

**MINUTES****SURFACE TRANSPORTATION TECHNICAL COMMITTEE**  
**May 25, 2018**

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, May 25, 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: Micah Baker, Rich Larkins (representing Bryan Beck), David Boski, Mohammed Bur, Dave Carter, Curt Cassidy, Kent Collins, John Cordary Jr., Hal Cranor, Clarence Daugherty, Chad Davis, Duane Hengst (representing Greg Dickens), David Disheroon, Phil Dupler, Claud Elsom, Jeremy Hutt (representing Keith Fisher), Eric Fladager, Chris Flanigan, Tom Hammons, Ron Hartline, Kristina Holcomb, Kirk Houser, Terry Hughes, Paul Iwuchukwu, Chiamin Korngiebel, Alonzo Liñán, Paul Luedtke, Stanford Lynch, Alberto Mares, Laura Melton, Mark Nelson, Corey Nesbit, Jim O'Connor, Kevin Overton, Dipak Patel, Shawn Poe, John Polster, Tim Porter, Daniel Prendergast, Bryan G. Ramey II, William Riley, Greg Royster, Jeff Kelly (representing David Salmon), Lori Shelton, Brian Shewski, Walter Shumac III, Randy Skinner, Chelsea St. Louis, Caleb Thornhill, Matthew Tilke, David Timbrell, Mark Titus, Daniel Vedral, Caroline Waggoner, Joe Atwood (representing Bill Wimberley), Robert Woodbury, and John Wright.

Others present at the meeting were: Monsur Ahmed, Nick Ataie, Gustavo Baez, Tom Bamonte, Berrien Barks, Tara Bassler, Carli Baylor, Emily Beckham, Natalie Bettger, Ron Brown, Angie Carson, Lori Clark, Michael Copeland, Brian Crooks, Brian Darby, Kevin Feldt, Andrea Gardner, Gypsy Gavia, Dorothy Gilliam, Christie Gotti, Clint Hail, Clifton Hall, Tom Hartmann, Victor Henderson, Rebekah Hernandez, Amy Hodges, Tim James, Amy Johnson, Dan Kessler, Dan Lamers, Travis Liska, Michael Morris, Jenny Narvaez, Jeff Neal, Evan Newton, Greg Peters, Vercie Pruitt-Jenkins, Chris Reed, Sam Simmons, Shannon Stevenson, Amanda Wilson, Brian Wilson, Jing Xu, and Kate Zielke.

1. **Approval of April 27, 2018, Minutes:** The minutes of the April 27, 2018, meeting were approved as submitted in Reference Item 1. Jim O'Connor (M); Daniel Vedral (S). The motion passed unanimously.
2. **Consent Agenda:** There were no items on the Consent Agenda.
3. **Approval of Mobility 2045 Recommendations and Associated Transportation Conformity Results:** Kevin Feldt presented recommendations for Mobility 2045. Partner comments received since presented at the April 27 meeting were highlighted and included requests for consistency with local government plans. As a result, in the City of Rowlett the extension of Princeton Road and the widening of Elm Grove Road have been removed. In addition, capacity has been added to Dalrock Road. In Richardson, widening projects on Campbell Road, Main Street, and Belt Line Road have been removed. The new arterial capacity improvement projects map was highlighted. In addition, Mr. Feldt noted the draft Mobility 2045 document and recommendations were available for review at [www.nctcoq.org/mobility2045](http://www.nctcoq.org/mobility2045). Mr. Feldt also highlighted the new Toll Managed Lane System policy included in the recommendations. He noted the North Central Texas Council of Governments has completed an environmental justice analysis on the proposed recommendations. Analysis of job access by auto and transit for both protected and non-protected populations were completed and demonstrate protected populations are not

adversely or disproportionately impacted by the recommendations. Mr. Feldt reminded members the public comment period for Mobility 2045 would remain open until June 7.

