

MINUTES

SURFACE TRANSPORTATION TECHNICAL COMMITTEE March 23, 2018

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, March 23, 2018, 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, Bryan Beck, Katherine Beck, David Boski, Mohammed Bur, Dave Carter, Curt Cassidy, Ceason Clemens, John Cordary Jr., Hal Cranor, Tracy Homfeld (representing Clarence Daugherty), Chad Davis, Duane Hengst (representing Greg Dickens), Phil Dupler, Chad Edwards, Claud Elsom, Keith Fisher, Eric Fladager, Chris Flanigan, Ann Foss, Gary Graham, Tom Hammons, Brian McNulty (representing Ron Hartline), Laura Mitchell (representing Kristina Holcomb), Matthew Hotelling, Kirk Houser, Terry Hughes, Jeremy Hutt, Paul Iwuchukwu, Sholeh Karimi, Paul Knippel, Alonzo Liñán, Paul Luedtke, Alberto Mares, Lloyd Neal, Mark Nelson, Jim O'Connor, Kevin Overton, Dipak Patel, Todd Plesko, Shawn Poe, John Polster, Tim Porter, Daniel Prendergast, Bryan G. Ramey II, William Riley, Greg Royster, Moosa Saghian, David Salmon, Lori Shelton, Walter Shumac III, Tom Simerly, Randy Skinner, Chelsea St. Louis, Caleb Thornhill, Matthew Tilke, Mark Titus, Gregory Van Nieuwenhuize, Daniel Vedral, Caroline Waggoner, Jared White, Bill Wimberley, and Robert Woodbury.

Others present at the meeting were: Alexis Ackel, Vickie Alexander, Tom Bamonte, Berrien Barks, Carli Baylor, Natalie Bettger, Chris Bosco, Sarah Chadderdon, Ying Cheng, Shawn Conrad, Pritam Deshmukh, Kevin Feldt, Brian Flood, Christie Gotti, Allen Harts, Victor Henderson, Rebekah Hernandez, Chris Hoff, Tim James, Amy Johnson, Dan Kessler, Ken Kirkpatrick, Chris Klaus, Kevin Kokes, Kevin Kroll, Dan Lamers, Sonya Landrum, April Leger, Jody Loza, Nancy Luong, Gregory Masota, Mindy Mize, Michael Morris, Ron Natinsky, Jeff Neal, Alex Nervo, Curtis Newton, Evan Newton, Jonathan Nicol, Paoth Patel, Vercie Pruitt-Jenkins, Chris Reed, Ashley Releford, Christina Roach, Caryn Sanders, Wesley Shimek, Samuel Simmons, Shannon Stevenson, Dean Stuller, Don Szczesny, Gaby Tassin, Marian Thompson, Gretchen Vazquez, Jeremy Williams, Amanda Wilson, and Brian Wilson.

1. **Approval of February 23, 2018, Minutes:** The minutes of the February 23, 2018, meeting were approved as submitted in Reference Item 1. Jim O'Connor (M); John Polster (S). The motion passed unanimously.
2. **Consent Agenda:** There were no items on the Consent Agenda.
3. **2017-2018 CMAQ/STBG Funding Program: Safety, Innovative Construction, and Emergency Projects:** Adam Beckom presented staff recommendations for proposed projects to be funded under the Safety, Innovative Construction, and Emergency Projects Program in the 2017-2018 Congestion Mitigation and Air Quality Improvement Program (CMAQ)/Surface Transportation Block Grant Program (STBG) Funding Program. The status of the 11 CMAQ/STBG funding programs were highlighted. The purpose of this effort is to support operations, safety, innovative construction, and emergency improvements throughout the region. When evaluating projects, staff reviewed to determine if a project: addresses a safety issue, involves an innovative construction element, addresses an emergency situation, includes incident management/first responders safety benefits, and/or implements recommendations from the regional safety plan. Details on the projects staff proposed for funding using Regional Transportation Council (RTC) funds were provided in Electronic Item 3.1. Projects include: 1) North Central Texas Council of Governments (NCTCOG) Regional Safety Program partnership for \$15 million to address wrong way driving and intersection safety improvements, 2) South Shady Shores Road for \$10 million

