

MINUTES

REGIONAL TRANSPORTATION COUNCIL February 9, 2017

The Regional Transportation Council (RTC) met on Thursday, February 9, 2017, 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: Monica R. Alonzo, Bruce Arfsten, Douglas Athas, Sara Bagheri, Brian Barth, Mike Cantrell, David L. Cook, Rudy Durham, Andy Eads, Charles Emery, Gary Fickes, Robert Franke, Sandy Greyson, Darrell Cockerham (representing Roger Harmon), Ron Jensen, Jungus Jordan, Lee M. Kleinman, Scott Mahaffey, Matthew Marchant, Maher Maso, B. Adam McGough, Cary Moon, Stan Pickett, Mark Riley, Kelly Selman, Gary Slagel, Mike Taylor, Stephen Terrell, T. Oscar Trevino Jr., Duncan Webb, B. Glen Whitley, Kathryn Wilemon, W. Jeff Williams, and W. B. "Zim" Zimmerman.

Others present at the meeting were: Vickie Alexander, David S. Arbuckle, Tom Bamonte, Berrien Barks, Carli Baylor, Adam Beckom, Kenny Bergstrom, Brandi Bird, Alberta Blair, Sheri Boyd, Kristina Brevard, Jason Brown, Jesse Brown, Ron Brown, Pamela Burns, Loyl Bussell, David Cain, Marrk Callier, Angie Carson, Dave Carter, Sarah Chadderdon, Leigh Collins, John Cordary, Mike Curtis, Clarence Daugherty, Brian Dell, John Dewar, Kim Diederich, Jerry Dittman, Huong Duong, Chris Dyser, Chad Edwards, Craig Elliott, Traci Enna, Kevin Feldt, Joe Garcia, Matt Gauntt, James Geer, Bob Golden, Martin Gonzalez, Christie Gotti, Alan Greer, Tony Hartzel, Rebekah Hernandez, Jesse Herrera, Mark Hilderbrand, Jim Hinderaker, Robert Hinkle, Jodi Hodges, Ann-Claire Karalyos, Dan Kessler, Ken Kirkpatrick, Chris Klaus, Paul Knippel, Dan Lamers, Ruben Landa, April Leger, Rebecca Leon, Alonzo Linan, Paul Luedtke, Alfredo Luera, Nancy Luong, Matt MacGregor, Megan Mahan, Mickey Marlow, Jan McGarry, Michael Miles, Cliff Miller, Cesar Molina Jr., Rebecca Montgomery, Erin Moore, Michael Morris, Henry Navnital, Thun Nguyen, Mickey D. Nowell, Jim O'Connor, Randall P. Pogue, John Polster, James Powell, Vercie Pruitt-Jenkins, Larry Redden, Bill Riley, Kevin Robenhymer, Tito Rodriguez, Carrie Rogers, Kyle Roy, Greg Royster, Moosa Saghian, Steve Salin, Steve Sanders, Russell Schaffner, Kelli Schlicher, Randy Skinner, Rick Stopfer, Neil Strassman, Vic Suhm, Gary Thomas, Jonathan Toffer, Christopher Tolar, Lauren Trimble, Bart VanAmburgh, Sandy Wesch, Greg White, Amanda Wilson, Brian Wilson, Alicia Winkelblech, Mykol Woodruff, and Kate Zielke.

1. **Approval of January 12, 2017, Minutes:** The minutes of the January 12, 2017, meeting were approved as submitted in Reference Item 1. Jungus Jordan (M); Kathryn Wilemon (S). The motion passed unanimously.
2. **Consent Agenda:** The following items were included on the Consent Agenda.
 - 2.1. **Unified Planning Work Program Modifications:** A motion was made to approve modifications to the FY2016 and FY2017 Unified Planning Work Program provided in Reference Item 2.1.1. Additional information was provided in Electronic Item 2.1.2.
 - 2.2. **TEXRail Contingency Loan Not Needed:** A motion was made to approve the removal of \$80 million in funding from the short-term contingency loan to the Fort Worth Transportation Authority for construction of the TEXRail project through the next Transportation Improvement Program modification cycle.

