

AMENDED

MINUTES

REGIONAL TRANSPORTATION COUNCIL January 10, 2019

The Regional Transportation Council (RTC) met on Thursday, January 10, 2019, 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: Tennell Atkins, Richard E. Aubin, Sue S. Bauman, Ceason Clemens (representing Mohamed Bur), Theresa Power (representing Loyl Bussell), Rickey D. Callahan, George Conley, David L. Cook, Rudy Durham, Andy Eads, Charles Emery, Kevin Falconer, Gary Fickes, Robert Franke, Nate Pike (representing George Fuller), Rick Grady, Lane Grayson, Sandy Greyson, Jim Griffin, Mojoy Haddad, Roger Harmon, Clay Lewis Jenkins, Ron Jensen, Jungus Jordan, Lee M. Kleinman, David Magness, Scott Mahaffey, Taylor Armstrong (representing B. Adam McGough), William Meadows, Steve Mitchell, Stan Pickett, John Ryan, Stephen Terrell, T. Oscar Trevino Jr., William Tsao, Dennis Webb, Duncan Webb, Kathryn Wilemon, W. Jeff Williams, and Ann Zadeh.

Others present at the meeting were: Angela Alcedo, Vickie Alexander, Majed Al-Ghafry, Nick Allen, David S. Arbuckle, Melissa Baker, Arturo E. Ballesteros, Tom Bamonte, Berrien Barks, Tara Bassler, Carli Baylor, Emily Beckham, George Behmanesh, Natalie Bettger, Alberta Blair, David Boski, Sheri Boyd, Tanya Brooks, John Brunk, Marrk Callier, Anthony Cao, Angie Carson, Ying Cheng, Raymond Douglas Chong, Lori Clark, Mike Coleman, Michael Copeland, Hal Cranor, Brian Crooks, Chad Davis, Sam Dennehy, Vivian Dillen, David Dryden, Chad Edwards, Kevin Feldt, Tom Flaherty, Brian Flood, Ann Foss, Mike Galizio, Maribel Gallardo, Matt Gauntt, Gypsy Gavia, Bob Golden, Nicholas Gray, Tony Hartzel, Victor Henderson, Rebekah Hernandez, Kristina Holcomb, Ivan Hughes, Terry Hughes, Yagnesh Jarmarwala, Tom Johnson, Laura Joy, Dan Kessler, Ken Kirkpatrick, Chris Klaus, Paul Knippel, Dan Lamers, April Leger, Ramiro Lopez, Mark Lorance, Paul Luedtke, Stanford Lynch, Barbara Maley, Rick Matyiku, Curtistene McCowan, Mickey McGuire, Keith Melton, Cesar Molina, Rebecca Montgomery, Erin Moore, Michael Morris, Elizabeth Mow, Sterling Naron, Corey Nesbit, Archie Nettles, Than Nguyen, Mickey Nowell, Johan Petterson, Greg Porter, James Powell, Vercie Pruitt-Jenkins, Andrei Radu, Chris Reed, Molly Rendon, Tito Rodriguez, Kyle Roy, Greg Royster, Lisa Sack, Steve Salin, Devin Sanders, Steve Schoenekse, Lori Shelton, Walter Shumac III, Randy Skinner, Joseph Slack, Chelsey Smith, Paul Stevens, Dean Stuller, Steve Templer, Gary Thomas, Jonathan Toffer, Chris Tolar, Joe Trammel, Dan Vedral, Karla Weaver, Brendon Wheeler, Brian Wilson, Miles Wilson, Ed Wueste, and Jing Xu.

