

MINUTES

REGIONAL TRANSPORTATION COUNCIL September 13, 2018

The Regional Transportation Council (RTC) met on Thursday, September 13, 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: Richard E. Aubin, Mohamed "Mo" Bur, Carol Bush, Loyl C. Bussell, Rickey D. Callahan, George Conley, David L. Cook, Rudy Durham, Andy Eads, Charles Emery, Robert Dye (Kevin Falconer), Gary Fickes, Robert Franke, Rick Grady, Sandy Greyson, Jim Griffin, Mojoy Haddad, Clay Lewis Jenkins, Jungus Jordan, David Magness, Jon Michael Franks, Steve Mitchell, Cary Moon, Greg Noschese (representing Stan Pickett), John Ryan, Will Sowell, Stephen Terrell, Tim Welch (representing T. Oscar Trevino Jr.), William Tsao, Dennis Webb, Duncan Webb, B. Glen Whitley, Kathryn Wilemon, Sheri Capehart (representing W. Jeff Williams), and Ann Zadeh.

Others present at the meeting were: Vickie Alexander, Tyler Arbogast, Melissa Baker, Tom Bamonte, Berrien Barks, Tara Bassler, Carli Baylor, Emily Beckham, Natalie Bettger, Brandi Bird, Jonathan Blackman, Alberta Blair, David Boski, Jason Brown, Ron Brown, Pamela Burns, David Cain, Marrk Callier, Jack Carr, Ken Cates, Dan Chisholm, Lori Clark, Mike Coleman, Michael Copeland, John Cordary, Hal Cranor, Brian Crooks, Clarence Daugherty, Inga Dedon, Kim Diederich, David Dryden, Chris Dyser, Chad Edwards, Sal Espino, Kevin Feldt, Brian Flood, Barry Gordon, Christie Gotti, Lane Grayson, Clint Hail, Victor Henderson, Robert Hinkle, Ivan Hughes, Tim James, Yagnesh Jarmarwala, Amy Johnson, Tom Johnson, Dan Kessler, Ken Kirkpatrick, Chris Klaus, Paul Knippel, Tom Krampitz, Dan Lamers, Sonya Landrum, April Leger, Dee Leggett, Ramiro Lopez, Paul Luedtke, Nancy Luong, Barbara Maley, Steve McCullough, Cliff Miller, Mindy Mize, Jim Moffitt, Cesar Molina, Erin Moore, Michael Morris, Katherine Mural, Sterling Naron, Jeff Neal, Mark Nelson, Corey Nesbit, Archie Nettles, Hilary Nguyen, Than Nguyen, Mickey Nowell, Timothy O'Leary, Paul Paine, Chris Paris, Johan Petterson, Shawn Poe, John Polster, Greg Porter, James Powell, Vercie Pruitt-Jenkins, Ernie Ramos, Chris Reed, Hal Richards, Kyle Roy, Greg Royster, Steve Salin, Devin Sanders, Russell Schaffner, Ronald Selby, Randy Skinner, Tim Slifka, Darryl Spencer, Tom Stallings, Shannon Stevenson, Dean Stuller, Vic Suhm, Gary Thomas, Mark Titus, Kimberlin To, Joe Trammel, Dan Vedral, Mitzi Ward, Amanda Wilson, Ed Wueste, and Jing Xu.

1. **Approval of August 9, 2018, Minutes:** The minutes of the August 9, 2018, meeting were approved as submitted in Reference Item 1. B. Glen Whitley (M); Ann Zadeh (S). The motion passed unanimously.
2. **Consent Agenda:** The following items were included on the Consent Agenda.
 - 2.1. **Letter in Support for HR 5701, to Establish an Aviation Maintenance Workforce Development Pilot Program:** Regional Transportation Council approval of a support letter for HR 5701, to Establish an Aviation Maintenance Workforce Development Pilot Program, was requested. The draft letter of support was provided in Electronic Item 2.1.
 - 2.2. **Clean Fleets North Texas 2018 Call for Projects Funding Recommendation:** Approval of funding recommendations for an additional application received under the Clean Fleets North Texas 2018 Call for Projects was requested. An overview of the call for projects was provided in Electronic Item 2.2.1. Additional detail on the recommended project was provided in Electronic Item 2.2.2.

