

MINUTES

REGIONAL TRANSPORTATION COUNCIL November 8, 2018

The Regional Transportation Council (RTC) met on Thursday, November 8, 2018, at 1:00 pm in the Transportation Council Room of the North Central Texas Council of Governments (NCTCOG). The following members or representatives were present: Richard E. Aubin, Ceason Clemens (representing Mohammed Bur), Carol Bush, John F. Cordary (representing Loyl Bussell), Taylor Armstrong (representing Rickey D. Callahan), George Conley, Jim Wilson (representing David L. Cook), Theresa Daniel, Rudy Durham, Andy Eads, Charles Emery, Mike Hennefer (representing Kevin Falconer), Gary Fickes, Robert Franke, George Fuller, Sandy Greyson, Jim Griffin, Mojoy Haddad, Roger Harmon, Clay Lewis Jenkins, Ron Jensen, Jungus Jordan, Lee M. Kleinman, David Magness, Jennifer S. Gates (representing B. Adam McGough), William Meadows, Steve Mitchell, Stan Pickett, John Ryan, Will Sowell, Stephen Terrell, Tim Welch (representing T. Oscar Trevino Jr.), William Tsao, Dennis Webb, Duncan Webb, B. Glen Whitley, and W. Jeff Williams.

Others present at the meeting were: Angela Alcedo, Vickie Alexander, Majed Al-Ghafry, Jason Aprill, David S. Arbuckle, Melissa Baker, Tom Bamonte, Berrien Barks, Carli Baylor, George Behmanesh, Kenny Bergstrom, Natalie Bettger, Brandi Bird, Jonathan Blackman, Alberta Blair, David Boski, Bob Brown, Ian Bryant, Marrk Callier, Mario Canizares, Angie Carson, Michael Copeland, Ariana Cunven, Mike Curtis, Ingal Dedow, Cody Derrick, Chad Edwards, Sal Espino, Kevin Feldt, Brian Flood, Ann Foss, Mike Galizio, Ryan Garcia, Bob Golden, Lane Grayson, Alan Greer, Victor Henderson, Diana Hernandez, Matthew Holzapfel, Ivan Hughes, Amy Johnson, Tom Johnson, Kristy Keener, Dan Kessler, Greg Kidd, Tony Kimmey, Andy Kissig, Paul Knippel, Dan Lamers, April Leger, Ray Leszcynski, Eron Linn, Ramiro Lopez, Matt Lucas, Curtistene McCowen, Steve McCullough, Michelle McKenzie, James McLane, Cindy Mendez, Cliff Miller, Mindy Mize, Jim Moffitt, Cesar Molina, Rebecca Montgomery, Erin Moore, Michael Morris, Jeff Neal, Mark Nelson, Archie Nettles, Evan Newton, Mickey Nowell, Tim O'Leary, Kevin Overton, Johan Petterson, John Polster, James Powell, Vercie Pruitt-Jenkins, Michelle Raglon, Chris Reed, Kyle Roy, Steve Salin, Devin Sanders, Steve Schoenekase, Randy Skinner, Tom Stallings, Paul Stevens, Shannon Stevenson, Randy Stinson, Vic Suhm, Gary Thomas, Jonathan Toffer, Christopher Tolar, Joe Trammel, Duy Vu, Nicole Warhoftig, Amanda Wilson, Brian Wilson, Miles Wilson, Ed Wueste, Jing Xu, and Phil Yerby.

1. **Approval of October 11, 2018, Minutes:** The minutes of the October 11, 2018, meeting were approved as submitted in Reference Item 1. B. Glen Whitley (M); Jungus Jordan (S). The motion passed unanimously.
2. **Consent Agenda:** The following items were included on the Consent Agenda.
 - 2.1. **Clean Fleets North Texas 2018 Call for Projects Funding Recommendation:** Approval for funding recommendations for an additional application received under the Clean Fleets North Texas 2018 Call for Projects, as detailed in Electronic Item 2.1.2, were requested. An overview of the call for projects was provided in Electronic Item 2.1.1.
 - 2.2. **Federal Transit Administration's Access and Mobility Partnership Grant Opportunity:** Approval to submit an application to the Access and Mobility Partnership Grant for the Innovative Coordinated Access and Mobility Pilot Program was requested. Funding from this grant opportunity would address goals outlined in Access North

Texas and help improve regional mobility management in North Central Texas. The total grant budget will not exceed \$750,000. Additional information was provided in Electronic Item 2.2.