1. **Approval of December 13, 2018, Minutes:** The minutes of the December 13, 2018, meeting were approved as submitted in Reference Item 1. Rickey D. Callahan (M); Kathryn Wilemon (S). The motion passed unanimously.
2. **Consent Agenda:** The following items were included on the Consent Agenda.
 - 2.1. **Project to Ensure Compliance with Required Energy Reporting:** The State Energy Conservation Office has provided the North Central Texas Council of Governments \$125,000 in Department of Energy funds for a Regional Energy Managed project. Through this project, staff will provide education and training to local governments on energy management topics to develop case studies and other resources, and to assist local governments with compiling and submitting the data needed to comply

with State reporting requirements. Approval was requested for up to \$12,5000 in Regional Transportation Council Local funds as a backstop for the required local match. Details were provided in Electronic Item 2.1.

- 2.2. **Transportation Improvement Program Modifications:** Approval of February 2019 revisions to the 2019-2022 Transportation Improvement Program (TIP) was requested, including the ability to amend the Unified Planning Work Program and other planning/administrative documents with TIP-related changes. Revisions were provided in Electronic Item 2.2 and have been reviewed for consistency with the Mobility Plan, the air quality conformity determination, and financial constraint of the TIP.

A motion was made to approve the items on the Consent Agenda. Lee M. Kleinman (M); Kathryn Wilemon (S). The motion passed unanimously.

3. **Orientation to Agenda/Director of Transportation Report:** Michael Morris thanked members that represented the Regional Transportation Council (RTC) at the recent inaugural service of TEXRail. Scott Mahaffey, Chairman of Trinity Metro, also thanked members for their support of the TEXRail project. Michael Morris noted the need for flexibility during the federal government shutdown related to work with federal partners and cash flow of reimbursements. In addition, he highlighted a recent trip to Brownsville, Texas, to discuss the structure of metropolitan planning organizations (MPOs) and its interest in joining together three small MPOs. The discussion included minimizing equity concerns, accounting systems, funding distribution, rotating officers, and others. Mr. Morris also noted that work continues on the best approach to advance US 75 technology lanes and details of a part forward will potentially be presented to the RTC at its February 14, 2019, meeting. He referenced correspondence from the City of Fort Worth to the Federal Aviation Administration, provided in Electronic Item 3.1, regarding the reimbursement of the RTC-funded relocation of the Burlington Northern main lines in order to expand the Alliance Airport runway. Air quality funding opportunities for vehicles information was provided at www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle, Dallas-Fort Worth Clean Cities events were provided at www.dfwcleancities.org/dfw-clean-cities-meetings, and information on the Dallas-Fort Worth Clean Cities annual survey was provided at www.dfwcleancities.org/annualreport. December online input opportunity minutes were provided in Electronic Item 3.2. A notice announcing a January online input opportunity was provided in Electronic Item 3.3, and the Public Comments Report was provided in Electronic Item 3.4. Recent correspondence was provided in Electronic Item 3.5, recent news articles in Electronic Item 3.6, and recent press releases in Electronic Item 3.7. Transportation partner progress reports were distributed at the meeting.
4. **Emergency Funds for Span:** Michael Morris presented a recommendation to provide emergency funding for the transit provider Span, Inc. to ensure the continuation of critical urban transit services for seniors and persons with disabilities in Denton County. During coordination on invoicing practices in 2018 with Span and the Texas Department of Transportation (TxDOT), inconsistencies were found with Span's urban/rural funding allocations and service areas. Staff has reviewed Span's cost allocation related to services in rural portions of the region that occur in more than one urbanized area within the same route. It appears Span is providing more service inside the metropolitan region than the revenue it is receiving. Span's service area was highlighted which includes rural portions of Denton County and portions of the Dallas-Fort Worth Urbanized Area. Some of its service may be duplicative to the Denton County Transportation Authority (DCTA) since Span also

