

MINUTES

REGIONAL TRANSPORTATION COUNCIL November 12, 2015

The Regional Transportation Council (RTC) met on Thursday, November 12, 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: Monica R. Alonzo, Bruce Arfsten, Douglas Athas, Brian Barth, Mike Cantrell, Rudy Durham, Andy Eads, Charles Emery, Gary Fickes, Robert Franke, Sandy Greyson, Roger Harmon, Clay Jenkins, Ron Jensen, Jungus Jordan, Stephen Lindsey, Brian Loughmiller, David Magness, André McEwing (representing Scott Mahaffey), Matthew Marchant, Maher Maso, Cary Moon, Stan Pickett, Mark Riley, Amir Rupani, Mohamed Bur, 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 Zim Zimmerman.

Others present at the meeting were: Vickie Alexander, Gustavo Baez, Melissa Baker, Berrien Barks, Carli Baylor, Steve Berry, Natalie Bettger, Brandi Bird, Brandy Bissland, Kristina Brevard, Tanya Brooks, Ron Brown, John Brunk, Chris Burkett, Marrk Callier, Jack Carr, Angie Carson, Sarah Chadderdon, Jim Cline, Hal Cranor, Jason Crawford, Mike Curtis, Clarence Daugherty, Ruben Delgado, Kim Diederich, Jerry Dittman, Paula Durant, Michael Eastland, Chad Edwards, Traci Enna, Brittney Farr, Kevin Feldt, David Gattis, Martin Glenn, Bob Golden, Christie Gotti, Mike Hasler, Tommy Henderson, Rebekah Hernandez, Jesse Herrera, Mark Hilderbrand, Jodi Hodges, David Hosseiny, Jessie Huddleston, Yagnesh Jarwarwala, Joel Kertok, Dan Kessler, Ken Kirkpatrick, Chris Klaus, Dan Lamers, April Leger, Mark Lorance, Alfred Luera, Stanford Lynch, Karina Maldonado, Mickey Marlow, Edith Marvin, Adam McGough, Michele McKenzie, Chad McKeown, James McLane, Cindy Mendez, Cesar Molina, Michael Morris, Debra Murry, Jeff Neal, Mark Nelson, Mickey Nowell, James Powell, Vercie Pruitt-Jenkins, Shannon Ramirez, Larry Redden, Chris Reed, Molly Rendon, Bill Riley, Kristina Ronneberg, Greg Royster, Moosa Saghian, Steve Salin, Russell Schaffner, Lori Shelton, Walter Shumac, Randy Skinner, Angela Smith, Rick Stopfer, Gerald Sturdivant, Gary Thomas, Lauren Trimble, Frank Turner, Mandy Vassigh, Mitzi Ward, Terry Watson, Karla Weaver, Germaine White, Cheryl Williams, Bruce Wood, and Ed Wueste.

1. **Approval October 8, 2015, Minutes:** The minutes of the October 8, 2015, meeting were approved as submitted in Reference Item 1. Rob Franke (M); Kathryn Wilemon (S). The motion passed unanimously.

Sandy Greyson commented on the October 8, 2015, meeting minutes related to a Consent Agenda item approving funds for an employer to have access to a regional trail connection. Since there could arise the possibility that two cities may be competing for an employer to locate within its boundaries, she asked if a Regional Transportation Council policy should be created for this type of funding. Michael Morris noted that North Central Texas Council of Governments staff should declare if an employer has express interest in relocating so that other entities could then also express interest.

2. **Consent Agenda:** The following item was included on the Consent Agenda.

2.1. **Unified Planning Work Program Modifications:** A motion was made to approve modifications to the FY2016 and FY2017 Unified Planning Work Program provided in Reference Item 2.1.1. Details were provided in Electronic Item 2.1.2.

Rob Franke (M); Mike Cantrell (S). The motion passed unanimously.

3. **Orientation to Agenda/Director of Transportation Report:** Regional Transportation Council (RTC) Chair Mark Riley noted the officers of the Multimodal/Intermodal/High-Speed Rail/Freight Subcommittee and Legislation and Finance Partnership Subcommittee. A handout was provided at the meeting showing the full membership of each subcommittee.

