

MINUTES

REGIONAL TRANSPORTATION COUNCIL August 9, 2018

The Regional Transportation Council (RTC) met on Thursday, August 9, 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: Tennell Atkins, Richard E. Aubin, Sue S. Bauman, Mohamed "Mo" Bur, Loyl C. Bussell, Rickey D. Callahan, Mike Cantrell, George Conley, David L. Cook, Rudy Durham, Andy Eads, Charles Emery, Kevin Falconer, Gary Fickes, Robert Franke, George Fuller, Nick Sanders (representing Jim Griffin), Roger Harmon, Clay Lewis Jenkins, Ron Jensen, Jungus Jordan, Lee M. Kleinman, Rick Grady (representing Harry LaRosiliere), Scott Mahaffey, B. Adam McGough, Ivan Hughes (representing Steve Mitchell), Stan Pickett, John Ryan, Will Sowell, Stephen Terrell, T. Oscar Trevino Jr., William Tsao, Dennis Webb, Duncan Webb, Andy Nguyen (representing B. Glen Whitley), Kathryn Wilemon, Sheri Capehart (representing W. Jeff Williams), and Ann Zadeh.

Others present at the meeting were: Vickie Alexander, Hank Amen, Jason Aprill, Melissa Baker, Tom Bamonte, Berrien Barks, Tara Bassler, Carli Baylor, Natalie Bettger, Briandi Bird, Jonathan Blackman, Alberta Blair, Debby Bobbitt, David Boski, Jeremy C. Boswell, Ethan Boyd, Angie Carson, Bob Brown, Jason Brown, Ron Brown, Pamela Burns, David Cain, Marrk Callier, Jack Carr, Dan Chisholm, Joe Chow, Lori Clark, Jim Coffey, Misaki Collins, Michael Copeland, John Cordary, Hal Cranor, Brian Crooks, Mike Curtis, Clarence Daugherty, Inga Dedow, Pat Deen, Brian Dell, Darwin Desen, Kim Diederich, Traci Enna, Sal Espino, Ann Foss, Keineth Fuller, Mike Galizio, David Garcia, Ryan Garrin, Bob Golden, Barry Gordon, Christie Gotti, Lane Grayson, Clint Hail, DJ Hale, Jeff Hathcock, Victor Henderson, Matt Holzapfel, Terry Hughes, Tim James, Vercie Pruitt-Jenkins, Mike Johnson, Tom Johnson, Shannon Joski, Dan Kessler, Tony Kimmey, Ken Kirkpatrick, Chris Klaus, Dan Lamers, April Leger, Eron Linn, Brittany Little, Ramiro Lopez, Mark Lorance, Paul Luedtke, Barbara Maley, Curtistene McCowan, Steve McCullough, Keith Melton, Cliff Miller, Audrey Miranda, Rebecca Montgomery, Erin Moore, Michael Morris, Katherine Munal, Sterling Naron, Jeff Neal, Mark Nelson, John Nguyen, Than Nguyen, Donald Parker, Johan Petterson, Shawn Poe, James Powell, Lisa Pyles, Chris Reed, Bill Riley, Tito Rodriguez, Greg Royster, Moosa Saghian, Steve Salin, Devin Sanders, Russell Schaffner, Kelli Schlicker, Kelly Selman, Lori Shelton, Randy Skinner, Chelsay Smith, Shannon Stevenson, Dean Stuller, Vic Suhm, Jonathan Toffer, Lauren Trimble, Paulette Vanderkamp, Whitney Vandiver, Dan Vedral, Mitzi Ward, Oscar Ward, Cheryl Williams, Amanda Wilson, Brian Wilson, Miles Wilson, Ed Wueste, Jing Xu, and Brandi Youngkin.

