

MINUTES

REGIONAL TRANSPORTATION COUNCIL March 10, 2016

The Regional Transportation Council (RTC) met on Thursday, March 10, 2016, 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, Scott LeMay (representing Douglas Athas), Brian Barth, Carol Bush, Mike Cantrell, Rudy Durham, Andy Eads, Charles Emery, Gary Fickes, Rob Franke, Mojy Haddad, Roger Harmon, Ron Jensen, Jungus Jordan, Lee Kleinman, Brian Loughmiller, David Magness, Scott Mahaffey, Matthew Marchant, Maher Maso, Cary Moon, Mark Riley, Amir Rupani, Kelly Selman, Gary Slagel, Lissa Smith, Mike Taylor, Stephen Terrell, Oscar Trevino, William Velasco II, Oscar Ward, Bernice J. Washington, Duncan Webb, Kathryn Wilemon, Sheri Capehart (representing Jeff Williams), Erik Wilson, and Zim Zimmerman.

Others present at the meeting were: Vickie Alexander, Nancy Amos, John Baker, Melissa Baker, Berrien Barks, Carli Baylor, Bryan Beck, Adam Beckom, Natalie Bettger, Brandy Bissland, Alberta Blair, David Boski, Kristina Brevard, Charles Brewer, Tanya Brooks, Bob Brown, Ron Brown, John Brunk, Chris Burkett, Loyl Bussell, David Cain, Marrk Callier, Jack Carr, Angie Carson, Sarah Chadderdon, Lori Clark, Joan Contreras, John Cordary, Michael Coyle, John Curtis, Ruben Delgado, Kim Diederich, Jerry Dittman, David Dryden, Chris Dyser, Chad Edwards, Traci Enna, Bob Golden, Christie Gotti, Tommy Henderson, Rebekah Hernandez, Jesse Herrera, Robert Hinkle, Jodi Hodges, Donna Huerta, Greg Janes, Yagnesh Jarmarwala, Dan Kessler, Tony Kimmey, Ken Kirkpatrick, Chris Klaus, Dan Lamers, April Leger, Sonny Loper, Mark Lorance, Paul Luedtke, Stanford Lynch, Matthew MacGregor, Barbara Maley, Martin Malloy, Molly Maus, James McLane, Michael Miles, Erin Moore, Michael Morris, Jenny Narvaez, Jeff Neal, Bruce Nipp, Mickey Nowell, John Polster, James Powell, Vercie Pruitt-Jenkins, Milton Richter, Bill Riley, Tito Rodriguez, Carrie Rogers, Kyle Roy, Moosa Saghian, Steve Salin, Russell Schaffner, Lori Shelton, Randy Skinner, Rick Stopfer, Jahnae Stout, Neil Strassman, Dean Stuller, Gerald Sturdivant, Vic Suhm, Gary Thomas, Lauren Trimble, Leslie Wade, Mitzi Ward, Matt Welch, Sandy Wesch, Elizabeth Whitaker, Cheryl Williams, Amanda Wilson, Brian Wilson, Alicia Winkelblech, and Ed Wueste.

1. **Approval of February 11, 2016, Minutes:** The minutes of the February 11, 2016, meeting were approved as submitted in Reference Item 1. Jungus Jordan (M); Robert Franke (S). The motion passed unanimously.
2. **Consent Agenda:** The following items were included on the Consent Agenda.
 - 2.1. **Lawsuit Against Volkswagen Group of America, Inc., Audi of America, LLC, and Porsche Cars of North America:** A motion was made to approve submittal of correspondence to the United States Department of Justice and Texas Attorney General related to emission test-cheat devices installed in certain Volkswagen, Audi, and Porsche diesel vehicles, provided in Reference Item 2.1.1. Additional information was provided in Electronic Item 2.1.2.
 - 2.2. **Final Action Regarding the Texas Department of Transportation Congestion Relief Program:** A motion was made to approve final changes to the Texas Department of Transportation Congestion Relief Partnership with the Regional Transportation Council, detailed in Reference Item 2.2.

- 2.3. Clean Fleets North Texas 2015 Call for Projects Funding Recommendations: A motion was made to approve funding recommendations for the Clean Fleets North Texas 2015 Call for Projects in Reference Item 2.3.2. An overview of the call for projects was provided in Electronic Item 2.3.1.
- 2.4. Approval of Personal Services Agreement for Transit Planning and Programming Assistance: A motion was made to approve a one-year personal services agreement with Jessie Huddleston for an amount not to exceed \$60,000 to assist the Regional Transportation Council in the performance of its triennial review and upcoming transit development within the region.

