

MINUTES

SURFACE TRANSPORTATION TECHNICAL COMMITTEE January 24, 2020

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, January 24, 2020, at 1:30 pm, in the Transportation Council Room of the North Central Texas Council of Governments. The following STTC members or representatives were present: Onyinye Akujuo, Joe Atwood, Melissa Baker, Micah Baker, Bryan Beck, Katherine Beck, David Boski, Shon Brooks, Tanya Brooks, Ceason Clemens, John Cordary Jr., Rick Cortez, Allen Harts (representing Hal Cranor), Clarence Daugherty, Chad Davis, Arturo Del Castillo, Duane Hengst (representing Greg Dickens), David Disheroon, Kelli Gregory (representing Phil Dupler), Chad Edwards, Claud Elsom, Chris Flanigan, Ann Foss, Mike Galizio, Ricardo Gonzalez, Gary Graham, Ron Hartline, Matthew Hotelling, Terry Hughes, Paul Iwuchukwu, Sholeh Karimi, Gus Khankarli, Chiamin Korngiebel, Chad Barte (representing Alonzo Liñán), Eron Linn, Clay Lipscomb, Stanford Lynch, Alberto Mares, Wes McClure, Brian Moen, Mark Nelson, Jim O'Connor, Tim Palermo, Dipak Patel, Shawn Poe, John Polster, Tim Porter, Lacy Rodgers, Moosa Saghian, Jeff Kelly (representing David Salmon), Lori Shelton, Brian Shewski, Walter Shumac III, Randy Skinner, Cheryl Taylor, Press Tompkins, Keith Fisher (representing Gregory Van Nieuwenhuize), Daniel Vedral, Caroline Waggoner, and Robert Woodbury.

Others present at the meeting were: James Adkins, Vickie Alexander, Nick Allen, Cameron Anderson, Tom Bamonte, Berrien Barks, Carli Baylor, Chasidy Benson, Natalie Bettger, Brandi Bird, Jesse Brown, Molly Carroll, Dave Carter, Brian Dell, Sam Dennehy, Cody Derrick, Kevin Feldt, Brian Flood, David Garcia, Gypsy Gavia, Dorothy Gilliam, Christie Gotti, Clifton Hall, Victor Henderson, Rebekah Hernandez, Amy Hodges, Chris Hoff, Kirk Houser, Brett Huntsman, Bethany Hyatt, Brian Jahn, Amy Johnson, Ken Kirkpatrick, Chris Klaus, Kevin Kokes, Kevin Kroll, Wayne Kurfees, Dan Lamers, Sonya Landrum, April Leger, Travis Liska, Mickey McGuire, James McLane, Mindy Mize, Erin Moore, Michael Morris, Jeff Neal, Evan Newton, Johan Petterson, Ezra Pratt, Vercie Pruitt-Jenkins, Chris Reed, Kyle Roy, Samuel Simmons, Shaina Singleton, Shannon Stevenson, Teresa Taitt, Gaby Tassin, Vivek Thimmavajjhala, Ben Torres, Francisco Torres, Mitzi Ward, Amanda Wilson, Brian Wilson, Kate Zielke, and Norma Zuniga.

1. **Approval of December 6, 2019, Minutes:** The minutes of the December 6, 2019, meeting were approved as submitted in Reference Item 1. Jim O'Connor (M); Daniel Vedral (S). The motion passed unanimously.
2. **Consent Agenda:** The following items were included on the Consent Agenda.
 - 2.1. **McKinney Avenue Trolley Funding:** A recommendation for Regional Transportation Council (RTC) approval to utilize existing Regional Toll Revenue funds previously authorized by the RTC for transit projects in an amount not to exceed \$650,000 to support the McKinney Avenue Transit Authority's Improved Service Frequency Plan and ensure enhanced connectivity between Uptown and Downtown Dallas was requested. Details were provided in Electronic Item 2.1.1.
 - 2.2. **FY2020 and FY2021 Unified Planning Work Program:** A recommendation for Regional Transportation Council (RTC) approval of modifications to the FY2020 and FY2021 Unified Planning Work Program was requested. Action included direction for staff to also amend the Transportation Improvement Program and other administrative/planning documents, as appropriate, to reflect the approved modifications. The proposed amendments were provided as Electronic Item 2.2.1 and additional information was provided in Electronic Item 2.2.2.