serves portions of the City of Denton and City of Lewisville. To continue operations while Span adjusts service this year, \$160,000 is requested as a one-time gap funding commitment. In addition, the Regional Transportation Council would require Span to review with DCTA the best way to deliver the appropriate service in the future. Details were provided in Electronic Item 4. Lee M. Kleinman noted that this item sounded familiar to the situation with Texoma Area Paratransit System (TAPS). He asked if there was a fundamental problem with these types of services about which the RTC should be concerned. Mr. Morris noted that the issues with Span are different from TAPS. Span is a small transit provider dealing with the complicated issues of cost allocation for rural and urban transit service. North Central Texas Council of Governments (NCTCOG) staff has worked with Span to correctly allocate costs and meet with partners to obtain appropriate revenue. Mr. Kleinman asked the source of Span's budget and if it would be better to provide a loan to Span. Mr. Morris noted that funds are available through rider fares, grants from TxDOT and NCTCOG, and local funds from the communities in which it is providing service. He explained that a loan may not be possible due to the size of the communities served by Span and that there may be other options to address the situation. He added that given the success of Span over time and that it is meeting the needs of its clients, time is needed for NCTCOG and TxDOT to continue its coordination with Span as funding allocations are refined. A motion was made to approve utilizing up to \$160,000 in existing revenue previously approved for transit to be allocated to Span, Inc. to continue providing critical services for seniors and persons with disabilities. Action also included approval to transmit Regional Transportation Council policy directives to Span on the one-time funding and transit institutional review and to revise administrative documents as appropriate to incorporate the project. Jungus Jordan (M); Ann Zadeh (S). The motion passed unanimously.

- Alliance Link Funding to Trinity Metro:** Shannon Stevenson provided an overview of a recommendation to provide funding to Trinity Metro to continue enhanced connectivity between the Fort Worth Alliance area and potential employee pools in Fort Worth, Denton, and surrounding areas. In 2018, Toyota funded the Alliance Link pilot project to increase transit accessibility in the Alliance area in partnership with Spare Labs and MV Transportation. The project is scheduled to conclude January 31, 2019. In December 2018, Trinity Metro contacted the North Central Texas Council of Governments (NCTCOG) seeking support for the continuation of this critical first/last mile service. A copy of the request, as well as NCTCOG's response, was provided in Electronic Item 5.1. Trinity Metro is coordinating the service with the Denton County Transportation Authority (DCTA) and will leverage Mobility-as-a-Service Model, providing mobility on-demand transportation through a transportation network company. Future plans are to integrate this project into the High-Intensity Bus project or guaranteed transit taking shape along the IH 35W corridor that was previously funded by the Regional Transportation Council (RTC). Requested funding is \$250,000 per year for two years for a total of \$500,000. Staff recommended to fund the project utilizing up to \$500,000 in existing Regional Toll Revenue (RTR) funds previously approved for transit. Details were provided in Electronic Item 5.2. Lee M. Kleinman noted his concern that the RTC was being asked to provide funding to a project that was initiated by Toyota. Mr. Morris noted that NCTCOG staff has worked with Toyota and requested that in the future it partner with NCTCOG early in the process when a potential project is being developed to determine pilots that have longevity. In this case, the first/last mile connection in the Alliance area is an important project. Duncan Webb asked how much of the RTR funds are dedicated to transit and the RTR balance after the \$500,000 is utilized. Discussion on the item was held until staff was able to gather the data to answer Mr. Webb's question. Following presentation of Item 6, discussion continued. Mr. Morris noted that \$2.8 million in

RTR funds were set aside for transit. All the commitments to date, including the proposed action, should bring the balance to slightly less than \$800,000. **(Depending on project closeouts, this balance could be between \$300,000 and \$800,000).** A motion was made to approve utilizing up to \$500,000 in existing Regional Toll Revenue funds previously approved for transit to continue enhanced connectivity between the Fort Worth Alliance area and potential employee pools in Fort Worth, Denton, and surrounding areas. Action also included approval to revise administrative documents as appropriate to incorporate the project. Scott Mahaffey (M); Stan Pickett (S). The motion passed unanimously.