Mike Cantrell (M); Kathryn Wilemon (S). The motion passed unanimously.

3. Orientation to Agenda/Director of Transportation Report: Michael Morris noted that a photo of the Regional Transportation Council (RTC) will be taken at 12:45 pm, prior to the April 14, 2016, meeting as part of the North Central Texas Council of Government (NCTCOG) 50th anniversary. He thanked Gary Fickes for presenting to the RTC a map dated 80 years ago from the City of Fort Worth archives that focused on the connection between Dallas and Fort Worth. In addition, he noted that April 22 is Earth Day. The RTC has asked to be a participant and would like to thank the North Texas Tollway Authority for the Regional Toll Revenue funds as part of the celebration. Additional details will be provided at the April 14, 2016, RTC meeting. Mr. Morris also noted that Jessie Huddleston recently relocated with her family. Through the Consent Agenda, a one-year personal services agreement with Ms. Huddleston was approved for the transition. Sarah Chadderdon will continue providing support for the Regional Transit Coordination and Operations team.

Jungus Jordan provided an overview of the RTC Legislation and Finance Partnership Subcommittee held prior to the meeting. A program is being prepared in preparation for the 2017 Legislative session. Discussion focused on three items for a legislative approach: 1) expressing thanks to the Austin and the federal delegation for the success of Proposition 1 and Proposition 7, 2) showing how the region is utilizing the funds provided, and 3) developing key analytics that express what tools are needed in the future tool box. An agenda from the meeting was provided in Electronic Item 3.1.

Mr. Morris noted that the 2016 Transportation Investment Generating Economic Recovery (TIGER) VIII deadline is April 29 and that the FASTLANE freight program deadline is April 14. Details were provided in Electronic Item 3.2 and Electronic Item 3.3. Proposed projects will be presented to members at the April 14 meeting. He asked that entities planning to submit projects coordinate with staff so that the same projects are not submitted. An east/west equity update was provided in Electronic Item 3.4, an American Recovery and Reinvestment Act (ARRA) update was provided in Electronic Item 3.5, and details about the completion of the \$855 million in ARRA projects was provided in Electronic Item 3.6. He noted that draft correspondence to the President and congressional delegation thanking them for the initiative would be transmitted by staff.

4. Mobility 2040, 2016 Transportation Conformity, and 2015-2018 Transportation Improvement Program Projects Affected by Mobility 2040: Oscar Trevino recused himself due to a conflict of interest. He left the room at 1:18 pm and did not participate in discussion for Agenda Item 4. Michael Morris discussed public comment recently received regarding Mobility 2040. Letters were received from the City of Aubrey and Aubrey

Independent School District supporting a component of Collin County's transportation plan that is included in Mobility 2040. In addition, a series of 717 letters were received at 3:50 pm on March 9, 2016. The letters do not support the TEX Rail project from downtown Fort Worth to the Dallas/Fort Worth International Airport. The handout, provided in Reference Item 4.8, includes the cover letter received and a sample of the 717 unsigned letters that were identical, other than the signature block, and expressed concern the Regional Transportation Council (RTC) would be diverting \$1 billion in transportation revenue away from roadways for transit. The handout also included a summary of the cities represented in the letters. Most of the letters are from Tarrant County addresses and many are from Colleyville. As a result, a City of Colleyville resolution supporting the project was included in the handout. Also included are staff's comments in response to the letters. Mr. Morris reviewed the comments and noted that this is not a diversion of funds away from roadways. Most of the funds are not eligible to be placed on roadways. Funds include Federal Transit Administration (FTA) 5309 New Start grant funds of \$498 million, Fort Worth Transportation Authority (The T) sales tax of \$214 million, and \$113 million in Grapevine revenue to build rail. In addition, he noted the project is already under construction with \$400 million spent to date, creating potential legal concern. There is also significant previous RTC support and over \$100 million in RTC funds for the project, as well as significant public support. He also noted that a significant portion of the region does not have a driver's license or own a car and would like to use another mode of transportaiton. Scott Mahaffey noted that the project has reached a point of no return. There are contracts and expenditures totaling almost \$400 million and the full funding grant is expected within the next few months. Once received, The T is ready to move forward and expects trains to be running in 2018. The money was never available to build bridges and roadways. It was not earmarked for the region and was obtained through the work of the RTC, Federal Transit Administration, The T, and Congressional staffs. He noted the majority of letters were from Colleyville, and historically individuals in that area have not been interested in rail service. However, additional modes must be used to move people in the region or the region will not continue to grow.