for flood improvements in partnership with Denton County, City of Lake Dallas, and Town of Shady Shores, 3) Wycliff Avenue for \$5.6 million for drainage issues in partnership with the Town of Highland Park, 4) IH 30 managed lanes access gates for \$1.2 million for emergency vehicle and first responder access in partnership with the Texas Department of Transportation Dallas District, and 5) Meacham Airport area intersection improvements for \$416,800 in partnership with the City of Fort Worth. The proposed Regional Transportation Council funding for the projects total approximately \$32.216 million. Additional details on the overall funding program were provided in Electronic Item 3.2. The timeline for this effort was reviewed. A motion was made to recommend Regional Transportation Council approval of the proposed list of projects to fund through the 2017-2018 CMAQ/STBG Funding Program: Safety Innovative Construction, and Emergency Projects Funding Program. The Committee's action also included a recommendation that the Regional Transportation Council direct staff to administratively amend the 2019-2022 Transportation Improvement Program/Statewide Transportation Improvement Program and other planning/administrative documents to incorporate the changes. Mark Nelson (M); John Polster (S). The motion passed unanimously.

4. **Regional Traffic Signal Retiming Program and Minor Improvement Program Call for Projects:** Marian Thompson presented proposed projects to select for funding through the Regional Traffic Signal Retiming Program (RTSRP) and Minor Improvement Program Call for Projects. A brief overview of the programs was provided, which was presented to members at a previous meeting. The Regional Traffic Signal Retiming Program is a regional program to maximize the capacity of the existing roadway system by improving traffic operations through signal retiming. Approximately \$2 million was available for this program. The Minor Improvement Program improves the capacity of the existing roadway system by implementing low-cost operational improvements which enhance mobility and improve air quality. Approximately \$2.9 million was available for this program. Details of the project eligibility, funding details, and evaluation/scoring criteria for both programs were highlighted and provided in Electronic Item 4.3. A total of 60 RTSRP project proposals and 114 Minor Improvement Program proposals were received. At the February 23, 2018 STTC Meeting, the item was tabled because members requested that staff review the scoring and criteria for the programs. Updated project information, as well as scoring, was provided in Electronic Item 4.1 and Electronic Item 4.2. Revised scoring resulted in slight changes to the RTSRP proposed list of projects. Projects for both the western and eastern subregions were highlighted. In addition, the proposed list of projects for the Minor Improvements Program were highlighted for both subregions. In addition, the schedule for this effort was reviewed. Details were provided in Electronic Item 4.3. Mark Titus noted that after the latest rescoring, two of Richardson's five arterials dropped below the funding line while two other projects moved above the funding line. This creates an implementation challenge since the arterials that were funded are not contiguous or adjacent. Mr. Titus requested that the motion include the ability for North Central Texas Council of Governments (NCTCOG) staff to allow entities to trade funded corridors for the same dollar amount (or less) of unfunded, submitted corridors if doing so is in keeping with the program goals. He noted that Richardson staff have coordinated with NCTCOG staff who are supportive, with Surface Transportation Technical Committee and Regional Transportation Council approval. In order to allow all entities the same flexibility, Mr. Morris requested that any entity with proposed substitutions provide those to NCTCOG prior to the RTC mail out. A motion was made to recommend Regional Transportation Council approval of the 2017 Regional Traffic Signal Retiming Program and Minor Improvement Program Calls for Projects as provided in Electronic Item 4.1 and Electronic Item 4.2, respectively. The Committee's action also included a recommendation that the Regional Transportation Council direct staff to administratively amend the Transportation Improvement Program/Statewide Transportation Improvement Program and other planning/administrative documents to incorporate the projects. If projects

above the line do not move forward for any reason, action also allows staff to continue to the next project on the list for funding. In addition, entities who submit a request to trade funded corridors for the same dollar amount (or less) of unfunded (submitted and scored) corridors by April 6, 2018, will be included in the recommendation to the Regional Transportation Council. Mark Titus (M); Paul Luedtke (S). The motion passed unanimously.