1. **Approval of July 12, 2018, Minutes:** The minutes of the July 12, 2018, meeting were approved as submitted in Reference Item 1. Kathryn Wilemon (M); T. Oscar Trevino Jr. (S). The motion passed unanimously.
2. **Consent Agenda:** The following item was removed from the Consent Agenda, with no action taken.
 - 2.1. **Approval of Regional Toll Revenue Funds to Bridge Funding Gap for STAR Transit:** Michael Morris requested to remove the item from the Consent Agenda because the original funding became available through the Federal Transit Administration. He noted the proposed action to bridge the funding gap for STAR Transit was no longer needed. No action was taken.

The following items were included on the Consent Agenda.

- 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, detailed in Electronic Item 2.2.1, was requested. An overview of the Call for Projects was provided in Electronic Item 2.2.2.
- 2.3. 2017-2018 Blue-Green-Grey Application for New Ideas Rounds 2: Regional Transportation Council approval of recommended projects to select for funding through the Blue-Green-Grey Application for New Ideas Round 2 funding opportunity was requested. Additional information on application scoring was provided in Electronic Item 2.3.1. North Central Texas Council of Governments staff recommendations were provided in Electronic Item 2.3.2.
- 2.4. Transit Implementation in Three Areas of the Region: Regional Transportation Council approval for \$2 million to develop a comprehensive approach to planning and implementing transit services outside of transportation authorities service areas in portions of Collin, Dallas, and Tarrant counties was requested. Additional information was provided in Electronic Item 2.4.
- 2.5. \$5 Million Loan to Addison for the Cotton Belt: Action was requested to approve a \$5 million contribution for the City of Addison's upfront commitment in Fiscal Year (FY) 2019 with federal Congestion Mitigation and Air Quality Improvement Program funds for the Cotton Belt Rail Line. Addison will return funds back to the Regional Transportation Council beginning in FY2022. Payback is anticipated for ten years or less with an interest rate of 1.8 percent.

A motion was made to approve the items on the Consent Agenda. Mike Cantrell (M); Andy Eads (S). The motion passed unanimously.

3. **Orientation to Agenda/Director of Transportation Report:** Michael Morris provided an overview of the Director of Transportation report. He reminded members of the upcoming 2018 Irving Transportation Investment Summit on August 23-24, 2018. In addition, he thanked Regional Transportation Council (RTC) members who represented the Council at recent events, and noted a letter from T. Oscar Trevino Jr. to the Fort Worth Star Telegram. Mr. Morris also noted the upcoming Texas Mobility Summit that will be held in the region October 28-30, 2018. He congratulated those involved with the North Tarrant Express project, which recently received the American Road and Transportation Builders Association 2018 P3 Project of the Year award.

RTC Chair Gary Fickes presented Subcommittee appointments, also provided in Electronic Item 3.1. For the Multimodal/Intermodal/High-Speed Rail/Freight Subcommittee, T. Oscar Trevino Jr. will serve as the Chair and Clay Lewis Jenkins as the Vice Chair. As previously appointed, Duncan Webb serves as the RTC Bylaws Revision Subcommittee Chair with David L. Cook as the Vice Chair. He noted that the Legislative and Finance Subcommittee will be a committee of the whole, with Jungus Jordan serving as the Chair and Lee M. Kleinman serving as the Vice Chair. Members interested in testifying before the Texas Legislature during the upcoming session were asked to complete Reference Item 3.1.1, distributed at the meeting, and return the form to staff.

Information on current electric vehicle incentives was provided in Electronic Item 3.2. Electronic Item 3.3 contained current air quality funding opportunities for vehicles. Upcoming Dallas-Fort Worth Clean Cities events were noted in Electronic Item 3.4. National Drive Electric Week information was provided in Electronic Item 3.5, and the current ozone season update was provided in Electronic Item 3.6. Electronic Item 3.7 contained Clean Air Action Day results. July public meeting minutes were provided in Electronic Item 3.8, and the current Public Comments Report was provided in Electronic Item 3.9. Electronic Item 3.10 included the latest update on east/west equity in the region. Recent correspondence was provided in Electronic Item 3.11, recent news articles in Electronic Item 3.12, and recent press releases in Electronic Item 3.13. Transportation partner progress reports were distributed at the meeting.