Mindy Mize presented the Air North Texas 2014-2015 Partner Awards. Hood County received the Outstanding Advertising award, City of Grand Prairie received the Outstanding Outreach award and the Outstanding Initiative award, University of North Texas Health Science Center received the Outstanding Partner Involvement award, City of Fort Worth received the Outstanding Media Engagement award, and City of Plano received the Air North Texas Partner of the Year award.

Michael Morris provided an update on the Texoma Area Paratransit System (TAPS). He noted that Commissioner Chris Hill had an unexpected conflict related to TAPS and was unable to attend the meeting. The loan approved by the RTC at its October 2015 meeting is being negotiated with a potential entity to allow cash flow for TAPS. In addition, staff has completed negotiations with an outside consultant team that will begin on Monday, November 16 to assist TAPS with invoicing. Also, North Central Texas Council of Governments Transportation and Administration Department staffs are processing invoices and working to determine if the TAPS issue is related to funding or cash flow. Mr. Morris discussed the recent Continuity of Operations pilot test held on October 30. Transportation employees worked outside of the office through the use of technology to test the operation of the department in the event of an emergency. He also reviewed revised allocations for Proposition 1 funding. FY2015 allocations remain unchanged at \$368 million. FY2016 allocations are reduced from \$268 million to \$250 million. FY2017 allocations are reduced from \$264 million to \$131 million. Staff will be working with the Texas Department of Transportation (TxDOT) to stage improvements that have already been approved by the RTC. In addition, he noted that Proposition 7 was approved by voters. Related to federal legislation, he noted that positive train control was included in the Moving Ahead for Progress in the 21st Century (MAP-21) extension. This adjusts the implement date from December 2015 to December 2018. Related to surface transportation authorization, the three-week MAP-21 extension expires November 20. Both the House and the Senate have each passed six-year bills and will meet in conference committee. The committee report must be approved and signed by the President before November 20 or another extension will be needed. Air quality funding opportunities for vehicles were provided in Electronic Item 3.1 and October public meeting minutes were provided in Electronic Item 3.2. An additional public comment from State Representative Turner was provided at the meeting in Reference Item 3.2.1. Recent correspondence was provided in Electronic Item 3.3, recent new articles in Electronic Item 3.4, and recent press releases in Electronic Item 3.5. Transportation partner progress reports were provided at the meeting.

4. **Mobility 2040: Mobility Plan Workshop Follow Up:** Dan Lamers presented progress on the region's next long-range transportation plan and provided a summary of the Mobility

Plan Workshop held prior to the RTC meeting. Congestion levels for 2017 with the current transportation system were reviewed in comparison to congestion levels anticipated for 2040 if there are no additional capacity to roadway or transit system over the next 25 years but 4 million people are added to the region. Mobility 2040 guiding principles were highlighted. These include a comprehensive corridor evaluation to identify the type of improvements to be included in the Plan, reevaluation of priced facility recommendations to determine opportunities to reduce toll facilities and provide additional capacity through tax-funded projects, the reevaluation of regional rail recommendations, and the proposed regional "policy bundles" to make the most efficient use of the transportation system. Mobility 2040 funding estimates were also reviewed and a table summarizing the reasonably expected revenue for the timeframe of the Plan were highlighted. The current Plan totals \$94.5 billion. Recommendations for Mobility 2040 total \$108.7 billion that is reasonably thought to be available for utilization in the Plan. Traditional funding totals approximately \$64 billion, with remaining revenue assumed for sources such as current and proposed priced facilities, new revenue from diversions, Proposition 1 and Proposition 7, public-private partnership related to transit, and state, local, and federal revenue enhancement assumptions. Major expenditures for Mobility 2040 include maintenance, roadway, and regional rail. Freeway/tollway corridors represent approximately \$30 billion expenditures. Other expenditures include additional capacity without tolled components, existing tolled and managed lanes, and capital maintenance. Mr. Lamers also highlighted the transit system portion of Mobility 2040. A new concept that will be applied to the Plan is high-intensity bus service. This is a rail-like premium bus with amenities. This option requires less capital and operating cost than bus service that can be implemented in less time. He reviewed the transit system, including existing rail corridors and those corridors under review for new regional rail service or potential high-intensity, bus-type service. He noted that staff anticipates presenting Mobility 2040 recommendations to the RTC for approval in March 2016. Public involvement will begin in January 2016 and staff proposes to present draft recommendations at the December 10, 2015, RTC meeting for approval to take Mobility 2040 recommendations to public meetings later in December.