Jenny Narvaez presented the 2018 Transportation Conformity analysis for Mobility 2045 and the Transportation Improvement Program, which covers the 9- and 10-county ozone nonattainment areas. She noted that 2015 8-hour ozone standard determinations have not been released. However, staff has incorporated the 2015 ozone standards into its analysis. Mobility 2045 recommendations are tested against Motor Vehicle Emission Budgets (MVEB) established for the region. Results for the 9- and 10-county nonattainment areas were highlighted and indicate that the region is passing for both nitrogen oxides and volatile organic compound emissions. The schedule for the Mobility 2045 development effort and associated air quality conformity analysis was highlighted. If approved by the RTC at its June 14, 2018, meeting, the air quality conformity consultation process will begin with a United States Department of Transportation determination anticipated by November 23, 2018. Mobility 2045 recommendations meet financial constraint and environmental justice requirements, and have no disproportionately high or adverse impacts on protected populations. In addition, 2018 conformity objectives have been met by successfully passing the MVEB test, timely implementation of transportation control measures, and the analysis is consistent with air quality goals of the State Implementation Plan. A motion was made to endorse the projects, programs, and policies contained in Mobility 2045 and to recommend Regional Transportation Council approval of Mobility 2045 and the associated 2018 Transportation Conformity. John Polster (M); Kristina Holcomb (S). The motion passed unanimously.

4. **Advanced Transportation and Congestion Management Technologies Deployment Initiative Grant Program:**

Natalie Bettger presented recommendations for the regional application for the 2018 Advanced Transportation and Congestion Management Technologies Deployment Initiative Grant Program. A total of \$60 million is available for five to ten awards of up to \$12 million each. Application requirements for fiscal year 2018 were highlighted and detailed in the Notice of Funding Opportunity provided in Electronic Item 4.1. Funding is available for transportation technologies to improve safety, efficiency, system performance, and infrastructure return on investment with a minimum 50 percent non-federal cost share requirement. Applications are due June 18, 2018. Eligible uses of funds were detailed in Electronic Item 4.2. The United States Department of Transportation is particularly interested in deployment programs and projects that include multimodal integrated corridor management, connected vehicle technologies at intersections, unified fare collection, improvement of the freight community system, technologies that support connected communities, infrastructure maintenance/monitoring/condition assessment, and rural technology deployment. In 2016, both the North Central Texas Council of Governments (NCTCOG) and the Texas Department of Transportation submitted a project. NCTCOG's project focused on wrong way drivers, traffic signals, ramp meters, and low-water crossings, but was not selected. NCTCOG proposed that for 2018, a Next Generation Platform for Regional Multimodal Transportation Management project be submitted. Examples of the project modes and data elements to be incorporated into the application were highlighted. Examples included: arterials (traffic signals, construction, low water crossings, grade crossing, routes, etc.), freeway/toll road/managed lanes (operations, construction, auto occupancy detection, routes, etc.), transit (real-time status, signal priority, smart shelters, mobility on demand), bike/pedestrian (detection, cycle tracks, classification of facility purpose, textured pavements, etc.), freight (parking and routes), vehicle emissions monitoring, and connected/autonomous vehicles. Ms. Bettger presented a high-level overview of the proposed project. The goal is creation of a data/information hub to integrate

various modes and data elements to facilitate the sharing of information with partner agencies to better operate the traffic management system. Necessary elements will include establishing new processes, standards, and policies. In addition, integration of existing data and new software/data will be necessary. Staff is also aware that partner agency hardware and technology deployments may be needed to be updated to collect data. There is interest in testing technology so pilot corridors will be identified as part of the project to test proof of concept for new technologies to determine which technologies may be applicable in the region. The proposed application will request \$10 million. Additional funding will include approximately \$20 million in Congestion Mitigation and Air Quality Improvement Program and Surface Transportation Block Grant Program funds and approximately \$20 million in Local Initiative Project funds as the local match. Ms. Bettger noted that NCTCOG would like letters of support for its proposed application and requested that letters be provided by June 13, 2018. NCTCOG will also release a Request for Partners on June 1 to solicit participation interest from private-sector and research partners. Entities interested in submitting individual applications were asked to request letters of support by June 8, 2018. A motion was made to recommend Regional Transportation Council approval of the regional application for the 2018 Transportation and Congestion Management Technologies Deployment Initiative Grant Program and to permit NCTCOG to provide letters of support to other entities for non-RTC projects. Kirk Houser (M); Matthew Tilke (S). The motion passed unanimously.

