustavo Baez, John Baker, Melissa Baker, Tom Bamonte, Berrien Barks, Carli Baylor, Bryan Beck, Emily Beckam, Natalie Bettger, Alberta Blair, Cal Bostwick, Chuck Branch, Keith Britton, Ron Brown, Pamela Burns, Brian Byrd, Marrk Callier, Drew Campbell, Angie Carson, Sarah Cathcart, Sarah Chadderdon, Lori Clark, Leigh Collins, Mike Curtis, Jennifer Dewitt, Kim Diederich, Bonnie Diehl, David Dryden, Chad Edwards, Kirk Fraser, Mike Galizio, Matt Gaunt, Matt Geske, Bob Golden, Jim Griffin, Philip Hiatt Haigh, David Halloin, Jena Hanson, Victor Henderson, Rebekah Hernandez, Mark Hilderbrand, Robert Hinkle, Jodi Hodges, Matthew Holzapfel, John Hudspeth, Ivan Hughes, Terry Hughes, Yagnesh Jarmarwala, Amy Johnson, Tom Johnson, Sharareh Kermanshachi, Dan Kessler, Daphne King, Ken Kirkpatrick, Chris Klaus, John Lamb, Dan Lamers, Rick L'Amie, April Leger, Ray Leszcynski, Alonzo Linan, Eron Linn, Ramiro Lopez, Paul Luedtke, Mickey Marlow, Kate Marshall, Michael Medina, Rebecca Montgomery, Erin Moore, Michael Morris, Christie Myers, Ron Natinsky, Jeff Neal, Cody Nelson, Mickey D. Nowell, Donald Parker, Johan Petterson, James Powell, Vercie Pruitt-Jenkins, Chris Reed, Bill Riley, Christina Roach, Tito Rodriguez, Mario Rojo Jr., Kristina Ronneberg, Greg Royster, John Ryan, Steve Salin, Kelli Schlicher, Steve Schoenekase, Randy Skinner, David Smith, Imelda Speck, Tom Stallings, Stephen W. Stanley, Gerald Sturdivant, Vic Suhm, David Sweet, Don Szczesny, Steve Templer, Gary Thomas, Jonathan Toffer, Danielle Tucker, Victor Vandergriff, Mitzi Ward, Sandy Wesch, Amanda Wilson, Brian Wilson, Alicia Winkelblech, Ed Wueste, Jing Xu, and Kate Zielke.

1. **Approval of January 11, 2018, Minutes:** The minutes of the January 11, 2018, meeting were approved as submitted in Reference Item 1. Jungus Jordan (M); Mike Taylor (S). The motion passed unanimously.
2. **Consent Agenda:** The following items were included on the Consent Agenda.
 - 2.1. **FY2018 and FY2019 Unified Planning Work Program Modifications:** Regional Transportation Council approval of modifications to the FY2018 and FY2019 Unified Planning Work Program, provided in Electronic Item 2.1.1, was requested. Action also included that the RTC direct staff to also amend other administrative/planning documents, as appropriate, to reflect the approved modifications. Additional information was provided in Electronic Item 2.1.2.

2.2. Video Web Hosting Services and Equipment Upgrade in the Transportation Council Room: Regional Transportation Council (RTC) approval of \$50,000 in RTC Local funding to support the upgrade of video displays in the Transportation Council Room was requested. Action also included that the RTC direct staff to include this additional funding in the FY2018 and FY2019 Unified Planning Work Program, 2017-2022 Transportation Program, and other administrative/planning documents as necessary.

A motion was made to approve the items on the Consent Agenda. Oscar Ward (M); Charles Emery (S). The motion passed unanimously.