2.3. Fiscal Year 2019 Advertising for Transportation Initiatives: Regional Transportation Council approval to support a recommendation to the North Central Texas Council of Governments Executive Board of up to \$1,400,000 in funding for advertising for transportation initiatives that will initiate in Fiscal Year 2019 was requested. Benefits of the initiative were provided in Electronic Item 2.3.1. Additional information on FY2019 advertising costs along with examples of past advertising was provided in Electronic Item 2.3.2.

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

3. Orientation to Agenda/Director of Transportation Report: Bill Hale presented the American Road and Transportation Builders Association 2018 P3 Project of the Year award received by several regional partners for the North Tarrant Express. He noted the award recognizes projects that exemplify the value of public-private partnership for North Tarrant Express. Regional Transportation Council (RTC) Chair Gary Fickes presented Bill Hale with a pair of construction barrel socks to thank him for all he has done for transportation in the region and across the state.

Lori Clark announced the 2018 Dallas-Fort Worth Clean Cities Fleet Recognition Award recipients. Bronze awardees included Carrollton, Coppell, Denton, Irving, Lewisville, Plano, Dallas Area Rapid Transit, Denton Independent School District, Tarrant County, Addison, Flower Mound, and Trinity Metro. Silver awardees included Dallas, Euless, North Richland Hills, Richardson, Southlake, and the Dallas Fort Worth International Airport. Details were provided in Electronic Item 3.1.

A moment of silence was observed for the passing of Judge John Horn from Hunt County. Michael Morris noted that screens in the Transportation Council Room have been upgraded to widescreen. In addition, he noted that the Texas Municipal League annual meeting will be held in the City of Fort Worth October 10-12. In order to allow members an opportunity to attend afternoon sessions, it was proposed that the October 11 RTC meeting be held from 11:30 am-1:15 pm. No member was opposed to the change in meeting time. He noted that the November 8 RTC was in conflict with the National Leagues of Cities but that the November 8 RTC meeting would remain at its regularly schedule time of 1:00 pm. Mr. Morris noted that the Denton County Transportation Authority recently named Raymond Suarez as President. A copy of the recently adopted Regional Transportation Council Bylaws and Operating Procedures was provided in Electronic Item 3.2. Information on air quality funding opportunities for vehicles was available to members at www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle. An ozone season update was provided in Electronic Item 3.3. The Safety Program Performance Measures Report was provided in Electronic Item 3.4. Electronic Item 3.5 contained dates of the September public meetings scheduled in the region. The Public Comments Report was provided in Electronic Item 3.6, recent correspondence in Electronic Item 3.7, recent news articles in Electronic Item 3.8, and recent press releases in Electronic Item 3.9, Reference Item 3.7.1, distributed at the meeting, contained a copy of correspondence regarding the US 75 Technology Lane.

4. Metropolitan Planning Organization Planning Agreement: Ken Kirkpatrick provided an overview of the Metropolitan Planning Organization (MPO) Planning Agreement with the Texas Department of Transportation (TxDOT). A copy of the draft agreement was provided in Electronic Item 4, and serves as the conduit of MPO planning funds from the Federal Highway Administration (FHWA) through TxDOT to the North Central Texas Council of Governments (NCTCOG) and the Regional Transportation Council (RTC) to carry out core

MPO functions. Parties to the agreement include TxDOT, the RTC as the MPO policy committee, and NCTCOG as the MPO fiscal agent on behalf of the RTC. The current six-year agreement is set to expire on September 30, 2018, and the new agreement will cover October 1, 2018, to September 30, 2024. The responsibilities of the parties to the agreement were highlighted. The State provides federal funding and in-kind match to NCTCOG. It is also responsible for providing certain data and technical assistance to the MPO and MPO staff. The responsibilities of NCTCOG as the MPO include providing staff support to the RTC that includes facilities, staff, materials, and supplies necessary for staff to carry out RTC's direction. It is also responsible for collecting data, forecasting certain parameters, preparing required plans and reports, and personnel decisions regarding the MPO and Transportation Director. The RTC, as the MPO policy committee, is responsible for all transportation policy decisions. The primary function is to ensure the federal requirements of the metropolitan planning process are fulfilled. This includes developing and adopting the Metropolitan Transportation Plan that guides the long term policy decisions for transportation in the region, a Transportation Improvement Program that allocates funding for State and federal funds in the region, the Congestion Management Process, and air quality conformity analysis to ensure the transportation plan is consistent with the goals and objectives of the statewide air quality plan. The RTC is also responsible for providing policy direction to the MPO Transportation Planning Director. As the fiscal agent, NCTCOG is responsible for the financial transactions such as ensuring that planning funds are spent in a federally eligible manner, allocating money in the Unified Planning Work Program, providing personnel services, providing benefits for staff, and establishing and maintaining procurement and purchasing procedures. The requirements of the MPO planning director are basic and consistent with others across the state. Mr. Kirkpatrick also reviewed the signatories to the agreement. He noted that the Executive Board would be asked to approve the agreement at the end of September. Duncan Webb asked if there have been any material changes to the agreement. Mr. Kirkpatrick noted there have been no substantial changes to the agreement, and that differences between the previous agreement are primarily associated with changes in federal regulations/citations. A motion was made to approve the Metropolitan Planning Organization Planning Agreement and authorize Michael Morris, Director of Transportation, to execute on behalf of the Regional Transportation Council. Duncan Webb (M); Jim Griffin (S). The motion passed unanimously.

