

MINUTES

SURFACE TRANSPORTATION TECHNICAL COMMITTEE September 22, 2017

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, September 22, 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, Micah Baker, Katherine Beck, David Boski, Jonah Katz (representing Kristina Brevard), Mohammed Bur, Dave Carter, John Cordary Jr., Hal Cranor, Jacqueline Culton, Clarence Daugherty, Chad Davis, David Disheroon, Massoud Ebrahim, Chad Edwards, Claud Elsom, Gretchen Vasquez (representing Keith Fisher), Eric Fladager, Chris Flanigan, Ann Foss, Gary Graham, Tom Hammons, Matthew Hotelling, Kirk Houser, Terry Hughes, Jeremy Hutt, Paul Iwuchukwu, Tim James, Tom Johnson, Paul Knippel, Anshi Jim (representing Chiamin Korngiebel), Richard Larkins, Alonzo Liñán, Paul Luedtke, Stanford Lynch, Alberto Mares, Laura Melton, Charlie Rosendahl (representing Mark Nelson), Michele Wilson (representing Kenneth Overstreet), Kevin Overton, Dipak Patel, Todd Plesko, Shawn Poe, John Polster, Tim Porter, Moosa Saghian, David Salmon, Robert Woodbury (representing Elias Sassoon), Lori Shelton, Walter Shumac III, Tom Simerly, Randy Skinner, Angela Smith, Chelsea St. Louis, Mark Titus, Gregory Van Nieuwenhuize, Daniel Vedral, Carline Waggoner, Jared White, and Bill Wimberley.

Others present at the meeting were: Vickie Alexander, Tom Bamonte, Berrien Barks, Carli Baylor, Adam Beckom, Natalie Bettger, Jason Brown, John Brunk, Ken Bunkley, Sarah Chadderdon, Theresa Clifford, Michael Copeland, Matt Craig, Cody Derrick, Kevin Feldt, Eddie Fuerst, Mike Galizio, Martin N. Gonzalez, Christie Gotti, Wade Haffey, Fola Hammones, Victor Henderson, Alan Hendrix, Chris Hoff, Dan Kessler, Ken Kirkpatrick, Chris Klaus, Dan Lamers, Sonya Landrum, April Leger, Erin Lewis, Mark Middleton, Mindy Mize, Michael Morris, Jenny Narvaez, Justin Naylor, Jeff Neal, Markus Neubauer, Rob Rae, Chris Reed, Amy Rideout, Christina Roach, Trey Salinas, Russell Schaffner, Wesley Shimek, Gerald Sturdivant, Kimberlin To, Gretchen Vazquez, Mitzi Ward, Amanda Wilson, Craig Wilson, and Michelle Wilson.

1. **Approval of August 25, 2017, Minutes:** The minutes of the August 25, 2017, meeting were approved as submitted in Reference Item 1. John Polster (M); Tim James (S). The motion passed unanimously.
2. **Consent Agenda:** There following items were included on the Consent Agenda.
 - 2.1. **Transportation Improvement Program Modifications and Approval of Transportation Development Credits to Close Out Older Transit Grants:** A recommendation for Regional Transportation Council (RTC) approval of revisions to the 2017-2020 Transportation Improvement Program (TIP), provided in Electronic Item 2.1.1 was requested, including the approval of Transportation Development Credits (TDCs) in support of a partnership among the RTC, the Federal Transit Administration, and the Texas Department of Transportation to close out older grants using TDCs to prevent a potential loss of federal funds that support transit service, as noted in Electronic Item 2.1.2. A copy of correspondence identifying an alternate resolution was provided in Electronic Item 2.1.3. The Committee's action also included a recommendation that the RTC direct staff to amend the Unified Planning Work Program and any other necessary planning/administrative documents with changes reflected in the TIP modifications.

- 2.2. FY2018 and FY2019 Unified Planning Work Program Modifications: A recommendation for Regional Transportation Council approval of modifications to the FY2018 and FY2019 Unified Planning Work Program was requested. 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 documents, as appropriate, to reflect the approved modifications. The proposed modifications were provided in Electronic Item 2.2.1, and additional information was provided in Electronic Item 2.2.2.

