

## MINUTES

### **REGIONAL TRANSPORTATION COUNCIL February 12, 2015**

The Regional Transportation Council (RTC) met on Thursday, February 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: Douglas Athas, Brian Barth, Carol Bush, Mike Cantrell, Sheri Capehart, Rudy Durham, Andy Eads, Charles Emery, Mark Enoch, Gary Fickes, Mark Enoch, Sandy Greyson, Mojoy Haddad, Darrell Cockerham (representing Roger Harmon), Clay Jenkins, Ron Jensen, Jungus Jordan, Geralyn Kever, Stephen Lindsey, Bruce Arfsten (representing Laura Maczka), David Magness, Scott Mahaffey, Matthew Marchant, Maher Maso, John Monaco, Mark Riley, Kevin Roden, Amir Rupani, Danny Scarth, Kelly Selman, Lissa Smith, Mike Taylor, Stephen Terrell, Oscar Trevino, Oscar Ward, Bernice J. Washington, Duncan Webb, Glen Whitley, Kathryn Wilemon, and Zim Zimmerman.

Others present at the meeting were: Vickie Alexander, Nancy Amos, Gustavo Baez, Natalie Bettger, Alberta Blair, Bob Brown, Ron Brown, John Brunk, Ken Bunkley, Matthew Burgess, Jarrett Burley, Angie Carson, Dave Carter, Ray Clark, Jim Cline, Hal Cranor, Jason Crawford, Mike Curtis, Clarence Daugherty, Ruben Delgado, Kim Diederich, Jerry Dittman, Rhett Dollins, Chris Dyser, Chad Edwards, Verlie Edwards, Megan Everett, Kevin Feldt, Aaron Flautt, Matthew Gauntt, Scot Gordon, Gary Graham, Dan Harbeke, Tony Hartzel, Rebekah Hernandez, Jodi Hodges, David Hosseiny, Marissa Hunt, Greg Janes, Yagnesh Jarmarwala, Dan Kessler, Ken Kirkpatrick, Roger Kittrell, Paul Knippel, Renee Lamb, Dan Lamers, April Leger, Sonny Loper, Paul Luedtke, Stanford Lynch, Keith Manoy, Chad McKeown, Mike Miles, Mindy Mize, Cesar Molina, Michael Morris, Andy Nguyen, Kevin Overton, Vivica Parker, Chinh Phan, Todd Plesko, James Powell, Vercie Pruitt-Jenkins, Walter Ragsdale, Chris Reed, Molly Rendon, Jeanine Ricks, Bill Riley, Kyle Roy, Moosa Saghian, Steve Salin, Jason Septer, Lori Shelton, Randy Skinner, Melissa Stephens, Jahnae Stout, Sarah Stubblefield, Gerald Sturdivant, Vic Suhm, Darrell Thompson, Matt Thompson, Javier Valdez, Mitzi Ward, Sandy Wesch, Cheryl Williams, Brian Wilson, Bruce Wood, Ed Wueste, and Jenifer Yoder.

1. **Approval January 8, 2015, Minutes:** The minutes of the January 8, 2015, meeting were approved as submitted in Reference Item 1. Glen Whitley (M); Oscar Trevino Jr. (S). The motion passed unanimously.
2. **Consent Agenda:** The following item was included on the Consent Agenda.
  - 2.1. **High Occupancy Vehicle/Managed Use Lane Pooled Fund Study:** A motion was made to approve the use of \$60,000 in Regional Transportation Council Local funds to support the Metropolitan Planning Organization's involvement in the Federal Highway Administration's High Occupancy Vehicle/Managed Use Lane Pooled Fund Study as detailed in Reference Item 2.1.  
  
