

MINUTES

REGIONAL TRANSPORTATION COUNCIL July 9, 2015

The Regional Transportation Council (RTC) met on Thursday, July 9, 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 (representing the cities of Richardson and Addison), Douglas Athas, Brian Barth, Carol Bush, Mike Cantrell, Sheri Capehart, Rudy Durham, Charles Emery, Rob Franke, Ron Jensen, Stephen Lindsey, David Magness, André McEwing (representing Scott Mahaffey), Matthew Marchant, Maher Maso, Cary Moon, Stan Pickett, Mark Riley, Kevin Roden, Amir Rupani, Kelly Selman, Lissa Smith, Mike Taylor, Stephen Terrell, Tim Welch (representing Oscar Trevino), William Velasco II, Oscar Ward, Bernice J. Washington, Duncan Webb, Kathryn Wilemon, Erik Wilson, and Ann Zadeh (representing Zim Zimmerman).

Others present at the meeting were: Vickie Alexander, Nancy Amos, Melissa Baker, Berrien Barks, Carli Baylor, Bryan Beck, Ryan Belmonte, Natalie Bettger, Brandi Bird, Brandy Bissland, Alberta Blair, Dale Booth, Bryan Bradford, Tanya Brooks, Ron Brown, Chris Burkett, David Cain, Angie Carson, Lori Clark, Michael Copeland, Mike Curtis, Gordon Dickson, Kim Diederich, Jerry Dittman, Tammy Dubberke, Chris Dyser, Mike Eastland, Chad Edwards, Traci Enna, Kevin Feldt, Brian Flood, Kamal Fulani, Keineth Fuller, David Gattis, Matt Gauntt, Bob Golden, Christie Gotti, Mike Grace, Alan Greer, Michael Hegarty, Edgar Hernandez, Rebekah Hernandez, Robert Hinkle, Tracy Homfeld, Tim Juarez, Dan Kessler, Ken Kirkpatrick, Roger Kittrell, Chris Klaus, Paul Knippel, Angela Kornegay, Myth Lam, Renee Lamb, Dan Lamers, April Leger, Sonny Loper, Paul Luedtke, Ricky Mackey, Karina Maldonado, Barbara Maley, Steve McCullough, Chad McKeown, Monte Mercer, Michael Miles, Mindy Mize, Cesar Molina, Rebecca Montgomery, Erin Moore, Michael Morris, Erica Mulder, Mark Nelson, Mickey Nowell, Nick Pace, Donald Parker, Jamie Patel, Michael Peters, John Polster, James Powell, Vercie Pruitt-Jenkins, Alex Radke, Charles Reed, Chris Reed, Molly Rendon, Bill Riley, Gary Roden, Greg Royster, Moosa Saghian, Steve Salin, Russell Schaffner, Cathy Scott, Lori Shelton, Jody Short, Walter Shumac, Randy Skinner, Jim Sparks, Frankline Stephens, Rick Stopfer, Neil Strassman, Dean Stuller, Vic Suhm, Trang Thoang, Gary Thomas, Matt Thompson, Mark Titus, Lauren Trimble, Frank Turner, Dan Vedral, Lisa Walzl, Mitzi Ward, Kendall Wendling, Devin Wenske, Sandy Wesch, Elizabeth Whitaker, Cheryl Williams, Amanda Wilson, Brian Wilson, Mykol Woodruff, Jennifer Yoder, and Ralph Zaragoza.

1. **Approval June 11, 2015, Minutes:** The minutes of the June 11, 2015, meeting were provided as Reference Item 1 and approved as amended. Kathryn Wilemon (M); Sheri Capehart (S). The motion passed unanimously.
2. **Consent Agenda:** The following items were included on the Consent Agenda.
 - 2.1. **2015-2018 Transportation Improvement Program Modifications:** A motion was made to approve August 2015 revisions to the 2015-2018 Transportation Improvement Program provided in Reference Item 2.1.