5. **Mobility 2045 Update: Endorsement of Regional Transportation Council Action:**

Kevin Feldt provided an update on the development of Mobility 2045 and requested endorsement of the Regional Transportation Council's (RTC) action to begin the official public comment period on April 9, 2018. Mobility 2045 is anticipated to include approximately \$135.4 billion for transportation and mobility enhancements between now and 2045. The major roadway and asset optimization maps were highlighted, and it was noted no changes have been made to the recommendations since presented at the February RTC Mobility 2045 Plan Workshop. The arterial capacity improvements map was also highlighted, which includes updates. Mr. Feldt noted project recommendation maps and associated tables were available at www.nctcog.org/mobility2045. Priced facility and freeway recommendations were also highlighted and remain unchanged. The map of projects for future evaluation was also noted, including an additional north/south arrow in Collin County on the west side of Lake Lavon as there is an additional east/west arrow between Lake Lavon and Lake Ray Hubbard indicating the needed for additional analysis on capacity improvements in those two areas. Another additional area for analysis in the Butler Housing area near Downtown Fort Worth. In addition, transit corridor recommendations were noted, with no changes. The proposed Mobility 2045 plan includes approximately \$52 billion in roadway expenditures. However, regional needs total approximately \$389 billion leaving a shortfall of \$337 billion. Concerns raised at the March 8 RTC meeting included public involvement opportunities for FM 730 and an arterial north of Lake Weatherford, as well as updates to the roadway corridors for future evaluation in Collin County and a policy for active transportation mode share is included. Mr. Feldt highlighted additional plan components such as sustainable development, bicycle and pedestrian facilities, people movers, freight, aviation, Transportation Demand Management, Transportation System Management, high-speed rail, and others. Some of the proposed policy additions include a general policy to support the ability to modify the Mobility Plan for emergency operational improvements and to support implementation of a managed toll lane system within a tolled managed lane policy area. Public comments received to date include eminent domain, the Lake Corridor project in Collin County, funding, the availability of the draft Mobility 2045 plan, commuter rail, funding for more roadway and no transit, a policy foundation for Mobility 2045, transit funding, and others. The schedule for this effort was highlighted, with Surface Transportation Technical Committee (STTC) action anticipated in May and RTC action anticipated in June. The official public comment period begins April 9. Staff will revise recommendations based on STTC, RTC, the public, and transportation partner comments. The draft document will be available April 9. The official public meeting scheduled was reviewed. Dave Carter referenced the arterial roadways map, noting it is nearly impossible to determine which arterial is in which jurisdiction. In addition, the associated tables do not list the city for each of the projects. He noted he had made a request of staff to for a more detailed map of Collin County, which was helpful. He requested that those detailed tables be placed on the website so other agencies have an opportunity to review. A motion was made to endorse Regional Transportation Council approval to begin the official public comment period for Mobility 2045 on April 9, 2018. Dave Carter (M); John Polster (S). The motion passed unanimously.

6. **Next Steps on High-Speed Rail:** Michael Morris discussed the next steps to advance high-speed rail from Houston to Dallas, between Dallas/Arlington/Fort Worth, and from Fort Worth to Waco/Temple-Killeen/Austin/San Antonio/Laredo. Action was proposed for two items.