Chad McKeown noted that approval of a resolution adopting Mobility 2040 and the corresponding 2016 Transportation Conformity results would be requested, and that information presented was nearly identical to what was presented at the February 11, 2016, RTC meeting. Mobility 2040 prioritization and expenditures were noted, with expenditures totaling \$118.9 billion. Recommendations for the Regional Veloweb were highlighted, and a small reduction in the number of planned miles was noted. Major transit corridor recommendations were highlighted for rail and high-intensity bus lines, and included no changes. Major roadway recommendations include freeways, tollways, managed lane, express lanes, and capital maintenance facilities. No changes were made to major roadway recommendations, as well. Similarly, no changes have been made to funded improvements to major arterials. Also included in Mobility 2040 is the illustrative roadway map of corridors for future evaluation. These projects are not included in the financially constrained portion of the Plan, but highlight areas of growth where future analysis will take place and perhaps form the basis for future Plan recommendations. Final Plan recommendations and air quality conformity analysis results were summarized in Electronic Item 4.2. The Mobility 2040 document was provided for review in Electronic Item 4.3. Mr. McKeown also discussed the RTC Policy Bundle initiative developed in conjunction with Mobility 2040. The voluntary initiative aims to find solutions beyond infrastructure improvements to achieve regional transportation goals. No changes have been made to the policies, which were provided in Electronic Item 4.4. Mobility 2040 will also include the RTC Policy Position on Transit Implementation in the Cotton Belt Corridor. The proposed policy calls for expedited delivery

of the project. If rail cannot be expedited, other options for early implementation will be reviewed. The proposed policy position was provided in Reference Item 4.5. Lastly, he noted that scope, timing, and funding changes in Mobility 2040 will impact a small number of projects in the 2015-2018 Transportation Improvement Program (TIP)/Statewide TIP. Due to the timeframe when these projects will be implemented, the projects will be modified in the 2017-2020 TIP to make them consistent with Mobility 2040. Impacted projects were provided in Electronic Item 4.6. This will not impact the implementation schedule for these projects and subsequent TIP action will be consistent with Mobility 2040 and the 2016 Transportation Conformity.

Chris Klaus provided information regarding 2016 Transportation Conformity. As a nonattainment region, an air quality conformity determination is required to ensure projects in Mobility 2040 meet Motor Vehicle Emission Budgets established for the region. Staff analyzes the ozone precursors of nitrogen oxides (NO_x) and volatile organic compounds (VOCs) in the region for various analysis years using latest planning assumptions. Each of the four analysis years in Mobility 2040 fall below the set budget for both NO_x and VOCs for the ten-county ozone nonattainment area. In addition, emission inventories also fall below staff's lower, internally imposed budgets. Mr. Klaus reminded members that RTC air quality initiatives are having cumulative impacts on reducing emissions from the automobile sector. The schedule for Mobility 2040 and 2016 Transportation Conformity was reviewed. Since last presented, a Transportation Control Measure substitution has been added. In review with consultation partners, there are interim projects in Mobility 2040, such as the existing US 67/IH 35E HOV project, that have run their intended life. This project was implemented as an interim solution until a more permanent solution was identified. Consultation partners suggest that NCTCOG staff remove the interim projects and go through a separate process to substitute out a commitment with a project of equal benefit. Consultation partners agreed that this substitution can be done concurrently with transportation conformity review for an anticipated June US DOT conformity determination. The draft resolution for RTC approval was detailed in the presentation and provided in Reference Item 4.1. Charles Emery discussed transit considerations on the IH 35W corridor showing high intensity bus terminating just north of the Denton County line. He noted the Denton County Transportation Authority will be advancing conversations with The T to develop a partnership for the full route between Fort Worth and Denton for high intensity bus service. A motion was made to approve the RTC Joint Resolution Adopting Mobility 2040: The Metropolitan Transportation Plan for North Central Texas and the 2016 Transportation Conformity Determination for the Dallas-Fort Worth Ten-County Nonattainment Area (R16-01) provided in Reference Item 4.1. This includes approval of Mobility 2040, 2016 Transportation Conformity results, that Transportation Improvement Program-related changes will occur through the 2017-2020 Transportation Improvement Program approval process (provided in Electronic Item 5.6), the RTC Policy Bundle Initiative (provided in Electronic Item 4.4), the RTC Policy Position on Transit Implementation in the Cotton Belt Corridor (provided in Reference Item 4.6), and the Transportation Control Measure substitution process. Robert Franke (M); Lissa Smith (S). The motion passed unanimously. Oscar Trevino returned to the meeting at 1:37 pm.