- 2.3. High-Speed Rail Study from Fort Worth to Laredo: Regional Transportation Council Local Funds: Approval was requested to swap funding for high-speed rail initiatives on the Fort Worth-Laredo project by instead funding the conceptual study with \$500,000 in Regional Transportation Council (RTC) Local funds with the Alamo Area Metropolitan Planning Organization (MPO) in San Antonio providing \$200,000 in Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds to the North Central Texas Council of Governments as part of the partnership. Sandy Greyson asked for clarification of the reason staff changed the \$500,000 to RTC local funds. Michael Morris noted that the RTC previously approved \$300,000 in Surface Transportation Block Grant Program funds and \$200,000 in local funds from partnering MPOs for the conceptual feasibility study for high-speed passenger rail technology between Fort Worth and Laredo. The Alamo Area MPO realized the mechanics of sending "local" funds from one region to another was difficult, as was the option to send planning funds. In 2019, the Alamo Area MPO will begin receiving CMAQ funds. Under State rule, a trade fair between regions is permitted to expedite projects so it was determined that the best way for it to meet its \$200,000 commitment was to provide CMAQ funds to the Dallas-Fort Worth region. As a result, staff proposed to use RTC local funds for the total funding amount of \$500,000.
- 2.4. Transportation Department Low-Emissions Vehicle: Approval of \$12,000 in Regional Transportation Council local funds to go towards lease payments and operational costs for the Transportation Department's low-emissions vehicle was requested. Action also included approval to direct staff to also amend the Transportation Improvement Program and other administrative/planning documents, as appropriate, to reflect the approved funding from the action.

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

3. **Orientation to Agenda/Director of Transportation Report**: Michael Morris introduced his new Executive Assistant, Angela Alcedo. In addition, he recognized Mike Cantrell for his years of service on the Regional Transportation Council (RTC). He also noted that Progress North Texas 2018 recently received the MarCom Platinum Award for Graphic Design and recognized Brian Wilson and Kristy Keener for their efforts in designing the publication.

Whitney Vandiver presented the 2017-2018 Air North Texas Partner Awards. Hood County Clean Air Coalition received the Outstanding Advertising award, City of Cedar Hill received the Outstanding Initiative award, City of Plano received the Outstanding Outreach award, City of Dallas received the Arlo Ambassador award, and City of Grand Prairie received the Air North Texas Partner of the Year award.

Members that represented the RTC at recent events were recognized. Air quality funding opportunities for vehicles were provided at www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle. An ozone season update was provided in Electronic Item 3.1, and an east/west equity update was provided in Electronic Item 3.2. The fall 2018 edition of Mobility Matters was distributed at the meeting. Electronic Item 3.3 contained the October public meeting minutes, and the November public meeting notice was provided in Electronic

Item 3.4. The Public Comments Report was provided in Electronic Item 3.5. Recent correspondence was provided in Electronic Item 3.6, recent news articles in Electronic Item 3.7, and recent press releases in Electronic Item 3.8. Transportation partner progress reports were distributed at the meeting.