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

3. **Regional Transportation Council Federal Transit Administration Call for Projects:**

Karina Maldonado presented projects recommended for funding in the Regional Transportation Council (RTC) Transit Call for Projects. Funding was available through the Enhanced Mobility of Seniors and Individuals with Disabilities Program and the Urbanized Area Formula Program for Job Access/Reverse Commute (JA/RC) projects to support projects in the Dallas-Fort Worth-Arlington and Denton-Lewisville urbanized areas. She noted funding available in the McKinney Urbanized Area is administered by the Texas Department of Transportation and was not included in the call for projects. Information regarding the eligible costs was highlighted and included planning expenses for JA/RC projects, as well as capital and operating expenses for both funding programs. Additional details on the reimbursement grants, including eligible expenses and local match, were provided at the August meeting. For the Dallas-Fort Worth-Arlington Urbanized Area, approximately \$6 million was available for the two programs. A total of 13 projects requesting approximately \$5.9 million was received. Staff recommended funding for 8 projects totaling approximately \$1.6 million in federal funding. Two Job Access/Reverse Commute-type projects were recommended for funding through the Urbanized Area Formula Program: 1) an Inland Port Job Access Transportation Planning Study and 2) vanpool service in Southern Dallas for Inland Port Job Access. She noted the remaining \$2.7 million will be returned to the transit authorities in the Dallas-Fort Worth-Arlington Urbanized Area. For the Enhanced Mobility of Seniors and Individuals with Disabilities Program, recommended projects included: 1) Dallas Area Rapid Transit's Carrollton/Rowlett Taxi Voucher Subsidy Program; 2) the City of Dallas' Senior Medical Transportation Program; 3) vehicles for Dallas County Health and Human Services Older Adult Services Program; 4) City of DeSoto's new transit program; 5) the Fort Worth Transportation Authority's Access to Community project; and 6) vehicles for the City of Lancaster's Life Center Mobility Project. She noted that for the Dallas County Human and Health Services and City of Lancaster projects, vehicles are recommended for award through the North Central Texas Council of Governments (NCTCOG) Vehicle Lease Program to reduce capital costs for implementing service. Approximately \$1.6 million was not awarded in the Dallas-Fort Worth-Arlington Urbanized Area and will be carried forward. For the Denton-Lewisville Urbanized Area, approximately \$500,000 was available between the two programs. Funding requests totaled approximately \$302,000 to support two projects. For the Enhanced Mobility program, two projects totaling approximately \$302,000 were submitted by Span. Both projects were recommended for award of all available funds. Both projects will provide demand-response services to the areas of Flower Mound and the areas of Hickory Creek, Shady Shores, Lake Dallas and Corinth. No JA/RC projects were submitted and remaining funds will be returned to Denton County Transportation Authority. Additional details regarding individual projects were provided in Reference Item 3. The schedule for this effort was highlighted. John Polster asked how nontraditional providers are notified of these types of call for projects. Ms. Maldonado noted that NCTCOG staff maintains a contact list of those providers that have previously participated through call for projects, as well as those

who participate through the Access North Texas Plan. A motion was made to approve funding recommendations for the Regional Transportation Council Transit Call for Projects as detailed in Reference Item 3. John Polster (M); Randy Skinner (S). The motion passed unanimously.

