

MINUTES

REGIONAL TRANSPORTATION COUNCIL November 10, 2016

The Regional Transportation Council (RTC) met on Thursday, November 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, Douglas Athas, Brian Barth, Carol Bush, Elba Garcia (representing Mike Cantrell), David L. Cook, Rudy Durham, Andy Eads, Charles Emery, Marcus Knight (representing Robert Franke), Sandy Greyson, Mojoy Haddad, Roger Harmon, Clay Lewis Jenkins, Ron Jensen, Jungus Jordan, Lee M. Kleinman, Brian Loughmiller, David Magness, Scott Mahaffey, Matthew Marchant, Maher Maso, B. Adam McGough, Cary Moon, Greg Noschese (representing Stan Pickett), Sara Bagheri (representing Kevin Roden), Kelly Selman, Gary Slagel, Lissa Smith, Mike Taylor, Stephen Terrell, T. Oscar Trevino Jr., Oscar Ward, Bernice J. Washington, Duncan Webb, B. Glen Whitley, Kathryn Wilemon, Sheri Capehart (representing W. Jeff Williams), Erik Wilson, and W.B. "Zim" Zimmerman.

Others present at the meeting were: Vickie Alexander, David Arbuckle, Gustavo Baez, Melissa Baker, Tom Bamonte, Jay Barksdale, Carli Baylor, Adam Beckom, Kenny Bergstrom, Natalie Bettger, Brandi Bird, Chris Bosco, Shauna Bowman, Kristina Brevard, Bob Brown, Ron Brown, Ken Bunkley, Pamela Burns, David Cain, Marrk Callier, Jack Carr, Angie Carson, Dixie Cawthorne, Emily Conway, Michael Copeland, Mike Curtis, Brian Dell, Jennifer Dewitt, Kim Diederich, Chris Dyser, Traci Enna, Brittney Farr, Keineth Fuller, Matthew Gesler, Bob Golden, Rick Grady, Clifton Hall, Tony Hartzel, Rebekah Hernandez, Jesse Herrera, Mark Hilderbrand, Jodi Hodges, Kevin Hugman, Greg Janes, Maritea Kelley, Dan Kessler, Keith Krum, Dan Lamers, April Leger, Eron Linn, Amanda Long-Rodriguez, Sonny Loper, Paul Luedtke, Matthew MacGregor, William Madison, Barbara Maley, Steve McCullough, James McGuire, Cesar Molina, Rebecca Montgomery, Erin Morris, Michael Morris, Christie Myers, Jenny Narvaez, Mark Nelson, Mickey Nowell, Lanre Olaniyan, Kevin Overton, Nick Page, John Polster, Greg Porter, James Powell, Vercie Pruitt-Jenkins, Randy Redmond, Molly Rendon, Bill Riley, Christina Roach, Carrie Rogers, Kyle Roy, Greg Royster, Kris Russell, Moosa Saghian, Steve Salin, Walter Shumac, Randy Skinner, Chelsey Smith, Shannon Stevenson, Rick Stopfer, Neil Strassman, Dean Stuller, Jodi Saegesser, Vic Suhm, Gary Thomas, Jonathan Toffer, Chris Tolar, Mitzi Ward, Jon Weist, Devin Wenske, Sandy Wesch, Greg White, Amanda Wilson, Brian Wilson, Alicia Winkelblech, Mykol Woodruff, and Ed Wueste.

1. **Approval of October 13, 2016, Minutes:** The minutes of the October 13, 2016, meeting were approved as submitted in Reference Item 1. Jungus Jordan (M); Lissa Smith (S). The motion passed unanimously.
2. **Consent Agenda:** There were no items on the Consent Agenda.
3. **Orientation to Agenda/Director of Transportation Report:** Mindy Mize presented the Air North Texas 2015-2016 Partner Awards. Hood County Clean Air Coalition received the Outstanding Advertising award, University of North Texas Health Science Center received the Outstanding Outreach award, City of Fort Worth received the Outstanding Partner Involvement award, Dallas/Fort Worth International Airport received the Outstanding Initiative award, City of Plano received the Outstanding Media Engagement award, City of Dallas received the Arlo Ambassador award, and City of Grand Prairie received the Air North Texas Partner of the Year award.