3. **Orientation to Agenda/Director of Transportation Report**: Dan Lamers noted that in January 2018, the North Central Texas Council of Governments (NCTCOG) and the Regional Transportation Council (RTC) received the Regional Ecosystem Framework Award from the Federal Highway Administration (FHWA) for work on its Regional Ecosystem Framework project. This project looked at data and ways that staff can incorporate ecological principles into the planning process. Michael Morris thanked members of the RTC who attended the January 25 Texas Transportation Commission meeting in support of IH 635 East. He reminded members that presentations from RTC meetings, as well as handouts, are posted on the NCTCOG web site following meetings. He noted that for the next few months, staff will send by email a link to the web site following the meeting to ensure that members are aware of where the information is posted. Current air quality funding opportunities were provided in Electronic Item 3.1, Dallas-Fort Worth Clean Cities events were provided in Electronic Item 3.2, and information on the Dallas-Fort Worth Clean Cities annual report deadline was provided in Electronic Item 3.3. Clean Construction Contract language recently incorporated into the NCTCOG Public Works Construction Standards was provided in Electronic Item 3.4. The 2017 Transportation Development Credits annual report was provided in Electronic Item 3.5, and the most recent east/west equity percentages for the region were provided in Electronic Item 3.6. January public meeting minutes were provided in Electronic Item 3.7, and the February public meeting notice was provided in Electronic Item 3.8. NCTCOG staff testimony provided at the recent high-speed rail public hearings was provided in Electronic Item 3.9. Mr. Morris noted that the Texas Department of Transportation was working on the elements of the Margaret McDermott Bridge recently reported in the news. In addition, he noted the public comments report was provided in Electronic Item 3.10, recent correspondence in Electronic Item 3.11, recent news articles in Electronic Item 3.12, and recent press releases in Electronic Item 3.13. Transportation partner reports were distributed at the meeting.

Victor Vandergriff discussed his departure from the Texas Transportation Commission (TTC), noting that he could not think of a place he would rather be than meeting with the RTC during his last days of service. He discussed his time in appointed office beginning with the North Texas Tollway Authority, next with the Texas Department of Motor Vehicles, and then finally with the Texas Department of Transportation (TxDOT). He encouraged members of the Regional Transportation Council to not lose focus on its goals and continue to work together as a unified group. He noted that RTC member attendance and representation of the region at the January 25, 2018, Texas Transportation Commission meeting was one of the RTC's finest hours as people that disagreed over tolling found common ground. He encouraged the region to continue to support the partnerships that have been developed over time even when disagreements arise. Mr. Vandergriff also discussed his desire to be honest and truthful, and how this type of communication builds trust and encourages teamwork. He noted the RTC's emphasis of the same qualities have had a positive impact in the region. In closing, he discussed his appreciation and respect for the Texas Department

of Transportation and its employees, noting that one of the greatest opportunities that has resulted from his time with the TTC is his understanding of TxDOT, the culture, and the people. He added that it has been an honor and privilege to work with them over the last several years. RTC Chair Rob Franke thanked Mr. Vandergriff for his integrity and character, both of which he noted are good examples for other appointed and elected officials. He also noted that staff would be in contact with him regarding an opportunity to honor him and express the RTC's appreciation for his efforts over the years. Several members of the RTC expressed their appreciation to Mr. Vandergriff for his leadership, as well as his integrity and vision.