5. **2017-2018 CMAQ/STBG Funding Program: Strategic Partnerships Program**

**(Round 2):** Christie Gotti presented the proposed projects to be funded through the Strategic Partnerships Program: Round 2 in the 2017-2018 Congestion Mitigation and Air Quality Improvement program (CMAQ)/Surface Transportation Block Grant Program (STBG) Funding Program. The 11 CMAQ/STBG funding programs, including additional rounds of some programs, were highlighted. The goal of the Strategic Partnerships Program effort is to identify projects that partner with local agencies and the Texas Department of Transportation (TxDOT) and that help fund high-priority projects, leverage local and State funds, and advance project development. Ms. Gotti noted that a Round 3 is being developed and will be the last opportunity for entities interested in submitting projects through this program. The selection criteria was noted and details were provided in Electronic Item 5.2. Proposed projects included: 1) East Bear Creek Rd. in partnership with the City of Glenn Heights, Dallas County, and TxDOT Dallas, 2) Merritt/Sachse Rd. in partnership with the City of Sachse, Collin County, and Dallas County, 3) SH 66 at Dalrock in partnership with the City of Rowlett, 4) IH 635/LBJ at Belt Line in partnership with the Cities of Dallas, Irving, and Coppell and TxDOT Dallas, 5) Meandering Road in partnership with the City of Fort Worth, 6) ramp relocations on IH 20 at the Veterans Administration Hospital in partnership with TxDOT Fort Worth, and 7) the DFW Connector (u-turn lane project) in partnership with TxDOT Fort Worth. Project recommendations total approximately \$49.83 million in proposed Regional Transportation Council (RTC) funding and \$22.09 million in non-RTC funding. Details of the recommended projects were provided in Electronic Item 5.1. 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: Strategic Partnerships Program (Round 2). Action also included a recommendation to allow staff to administratively amend the 2019-2022 Transportation Improvement Program/Statewide Transportation Improvement Program and other documents such as the Unified Planning Work Program and Metropolitan Transportation Plan to incorporate the changes. Randy Skinner (M); Kristina Holcomb (S). The motion passed unanimously.