Glen Whitley (M); Mike Cantrell (S). The motion passed unanimously.

3. **Orientation to Agenda/Director of Transportation Report:** Kelly Selman presented information on the history of the Texas Road Hand Award, created in 1973. In the early part of the 20th century, anyone who helped build roads was called a road hand and the Texas Department of Transportation continues to use the term today. Today's road hands are citizens who have given their time, energy, and vision to help improve transportation in their communities and throughout the state. In bestowing this award, TxDOT recognized and expressed its sincere appreciation to Dallas County Commissioner Mike Cantrell who has contributed significantly to transportation in the region and state. Mike Cantrell thanked Commissioner Victor Vandergriff, the Texas Department of Transportation, and members of the Regional Transportation Council (RTC) for their commitment to the State and region. Michael Morris presented items on the Director of Transportation Report. He noted an upcoming RTC Transit Call for Projects for funding to increase job access for low-income individuals and funding to increase mobility options for seniors and individuals with disabilities. Additional details were provided in Electronic Item 3.1. An Access North Texas fact sheet was provided in Electronic Item 3.2 and contained details about the process to update transit operational plans in the 16-county region. He reminded members that the final deadline for the Metropolitan Transportation Plan Policy Bundle survey is March 3, 2017. A quarterly east/west equity report was provided in Electronic Item 3.3, and current air quality funding opportunities for vehicles were provided in Electronic Item 3.4. He also noted the deadline for Dallas-Fort Worth Clean Cities Annual Reports is March 1, 2017; details were provided in Electronic Item 3.5. Information regarding an article featuring the City of Euless in *Fuel Fix* Magazine for its idle reduction efforts was provided in Electronic Item 3.6. Recent correspondence was provided in Electronic Item 3.7, recent news articles in Electronic Item 3.8, and transportation partner progress reports were distributed at the meeting.
4. **Additional Information on Naming Rights for SH 360 South of IH 20:** Michael Morris discussed naming rights for the SH 360 corridor south of IH 20. He noted there is local interest to recognize the work of Senator Chris Harris and his efforts to deliver the SH 360 project. One approach to name the corridor is by the Texas Legislature and the other is by the North Texas Tollway Authority. Senator Kelly Hancock has introduced Senate Bill (SB) 588, provided in Electronic Item 4, which would name SH 360 the Senator Chris Harris Memorial Highway. Staff suggested that the Regional Transportation Council (RTC) monitor the bill, as the bill is likely the best process to name the facility, and requested no action by the RTC. Glen Whitley noted he would like to go on record as being in favor of the naming the facility the Senator Chris Harris Memorial Highway and asked if the RTC should express whether it was in favor or opposed to the name. Mr. Morris asked that members transmit the position of their entity to Senator Hancock individually. Matthew Marchant suggested that as the naming of these types of projects are considered in the future, more thought be given to a more diverse pool of eligible candidates.
5. **Support Letters to the United States Secretary of Transportation: Opportunity for Partnership and Request for High-Speed Rail Funding:** Michael Morris discussed two of the top five policy initiatives highlighted at the January 12, 2017, Regional Transportation Council (RTC) meeting. The first initiative welcomes the United States Secretary of Transportation and outlines regional areas of success to potentially assist the nation. The six goals for the Secretary of Transportation are included in the proposed correspondence from the RTC, and also includes what the region has done over the last 20 years related to those goals. Draft correspondence was provided in Reference Item 5.1. The second initiative is addressed through a proposed request for gap funding for high-speed rail in the Fort Worth/Arlington/Dallas corridor. Draft correspondence was provided in Reference