Regarding high-speed rail from Fort Worth to Laredo, meetings have been held with metropolitan planning organizations (MPOs) in Waco, Temple/Killeen, Austin, San Antonio, and Laredo to use the North Central Texas Council of Governments (NCTCOG) procurement process to select a consultant to work with the MPOs on a conceptual feasibility study of high-speed rail and/or next generation magnetic levitation rail from Fort Worth to Laredo. Staff proposed that \$300,000 in Surface Transportation Block Grant Program (STBG) funds be approved to add to \$200,000 from the MPOs in those regions for a total of \$500,000. The desire is to initiate public involvement, consensus building, and an initial feasibility of alignments to then be presented to the Texas Transportation Commission (TTC). If there is agreement, the desire is for the TTC to then move into a Tier 2 environmental review of high-speed rail from Fort Worth to Laredo. The second item is a request for NCTCOG to take the lead in the environmental review of high-speed rail from between Dallas/Arlington/Fort Worth instead of the Texas Department of Transportation (TxDOT) completing the work. TxDOT used America Recovery and Reinvestment Act funds with the Federal Railroad Administration and were not able to produce a draft Environmental Impact Statement. The Regional Transportation Council (RTC) has approved \$5 million in STBG funds for high-speed rail. Additional funds may be needed to complete the environmental clearance from Dallas to Fort Worth. Approval is needed for NCTCOG to take the lead in the environmental review to issue procurement documents. If necessary, staff will come back for approval of additional funding to complete the environmental review between Dallas and Fort Worth. Mr. Morris noted the draft Environmental Impact Statement is now available to review for high-speed rail from Dallas to Houston. Chad Edwards asked if staff has reviewed the availability of STBG funds for use in areas outside the Dallas-Fort Worth region. Mr. Morris noted there are specific rules for the STBG funding program with regard to spending money within the region and spending money to influence a transportation corridor to and from the region. Staff will review eligibility and would come back to STTC and RTC if a different source is needed. John Polster asked if the funding for the study from Fort Worth to Laredo would come from the western subregion and the \$5 million for high-speed rail from Dallas to Fort Worth would be split between the eastern and western subregion. Mr. Morris noted the \$5 million from Dallas to Fort Worth has been approved so there has likely been a calculation, and the \$300,000 would likely be from the western side of the region. A motion was made to recommend Regional Transportation Council approval of \$300,000 in Surface Transportation Block Grant Program funds for a conceptual feasibility study of high-speed rail and/or next generation magnetic levitation rail from Fort Worth to Laredo. Action also included a recommendation of RTC approval for the North Central Texas Council of Governments to take the lead on the environmental review of high-speed rail between Dallas/Arlington/Fort Worth. John Polster (M); Bryan Beck (S). The motion passed unanimously.

7. **Status Report on "Big Projects:" IH 635 East Phase 3:** Michael Morris provided an update on IH 635 East Phase 3. North Central Texas Council of Governments (NCTCOG) staff has been working with the Texas Department of Transportation (TxDOT) to close the financial gap on IH 635. NCTCOG staff have also been working on a legal risk assessment for each of the potential funding options for the IH 635 East project. Staff will not recommend that any of the three projects originally slated as "collateral" projects be used to fund the IH 635 East project. Options to fund the project were highlighted. Option 1 is a no build option. NCTCOG staff does not support the no build option. Option 2 includes two non-tolled express lanes in each direction and was proposed by TxDOT Headquarters. Under State law and Regional Transportation Council (RTC) policy, non-tolled lanes cannot be converted to tolled managed lanes. This option is also not supported because as the region approaches 11 million persons in 2045, there will be deteriorating speeds on the express lanes. Options 3, 4, and 5 are similar and include postponing the express lanes with the median left open for future development. This option saves \$200 million and allows for tolled

