

MINUTES

SURFACE TRANSPORTATION TECHNICAL COMMITTEE

April 28, 2017

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, April 28, 2017, at 1:30 pm, in the Transportation Council Room of the North Central Texas Council of Governments (NCTCOG). The following STTC members or representatives were present: Antoinette Bacchus, David Boski, Kristina Brevard, Keith Brooks, Mohammed Bur, Loyl Bussell, Dave Carter, Kent Collins, John Cordary Jr., Allen Harts (representing Hal Cranor), Clarence Daugherty, Duane Hengst (representing Greg Dickens), David Disheroon, Massoud Ebrahim, Chad Edwards, Claud Elsom, Keith Fisher, Eric Fladager, Chris Flanigan, Andy Richardson (representing Ann Foss), Robyn Root (representing Gary Graham), Brian McNulty (representing Ron Hartline), Michael Hasler, Matthew Hotelling, Kirk Houser, Terry Hughes, Jeremy Hutt, Paul Iwuchukwu, Ted Kantor (representing Joseph Jackson), Tim James, Tom Johnson, Sholeh Karimi, Richard Larkins, Alonzo Linan, Wayne Kirchner (representing Paul Luedtke), Stanford Lynch, Yang Jin (representing Srin Mandayam), Laura Melton, Brian Moen, Cesar J. Moline Jr., Lloyd Neal, Mark Nelson, Jim O'Connor, Kevin Overton, Dipak Patel, Todd Plesko, Shawn Poe, John Polster, Tim Porter, Daniel Prendergast, Moosa Saghian, David Salmon, Elias Sassoon, Lori Shelton, Randy Skinner, John Brunk (representing Chelsea St. Louis), Caleb Thornhill, Mark Titus, Daniel Vedral, Caroline Waggoner, and Jimmey Bodiford (representing Bill Wimberley).

Others present at the meeting were: Vickie Alexander, Tom Bamonte, Berrien Barks, Adam Beckom, Natalie Bettger, Bob Brown, Ron Brown, Ken Bunkley, Donna Coggeshall, Shawn Conrad, Michael Copeland, David Dryden, Brian Flood, Christie Gotti, Jill Hall, Heather Haney, Alan Hendrix, Nicholas Hernandez, Rebekah Hernandez, Chris Hoff, Brandi Kelp, Mark Kinnaman, Chris Klaus, Dan Lamers, April Leger, Chad Marbut, Mark Middleton, Mindy Mize, Jenny Narvaez, Donato Perez, Dean Radeloff, Chris Reed, Amy Rideout, Christine Roach, Kyle Roy, Samuel Simmons, Mark Stephens, Marian Thompson, Mitzi Ward, Amanda Wilson, and Kate Zielke.

1. **Approval of March 24, 2017, Minutes:** The minutes of the March 24, 2017, meeting were approved as submitted in Reference Item 1. John Polster (M); Jim O'Connor (S). The motion passed unanimously.
2. **Consent Agenda:** There following item was included on the Consent Agenda.
 - 2.1. **Federal Functional Classification System Amendments:** Staff requested a recommendation for Regional Transportation Council approval of two amendments to the currently approved Federal Functional Classification System as detailed in Reference Item 2.1.

A motion was made to approve the item included on the Consent Agenda. Michael Hasler (M); John Polster (S). The motion passed unanimously.

3. **Traffic Signal Grants Selection Criteria and 511DFW/Waze Grants Selection Criteria:** Tom Bamonte sought approval for a recommendation for Regional Transportation Council (RTC) approval of selection criteria for the Traffic Signal and 511DFW/Waze data sharing grant programs. The programs encourage regional partners to make their traffic signal data and highway/traffic condition data accessible to various software platforms in order to improve travel, safety, and environmental quality. Eligibility for the traffic signal data sharing