6. **Legislative Update:** Amanda Wilson provided an update on federal legislative actions. Regarding the partial federal government shutdown, a continuing resolution to extend Fiscal Year (FY) 2018 funding levels through early 2019 or a new appropriations bill for FY2019 funding is needed. She noted that the 116th US Congress convened on January 3 and highlighted new committee chairs and ranking members from the region. These included Representative Eddie Bernice Johnson as the new Chair of the House Science Committee and Representative Kay Granger as the new ranking member of the House Appropriations Committee. Ms. Wilson also provided an update on State legislative actions. The legislative session began on January 8 and the bill filling deadline is March 8. The last day of the 86th Texas Legislature is May 27. She noted that weekly email updates will be provided to members beginning January 18. On January 7, and the Comptroller's biennial revenue estimates were released and projects an increase in funding. In the estimate, Proposition 1 and Proposition 7 transfers to the State Highway Fund were addressed. The Comptroller predicts that the floor will be met in the Economic Stabilization Fund, meaning a Proposition 1 transfer to the State Highway Fund is likely. For Proposition 7, the Comptroller estimates that the floor will be met in the General Fund and over the 2-year term \$ 2.5 billion per year would be available for transfer to the State Highway Fund upon approval by the Legislature. Additionally, the motor vehicles sales tax is not expected to meet the floor of \$5 billion per year so no transfer is anticipated. An overview of the Regional Transportation Council (RTC) Texas Legislative Program was provided. Actively seek and support legislation to meet transportation and air quality needs is focused on flexibility, funding, air quality programs, property/airspace for communications and development, and improving safety. Staff is monitoring bill topics of interest that include tolls, transportation revenue, the Economic Stabilization Fund, safety, technology, and transit but it is unknown which bills will gain traction once committees are appointed and hearings begin. Ms. Wilson highlighted draft legislation that staff has been working on with counties related to the AirCheckTexas Program also known as the Low Income Vehicle Repair, Retrofit, and Accelerated Vehicle Retirement Program (LIRAP) and Local Initiative Projects (LIP) Program. Funding for these programs was vetoed by the Governor after the 2017 session and all counties have currently opted out of the program. However, the programs are still in statute. Draft legislation would change the focus from the repair/replacement component towards transportation projects with air quality benefits. Current LIP-eligible projects such as law enforcement activities to reduce counterfeit inspection reports and traffic signal/light progression improvements would continue to be eligible, but new eligible projects would be added such as refueling infrastructure, data collection, and a new optional vehicle incentive program. The goal would be to maintain the revenue being collected and maintained locally versus sending the funds to Austin. She noted that staff will continue to provide updates to members as the legislative session continues. No action was requested for this item, and a copy of the federal and State RTC legislative programs were distributed at the meeting. Additional copies are available upon request and posted online.