managed lanes in the future. NCTCOG staff continues to review this option. The environmentally cleared project can be stage constructed with continuous frontage roads and ten general purpose lanes. At the appropriate time in the future, the tolled managed lanes could be introduced in the open median. Some elected officials may not be supportive of this option because they do not want the corridor under construction for an extended period. Options 6, 7, and 8 includes construction of the tolled managed lanes to Royal Lane/Miller Road. This is already in the State Implementation Plan and the preliminary risk assessment done by NCTCOG staff identifies that this option has minimum risk since this scope is included in the environmental document. In this option, the tolled managed lanes could be constructed to Royal Lane/Miller Road with the remaining portion of the corridor to IH 30 including an open median for future development. In this option, on \$65 million in cost is added for the tolled managed lane portion to Royal Lane/Miller Road. However, the tolled managed lanes will generate revenue. Option 9 is to construct tolled managed lanes to Royal Lane/Miller Road and non-tolled express lanes from Royal Lane/Miller Road to IH 30 exactly as included in the environmental document. He noted the RTC's desire to extend the tolled managed lanes to IH 30. Interest of the RTC to support this option as a middle position to move the project forward will be sought. Option 10 is the RTC's current position that is also proposed in the Mobility 2045 recommendations and includes ten general purpose lanes, four tolled managed lanes, interchanges (including at IH 30), and continuous frontage roads from US 75 to IH 30. Mr. Morris noted there are a total of 10 funding options with various ways to fund several options. John Polster noted that even if there is an option to move forward with IH 635 East without the use of funds from other projects to fill the gap, he believed that it will make the future for all other projects that much more difficult because funding flexibility is restricted by the inability to use all available tools. In addition, he noted that it was his understanding that a City of Dallas representative stated at the March 8 RTC meeting that Dallas was not supportive of any alternative that does not include tolled managed lanes. He added other entities are expected to take the same position and encouraged members to be aware that these types of issues challenging local control have impacts to all entities in the region. Shawn Poe asked that members be provided a copy of the graphics presented at the meeting. Mr. Morris noted that he would provide the graphics at a later time, once edited, to prevent there from being more than one version of the slides that will be presented to the RTC. Mr. Poe asked if the projects previously suggested as "collateral" will still be listed in any of the options. Mr. Morris noted that one of the options that TxDOT Headquarters is proposing is to cash in \$500 million of the three "collateral" projects. In the funding tables provided to the RTC the TxDOT option will list those three projects, but there will be a notation that NCTCOG is suggesting that the RTC is not supportive of that option. Paul Luedtke asked if dollar amounts will be available for each of the options at the RTC meeting. Mr. Morris noted the dollar amounts will be included for the RTC meeting for each of the options.

8. **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 legislative action, as part of the February budget deal that included \$20 billion for infrastructure in Fiscal Year (FY) 2018 and FY2019, Congress is finalizing the FY2018 bill totaling \$1.3 trillion for all departments. The bill has been approved by the House and Senate, and was recently signed by the President. Related to the remaining FY2018 appropriations for transportation, of the \$1.3 trillion, approximately \$70.3 billion is included for the Department of Transportation Housing and Urban Development. This is an increase of \$12.6 billion over FY2017 levels. Federal Highway Administration programs will receive an additional \$2.5 billion over FY2017 levels and there will be no rescission of highway contract authority. In addition, \$10.5 billion is included for transit formula grants (an addition \$834 million) and \$2.6 billion for Capital Investment Grants (an additional \$232 million). The Federal Aviation Administration also received an

extension which includes \$18 billion for aviation, an increase of \$1.6 billion. Overall, the bill meets or exceeds the limitations of the Fixing America's Surface Transportation (FAST) Act. Ms. Hernandez also discussed the Transportation Investment Generating Economic Recovery (TIGER) program. TIGER funding was thought to be cut completely. However, FY2018 appropriations includes \$1.5 billion for TIGER which is \$1 billion over previous years. Included is a 30 percent set aside for rural projects, maximum grant of \$25 million, and a maximum state share of 10 percent of all grants. In addition, planning grants are now eligible with up to \$15 million available per project. She also discussed the proposed White House Infrastructure Plan. Last month, the White House officially released a 55 page document outlining the proposed Infrastructure plan followed by a document from the Department of Transportation that provided some additional details and examples of what could be included in the future bill. The plan contains four sections: 1) funding programs, 2) principles for infrastructure improvements, 3) environmental review/permitting process, and 4) workforce developments programs. Approximately \$2 billion is proposed with the goal of leveraging that amount to \$1.5 trillion through public-private partnerships and funding from state and local governments. It includes grant programs for rural projects, innovative projects, and then also has credit programs like expanding Transportation Infrastructure Finance and Innovation Act (TIFIA). The second section includes the principles for infrastructure improvements that are related to financing, highways transit rail and airports. It also proposes more tolling flexibility and expedited project delivery for highways, transit, and rail. The third section creates new review structures and delegating decision making to states in an effort for more efficient processing of environmental reviews. The final section is related to workforce development programs. Congress must still propose a bill, which may not be until next year. Regarding the State Legislature, interim committees continue to meeting on interim charges. Recently the Senate Finance Committee met on topics related to revenue. The State Comptroller presented preliminary revenue estimates. Information was provided on oil and gas tax revenues that are anticipated to be higher, but this only has small impacts to the budget since there is just a small portion of those revenues that go towards the General Revenue fund. The Comptroller also presented potential changes to the Rainy Day fund by creating an investment fund. The House Transportation Committee also recently met and discussed emerging issues in transportation such as automated vehicle technology and drones. The upcoming legislative session begins in January 2019 and a Regional Transportation Council (RTC) Legislation and Finance Workshop is scheduled for May 10, 2018, prior to the RTC meeting.