Michael Morris noted a \$76 million transportation bond program was recently approved in Parker County. In addition, he noted the City of Richland Hills has withdrawn from the Fort Worth Transportation Authority. Items in the Director of Transportation Report were reviewed. He thanked Regional Transportation Council (RTC) Chair Ron Jensen for attending a recent event with the Texas Department of Transportation for the Lowest Stemmans corridor. Air quality funding opportunities for vehicles were provided in Electronic Item 3.1, and information regarding new motor vehicle emissions budgets for future transportation conformity analysis was provided in Electronic Item 3.2. Details regarding additional vehicles now eligible in the AirCheckTexas Repair and Replacement program were provided in Electronic Item 3.3. Mr. Morris noted the federal government has announced the next round of funding through the Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies Grant Program. The deadline for applications is December 15, 2016. Staff will present proposed projects for action at the December 8 RTC meeting. A November public meeting notice was provided in Electronic Item 3.4. Dan Lamers noted the Mobility 2040 Executive Summary was distributed at the meeting. Additional copies are available to members upon request. Mr. Morris discussed the recent Shared Mobility Summit attended by North Central Texas Council of Governments (NCTCOG) staff, and discussed the upcoming Mobility Summit on December 1-2 in Austin. Staff is available to provide additional details to members upon request. He congratulated Denton County and the Texas Department of Transportation on the Transportation Infrastructure Finance and Innovation Act loan for IH 35E. The Regional Toll Revenue funds from Denton County have been paying for the project until the loan was finalized. He also congratulated the Fort Worth Transportation Authority for its successful full funding grant agreement for the TEX Rail project. Scott Mahaffey, Chairman, Fort Worth Transportation Authority, thanked the RTC for its support of the TEX Rail project. Mr. Morris noted a Multimodal/Intermodal/High-Speed Rail/Freight Subcommittee meeting has been approved by RTC Chair Ron Jensen for December 8, prior to the RTC meeting. Electronic Item 3.5 lists nine parallel activities related to high-speed rail between Dallas and Fort Worth. Recent correspondence was provided in Electronic Item 3.5, recent news articles in Electronic Item 3.8, and recent press releases in Electronic Item 3.8. Transportation partners progress reports were distributed at the meeting.

4. **Regional Transportation Council Legislative Program:** Amanda Wilson highlighted the draft Regional Transportation Council (RTC) Legislative Program for the 85th Texas Legislature, provided in Reference Item 4.1. She noted no comments or questions were received regarding the draft legislative program as presented in October, and no changes have been made. The draft RTC Legislative Program is divided into three sections in an effort to streamline the program and is more general to allow the RTC flexibility in responding to legislation that may be introduced. The first section is to recognize and continue progress made towards improving transportation and air quality during recent legislative sessions. The second section is to invest in further progress towards meeting transportation and air quality needs such as the continued use of tools, additional transportation revenue, and the continued focus on the AirCheckTexas and Texas Emission Reductions Plan programs that support air quality. Ms. Wilson referenced the IH 635E public-private partnership noted in the presentation. As the region moves through implementation of the 10-Year Plan being discussed later in the agenda, there could possibly be other projects considered for public-private partnerships as noted in Reference Item 4.1. The third section is to provide support for other topics to be addressed in legislation. This section is broad to allow RTC flexibility to support concepts that are included in Mobility 2040 such as improving air quality, increasing safety, reducing congestion, planning for all modes of transportation, utilizing innovative technology,

supporting land use/transportation connections (including compatible developments around military installations and general aviation facilities), maintaining operations and management of the system, transportation data sharing, and shared mobility solutions. Ms. Wilson added that bills will begin being introduced in the coming week, and staff will evaluate the legislation based on the RTC Legislative Program. Jungus Jordan, Chair of the RTC Legislation and Finance Partnership Subcommittee, thanked staff for its work on the RTC Legislative Program. Details of the program were provided in Electronic Item 4.2. A motion was made to approve the Regional Transportation Council Legislative Program for the 85th Texas Legislature, provided in Reference Item 4.1. Jungus Jordan (M); Bernice J. Washington (S). The motion passed unanimously.