7. **Performance Measures Target Setting: Roadway Safety and Transit Asset Management:** Staff provided an update on performance targets for Roadway Safety and Transit Asset Management. Sonya Landrum noted that in December 2017, the Regional Transportation Council (RTC) approved the 2018 targets for Roadway Safety and Transit Asset Management. During that time, a regional safety position was also established that even one death on the transportation system is unacceptable. Staff is working with regional partners to develop projects, programs, and policies that assist in eliminating serious injuries and fatalities across all modes of travel. Over the last year, the RTC has also approved over \$30 million for future safety improvements. As a reminder, there are five federal safety targets for Roadway Safety. These include the number of fatalities in motor vehicle crashes in a calendar year, the rate of fatalities per 100 million vehicle miles traveled (VMT), the number of people who experience at least one serious injury in a motor vehicle crash in a calendar year, the rate of serious injuries per 100 million VMT, and the number of bicycle and pedestrian serious injuries and fatalities that involve a motor vehicle during a calendar year. Targets are based on a rolling five-year period. In 2017, Texas Department of Transportation (TxDOT) Safety performance targets were developed as part of a two-year collaborative statewide effort that involved stakeholders from the four “Es” of safety: engineering, enforcement, emergency response, and education. Through the data driven process, it was determined that the State could realistically have a 2 percent reduction over the targets by the year 2022. The crash reduction schedule for 2018-2022 was highlighted. In addition, 2018 and 2019 TxDOT performance target projections set by TxDOT and the North Central Texas Council of Governments (NCTCOG) were highlighted. Based on the 2019 projections, targets for the regional include to decrease the expected rise in traffic fatalities to no more than 599 per calendar year, limit the expected rise in fatalities to under 1 death per 100 million VMT, decrease the rise of serious injuries to no more than 4,000, decrease the rate of serious injuries to no more than 5.69 serious injuries per 100 million VMT, and limit the expected rise of bicycle and pedestrian fatalities and serious injuries to no more than 583 incidents combined. Ms. Landrum noted that the reductions are based on the original trend line projections which showed a major increase in all areas. As part of the next steps for safety targets, staff recommended that TxDOT’s safety targets for the 2 percent reduction in all five areas be supported. At the February 14, 2019, RTC meeting, RTC approval will be requested of the overall 2 percent target that is projected to be achieved by 2022 as well as to adopt a resolution that documents this support. Additionally, federal regulations require that NCTCOG report on its targets every 2 years, so staff will be reporting on NCTCOG’s 2018 targets in 2020. Michael Morris noted that the regional safety position that even one death on the transportation system is unacceptable will be reaffirmed as part of the RTC resolution.

Shannon Stevenson discussed performance targets for Transit Asset Management. Transit Asset Management serves as a business model that prioritizes funding based on the condition of transit assets to achieve or maintain transit networks in a state of good repair, and also supports regional targets. Over the past year, all transit providers were required to adopt a Transit Asset Management Plan by October 1. Larger agencies receiving funds directly from the Federal Transit Administration were required to develop their own plan while smaller agencies had the ability to join a group plan. The NCTCOG coordinated with public transit providers to ensure all agencies either developed their own plans or participated in a group sponsored plan offered by NCTCOG or TxDOT. Most small providers joined with NCTCOG or TxDOT. Transit Asset Management targets adopted by the RTC in 2017 were highlighted. She noted that the RTC’s primary emphasis area is rolling stock (transit vehicles) and secondary emphasis area is infrastructure (rail track). For all categories (rolling stock, infrastructure, equipment, and facilities), targets were adopted as

zero for each of the metrics. For example, the region will not have any vehicles that meet or exceed the useful life benchmark. FY2017 rolling stock performance compared to the FY2018 targets were highlighted. Ms. Stevenson noted that the 2017 performance was developed from data from the National Transit Database and that 2018 data is not yet available. The performance of infrastructure, equipment, and facilities will be available starting in 2018 when reporting on the condition of those transit asset categories became mandatory. Next steps are to readopt the performance measures for the next four years. Staff proposed that the targets remain the same as previously adopted. In addition, NCTCOG staff will continue to coordinate with transit providers to develop consistent transit definitions and targets, as well as the potential implementation of enhanced performance measures for the region's transit system.