5. **Recommendation for Revenue Sharing on the Y Connection Being Constructed within the IH 35E/IH 635 Interchange:** Ken Kirkpatrick presented a proposed resolution for revenue sharing between the Texas Department of Transportation (TxDOT) and the LBJ Infrastructure Group (LBJIG) associated with the increase in revenues to the LBJ Project due to the IH 35E/IH 635 Y Connection. A map of the IH 35E/IH 635 Interchange was highlighted at the meeting and provided in Electronic Item 5.1. As part of the IH 35E

project, TxDOT exercised an option, at the Regional Transportation Council's (RTC's) recommendation, to construct a Y Connection that connects the IH 35E managed lanes through the IH 35E/IH 635 Interchange. The purpose is to avoid users from having to exit the managed lanes, mixing with general purpose traffic through the interchange, and reentering the managed lanes after the interchange. The connection increases revenue on the segment of IH 35E north of the interchange. This segment is owned by the public sector and governed by the RTC resolution that requires the revenue from IH 35E north of the interchange to stay on the IH 35E corridor until the improvements on IH 35E are complete. This connection also increases revenue on the managed lanes south of IH 35E, governed by the comprehensive development agreement between TxDOT and the LBJ Infrastructure Group (LBJIG). TxDOT, LBJIG and Cintra have been discussing the fair allocation of the revenues from the increase in revenue due to the Y Connection. TxDOT has asked RTC staff to assist in facilitating a resolution of the revenue sharing. A draft RTC resolution has been developed and was provided in Reference Item 5.2. Mr. Kirkpatrick noted that an updated version of the resolution was provided at the meeting. Principles outlined in the resolution were highlighted. Section 1a recognizes that TxDOT and LBJIG are in the early phase of a long-term contract and this is one of many issues that may be negotiated over the long-term contract. Section 1b recognizes that any resolution should minimize the risk of an all-or-nothing approach and should reflect a win-win position for both parties, and that both parties have contractual remedies that may be exercised at any time. 1b includes language added since the mail out. Section 1c states the proposed revenue sharing position should account for the associated cost of the Y Connection. It was noted that the Y Connection is anticipated to cost approximately \$45 million. Depending on the amount of increase in revenue, he noted it may be appropriate to discuss how to repay the capital cost associated with this item. Section 1d indicates that although TxDOT and LBJIG have specific contractual interest in the outcome, any proposed revenue sharing position should also incorporate the interests of the region. Section 1e states to the extent possible, any revenue sharing position should streamline the implementation of other RTC policy interests. Section 2 clarifies the RTC is volunteering staff to be available to TxDOT and the LBJIG to facilitate the resolution. Section 3 indicates the resolution will be transmitted to the Texas Transportation Commission, TxDOT Executive Director, TxDOT Dallas District Engineer, and the LBJ Infrastructure Group. Section 4 makes the resolution effective immediately upon its adoption. Lee Kleinman asked if the funding was from Regional Toll Revenue (RTR) funds. Mr. Kirkpatrick noted that funding for Option 1 is being cash flowed from Denton County RTR funds, to be replaced by Transportation Infrastructure Finance and Innovation Act (TIFIA) loan funds once the loan is approved. Mr. Kleinman asked if the revenue collection component is only for those using the interchange or is there incremental revenue on the LBJ Express being created that staff is trying to capture. He also asked if the goal was for the LBJ Infrastructure Group to be made whole. Michael Morris noted that revenue gains and losses are expected, and staff's recommendation is that data from the corridor determine the outcome. If the revenue is low, then no sharing in capital cost will be requested. If the revenue is high, then some sharing will likely be proposed. There is a significant revenue stream that will make the LBJIG whole, and there will also be significant increases in revenue. Each party is magnitudes apart with regard to how much revenue is expected. Matthew Marchant asked the result if there is not resolution. Mr. Kirkpatrick noted that the parties have contractual remedies in the form of dispute resolution that either party could exercise. In that scenario, a 3rd party would decide. One party would win and the other would lose. Andy Eads asked the source of the \$45 million. Mr. Morris noted that the \$45 million is Denton County revenues that were approved three years ago when the project went to construction. Mike Cantrell (M); Andy Eads (S). The motion passed unanimously.