A motion was made to approve the items on the Consent Agenda. John Polster (M); Clarence Daugherty (S). The motion passed unanimously.

3. **Collin Creek Mall:** Michael Morris presented details of efforts to formalize a new program to combine new large developments coming to the region with redevelopments within the region. He noted staff has been working on a comprehensive policy for projects that fall into two categories: 1) existing developments in the region that are being repurposed and 2) developments for large corporations coming to the region. The region continues to receive infrastructure funding requests for assistance in redeveloping major retail and economic centers, as well as requests for entities looking to relocate to the region from local partners seeking new opportunities to revitalize existing areas. This creates an opportunity to use transportation investment to change land use and promote economic development of the region. Examples of external partnership requests, as well as local partnership efforts were highlighted. In addition, elements of a proposed policy/standard practice to handle these types of requests versus approaching each request differently was presented. Projects should support sustainable, mixed-use, and transit-oriented development with some opportunity to use technology as part of the effort. Many will have a parking garage component, which is usually a cost issue with developers regarding mixed-use development. It is also important that these occur in urban, suburban, and rural contexts. Projects must have a context sensitive design with each potentially differing in context. Since there is an economic development benefit, investment will be through both grants and loans. In addition, it will be important to partner with the Governor's Office on economic development projects coming to the region. Mr. Morris presented details of the Collin Creek Mall mixed-use redevelopment partnership opportunity. Staff proposed that the Regional Transportation Council (RTC) contribute \$30 million in federal funds for the parking garage and the City of Plano will contribute \$25 million. Half of the RTC funding will be a loan. Since the redevelopment is near light rail and there is not enough parking in Downtown Plano or Plano City Hall, the project will include transit service using next generation electric vehicles to the Downtown Plano Light Rail Station. He noted discussions are ongoing regarding the source of funding for this service, as well as the number of vehicles needed for the transit service. Mr. Morris noted the use of shuttles in other areas of the region and potential economies of scale to use an integrated technology for use across the system. Payment to Dallas Area Rapid Transit (DART) for operations is not proposed. Plano is paying as a member of DART and there is existing transit service in proximity to the project. DART will have the benefit of the capitol purchase and will readjust its operating cost over time as a result of readjusting its transit service plan. The transit vehicles will be available for service to the parking garage, as well as places of interest between that are to be determined by DART. As part of the partnership, the parking garage must be open to the public. In addition, the development must include electric vehicle charging infrastructure. Negotiations are ongoing and include assurances that the proposed development will materialize. Future efforts will include a case-by-case assessment of risk. The money that is loaned will be paid back with interest and a standard rate of 2.4 percent has been established. Future discussions regarding inflation may be necessary. RTC funding would only pay for publicly available parking/transit and the garage must be owned by the public sector. In addition, RTC funding will be for construction only. He noted that this proposed partnership is an example of efforts to standardize a set of principles when new large developments come to the region or entities propose redevelopments within the region. Mr. Morris provided an overview of the action requested. Action will include a request for \$30 million in federal funds, \$15 million to be repaid as a loan, and \$25 million in local funds. Flexibility to use Congestion Mitigation and Air Quality Improvement Program (CMAQ) or Surface Transportation Block Grant Program funds will be needed, with Federal Transit Administration funds potentially used to assist in the purchase of approximately three transit vehicles for shuttle purposes. Specific terms of the agreement will be finalized separately. Committee Chair Bryan Beck noted that he supports the goal of the effort. He asked the total number of parking spaces to be included in the garage and staff's vision that the investment made for parking spaces is equivalent to what is preserved for transit use. He noted his concern that the mixed-use development may consume all the parking and that there will not be dedicated park-and-ride spaces for transit. Mr. Morris noted the total number of parking spaces is approximately 900-1000, 200-300 of which is dedicated to