4. **Performance Measures Target Setting:** Dan Lamers presented proposed regional targets for federally required performance measures. The Fixing America's Surface Transportation (FAST) Act requires that certain performance measures be included in the planning process, which was established by a series of four rulemakings. The Regional Transportation Council (RTC) previously took action on two performance measures: Transit Asset Management and Safety. Presented at the meeting for action were Pavement and Bridge and System Performance. For Pavement and Bridge, performance measures include the percentage of interstates, non-interstates, and bridges in good and poor condition. For System Performance, performance measures include the reliability of the interstate, non-interstate National Highway System (NHS), and truck travel time. Also included is peak hour excessive delay, percent of non-single occupancy vehicle mode share, and mobile source air quality emissions reductions. For pavement in both good and poor condition, staff recommended that the North Central Texas Council of Governments (NCTCOG) support the Texas Department of Transportation's (TxDOT) statewide 2022 targets. For pavement in poor condition, staff recommended to include a policy statement to collaborate with TxDOT to plan and program projects contributing toward accomplishment of pavement goals which include working with local governments to ensure that the off-TxDOT system pavements are improved at a rate faster than in the past. The TxDOT statewide targets recommended for support included: 66.4 percent interstate and 52.3 percent non-interstate in good condition; 0.3 percent interstate and 14.3 percent non-interstate in poor condition. Mr. Lamers noted that the percentage in poor condition indicates that in the Dallas-Fort Worth region almost 70 percent of the off-system pavements are in poor condition. In order to increase the State average, NCTCOG staff will work with local governments to find ways to reduce the percentage of pavement in poor condition. Included in the effort will be a review of the sample based data to determine the true percent in poor condition. Regarding bridge condition, it was proposed that NCTCOG also support TxDOT's 2022 statewide good and poor condition targets for National Highway System (NHS) bridges of 50.42 percent in good condition and 0.8 percent in poor condition. Staff also recommended that a supplemental statement be included to collaborate with TxDOT to plan and program projects contributing toward accomplishment of bridge goals, and NCTCOG will work with local governments to focus on expedited programming to improve NHS bridges in poor condition. In terms of the six additional System Performance targets, he noted the goal for each of these measures is to set all targets to improve over the historic trend. Recommendations included 2020 and 2022 targets for: interstate reliability (2020, 78.6 percent; 2022, 79.5 percent), non-interstate NHS reliability (2022, 71.1 percent), truck travel time reliability (2020, 1.71; 2022, 1.66), peak hour excessive delay [2022, 15 hours per capita (corrected since the mail out)], percent of non-single occupancy vehicle (SOV) mode share (2020, 19.9 percent commuter trips; 2022, 20.2 percent commuter trips) and emissions reduction (2020, 2,892.96 kg/day of NOx reduced; 2022, 5,062.68 kg/day of NOx reduced and 2020, 599.67 kg/day VOC reduced; 2022, 1,0179.4 kg/day VOC reduced). For non-SOV mode share and peak hour excessive delay, it is required that the region concur with the State's recommendation. He noted that Electronic Item 4.2 contains correspondence noting that TxDOT concurs with NCTCOG staff's proposed non-SOV mode share target to improve over the trend. Additional detail regarding the effort was provided in Electronic Item 4.1. He added that the information has been presented at public meetings and that no substantive comments have been received. In addition, the Surface Transportation Technical Committee recommended RTC approval at its October 26, 2018, meeting. Mr. Lamers review the draft RTC resolution

distributed at the meeting in Reference Item 4.3 that documents the RTC's action as requested by the Texas Department of Transportation. Section 1 states that the RTC adopts the proposed performance targets as reflected in Attachment 1, including the policy statements regarding the pavement and bridges in poor condition. Section 2 directs staff to transmit the approved targets in the format requested by TxDOT as reflected in Attachment 2. A motion was made to approve support of the Texas Department of Transportation's statewide targets as shown for the National Highway System Pavement and Bridge conditions, with focus on the improvement of regional National Highway System off-system arterial pavements and bridges in poor condition. Action also included approval to adopt the regional targets for interstate reliability, non-interstate reliability, truck travel time reliability index, peak hour excessive delay, percent non-single occupancy vehicle mode share, and emissions reductions. In addition, action included approval of the Regional Transportation Council Resolution R18-04, Resolution Approving Regional Targets for Pavement and Bridge Condition and System Performance Measures distributed at the meeting in Reference Item 4.3. B. Glen Whitley (M); Scott Mahaffey (S). The motion passed unanimously.