4. **2017 Infrastructure for Rebuilding America Grants:** Adam Beckom presented project recommendations for the 2017 Infrastructure for Rebuilding America (INFRA) Grant Program. A copy of the notice of funding opportunity detailing the grant program was provided in Electronic Item 4.1. In addition, a review of the previous INFRA grant program presentation was provided in Electronic Item 4.2. He noted that the Texas Department of Transportation (TxDOT) Austin has announced it will be submitting the following projects: 1) US 69 in the Beaumont District, 2) SH 225 at Beltway 8 in the Houston District, and 3) IH 35W/North Tarrant Express in the Fort Worth District. This changes the recommendations detailed in Reference Item 4.3 of the meeting mail out material for the Dallas-Fort Worth region. Staff proposed to submit the following projects on behalf of the Regional Transportation Council (RTC): 1) IH 635 LBJ East for \$100-\$165 million, 2) DFW Connector for \$65 million, and 3) IH 20 "Y" Connection for \$100 million. Considerations when selecting the proposed projects included projects in both the east and the west, focus on large-scale projects, opportunities for mega-leveraging, whether the project was large enough to be competitive, and partnership with TxDOT. Mr. Beckom also noted the decision by the RTC at its September 14 meeting to not provide letters of support to non-RTC and non-TxDOT projects in order to focus on larger projects in the region. The timeline for this effort was highlighted, with RTC action proposed on October 12. A motion was made to recommend Regional Transportation Council approval of projects proposed for submittal, as detailed at the meeting, by the North Central Texas Council of Governments/Regional Transportation Council for the 2017 Infrastructure for Rebuilding America grant program. 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 any other planning/administrative documents to include projects, if selected. Dave Carter (M); Tim James (S). The motion passed unanimously.
5. **Congestion Mitigation and Air Quality Improvement Program/Surface Transportation Block Grant Program Funding: Local Bond Program Partnerships:** Adam Beckom presented the proposed list of projects to fund under the Local Bond Program Partnership Program of the 2017-2018 Congestion Mitigation and Air Quality Improvement Program (CMAQ)/Surface Transportation Block Grant (STBG) Funding Program. The 11 programs of the CMAQ/STBG Funding Program were highlighted, as well as the status of each. The goal of the Local Bond Program Partnership is to leverage bond funds for projects of strategic importance to local governments and the region. Staff has been working with the City of Dallas, Hunt County, and Parker County. A total of approximately \$77.4 million was recommended for the proposed projects, detailed in Reference Item 5.1. Electronic Item 5.2 contained additional details on the partnership program. Mr. Beckom noted that all funds are contingent upon the materialization of bond program/private-sector contributions. He added that for the City of Dallas funds, \$40 million previously approved for the Southern Gateway Pedestrian Plaza was not included in this effort. The schedule for this effort was highlighted. Chelsea St. Louis thanked staff for its coordination with the City of Dallas. She added that the list of proposed projects would be circulated within the various departments within the City of Dallas to confirm that all parties are agreeable to the local funding proposed for Regional Transportation Council action. A motion was made to recommend Regional Transportation Council approval of the proposed list of projects in Reference Item 5.1. The Committee's action also included a recommendation that the Regional Transportation Council direct staff to administratively amend the 2017-2020 Transportation Improvement

Program/Statewide Transportation Improvement Program and any other planning/administrative documents to incorporate the changes. Stanford Lynch (M); Tim James (S). The motion passed unanimously.

6. **Big Projects in Texas and the Dallas-Fort Worth Region:** Michael Morris provided an overview of efforts by the Texas Transportation Commission to implement big projects in the State of Texas. As a result, North Central Texas Council of Governments (NCTCOG) staff has been asked to create a list of projects for the region that are competitive with large projects such as IH 45 in Houston and IH 35 in Austin. Since the Dallas-Fort Worth region has been innovative in past years, it is possible that the region is vulnerable to being overlooked for funding due to the magnitude of big projects in need of funding statewide. NCTCOG staff was asked to work with the Dallas and Fort Worth Texas Department of Transportation (TxDOT) districts to develop projects to be proposed by the region. Staff began with an estimate from TxDOT Commissioner Victor Vandergriff on potentially available uncommitted revenue over the next ten years, then applied the appropriate formula allocation to the region, as well as the Regional Transportation Council (RTC) east/west equity percentages to develop the proposed amount for projects in both the eastern and western subregions. He highlighted the proposed next big projects for the region which included: IH 635 East Phase 3, the IH 20 "Y" Connection update and replacement of four lane sections, and interstate highway capacity near Downtown Dallas. Mr. Morris noted that the proposal will not impact schedules or revenue for current 10-Year Plan projects and the use of contingency funds from the 10-Year Plan is not proposed. In the western subregion, the proposed project is the "Y" Connection and elimination of four lane sections. TxDOT will lead the project with NCTCOG assistance. The proposed project extends from the Northeast Mall to downtown Mansfield and is proposed as the next big project in the west. In the eastern subregion, the first proposed project is IH 635 East from US 75 to IH 30, including the IH 30 Interchange and the Skillman/Audelia bridge project (previously funded). It is proposed to be tolled the entire length of the project, which will bring more than \$500 million in revenue that will be available for other projects in the eastern subregion. TxDOT has initiated the traffic and revenue study, and NCTCOG will focus on the traffic forecast and public outreach. NCTCOG will ensure the project is updated in the Mobility Plan and work to expedite air quality conformity for "just in time" delivery. NCTCOG will also alert the Federal Highway Administration of the need for expedited review. LBJ East is the next big project proposed in the east, following the Southern Gateway. With regard to the downtown Dallas project, a project is needed as a result of the City of Dallas not supporting the recommendations for the Trinity Parkway project. Commissioner Vandergriff is meeting with TxDOT Dallas, the City of Dallas, communities, and stakeholders to reach consensus on a project. NCTCOG staff will ask that the North Texas Tollway Authority waive primacy on LBJ East and the Trinity Parkway replacement project so the region can proceed. The improvements are expected to include SH 183, US 175, Harry Hines/SL 354, and others. Mr. Morris noted there will be focus on innovative funding of the proposed projects and encouraged members to provide comments. Details were provided in Electronic Item 6.