residential. He later clarified that the total parking spaces is 2,000, of which 1,250 are public and 750 are private spaces. He added there are not direct mathematics that equate the \$15 million to a specific amount of parking spaces reserved for transit. It is the vision of the mixed-use development and what it can bring in a fast-growing part of the region and associated accessibility measures that staff believes the transit component will bring. Shawn Poe asked if there would be benchmarks required of the developer similar to what cities include in economic development agreements. Mr. Morris discussed staff efforts to evaluate the risk of the project and the importance of developing a standard policy for this and similar projects, but noted staff preferred not to add deal points on top of the City's agreements with the developer that could complicate the project. Chris Flanigan discussed the component of the agreement associated with transit bus purchases and noted that it seemed as though the structure of the agreement mandates the purchase of next generation electric vehicles and if so, was that born out of a requirement of the CMAQ funding. Mr. Morris noted that yes, there is a requirement for next generation transit vehicles, but that it is not a result of CMAQ funding. Staff would like to have more experience with next generation transit vehicles, and through this effort can advance technologies to help determine if there are potential benefits for other deployments. Mike Galizio asked if the City has agreed to own and maintain the parking structure and if the public parking is free or paid. Mr. Morris noted that the parking is free. Ken Kirkpatrick noted the City has agreed that the public sector would own the land underneath the parking garage, either directly by the city or a Local Government Corporation created by the City. Chad Davis asked if this effort could be perceived as an attempt to spend public money on private development. Mr. Morris noted that it is important to be careful regarding public-sector support for ad hoc private-sector development. Awareness of this was one element that triggered discussion of a comprehensive policy for consistency with all requests. In addition, he noted the importance of public-sector benefit. For this project, it was not the developer or the City that requested the next generation transit shuttle. The North Central Texas Council of Governments (NCTCOG) explored the public-sector interest which included the introduction of several purposes for the garage. The parking garage helps light rail, downtown restaurants, and mixed-use developments at this location. The context must have public-sector benefits, and because there is also public-sector benefit it is important that a portion of the funds be a loan. Eron Linn noted that DART runs site-specific shuttles, so it is familiar with that aspect of the project, but noted the next generation transit component seems prescriptive. Mr. Morris noted there were many considerations discussed. Vehicles are being provided and the transit agency will receive the benefit of the capital costs and is either absorbing or reprogramming the operating costs. He noted that he would be happy to meet with DART to explain the benefit. A motion was made to recommend Regional Transportation Council approval for parking and transit at the Collin Creek Mall mixed use redevelopment: \$30 million federal funding with a \$15 million payback for the parking garage, \$25 million local funds, and approximately three transit vehicles for shuttle purposes. Action included flexibility in the federal funding source of either Congestion Mitigation and Air Quality Improvement Program or Surface Transportation Block Grant funds, with Federal Transit Administration funds possible to assist with transit. Specific agreement terms will be finalized. Also included in the action was a recommendation for approval of staff to administratively amend the Transportation Improvement Program and other planning/administrative documents to include this project and funding. John Polster (M); Daniel Vedral (S). The motion passed unanimously.

4. **Metropolitan Transportation Plan Policy Bundle – Round 4:** Amy Johnson presented an overview of the Metropolitan Transportation Plan (MTP) Policy Bundle Round 4 application process. The MTP Policy Bundle is a list of 20 voluntary policies that can be adopted by local governments or transportation partners. A minimum adoption of 50 percent of the applicable policies is required, and successful applicants receive Transportation Development Credits (TDC) that can be used to offset local funds for federal transportation projects. To be eligible, projects must be new and not contained in the current Transportation Improvement Program. Agencies can apply online at www.nctcoq.org/policybundle. Example policies were highlighted.