9. **Waze/511 DFW and Traffic Signal Data Sharing Projects: Second Round Grant**

Available: Clint Hail provided information on the second round of grant opportunities focused on traffic signal data sharing and the Waze data sharing program. A review was provided on the first rounds of grant funding. Approximately \$125,000 remains available for each opportunity for grants of up to \$25,000 for programs designed to encourage sharing traffic signal data with the developer community to support connected vehicle, vehicle to infrastructure, and travel navigation applications and making road closure and special event information available to travel navigation platforms such as Waze and DFW 511. For the traffic signal data sharing program, the purpose of the effort is to take a step forward towards making traffic signal data available for the developer community and the wider regional transportation network. Public entities with jurisdiction over traffic signals and a willingness to share the information with outside entities are eligible. The technical proposal is given the highest scoring. For the Waze data sharing program, the purpose of the effort is to help local partners more easily and successfully share road closure and event information with transportation information platforms. Members were encouraged to enroll their respective entities in the Waze Connected Citizens program. At this time, most major cities in Texas and key transportation authorities are enrolled in the Waze Connected Citizens program, including the Texas Department of Transportation and North Texas Tollway

Authority. Applicants were encouraged to include their 911 stations in their technical solutions. Those applicants connecting their 911 centers to Waze in their technical solutions will receive added preference in the application scoring process. Ultimately, the goal is to have 511DFW become the hub for traffic information that is then communicated in Waze to create a seamless platform for data sharing. The schedule for this effort was reviewed, with applications due May 4, 2018, followed by Surface Transportation Technical Committee, Regional Transportation Council, and Executive Board action. Sean Poe noted that many cities are investing significant funds for Active Traffic Management (ATM) systems and encouraged North Central Texas Council of Governments staff to work with manufacturers regarding the value of traffic signal data. In addition, he noted the desire for higher amounts of grant funding for those entities that do not have the finances to invest in ATM systems. Michael Morris noted that higher grant funding opportunities is important and that staff will continue to review opportunities for grant funding as the technology matures in the coming years. Alonzo Liñán asked staff for additional detail about what will be done for the \$25,000. Mr. Morris noted an example in Frisco in which Audi is interested in using information from traffic control systems to communicate with technology inside of vehicles. He noted there are many possibilities and members should complete the survey and include any ideas. Kirk Houser noted an example of how data could be used to determine what traffic signals should be retimed versus the traditional call for projects method of using a scoring criteria.

10. **Tire Recycling Program:** Michael Morris presented information regarding efforts to integrate a tire recycling program within the region. The Dallas-Fort Worth region produces approximately 5 million worn out tires on the transportation system each year, and approximately 100,000 from trucks. These tires end up in landfills, are sometimes dumped illegally, and worn out tires used on the roadway are a safety issue. There is an opportunity to develop a horizontal program to centralize the collection of tires to be recycled into new products. The City of Dallas is interested in exploring this initiative and is looking for regional partners. The effort will potentially be added to the Metropolitan Transportation Plan Policy Bundle. Mr. Morris asked that anyone interested in potentially participating in this initiative contact April Leger to be included in future meetings on this topic.
11. **Start of Ozone Season:** Jody Loza provided an update on a variety of air quality topics pertaining to North Central Texas, including the beginning of the 2018 ozone season. She noted the Air Quality Handbook, distributed at the meeting. The purpose of the handbook is to highlight the various projects, programs, and policies supported through the North Central Texas Council of Governments (NCTCOG) and partner agencies, and also the positive impact these have and continue to have on improving air quality in the region. She noted that the ozone season began on March 1 and continues through the end of November. Currently in the 2018 ozone season, the region has experienced no exceedance days. At this time last year, the first exceedance day occurred in May. The current design value is 68 parts per billion (ppb). The 2017 ozone season ended at 79 ppb, which was the lowest design value the region has experienced since tracking began. Ms. Loza also highlighted various air quality funding opportunities related to Clean Fleets North Texas, the Volkswagen settlement, the Metropolitan Transportation Plan Policy Bundle, and the Texas Emissions Reduction Plan. Details of the opportunities were provided in Electronic Item 11. In addition, 2018 Air North Texas efforts were highlighted. This year, Campus Clean Air Action Days will take place at participating universities March-April 2018. Staff will participate in regional outreach events, as well as promote Air Quality Awareness Week through a social media campaign. Clean Air Action Day is June 22, 2018, and also a Surface Transportation Technical Committee meeting day. Air North Texas advertisements and marketing will appear on billboards, radio, online, and others May-October 2018. In addition, interested parties can sign up to receive Air North Texas air pollution alerts at www.airnorthtexas.org. Regarding the 2015 8-hour ozone National Ambient Air Quality