John Polster discussed how from a mobility standpoint, the proposed projects should move forward. However, he noted areas in the state that he believes have been apathetic towards their funding situations while the Dallas-Fort Worth region has been innovative and motivated to fund projects. As a result, it could be perceived that funding projects in regions who have been less innovative, is "rewarding entities for bad behavior." He suggested that the cities along the IH 635 East corridor be required to include tolled managed lanes in the proposed project and discussed the use of tolled managed lanes during negotiations for IH 35E. He expressed frustration that he believed if entities along the IH 35E corridor would have been less innovative, the section of IH 35E from IH 635 to Denton would likely be one

of the proposed projects that would be considered most competitive with IH 35 in Austin and IH 45 in Houston. The entities along IH 35E approved tolled managed lanes and placed a large amount of their own funds into the project, as well as defended the concept of managed lanes to its constituents. Mr. Polster encouraged the cities along IH 635 to use tolled managed lanes in order to free up potential revenue for other projects with shortfalls and if not, that he considered it to be at least equitable that the Committee provide an opportunity to reconsider the projects submitted for this effort. Michael Morris discussed the statewide sensitivity surrounding the use of tolling. He added that the tone in which staff communicates statewide and with the Texas Transportation Commission is important. He discussed the revenue benefit of using tolled managed lanes, as well as the roadway performance benefits. It was noted that Garland, Mesquite, and Dallas are supportive of the proposed implementation of IH 635 East. Clarence Daugherty asked staff to clarify the amount of funding expected to be available. Mr. Morris noted that staff worked on an exercise that included approximately \$12 billion of which 87 percent goes to Clear Lanes for metropolitan regions that include Fort Worth, Dallas, San Antonio, Austin, and Houston. Under the current formula allocation, 13 percent would be allocated to smaller metropolitan planning organizations. Overall, 32 percent of the new funds could be formula allotted to the Dallas-Fort Worth region. The 32 percent west/68 percent east Regional Transportation Council (RTC) policy allocation was then applied and roughly represented in the project totals proposed. Mr. Daugherty asked if, based on what is known about the Houston and Austin projects, the proposed projects fit into the expected funding allocations. Mr. Morris noted that if the State follows the fair share allocation, Austin and Houston will likely fund only a subset of their projects. He added that the magnitude of the projects in other parts of the state does place pressure on the Commission to give those region's more than their fair share allocation. For this reason, it is important that the RTC work to have the fair share allocation placed into State law so that the issue does not continue to be debated in the future. Mr. Daugherty noted various projects with managed lanes and asked how funds with restrictions will be used for these types of projects. Mr. Morris noted that conversations are ongoing with Austin regarding the usage of federal funds for projects such as IH 635 East and others since Proposition 1 and Proposition 7 have State constitutional restrictions for tolled projects. In response to Mr. Polster's comment, Paul Luedtke noted that the City of Garland is supportive of the use of tolled managed lanes on the IH 635 East project. Mr. Polster clarified that his primary concern was that funding to other projects would be dependent on the use of tolled managed lanes. If managed lanes are not used in the IH 635 East project, funding for other projects cannot be guaranteed. Mr. Luedtke asked if approval of big projects was on a future Texas Transportation Commission agenda. Mr. Morris noted that approval of projects by the TTC was anticipated by the end of 2017.