Agencies can take action to adopt the policies through four types of action: 1) joint staff coordination, 2) governing body approval, 3) local ordinance, or 4) election. Round 4 of the Policy Bundle will be a two-year program (FY2021 and FY2022), versus a one-year program as in previous rounds. TDC award amounts will be commensurate with the longer time period. As in previous rounds, all interested agencies must reapply even if they participated in the previous round. In addition, the same list of eligible policies from Mobility 2045 will be available. Round 4 funding assistance will open on February 3. The early submittal deadline is March 20. Applications received by this deadline will be reviewed for completeness by North Central Texas Council of Governments staff. The final application deadline is April 27, 2020. A timeline for the effort was reviewed. An overview of the process to use TDCs was provided, and it was noted that TDCs awarded in FY2020 may be used in FY2021 and FY2022. Members were encouraged to contact Transportation Improvement Program staff for assistance. Details were provided in Electronic Item 4. Committee Chair Bryan Beck noted the length of time it takes to implement projects and the impact to using TDCs within the two fiscal years. Christie Gotti noted the MTP Policy Bundle Program is silent on the timeframe to use TDCs once they are assigned to projects. Agencies should identify the project on which the TDCs will be awarded and have an executed TDC agreement within the two-year timeframe.

5. **Update on the Fort Worth to Laredo High-Speed Transportation Study:** Kevin Feldt provided an update regarding the high-speed transportation study draft report for the Fort Worth to Laredo high-speed transportation project. The project follows up on the Texas Department of Transportation (TxDOT) Texas to Oklahoma Passenger Rail Study (TOPRS). North Central Texas Council of Governments (NCTCOG) staff reviewed the TOPRS Tier I environmental document recommendations for corridors, technologies, and modes of travel. The intention is that the study would be a bridge to a future study for the Fort Worth to Laredo high-speed transportation project. The final report is expected to be submitted in February 2020. The Metropolitan Planning Organization's (MPO's) study reviewed three corridors identified in the TOPRS and analyzed hyperloop, magnetic levitation, high-speed and higher-speed trains, regional rail, and guaranteed transit. High-level criteria were used to review the TOPRS corridors, with 23 city-to-city combinations analyzed. Corridor types identified were greenfield, existing highways, existing railroad, and existing utility. Hyperloop technology with stops at all major cities along the corridor was the highest-rated alternative analyzed. The general corridor path recommended alternative is use of a utility corridor from Fort Worth to Waco, the IH 35 corridor from Waco to San Antonio, and a greenfield corridor west of IH 35 from San Antonio to Laredo. Study results indicated further analysis in a Tier II Environmental Study is warranted. NCTCOG staff and the consultant met with all MPOs in the corridor. Comments from MPOs were highlighted. Comments included the need for public funding, who will fund the project, construction costs, the project timeline, maturity and expectation of the technology, and the availability of existing rights of way to emerging and new technologies. Clarence Daugherty asked if there was an anticipated timeline for this project. Mr. Feldt highlighted next steps, which includes working with the other MPOs to identify a path forward and with the State of Texas to determine the appropriate mechanism for future study. Additional discussion regarding the readiness of the hyperloop technology was held. Onyinye Akujuo asked if there has been any initial cost analysis completed for the maglev and hyperloop technologies. Mr. Feldt noted no costs have been included, primarily because the cost of the hyperloop technology is unknown at this time and staff did not want to disadvantage or advantage other technologies during the analysis.
6. **Safety and Transit Asset Management Performance Measures Updates:** Kevin Kroll provided an update on Roadway Safety regional targets for federally required performance measures. Federal legislation specifies quantitative performance measures that must be tracked and reported annually or biennially. Performance targets for Roadway Safety were approved by the Regional Transportation Council (RTC) in 2017 and first tracked in 2018. In February 2019, the RTC reaffirmed the performance targets for both Highway Safety and