Standard (NAAQS), the Environmental Protection Agency (EPA) released a federal register notice on November 16, 2017, that designated 2,646 counties as attainment. On January 16, 2018, the 2015 8-hour ozone NAAQS rule became effective. Staff anticipates that the final rule classifying nonattainment counties will occur by the end of April 2018. The Dallas-Fort Worth 10-county nonattainment region is expected to be classified as marginal. Ms. Loza noted that staff is monitoring a recent United State Court of Appeals South Coast Air Quality Management District versus the EPA decision. The decision essentially vacated most of the 2008 ozone implementation rule. NCTCOG staff is working with the Texas Commission on Environmental Quality and the Federal Highway Administration on how this decision impacts the Dallas-Fort Worth region. This region, as well as other regions, could face potential new conformity requirements or redesignations as a result of the decision. She noted the Regional Transportation Council has sent correspondence to United States Congressional representatives requesting that they work with the EPA to determine the impacts to the region and the best way to move forward. Staff will continue to provide updates to members as more information is available.

12. **Bike Share Update:** Kevin Kokes provided information regarding bike share and ongoing discussions with stationless/dockless bike share companies that have recently deployed in cities across the region. Traditional bike share is an opportunity to rent a bicycle, focused in limited locations, typically run by nonprofit organizations with fixed locations for rental and returns. In recent months, private enterprise has entered the marketplace bringing bikes that are possible to rent anywhere in the region. This option has no docking stations or fixed bike racks, is GPS-based, and a mobile app identifies locations and unlocks/locks bikes for use through a pay-as-you-go system. There are many advantages to stationless/dockless bike shares that include accessibility, affordability, first/last mile connections to transit, opportunities to reduce short car trips, public health benefits, and data for improved planning. Concerns have been well documented by the media in recent months, but primarily are related to where the bicycles are being parked, potential safety or Americans with Disabilities Act issues for blocked sidewalks, aesthetics, lack of order, and rebalancing of fleets. At the local level, there have been a range of approaches to how the local communities are integrating bike share into their communities. Mr. Kokes noted that all communities are interested in the opportunity to learn from the data about where bike shares are most utilized to help plan for future infrastructure. Related to transportation, data can help entities understand where people are starting and ending trips, routes taken, and how plans can accommodate users. An example of trip origination data in the Dallas was highlighted. Staff and entities in the region will be monitoring bike share developments and working with bike share companies. The North Central Texas Council of Governments (NCTCOG) will be collecting and assembling ordinances and permitting requirements that are being adopted locally, as well as around the country and are happy to share the information with Committee members. In addition, NCTCOG staff will be coordinating with various cities that are actively engaging bike share companies to discuss the appropriate format of data collected and its use in analyzing the bicycle network for transportation planning purposes. He encouraged members considering some type of bike share to contact staff to be included as part of the informal group. Members discussed virtual bike parking racks, as well as some of the concerns related to dockless bike share. Greg Ramey suggested that standardization be a consideration so that things like virtual bike racks are consistent and easily recognized across jurisdictions.
13. **Fast Facts:** Vercie Pruitt-Jenkins noted that a new member orientation for primary and alternate Regional Transportation Council (RTC) members will be held on Thursday, April 12, 2018, Transportation Council Room.