program was highlighted and included: 1) public entities with jurisdiction over traffic signals and 2) public entities willing to make traffic signal data accessible consistent with regional policies/practices. Proposed evaluation criteria are heavily weighted on the quality of the proposed technical solution (60 percent) and also includes the amount requested (10 percent) and timely implementation (30 percent). Of particular interest is a project's connectivity with other data-sharing jurisdictions. Partnering with neighboring jurisdictions was encouraged. Grants will be for \$25,000 or less. Details were provided in Reference Item 3.1. Mr. Bamonte also highlighted efforts towards the use of 511DFW as the common portal for sharing data with travel navigation services and other developers. Until the effort is fully implemented, staff is encouraging entities to work together to learn best practices for sharing and processing data to optimize travel navigation services and local entity operations. Details on information that should be shared, to whom it should be shared, and how to share data were highlighted. Local entities were encouraged to join the Waze Connected Citizens Program, 2) coordinate transportation data sharing with 911 operations, and 3) utilize .xml data feeds. Similar to Traffic Signal data sharing, eligibility for 511DFW/Waze data sharing includes public entities with jurisdiction over highway/streets or transit systems, and public entities willing to make highway and traffic or transit conditions data accessible consistent with regional policies/practices. Proposed evaluation criteria are also heavily weighted on the quality of the proposed technical solution (60 percent) and includes the amount requested (10 percent) and timely implementation (30 percent). Details were provided in Reference Item 3.2. A motion was made to recommend Regional Transportation Council approval of the evaluation criteria for the Traffic Signal and 511DFW/Waze data sharing grant programs detailed in Reference Item 3.1 and Reference Item 3.2, respectively. John Polster (M); Mike Hasler (S). The motion passed unanimously.

4. **Southern Dallas County Funding Partnership:** Adam Beckom presented a proposed partnership among Dallas County, the Cities of Lancaster and Hutchins, and the Regional Transportation Council (RTC) to assist in funding two projects in southern Dallas County. Jefferson Avenue/Pleasant Run Road and Wintergreen Road have important regional benefits. These projects provide connections to intermodal facilities, connection to IH 45, and future connection to Loop 9. The total proposed funding for the partnership is approximately \$28 million, with \$18 million from the RTC and \$10 million from the City of Lancaster, City of Hutchins, and Dallas County. The projects are expected to begin construction in Fiscal Year (FY) 2019 using \$10.5 million for the Jefferson Avenue/Pleasant Run Road project and \$17.5 million for the Wintergreen Road project. The proposed projects are included as part of the Congestion Mitigation and Air Quality Improvement Program and Surface Transportation Block Grant Program allocations through the Strategic Partnership program. The partnership leverages local and federal funding, improves access to intermodal facilities, and improves access for Environmental Justice communities. Discussions regarding the partnership were finalized in March 2017, and public meetings were held earlier in April. If approved by the RTC in May, staff anticipated inclusion of the projects in the Transportation Improvement Program/Statewide Transportation Improvement Program in the August timeframe. A motion was made to recommend Regional Transportation Council approval of the proposed funding partnership with Dallas County, City of Lancaster, and the City of Hutchins for the Jefferson Avenue/Pleasant Run Road project and the Wintergreen Road project as detailed in Reference Item 4, as well as approval to administratively amend the 2017-2020 Transportation Improvement Program/Statewide Transportation Improvement Program and other planning/administrative documents to incorporate these changes. Antoinette Bacchus (M); John Polster (S). The motion passed unanimously.

5. **2019-2022 Transportation Improvement Program Development:** Adam Beckom provided an update on efforts related to the development of the 2019-2022 Transportation Improvement Program (TIP). The development process involves a review of all active projects and solicitation of information on locally funded projects. Necessary adjustments will be made to the projects, including staging, funding, and scope changes. Staff will then develop revised project listings and balance the projects against the available revenue using allocations in the latest Unified Transportation Program. A Mobility Plan and air quality review will also be conducted to ensure the proposed projects are consistent with the appropriate documents. Information will then be presented for public review and comment. Lastly, the final project listings will be submitted to partners. North Central Texas Council of Governments (NCTCOG) staff meetings with local partners to receive input and updates on projects will be held in person or by conference call. Attendees should include project managers that can provide status of the project and fiscal managers that can provide information on expenditures and invoicing. Texas Department of Transportation (TxDOT) staff will be included to help set realistic expectations for project implementation. Project status information should be realistic and provided for start and end dates by phase. In addition, information regarding local match availability will be requested. Status of Local Project Advance Funding Agreements with TxDOT, interlocal agreements with NCTCOG, and invoicing is necessary. Staff will also request monthly reporting to the Revenue and Project Tracking System for Regional Toll Revenue projects. Mr. Beckom reminded members that this is an opportunity to request changes to project scope, limits, funding, and implementing agencies. He noted that special focus will be placed on projects that are at risk of losing federal funds such as projects on the Federal Highway Administration Inactive List and Preliminary Engineering Audit list, projects in the Transportation Alternative Program, as well as the Regional Transportation Council (RTC) 10-Year Milestone Policy list. In addition, projects placed into the first year of the Transportation Improvement Program will also be reviewed closely and TxDOT will be asked to concur that the projects can be implemented in the first fiscal year. NCTCOG staff will begin meeting with implementing agencies in May and begin financial constraint and analysis of projects over the summer. It is anticipated that draft listings will be presented to the Committee in February 2018 and to the RTC in March. Final action is anticipated in the April/May timeframe. Once approved, the final document will be submitted to TxDOT in the summer of 2018. State approval is anticipated in August, and federal approval by October 2018. John Polster requested that a copy of the presentation be provided to members following the meeting. Details were provided in Electronic Item 5.