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

3. **Orientation to Agenda/Director of Transportation Report:** Michael Morris recognized Sheffie Kadane for his service on the Regional Transportation Council (RTC). Sheffie Kadane thanked RTC members and staff for the opportunity to serve. Lori Clark noted that earlier in the year, the North Central Texas Council of Governments was one of seven affiliates recognized in the Environmental Protection Agency SmartWay Affiliate Challenge for exceptional promotion and education of the mission, goals, and program requirements for the SmartWay Transport Partnership. Details were provided in Electronic Item 3.1. Mr. Morris recognized Brian Wilson and Kristy Keener for their work on the 2014 edition of Progress North Texas. The publication was an award recipient in the Hermes Creative Awards 2015 competition for the cover and layout of the publication. Additional details were available in Electronic Item 3.2. Mr. Morris specifically highlighted the first six items in the Director of Transportation Report. He noted that RTC New Member Orientation would be scheduled in the near future and available for both RTC primary and alternate members. Regional success pins created by Fort Worth Councilmember Jungus Jordan were also distributed at the meeting. He noted that RTC meetings would begin being livestreamed as a result of recent legislative action by September 1, 2015. In addition, he noted that Stadler was considering three locations in the United States for a potential vehicle manufacturing facility location. A final decision on the location has not been made, but is expected before the August 13, 2015, RTC meeting. Bernice J. Washington asked about the cost of livestreaming future RTC meetings. Mr. Morris noted that the Legislature contacted several Metropolitan Planning Organizations to determine the cost implications of livestreaming. He indicated that the costs are a small investment that provides a significant benefit to citizens. East/west equity updates were provided in Electronic Item 3.3.1 and Electronic Item 3.3.2, and American Recovery and Reinvestment Act updates were provided in Electronic Item 3.4.1 and Electronic Item 3.4.2. Current air quality funding opportunities for vehicles were provided in Electronic Item 3.5. Information regarding the July 30 Workplace Charging Challenge Roadshow event were provided in Electronic Item 3.6, a 2015 ozone season update was provided in Electronic Item 3.7, Clean Air Action Day results were provided in Electronic Item 3.8, June public meeting minutes were provided in Electronic Item 3.9, and a July public meeting notice was provided in Electronic Item 3.10. In addition, a Clean Fleet Policy fact sheet was provided in Electronic Item 3.11. Electronic Item 3.12 included a summary of transportation and air quality approved legislation from the 84th Texas Legislature. Recent correspondence was provided in Electronic Item 3.13, recent news articles in Electronic Item 3.14, and recent press releases in Electronic Item 3.15. Current transportation partner progress reports were provided at the meeting.
4. **FY2016 and FY2017 Unified Planning Work Program:** Dan Kessler presented the draft FY2016 and FY2017 Unified Planning Work Program (UPWP) that identifies North Central Texas Council of Governments (NCTCOG) staff work activities to be performed between October 1, 2015, and September 30, 2017. This documents is required by federal transportation legislation in order to receive federal transportation planning funds. In addition, NCTCOG summarizes in the UPWP all work activities performed and the associated funding for the activities in the specified timeframe. The document covers the 12-county metropolitan area and is divided into five major tasks that include 29 subtasks, 150 programs/projects, and is funded through 15 revenue sources and over 100 grants. Some of the major planning initiatives in the document were highlighted such as the University Partnership Program, Mobility 2040, the 2017-2020 Transportation Improvement Program, high-speed rail, asset management, SH 183/SH 199, and the 2015 Regional Joint Land Use Study. The document is developed in cooperation with local governments and transportation agencies and includes signatures that acknowledge this partnership. Staff anticipates having approximately \$5.4 million in Federal Transit Administration (FTA) 5303