7. **High-Occupancy Vehicle Subsidy/Technology Update:** Dan Lamers provided a brief status report on the tolled managed lane high-occupancy vehicle (HOV) subsidy paid by the Regional Transportation Council (RTC) and an update on the procurement of an automated vehicle occupancy verification program. As part of its Tolled Managed Lane and HOV/Express Managed Lane policies, the RTC has requested regular reports regarding the 50 percent peak period HOV discount paid by the RTC for HOV 2+ users on facilities in the region. As of June 2017, the RTC has paid approximately \$1.5 million. In addition, approximately \$3,200 has been reimbursed to vanpool users. At this time, North Central Texas Council of Governments staff believes the 2+ occupancy requirement should remain, and staff will continue to provide quarterly updates. Regarding additional customer service needs of the North Texas Tollway Authority, there has been minimal impact. Also, speeds of the tolled managed lanes have not dropped below 35 miles per hour due to the fault of the operator. A table listing the subsidy by corridor was highlighted. Regarding the auto occupancy detection and verification technology, RTC policy includes a provision to explore a technology solution for the verification of auto occupancy rather than relying on manual

enforcement. Staff has coordinated with the North Texas Tollway Authority (NTTA), the Texas Department of Transportation, and operators of other managed lane facilities to identify technology options to verify occupancy and ensure the proper toll is being charged for HOV users. Efforts have included research, requests for information, demonstrations, and an Auto Occupancy Detection and Verification Technology Request for Proposals. Reasons why an occupancy verification technology is preferred were highlighted, most importantly to move from an enforcement role to a verification role. The current option includes an app in which HOV users wishing to receive the discount must register their trip as an HOV trip in advance and officers must manually enforce the occupancy, and the information is transmitted to NTTA so that the appropriate toll is charged. The new technology, procured through Carma Technologies, will simplify the process and eliminate the need for enforcement. A car beacon is installed. Once the system is set up the car beacon (registered to a toll tag) the transaction will be time stamped as the user drives under the toll gantry. The system transmits the occupancy to the cloud where it is then processed to determine the toll to be sent to NTTA. For occupants without a cell phone, an option beacon is available. The timeline for the effort was highlighted. Mr. Lamers noted implementation of a pilot program in the DFW Connector corridor was expected to begin in October/November 2017. Pilot results will then be shared with partners. Assuming that the pilot results are positive, the Surface Transportation Technical Committee and RTC will be requested to fund the final implementation of the effort in early 2018. System-wide deployment is anticipated in summer 2018. Eventually, staff hopes to move from an HOV discount to an incentive program. John Polster asked if there are other instances in the state in which a discount is provided to users, and also noted that this effort is a result of the HOV discount. Mr. Lamers noted that for some facilities in the state, during certain time periods HOVs are not charged. He added, in addition to air quality benefits, the RTC debated this HOV discount to ensure that vehicles that were using the HOV lanes for free at the time could continue to receive some type of benefit.

8. **Travel Demand Management Program Performance Measures:** Fola Hammons provided an update on items included in the Travel Demand Management Program Performance Report for calendar year 2016 and January-June 2017. The report includes Try Parking It commute modes, the Regional Vanpool Program, Try Parking It news, and the Try Parking It GREEN Rewards Partners. In the Try Parking It program, statistics are self-reported on the website where users are able to log their commutes. From January 2016-June 2017, carpooling was the highest commute mode with nearly 473,000 vehicle miles traveled reduced, followed by transit and bus usage. In total, alternate commute modes accounted for approximately 1.4 vehicle miles reduced. Emissions and health savings were also highlighted by commute mode. Telecommuting led in the highest emissions saved, followed by brown back lunches. Regarding health savings, bicycling and walking burned the highest amount of calories. Overall, logged commutes burned over 4.3 million calories and over 1.2 million pounds (lbs), and reduced volatile organic compounds by over 4,000 lbs. Next, Ms. Hammons highlighted the Regional Vanpool Program data from 2016. Vanpool operators include Dallas Area Rapid Transit (DART), the Fort Worth Transportation Authority, the Denton County Transportation Authority (DCTA), as well as private providers. Overall, DART has the largest number of vanpools with 185 of the 410 total. During 2016, approximately 47 million vehicle miles traveled were reduced through the Regional Vanpool Program. To date in 2017, combined data shows there are approximately 400 vans operating with an average of 2,820 participants reducing 22 million vehicle miles traveled. Ms. Hammons also highlighted the Try Parking It Commuter Challenges hosted by DART, DCTA, and NCTCOG during May 2016-May 2017. NCTCOG's I-30 Insider Commuter Challenge was held October 2016-April 16 and was the longest running challenge. Users registered and could earn points by walking, biking, ride sharing, vanpooling, telecommuting, and more. The challenge was funded by the Federal Highway

Administration Value Pricing Pilot Program to test the effectiveness of various incentives in altering commute behaviors. The NCTCOG marketing team was thanked for their assistance in promoting the challenge. Commuter challenges by both DART and DCTA were also highlighted. Finally, Ms. Hammons highlighted current and historical Try Parking It GREEN Rewards Partners. A copy of the report was provided in Electronic Item 8.