Item 5.2. Staff requested that action on the letters be taken in two separate votes. Matthew Marchant discussed the letter in Reference Item 5.2 that requests gap funding. He asked if the funding is received, would it be funding that may have been taken from another project that could move more people. Mr. Morris noted the reason for using this particular revenue source is that it is only for the purpose of high-speed rail. It is believed that the private sector will pay a significant portion of the capital cost, and it is possible that others may be interested in contributing to 100 percent of the capital costs. This funding request is a contingency for gap funding. A motion was made to approve correspondence welcoming the United States Secretary of Transportation and outlining regional areas of success to potentially assist the nation, included in Reference Item 5.1. Mike Cantrell (M); Scott Mahaffey (S). The motion passed unanimously. A motion was made to approve correspondence requesting high-speed rail federal discretionary funds for the high-speed rail section between Fort Worth, Arlington, and Dallas, included in Reference Item 5.2. Mike Cantrell (M); Oscar Trevino (S). The motion passed unanimously.

6. **Federal and State Legislative Update:** Amanda Wilson provided an update on federal legislative actions. In late 2016, a continuing resolution on appropriations for the federal government, including transportation, was passed through April 28, 2017. It continued funding at the Fiscal Year 2016 levels, so it is expected that Congress will begin working on an appropriations solution. In addition, she noted the new United States (US) Secretary of Transportation, Elaine Chao. Ms. Chao was the former Deputy Secretary from 1989-1991 and brings a history of transportation experience that may be helpful to the region. The new Administration is focused on appointments at this time, but transportation legislation is expected to begin working its way through Congress soon. Ms. Wilson also provided a State legislative update. In 2016, the Regional Transportation Council (RTC) approved its Legislative Program that included three main components: 1) continue progress made toward improving transportation and air quality during recent legislative sessions, 2) invest in further progress toward meeting transportation and air quality needs, and 3) provide support for other transportation topics that may be addressed in legislation. Staff will continue to monitor bills related to the RTC Legislative Program and provide updates to members. She also highlighted bills and topics recently introduced. The Senate has proposed a draft budget in Senate Bill (SB) 1, with proposed overall spending of \$213.4 billion and general State spending of \$103.6 billion. This includes federal funding that is passed through to the State. An additional 1.5 percent reduction in general revenue funds is proposed. The House version of the budget differs in overall spending and general State spending, with proposed overall spending of \$221.3 billion and general State spending of \$108.9 billion. Both the House and Senate versions agree on the amount of transportation revenue, which is \$28.2 billion for the two-year budget. She noted this total includes \$5.7 billion more than the previous Legislative Session so it would include Proposition 7 coming back. However, of the \$5.7 billion in new funding, \$600 million is taken off the top to begin repaying some of the Proposition 12 bonds that were previously repaid through general revenue. Senate Finance Committee hearings have begun and will continue through February. Ms. Wilson also noted House Transportation Committees were recently announced. Senator Robert Nichols will continue as the Chair of the Senate Transportation Committee, and Senator Bob Hall from the Dallas-Fort Worth (DFW) region is the new Vice Chair. Other members were noted, specifically Senator Kelly Hancock, also from the DFW region. On the House Transportation Committee, Representative Geanie Morrison is the new Chair and replaces Representative Joe Pickett who remains on the committee. Continuing members on the committee from the region include Yvonne Davis, Larry Phillips, Cindy Burkett, Ron Simmons, Craig Goldman, and John Wray. In addition, she noted a select committee was nominated that will focus on ports, innovation and infrastructure, trade, and border crossing. Staff will continue to monitor