funds, \$13 million in Federal Highway Administration PL funds, and \$6.2 million in FY2015 carry-over funds for a total of approximately \$24.6 million in available transportation planning funds based on current estimates. Approximately \$20.2 million in expenditures is expected leaving approximately \$4 million to carry over to FY2018. He noted that the Transportation Planning Funds represent approximately 13 percent of the total budget allocated in the UPWP, which also includes funding from sources such as the Texas Commission on Environmental Quality, Department of Energy, Environmental Protection Agency, Federal Transit Administration, Regional Toll Revenue, Surface Transportation Program-Metropolitan Mobility, and Congestion Mitigation and Air Quality Improvement program. The majority of these are pass-through funds allocated to transit partners and consultants to implement the projects and programs. Mr. Kessler also reviewed the schedule, noting that the draft UPWP was been provided online for public review, approved by the Surface Transportation Technical Committee, and will be submitted to federal partners following RTC and Executive Board approvals. Electronic Item 4.1 contained a draft of the document for consideration, and additional information on the draft FY2016 and FY2017 UPWP was provided in Electronic Item 4.2. Copies of the draft document were made available to members at the meeting upon request. A draft RTC resolution for approval was provided in Reference Item 4.3. A motion was made to approve the FY2016 and FY2017 UPWP provided in Electronic Item 4.1 and the Resolution Approving the FY2016 and FY2017 Unified Planning Work Program for Regional Transportation Planning in Reference Item 4.3. Ron Jensen (M); Kathryn Wilemon (S). The motion passed unanimously.

5. **SH 360 Interchange Partnership:** Michael Morris presented information regarding the SH 360 interchange partnership. He discussed the \$300 million Regional Transportation Council (RTC) loan to the Texas Department of Transportation (TxDOT) for the SH 360 project to be constructed as a toll road. The baseline bid included nine minimum thoroughfare cross sections, and TxDOT received bid options to construct different configurations of the intersections. TxDOT began meeting with cities regarding the baseline bids for each intersection, as well as full configurations. Cities were given the option to stay with the baseline bid or contribute funds to build the ultimate configuration at the current bid estimates. Mr. Morris noted that four interchanges are located in Arlington and Grand Prairie, and four interchanges are located in Mansfield. He noted that a ninth intersection (at Matlock) would probably not be constructed because of its proximity to US 287. Details were provided in Reference Item 5. During deliberations, the impacted local governments struggled with how to finance the \$28 million needed to build the full configurations for the intersections. Mr. Morris noted that the bid prices were low and the ability to build the intersections at their full configurations would prevent the RTC from taking on additional risk that may occur on an opened toll road that was under construction. Local governments agreed to contribute the following funds to build the ultimate configurations now: The cost share was highlighted for each entity, with Arlington contributing approximately \$1.1 million, Grand Prairie contributing approximately \$7 million, Mansfield contributing approximately \$10 million, and Tarrant County contributing approximately \$3 million. Staff proposed that the RTC contribute approximately \$7 million, which is approximately 25 percent of the total costs for the interchanges to prevent construction disruptions in the future. He noted that the source of funds for the RTC's contribution would be presented in the following item. As a reminder, he highlighted the revenue and cost analysis for the SH 360 project, areas where RTC risk is a possibility, and how this partnership will help reduce the introduction of risk to the RTC. A motion was made approve the SH 360 interchange partnership detailed in Reference Item 5 to build the ultimate configurations for the SH 360 interchanges. Kathryn Wilemon (M); Ron Jensen (S). The motion passed unanimously.