- 6. Federal Transit Administration Direct Recipient Status for the McKinney Urbanized Area**
- Area:** Michael Morris presented information regarding the direct recipient status for Federal Transit Administration (FTA) funds in the McKinney Urbanized Area (UZA). The McKinney UZA has a population of approximately 170,000 and includes the Cities of McKinney, Princeton, Prosper, Celina, Melissa, and Lowry Crossing. Each year, the Federal Transit Administration (FTA) formula allocates funds for the McKinney UZA. The FY 2016 urbanized area formula allocation for the McKinney UZA is \$2.6 million. Historically, Collin County Area Regional Transit served as the direct recipient through 2013. Beginning in 2014, Texoma Area Paratransit System served as the direct recipient but is no longer operating in the region. The North Central Texas Council of Governments (NCTCOG) is currently the direct recipient of funds for the Dallas-Fort Worth-Arlington UZA, and staff proposes that NCTCOG temporarily become the direct recipient for the McKinney UZA until the City of McKinney can determine the best way to proceed. Eligible direct recipients include public agencies such as metropolitan planning organizations, cities, counties, council of governments, state agencies, metropolitan transit authorities, and public transportation agencies that are political subdivisions of the State of Texas. Staff does not want the funds to be lost and allocated to other portions of the state. Requirements related to the designated and direct recipients for small urbanized areas were noted. Brian Loughmiller, Mayor, City of McKinney, noted that the City was supportive of NCTCOG becoming the direct recipient so that funds are not lost to other parts of the State. McKinney will continue discussions regarding serving as the direct recipient at future Council meetings. He noted there are many elements to consider, including recent discussion in Collin County and the City of Allen, as well as a recently received consultant report. As of the last Council meeting, members were not ready to authorize seeking direct recipient status and have concerns over a long-term solution. Lee Kleinman asked if the RTC is obligated to provide/operate service or matching funds if it becomes the direct recipient, and how long FTA funds can be held by an agency. Mr. Morris noted that staff would need to come back to the RTC in order to contract service and would likely suggest that Dallas Area Rapid Transit provide the service. The need for matching funds is unknown at this time, but Transportation Development Credits would probably be used, if needed. In addition, he noted FTA funds can be held for several years. Mr. Loughmiller noted that the City of McKinney has not and will not ask RTC to provide service that itself cannot provide. Matthew Marchant asked why the City of McKinney was not interested in becoming the direct recipient. Mr. Loughmiller noted that the Council did not authorize seeking direct recipient status because there were disagreements over the long-term solution. At this time, it does not make sense to lose the funds to another area in the State because the Council has not taken action. Duncan Webb noted he was supportive of NCTCOG becoming the direct recipient. Bernice J. Washington (M); Brian Loughmiller (S). The motion passed unanimously.

- 7. High-Occupancy Vehicle Subsidy Report and Modification to the Toll Managed Lane Policy**
- Policy:** Dan Lamers provided an update on the most recent managed lane performance report for managed lanes operating in the region. A map of the near-term managed lane systems in the region was presented, and it was noted that the subsidy report specifically addresses the facilities that are open: the North Tarrant Express (NTE), LBJ Express, and the DFW Connector. LBJ Express and NTE are operated by a private entity under a comprehensive development agreement (CDA) with the Texas Department of Transportation (TxDOT). The current Regional Transportation Council (RTC) Managed Lane Policy allows for declared high-occupancy vehicle (HOV) users to travel on tolled managed lanes at a 50 percent discount during the peak periods. The RTC is responsible for paying the cost of the discount on the North Tarrant Express and the LBJ Express to the developer. RTC originally allocated \$17 million dollars for this subsidy until all funds are expended, and