8. **Tolled Managed Lanes Success: Recent Trip to Chicago:** Michael Morris provided a summary of a presentation to transportation entities in the Chicago metropolitan area. Following a peer review on tolled managed lanes, the regional planning agency for metropolitan Chicago requested a presentation to transportation entities in its region regarding the success of tolled managed lanes in the Dallas-Fort Worth region. Mr. Morris highlighted portions of the presentation, provided in Electronic Item 8. Performance measures for various tolled managed lane projects were highlighted, including the improved speeds of the general-purpose lanes despite significant increases in the number of users in both the tolled managed lanes and general purpose lanes. In addition, Mr. Morris presented that maturing of toll financing. Over the past ten years, the number of toll roads in the region have been reduced either through the implementation of tolled managed lanes or non-tolled highways. In addition, in 2017 the Regional Transportation Council approved a resolution to toll during certain hours of the day for reliability and revenue, if needed. Lastly, in Mobility 2045 a tolled managed lane boundary was created to advance tolled managed lanes in the most congestion portions of the region. Mr. Morris also noted that he reviewed with the Chicago area how the managed lane system continues to be managed overtime and provided examples of high-occupancy vehicles lanes that are now tolled managed lanes that can be dynamically priced and used for guaranteed transit and the early deployment of vehicle technology. He reminded members that this is a system of projects/improvements and that tolled managed lanes create leverage for revenue as well as higher levels of service. He noted that this presentation provided an opportunity for him to reflect on the success of the region.
9. **Candidate Top Five Regional Transportation Council Policy Initiatives for 2019:** Michael Morris discussed the initial list of non-legislative policy priorities for the Regional Transportation Council (RTC) to consider in 2019. The first initiative is high-speed rail engineering and planning. He noted that a lot of time has been spent on the Dallas to Houston high-speed service project to ensure it is successful. In addition, there is funding to advance the Tier 2 environmental clearance for the Dallas/Arlington/Fort Worth project. Coordination will continue with the Federal Transit Administration on the best mechanism and which federal agency should oversee expenditures on the project. In addition, the North Central Texas Council of Governments has been asked to update its agreement with Texas Central Partners regarding the possibility of extending its service to Arlington and Fort Worth. He noted that the consultants have been selected for the Fort Worth to Waco effort, which results in all sections of high-speed rail in some form of planning and/or engineering. The second initiative is public transit engineering and planning. Mr. Morris noted that it is important to mature the conversation of public transit in the region, going back to the local option concept in order to grow the revenue stream for current participants in the transit agencies and to have options for those entities that would like to join a transit agency.

Anticipated areas to address include the institutional mechanism to address transit in Collin County, potential transit options to address the increase of employment and lack of housing in southern Dallas County, and technology-based transit options in Tarrant County. He noted another area of transit focus is related to social services. The Regional Transportation Council previously approved approximately \$1 million for a transit voucher program to provide assistance to access jobs, daycare, doctor's appointments, and other similar services. To date, a viable long-term solution has not been developed. In addition, he discussed the importance of first/last miles nodes of transit. Examples of areas with this need include the hospital districts in Fort Worth and Dallas, east of the Galleria, west Plano, the intermodal hub in Dallas, the Alliance area, and others. The final transit focus is passenger rail/freeway interfaces. He discussed transit bridges and the importance of coordinating passenger rail and freeway interfaces to avoid the potential need to reconstruct in the future. Mr. Morris noted that the third initiative for 2019 is the future of tolled facilities. He discussed missing components on current tolled facilities, the short and long term uses of the Dallas North Tollway and Northwest Highway, the status of SH 360, and how the George Bush Extension from IH 30 to the south in eastern Dallas County will proceed in the current tolling climate. The fourth initiative is technology advances in the region. Examples include autonomous vehicles, people mover systems, technology-based transit, and technology-based carpooling. Lastly, although not the direct responsibility of the RTC, is how the RTC may play a more active partnership role to help prepare the region for the next Amazon-type business location selection. Jungus Jordan discussed the economic benefits of transportation improvements in the region and asked if there is a way to develop some type of measurement of what economically the region creates as a result of transportation improvements. Mr. Morris noted that this type of report is something that NCTCOG staff would like to develop, and that it may be good to include gentrification information. Related to the next Amazon, Clay Lewis Jenkins noted the importance of communicating the regulatory environment within the region to future business prospects.

10. **Progress Reports:** Regional Transportation Council attendance was provided in Electronic Item 10.1, Surface Transportation Technical Committee attendance and minutes in Electronic Item 10.2, and the current Local Motion 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 14, 2019, 1:00 pm, at the North Central Texas Council of Governments.

The meeting adjourned at 2:35 pm.