6. **Texas Department of Transportation-Related \$30 Million Loan Repayment and Accounting of SH 360 Interchange Partnership:** Christie Gotti presented information regarding the Texas Department of Transportation (TxDOT) \$30 million loan repayment. In June 2012, the Regional Transportation Council (RTC) approved a \$30 million contingency loan from the eastern subregion to the western subregion for improvements on IH 35W at IH 820 as part of the North Tarrant Express project. The loan was comprised of two separate projects including \$20 million from the SH 183/Midtown Express project and \$10 million from the Loop 9 project. Subsequent to that action, the Texas Transportation Commission (TTC) awarded \$600 million in strategic priority funds to cover the remaining balance of the funding needed for the SH 183/Midtown Express project. The funds were split according to the actual cost of the project within each side part of the region. Staff proposed that the \$600 million allocation be recognized as repayment for the \$20 million that was loaned to the SH 183/Midtown Express project. In addition, staff proposed to repay \$10 million to the Loop 9 project using Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds for eligible improvements along the corridor using western funds to help balance the east/west equity percentages in the region. Because the equity percentages remain out of balance, staff also proposed to send \$7 million in Regional Toll Revenue funds for the SH 360 interchange partnership to the west from the east. Ms. Gotti highlighted the targeted east/west equity percentages of 32 percent in the west and 68 percent in the east. She noted that the current distribution was 29 percent in the west and 71 percent in the east, translating to approximately \$28 million over the target in the east. Ms. Gotti noted that the tracking tables included in the Director's Report would be updated to reflect this action, if approved. Other east/west equity considerations were discussed including anticipated funding from the TTC for the Southern Gateway project. If the Southern Gateway funds are not formula allocated, the western subregion allocation will be further out of balance so staff will continue to monitor the equity split. She noted that staff originally proposed CMAQ funds for the SH 360 interchange partnership, but since federal funds are not eligible, Regional Toll Revenue funds are proposed instead. A motion was made to approve the \$30 million loan repayment, including 1) recognition of the TTC's \$600 million investment on the SH 183/Midtown Express project as repayment of the previous \$20 million loan (adjusting \$20 million to come from the western share of projects versus the eastern share), 2) approval of \$10 million in CMAQ funds for the Loop 9 corridor from the western subregion allocation, and 3) approval of \$7 million in RTR funds for the SH 360 interchange partnership from the eastern subregion allocation. In addition, approval includes allowing staff to administratively amend the 2015-2018 Transportation Improvement Program/Statewide Transportation Improvement Program to reflect the changes, if needed. Mike Cantrell (M); Sheri Capehart (S). The motion passed unanimously.
7. **Proposed Air Quality and Management/Operations Programs and Projects: Response to New Air Quality Conformity Initiatives:** Christie Gotti presented efforts to extend existing and fund new Air Quality Management/Operations programs and projects. As part of the development of the 2017-2020 Transportation Improvement Program (TIP), staff has reviewed regional projects/programs such as the vanpool program, regional traffic signal retiming program, and planning and coordination efforts to ensure that these programs and projects can continue without interruption. These projects/programs enable staff to respond to request for planning and implementation assistance in the region. Potential project types include management and operations projects such as the Mobility Assistance Patrol program, regional air quality projects such as the vanpool program and clean air programs, and North Central Texas Council of Governments (NCTCOG)-implemented regional projects such as aviation and Freeway Incident Management. A recommended project list was included in Reference Item 7.1. New programs/projects or those with new elements were

highlighted including: land use/transportation and bike/pedestrian initiatives (school siting); corridor studies and capital asset management; regional Intelligent Transportation Systems quality implementation; regional minor intersection equipment program; metropolitan planning organization planning, support, technical expertise, innovative legal and financial mechanisms; revenue and project tracking and fiscal management/information systems; solar panel demonstration; emission strategies for ozone precursors; and air quality energy efficiency initiatives. Project funding totaled approximately \$63 million. Ms. Gotti noted that approximately two-thirds of the funding is passed through to local agencies in the region to implement the programs. Staff's recommendation entails a reduction or consolidation of effort for many projects and programs, identifies pools of funding for smaller air quality projects, and assigns resources for RTC priorities. Ms. Gotti also briefed the Committee on a proposed partnership with Denton County regarding Regional Toll Revenue (RTR) and Proposition 1 funds. This item is not directly related, but gives a funding source to cover some of these programs. Staff proposed to increase the Proposition 1 allocation to projects with Denton County RTR funds through the upcoming Proposition 1 project selection. There are many projects already proposed to receive Proposition 1 funds that have existing RTR funds in order to free up RTR funds for off-system facilities or regional programs. Staff has worked with Denton County and proposed to split the RTR funds with 50 percent to remain in the Denton County RTR accounts and 50 percent to be allocated regional accounts for use on the projects presented. Staff anticipates approximately \$45 million from this effort and proposed to allocate \$22.5 million to the Denton County RTR account and \$22.5 million to the regional account to cover items such as the \$7 million approved for the SH 360 interchange partnership. Details were provided in Electronic Item 7.2. Ms. Gotti noted that staff recommended action on one project, the Air Quality Marketing and Education program, because the project will run out of funds if early action is not taken. The full list of projects will be presented for action at the August meeting. Michael Morris discussed the partnership with Denton County, and noted that staff would also like to have a conversation with Dallas and Collin counties regarding a similar partnership. Sheri Capehart discussed school siting, specifically addressing the unique needs of charter schools whose boundaries are undefined in comparison with standard independent school districts. A motion was made to approve funding for the Air Quality Marketing and Education program and to allow staff to administratively amend the Transportation Improvement program to include the proposed funding. Sheri Capehart (M); Mike Cantrell (S). The motion passed unanimously.