this and other committees, as well. Bills of interest were highlighted. A few bills related to comprehensive development agreements have been filed that would have commissioners courts approve projects to show local support to the Legislature. Other bills of interest include eminent domain, limited metropolitan planning organization board voting to elected officials, red light cameras, shared mobility such as Uber, the Texas Emissions Reduction Plan, toll roads, and a transportation reinvestment zone pilot program. These are primarily the only transportation funding bills to date, and staff has heard that this is probably not a transportation funding year. However, staff will continue to monitor transportation funding as part of the RTC Legislative Program. Related to toll projects, the RTC Legislative Program includes continuing to retain tools such as toll roads or financing of projects. Toll related bills have been filed and include prohibiting the use of State funding for construction or acquisition of toll facilities, ending tolls once paid off, limiting the use of system financing, requiring the Texas Department of Transportation (TxDOT) to be repaid for the expenditure of money for toll facilities, and phasing out TxDOT participation in toll projects. For bills related to the RTC Legislative Program, staff will prepare correspondence or request for RTC members to testify on bills of importance. Staff will continue to provide updates to members by email for both federal and state legislative actions. No action was requested at the meeting.

7. **Follow Up from the Workshop on Modern Day "People Mover" and Arlington Transit Concepts Resulting from High-Speed Rail:** Michael Morris provided an overview of the Workshop on the Modern Day "People Mover" held prior to the Regional Transportation Council (RTC) meeting. During the meeting, RTC members discussed modern day people movers that include the integration of driverless and/or battery powered vehicles. In addition, goods movement may be integrated as part of the initiative. At the January 12, 2017, RTC meeting, there was a request for the City of Arlington to give feedback with regard to how it is integrating people-mover systems if high-speed rail were to come to Arlington and how that system would connect to the rest of the system. Mr. Morris discussed examples of proposed or existing people-mover systems such as Midtown/Galleria, Southwestern Medical District, a test track at the General Motors facility, and others. People-mover systems will be a part of the Mobility Plan. New options could include driverless vehicles, battery powered vehicles, and goods movement in the same corridor. Staff is looking into the technical elements involved in generating a conceptual mode of transportation, optimizing engineering and construction for elevated structures that could be implemented on existing public sector rights-of-way, new institutional structures, and the potential of multiple funders. He highlighted an example of a people mover that could pick up users in a neighborhood, send them down a guideway, and move back into the neighborhoods on the other end of the line. In the case of goods movement, goods could be loaded on pods, delivered to the Dallas Fort Worth International Airport, and moved to the correct gate to be loaded on a plane. During the RTC Workshop, staff suggested and members agreed that an action item be presented at the March 9, 2017, RTC meeting. Discussions will include a policy to adopt a uniform technology throughout the region and action to send out a Request for Information to determine how to engage the private sector to expedite this initiative in the region. Some corridors may be used only for goods movement, some only for people, and some for both people and goods. He noted that members attending the workshop were supportive of the effort. Jeff Williams, Mayor, City of Arlington, distributed a letter to members drafted as a follow up to last month's discussion regarding Arlington's transit plans and to provide an update regarding the Arlington Transportation Advisory Committee. The City Council passed a resolution in support of high-speed rail, is aware of the requirements to have a station location, and also aware of the importance of regional connectivity. He

noted the recent autonomous vehicle demonstration event held in Arlington and how emerging technologies will help advance transportation solutions in the region. Kathryn Wilemon thanked members who participated in the workshop.