5. **Trinity Metro (Fort Worth Transportation Authority)/Fort Worth Housing Solutions Proposed Funding Exchange:** Christie Gotti presented a funding exchange proposed to provide assistance to Fort Worth Housing Solutions and Trinity Metro who are working together to develop a transit-oriented development project in the Vickery/IH 30 area near the Texas and Pacific Rail Station. Ms. Gotti noted that this project will provide access to low-income housing and create a positive land-use/transportation nexus. Funding has been identified for the residential building and surface parking lot. However, a funding gap exists and Fort Worth Housing Solutions and Trinity Metro have requested assistance with the \$11.36 million funding shortfall. Parking garages are federally eligible, but because of the public-private nature of the project, North Central Texas Council of Governments (NCTCOG) staff believes a different solution may be simpler. A map of the project area was highlighted. She noted that staff proposed a federal funding exchange for the project in which \$11.36 million in federal funds would be set aside for a future project(s) of interest to Trinity Metro that will be selected through the Transportation Improvement Program modification process. In return, Trinity Metro would transfer an equal amount in local funds to Fort Worth Housing Solutions to implement the parking facility. NCTCOG staff will bring back the specific project on which to use the federal funds for the Regional Transportation Council to concur. A motion was made to approve the proposed \$11,362,000 funding exchange as outlined in slide 4 of Electronic Item 5 and to direct staff to administratively amend the 2019-

2022 Transportation Improvement Program and other funding, planning, and administrative documents to reflect the action as appropriate. Ann Zadeh (M); Sheri Capehart (S). The motion passed unanimously.