Sheri Capehart (M); Glen Whitley (S). The motion passed unanimously.
3. **Orientation to Agenda/Director of Transportation Report:** Michael Morris recognized Ron Brown for his 21 years of service on the Regional Transportation Council. Air quality funding opportunities for vehicles were provided in Electronic Item 3.1, and information about the AirCheckTexas Replacement Assistance program was provided in Electronic Item 3.2. He highlighted the status of the United State Department of Transportation air

quality conformity determination for the Metropolitan Transportation Plan, noting that the region should learn of the final determination in the near future. The Texas Transportation Commission minute order authorizing speed limit changes was provided in Electronic Item 3.4, and the Fiscal Year 2014 Annual Project listings were provided in Electronic Item 3.5. Mr. Morris also discussed the Transportation Alternatives Program Call for Projects released by the Texas Department of Transportation. Recent correspondence was provided in Electronic Item 3.6, recent news articles in Electronic Item 3.7, and recent press releases in Electronic Item 3.8. Transportation partner progress reports were provided at the meeting, in addition to the February public meeting minutes provided at the meeting in Reference Item 3.9.

4. **Public Participation Plan Revisions:** Amanda Wilson presented proposed updates to the Public Participation Plan that outlines how the North Central Texas Council of Governments (NCTCOG) Transportation Department informs and gathers input from North Texans. A summary of proposed changes was highlighted and also outlined in Electronic Item 4.1. The draft Public Participation Plan was also provided in Electronic Item 4.2. Electronic Item 4.3 included the Plan as approved by the Regional Transportation Council (RTC) in March 2010. Since that time, staff has observed changing communications trends and proposed revisions address those changing trends while also maintaining transparency and continue the priority of public participation for the department's plans, programs, and policies. Staff is also seeking to better align outreach and related input opportunities to the significance of the outcome or the milestone under consideration. The revisions are consistent with a recent survey, public meetings at which the revisions were discussed, and with discussion at the most recent federal certification review. Ms. Wilson highlighted three primary goals of the Public Participation Plan to inform and educate the public, engage diverse audiences and encourage continued participation, and evaluate strategies to sure they continue to be effective. She noted that staff will continue to use multiple strategies to reach audiences and highlighted recent efforts completed to enhance communications with public, as well as new efforts proposed in the revised Public Participation Plan. New formats and opportunities will be offered, such as telephone town halls, a more comprehensive schedule of meetings, expanded public contact lists and notification efforts, and connecting with community organizations. Proposed revisions include the use of more video and online strategies, and a shift to online review and comment opportunities for routine items such as modifications to the Unified Planning Work Program and changes to the Transportation Improvement Program (TIP). This will allow NCTCOG to reserve public meetings for larger efforts such as development of plans, programs, and policies and more study area specific discussions. Online public review and comment opportunities will continue to be announced through all notification efforts, including how to request printed materials if preferred. Public comment will continue to be 30 days. Similar in concept to the TIP modification policy, an administrative revision policy for small items that do not impact the content of the Metropolitan Transportation Plan and the UPWP is also proposed. Revisions clearly document public involvement for ongoing efforts such as publishing the annual list of projects and Federal Transit Administration Program of Projects. The Language Assistance Plan has also been revised to incorporate updated demographic information, and evaluation criteria has been defined for public involvement efforts. A motion was made to approve the revised Public Participation Plan as provided in Reference Item 4.2, including its attachments. Danny Scarth (M); John Monaco (S). The motion passed unanimously.
5. **Approval of Proposition1 Draft Listings: Texas Department of Transportation and Metropolitan Planning Organization Partnership:** Michael Morris presented the draft list of year-one Proposition 1 projects. Proposition 1 will provide \$1.74 billion to the State