8. **Regional 10-Year Plan: Technical Analysis for the IH 30/IH 635 Interchange:** Michael Morris provided an update regarding the technical analysis requested at the December 2016 Regional Transportation Council (RTC) meeting regarding the IH 30/IH 635 Interchange. The purpose of the analysis is to determine whether a full reconstruction of the interchange is required immediately to meet the transportation needs of the area, or if another option will suffice. At the December 8, 2016, RTC meeting, the City of Mesquite noted its disappointment that the IH 30/IH 635 Interchange was not part of the original recommendation for the region's 10-Year Plan. Staff committed to report a technical analysis of the interchange to the RTC in approximately 60 days. The current focus of the IH 635 project is environmental clearance for the ultimate build alternative. North Central Texas Council of Governments (NCTCOG) staff presented comments at the January 31, 2017, Texas Department of Transportation (TxDOT) public hearing on the IH 635 project. Mr. Morris presented the innovative funding portion which laid out staff's strategy to fund the IH 30/IH 635 Interchange at the hearing. He noted it is important to understand there is a funding strategy. The region held \$300 million as a contingency in the eastern subregion during the 10-Year Plan project planning process. It is not a coincidence that the amount is also the dollar amount for the interchange. However, legislative support to build the first section of the facility from Royal/Miller to US 75, which would include tolled managed lanes, is needed. Until the legislative position is known, it is possible the funds will be needed in this portion of the facility. The tolled managed lane component is critical for this corridor and there is not enough funding to place \$2 billion on one project. In addition, Mr. Morris noted the interchange includes nine structures that were built in 1971, including direct connector ramps, IH 30 mainlane bridges, and IH 30 frontage road bridges. An adjustment to the westbound/southbound direct connector in the interchange was completed in 2011. The bridge sufficiency ratings are very high for the structures and the necessity of placing \$300 million into an interchange with high sufficiency ratings should be considered. Staff must then consider the constraints with regard to mobility that can be implemented. Several operational ideas were discussed. Staff believes there is sufficient room through and around the current interchange to provide some interim improvements. Ideas include northbound IH 635 frontage road improvements for direct accessibility to and from the existing IH 30 frontage roads, an additional northbound and southbound mainlane on IH 635, eastbound and westbound U-turns with no traffic signals on a new bridge over IH 30 at North Galloway Avenue, and others. Staff would like an opportunity to present ideas to the City of Mesquite and TxDOT. The original hope is that the Legislature is interested in an innovative funding approach for the entire project, and staff will continue to monitor legislative interest. Douglas Athas, Mayor, City of Garland, thanked TxDOT for its presentation at the public hearing and the design work on the project. He noted a funding shortfall remains for the corridor and asked if staff had an estimation of the extra revenue that would be available for further development if the Legislature chose to use a comprehensive development agreement for the entire corridor. Mr. Morris noted TxDOT has updated the revenues from Royal/Miller to US 75 and there are strong volumes to IH 30, so the additional revenue would likely offset the cost of the interchange. If the request was made, the environmental clearance would be impacted, but from a financial standpoint there would be significant benefit to the corridor. Mr. Athas noted he has spoken with the City of Mesquite and others, and they do not see a negative impact other than the impact to the environmental clearance. He asked what the anticipated delay to the environmental clearance would be if funding for the interchange was pursued. Mr. Morris noted that first, legislative approval will be necessary. Staff could double

its efforts to update the Mobility Plan, air quality conformity, and environmental impact statement if it is the desire of the RTC, but it would be beneficial to know the legislative position before additional efforts are started. If desired, further discussion will be necessary. Kelly Selman noted that updates to the Mobility Plan and air quality conformity would be necessary for the environmental clearance. Any public opposition would also be a determining factor. Mr. Morris added that staff efforts could be completed as early as late 2017, with environmental clearance possibly in early 2018 if the Legislature approves and efforts are completed simultaneously. Mr. Athas noted he believes the overall public understands and appreciates the tolled managed lanes and has had opportunities in other parts of the region to experience the benefits. Stan Pickett noted the City of Mesquite's appreciation for the work by staff and TxDOT. He also noted discussions with Garland, Rockwall, and others and that it is not only Mesquite that believes the project is important for regional mobility. The City of Mesquite understands that moving vehicles through the interchange is the biggest concern and is not asking to rebuild the interchange but to keep the project part of ongoing discussions.