9. **Cotton Belt Public Meeting: Additional Follow Up:** Sarah Chadderdon provided additional information and clarification of technical data presented at the August 25, 2017, Surface Transportation Technical Committee (STTC) meeting regarding the August Cotton Belt passenger rail public meeting. During last month's update, STTC members requested more information and clarification of technical data. Ms. Chadderdon referenced a slide from the previous STTC meeting regarding projected ridership. At the August 25 meeting, Chad Edwards asked staff to clarify the daily ridership and the segment for which ridership was being reported. She noted the slide shows the eastern segment of the Cotton Belt corridor from Dallas Fort Worth International Airport to Shiloh Road in Plano and that the model does in fact estimate a projected ridership of over 21,000 for this segment in 2040. The project is contained in Mobility 2040 in the out year network of 2040 and includes all recommended rail being implemented in that year. This includes the Frisco line, McKinney line, the A Train extension to downtown Carrollton, southwest TEXRail, and all other rail lines included on the map. The projected ridership is based on the number of riders for whom any part of their trip takes place on the Cotton Belt. The 2040 project is for the entire corridor, counted as one line in the North Central Texas Council of Governments' model, and extends through the southwest TEXRail, TEXRail, and the Cotton Belt. The ridership for the whole corridor is just over 34,000. Ms. Chadderdon noted that members should remember that the difference between the ridership totals does not represent the ridership for the TEXRail since that project is a stand-alone project and its ridership counted separately. In addition, she noted that the top three busiest station in the corridor are projected as downtown Carrollton, the ITC station in Fort Worth, and the Bush Turnpike station. The importance of the Cotton Belt as a system connector is reflected in the high ridership at these stations because they are the stations with the most connections to other transit. Links with the highest volumes were also highlighted and include the sections between the T&P Building to the ITC station, downtown Carrollton to Addison, and the Addison Station to Knoll Trail. Details were provided in Electronic Item 9. Ms. Chadderdon also noted that Reference Item 9.1, distributed at the meeting, contained draft correspondence to Dallas Area Rapid Transit documenting commitments to the Cotton Belt corridor project from the Regional Transportation Council (RTC), Coppell, private developers in Dallas, the Dallas Fort Worth International Airport, the RTC/Richardson partnership, and the RTC/Plano partnership. Staff is seeking clarification from private-sector partners that may impact the attachment. Once confirmed, staff will transmit the letter to DART. Mo Bur asked the volume of the Cotton Belt compared to the daily ridership on the DART light rail. Chad Edwards noted the light rail ridership is approximately 100,000 per day in current year estimates. Staff noted the portion between Dallas Fort Worth International Airport and Plano is estimated to be the fourth busiest rail line overall behind DART's Red, Green, and Blue light rail lines. Clarence Daugherty asked if staff indicated that ridership connections were contingent upon the implementation of the Burlington Northern Sante Fe and Red Line to Melissa. Ms. Chadderdon noted yes, the projections were at full build out of the regional rail system. Chad Edwards thanked staff for the information presented as a result of his questions at the August 25 meeting. He noted that at the time, he was concerned that the modeling results produced were different from those produced by DART since DART's modeling does not identify the regional rail lines at full build out. He expressed appreciation for clarifying the results and noted it was helpful to others to understand the differences in the data and the benefit of connectivity in the region.