5. **Unified Transportation Program Rulemaking Comments:** Michael Morris highlighted correspondence to the Texas Department of Transportation (TxDOT) regarding comments on the proposed amendments to the Texas Administrative Code concerning transportation programs and funding. Overall, the comments support the proposed changes required by House Bill 20 made to the TxDOT planning and programming processes that will be used to prioritize and finance transportation projects. Specifically, Mr. Morris noted the second comment that applauds the State for making budget minimums for Proposition 1 and Proposition 7. Funding allocations in Item 6 assume the funds allocated to the region for Proposition 1 and Proposition 7 will move forward. Mr. Morris noted that comments were straightforward and distributed to members at the meeting in Reference Item 5. A motion was made to approve correspondence submitting comments on the Texas Department of Transportation proposed amendments to the Texas Administrative Code concerning transportation programs and funding, provided in Reference Item 5. Kathryn Wilemon (M); B. Glen Whitley (S). The motion passed unanimously.
6. **Regional 10-Year Plan and Next 10 Years of Projects: Draft Listing:** Michael Morris presented the proposed regional priorities covering FY2017-FY2026, as the Dallas-Fort Worth region's response to the House Bill (HB) 20 10-year planning requirement. He noted that the funding discussed are new funds. Previously funded projects, such as the Southern Gateway, are not included in this initiative. The region is thankful to the Texas Transportation Commission (TTC) for formula funds in each of the three funding categories, and to the Legislature and the public for the new revenues that were approved through constitutional amendments. Efforts add evidence that urban congestion is not fully addressed and opens up the question on State allocations, the need for innovative funding tools, and the need for additional revenues in the next Legislative Session. Funding categories for project selection include Category 2 (Urban Mobility Corridors) selected by the Regional Transportation Council (RTC), Category 4 (Statewide Connectivity) selected by the Texas Department of Transportation (TxDOT) districts, and Category 12 (Commission Strategic Priority) selected by the TTC. Although the Regional Transportation Council (RTC) is not selecting projects in Category 12, projects are being proposed. If the TTC chooses not to select the projects, the RTC may wish to fund the projects through Category 2. North Central Texas Council of Governments and TxDOT staffs have worked as an integrated, seamless team to determine the best projects. Projects have been evaluated in three paths: 1) previously unfunded commitments or existing facilities under construction needing next phase funding, 2) new freeway projects, and 3) new on-system arterial projects. He highlighted a speed thermal map and noted that each project has been reviewed for congestion. Mr. Morris also discussed the east/west equity in the region. Currently, the eastern subregion is over allocated and owes the western subregion approximately \$106 million-\$109 million. Staff proposes that the equity share be balanced closer to the preferred distribution during this effort by moving \$100 million to the west. A total of

approximately \$3.42 billion is available in Category 2, approximately \$1.53 billion in Category 4, and approximately \$2.03 billion in Category 12. He noted that these totals assume the legislative minimums are met for allocation of Proposition 1 and Proposition 7. As part of the discussion regarding how much money should be allocated to the urban part of the State versus other areas, TxDOT Commissioner Victor Vandergriff has said performance measures will be used to drive funding allocations. To demonstrate this and provide targets, staff used out-year performance measures to determine the 2040 forecasted total congestion delay by county. He clarified the amounts are not suballocations. Proposed allocations do not meet the targets exactly, but the targets give the RTC the orders of magnitude by county. Reference Item 6.3, distributed at the meeting, contains the data used for the programming target. Mr. Morris also provided a project selection summary. For example, the IH 635E Interchange at IH 30 is not being replaced due to the \$300 million cost that does not seem affordable at this time. In addition, improvements may be proposed on IH 30 through the City Map process. Time is needed to sort out what IH 30 should look like under the IH 635 Interchange. Denton County will benefit from the IH 35E improvements in Dallas County. Collin County's funding allocations are higher than Denton County's due to the magnitude of congestion that is anticipated in the County. Previously unfunded commitments or existing facilities under construction received priority. IH 35E in Dallas County, north of IH 635 to the Denton County line will receive significant funding, detailed in Reference Item 6.4 (distributed at the meeting). This is the second proposed comprehensive development agreement (CDA) to help seamlessly implement the project. In addition, a CDA will be needed on IH 635 from US 75 to Royal/Miller. A total of \$50 million in RTC funds will be allocated to the project to leverage the total cost of the section. TxDOT is currently reviewing traffic and revenue estimates in the corridor. This is an example of a project that if fully funded, would use one-third of the funds to be allocated to the Dallas District. A Category 12 contingency for \$300 million is being held in the eastern subregion. Since these funds are for 10 years, it is difficult to predict what will be a future priority. The President-elect wishes to build more infrastructure, and if that happens there may be a future federal funding source. Staff would then present options to the RTC for spending the contingency. There is no contingency in the west. He noted the City of Dallas is slightly under-funded. Staff is working on a proposal for the RTC to partner with the City of Dallas on an upcoming bond program. For Hunt County, allocations are under review to ensure that the mechanics of how funding was generated for Hunt County is not causing underfunding in the Dallas District. He noted that the projects are balanced between Category 2, Category 4, and Category 12 and are approximate target totals. Estimated year of construction must still be determined. He reminded members that these are new funds for construction. Right-of-way and engineering funds are coming from other sources that TxDOT is managing. The next step is to finalize project listings, including comments from public involvement efforts and from the RTC and STTC. RTC action will be requested at its December 8, 2016, meeting. Mr. Morris shared initial discussions regarding IH 35E north of IH 635, and why staff is proposing an innovative funding partnership on the IH 35E project. Details were distributed at the meeting in Reference Item 6.4. In Phase 1, significant funding was placed on IH 35E in Denton County. A 35-year Transportation Infrastructure Finance and Innovation Act (TIFIA) loan was established for \$285 million. The revenue from the managed lanes in Denton County repay the loan. There was originally no funding on IH 35E in Dallas County. There is a significant lane imbalance as you leave Denton and travel to IH 635E. IH 35E managed lane revenue did not exist in Dallas County at the time because the section in Dallas County was not proposed to be built. The connection within the IH 635 Interchange will generate revenue and the revenue has not been allocated to any projects. A CDA was not requested along the corridor and a \$300 million contingency was not available at the time. Phase 2 is a proposed draft to