5. **Public Participation Plan Update:** Amanda Wilson presented proposed updates to the Public Participation Plan, last updated by the Regional Transportation Council (RTC) in 2015. The Public Participation Plan guides the Transportation Department's public involvement and fulfills basic public involvement requirements established by federal law. The document 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. The public participation requirements are outlined in laws and legislation regarding transportation funding, civil rights, environmental justice and limited English proficiency individuals. A copy of the current Public Participation Plan was provided in Electronic Item 5.1. A draft Public Participation Plan that includes the proposed revisions was provided in Electronic Item 5.2. Proposed revisions included: a revised stakeholder lists to reflect federal requirements, increased weight given to local comments, updates to demographics and the Language Assistance Plan, and refined evaluation procedures. The goal is to make the public meeting process more efficient by allowing citizens to participate on their own terms with formal public meetings not the only option for commenting. Proposed revisions also included increased outreach through existing community groups in order to receive comments earlier in the planning process, reducing the minimum required number of public meetings (with the option to hold more) and focusing on livestreaming. A summary of what will remain unchanged in the Public Participation Plan was provided. Public comment periods will remain at 30 days for most items, 45 days for the Public Participation Plan, and two 30 days periods for the Metropolitan Transportation Plan. Meetings will continue to be recorded and posted online. Regarding what will change, she noted there will no longer be a requirement to hold multiple public meetings although additional meetings can be held as needed. Meetings will be livestreamed whenever possible. In addition, a written summary of Unified Planning Work Program Modifications will continue to be posted, but staff proposed to remove the video summary requirement. Additional information on the proposed revisions was provided in Electronic Item 5.3. Ms. Wilson noted that no comments have been received on the proposed revisions to the Public Participation Plan and that the Surface Transportation Technical Committee recommended RTC approval at its October 26, 2018, meeting. A motion was made to approve the updates to the Public Participation Plan as outlined in Electronic Item 5.2. Jungus Jordan (M); Jim Griffin (S). The motion passed unanimously.

6. **2018 Metropolitan Planning Organization Milestone Policy Update:** Christie Gotti provided an update regarding the Metropolitan Planning Organization (MPO) Milestone Policy and presented the proposed recommendation for projects on the MPO Milestone Policy list that have not met their deadline. In June 2015, the MPO Milestone Policy was adopted by the Regional Transportation Council (RTC) which addressed projects that were funded ten or more years prior to the policy but had not gone to construction. As part of the effort, North Central Texas Council of Governments (NCTCOG) requested new estimated start dates for projects to go to construction from implementing agencies, and in April 2016, the RTC approved a policy to give agencies one additional fiscal year from their proposed construction start date to advance projects. The policy stated that if a project did not go to construction by the established deadline, the project's funding would be removed. Staff has monitored projects over the last few years to ensure timely implementation, and this is the first year that there have been projects that are not successful. Staff sent reminder letters that highlighted each project and its associated deadlines to all of the agencies on the list in December 2016. Staff then highlighted the projects and their deadlines during the 2019-2022 Transportation Improvement Program (TIP) development process. For the projects that were deemed to have missed their deadlines for Fiscal Year (FY) 2018, letters were sent to the agencies detailing the plan of action and giving them an opportunity to provide any correspondence or information to explain the delay. A copy of the correspondence was provided in Electronic Item 6.4. Of the 57 projects on the initial list: seven were canceled for various reasons, 37 went to construction on time, and five projects did not meet the deadline and were listed in Reference Item 6.3. In addition, seven projects remain that have identified a timeline of FY2018 and must begin construction by September 2019. There is one project that does not have a deadline: IH 30 at Loop 12 Phase 2. She noted that this project will continue to be an unfunded project placeholder until funding is identified. Proposed projects for cancellation included: one project implemented by Dallas County, three projects implemented by the Texas Department of Transportation (TxDOT) Dallas District, and one project implemented by the City of Denton totaling approximately \$29 million. The updated Milestone Policy project list was provided in Electronic Item 6.2. As NCTCOG staff worked to develop a recommendation, the following issues were considered: all agencies had an opportunity to reset and establish their own schedule in 2016, RTC approved an additional one year extension to the revised schedules, some projects were canceled after implementing agencies determined that the projects were no longer warranted, these projects were selected from 1992-2005, 37 other projects were prioritized by the implementing agencies and successfully met the deadline, agencies with non-compliant projects still think their projects are needed, and each of the five project schedules have been delayed further in the last 12 months. Staff presented a recommendation to the Surface Transportation Technical Committee (STTC) and a counter proposal was approved at its October 26, 2018, meeting. The Committee's recommendation was that the RTC extend the deadline for all five projects to December 2019 and report each projects' status in April 2019. If a project misses the deadline, there would be no further action or discussion and the projects would be cancelled. Ms. Gotti noted two options for the RTC to consider for action: 1) the original stipulation from the MPO Milestone Policy to remove funding from projects that did not meet the deadline, or 2) STTC's commendation that RTC approve extending the deadline to December 2019. Details on the Milestone Policy and the new option were provided in Electronic Item 6.1. Andy Eads, RTC Vice Chair, expressed his appreciation to staff for their work on this effort. He noted that the City of Denton project is viable and that the revised deadline can be met. He asked the full RTC for its support of the recommendation to extend the deadline. A motion was made to extend the deadline for the five projects in Reference Item 6.3 to December 2019. Action also included direction for staff to continue monitoring projects that must let by the end of FY2019, to amend the

Transportation Improvement Program to incorporate the RTC action, and for staff to initiate a new round of 10-Year Milestone projects in 2019. Andy Eads (M); Charles Emery (S). The motion passed unanimously.