10. **Mobility 2045 Update:** Kevin Feldt presented an overview of the progress to date as work continues on the region's next long-range transportation plan, Mobility 2045. The schedule was highlighted, and it was noted staff is on schedule for final action on Mobility 2045 and the associated air quality conformity in June 2018. Related to performance measures, it was noted development of the Mobility Plan is an iterative process that begins with existing regional conditions and continues through project need, staging, and implementation. Once completed, the process is repeated to see how projects stand against performance measures. Performance measures include volume/capacity ratio, speed variance, system reliability, crash rates, and others. Over the last few months, staff has reviewed projects from Mobility 2040, calculated 2045 revenue forecasts, coordinated with partners, begun public outreach, and conducted an online survey. Transit recommendations from 2040 were highlighted, and include advancing the TEXRail, downtown Dallas Second Alignment (D2), Cotton Belt rail line, and the IH 30 Express East and IH 35W Express High Intensity Bus. Emphasis areas for Mobility 2045 include the "Y" Connection in southeast Tarrant County, SH 183, Lowest Stemmons, a project replacing the Trinity Parkway to connect SH 183 and SH 175, the IH 30 canyon through Dallas, East RL Thornton, and Collin County thoroughfare projects. Proposed mega projects, referred to earlier in the meeting, include the "Y" Connection, IH 635 East Phase 3, and the Trinity Parkway replacement. Mr. Feldt noted staff will be continuing partner meetings, reviewing performance measures and possible targets, continuing public involvement, and preparing for the October 12 RTC Workshop. The top ten considerations before the upcoming workshop were highlighted and included a Trinity Parkway response, lane balancing in the "Y" Connection project area, CityMAP recommendations, Collin County mobility, a tunnel connection IH 35E to US 75, tolled managed lane recommendations, revenue assumptions, public transportation, performance measures, and solving tomorrow's problems today. For the Committee, and additional consideration was noted, to help guide and assist staff in performance measure analysis. In closing, Mr. Feldt noted the recent Mobility 2045 survey was complete and over 2,900 responses were received. Responses to a question regarding important improvement strategies were highlighted.
11. **Fast Facts:** Michael Morris noted approval by the Regional Transportation Council (RTC) authorizing North Central Texas Council of Governments (NCTCOG) staff to use a small portion of RTC Local funds to provide assistance following the recent hurricane to evacuees, the State of Texas, or other metropolitan planning organizations, if needed.

Jody Loza provided an ozone season update. She noted that as of the date of the meeting, the region had experienced 22 exceedance days. However, the current design value remained at 78 parts per billion (ppb). She reminded members that the ozone season continues through November 30. Details were provided in Electronic Item 11.1.

Jenny Narvaez noted that in preparation for the 2015 ozone designations, anticipated to be released in early October, the Texas Commission on Environmental Quality sent a letter to the Environmental Protection Agency requesting that the latest ozone monitor data (2014-2016) be used in its designations for nonattainment. The letter also specifically stated that Hood County's ozone monitor was currently reading at a design value of 69 ppb, under the 70 ppb, and requested the county be designated as in attainment. A copy of the letter was provided in Electronic Item 11.2.

Bailey Muller highlighted current air quality funding opportunities for vehicles. She noted exclusive offers to procure popular alternative fuel vehicles were available through the Fleets for the Future program. Details were available at www.fleetsforthefuture.org. In addition, free webinars on the procurement process are scheduled for September 26 and October 4. Details were also provided in Electronic Item 11.3.

Bailey Muller also noted a Light-Emitting Diode (LED) Street Light Retrofit workshop on September 26. The purpose of the workshop is to discuss the benefits of LEDs and best practices, as well as strategies for transitioning municipal lighting to LED. Details were provided in Electronic Item 11.4 and also available at www.nctcog.org/energy.

Erin Lewis provided information on the Road-to-Work Opportunity Pilot Program project. A total of \$1 million was available through the program to diversify the highway construction industry in the south Dallas Fair Park area. The program resulted in 134 job placements with 44 participating contractors. Participants received pre and post placement coaching and other services to help increase their likelihood of employment retention. The project extended from May 2014 to August 2017 and was responsible for over \$2 million in direct salaries for participants on projects throughout the Dallas-Fort Worth area. A final fact sheet was distributed at the meeting in Reference Item 11.10.

Carli Baylor referenced the October public meeting notice distributed at the meeting as Reference Item 11.9. NCTCOG will be hosting public meetings on October 10, 11, and 16. Staff will present information on Mobility 2045, funding opportunities for vehicles, fueling infrastructure projects, high-occupancy vehicle technology, and background on the Regional Traffic Signal Retiming Program. Additionally, AirCheckTexas staff will be available to process applications for those interested in applying for vehicle repair or replacement assistance.

Carli Baylor also noted public meeting minutes from the August 17 public meeting on innovative funding for the Cotton Belt passenger rail projects provided in Electronic Item 11.5.

Carli Baylor also referenced the Public Comments Report provided in Electronic Item 11.6. The report is a compilation of general public comments submitted by members of the public from July 20-August 20, 2017.

The current Local Motion was provided in Electronic Item 11.7 and transportation partner progress reports were provided in Electronic Item 11.8.

12. **Other Business (Old and New):** There was no discussion on this item.
13. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on October 27, 2017, at the North Central Texas Council of Governments.

The meeting adjourned at 3:15 pm.