4. **Blue-Green-Grey Awards:** Emily Beckham presented staff recommendations for the Blue-Green-Grey Application for New Ideas funding opportunity. This initiative focused on three elements: water (Blue), environment (Green), and transportation infrastructure (Grey). The goal was to advance projects or programs that have innovative outcomes in the three elements, primarily to provide seed money for entities to develop ideas for full implementation. In addition, the effort focused on building partnerships and additional collaboration among the three sectors to implement projects in the region. To help foster the goals, application requirements were kept to a minimum. Eligible applicants included universities, cities, counties, transit authorities, private firms, non-profits, and individuals with projects located within the 12-county Metropolitan Planning Area. Awarded projects or programs must be submitted to implementing agencies or fully implemented within 12 months of award. A total of 53 applications were received. Each of the applications was evaluated against scoring criteria. Applications were scored based on team qualifications (correct balance of experience and expertise), project impact (long-term effect and ability to change future design), innovation (new approaches, design, or methodologies that address the three elements), and applicability/transferability (able to use in other communities and consistent with eligible funding programs and Regional Transportation Council objectives). Additional information on application scoring was provided in Electronic Item 4.1, and details of the scoring criteria and recommendations were provided in Electronic Item 4.2. Of the applications received, staff proposed three projects for award: 1) City of Southlake Burney Lane Biofiltration System for \$50,000, 2) City of Farmers Branch Green Bus Stop Design Guidelines for \$30,000, and 3) Dallas Area Rapid Transit Community Gardens Hatcher Station Pilot for \$29,170 for a total award of approximately \$110,000. The schedule for this effort was reviewed. A motion was made to approve the projects recommended for award through the Blue-Green-Grey Application for New Ideas funding opportunity, provided in Electronic Item 4.2, using Regional Transportation Council Local funds. Action also included approval for staff to administratively amend the Transportation Improvement Program and Unified Planning Work Program, as appropriate, to include the projects awards. Oscar Ward (M); Charles Emery (S). The motion passed unanimously.
5. **Follow Up to the Texas Transportation Commission Meeting:** Regional Transportation Council (RTC) Chair Rob Franke discussed the IH 635 East project. He noted the power of the RTC is in its unity and he encouraged members to remain focused on finding innovative solutions for transportation in the region. Michael Morris presented the financial strategy for IH 635 East, as provided in Electronic Item 5. He noted staff proposed no action on the financial strategy, but instead proposed the RTC take action on correspondence to Texas Transportation Commission (TTC) Chair Bruce Bugg, distributed at the meeting in Reference Item 5.2. This will give staff additional time to continuing working with Texas Department of Transportation (TxDOT) Headquarters on refining the financial strategy for consideration at the March 8 RTC meeting. In addition, letters received from entities supporting IH 635 East were distributed at the meeting in Reference Item 5.3. Mr. Morris provided background of the various phases of IH 635 East. Currently, work is underway on

Phase 3 including noise walls, utility relocation, and right-of-way purchase. Funds for the Skillman/Audelia project have already been approved by the TTC and the project is moving forward as part of the previously approved funding for IH 635 East Phase 3. In November 2017, TxDOT moved forward with an initiative to advance the Environmental Impact Study components of IH 635 East Phase 3 project. In December 2017, the TTC approved a significant amount of funding for IH 635, but did not approve the tolled components of the project. In January 2018, the RTC requested that the design-build procurement proceed in parallel to closing the funding gap on the project. However, the Texas Transportation Commission Chair requested that the RTC first tighten up the funding gap for better transparency. In response to the TTC Chair's request, Mr. Morris reviewed an option to close the financial gap provided in Electronic Item 5. In Reference Item 5.1, the TCC Chair sent a letter to the RTC Chair expressing a desire to partner with the RTC. In addition, the Chair contacted staff by phone asking RTC staff to continue to work closely in partnership with TxDOT staff both in the local district and in Austin to close this financial gap. The RTC Chair response, distributed at the meeting in Reference item 5.2, mutually expressed the importance of a strengthened partnership between the RTC and the Texas Transportation Commission. Details of Electronic Item 5 were reviewed. Currently, TxDOT has estimated the IH 635 East Phase 3 project at \$1.8 billion. The actual project cost is unknown, especially if the tolled managed lanes are built in a later phase. The estimated \$1.8 billion total includes the cost of the tolled managed lanes. NCTCOG anticipates the project could be \$200-\$300 million lower through the use of innovative options on the project. In December 2017, the TTC funded \$717 million of the IH 635 East project, which included \$100 million in Category 2 funds (including the Skillman/Audelia project), \$175 million in Category 4 funds, and \$442 million in Category 12 funds. He noted Section 2 of Electronic Item 5 was a first attempt at closing the funding gap. The original funds that were on the tolled managed lane portions of the project and that were not approved by the TTC are proposed to be echoed back with \$115 million in Category 2 funds (already approved by RTC), \$100 million in Congestion Mitigation and Air Quality Improvement Program/Surface Transportation Block Grant Program/State match funds, \$50 million in Regional Toll Revenue funds from the former Trinity Parkway project, and potentially \$165 million if awarded from the federal Infrastructure For Rebuilding America (INFRA) grant. These funds total approximately \$430 million. In Section 3, proposed revenue from the tolled managed lane portion of the project would have closed the financial gap, but the revenue from the tolled elements is currently set at zero. Section 4 is funding from projects placed as "collateral" in an effort to close the funding gap for a total of approximately \$653 million. These funds have been previously approved to go to other projects near IH 635 East. Proposed collateral from projects include approximately: 1) \$128 million from IH 30 (Bass Pro Drive to Dalrock Road), \$262 million from IH 35E (IH 635 to Denton County Line), and \$263 million from US 80 (East of Town East Boulevard). He added that there are additional options that could provide potential funding, and that alternative design concepts could provide cost savings. Mr. Morris noted that this is one option to close the funding gap and that staff believed there was no need to approve the financial strategy at this time. There are other potential options to bridge the funding gap and delaying action until the March 8 RTC meeting will allow staff additional time to work with TxDOT staff and the TTC.