6. **Volkswagen Mitigation Program:** Lori Clark provided an update on the status of the Volkswagen Settlement and proposed comments to the Texas Commission on Environmental Quality (TCEQ) on the Volkswagen Mitigation Program. She noted there were two programs in the Volkswagen Settlement that will fund new projects to help reduce additional emissions. The one discussed at the meeting was the Environmental Mitigation Trust. Under the Environmental Mitigation Trust, Texas will receive approximately \$209 million and TCEQ has been designated as the lead agency responsible for administering the funds in Texas. Goals for use of the funds, proposed funding breakdowns, and eligible projects and funding levels were highlighted and outlined in Electronic Item 6.2. Ms. Clark noted that the court allowed government projects to be funding at 100 percent. However, TCEQ proposed up to 60 percent funding for local governments. In addition, she noted categories defined by the trust that TCEQ is proposing to not make eligible in Texas. A list comparing the project types and funding levels eligible under the Trust to what is eligible under the draft plan developed by TCEQ was provided in Electronic Item 6.1. Ms. Clark added that one notable element of the trust is the amount TCEQ has proposed to allocate to which areas of the State. She noted that the Regional Transportation Council (RTC) previously recommended that the Dallas-Fort Worth region should receive approximately \$63 million based on technical analysis that led to the selection of the metropolitan areas. TCEQ has proposed counties it has deemed eligible, along with the proportion of funding proposed for each area: San Antonio-\$73.5 million, Dallas-Fort Worth-\$29 million, Austin-\$0, Beaumont-Port Arthur-\$12.7 million, and El Paso-\$26.7 million. This proposed distribution was largely different from the North Central Texas Council of Governments' (NCTCOG) recommendations so NCTCOG staff analyzed various performance metrics to determine potential fair share allocations to NCTCOG based on the various metrics. In addition, NCTCOG analyzed and compared each areas need versus the funding it is proposed to receive. In each instance, metrics indicated that NCTCOG would not receive an appropriate share of the distribution. Based on this information, NCTCOG staff proposed that the RTC provide comments to TCEQ. Draft correspondence was provided in Electronic Item 6.3. Major concepts were highlighted, and included requesting that TCEQ: ensure fair share allocation to the regions with the Dallas-Fort Worth region receiving approximately \$63 million, allow administration through council of government/MPOs in priority areas with NCTCOG charging no administrative costs, utilize latest/greatest quantification methodologies, ensure that cost-effectiveness calculations only consider Volkswagen funds, support interpretation that there is equity between electric and hydrogen infrastructure submitted as part of a replacement/repower project, and encourage through the legislative program that funding for infrastructure incentives under the Texas Emissions Reduction Plan be appropriated for FY2020 and 2021. The schedule for this effort was reviewed. Ms. Clark noted that a TCEQ public hearing will be held at NCTCOG on September 14 and that the deadline for comments was October 8. B. Glen Whitley suggested that staff consider adding Austin to the distribution of funds since the area likely should have been considered for funding initially. Michael Morris discussed options considered by staff, and noted that it decided it may be best not to suggest to the State how it should do its business and focus on the performance measures that should be used and the direct impact to the region. A motion was made to approve the letter from the Regional Transportation Council Chair to the Texas Commission on Environmental Quality and the proposed comments in the attached policy paper provided in Electronic Item 6.3. Jungus Jordan (M); Andy Eads (S). The motion passed unanimously.

7. **Auto Occupancy Detection Technology Follow up to Workshop, Rewards Program, and High-Occupancy Vehicle Subsidy Report:** Berrien Barks presented the quarterly high-occupancy vehicle (HOV) subsidy report for discounts given to HOV 2+ users that travel the managed lanes during the peak periods. He noted the discount is paid by the Regional Transportation Council (RTC) on two of the managed lane corridors in the region. A map of the opened, under construction, or nearing construction facilities was highlighted. Facilities in which the RTC is responsible for the subsidy are the open portions of the North Tarrant Express and LBJ Express. Texas Department of Transportation (TxDOT) facilities are not subject to the subsidy. As of May 2018, approximately \$2.4 million of the \$17 million originally allocated by the RTC has been used for the subsidy. In addition, the policy also provides discounts to RTC-sponsored vanpool users when they travel during peak periods. As of June 2018, approximately \$5,000 in reimbursement requests have been received from vanpool users. As a result, staff believes that the 2+ requirement can be maintained at this time. He added that the North Texas Tollway Authority (NTTA) acts as the back office for tolled managed lanes and has reported no customer service impacts or concerns to date. In addition, there has not been an instance when average corridor speeds have dropped below 35 miles per hour due to the fault of the operator on the facilities. A table outlining the subsidies by corridor was highlighted.

Natalie Bettger presented information on the Auto Occupancy Detection Technology and Rewards Program. An overview of the current HOV enforcement process was highlighted, which includes setting up an account, preregistration, and manual enforcement. While this occurs, toll collection occurs and the HOV discount is applied. The new technology for HOV verification includes a one-time registration, no pre-declaration, and no enforcement by officers in the field. Multiple occupants are detected and the appropriate toll discount applied. Part of the staged approach is moving from a discount program to a rewards programs that can be applied on other facilities and for other reasons. Similar to the verification process, in the rewards program the number of occupants would be determined by the technology, and the toll collected. However, instead of a discount being applied, the technology would detect and verify the number of occupants and users would receive an incentive equal to or more than the value of the toll discount. Moving forward, the rewards program can be applied to facilities other than managed lanes. Phase 1 is the implementation of the rewards program on the managed lane corridors. Phase 2 would be proposed implementation of the rewards program on the US 75 Technology Lane that would allow HOV users to be treated differently than single occupancy vehicle (SOV) users within the corridors without applying a toll for SOV users. Phase 3 and beyond would include expansion of the HOV rewards to any corridor, for special events, or to provide incentives for taking other modes of travel. Ms. Bettger noted the current HOV subsidy is funded by the Regional Transportation Council using Regional Toll Revenue funds. The RTC originally set aside \$17 million to fund the subsidy, and the future rewards program will be paid with the same funds for private-public partnership operated facilities. In the proposed program, the additional money that the Texas Department of Transportation (TxDOT) would collect from collecting the full toll rate would pay for the rewards. The expected program costs over 10 years were also highlighted. Ms. Bettger highlighted the expected program cost of development/pilot testing and implementation over a 10-year period totaling approximately \$24 million. She noted there are marketing needs to educate people how to receive the rewards, as well as costs to integrate the application with partner agencies. She also noted the direct costs associated with the existing system that includes manual enforcement, updates to the current application, and marketing/education totaling approximately \$23 million. The new technology operating and marketing costs are approximately \$20 million over a 10-year period. Cost savings could be applied to other corridors and modes of transportation. Other indirect benefits include safety, court cost savings, expandability, and air quality. Additional information was provided in Electronic Item 7.