8. **Mobility 2040:** Dan Lamers discussed the development of the region's next long-range transportation plan, Mobility 2040. In addition, an overview of discussions from the Mobility Plan Workshop held prior to the Regional Transportation Council (RTC) meeting was presented, and a copy of the workshop presentation was provided at www.nctcog.org/trans/mtp/2040. One of the primary responsibilities of the Metropolitan Planning Organization is the development of a metropolitan transportation plan (MTP). Since the last MTP was developed in 2011, a lot of activity has occurred that will impact the next plan, including legislative action, new demographics, and new technologies. In preparation, workshops and public involvement activities are occurring to receive input and guidance from citizens and local entities in the region. Mr. Lamers highlighted discussions from the workshop, including various considerations that must be reviewed while developing Mobility 2040. Significant discussion occurred regarding roadway considerations to be included, available revenue from the Legislature, and associated restrictions. The ability to leverage funds to deliver both tolled and non-tolled capacity will be impacted, and discussions will be necessary regarding mega projects and asset management as options for corridor improvements. Planned funding for transit was also discussed. Efforts for additional transit funding have not been successful, and as a result the region will have to

look at long-term rail recommendations to determine if a reliable source of funding can be secured for unfunded projects. Technical analysis on potential rail lines will continue, options will be evaluated, and staff will work with local governments to determine what level of support exists to move forward with specific corridors. In addition, the role of technology was discussed. Evolving technology can improve safety, increase the capacity of the existing transportation system, and reduce demand. Mr. Lamers highlighted Mobility 2040 financial assumptions, noting four different strategies. Mobility 2035 included approximately \$94.5 billion in revenue based on the current revenue sources that exist today and reasonable assumptions of additional funding such as increasing gasoline taxes and vehicle registration fees that may be available within the planning cycle. In comparison, a financial scenario based only on existing resources for Mobility 2035 were discussed, totaling approximately \$75 million. For Mobility 2040, a baseline has been established by removing all assumptions and adding the new revenues from the 84th Legislature totaling approximately \$30 billion to the region over the course of 2040 and approximately \$105 billion for Mobility 2040. It must be determined whether the RTC would like to use the Mobility 2040 baseline funding or advocate for additional transportation revenues in future legislative sessions. The top eight focus items were also discussed at the workshop including goods movement, transportation choice, momentum toward "pay-as-you-go", technology, and the idea of setting RTC policies in a way that ties those policies in the transportation plan to actual projects and funding decisions. Michael Morris specifically discussed the role of RTC policies and interest in using policies as incentives for local match funds that may have a tremendous impact at the regional level. Staff will work to develop potential policies to be presented at the August 13 RTC meeting, and noted that the slide listing the eight focus areas will be e-mailed to members following the meeting. Mr. Lamers noted that Mobility 2040 discussions will continue and that another workshop is anticipated in the future. RTC Secretary Rob Franke asked if staff would be comparing Mobility 2040 with the ten-year plan now required by the Legislature. Mr. Lamers noted that House Bill 20 requires that metropolitan planning organizations adopt a ten-year component to their long-range transportation plan, and that staff will bring this information back to the Council. This process, to some degree, currently exists due to being in a nonattainment area for ozone. The region is required to show in no more than 10-year increments that the progression towards implementing the MTP helps to improve air quality. However, it will be necessary to ensure that it is included in the MTP itself.