Lee M. Kleinman thanked RTC colleagues from both the eastern and western portions of the region for their support of IH 635 East at the January 25, 2018, TTC meeting. He noted he is uncomfortable with the proposal that funding from projects in Dallas, Kaufman, Rockwall, and Denton counties is proposed to bridge the funding gap on IH 635 East when there are alternative funding options. He noted he was supportive of staff's proposal to send correspondence to the TTC Chair as proposed in Reference Item 5.2, but noted it is important to also recognize that the proposed financial strategy puts other projects at risk.

Clay Lewis Jenkins asked if staff knew the expected delay to IH 30 from Bass Pro Drive to Dalrock Road if the funds were in fact needed from the project. Mr. Morris noted any potential delay would not be known until a final cost for the IH 635 East project has been determined, but it is hoped there would be no delay to the project. Andy Eads discussed the economic development impacts associated with congestion. He noted the importance of a continued partnership with the TTC, as well as the Governor and Lieutenant Governor. In addition, he noted that the collateral projects referred to in the proposed financial strategy to close the funding gap essentially is the defunding of those projects, which has real costs associated with not having the ability to utilize the tools given by the legislature. Bruce Wood noted that Kaufman County is disappointed with the \$263 million proposed as collateral from US 80. He added that the County is willing to remain good partners in the process, but is disappointed with the proposed defunding of the project. Adam McGough noted his appreciation for those who attended the January 25 TTC meeting in support of the IH 635 East project. In addition to the cost of delay, he noted there are safety, economic development, and quality of life issues as well. Douglas Athas discussed prioritizing projects and the hard decisions that must be made, but noted that the removal of tolled managed lane options is not making the region stronger or helping reduce congestion. Rickey Callahan discussed congestion and the impact to employment and quality of life that this causes his district and the region. Stan Pickett discussed regionalism and thanked members of the RTC for their continued support on IH 635 East. David Magness noted he was happy that action to approve the proposed financial strategy was delayed and expressed concern about the proposed collateral projects. Mike Taylor noted the majority of the public approves of the concept once understood and highlighted the benefits to the region. Steve Mitchell noted that when talking to elected officials in Austin, they do not understand that citizens in the Dallas-Fort Worth region are supportive of tolled managed lanes which create trip time reliability. He added that he believes that transportation is not a partisan issue. A motion was made to approve correspondence from the Regional Transportation Council Chair to the Texas Transportation Commission Chair supporting a continued partnership, as distributed at the meeting in Reference Item 5.2. Lee M. Kleinman (M); Andy Eads (S). The motion passed unanimously.

Mr. Morris noted that due to the length of previous discussions, Items 7-10 would be postponed until the March 8, 2018, RTC meeting. He reminded members that these items will be presented for action at the March 8 meeting, and that members should review this month's items in preparation for action at the next meeting.