7. **2017-2018 CMAQ/STBG Funding Program: Strategic Partnerships Round 3, Intersection Improvements, and MTP Policy Bundle TDC Program:** Christie Gotti presented the proposed projects to be funded under the Strategic Partnerships Round 3, Intersection Improvements, and Metropolitan Transportation Plan (MTP) Policy Bundle Transportation Development Credits (TDC) Program in the 2017-2018 Congestion Mitigation and Air Quality Improvement Program (CMAQ)/Surface Transportation Block Grant Program (STBG) Funding Program. She noted that staff plans to begin the Assessment Policy Program in January 2019 and the Management and Operations, NCTCOG Implemented, and Regional/Air Quality Programs in December 2018. The purpose of the Strategic Partnerships Round 3 is to identify projects with multiple non-Regional Transportation Council (RTC) stakeholders/contributors in which local partners are contributing more than the standard 20 percent match or projects of strategic importance within/to the region. The Intersection Improvements portion of the program is a joint effort with local agencies and the Texas Department of Transportation to identify intersections that need safety and traffic flow improvements. Potential projects have been through a technical evaluation to identify projects with safety concerns, that have air quality benefits, and that are cost effective with consideration given to current volumes and level of service. The MTP Policy Bundle Program provides agencies with an opportunity to use MTP Policy TDCs as local match on federally eligible local projects that are of mutual interest to the agencies and the RTC. A similar technical evaluation was used to identify projects with safety concerns, that have air quality benefits, and that are cost effective with consideration given to current volumes and level of service. Ms. Gotti noted that projects were divided into the following types and evaluated for technical merit: roadways, intersections, bicycle/pedestrian, complete streets/context sensitive design, intelligent transportation systems/traffic signals, and strategic partnerships. The list of projects and staff funding recommendations were provided in Electronic Item 7.1. Staff then established proposed funding targets for each project category, noted in Electronic Item 7.2. Ms. Gotti also discussed the east/west funding distribution as a result of the projects recommended for funding. For CMAQ, the funding distribution target is 66 percent in the east and 34 percent in the west; within this program the distribution is 69.5 percent in the east and 30.5 percent in the west. For STBG, the funding distribution target is 68 percent in the east and 32 percent in the west; within this program the distribution is 60.1 percent in the east and 39.9 percent in the west. A timeline for the effort was reviewed. Action on the proposed projects for funding will be requested at the December Surface Transportation Technical Committee and RTC meetings. Members were encouraged to contact staff with questions or comments.
8. **Legislative Update and Regional Transportation Council Legislation and Finance Partnership Subcommittee Follow-up:** Jungus Jordan highlighted discussion from the Regional Transportation Council (RTC) Legislation and Finance Partnership Subcommittee meeting. He noted recent meetings with State House and Senate members from the North Texas legislation delegation and the draft RTC Legislative Program to be considered by the full RTC.

Amanda Wilson provided a federal legislative update. She discussed the recent elections and the impact to the make up of the North Texas delegation. Upcoming items will include Fiscal Year (FY) 2019 appropriations, a potential infrastructure bill, Fixing America's Surface Transportation (FAST) Act reauthorization, and a needed fix for the Highway Trust Fund which is expected to have a negative balance by 2020. Regarding FY2019 appropriations,