currently has a policy that the 2+ occupancy requirement will go to 3+ when needed. This policy currently expires on June 1, 2016. As of December 2015, the HOV subsidy is approximately \$380,000. In addition to HOV users receiving a discount, the policy also allows for RTC-sponsored vanpool users to receive a 50 percent discount during the peak periods through a reimbursement request. To date, approximately \$717.58 has been used for vanpools. In addition, the North Texas Tollway Authority serves as the billing agent for all tolled managed lanes in the region. It has not reported any customer service impacts or concerns to date. Also, there have not been qualifying instances in which the average corridor speeds have dropped below the 35 mile per hour minimum average to trigger a refund. Expenditures by facility were highlighted. Staff's recommendation is that the RTC maintain the 2+ occupancy requirement and continue to monitor subsidy expenditures and requested that the RTC change the date to move to 3+ occupancy to receive the HOV subsidy be changed to June 1, 2018. Staff will continue to provide quarterly reports to the RTC. Mr. Lamers noted as additional managed lane facilities open, expenditures will rise. In addition, staff is working to develop and implement an automated vehicle occupancy verification system. This will also lead to a rise in expenditures since users will no longer be required to preregister to receive the discount. Matthew Marchant asked if a trend is noticeable regarding the expenditures. Mr. Lamers noted the number of people with the app are increasing steadily, but there have not been a significant number of additional users requesting the subsidy. The amount of users affirmatively declaring themselves eligible has remained stable. A motion was made to amend the Regional Transportation Council Toll Managed Lane Policy to extend the "on or before" date of implementing the HOV 3+ requirement for peak period discount to June 1, 2018, pending future subsidy expenditure levels. Mike Cantrell (M); Lissa Smith (S). The motion passed unanimously.

8. **DFW Connector Pilot Study Update:** Ken Kirkpatrick briefed the Regional Transportation Council (RTC) on the DFW Connector Pilot Program. The pilot seeks to test whether increasing the pay-by-mail toll surcharge will result in an increase of toll tag usage, reducing the associated collection risk and cost of collecting the pay-by-mail charges. The basic purpose beyond increasing toll tag usage is to apply lessons learned in the IH 35W corridor for which the Texas Department of Transportation (TxDOT) has the collection risk. Since the pilot program began, overall the DFW Connector traffic is increasing with both toll tag users and pay-by-mail. The current surcharge is 90 percent. Over the last six months, the transaction split has leveled off and is relatively constant at 70 percent toll tag usage and 30 percent pay-by-mail. He reminded members that toll tag transactions have a high collection rate and is low cost compared to pay-by-mail which has a low collection rate and is high cost. The North Texas Tollway Authority's (NTTA's) system, which is much more mature, has a collection rate of 80 percent toll tag and 20 percent pay-by-mail. Next steps include identifying the market segments of the 30 percent to determine the different types of user groups. In addition, there may be users that do not have a traditional financial mechanism to enter into transactions. Marketing and communication outreach programs will be developed for each market segment with communication tools and potential incentives to target the individual groups. Addressing environmental justice issues and the impact of toll facilities on low-income users will also be a consideration. Staff will continue to provide updates to members on a quarterly basis. RTC Chair Mark Riley asked about billing issues related to timing, and asked if that may have some impact. He also asked if the increase in surcharge may have a negative impact and if staff has tracked the cost of the surcharge relative to the collection rate. Mr. Kirkpatrick noted staff is reviewing data for these types of issues to determine if the surcharge has an impact on payment, usage, and/or transferring to toll tags. He noted NTTA has made significant progress in streamlining its collection process. Moji Haddad asked if these results have an impact on NTTA. Mr. Kirkpatrick noted

that the pilot originated among NTTA, TxDOT, and RTC, and staff is aware that NTTA is interested in also learning from the results of the pilot. Mr. Morris discussed the pilot project and increase of the surcharge. He noted NTTA is welcomed to partner to make the process regional. Otherwise, staff will continue to focus on users in the DFW Connector corridor to determine why users are willing to pay a 90 percent surcharge instead of purchasing a toll tag. Mike Taylor asked if debit cards were eligible for payment in addition to credit cards, and also asked if there were collection issues with commercial vehicles. Mr. Morris noted that staff will work with NTTA and get answers to the standard questions for presentation to the RTC at a future meeting. Jungus Jordan asked if bills include statements about the amount that could have been saved and give the option to place a credit card on record. Carrie Rogers, Director of NTTA Government Affairs, noted that NTTA pay-by-mail invoices include information about the potential savings if the user had a toll tag. She discussed the agency's marketing effort and \$20 starter toll tag, and added that she would provide details to staff.