Victor Henderson referenced the Public Comments Report provided in Electronic Item 13.1. The report is a compilation of general public comments submitted by members of the public from January 20 through February 19, 2018. The majority of comments received were regarding the IH 635 East project.

Carli Baylor highlighted February public meeting minutes provided in Electronic Item 13.2. Public meetings were held February 5, 7, and 13. Presentations included Mobility 2045, Access North Texas, and funding initiatives.

Carli Baylor also noted the April public meeting notice was distributed at the meeting in Reference Item 13.12. Public meetings are scheduled for April 9, 10, and 11, 2018. Topics to be presented included Mobility 2045, Unified Planning Work Program modifications, the 2019-2022 Transportation Improvement Program, air quality updates, and results from a recent bicycle survey.

In addition, Carli Baylor noted upcoming spring outreach events. Each spring, the Transportation Department participates in various events to discuss transportation and air quality programs with North Texans. A complete list of the events were provided in Electronic Item 13.3.

Brian Wilson noted that the spring edition of Mobility Matters was distributed at meeting. Articles included Mobility 2045, the Hyperloop, and a feature article on the RTC Vice Chair Gary Fickes. An online edition of Mobility Matters is available at www.nctcog.org/mobilitymatters.

Alexis Ackel highlighted current air quality funding opportunities for vehicles. Opportunities include the Clean Fleets North Texas 2018 Call for Projects. Approximately \$1.5 million is available for the replacement of both on-road and off-road diesel vehicles. A workshop is scheduled for April 5, at 1:00 pm. Details were provided in Electronic Item 13.4.

Alexis Ackel also highlighted upcoming Dallas-Fort Worth Clean Cities Coalition events. A Sustainable Landscaping event is scheduled for 1:30 pm on March 27. Details were provided in Electronic Item 13.5.

Alexis Ackel also noted that the North Central Texas Council of Governments recently submitted comments as part of the Volkswagen settlement, provided in Electronic Item 13.6, related to Electrify America.

Nancy Luong noted that free Car Care Clinics will be held in April to encourage drivers to properly maintain their vehicles because this has a positive effect on air quality. This year's focus is on check engine lights. Details were provided in Electronic Item 13.7. Handouts were also distributed at the meeting.

Dora Kelly discussed an AirCheckTexas outreach assistance request to help promote the AirCheckTexas Drive a Clean Machine program. Members were encouraged to add information about the program to their newsletters, water bill inserts, or social media posts. Partner resources were made available in Electronic Item 13.8.

Shawn Conrad announced that NCTCOG, in partnership with the Urban Land Institute and other partnering organizations, will host two summits focused on creating walkable developments in North Texas on April 19 and 20. NCTCOG has also been working with George Washington University to identify dense walkable places in the Dallas-Fort Worth

region and this research study will also be discussed at the summits. Details were provided in Electronic Item 13.9.

Kevin Kroll noted that NCTCOG is preparing to release a Request for Proposals for Commercial Vehicle Enforcement (CVE) equipment and training. The program will provide North Texas CVE police agencies with needed portable weight scales and training in an effort to reduce the number of commercial vehicle related crashes caused by overweight and unsafe commercial vehicles, provide air quality benefits, and to protect regional roadways and bridges by enforcing compliance with State laws regulating commercial vehicle weight.

The current Local Motion was provided in Electronic 13.10, and transportation partner progress reports were provided in Electronic Item 13.11.

14. **Other Business (Old and New):** Dan Kessler reminded members that the deadline for the second round of the Metropolitan Transportation Plan Policy Bundle was Friday, April 6, 2018. In addition, he introduced new North Central Texas Council of Governments (NCTCOG) staff: Clint Hail, Marcus Mallard, Evan Newton, and Alex Nervo. He also noted that Caryn Sanders was recently transferred to the Travel Demand Management team. Mr. Kessler also noted that NCTCOG staff has been invited to Camp Mabry in Austin to brief military leaders on the Joining Forces effort NCTCOG conducts in collaboration with military and community leaders.
15. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on April 27, 2018, at the North Central Texas Council of Governments.

The meeting adjourned at 3:30 pm.