6. **2045 Demographics:** Donna Coggeshall, Research and Information Services (RIS) Department, presented information regarding the development of the North Central Texas Council of Governments (NCTCOG) demographic forecast for the year 2045. Development of the forecast is a joint effort between the NCTCOG Transportation Department and RIS Department. The long-range demographic forecast for the region provides a base for the Metropolitan Transportation Plan, as well as for local government and partner agency planning. The forecasting process is data-driven and includes input and feedback from stakeholders. The current NCTCOG forecast extends to the year 2040 and work has begun on the development of a forecast that will encompass an additional five years, taking the forecast out to 2045. The forecast is being developed, in part, to support upcoming efforts related to the development of Mobility 2045, the 2019-2022 Transportation Improvement Program, and the corresponding air quality conformity analysis. Ms. Coggeshall highlighted the demographic forecast methodology. The process includes determining the 2045 control totals, projecting growth in each county, and developing anticipated urbanization patterns. It was noted that control totals are compared to other sources. For example, long-range county level projection data from the State Demographers Office, as well as data purchased from

the Perryman Group is used for comparisons. Between the years 2040 and 2045, an additional 570,000 people and 330,000 jobs are anticipated in the region. Dallas County and Tarrant County population increases appear to be flattening off as the counties fill, but Collin County and Denton County population rates are expected to continue to increase. Tarrant County is expected to experience the largest share of growth. Ms. Coggeshall highlighted the 2045 demographic forecast timeline and noted that local review is expected during May and June. Local feedback will be incorporated in July. The NCTCOG Executive Board will be asked to approve the five-year extension of the forecast at its August meeting since the 2040 forecast is the official demographic forecast. No changes are being made to the 2040 figures. In closing, Ms. Coggeshall highlighted data resources used in the forecast development. John Polster asked if discussions with local governments would be at the traffic survey zones level, once the populations have already been allocated to counties and the number is fixed. Ms. Coggeshall noted that information was correct and added that in this effort there are county level control totals and staff can provide each city with its share of the change. Chad Edwards discussed local review and asked how development that has occurred since 2013 will be accounted in the forecast. Ms. Coggeshall noted if it was known, the development was captured in the 2040 demographics. She clarified that NCTCOG is not updating the 2040 forecast, just extending the forecast by five years. Kristina Brevard asked if there would eventually be an amendment to the 2040 data. Ms. Coggeshall noted this would occur during the development of the next forecast. Michael Morris added the purpose of the demographic forecast is to develop Mobility 2045. If there are new developments that are occurring, the developments can be added in the new 2045 demographics which impact the Metropolitan Transportation Plan. If an interim demographic forecast is needed for another purpose, it can be addressed through a technical assistance request. Mr. Edwards asked how this affects the interim years, such as the 10-Year Plan, if the demographics are not changing. Mr. Morris noted interim demographic changes are not needed to develop Mobility 2045, which is the basis of the current effort. Mr. Edwards asked if the base year was changing. Mr. Morris stated no, there is no new census data.