implement IH 35E north of IH 635. Approximately \$314 million is proposed for IH 35E in Denton County through this 10-year planning effort. Revenue on the managed lanes in Denton County will repay the TIFIA loan. There may be monies available after the payment that could be used to help fund more of the IH 35E project. IH 35E in Dallas County is being funded from IH 635E to the Denton County line with a proposed \$295 million in Dallas County funds. The revenue that is collected on the TxDOT managed lanes in Dallas County from the new facilities is not being allocated, so the revenue could potentially go back into the project or other projects if approved by the RTC. There is a potential CDA along the entire corridor in which the revenue stream may be available to fund more of the IH 35E project, in addition to the \$300 million contingency to be used to help build what is a national transportation corridor that may receive a lot of attention in the statewide connectivity program. Brian Barth noted the process went well. The goal was to select the right projects for the right category. Kelly Selman noted TxDOT recognizes there is more need than funds available. TxDOT plans to continue the planning of projects even though they do not appear on the 10-year list so that they will be environmentally cleared and ready to proceed. Monica R. Alonzo thanked staff for funding on IH 35E, IH 635, Loop 12, and IH 30. Brian Loughmiller thanked staff for the focus on portions of Collin County. On behalf of some of the cities he represents, he mentioned the importance of the extension of the Sam Rayburn Tollway from Spur 399 to US 380 as a future project. Bernice J. Washington noted the President-elect has expressed interest in infrastructure. If received, she asked if the region would have enough projects ready for implementation. Mr. Morris noted many projects are ready for implementation and would be available if additional funding were to be identified. Duncan Webb noted the proposed allocations were a positive first step for the needs in Collin County. Maher Maso also provided comments on behalf of cities he represents. From Collin County, FM 1461 from SH 289 east to CR 123 was requested to be added. From Denton County, FM 1385 from US 380 north was also requested to be added. He also noted US 380 from US 377 to CR 26 is listed but entities would like to ensure the funding reflects the grade-separated intersections at FM 423, Teel Parkway, and Legacy Drive. Details will be provided to staff by email. Mr. Morris requested that comments be provided to him by email and he would forward to the TxDOT districts. Greg Noschese expressed concern over the elimination of the Interchange at IH 635 and IH 30 from the 10-year plan. He noted the project is an important priority and that the proposed projects seem to undermine the improvements that will be made along IH 635. He noted he would share his additional comments with staff. Mr. Morris requested the City of Mesquite meet with staff to clarify its position and priorities regarding the interchange. Kathryn Wilemon noted the City of Arlington appreciates IH 820, US 287, and IH 20 and discussed the importance of the projects.

7. **Waze/Request for Partner Data-Sharing Agreement:** Tom Bamonte presented information about transportation data sharing within the region and the Waze Connected Citizens Program (CCP). Transportation data is what drives the route navigation services used by citizens in the region, and will increasingly drive how vehicles move through the region. Data sources include traffic management centers, travel navigation services, vehicles, and motorists who are reporting real-time traffic information. Historically, traffic information is shared through the traffic management centers and citizens can call and report incidents. More recently, research shows that more incidents are being reported through applications such as Waze than through the traditional 911 source. In addition, as vehicle technology develops so does the data coming from vehicles. The goal of a data-sharing initiative is for traffic management centers to have direct access to the data being generated by citizens and vehicles and for travel navigation services to provide the most accurate, real-time roadway route recommendations. The more data the region has and can