Transit Asset Management, as well as established a regional safety position that even one death on roadways is unacceptable. Also approved was additional funding for future safety project implementations. Mr. Kroll highlighted the five Roadway Safety performance targets: 1) number of fatalities, 2) rate of fatalities, 3) number of serious injuries, 4) rate of serious injuries, and 5) number of non-motorized fatalities plus serious injuries. Texas Department of Transportation (TxDOT) Safety Performance Targets and Projections for 2018, 2019, and 2020 were also highlighted. He noted that at the beginning of the process, TxDOT decided that a 2 percent reduction across each of the performance measures was achievable by the target year 2022. In addition, preliminary North Central Texas Council of Governments (NCTCOG) 2018 Safety Performance was highlighted. All targets are based on a five-year rolling average, and for the first time since the process began there is data available for comparison of targets versus performance. According to the Federal Highway Administration (FHWA) process, actual performance must be better than the 2018 targets or than the baseline performance (2012-2016). The region, according to the process, would be deemed to have met or made significant progress towards the targets. Mr. Snyder discussed the process for states to present their data to FHWA and the implications if states are deemed not to have met or made significant progress towards meeting their Highway Safety Improvement Program targets. He added the FHWA does not make any determination on metropolitan planning organizations (MPO) regarding performance measures. The timeline for this effort was reviewed and it was noted that NCTCOG's final findings on performance status for 2018 regional targets will be reported in April 2020.

David Garcia provided an update on Transit Asset Management (TAM) regional targets and performance. As the MPO for the region, NCTCOG is required to set annual TAM targets in coordination with transit providers to ensure regional consistency. The TAM model is designed to prioritize funding based on the condition of transit assets to achieve and maintain assets in a state of good repair. Targets are established for each asset category: 1) rolling stock (revenue transit vehicles), 2) infrastructure (rail track), 3) equipment (non-revenue transit support vehicles), and 4) facilities (buildings, stations, park and rides). The target for each category is zero percent. Mr. Garcia noted that with the latest data release which focuses on FY2018, staff can provide updates on all asset categories and presented performance by asset category. Rolling stock is measured by whether the vehicles meet or exceed their defined useful life. Comparing 2017 to 2018, passenger car performance remained the same over the two-year period and continued to meet the regional target. Small bus and commuter rail passenger coach decreased in performance, and the bus group improved compared to 2017 but still does not meet the regional target. Infrastructure performance measures the percentage of revenue track miles with performance restrictions by mode. Streetcar rail performance is the only infrastructure type that meets the regional target of zero percent. In the equipment category performance is measured by whether the vehicles meet or exceed their defined useful life. Only steel wheel vehicles meet the regional target of zero percent. Automobiles, trucks, and other rubber tire vehicles do not meet the target. Data for facilities performance measures breaks down facilities that have been inventoried versus those that have undergone a conditions assessment and performance is measured using the Federal Transit Administration's (FTA's) model to assess a facilities overall condition. Given the large number of facilities, a phased approach is being taken to assess facilities over the four-year TAM plan horizon. Relative to the facilities that have been assessed, the regional target is being met. Mr. Garcia noted staff will continue to coordinate with providers to adopt consistent definitions and targets as they relate to Transit Asset Management. Staff will also coordinate with providers to stay informed about the new safety plans that all transit operators who receive 5307 funds are required to develop per FTA regulations. Providers have until July 2020 to develop Public Transportation Agency Safety Plans. Staff is currently coordinating with providers to get more information about the plans and working with FTA to clarify the MPO's roll regarding setting safety performance targets. Additional updates will be provided to the Committee and an RTC workshop is proposed for the summer. Committee action on the Public Transportation Agency

Safety Plan (PTASP) and Pavement, Bridge, and System Performance measures will be requested in October 2020. Michael Morris noted that staff will work with transit agencies to ensure that the scale of future transit graphics capture performance accurately. Onyinye Akujuo noted that many of the slides do not contain data from Trinity Metro. Trinity Metro has a new Chief Safety Office who will be responsible for the PTASP and provide data to NCTCOG.