Congress did extend FY2018 appropriations levels through December 7. The House and Senate are working to resolve differences on a “minibus” bill in which transportation is included. Related to the budget, Congress must pass a “minibus” bill or another continuing resolution to extend appropriations into the new Congress. Looking towards reauthorization, current Chair of the United States House Transportation and Infrastructure Committee Bill Shuster is retiring and has released a discussion draft bill that sets the conversation for a new infrastructure bill. Key principles that he has challenged Congress to address included: creating a 15-person commission to present a proposal to Congress to keep the Highway Trust Fund solvent, strengthening investment through various methods to fund the Highway Trust Fund, utilizing innovative funding through a national vehicle miles travel pilot program, and accelerating project delivery by completing environmental reviews within two years. Members were asked to review draft federal legislative principles provided in Electronic Item 8.2 and to provide staff with comments, questions, or suggestions by November 30. Ms. Wilson also presented information regarding the Texas legislative outlook. She noted that there are several new members across the State who are new to the process and transportation legislation. In addition, there is a new Speaker of the House. All committees are expected to begin issuing interim reports in the coming months that will help staff understand the potential legislative direction for the upcoming session. Since staff last provided an update, Ms. Wilson noted that committees have been continuing their work on interim charges. Members were also asked to review the draft RTC Texas Legislative Program provided in Electronic Item 8.1 and provide staff with comments, questions, or suggestions by November 30. Action will be requested on both the federal legislative principles and the State RTC Legislative Program at the December 13, 2018, RTC meeting. Ms. Wilson also noted discussions from the RTC Legislation and Finance Subcommittee meeting. The Legislative Program is separated into three categories: 1) items to actively support, 2) items to maintain progress, and 3) broad areas of support. She specifically referenced the fourth bullet under items to actively pursue related to additional transportation revenue. For the last several legislative sessions, the RTC has provided potential options to identify additional revenue for transportation. Staff requested comments as to whether this is how the RTC would like to continue to proceed. In addition, she noted the eighth bullet related to transportation agencies having the authority to make property available and receive compensation for use in building out next generation communication networks. There was also significant discussion about air space over transportation corridors and whether this is something that could provide revenue to maintain these corridors over time. She also discussed the final bullet point under items to actively pursue related to technology that could disable use of cell phones, tablets, and in-vehicle information systems while driving. Andy Eads requested that staff create an infographic for members to use when discussing RTC legislative priorities with officials. Some members discussed previous legislative discussions on local option and the possibility of this issue arising during the upcoming legislative session.

9. **Regional 511 Program:** Natalie Bettger provided an update on enhancements that have been made to the 511DFW Traveler Information System. This initiative originally began through Dallas Area Rapid Transit as a component of the Dallas Integrated Corridor Management project. The 511DFW system was recently enhanced to improve the functionality. The system consists of two components: 511DFW is the public facing portion, and EcoTrafiX merges information from multiple agencies across the region and allows better operation of the system. Data is integrated from sources such as the Texas Department of Transportation, cities, Waze, HERE map data, transit information, and others. The main components on the public facing side include the website (www.511DFW.org), My511 (personalized website), the 511 interactive voice response system, and the mobile application. All of these components are available in Spanish as part of the enhancement.

Other components include data archives, shared performance measures, and an open application programming interface (API). Various displays from the system were highlighted and included freeway and arterial speeds, incident information, Waze events, transit rail stations and stops, and bus stops. Also highlighted were recent enhancements such as the addition of electric vehicle charging station locations, bicycle/pedestrian routes, and freeway motorist assistance availability. In the future, staff would like to add flood data, parking data, wrong way driving information, and marketing/outreach efforts to inform citizens of the uses for the system. A display of the 511DFW mobile application was also highlighted. Members were encouraged to access the system and provide comments to staff on items that would be useful to include as staff works to continue system enhancements. Additional details were provided in Electronic Item 9.

10. **Follow Up with the Federal Highway Administration Meeting on US 75 Technology**