4. **2019 Unified Transportation Program and Updates to the Regional 10-Year Plan:** Christie Gotti presented the status of the project changes associated with the Regional 10-Year Plan that is being updated through development of the 2019 Unified Transportation Program (UTP). Efforts to date were highlighted, as well as continuing efforts since the July 12 Regional Transportation Council (RTC) meeting related to carry over funding associated with Fiscal Year (FY) 2017 and 2018. In addition, last month a partnership with the Texas Department of Transportation (TxDOT) to swap Category 2 funds with Surface Transportation Block Grant Program (STBG) funds was presented, which included two projects. An additional project has been selected for \$25 million on SH 121 from Glade Road to SH 183. North Central Texas Council of Governments (NCTCOG) staff has been assured by TxDOT that no other projects will be impacted or delayed due to this action. In addition, the current draft 2019 UTP shows Category 12 Texas Transportation Commission (TTC) funding allocated to the SH 183 Interchange projects in Irving and additional Category 12 funds allocated to the Southeast Connector project in Tarrant County. These actions free up Category 2 funds, and staff will develop a plan to reallocate the funds to other projects and present the plan to the RTC in the future. Regarding items that were pending from last month, Ms. Gotti noted one change in allocation since presented to the Surface Transportation Technical Committee (STTC) that cascades to changes for other years. For 2017 UTP funding, staff has identified that approximately \$25 million of projects let in the first year of the Regional 10-Year Plan. Slightly less than \$24 million was carried over into FY2018. In 2018, approximately \$608 million in projects let and includes the \$370 million DFW Connector project change order. Approximately \$58.9 million is anticipated to carry over to FY2019. Ms. Gotti noted that also since STTC, staff has identified \$572 million in estimated lettings for FY2019. She added, that annual UTP allocations are estimated according to and dependent upon the year of project readiness. Total funding at the end of each UTP was also highlighted. When projects were first selected in December 2016, staff anticipated an approximate \$6.9 billion allocation. In FY2017, only \$5.36 billion was awarded primarily because of the Category 12 funds that has been slowly added over time which is reflected in the FY2018 UTP with \$7.2 billion. As another year is added, the allocation rises to approximately \$7.3 billion. A summation of the UTP allocated amounts by category was reviewed for the 2017 and 2018 lettings. The total amount allocated in the Regional 10-Year Plan totals approximately \$7.94 billion, including all allocations. A map showing the original 10-Year Plan projects and the new projects was highlighted, and the timeline for the effort was reviewed. The Texas Transportation Commission is anticipated to take action on the UTP on August 30, 2018. The proposed project listing was provided in Electronic Item 4. A motion was made to approve the final Regional 10-Year Plan project listing in Electronic Item 4. Action also included approval for staff to administratively amend the 2019-2022 Transportation Improvement Program/Statewide Transportation Improvement Program and other planning/administrative documents to incorporate the changes. Jungus Jordan (M); Mike Cantrell (S). The motion passed unanimously.