Ms. Bettger noted that staff would request action at the October 11 meeting on the new approach and funding for the first three years of the proposed program. In addition, she noted that an RTC workshop was held prior to the meeting and that staff would provide a copy of the presentation to those interested. B. Glen Whitley asked how much of the technology described for the new approach currently exists. Ms. Bettger described the current process and technology versus the proposed process and technology. The proposed technology will detect occupancy by using a beacon and can apply the correct toll at the same time it is collected, or the reward as proposed. Mr. Whitley asked why a credit could not be added to his account versus receiving the reward as a gift card. Mr. Morris noted that there may be several options to choose as a reward. Ms. Bettger noted that the proposed option would allow use of the program on roads that are not tolled since a non-tolled road would not allow for the user to be credited on their toll tag. Mojoy Haddad noted that as the region's toll collection partner, the NTTA will do whatever is requested but suggested that staff not move forward until after the upcoming legislative session. Mr. Morris asked that NTTA permit NCTCOG staff to meet with TxDOT and NTTA to determine which approach would be more friendly to the legislature and determine the pros and cons. Mr. Haddad noted that NTTA staff would be happy to meet, but added that in NTTA's opinion it does not want to create more of an anti-toll sentiment during the legislative session. In addition, he noted concern regarding education of the users. Mr. Morris noted there is still additional field work to be implemented in December that will provide additional data to staff. He also noted that staff will develop a graphic of all items that need to be monitored and coordinated throughout the implementation process for the October RTC meeting. Eddie Reeves asked about the technology used to collect the data, where the data is kept, and how long the data is kept. He noted that the issue of location-based geo-market targeting is a concern and some of the questions being asked are who owns the data, where it is kept, and how long it is kept. Mr. Morris noted the question was raised at the Workshop, and that staff will bring back at the October meeting how much data needs to be retained, what type of data is retained, the pros and cons of private-sector ownership of collected data, and the duration for which the data is retained.

8. **Performance Measures Target Setting:** Dan Lamers provided an update regarding the schedule and process for Metropolitan Planning Organization (MPO) adoption of federally required performance measure targets. When the Fixing America's Surface Transportation (FAST) Act was approved, it required all States and MPOs to set certain targets to meet designated performance measures. The Regional Transportation Council (RTC) previously approved targets for two of the required performance measures: Transit Asset Management and Safety. Targets for two additional performance measures must be adopted by November 15: Pavement and Bridge (Infrastructure Condition) and System Performance/Freight/Congestion Mitigation and Air Quality. For Pavement and Bridge, targets measure the percentage of pavement that is in good and poor condition and are required for all parts of the National Highway System. This includes interstate highways, on-system non-interstate highways, on-system arterials, off-system toll roads, and off-system arterials. Texas Department of Transportation (TxDOT) conditions and proposed targets for interstate highways in good and poor condition were highlighted, with TxDOT proposing a target of 66.4 percent in good condition and .3 percent in poor condition by 2022. He noted North Central Texas Council of Governments (NCTCOG) regional data estimates that 33 percent of the system is estimated to be in good condition. TxDOT condition averages and proposed targets for non-interstate pavement were also highlighted. The statewide proposed target for good condition is approximately 52 percent and 14 percent for poor condition. Mr. Lamers pointed out that non-interstate facilities are the responsibility of local governments and TxDOT does not have control over all of the included facilities. For the region, pavement in good condition is estimated at approximately 31 percent and in poor condition at 16 percent. Bridge condition averages and proposed targets statewide were