Michael Morris presented information from the Mobility Plan Workshop and recommendations for the listing of near-term projects in the document. The financial benefits from Proposition 1 and Proposition 7 were highlighted. These funding opportunities provides approximately one-third of the funding needs for transportation. Staff proposes that Mobility 2040 include a reduction of future toll facilities by approximately the same percentage. He discussed the cost savings and benefits individuals receive by choosing to use tolled managed lanes and how the users optimize those benefits by making daily decisions to use tolled or non-tolled options. Mr. Morris discussed general consensus on Southern Gateway for inclusion in Mobility 2040. Improvements are proposed on US 67 to aid the "Red Bird Mall" redevelopment. No tolled components will be included and the project will be stage constructed at \$600 million with a potential pedestrian cap north of the Dallas Zoo. LBJ East general consensus was also discussed. The project is proposed to include tolled managed lanes west of Royal/Miller, expedited noise wall construction, and advancement of Skillman/Audelia construction. No managed lanes are proposed. A small portion of the project may require a cantilever through the utility complex. The design should include continuous frontage roads and improved interchanges throughout the corridor. Staff will work with TxDOT and cities to review the need to reconstruct the IH 30 interchange. Mr. Morris also discussed potential corridor recommendations for projects proposed to be tax supported facilities. The proposal is to move ahead on a non-tolled section on IH 35W to alleviate the bottleneck in downtown Fort Worth. In addition, US 287 in Tarrant County is also proposed to be non-tolled. SH 170 from IH 35W to SH 114 in Tarrant County is

proposed as a tolled managed lane instead of a toll road. IH 635 from Miller to IH 30 in Dallas County is proposed to be non-tolled. In addition, the Southern Gateway is proposed to be non-tolled. Loop 9 is also proposed to have no tolled components and will be a staged freeway. It will be built in stages over time moving ahead with the frontage roads as quickly as possible, advancing the main lanes as volumes warrant. Regarding US 75, the most recent idea is to take the success of the use of shoulders during the peak period for use on US 75 from IH 635 to SH 121 as a first phase project. There is not yet consensus on the permanent project. A second pilot condition will be added that allows traffic to use the shoulder if there is an accident or incident. In addition, he discussed corridors for further study to help provide east-west access in North Dallas. Future conversations are needed to developing innovative solutions for traffic in this area. Monica Alonzo asked about specific recommendations, and Mr. Morris noted the solutions are only a concept at this time. Andy Eads discussed future plans for an east-west corridor in Denton County and asked about the near-term and long-term plans for US 380. Mr. Morris noted near-term efforts to invest in improvements on in Denton and Collin Counties, as well as long-term planning for a future facility. Mr. Eads noted Denton County's desire to do whatever can be done to expedite the current improvements on US 380. Brian Loughmiller discussed projected growth in Collin County and the City of McKinney and concern that no east-west connections are included on any maps for the future. He noted that he would like to see some strategic planning that deals with this issue in Collin County. Mr. Morris noted that before the December meeting, he would like staff to bring back the regional thoroughfare component and also add corridors to the illustrative map in Collin County so that it is clear to the public that planning efforts are proposed in the county. Mr. Loughmiller also discussed SH 380 in Collin County, noting that there is not sufficient right-of-way to take the corridor through its current state to a limited access freeway. He also discussed future initiatives in McKinney and the importance of those initiatives being known for planning purposes. Mr. Morris noted that consensus on US 380 must be reached and that a footnote should be added to the illustrative map regarding the future planning initiative. Mr. Loughmiller also discussed light rail and bus rapid transit north of Plano that should be listed in the Plan. Mr. Morris noted that staff is planning to pursue high-intensity bus corridors through guaranteed transit on express lanes and that this allows for those discussions to be included in the future. Sandy Greyson discussed funding estimates related to public-private partnerships for transit and asked if the estimated \$3.5 billion was a firm estimate. Mr. Lamers noted that the total was based on estimates by staff as a result of an innovative finance initiative related to the Cotton Belt. The estimate includes funding opportunities within the entire regional rail system. Andre McEwing asked for additional details about high-intensity bus service. Mr. Morris discussed interim and permanent solutions, including guaranteed transit. He noted that efforts would be coordinated with the three transit agencies and due to timing, may be added to future Mobility Plans. Matthew Marchant discussed corridors for future evaluation and asked the best way to notify staff if an entity would like to request that a corridor be removed or added. Mr. Morris requested that any entity with comments should provide those to staff prior to the December 10, 2015, RTC meeting. Mr. Marchant also asked for information about the new corridor shown on a map at the workshop in Granbury. Mr. Lamers noted that the corridor was reviewed at the request of TxDOT Fort Worth and Hood County. It has been determined that the corridor is not warranted at this time and has been placed on the map for future evaluation. Mike Taylor discussed the misunderstanding that citizens have of tolled projects, specifically related to how these projects actually benefit the region and that they are a tool of choice. Mr. Morris noted that tolled projects and tolled components have complexities that are often misunderstood by the public. Many times, focus is on the cost and not the benefit. He noted that the region must improve its communication and understanding of the benefits with citizens.