- 6. Clean Fleets North Texas 2018 Call for Projects Funding Recommendation:** Amy Hodges presented projects proposed to be funded through the first round of the Clean Fleets North Texas 2018 Call for Projects. This program is funded by the Environmental Protection Agency's (EPA) National Clean Diesel Funding Assistance Program and Texas Commission on Environmental Quality (TCEQ) Supplemental Environmental Project (SEP) funds. Eligible entities include local governments and private companies that contract with local governments. All applicants must adopt the Regional Transportation Council Clean Fleet Policy or similar policy. Funding is available for replacement of on-road heavy-duty diesel vehicles and non-road diesel equipment that is operated more than 500 hours per year. The funding threshold for each vehicle/equipment type was highlighted, and the timeline for the effort was reviewed. An overview of the call for projects was provided in Electronic Item 6.1. Applications are accepted on a modified first-come, first-served basis with monthly application deadlines. The first deadline was April 27, 2018, and the funding recommendations presented were from this deadline. A summary of the applications and recommended funding were provided in Electronic Item 6.2. Five applications were received and staff recommended funding for all applicants, with total funding of \$1,133,123. Staff will continue to accept applications until remaining funding is expended. Ms. Hodges noted that the next deadline was 5 pm the date of the meeting. Staff will continue to evaluate and recommend funding to exhaust available dollars and submit remaining projects to the EPA to request additional funding. A motion was made to recommend Regional Transportation Council approval of staff funding recommendations detailed in Electronic Item 6.2 and that award of additional Texas Commission on Environmental Quality SEP funds received be awarded to recommended school bus projects. John Polster (M); Daniel Vedral (S). The motion passed unanimously.
- 7. Traffic Signal Data Sharing and 511DFW/Waze Grant Programs (Round 2) Awards:** Clint Hail presented recommendations for Round 2 awards of the Traffic Signal Data Sharing and 511DFW/Waze Grant Programs. A total of 15 applications were received; 9 applications for the 511/Waze DFW Grant Program and 6 applications for the Traffic Signal Data Sharing Grant Program. Through the programs, staff has learned that integrating the Waze feed into 911 call centers/dispatches and ensuring two-way communication is of high value, powerful solution. In addition, finding solutions that provide visualization of Waze data in traffic management systems is also valuable. Automated Vehicle developers have also indicated that cities that are sharing data are more attractive to developers. An overview of the eligibility requirements and evaluation criteria for each grant program was presented and also provided in Electronic Item 7.1 and Electronic Item 7.2. The list of applicants and the proposed funding amounts for the Traffic Signal Data Sharing Grant Program were highlighted, and also provided in Electronic Item 7.3. The list of applicants and the proposed funding mounts for the 511DFW/Waze Grant Program were highlighted, and also provided in Electronic Item 7.4. The scheduled for this effort was also highlighted. Mr. Hail noted that following the meeting, a brief survey would be provided to members that would help give North Central Texas Council of Governments staff learn more about data sharing coverage in the region. A motion was made to recommend Regional Transportation Council approval of the proposed awards for the 511DFW/Waze and Traffic Signal Data Sharing grant programs. John Polster (M); Kristina Holcomb (S). The motion passed unanimously.
- 8. Better Utilizing Investments to Leverage Development Discretionary Grant Program:** Jeff Neal provided an overview of the 2018 Better Utilizing Investments to Leverage Development (BUILD) Discretionary Grant Program. In April 2016, the United States Department of Transportation (US DOT) announced the replacement of the Transportation

Investment Generating Economic Recovery (TIGER) program with BUILD. The Notice of Funding Opportunity, provided in Electronic Item 8.1, detailed the \$1.5 billion available for fiscal year 2018. Mr. Neal highlighted project application requirements including minimum/maximum grant awards, project eligibility, and eligible applicants. The application submittal deadline is July 19, 2018, and projects will be announced December 18, 2018. Details of funding obligation and expenditure deadlines were also highlighted. It was noted that an entity must have completed environmental clearance design and right-of-way acquisition for the project being submitted. The maximum cost share for the program is up to 80 percent in urban regions and up to 100 percent in rural areas. Mr. Neal noted that an important aspect of the program is the consideration of the ability for a project to generate new non-federal revenue such as asset recycling, tolls, tax increment financing districts, sales or gas tax increases, new bond programs. In addition, if the revenue is generated through a program of projects applicants may exceed the three application limit and provide multiple applications for each project within the program of projects. Mr. Neal also highlighted the merit criteria evaluation which include safety, state of good repair, project readiness, benefit-cost analysis, and others. In addition, the methodology for regional project selection was reviewed. Staff identified projects in both the eastern and western subregions, projects with potential partnership opportunities, recent project submittals, locations with potential to maximize non-federal revenue leveraging, and those with significant economic development opportunities that needed specific transportation catalysts. A list of recent North Central Texas Council of Governments (NCTCOG) projects submitted for previous US DOT discretionary grant programs was provided in Electronic Item 8.2. The timeline for this effort was reviewed. For entities submitting their own applications, letters for support should be requested by June 29, 2018. NCTCOG staff has identified three candidate projects for the BUILD grant program: 1) Trinity Railway Express double tracking/multimodal connectivity enhancements, 2) Alliance Texas/Haslet accessibility improvements, and 3) South Dallas County Inland Port capacity enhancements. Clarence Daugherty asked staff to clarify the deadline for environmental clearance. Mr. Neal noted that environmental clearance for a project must be completed by the obligation deadline. Applicants must provide within the application that environmental clearance, final design, and right-of-way acquisition will be completed by the obligation deadline. Mr. Daugherty also discussed the requirement that bond programs for non-federal matches must be new bond funds and whether this will mean new bond funds annually. Mr. Neal noted that bond program funds must be generated after January 2018 for fiscal year 2018, but that staff will need to clarify requirements for future years. John Polster requested that a copy of the presentation be provided to members following the meeting. Mo Bur discussed right-of-way acquisition and that some of the money could go to credit right-of-way acquisition. Mr. Neal noted that this was correct, but he would need to find out the appropriate mechanism.