5. **Metropolitan Transportation Plan Policy Bundle and Transportation Development Credits:** Dan Lamers presented results from the Metropolitan Transportation Plan (MTP) Policy Bundle survey, including the plan to distribute available Transportation Development Credits (TDC). The policy bundle effort was included in the adoption of Mobility 2040 and is a voluntary list of policies available for adoption by local agencies designed to encourage the development of alternative, strategic solutions to address transportation goals in the region. By voluntarily adopting 50 percent of the policies, participating agencies can receive TDCs to offset local funds for federally funded transportation projects. The total policies and agency requirements by type were highlighted. Highlights from Round Two of the MTP Policy Bundle efforts were also presented. All entities awarded in 2017 reapplied, met policy requirements for each entity type, and increased their number of policies in 2018. In addition, three new entities applied and met the policy requirements. Mr. Lamers presented staff's proposal to allocate the available TDCs for 2018. All entities awarded in 2017 will keep their TDCs awarded in 2017, minus what has already be used for one additional year. Going forward, staff will annually review federal funding availability for the upcoming year and only award TDCs to match the amount of available federal funds. In FY2018, as a transition year, staff proposed to award 50 percent of the TDCs awarded last year. TDCs will be available to program through the Transportation Improvement Program team throughout the fiscal year as opportunities arise, all TDCs not used by the end of FY2019 will be returned for future programing, and all entities will be required to requalify each year. The agencies and the amount of policy requirements met by each agency were highlighted. Details of staff's proposal, as well as the next round of the policy bundle effort were provided in Electronic Item 5. A motion was made to approve the proposed Transportation Development Credit allocation process and the entities and associated TDC awards for Round 2 of the Metropolitan Transportation Plan Policy Bundle effort. Kathryn Wilemon (M); Robert Franke (S). The motion passed unanimously.
6. **Regional Transportation Council Bylaws Revision: Second and Final Reading:** Duncan Webb, Chair of the Regional Transportation Council (RTC) Bylaws Revision Subcommittee, presented recommended revisions for a second and final reading. He noted that subcommittee members met on three occasions and provided a summary of proposed revisions. Recommendations included adding the City of Sansom Park to the RTC member cities, moving the City of Keller to the North Richland Hills group, and maintaining the number of Dallas, Highland Park, and University Park seats at six. Regarding appointees, changes were proposed for county/city group alternate member appointments. In addition, it was proposed that the two-year term for group representatives begin in July of even-number years to coincide with election/run-off election returns. Proposed changes to attendance included establishing a deadline of two hours in advance of the meeting for primary members to provide written notification to staff of alternate members' meeting attendance. Finally, for council functions, the Subcommittee proposed for the RTC to establish a policy on the method by which calls for project/funding initiative proposals must be received to accommodate changes in technology over time. Proposed revisions were provided in Electronic Item 6.1. Additional information regarding the revisions was provided in Electronic Item 6.2. A motion was made to approve the proposed revisions to the Regional Transportation Council Bylaws and Operating Procedures as included in Electronic Item 6.1. Duncan Webb (M); David L. Cook (S). The motion passed unanimously.
7. **SH 161 Peak-Hour Shoulder-Use Lane: Texas Transportation Institute Before-After Study and Project Update:** Natalie Bettger provided an update on the before/after study of the SH 161 Peak-Hour Shoulder-Use Lane by the Texas A&M Transportation Institute (TTI). The interim project was implemented to address lane imbalance and resolve the resulting bottleneck on SH 161 to the north and south of the 6-mile project. The shoulder of this

section was opened from 6 am to 10 am and 2 pm to 7 pm to allow cars to travel during the peak periods. The lane was opened to traffic in September 2015 in partnership with the Irving Police Department and DalTrans. The North Central Texas Council of Governments (NCTCOG) funded a tow truck contractor to operate in the corridor during the peak hour to assist with expedited vehicle and debris removal and was staged in the area for quick response. Beginning in 2017, the lane was opened for special events. Data collected from the before-after study was highlighted. After the peak hour became operational, traffic volume increased in all lanes. TTI estimated approximately 44,000 vehicles per month were added to the lanes during the peak hour, which increased mobility for the entire corridor. Faster speeds were observed after the opening of the lane, but as volumes increased speeds degraded. Lane violations were also highlighted, as well as crash data. Ms. Bettger noted that additional years of crash data would be necessary to come to a conclusion about crashes, but it is expected to be positive. She noted the peak-hour shoulder-use lane will remain open permanently once construction is completed on the ultimate section in December 2018, and NCTCOG has extended its contract with the tow truck company to continue peak-hour lane operations through 2018. NCTCOG will analyze the performance data from the towing agency and investigate areas of further application for peak-hour lane strategies such as US 75 and SH 121. A summary of the final report was provided in Electronic Item 7.1. Additional information was provided in Electronic Item 7.2