7. **Legislative Update:** Rebekah Hernandez provided an update on federal and State legislative actions related to transportation and air quality issues affecting the Dallas-Fort Worth area. Regarding federal legislation, the Fiscal Year (FY) 2017 appropriations bill was to expire by close of business the day of the meeting. Prior to the meeting, the House and Senate approved a one-week continuing resolution and the President was expected to sign the bill by midnight, allowing another week to approve a bill that would continue funding through September 2017. Regarding the 85th Texas Legislature, upcoming dates of interest were highlighted. Related to the State budget, both the Senate and the House have passed their version of an appropriations bill and a Conference Committee has been announced. The Conference Committee is tasked with developing one version of the bill on which the House and the Senate will vote. Currently, the versions differ in overall spending but agree on State spending and Texas Department of Transportation (TxDOT) funding. The main difference between the bills is the House proposes to use the rainy day fund for other purposes (not transportation), but the Senate is opposed and instead proposes to delay the transfer of funds to the State Highway Fund by one budget cycle. In addition, the Senate version includes a high-speed rail rider that states TxDOT would not be able to use funds for a private high-speed rail project. The Senate version also includes less funding for the Texas Emissions Reduction Plan (TERP). Related to air quality, House Bill (HB) 2321 modernizes and adds flexibility to the Low Income Vehicle Repair, Retrofit, and Accelerated Vehicle Retirement Program (LIRAP) and Local Initiative Projects (LIP) programs and was approved by the House. HB 402 expands LIP projects and has passed out of the House. Related to emissions, two bills have been filed that would either limit or eliminate the motor vehicle emissions and inspection program. HB 2568 would limit the program to

approximately 10-year old vehicles and older. The bill passed out of the House Committee. HB 2569 would eliminate the program and is pending in Committee. Regarding TERP, Senate Bill (SB) 26 would extend the expiration dates of the program and update some of the programs. The bill was approved in the Senate mid-March but was recently referred to a House Committee. Ms. Hernandez noted that more than 20 high-speed rail bills have been filed. Most would require additional regulations. SB 977 would prohibit State money for private high-speed rail and was approved by the Senate. SB 979 now relates to property owners being able to repurchase property if it is not used for high-speed rail and was approved by the Senate. SB 981 would require a private high-speed rail company to have a facility compatible with all technology and has been placed on the Senate Intent calendar. Other bills would require additional security or reports on all projects. Related to Comprehensive Development Agreements (CDAs), HB 2861 is the statewide CDA bill that includes the three projects from the North Texas region. The bill passed out of Committee April 20 and reported from Committee on April 27. Regarding transit, SB 385 would require voter approval of local acceptance and use of federal funds for commuter rail projects. The bill passed out of the Senate Committee and was recently placed on the Senate Intent calendar for May 1. Finally, Ms. Hernandez highlighted additional topics of interest. SB 1588 would end the vehicle safety inspection and was approved in the Senate Committee. SB 88 would prohibit red light cameras and passed the full Senate. HB 62 would prohibit texting and driving and has passed the House but there has been no recent action. Related to automated vehicles, SB 2205 recently passed out of the House floor and focuses on general automated vehicle regulations. Finally, SB 312 (TxDOT Sunset) passed the Senate and was left pending in House Committee. Clarence Daugherty asked about Senate action on HB 2321. Ms. Hernandez noted the Senate version (SB 2003) was heard in the Senate Natural Resources Committee recently and was left pending to see how the House proceeds.

8. **High-Speed Rail Station Planning Update:** Kevin Feldt provided an update on recent progress regarding the station area planning of three high-speed rail stations in the region. North Central Texas Council of Governments (NCTCOG) staff is continuing efforts to investigate alignment alternatives, assist in environmental process completion, direct the process to create a local government corporation, and coordination of the the three station-area planning studies. NCTCOG's role regarding the three station area planning studies is to identify the best alignment between Fort Worth and Dallas and to coordinate with consultants on the best station locations in those areas. Corridors are analyzed based on length, percent on or adjacent to transportation facilities, percent adjacent to residential, whether the alignments meet the one-seat ride policy and the three-station policy, and others. The station area planning has been divided into three studies. The Arlington and Fort Worth station area studies are being conducted for each of the cities. Current study and coordination efforts were highlighted, as well as location criteria for each study. Completion of the studies are expected by July 1. Staff will continue coordination with local governments and stakeholders, complete NCTCOG's portion of the alignment studies, complete the analysis on the station locations, and develop recommendations. Additional information will be provided to members in the coming months.
9. **Mobility 2045:** Kevin Feldt provided an overview of upcoming efforts for the development of Mobility 2045, air quality conformity, and the 2019-2022 Transportation Improvement Program (TIP). He noted new Environmental Protection Agency (EPA) motor vehicle emission budgets were found adequate in November 2016. The region has a two-year grace period after the budgets are found adequate to reach attainment, which expires November 2018. As a result, staff has determined that this is an appropriate time to develop a new four-year Metropolitan Transportation Plan (MTP). The new MTP, Mobility 2045, will have a