Highway Fund in the first year, with the Dallas-Fort Worth region to receive approximately \$367.6 million in year one. Texas Department of Transportation (TxDOT) and North Central Texas Council of Governments (NCTCOG) staffs have collaborated to develop a list of proposed Proposition 1 projects. Electronic Item 5.1 is the four-year inventory of proposed Proposition 1 projects. Reference Item 5.2 contains the Calendar Year 2015 project list for approval. Additional information on the Proposition 1 Funding Program is outlined in Electronic Item 5.3. Future year allocations are dependent on oil prices and legislative support. Mr. Morris highlighted six guiding principles for Proposition 1, noting greater focus on the transportation system to create statewide benefits. Statewide rules require that projects be on the interstate highway system or state highway system, are traditional roadway projects, are ready to let by December 2015, and that no supplanting of project funds will be allowed. Staff recommends that projects selected in the first year must be environmentally cleared and consistent with the Mobility Plan. Also, there is sensitivity to projects with funding shortfalls and greater focus on capacity rather than maintenance. Additional projects will be identified in years two, three, and four. Regarding equity, projects will be proposed for every county by year four and east/west equity will be maintained. TxDOT and NCTCOG staffs continue to coordinate efforts and have reached out to colleagues in other areas to facilitate opportunities to fund projects that enhance statewide connectivity and regional corridors. Staff proposed to advance the SH 360/IH 30 interchange, borrowing approximately \$70 million from the eastern subregion. The funds are anticipated to be repaid previous to the project going to construction. Mr. Morris noted that staff has reduced funds for years two through four by approximately half and will continue to monitor comptroller estimates for those years, which are estimated to be higher. Mr. Morris reviewed maps showing projects for year one, as well as future years. Staff proposed to come back with projects for year two in the June timeframe. Details were provided in Electronic Item 5.3. A motion was made to approve the Proposition 1 funded projects for year one (CY2015) included in Reference Item 5.2, to administratively amend appropriate administration and planning documents, and continue to refine year two through year four projects (with year two revenues expected in June 2015). Andy Eads (M); Kathryn Wilemon (S). The motion passed unanimously.

6. **State and Federal Legislative Update:** Amanda Wilson provided an update on federal legislative actions. The United States (US) Congress convened January 6, 2015. Texas membership of the House Transportation and Infrastructure Committee was reviewed. In addition, she noted that the Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) extension will expire on May 31, 2015. The Regional Transportation Council (RTC) Federal Legislative Program was reviewed, including main topics to adequately fund the transportation system, define a national transportation vision, increase efficiency and performance, expand options, and pursue innovation, technology, and safety. Unless members requested updates, this will continue to be the RTC Federal Legislative Program. Regarding an extension of MAP-21, funding will be the primary focus. Many options are being discussed. The Senate has introduced a bill to invest \$1 trillion in infrastructure over five years and the House has introduced a bill that uses International Corporate Tax Reform to fund the Highway Trust Fund and Infrastructure Fund. In addition, the Administration has released the FY2016 budget that proposes \$478 billion. Requests for testimony or letters of support will be brought before the Council if needed. Ms. Wilson also provided an update on State legislative actions. The 84<sup>th</sup> Texas Legislature convened on January 13, 2015. Committees have been formed in both the House and the Senate, and the region has good representation on the Senate Transportation Committee and House Transportation Committee. She reviewed the RTC State Legislative Program supporting additional transportation revenue, public-private partnerships, full funding of the AirCheckTexas

program, and high-speed rail. Multiple options are being discussed to provide additional revenue for transportation, including the motor vehicle sales and use tax, eliminating diversions, increasing the motor vehicle fuel tax, and increasing the vehicle registration fee. Of interest is Senate Bill 5/Senate Joint Resolution 5 that would reserve \$2.5 billion of the motor vehicle sales tax currently going to general revenue but would begin moving some increment over the \$2.5 billion to the State Highway Fund in 2018. She also highlighted two bills filed in the House related to air quality. The bills would expand the Low-Income Vehicle Repair and Replacement Program, Local Initiative Projects, and Texas Emissions Reduction Plan. Staff will continue to monitor transportation-related bills and provide updates to members.