share, the better prepared the region is for the deployment of the next generation of vehicles and for travel navigation services to optimize travel in the region. One available data sharing platform is the CCP hosted by Waze. The CCP was established approximately two years ago and has attracted more than 100 cities, departments of transportation, metropolitan planning organizations, and private-sector participants. The Waze app allows motorists to report traffic congestion, vehicles stopped on roadways, construction, and other incidents. In a CCP, a region shares information such as planned road closures, special events, and unusual incidents that have major traffic impacts with Waze. In return, Waze shares its real-time data like crashes, stopped vehicles, objects on the road, and traffic congestion. The CCP also gives the region the ability to access the Waze map and add information such as special events that would require road closures in real time. Data sharing via the CCP can be accomplished through the foresight of the region's 511DFW system, which has a built-in data portal that can be used to share the region's information with Waze and in return receive data from Waze to share with regional partners. Staff proposes to issue a Request for Partners to explore similar opportunities with other parties interested in working with the region on sharing useful transportation-related data using the 511DFW data portal. Staff will then work with regional partners to optimize transportation data sharing to improve the efficiency and safety of the region's system.

8. **End of Ozone Season:** Chris Klaus provided a summary of the 2016 ozone season for the Dallas-Fort Worth region, which ended October 31, 2016. A graph showing the exceedance days experienced in the region was highlighted. In 2016, the region experienced 18 exceedance days of the new 70 parts per billion (ppb). This is the best ozone season in comparison to all previously documented seasons. The design values for the region were also highlighted. The Environmental Protection Agency establishes the design value as the fourth highest reading of a monitor over a three-year period. Denton Airport South continues to be the driving monitor at 80 ppb. However, a large portion of the monitors in the region are at or slightly above the 70 ppb standard. The region's historical trend of the design value is at the lowest point since staff began tracking the nonattainment status, which is a testament that progress is being made. Mr. Klaus noted staff has also compared the region's historical design values to demographic data. Analysis shows that while population and vehicle miles travel are trending upward, nitrogen oxide (NO_x) and volatile organic compounds (VOC) are trending downward. Transportation emissions are approximately 50 percent of the overall contribution of ozone formation. Even though the region is growing, data is evident to the fact that vehicle fleet turn over, new vehicles, funding programs, retrofitting, replacing, in addition to the new vehicle emission standards continue to help the design values decrease the region. Staff also compared historical design values to potential meteorological influences such as temperature and precipitation to determine if there may be any related impacts on the design values. Staff will continue to monitor and determine additional, focused efforts to implement such as the consideration of meteorological and incoming background levels considered on a daily or site specific bases in order to develop dynamic, targeted control strategies to lower emissions and meet attainment.
9. **Aviation Application:** Natalie Bettger provided an overview of the aviation gamification app. In 2009, the North Central Texas Council of Governments (NCTCOG) and regional aviation partners initiated the North Texas Aviation Education initiative, which identified the need to create and sustain aviation and aerospace careers in the Dallas-Fort Worth region. An aviation website was developed that focuses mainly on three areas: 1) engaging youth in pursuing aviation and aerospace careers, 2) showcasing aviation and aerospace industry in the North Texas area, and 3) connecting students to aviation programs in schools and

career options in North Texas. To continue this effort, staff worked with the DFW Aerospace Consortium, the University of Texas at Arlington, Airbus Helicopter, Bell Helicopter, and Lockheed Martin who also provided funding to develop an app, FLYBY DFW, to generate interest in aerospace and aviation careers for high school and middle school students. The free app features six different aircraft modeled after local aerospace companies, including one aircraft character that was designed through a summer program for high school students at the University of Texas at Arlington. In addition, students from local independent school districts participated in testing of the app and were asked to provide feedback. As part of the education component, the app includes aerospace and aviation trivia questions for players to answer and collect additional points. An online stat board is available on the NCTCOG aviation website, www.NCTaviationcareers.com, to encourage users to access the site and learn more about aviation. A card including FLYBY DFW app information was distributed to members at the meeting.

10. **Progress Reports:** Regional Transportation Council attendance was provided in Reference Item 10.1, Surface Transportation Technical Committee meeting attendance and minutes in Electronic Item 10.2, and the current Local Motion in Electronic Item 10.3.
11. **Other Business (Old or New):** There was no discussion on this item.
12. **Future Agenda Items:** There was no discussion on this item.
13. **Next Meeting:** The next meeting of the Regional Transportation Council is scheduled for Thursday, December 8, 2016, 1:00 pm, at the North Central Texas Council of Governments.

The meeting adjourned at 2:20 pm.