9. **2015 Federal Transit Administration Programs Call for Project: Project Recommendations:** Jamie Patel presented draft recommendations for the 2015 Federal Transit Administration (FTA) Programs Call for Projects which included funding for two programs. Urbanized Area Formula Program funds are for projects that provide assistance to get low-income individuals to and from employment. Enhanced Mobility of Seniors and Individuals with Disabilities Program funds are for projects serving seniors and individuals with disabilities when public transportation is unavailable, insufficient, or inappropriate. Ms. Patel highlighted the funding and distribution process for the FTA programs. Most of the Urbanized Area Formula Program funds are provided to transit providers with existing projects, but 2 percent is set aside to award competitively. Enhanced Mobility funds are provided to transit providers with existing projects, with the remainder then awarded competitively. Funding is formula based and apportioned to urbanized areas. Approximately \$4.9 million was available for projects in the Dallas-Fort Worth-Arlington and Denton-Lewisville urbanized areas. The programs are reimbursement grant programs, entities may be reimbursed for the eligible portion of capital, operating or planning expenses. Federal funds can be used for up to 85 percent of a project, but some local matching funds are required. Applicants could request Transportation Development Credits to leverage some or

all of the local match requirement on capital expenses only. Approximately \$2.9 million was available for JA/RC projects in the Dallas-Fort Worth-Arlington urbanized area and approximately \$216,000 in the Denton-Lewisville urbanized area for capital, operating and planning projects. Approximately \$1.5 million was available for Enhanced Mobility projects in the Dallas-Fort Worth-Arlington urbanized area and approximately \$213,000 in the Denton-Lewisville urbanized area for capital and operating projects only. A total of eight projects were evaluated requesting approximately \$6.2 million. Staff recommended award to five projects utilizing \$4.4 million. Recommendations for funding included awarding as many of the highest scoring projects as funding permitted, and prioritizing funding the most critical expenses associated with providing on the ground service. The full list of projects was provided in Electronic Item 9. Staff recommended two JA/RC projects for award through the Urbanized Area Formula Program: 1) a Dallas/Fort Worth International Airport project to provide shuttle service from the TRE Centreport station to the south parking lot and 2) a Catholic Charities of Fort Worth project to provide service in targeted areas across Tarrant County. For the Enhanced Mobility for Seniors and Individuals with Disabilities Program staff recommended three projects: 1) a Kaufman County Senior Citizen Services project to purchase service for medical trips for seniors to Dallas from Ellis, Rockwall and Kaufman counties, 2) a Community Council of Greater Dallas and MHMR of Tarrant County project to hire staff to provide navigation assistance and resource management activities in Dallas and Tarrant Counties only, and 3) a Senior Center Resources and Public Transit project to pilot one direct connection from Hunt County to Dallas County. There were no projects submitted in the Denton-Lewisville urbanized area. Available JA/RC funding will be returned to the Denton County Transit Authority, and the balance from the Enhanced Mobility program will be carried over to the next call for projects. Proposed projects are anticipated to serve at least 6,000 people annual, with nearly 311,000 trips provided across six counties. RTC approval of the recommended projects will be requested at the August 13, 2015, meeting. Monica R. Alonzo asked about details of how projects were selected. Ms. Patel highlighted the scoring criteria, which was e-mailed to members following the meeting.

10. **Progress Reports:** Regional Transportation Council attendance was provided in Reference Item 10.1, Surface Transportation Technical Committee attendance and minutes were provided in Electronic Item 10.2, and the current Local Motion was provided 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, August 13, 2015, 1:00 pm, at the North Central Texas Council of Governments.

The meeting adjourned at 2:45 pm.