also highlighted. TxDOT estimates approximately 50 percent in good condition and 1 percent in poor condition, staying similar statewide over time. He noted that NCTCOG percentages in good condition are slightly higher as a result of strategic decisions to expedite bridge projects in need of repair. Mr. Lamers also discussed interstate system reliability. Observed characteristics from 2013-2017 were highlighted, with reliability staying roughly the same over the last five to six years. NCTCOG data suggests approximately the same reliability in the future. For this performance measure, TxDOT will provide estimates for the region as well as statewide and suggests that reliability is decreasing. He noted that NCTCOG staff is working with TxDOT to understand its assumptions. Regarding targets, he noted the RTC will be asked if it prefers regional targets be consistent with TxDOT, maintain the status quo, or be aspirational. For freight system reliability data during the same timeframe, data indicates that freight system performance is improving slightly over time. TxDOT data suggests that the freight system performance may stay the same or be slightly worse in the future. Another measure, peak hour excessive delay on the national highway system, measures the amount of travel if the speeds in the corridor drop below 60 percent below or 20 mph or greater. TxDOT data suggests the delay remains roughly the same over time, but NCTCOG data anticipates an increase in delay. Mr. Lamers noted that the next performance measure received a lot of attention by the RTC during discussion of Mobility 2045, non-single occupancy vehicle (SOV) performance. This is the percentage of people commuting to work not driving alone and can include carpooling, transit, taxi, bicycling, and working at home. Data comes from the American Community Survey and is specific by region. For the Dallas-Fort Worth region, TxDOT proposes that the targets stay roughly the same or decrease over time, while regional trends indicate the percentage of SOV travel is increasing. Staff noted that additional coordination with TxDOT is also needed on this performance measure. The schedule for this effort was reviewed. Draft targets will be presented to the RTC for action at its November 8, 2018, meeting. Targets are due to TxDOT by November 15. A copy of the August 24, 2018, Workshop presentation was provided in Electronic Item 8.

9. **Implementation of Regional Trail Corridors:** Karla Weaver presented funding recommendations for design and construction of critical sections of Regional Veloweb trail corridors. A map of the over 1,800 planned miles of the Regional Veloweb was highlighted, including the two corridors discussed at the meeting: the regional trail from Fort Worth to Dallas and the Cotton Belt Corridor that connects from Dallas Fort Worth International Airport to Plano. Regarding the Fort Worth to Dallas trail, the mayors of Arlington, Dallas, Fort Worth, Grand Prairie, and Irving met in 2013 and committed to making the 64-mile Regional Veloweb alignment a priority. Since that time, over 18 of the unfunded 24 miles of trail have received funding commitments. Funding is needed for an additional 3.1 miles of trail that will complete a continuous east-west route southern route connecting the five cities. She noted an additional section in Irving that is not included in the funding request and that is associated with a future roadway project to be implemented at a later time. The second project highlighted was the Cotton Belt Regional Veloweb trail from the Dallas Fort Worth International Airport to Plano. Dallas Area Rapid Transit (DART) has been working to environmentally clear the rail line. Since it will be critical to construct portions of the trail as part of the rail project due to various constraints, funding for design of the entire 26 mile trail corridor and construction of 8.5 miles that have been classified as critical sections of the trail will be requested. She noted that Dallas County Commissioner Mike Cantrell has provided funding towards a portion of the trail and the Dallas County Planning and Parks Division has taken action to award funding to fill in some of the funding gaps. Approximately 11 miles of the trail remain, and there is interest from TxDOT Austin to potentially partner to fund a portion of the trail. A summary of the proposed funding was presented and detailed in Electronic Item 9.1. This overall request for funding totals \$36.7 million in federal funds. The schedule for the effort was reviewed. Regional Transportation Council action will be

requested at the October 11, 2018, RTC meeting. She noted that all local and State funding commitments are anticipated to be in place by December 2018. Sandy Greyson discussed the usefulness of Transportation Development Credits that allowed flexibility to help fund trail projects in Dallas. Information on the overall efforts was provided in Electronic Item 9.2.