9. **Air Quality Update:** Jenny Narvaez provided an update on the current ozone season. To date, the region has experienced eight exceedance days. At this time last year, the region had only experienced three exceedance days. However, the current design value is 73 parts per billion (ppb), which is lower than the 77 ppb at this time last year. She noted that Air Quality Handbooks were available to members at the meeting. Ms. Narvaez also provided an update on items pertaining to efforts in complying with the National Ambient Air Quality Standards (NAAQS) for ozone. Regarding the 1997 standard of 85 ppb, as of November 2016 the Environmental Protection Agency (EPA) issued a finding of attainment for the 9-county region. In March 2015, the EPA designated the 10-county region as moderate nonattainment for the 2008 standard of 75 ppb, with an attainment deadline of July 20, 2018. Based on the previous three years of data, the region will not reach attainment of the

standard by the deadline. In addition, the EPA signed a final rule for the 2015 standard of 70 ppb. The final rule classifies 9 counties as marginal for nonattainment. This final rule has not been published in the Federal Register. Electronic Item 9 is a letter from Administrator Pruitt to the Governor of Texas regarding the 2015 standard. Rockwall County is not included as nonattainment in this designation. The classification effective date and the implementation rule are expected to be published in the next few weeks. Staff does not anticipate that there will be a revocation of any previous standard in this implementation rule. Ms. Narvaez also discussed two lawsuits filed against the EPA. The first is South Coast Air Quality Management District versus the EPA. In February 2018, the District of Columbia Circuit partially vacated aspects of EPA's 2008 ozone standards implementation rule. The EPA is seeking a rehearing of the court's interpretation of anti-backsliding requirements, transportation conformity requirements, and certain ozone State Implementation Plan provisions. In April 2008, another lawsuit was filed challenging the EPA's redesignation substitute final rule for the Dallas Fort Worth 1 hour ozone and 1997 8-hour ozone nonattainment areas, as well as the Houston-Galveston Brazoria 1-hour and 8-hour nonattainment areas. Ms. Narvaez noted that as results of these lawsuits are received, staff will continue to provide updates to members.

10. **Recent Transportation Project Progress:** Michael Morris provided an update on recent progress in advancing roadway projects within the region and presented a request for action related to the SH 360/Trinity Blvd. project. Negotiations are moving forward on IH 35W 3C and the DFW Connector at IH 635 projects are proceeding to construction. The Regional Transportation Council (RTC) approved the reprioritization of funding originally allocated for managed lanes to connect with the Trinity Parkway project. Because the Trinity Parkway is not proceeding, funding has been reprioritized to three non-tolled interchanges at SH 183 and Loop 12, SH 114 and Loop 12, and SH 114 and SH 183. On May 24, the Texas Transportation Commission unanimously approved the IH 635 East project moved forward to a Request for Qualifications, then procurement to a design-build procurement. In addition, SH 360 has opened and the City of Fort Worth Bond Program has been approved. Also, Collin County will request its voters consider a \$750 million Bond Program in the fall. Mr. Morris noted that the requested action is for funding for ramp/intersection/signal improvements at SH 360 and Trinity Blvd. American Airlines has hired consultants and is looking at improvements that are needed at its new headquarters location. A total of \$7 million is requested (\$5.6 million Regional Toll Revenue and \$1.4 million Local funds). This amount includes approximately 30 percent in contingency, so not all funds are expected to be used. Improvements must be operational in advance of the opening of the new headquarters. A motion was made to approve \$7 million (\$5.6 million Regional Toll Revenue and \$1.4 million Local funds) to be used for ramp/intersection/signal improvements at SH 360 and Trinity Blvd. Daniel Vedral (M); John Polster (S). The motion passed unanimously.
11. **Briefing on Automated Vehicle Deployment in the Region:** Thomas J. Bamonte provided information on an upcoming automated vehicle deployment in the City of Frisco beginning in July. Drive.ai, in partnership with the Denton County Transportation Authority (DCTA), the City of Frisco, Frisco Station, The Star, and Hall Group will test the feasibility of automated vehicles on a non-fixed scheduled. The six-month pilot program will serve up to approximately 10,000 users. Drive.ai is unique in that it does not attempt to hide that its vehicles are automated. Signage on the sides of its vehicles communicates vehicle intentions to motorists, pedestrians, and bicyclists. Operation will be on low-speed roadways during daylight hours. A video demonstrating how fast automated vehicle technology is evolving was shown. Mr. Bamonte noted that as a result of the deployment in Frisco, the