7. **Public Comments at Regional Transportation Council Meetings (HB 2840) Draft Rules:**

Amanda Wilson provided an overview of draft Rules for Public Comments at Regional Transportation Council (RTC) Meetings. HB 2840, which took effect on September 1, 2019, requires governmental bodies to allow members of the public to make comments to a governmental body before or during the body's consideration of an item. Reasonable rules regarding public comment can be adopted, including provisions for time limits for commenters and additional time for commenters that require translation. Public criticism of the body may not be prohibited. Ms. Wilson noted that the Transportation Department implemented public comments beginning with the September 2019 RTC meeting and that no members of the public have taken an opportunity to comment to the RTC to date. An overview of the draft rules, provided in Electronic Item 7.1, was provided. Staff proposed a single public comment period following the pledges and before any action items. Public comments will be taken on any agenda item, and speakers will be given a three-minute time limit, with six minutes given for those requiring translation. Large delegations may be encouraged to have one spokesperson speak for the group, with a five-minute time limit provided; ten minutes if using a translator. Translation will be provided if requested 72 hours in advance. In addition, provisions are included for warning speakers when time has exhausted or if removal of a speaker is necessary. A Speaker Request Card, provided in Electronic Item 7.2, must be completed prior to the start of the RTC meeting. The card provides an opportunity for written comments rather than speak at the meeting. Ms. Wilson noted that as part of development of the draft rules, staff benchmarked local governments in the region as well as other metropolitan planning organizations in Texas. Staff has also considered room layout and personnel and technology needs, and believes staff is appropriately prepared. Ms. Wilson noted the rules will be added to Public Participation Plan as an appendix when adopted and to the RTC Bylaws when next updated in 2022. Comments received will be documented in the RTC minutes. In addition, she noted information regarding the opportunity to speak will be provided on the RTC website prior to the February 27, 2020, meeting. Based on feedback received at the January 9, 2020, RTC meeting, written comments received at RTC meetings will be provided to members in advance of discussion on an item. If someone does not wish to speak, staff would be available to read whether an individual was for or against an item at the end of the comment period. She noted that the draft rules are currently in an online 45-day public input opportunity. To date, two public comments have been received related to appreciation to the legislature for the opportunity to comment and that the rules seemed reasonable. Ms. Wilson provided an overview of the schedule for this effort. RTC action on the draft rules is anticipated at the March 12, 2020, meeting. Details were provided in Electronic Item 7.3. Chad Edwards asked if open comments will be accepted at RTC meetings. Ms. Wilson noted that only comments specific to the meeting agenda will be permitted.

8. **Texas Volkswagen Environmental Mitigation Program Update:** Amy Hodges provided an update on the Texas Volkswagen Environmental Mitigation Program. Funds are available through the Volkswagen Mitigation Trust as a result of a settlement agreement related to the installation of emissions defeat devices. The Texas Commission on Environmental Quality (TCEQ) is responsible for administration of Texas' share of the funds, approximately \$209 million total. Of the total, approximately \$31 million was set aside for statewide zero-emission vehicle infrastructure which is anticipated to be available in summer 2020. Organizations interested in applying for zero-emission vehicle infrastructure funding were encouraged to contact staff. In addition, approximately \$169 million is available for mitigation actions such as the replacement or repower of old, heavy-duty diesel equipment with the

Dallas-Fort Worth in receipt of approximately \$33 million. TCEQ has been releasing funding in project-specific application cycles. The first round of funding made approximately \$11.6 million available for school, transit, and shuttle buses. Although the funding round remains open until May 8, all funding has been awarded. The second funding round included approximately \$8.3 million for refuse vehicles and remains open. Ms. Hodges noted that refuse vehicle funding is available for the repower or replacement of refuse vehicles such as garbage trucks, roll-off trucks, dump trucks, sweeper trucks, and others. Funding is available at 80 percent with no federal requirements. To date, the region has applied for only 29 percent of available funding. The importance of fleets in the region requesting all funds allocated, in order for the region to fully benefit, was highlighted, and it was noted that applications will be accepted through October 8. The third round of funding has not been released but approximately \$6.6 million will be available for local freight and port drayage trucks. Staff anticipates that the funding will be available by January 31, 2020. Approximately \$6.6 million in remaining funds is available for other categories listed in Electronic Item 8. Staff will continue to monitor funding available through the Texas Volkswagen Environmental Mitigation Program and provide updates to members.