7. **Forecast 2040:** Dan Kessler provided an update on the ongoing process to prepare demographic forecasts for the region that are used to guide the development of the region's Metropolitan Transportation Plan, as well as other regionwide, county, and municipal planning initiatives. Staff is currently in the process of engaging local governments in the final review of the forecasts at the traffic survey zone level. Mr. Kessler highlighted the impacts of natural growth, migration, and job growth in Texas, as well as population projections from 2010 to 2050. NCTCOG staff works to capture this information, looking at external sources to determine not only population for the region, but for the state and country. State demographers have recently released forecasts that take into account different scenarios for immigration rates and forecasts population to 2050. NCTCOG staff has reviewed these forecasts to determine the estimated population for the 2040 planning horizon. Staff has settled on a population forecast of 10.6 million by 2040. Once regional forecasts are developed, a model is used to determine where growth will occur in five-year increments across the 232 districts that make up the 12 county metropolitan area. Forecasts call for continued dramatic growth in Collin, Dallas, Tarrant, and Denton Counties. Similar to population growth, employment growth is expected to continue primarily in Dallas and Tarrant Counties. He highlighted the 12 cities expected to have the largest population growth, with Fort Worth being the largest. Mr. Kessler reviewed the last step used in the demographic process to break down data to a detailed level. A new modeling system previously developed has been successful, based on review from cities and entities, and accounts for what is happening within each of the cities from a detailed land-use perspective. A simulation was shown displaying development by parcel from 1950 through the 2040 planning horizon. Mr. Kessler noted that staff was in the final stages of the process and anticipated presentation to the Executive Board in spring for approval. Geralyn Kever requested a copy of this presentation and asked that this information regarding historical accuracy of NCTCOG's forecasts be provided during a future presentation. Mr. Kessler noted that because of better data, efforts are much better than in the past. However, oftentimes NCTCOG is considered to be conservative in its forecasts. Staff will bring back prior forecasts for the 2010 year data compared to actual census data by county for the same timeframe to illustrate how close projections have been.
8. **Trinity Parkway and Southern Gateway Status:** Michael Morris provided an update on the Trinity Parkway project. He noted that environmental clearance from the Federal Highway Administration and United States Army Corps of Engineers were needed and discussed the City of Dallas' comprehensive vision for the transportation system near downtown. North Texas Tollway Authority (NTTA), Texas Department of Transportation (TxDOT), and North Central Texas Council of Governments (NCTCOG) staffs have been focused on how best to stage construct and lower project costs for the Trinity Parkway. Staged elements include four lane implementation, 11 foot lanes, no inside shoulder, 50 percent structure in Section 1 and Section 4, fewer ramps, 55 mile per hour speed limit,

no trucks, and five park access and egress locations, as well as efforts to be sensitive to the Balanced Vision Plan. Mr. Morris also provided an update on the Southern Gateway project. Reference Item 8 included details regarding efforts to fund the Southern Gateway. Conversations are occurring with Commissioner Victor Vandergriff regarding State funds that may be available for the project. He noted that both the Trinity Parkway and Southern Gateway projects create a system of benefits around the downtown area. Sandy Greyson discussed the staging of the Trinity Parkway project and the related environmental approvals necessary for the project. In addition, she discussed public opposition to recent projects and most recently at the TxDOT meeting regarding the Southern Gateway. She asked how RTC should address this opposition. Mr. Morris noted that the RTC should continue to listen to public comments and the positions of local governments, and that he believed the public involvement process has been working.