Lanes: Michael Morris provided an overview of a recent meeting with the Federal Highway Administration (FHWA) on US 75 technology lanes. The US 75 corridor contains an antiquated high-occupancy vehicle (HOV) system. The Texas Department of Transportation (TxDOT) is three months away from constructing the new design of the facility, and the Regional Transportation Council (RTC) has already funded nearly \$100 million for the new interchanges and improvements that will be made on US 75 from IH 635 to the City of McKinney. North Central Texas Council of Governments (NCTCOG) staff has proposed to apply the technology lane concept from SH 161 on US 75 as an innovative way to move traffic on the congested corridor. Currently, there is not agreement on the permanent solution so it is critical that an interim solution is advanced as quickly as possible. While the concept of a technology lane is a potential solution, it is not permitted legally because the US 75 project was originally advanced as an HOV lane. Enforcement of the HOV lane is dangerous and as a result the corridor is often traveled by single occupancy vehicle (SOV) users which results in a facility that does not operate as an HOV. Section 166 and 116 of United States code provides that it is the operator's obligation to ensure that the managed HOV lane operate as originally intended. NCTCOG staff has been working to develop options to meet requirements for the HOV. Previously, it was proposed that a legislative change be pursued. However, because this option could be misinterpreted as an earmark a technical solution has been requested. The following options were presented to the FHWA: Option 1 A- pay \$15 million back to the federal government minus depreciation, Option 1B- pay \$15 million in Transportation Development Credits, Option 2A-terminate the HOV project due to design life, Option 2B-terminate the project due to three design exceptions that have not been resolved, Option 3-because of toll road equity issues in Collin County permit technology lanes to advance, Option 4-initiate a principle permitting FHWA to proceed with technology lanes because of federal requirements despite State restrictions, Option 5-differential price through HOV reward to address the requirement to address SOV users differently, Option 6-develop a permit for drive alone users to travel in the lane, Option 7-remove pylons and continue unenforceable HOV, Option 8-proceed with HOV reward program, Option 9-provide SOV minimum amount/hours of operation/direction to meet requirements, New Option 10-construct the project with non-federal funds, New Option 11- introduce new guaranteed transit from Plano along the LBJ Managed Lane, and New Option 12-request FHWA support of the priority of the federally required Congestion Management Process over the Section 166 requirements. Mr. Morris noted these options will be transmitted to the FHWA for their review and that NCTCOG staff will continue to review all potential options to advance the appropriate technology lane solution. Members discussed some of the options presented, and Mr. Morris noted that conversations will continue with FHWA regarding potential options. He added that only one option is needed in order to move forward, and once a viable option is identified it will be presented to the RTC for approval.

11. **Fort Worth to Dallas Core Express Service Initiative Update:** Michael Morris provided an update regarding recent efforts for the Fort Worth to Dallas Core Express Service high-speed passenger service. He highlighted Phase 1 (Conceptual Engineering) and Phase 2 (Environmental Document) details. The Federal Highway Administration (FRA) has agreed the North Central Texas Council of Governments (NCTCOG) should use its procurement process to hire a consultant for both phases. NCTCOG currently has an agreement with the Texas Department of Transportation to proceed with the project and staff is in the process of drafting the work scope. The Regional Transportation Council and Commission for High-Speed Rail in Dallas/Fort Worth will lead the conceptual engineering and continue to evaluate options, station locations, routes, and technologies to develop a more concise set of options for the FRA to take the lead on the Environmental Impact Study once a Notice of Intent is issued. Consultants will provide assistance to NCTCOG for Phase 1 and Phase 2 will be handled by consultants and the FRA. NCTCOG staff will be responsible for public outreach during Phase 1. The consultant will conduct public involvement for Phase 2, but will also be present during the Phase 1 public involvement so that the processes are similar. As part of Phase 1, NCTCOG is responsible for reducing the universe of options to the most feasible options for the next phase of study. This will be important since environmental clearance of projects is required to be completed within two years. He noted Phase 1 is anticipated to begin in January 2019, and it is NCTCOG staff's goal to complete Phase 1 in less than one year. Mr. Morris also noted that progress will be provided to the RTC and Commission for High-Speed Rail in Dallas/Fort Worth during the phases. In addition, the RTC Multimodal/Intermodal/High-Speed Rail/Freight Subcommittee will meet. The RTC will then be asked to approve a resolution providing the options from Phase 1 to the FRA with the approval of the Commission for High-Speed Rail in Dallas/Fort Worth.
12. **Progress Reports:** Regional Transportation Council attendance was provided in Electronic Item 12.1, Surface Transportation Technical Committee attendance and minutes in Electronic Item 12.2, and the current Local Motion in Electronic Item 12.3.
13. **Other Business (Old or New):** There was no discussion on this item.
14. **Future Agenda Items:** There was no discussion on this item.
15. **Next Meeting:** The next meeting of the Regional Transportation Council is scheduled for Thursday, December 13, 2018, 1:00 pm, at the North Central Texas Council of Governments.

The meeting adjourned at 2:45 pm.