5. **Proposed Regional Transportation Council Policies for Mobility 2040: Doing More than Projects:** Michael Morris presented proposed policies and bundling of policies to include in the development of Mobility 2040. This item was discussed in the workshop in more detail, and action will be requested at the December 10, 2015, Regional Transportation Council (RTC) meeting to present these policies at December public meetings are part of Mobility 2040. The concept is to create a credit bank to solve transportation issues with policies and programs. Local governments would approve a policy bundle. The Regional Transportation Council (RTC) would assign \$100 million transportation development credits in a bank. Local governments approving the policy bundles could submit credits to offset local funds on federal projects as an incentive that helps implement air quality, mobility, and safety efforts in the region. Entities can adopt on a voluntary basis and decide which subset of policies it prefers. A 50 percent target is proposed, but RTC could determine what percentage of policies it would like entities to adopt. Mr. Morris clarified that the quality of projects submitted for funding would not be judged based on whether an entity adopted the required percentage of policies. The proposed policies were reviewed and provided in more detail in Electronic Item 5. Type 1 policies would require joint staff coordination such as staffs meeting with major employers to promote the Employer Trip Reduction Program. Type 2 policies would require governing body approval such as adoption of the existing Clean Fleet policy. Type 3 policies would require ordinances such as the Locally Enforced Motor Vehicle Idling Limitations, and Type 4 policies would require election by participating in membership with a transportation authority. Details of each were provided. Mr. Morris discussed concern that certain policies may become mandatory in the future or that projects submitted for funding could be ranked according to an entities adoption of policies. He noted that as the region grows to 10.7 million in the future, all transportation problems will not be solved by building projects. The region must not only address improvements, but must use tools to reach air quality, mobility, and safety goals.
6. **HB 20 Requirements for the Development of 10-Year Plan:** Michael Morris briefed the Regional Transportation Council on work of the HB 20 Planning Organization Stakeholder Committee, made up of Texas Department of Transportation (TxDOT) district engineers and metropolitan planning organizations (MPOs). The Committee contributed to a report that was provided to a legislative oversight committee, which is included as Electronic Item 6.1. HB 20 requires TxDOT and MPOs to use a performance-based planning process to prioritize projects. In addition, MPOs are required to include 10-year plan as a required document. The MPO has done this informally, but it will now be a required document. This document will bridge the gap between the four-year Transportation Improvement Program and the 25-year Mobility Plan. This will provide transparent information on the staging of projects to the public and aligns with TxDOT's 10-year Unified Transportation Program. As part of its current efforts for air quality conformity, projects are staged in the Mobility Plan. Mobility 2040 conformity networks will include 2017, 2027, 2037, and 2040. The 10-year plan is anticipated to align with the 2027 transportation network. Instead of creating a separate document, staff will spend time utilizing current efforts to develop the 10-year plan. Details were provided in Electronic Item 6.2.
7. **Environmental Protection Agency's New Ozone National Ambient Air Quality Standard and End of Ozone Season Update:** Chris Klaus provided an update on the Environmental Protection Agency's (EPA) new National Ambient Air Quality Standard (NAAQS) for ground-level ozone. As a protector of public health, the EPA is charged with reviewing the ozone standard every five years. On October 1, 2015, the EPA issued the final rule on the new NAAQS ozone standard of 70 parts per billion (ppb). EPA expects to