9. **Auto Occupancy Verification Technology Update:** Natalie Bettger provided an update on the launch of a high-occupancy vehicle (HOV) technology that verifies and automatically applies the HOV discount on managed lanes within the region. The technology will launch at 6:30 pm the afternoon of the meeting on LBJ East and on all other managed lanes January 27, 2020. An overview of the new automated process was provided. Users will get the GoCarma app that is associated with a toll tag and setup the GoCarma pass, drive in the TEXpress lane, and the app will automatically recognize the number of passengers in the vehicle and apply the appropriate toll. As of January 21, over 22,000 visitors have accessed the GoCarma website and over 8,600 users have registered for the app. Most questions received to date about the app have been related to occupant passes for those with no smartphone and general use of the technology. She noted that efforts are continuing on final acceptance and integration testing, implementation of a communication plan, and customer service monitoring. After launch of the technology, members will be updated on the go-live process, ongoing performance measures, and any customer service items. She thanked LBJ/NTE Mobility Partners, the North Texas Tollway Authority, and the Texas Department of Transportation for their partnership on this effort. She noted that a more extensive marketing effort focused on new users will begin in April 2020.
10. **New Traffic Counts Website:** Francisco Torres provided an overview of the main features and tools of the new North Central Texas Council of Governments (NCTCOG) traffic counts web interface. The new interface was developed to help make traffic count data more understandable and accessible to the general public. New features include display of the latest count and year on the initial screen and availability of detailed data on all points that includes historical counts, counts by time of day, and counts by vehicle type. He also highlighted the various types of traffic counts available and noted that for the first time, bicycle and pedestrian counts are available. In addition, the interface is fully compatible with mobile devices. The website is available at <https://trafficcounts.nctcog.org/trafficcount/>. Members were encouraged to contact staff if they would like to see their entities' traffic counts displayed on the NCTCOG website.
11. **Transportation Alternatives Call for Projects:** Daniel Snyder presented an overview of the 2020 Transportation Alternatives Call for Projects. Approximately \$20 million in federal funding is anticipated to be available to support non-motorized forms of transportation and construct facilities that support walking and bicycling. Eligible project activities may include shared-use paths, on-street bikeways, bicycle/pedestrian signalization, protected intersections, sidewalk/crosswalks/curb ramps, traffic control and calming measures, signage, road diets, and bicycle/pedestrian counters. The maximum federal funding award is \$5 million, and the

minimum award is \$300,000. Details regarding eligible projects sponsors and locations were provided in Electronic Item 11. Mr. Snyder noted the emphasis for the Transportation Alternatives Call for Projects is the implementation and construction of new facilities. Any design and environmental work will be 100 percent locally funded. A minimum 20 percent local match is required for construction, and the local match must be cash or Transportation Development Credits (TDC). Agencies are eligible to request TDCs in lieu of local match if qualified through the Metropolitan Transportation Plan Policy Bundle process. In addition, a resolution by the project sponsor's governing body confirming the availability of local match contribution is required with each application. The evaluation and scoring criteria for projects within the Active Transportation and Safe Routes to School categories were highlighted. Additional scoring criteria were detailed in Electronic Item 11. Mr. Snyder noted that pending approval by the Regional Transportation Council on February 27, 2020, the Call for Projects will open March 2, 2020. The deadline to submit applications is May 15, 2020, 5 pm. Proposed projects recommended for funding will be presented to the Committee at the August 28, 2020, meeting for consideration.

12. **Fast Facts:** Michael Morris provided a status report on upcoming Regional Transportation Council (RTC) agenda items. Regarding the Virgin Hyperloop One (VHO) Certification Center Request for Proposal, VHO headquarters personnel will be in the region February 3-4. Entities who submitted a project corridor will be invited to provide an informal presentation to VHO staff. He added that the February 13, 2020, RTC meeting has been postponed until February 27, 2020, 10 am for further discussion on the next step in the Request for Proposal process.