8. **Performance Measures Target Setting:** Dan Lamers provided an update regarding the schedule and process for Metropolitan Planning Organization (MPO) adoption of the federally required performance measure targets. He discussed the performance based planning process followed by the region, and noted that this effort is a formalization of the performance based planning required by the federal government. In performance based planning, goals are developed to measure the performance of the projects and programs implemented in the region to reach the determined targets. Results help the region determine long-term and short-term solutions to meet the targets, or the need to readdress or change performance measures and goals. He noted that federal legislation has established four federally required performance measures. The first measure, Transit Asset Management, measures the percentage of the transit system and vehicles that meet or exceed their useful life. For this measure, local transit agencies adopt their targets and submit those to the MPO. The MPO adopts targets and submits them to the State. Targets for this performance measure were adopted by the Regional Transportation Council in December 2017. The second performance measure is Safety. Targets for this measure were also adopted by the Regional Transportation Council (RTC) in December 2017, and the target measures the number and rate of fatalities and serious injuries for motorized and non-motorized modes of transportation. Mr. Lamers presented in more detail the two remaining performance measures for which the RTC will be asked to take action in November 2018. Pavement and Bridge Condition is measured as the percentages of pavement and bridges of the interstate and non-interstate systems in good and poor condition. System Performance/Freight/Congestion Mitigation Air Quality is measured as the percentages of pavement on the interstate and non-interstate systems in good and poor condition, the percentages of bridges classified in good or poor condition, and total emission reduction. Both processes are similar to the Safety performance measure in that the targets are set first by the State. Mr. Lamers noted that during development of Mobility 2045, RTC member Sandy Greyson requested that additional performance measures regarding transit ridership and other modes of transportation be included. He highlighted observed and trend data of non-single occupancy vehicle travel, noting that staff will review the data and recommend a target based on the data. He also highlighted an additional performance measure not required by the federal government but that staff feels like better tells the story of the region such as transit ridership by mode. He also discussed the notations on the RTC agenda that

help identify the performance measure(s) each RTC agenda item addresses. The MPO target setting deadlines, reporting periods, and reporting schedules for each performance measure were highlighted. The MPO is required to report through the Texas Department of Transportation back to the Federal Transit Administration and Federal Highway Administration the progress towards meeting the targets. He noted that the region is also required to report its performance measures in the Metropolitan Transportation and Transportation Improvement Program whenever those documents are adopted. In addition, the region publishes an annual State of the Region report that includes major milestones and performance statistics for the region. Staff proposed that this publication also include the performance measures, targets, and progress towards the targets. The schedule for the effort was reviewed. Additional information was provided in Electronic Item 8. A Surface Transportation Technical Committee Performance Measures Workshop will be held August 24, 2018, to discuss the details for the performances measures, calculations, and data used to develop the proposed targets, followed by public meetings in September. Action on the proposed targets will be requested by the RTC in November in order to meeting the November 15 deadline. Rob Franke discussed interstate and non-interstate roadways and asked if the separation stops on the State system or if it includes local entity roadways. Mr. Lamers noted the geography and classification of roadways is different for each performance measure but that interstate and non-interstate generally refers to the national highway system. Additional details will be presented to members as each performance measure is presented.