base year of 2018 and a horizon year of 2045. Staff efforts will focus on ensuring consistency with environmental documents, the 10-Year Plan, Fixing America's Surface Transportation Act requirements, and 85th Texas Legislature outcomes. The revenue and demographics forecasts will be extended to 2045, federal and State performance measures will be updated, and the document will include updated policies, programs, and projects. Mobility 2045 will also include projects requiring any federal and State funding through 2021. Mr. Feldt noted that emerging technologies will be some of the more significant changes in the document since adoption of Mobility 2040. These include automated vehicle implementation, data sharing, "for-hire" private transportation roles, modern mover systems, and shared vehicles. In addition, new federal funding sources for freight, critical freight corridors, consistency with the Texas Department of Transportation (TxDOT) Freight Plan, and regional HAZMAT routes will be included. Within the coming weeks, North Central Texas Council of Governments staff will begin coordinating with regional TxDOT districts, transportation authorities, local governments, and the public. As a reminder, this effort will occur in parallel to air quality conformity and development of the 2019-2022 TIP. The TIP must be consistent with and fund the first four years of the MTP. Regarding air quality conformity, 2018 will be the base analysis year, with the interim years of 2027 and 2037. The new 2015 ozone National Ambient Air Quality Standards attainment year will be announced in October 2017 and the deadline for attainment will be 2021 if classified as marginal and 2024 if classified as moderate. Mr. Feldt reviewed the proposed schedule. He noted TIP action in the April/May timeframe and Mobility 2045 and air quality conformity action in the May/June timeframe. This allows time for review prior to the air quality conformity determination deadline of November 2018. Chris Klaus highlighted information presented earlier in the meeting regarding legislative bills that would change the current vehicle inspection and maintenance program. He discussed air quality conformity requirements and noted the motor vehicle emission budgets assume full implementation of the inspection and maintenance program. The bill would increase the number of model years that would be exempt from vehicle inspections. Staff estimates the exempt vehicles could allow up to 10 tons per day of additional emissions in the region. Staff will continue to monitor this bill. John Polster suggested legislative officials should be made aware of the efforts that would be necessary if such a bill passed. Shawn Poe asked the deadline for new projects to be included in Mobility 2045. Staff noted that if entities anticipate using federal or State funds to implement a project, they should communicate with Christie Gotti for inclusion of the project in the TIP. In addition, entities should coordinate with their local TxDOT district to ensure funding is possible. Unless entities plan for a project to let or require federal action between now and the next three years, it is preferred that entities hold on proposing new projects for Mobility 2045.

10. **Fleets for the Future Update and Bootcamp Invitation:** Bailey Muller presented an update on the Fleets for the Future project, a cooperative procurement opportunity to coordinate the large-scale purchase of alternative fuel vehicles in order to reduce fleet purchase costs. Total cost of ownership remains the number one factor for fleet managers in their vehicle acquisition decisions. Many people believe alternative fuel vehicles are more expensive with their total cost of ownership because of their greater initial purchase cost. However, lower fuel prices and maintenance costs make the total cost of ownership comparable to traditional fuel vehicle ownership. In addition, tax incentives further increase the value of alternative fuel vehicle purchases. Ms. Muller noted the North Central Texas Council of Governments (NCTCOG) regional procurement effort will focus on local public fleets and staff plans to release a vehicle bid Request for Proposals to organize a cooperative procurement in order to obtain volume discounts that fleets could not access individually. The procurement would be for light and heavy-duty vehicles and would consider propane, electric, plug-in hybrid electric, natural gas vehicles options. Based on local fleet

demand, options will be narrowed to certain vehicles in order to obtain volume discounts. To better align with municipal budget cycles, NCTCOG anticipates procuring vehicles through the vehicle bid contract in October 2017. However, because it is a volume based discount, staff will ask fleets to sign soft commitments to determine potential discounts. A Fleets for the Future bootcamp for procurement staff and fleet managers is scheduled from 10 am-2 pm on May 24, 2017, at the North Central Texas Council of Governments. Details were provided in Electronic Item 10.1. A letter encouraging fleets to participate was recently mailed to local governments and was provided in Electronic Item 10.2. Additional details are also available at www.nctcog.org/f4f.