Mr. Morris also noted that conversations are advancing with the Texas Department of Transportation (TxDOT), and North Central Texas Council of Governments (NCTCOG) staff have been working with the TxDOT districts to submit a list of projects proposed for funding in the Unified Transportation Program. Additional details will be presented to the RTC at its February 27, 2020, meeting. As part of the project submittals, Mr. Morris noted that four tolled managed lane projects will be submitted. Projects were listed in Reference Item 12.1. Discussions with TxDOT will include the ability of advancing tolled managed lanes projects due to their success and the importance of formula allocation.

Jeff Neal noted that the United States Department of Transportation (US DOT) recently announced the Fiscal Year (FY) 2020 round for the Infrastructure for Rebuilding American (INFRA) Discretionary Grant Program. The Notice of Funding Opportunity is available at www.transportation.gov/buildamerica/infra/infra-notice-funding-opportunity. The deadline for project applications is February 25, 2020. Entities interested in receiving a letter of support were asked to contact staff prior to February 7, 2020. Endorsement of the specific project applications submitted will be requested at a future meeting.

Kate Zielke provided an overview of a new online tool developed by the NCTCOG Transportation and Environment and Development Departments, the Permittee Responsible Mitigation Database. The database connects willing landowners and permit applicants to make it easier to conduct permittee responsible mitigation related to the discharge of dredge and fill material into waters of the United States. Details about the database were provided in Electronic Item 12.2 and the data base is available at www.prmd.nctcog.org.

Chris Klaus noted that the latest correspondence from the Texas Commission on Environmental Quality (TCEQ) regarding dedicated AirCheckTexas funding was provided in Electronic Item 12.3. The correspondence reaffirms TCEQ's opinion that there are no options for the region to retain the dedicated and unspent monies for the repair and replacement assistance program.

Dorothy Gilliam reminded members of the February 1, 2020, deadline for political subdivisions, state agencies, and institutes of higher education located in ozone nonattainment or near nonattainment counties to report electricity consumption and progress towards the reduction goal to the Texas State Energy Conservation Office. A copy of recent correspondence was provided in Electronic Item 12.4.

Jenny Narvaez noted that staff comments on the Dallas-Fort Worth 8-Hour 2015 Ozone National Ambient Air Quality Standard Emissions Inventory State Implementation Plan Revision were provided in Electronic Item 12.5.

Amy Hodges highlighted current air quality funding opportunities for vehicles, including the 2020 Clean Diesel Call for Partners and the Clean Fleets North Texas Call for Projects. Additional information was provided at www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle. In addition, Ms. Hodges noted that the annual fleet survey is now available at www.dfwcleancities.org/annualreport.

Kimberlin To congratulated recipients of the 2018-2019 Air North Texas Partner Awards: Outstanding Advertising, Hood County Clean Air Coalition; Outstanding Initiative, Green Dallas; Outstanding Outreach, City of Plano; Arlo Ambassador, City of Denton; and Partner of the Year, City of Grand Prairie. Details were provided at www.airnorthtexas.org/partnerawards19.

Shaina Singleton noted that the deadline for the May 2020 Transportation Improvement Program/Statewide Transportation Improvement Program modification cycle was close of business the day of the meeting.

Evan Newton provided an update on the east/west funding equity. He noted no changes have occurred since last presented in September 2019, and details were provided in Electronic Item 12.6.

Carli Baylor noted that public comments received during November and December comment periods were provided in Electronic Item 12.7 and Electronic Item 12.8, respectively.

Ms. Baylor also noted that an online public input opportunity is available January 13-February 11, 2020. Topics to be included, as well as other details, were provided in Electronic Item 12.9.

Victor Henderson noted that Electronic Item 12.10 contained the current Public Comments Report that includes general public comments received from November 20-December 19, 2019. Comments related to transit use, access and expansion were in the majority.

The current Local Motion was provided in Electronic 12.11, and transportation partner program reports were provided in Electronic Item 12.12.

13. **Other Business (Old and New)**: There was no discussion on this item.
14. **Next Meeting**: The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on February 28, 2020, at the North Central Texas Council of Governments.

The meeting adjourned at 3:40 pm.