9. **Trinity Railway Express License Plate Survey:** Ken Kirkpatrick briefed the Regional Transportation Council (RTC) on a license plate survey recently conducted for the Trinity Railway Express (TRE). The TRE is jointly owned and operated by Dallas Area Rapid Transit (DART) and the Fort Worth Transportation Authority (The T) and operates from downtown Fort Worth to downtown Dallas. The rail line runs near several cities where there are no stations and who are not members of DART or the T. In early 2002, DART, The T, and the Cities of Arlington, Bedford, Colleyville, Euless, Grand Prairie, Grapevine, Haltom City, Hurst, and North Richland Hills entered into a partnership in lieu of a direct financial contribution from those cities to DART and The T for operation of the TRE. NCTCOG retains the funds to support RTC initiatives by funding projects directly or providing local match for federal funds. In exchange, the RTC programs federal funds to the transit authorities for federally eligible transit activities (typically, capital improvements). Over the last 10 years, there have been a series of three-year agreements with the mid-cities to contribute funds, with an annual contribution amount of approximately \$800,000. When the agreement was last updated, an update was requested on the ridership to determine if the shares should be updated among the cities. Mr. Kirkpatrick reviewed existing shares and the results of the license plate survey conducted in September 2014. Details were provided in Electronic Item 9. The most significant change occurred in Arlington for which the share went from 30 percent to 26 percent. Minor increases occurred in several cities. Mr. Kirkpatrick noted that the annual contribution will remain the same, but the shares will be adjusted among the cities based on the license plate survey. The final report has been transmitted to the transit agencies and will be transmitted to the nine cities. Mark Enoch asked if the change for Arlington was attributed to the transfer of riders to the MAX bus service. Mr. Kirkpatrick noted that staff was reviewing this and would provide additional information in the future. Mike Taylor asked why only nine cities are contributing and why payment was coming through fares and this annual contribution. Mr. Kirkpatrick noted that when the original agreement was implemented, the nine cities included were the most impacted by the TRE, with approximately one-third of the usage coming from the nine cities, 40 percent come from DART and The T member cities, and the remaining 25 percent scattered across 200 cities in and out of region. Mr. Taylor asked that staff take another look at this agreement to determine if other cities should be included. Mr. Kirkpatrick noted that the nine cities have an opportunity to review the agreement every three years and determine if they would like to continue or review the agreement.
10. **High Occupancy Vehicle Subsidy:** Dan Lamers provided an update on the most recent managed lane performance report. As part of the adoption of the Tolloed Managed Lane and High Occupancy Vehicle (HOV)/Express Managed Lane policies, the Regional Transportation Council (RTC) requested regular reports regarding the HOV subsidy and

speed guarantee for the two CDA managed lanes, LBJ Express (LBJE) and North Tarrant Express (NTE). In addition, the North Texas Tollway Authority had concerns about potential customer service demands for all managed lanes. He discussed the HOV 2+ subsidy for which RTC is responsible for reimbursing the private-sector operator on the NTE and LBJE for the cost of the HOV subsidy. Initially, approximately \$17.5 million was allocated by the RTC to pay the subsidy and from December 2014 to December 2015 approximately \$38,661 of the HOV subsidy has been expended. He reminded the RTC that they had previously discussed when the occupancy should move from 2+ to 3+ occupancy. Because of the small amount expended to date, staff recommends that the occupancy remains at 2+ at this time and will continue to be monitored. Additionally, he discussed the North Texas Tollway Authority's concerns regarding customer service related to the managed lanes. There has been minimal impact and additional customer service has not been necessary. Lastly, Mr. Lamers discussed the speed guarantee, noting that to date there have been no instances when speeds dropped below 35 miles per hour. Mr. Lamers reviewed costs for both the North Tarrant Express and LBJ Express, and also noted that the DFW Connector was operated and managed by TxDOT. Staff will continue to provide quarterly updates to members.

11. **DFW Connector Pilot Program:** Ken Kirkpatrick briefed the Regional Transportation Council (RTC) on the status of the DFW Connector Pilot Program. The pilot program was initiated by the Texas Department of Transportation (TxDOT) at the suggestion of the RTC to test whether increasing the pay-by-mail toll surcharge would offset the toll collection risk associated with users of managed lanes who do not have toll tags. The concept was to periodically increase the pay-by-mail surcharge as a market-driven approach to increase toll tag usage, with the results potentially being applied to the IH 35W corridor for which TxDOT has the collection risk. Mr. Kirkpatrick reviewed the timeline for the pilot program, noting the date tolling began and the increments of the pay-by-mail surcharge increases. April 2015 will be the end of the 90-day period for the 90 percent surcharge and the data will be reviewed to determine if the percentage should be adjusted. Preliminary results are positive and data indicates that from July 2014 to January 2015 overall transactions are increasing, the share of toll-tag usage is increasing, and pay-by-mail transactions are relatively the same. Staff will review the data at the end of the pilot program in April and provide a report to the Council.
12. **Progress Reports:** Regional Transportation Council attendance was provided in Reference Item 12.1, Surface Transportation Technical Committee meeting attendance and minutes were provided in Electronic Item 12.2, and the current Local Motion was provided 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, March 12, 2015, 1:00 pm, at the North Central Texas Council of Governments.

The meeting adjourned at 3:10 pm.