10. **Automated Vehicle Program Briefing:** Thomas Bamonte provided information on the proposed Automated Vehicle (AV) Program Round 2. Examples of AV deployment at the regional level were highlighted. The purpose of the program is to provide resources to local communities so they can plan for AV deployments and have the resources to build the effective partnerships for the deployment. For the AV Planning project, the North Central Texas Council of Governments would procure one or more experts in automated vehicle planning on a retainer basis to provide assistance to local communities plan for AV deployment. Up to \$1.5 million would be available. If the AV technology does not proceed, funding would not be expended. For the Implementation Costs project, up to \$10 million would be available to cover the costs associated with a public entity hosting an AV deployment. This will allow communities that may not have staffing or resources available for AV deployments to be competitive. For the Regional Priority project, up to \$20 million would be available to identify communities and use cases in the region which the AV developer community may be overlooking. Funding for this project will be available through a competitive selection process. Mr. Bamonte noted that the AV Program is voluntary. Entities would be asked to express their interest in serving as an AV deployment test site, with those entities then able to access planning and cost reimbursement resources. Communities not interested in the first generation deployment can choose to join later and access resources. Michael Morris noted that staff will bring back a policy position for consideration by the Regional Transportation Council that addresses automated vehicle deployment voids in specific areas, segments, or modes to ensure that automated vehicle deployments serve all residents, user groups, and modes of travel.
11. **Freight North Texas Truck Parking Study:** Jeff Hathcock provided an overview of the Freight North Texas Truck Parking Study, a comprehensive document that identifies innovative solutions to meet the growing truck parking needs of the region. During the study, data was collected and analyzed for area-specific recommendations. Staff collected data on the classification of freight infrastructure, major freight facilities, and freight oriented developments. Literature review was also completed which looked at recently completed truck parking studies and identified opportunities and challenges in other areas. Staff also inventoried both private and public parking facilities and rest areas. In addition, local truck parking ordinances, federal rules of hours of service, in region travel times, and heavily traveled freight corridors data were reviewed. A driver survey and stakeholder outreach meetings were also conducted. From the data collected, staff identified regional and State facilities, corridors of concern criteria and scoring, and corridors of concern that have major freight activity while lacking sufficient truck parking. Regional corridors of concern were highlighted and include the Great Southwest area, southwest Dallas, north Fort Worth, north Dallas, east Dallas County, and Parker County. Mr. Hathcock discussed a map showing how many regional facilities are located along the periphery of the corridor instead of on or near a heavily traveled corridor, which does not meet the demands for the region. He also highlighted State and regional recommendations from the parking study which include a recommendation that short-term truck parking facilities could be located on underutilized public land, partnerships with the public and private sectors are needed to develop truck parking in specified areas through a mutually beneficial incentivized plan, and technology enhancements and applications such as dynamic messaging signs and other technologies that may be implemented for notification of truck parking availability at facilities. Air quality mitigation strategies that should be implemented and pursued with future truck parking locations were also identified. Staff will continue updating data sets established in the

beginning of the study, coordinating recommendations and plans with the Texas Department of Transportation with regard to underutilized land and new public facilities, and leveraging public-private partnerships to increase the number of parking facilities. Additional information is available in Electronic Item 11. Duncan Webb noted he was interested in the definition of a truck stop and pointed out that he was not aware of any truck stops at several of the locations indicated on the map at the meeting. Mr. Hathcock noted that a truck stop could also include a small public gas station with as few as one parking space. He noted that he would provide additional detail regarding the locations and associated facilities to Mr. Webb. Sandy Greyson asked if the Regional Transportation Council has a policy on triple tandem trucks. Mr. Morris noted that staff would review and respond to Ms. Greyson regarding policies on triple tandem trucks. Jungus Jordan noted that the City of Fort Worth has had this discussion and have asked for a study on this in Fort Worth. He asked that staff look at the southern portion of Fort Worth near IH 35W.

12. **Progress Reports:** Regional Transportation Council attendance was provided in Electronic Item 12.1, Surface Transportation Technical Committee attendance and minutes in Electronic Item 12.2, and the current Local Motion in Electronic Item 12.3.
13. **Other Business (Old or New):** There was no discussion on this item.
14. **Future Agenda Items:** There was no discussion on this item.
15. **Next Meeting:** The next meeting of the Regional Transportation Council is scheduled for Thursday, October 11, 2018, 11:30 am, at the North Central Texas Council of Governments.

The meeting adjourned at 3:10 pm.