9. **Project Milestone Policy Update:** Christie Gotti discussed the Regional Transportation Council (RTC) Project Milestone Policy. In June 2015, the RTC approved the policy that directed staff to look at projects that were funded ten or more years ago for which construction has not started, to determine if the projects were expected to proceed to implementation. Since November 2015, staff has been working with local implementing agencies to assess the status of projects. Details of the projects were provided in Electronic Item 9.1. Agencies with projects in this category could justify keeping projects by providing a realistic and achievable schedule, providing documentation of policy board support, as well as documenting affirmatively that the local matching funds were available. The intention of the policy was to remove funds from older projects that have not moved forward to allow funds to be moved to newer projects that are ready to proceed and possibly now have a higher priority. The policy effort also helps provide a realistic assessment of project status for decision-making purposes and helps balance the project construction schedule capacity with the current financial constraints. Projects are categorized into three main categories: 1) projects that can possibly be canceled, 2) projects that have gone to construction or recently let, and 3) projects with potentially confirmed funding for which the city or agency is still interested, but has requested to delay until FY 2016, FY 2017, or FY 2018 and beyond. The policy question for the RTC is, if these projects were originally funded ten or more years ago and have yet to proceed, should a decision be made to remove the funds and place the funds on higher-priority projects. Staff's current proposal is to confirm the funding depending on Regional Transportation Council (RTC) comments. Staff will work with the Texas Department of Transportation (TxDOT) to review the projects and present proposed action at the April 14, 2016, RTC meeting as part of the 2017-2020 Transportation Improvement Program. Michael Morris reminded members that out of the \$331 million in older projects, the process has potentially resulted in only \$560,000 back to the region. Elected officials have expressed support for the remaining projects. Staff believes the RTC should support the projects. However, the members should weigh in on the length of time the projects should be delayed. RTC Chair Mark Riley agreed, noting that governmental bodies change along, with direction and vision. Entities should pass a resolution that includes a reasonable timeframe for implementation with the understanding that if the project does not proceed to implementation, the money will be lost. Lee Kleinman asked if funds for the projects are available for reallocation within the entity. Mr. Morris noted that the funds will go back to the region for RTC to determine future allocation. Mr. Kleinman asked if staff has created a list of projects that it believes will never move towards implementation. Mr. Morris noted that staff has prepared a list of projects that will be available for review as part of the April 14, 2016, RTC meeting agenda for action.

10. **Try Parking It Web Site Relaunch and Employer Trip Reduction Program:** Natalie Bettger provided an overview of the newly relaunched TryParkingIt.com Web site that allows travelers in the region to log commutes. The Web site initially launched in 2006. A ride-matching component was added in 2010, and in March 2013 users of the site reached over 5 million miles saved. In December 2015, the site was relaunched with a more modern appearance. The site is now device responsive, accounts can be associated with Facebook, and multimodal trip logging is available. The new site also includes an account dashboard, allows tracking of personal information including trip origin and destination, trips saved, milestones, and mile and money saved. Ride matching and commute options component not only matches carpoolers, but also matches bicyclists and transit users. Commuter options include a calendar in which travel modes can be dragged and dropped into specific calendar days. An awards system is also integrated to provide incentives. Users can earn points for alternative commute trips that are logged on the site. Rewards offered through the site are donated by regional companies called GREEN reward partners: Give Receive Expand Effect North Texas. Local public and private sector entities were encouraged to become GREEN partners. Employer portals have also been added and can be tailored towards a company's needs and preferences. Ms. Bettger also provided an update regarding the Regional Employer Trip Reduction (ETR) program. The program educates major employers and commuters to look for alternatives to driving to work alone. NCTCOG staff is available to assist employers and educate them on what strategies may be beneficial within their own agencies. The ETR manual was also recently updated and outlines available alternative commute modes, as well as possible benefits to employers and employees. NCTCOG staff is available to assist in developing employer-specific trip reduction programs, as well as providing Try Parking It marketing materials.
11. **Progress Reports:** Regional Transportation Council attendance was provided in Reference Item 11.1, Surface Transportation Technical Committee meeting minutes and attendance was provided in Electronic Item 11.2., and the current Local Motion was provided in Electronic Item 11.3.
12. **Other Business (Old or New):** There was no discussion on this item.
13. **Future Agenda Items:** Regional Transportation Council (RTC) Chair Mark Riley noted that Kathryn Wilemon has requested a workshop regarding driverless vehicles to be held at a future date.
14. **Next Meeting:** The next meeting of the Regional Transportation Council is scheduled for Thursday, April 14, 2016, 1:00 pm, at the North Central Texas Council of Governments.

The meeting adjourned at 2:40 pm.