designate nonattainment areas in late 2017 with the effective date of the designations anticipated in late 2017/early 2018. Conformity determinations for new counties designated nonattainment will be due one year later (late 2018/early 2019). Staff is waiting to learn the criteria that will be used to evaluate new counties for nonattainment and will continue to monitor if additional nonattainment counties will be added for the region. If necessary, the Regional Transportation Council and Surface Transportation Technical Committee may be asked to comment regarding the criteria or analysis results. The Texas Commission on Environmental Quality would then be required to submit its State Implementation Plan by late 2020/early 2021. Depending on the classification for nonattainment, the region may be expected to reach attainment by 2023 or 2024. Staff will continue to monitor and provide updates to the RTC. Mr. Klaus discussed the extension of the ozone season from March 1 to November 30, effective January 1, 2017. RTC previously provided comments encouraging EPA not to implement the extended season in the Dallas-Fort Worth nonattainment region based on ozone data. He noted that minimal impact is anticipated from the extended ozone season since the RTC implements air quality strategies year round. He also provided a summary of the 2015 ozone season activity for the Dallas-Fort Worth region. In 2015, the region experienced 28 exceedance days. Unlike in past years, less monitors reached exceedances. Comparative data shows that the region remains in a downward trend. A map showing the design value of monitors in the region was highlighted, with Denton being the controlling monitor. He discussed the direction of prevailing winds and the impact to monitors in the region from sources outside of the region. Sandy Greyson asked if a new county is added to the nonattainment area, which ozone standard it would be required to meet and also whether the region has ever met the 75 ppb standard. Mr. Klaus noted that new counties would adhere to the 70 ppb standard. He also noted that the region had not met the 75 ppb standard, but has met the 1997 standard of 85 ppb and the one-hour standard from the early 1990's. He explained that the geography and location of the region proves to be more difficult due to wind directions and transport ozone that negatively impacts the region. Up to half of the ozone in the region is thought to come from transport ozone. Ms. Greyson asked if the SIP was considered aggressive. Mr. Klaus noted that the State's SIP is extremely aggressive from a transportation perspective. The region's list of strategies and accomplishments that are included and influence the State's plan are considered some of the best. Details were provided in Electronic Item 7.

8. **Look Out Texans:** Karla Weaver presented information about the recently launched "Look Out Texans" Bike-Walk-Drive regional safety campaign. Dallas and Fort Worth are designated by the Federal Highway Administration as pedestrian/bicycle safety focus cities due to the high rates of pedestrian and bicycle crashes and fatalities. In addition, Texas typically ranks in the top-three for the highest percentage of pedestrian fatalities. Within the region over the past five years, there have been more than 8,000 collisions between motor vehicles and pedestrian/bicyclists resulting in over 500 fatalities. In an effort to reduce these statistics, a regional safety campaign was funded through a Texas Department of Transportation (TxDOT) Transportation Enhancement Grant in 2013. The overall goal is to inform, encourage, and educate people about the benefits of multi-modal transportation and safety. The campaign outreach and distribution began this fall and will go through fall 2016. Staff has spent the last several months working with various communities and transit agencies to develop the message which will address bicyclists, pedestrians, and motorists. The initiative will be targeted at school-aged children, university students, and the Hispanic population. Ms. Weaver highlighted information included in the campaign including safety tips, local citizen stories, and various methods of advertisement and outreach. Information is also available at LookOutTexans.org. Staff will be working with libraries and community centers to provide outreach material within communities and have coordinated through a

teacher focus group on the development of school kits. Staff would also like to partner with communities to include campaign information in community newsletters, social media, community events, and other local publications.

9. **Progress Reports:** Regional Transportation Council attendance was provided in Reference Item 9.1, Surface Transportation Technical Committee attendance and minutes were provided in Electronic Item 9.2, and the current Local Motion was provided in Electronic Item 9.3.
10. **Other Business (Old or New):** There was no discussion on this item.
11. **Future Agenda Items:** There was no discussion on this item.
12. **Next Meeting:** The next meeting of the Regional Transportation Council is scheduled for Thursday, December 10, 2015, 1:00 pm, at the North Central Texas Council of Governments.

The meeting adjourned at 2:45 pm.