6. **Mobility 2045 Update and Follow Up to the Workshop:** Kevin Feldt provided an overview of progress to date on the development of Mobility 2045, as well as a summary of the Regional Transportation Council (RTC) Mobility 2045 Plan Workshop. Proposed recommendations for major roadways and transit corridors were highlighted. In addition, the financial elements of Mobility 2045 were presented. Compared to Mobility 2040, staff anticipates an increase in expenditures from \$118.9 billion to \$135.5 billion for 2045. Of the \$135.5 billion, roadway expenditures total approximately \$51 billion. Between now and Mobility 2045, regional roadway needs are expected to be approximately \$389 billion which leaves a shortfall of \$338 billion. Proposed policy additions include a technology policy that encourages data sharing and automated vehicles, supports infrastructure maintenance, and encourages ride sharing. Asset optimization was also highlighted. Another proposed policy addition is to support the ability to modify the Mobility Plan for emergency operation improvements such as technology lanes, access ramps, and auxiliary lanes. This is similar to the administrative Transportation Improvement Program modification process. In addition, Mr. Feldt noted the proposed implementation of managed toll lanes within a tolled managed lane policy area. The proposed tolled managed lane policy area represents approximately

13 percent of the 12-county Metropolitan Planning Area while it encompasses approximately 67 percent of the region's congested roadways. The idea is to focus tolled managed lanes in an area that could alleviate the most congestion. He also highlighted simulation results of removing all tolled facilities from Mobility 2040. Vehicle hours of travel would increase by 79 percent, average speeds would drop by 44 percent, and the amount of time spent in delay in a vehicle would rise approximately 206 percent above conditions with toll facilities. Areas of increased congestion were also highlighted. The purpose of managed lanes is to manage congestion, which increases mobility. While speeds in tolled lanes increase by approximately 75 percent, speeds in the adjacent non-tolled lanes also increase by approximately 50 percent when tolled managed lanes are present. These lanes provide drivers choice and predictability in travel times. The schedule for the Mobility 2045 development effort was reviewed. STTC will take action on Mobility 2045 recommendations in May and the RTC in June. Rickey D. Callahan discussed the need for a strategic policy to close the funding shortfall and asked about upcoming efforts for the 2019 legislative session, as well as federal legislative efforts. Michael Morris noted the 15 policy questions previously provided to the local legislative delegation. In addition, the RTC Legislation and Finance Subcommittee will also meet in the near future and discuss efforts to engage both the Texas House and the Texas Senate on the 15 revenue enhancing strategies. At the Mobility 2045 Plan Workshop, members asked for quantification of the shortfall between available roadway revenue and anticipated roadway needs. The shortfall, policy position on tolled managed lanes, and the 15 revenue enhancing strategies will be taken directly to the legislative delegation in an effort to close the funding gap. Regarding federal legislation, a report to the RTC is anticipated to be presented at a future meeting regarding transportation infrastructure funding and recent events in Washington, D.C.

7. **2017-2018 CMAQ/STBG Funding Program: Sustainable Development Phase 4:** This item was postponed to the March 8, 2018, Regional Transportation Council meeting.
8. **High-Occupancy Vehicle Subsidy/Technology Update:** This item was postponed to the March 8, 2018, Regional Transportation Council meeting.
9. **Access North Texas:** This item was postponed to the March 8, 2018, Regional Transportation Council meeting.
10. **Regional Traffic Signal Retiming Program and Minor Improvement Program Call for Projects:** This item was postponed to the March 8, 2018, Regional Transportation Council meeting.
11. **Progress Reports:** Regional Transportation Council attendance was provided in Electronic Item 11.1, Surface Transportation Technical Committee attendance and minutes in Electronic Item 11.2, and the current Local Motion in Electronic Item 11.3.
12. **Other Business (Old or New):** There was no discussion on this item.
13. **Future Agenda Items:** There was no discussion on this item.
14. **Next Meeting:** The next meeting of the Regional Transportation Council is scheduled for Thursday, March 8, 2018, 1:00 pm, at the North Central Texas Council of Governments.

The meeting adjourned at 2:50 pm.