11. **Clean Air Action Day, June 23, 2017:** Whitney Vandiver presented information on Air North Texas Clean Air Action Day, scheduled for June 23, 2017. Air North Texas is a regional air quality public awareness campaign that seeks to promote air quality public education. Clean Air Action Day is an annual event that encourages North Texans to do at least one thing to help improve air quality on that day. As in the past, Clean Air Action Day occurs on the June Surface Transportation Technical Committee (STTC) meeting date. Examples of clean air actions are carpooling, bringing lunch to work, using mass transit, biking/walking, combining errands, and others. STTC members can also participate by carpooling or joining the meeting remotely instead of attending in person. Additional details regarding attending remotely will be provided to members at a later time. Members can also encourage their entities to become Air North Texas partners by submitting the partner agreement provided in Electronic Item 11.2. This year, entities are encouraged to implement a Clean Air Action Day challenge at their organization within each department. The department within an organization with the highest percentage of participation will be recognized, and the organization with the highest participation will also receive recognition. Ms. Vandiver noted that specific directions will be provided to members by email. Entities that will be implementing a challenge were asked to notify North Central Texas Council of Governments staff by June 5, 2017. Clean Air Action Day challenge materials are available by request at airnorthtexas@nctcog.org. Details were provided in Electronic Item 11.1.
12. **Fast Facts:** Carli Baylor noted that March public meeting minutes were provided in Electronic Item 12.1. Topics presented at the meetings included Unified Planning Work Program (UPWP) modifications, development of the new UPWP, and several funding allocation updates.

Carli Baylor also highlighted a May public meeting notice distributed at the meeting in Reference Item 12.12. The notice included information on May 9, 10, and 15 public meetings and topics.

Carli Baylor also noted that Electronic Item 12.2 contained a listing of various 2017 Spring outreach events at which interested citizens can learn more information about air quality and transportation projects.

Amy Hodges highlighted current air quality funding opportunities for vehicles. The Environmental Protection Agency (EPA) has opened a Request for Proposals for the 2017 Clean Diesel Funding Assistance program. Eligible projects include vehicle and equipment replacements, engine replacements, and exhaust control technologies. The deadline for proposals is June 20. In addition, funding remains available for the Texas Natural Gas Vehicle Grant and Rebate Grants programs. Electronic Item 12.3 contained a link to the web site that provides information on a variety of funding opportunities.

Jenny Narvaez provided an ozone season update. She noted that as of the day of the meeting, the region had experienced no exceedances and the design value was at 74 parts per billion. Additional details were provided in Electronic Item 12.4.

Lori Clark highlighted information regarding a new proposed rate structure for street lighting that has been proposed to the Public Utility Commission by Oncor. A provision in the proposed rate structure could affect street lighting. Details were provided in Electronic Item 12.5.

Mark Kinnaman noted the Transportation Improvement Program (TIP) modification deadline for the August TIP/Statewide TIP cycle was close of business the day of the meeting.

Adam Beckom provided an update regarding the region's east/west equity percentages. Currently the west is at 31.8 percent and the east at 68.2 percent. Since all Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users funds are expended, staff will close out the east/west balance for this funding bill and present the information at a future meeting. Details were provided in Electronic Item 12.6.

Camille Fountain highlighted the May 4, 2017, Traffic Incident Management Executive Level Course announcement. Details were provided in Electronic Item 12.7. Members were reminded that attendance at Incident Management training is one of the scoring components for upcoming Incident Management related funding opportunities and is also used as a component for attending crash reconstruction workshops. In addition, Ms. Fountain noted the deadline for the Texas Department of Transportation 2017 Highway Safety Improvement Program Call for Projects is May 8.

Tom Bamonte presented information on the May 16, 2017, North Texas Smart Cities Summit. Details were provided in Electronic item 12.8.

Kevin Feldt noted that Electronic Item 12.9 contained North Central Texas Council of Governments comments on the DFW Core Express Study Alternatives Analysis Report released by the Federal Railroad Administration. Comments focused on various deficiencies in the areas of cooperation, partnership, alignment evaluation, regional policies, and ridership methodology.

The current Local Motion was provided in Electronic Item 12.10 and transportation partner progress reports were provided in Electronic Item 12.11.

13. **Other Business (Old and New):** Natalie Bettger noted the Texas Department of Transportation is conducting a series of meetings to gather input on its online project tracker tool. The local meeting will be held in Dallas on May 9, 2017. Additional details were provided to members following the meeting.
14. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on May 26, 2017, at the North Central Texas Council of Governments.

The meeting adjourned at 3:05 pm.