9. **Freight Safety Awareness Initiative:** Jeff Hathcock provided information on the Freight Safety Awareness initiative to help create awareness for safe driving habits near larger freight vehicles on the highway and at railroad crossings. He noted that on average, there have been 151 truck crashes per month over the last five years and the monthly average has steadily increased during that time. In addition, at-grade rail crossing incidents have decreased since 2015. The goals of the safety awareness program are to create a safer environment for freight and passenger movements through physical improvements and safety awareness initiatives. Over the next two years, the goals are to reduce freight-related crashes, crashes at rail crossings, and trespassing incidents by 10 percent by informing the public about safe rail crossing habits, driving conditions and safe driving practices around heavy-duty freight vehicles. North Central Texas Council of Governments will target the general public about truck limitations with regard to stopping distance, sight line availability, strategies and simple adjustments for driving near large trucks, the importance of freight and its role in our daily lives. In addition, efforts will be to increase awareness about safe mobility practices at rail crossings and the importance of not trespassing on railroad land. Efforts focused to truck drivers will aim to educate about truck lane restriction locations and safety benefits to increase awareness on the roadways. Information about air quality and mobility benefits will also be present in this initiative. The various forms of proposed outreach were highlighted. Mr. Hathcock noted that additional information was available at www.freightntx.org.
10. **Public Participation Plan Update:** Amanda Wilson presented information regarding updates to the North Central Texas Council of Governments (NCTCOG) Transportation Department Public Participation Plan. The Public Participation Plan is a federally required plan through which the Transportation Department ensures it is meeting the basic requirements to inform the public. It defines public involvement procedures and comment periods, outlines communications and outreach strategies for informing the public, describes measures for diversity and inclusiveness, and provides the basis for evaluating outreach efforts. Ms. Wilson noted that federal legislation defines how all Metropolitan Planning Organization planning must occur, including the most recent requirements from the Fixing

America's Surface Transportation (FAST) Act. Planning must also address Title VI of the Civil Rights Act and Executive Orders on environmental justice and limited English proficiency. NCTCOG strives to involve the public through various strategies, including public meetings, online comment opportunities, the NCTCOG website, email, publications, newsletters, community events, speaking opportunities, working with the media, and advertising. The Transportation Department's Public Participation Plan was last updated in 2015, and there is a need to update the plan to keep it current with federal requirements, as well as the increasing use of technology by the public to communicate about transportation issues. NCTCOG is also interested in increased emphasis on outreach through community groups. In addition, updates to the Language Assistant Plan to account for demographic changes are necessary. Ms. Wilson highlighted possible revisions for this update: revised stakeholder lists to reflect FAST Act requirements, more efficient public input opportunities, increased emphasis on livestreaming with options for additional efforts if needed, updates to the Language Assistance Plan, increased weight given to local comments due to their proximity to the projects, refined evaluation measures and reporting, and a more appealing design and format. Ms. Wilson noted that a copy of the current Public Participation Plan was provided in Electronic Item 10.1. A timeline for the effort was reviewed. She noted that a draft of the proposed revisions to the Public Participation Plan would be available by the September 10, 2018, public meeting, followed by a 45-day comment period. A copy of the presentation containing additional information on the proposed revisions was provided in Electronic Item 10.2. Michael Morris discussed possible future options for public meetings, instead of the current three meeting series. This may include technology options, as well as exploring a designated space at a rail station for the Regional Transportation Council (RTC) and other agencies to partner and co-locate at a technology center that is centrally located. In addition, he discussed public comments received from throughout the country, and the idea that more value should be given to comments received from citizens in the region directly impacted by the decision being presented. Ann Zadeh discussed the positive aspects of technology, also noting the necessary sensitivity to citizens who may not have access to technology. She also discussed an initiative by the City of Fort Worth in which citizens can check out hot spots to access the internet for a time period of three weeks. Ms. Wilson noted that the Transportation Department currently has an online-only public comment period, and added that the same procedures used for in-person public meetings is used for notifying the public about the online opportunities. She also provided additional information about community groups and efforts to reach the public through this type of communication.

11. **Progress Reports:** Regional Transportation Council attendance was provided in Electronic Item 11.1, Surface Transportation Technical Committee attendance and minutes in Electronic Item 11.2, and the current Local Motion in Electronic Item 11.3.
12. **Other Business (Old or New):** Jungus Jordan noted the upcoming Texas Municipal League meeting in Fort Worth on October 11, 2018, and the National League of Cities City Summit November 7-10, 2018. In addition, he noted the upcoming Tarrant Regional Transportation Coalition annual meeting in Fort Worth.
13. **Future Agenda Items:** There was no discussion on this item.
14. **Next Meeting:** The next meeting of the Regional Transportation Council is scheduled for Thursday, September 13, 2018, 1:00 pm, at the North Central Texas Council of Governments.

The meeting adjourned at 2:15 pm.