9. **December 2016 Texas Mobility Summit Overview, February 2017 Automated Vehicle Demonstration and Roundtable, and Region Named Automated Vehicle Proving Ground:** Tom Bamonte provided an update on vehicle technology initiatives in the Dallas-Fort Worth region. First, he discussed the Texas Mobility Summit, which occurred in December 2016. Nine teams from around the state gathered and worked through transportation challenges and shared proposed solutions and ideas for how Texans can work together. The region fielded two teams: 1) Team Arlington, which focused on city transportation issues; and 2) Team DFW, which focused on improvements to the IH 30 corridor. During the Mobility Summit, the United States Department of Transportation (USDOT) announced that it would be designating automated vehicle proving grounds and was soliciting proposals. The Texas Department of Transportation, state university partners, and the regional participants in the Mobility Summit worked together on a statewide application. USDOT accepted the application as one of ten automated vehicle proving grounds in the country. This is an opportunity for the state to take leadership in the next generation of transportation. The Texas proving grounds include the University of Texas Arlington for low-speed deployments, Arlington streets for medium-speed deployments, and the IH 30 corridor between Dallas and Fort Worth for high-speed deployments. Mr. Bamonte noted the locations in the application are nonexclusive and that technology deployment work can be done anywhere in the region. He also noted the public demonstration of an autonomous vehicle that was cohosted with the City of Arlington. The region was the first in the state to test an automated vehicle and should be proud of the cooperation and continued work being done within the region and throughout the state to put Texas at the forefront of automated vehicle technology.
10. **Fiscal Year 2017 Federal Highway Administration 10 Year Preliminary Engineering Audit:** Adam Beckom presented an update on the latest developments regarding projects subject to the Fiscal Year (FY) 2017 Federal Highway Administration (FHWA) Preliminary Engineering (PE) Audit. The purpose of the FHWA PE Audit is to review all projects that have been funded with federal funds for preliminary engineering to ensure that projects move forward to timely implementation. Once a project is obligated for PE funding, it must advance to the next phase within ten years of the project obligation or the funds must be repaid. Time extensions are allowed, but only for extenuating circumstances. Mr. Beckom noted that the PE Audit is independent of the federal inactive projects list. Electronic Item 10 includes ten projects in the region subject to the FHWA PE Audit. For six of the projects, staff has been assured the projects will move forward in FY2017. Four of the projects are

considered at risk of losing funding. Staff is working with the implementing agencies and the Texas Department of Transportation (TxDOT) to move the projects forward in a timely manner. Total preliminary engineering obligations for the projects in Electronic Item 10 total approximately \$5.7 million. If projects do not move forward and time extensions are not approved, the State or implementing agencies must repay the funds. In FY2016, approximately \$1.6 million in funding was lost in the region as a result of the PE Audit. The funds will eventually be returned back to the regional pool. TxDOT district staff has been working over the last two months to reach out to the implementing agencies on the list to gather project updates. As a reminder, in 2016 the Regional Transportation Council approved the Metropolitan Planning Organization (MPO) Milestone Policy in an effort to avoid projects from being placed on the PE audit list. The policy reviews projects selected with RTC local funds ten or more years ago and then North Central Texas Council of Governments (NCTCOG) staff works with the implementing agencies to review the projects. Projects are either canceled or a time extension is granted. For entities whose projects appear on the PE Audit list, agencies are encouraged to work with staff to advance projects to the next phase of project delivery by the end of the fiscal year. Agencies were encouraged to coordinate actively with NCTCOG and TxDOT staff on project progress. Mr. Beckom noted NCTCOG staff monitors project delivery and status on a regular basis and through the MPO Milestone Policy effort, hopes to identify projects that may be subject to the PE Audit before the projects are placed on the FHWA list.

11. **Progress Reports:** Regional Transportation Council attendance was provided in Reference Item 11.1, Surface Transportation Technical Committee attendance meeting minutes in Electronic Item 11.2, and the current Local Motion in Electronic Item 11.3.
12. **Other Business (Old or New):** There was no discussion on this item.
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, March 9, 2017, 1:00 pm, at the North Central Texas Council of Governments.

The meeting adjourned at 2:05 pm.