region has learned that site selection in the region was a result of the region's business friendly reputation and automated vehicle legislation. In addition, the region's reputation for innovation, quality of infrastructure, and cooperation between city departments, ability to deploy the program quickly, and public/private partnership support was important. Kevin Overton asked if it was possible in the future to encourage use of zero emission electric vehicles. Mr. Bamonte noted that at this time developers are using internal combustible engines but do understand the evolution of electric vehicles in the future. Kristina Holcomb noted, regarding zero emissions that the Denton County Transportation Authority have talked with developers that operate electric vehicles. One of the potential problems for the developer community may be the drain on battery of the vehicle technology. Discussion occurred regarding potential charging options that could be used.

12. **2019 Unified Transportation Program and Updates to the Regional 10-Year Plan:**

Christie provided an overview of the process for approving projects changes to the Regional 10-Year Plan in association with development of the Texas Department of Transportation's (TxDOT) 2019 Unified Transportation Program (UTP). She noted that North Central Texas Council of Governments (NCTCOG) staff recently received new target allocations from TxDOT Austin for use in developing the 2019 UTP, which subsequently will update the Regional 10-Year Plan. As a reminder, in December 2016 the Regional Transportation Council (RTC) approved the Regional 10-Year Plan provided in Electronic Item 12. In August and November 2017, updates were made to the Plan to handles changes needed on IH 635 East and that impacted other corridors. Anticipated updates include the review of funding allocation changes that have occurred since the initial target setting, year-of-expenditures/total project costs, revised construction costs, adjustments due to changes in funding allocations, adjustments resulting from recent changes made by the RTC to IH 635 and SH 183, and review of project status and timing to ensure that projects are listed in the appropriate year. A map of the projects approved for the Regional 10-Year Plan in December 2016 was shown. She noted that some additions have been made to the map to incorporate Proposition 1 projects that were pulled into the Regional 10-Year Plan. She also noted that staff have been working on this effort through changes in the TIP and TIP modifications, but this specific effort will inventory all efforts in one place. The timeline for this effort was reviewed. Ms. Gotti noted that the projects will be brought directly for action at the June Surface Transportation Technical Committee meeting and the July RTC meeting. Proposed changes will be submitted to TxDOT Austin to be included in the Texas Transportation Commission proposed action on the 2019 UTP in August. Clarence Daugherty requested that staff provide the listing to members as soon as possible, even if it is not able to be included in the June meeting mail out material. Michael Morris requested that members review the projects in Electronic Item 12 and communicate with staff any changes as soon as possible.

13. **Fast Facts:** Amy Hodges highlighted current air quality funding opportunities for vehicles. Approximately \$50 million is available through the Emissions Reduction Incentive Grants Program for on-road heavy-duty vehicles, non-road equipment, marine vessels, locomotives, or stationary engines. Project types include new purchase, lease, replacement, repower, retrofit or add on of emission reduction technologies. The deadline for applications is August 15. In addition, over \$15 million is available through the Texas Natural Gas Vehicle Grant Program for the repower or replacement of heavy-duty or medium-duty vehicles with eligible natural gas vehicles or engines. Additional information is provided in Electronic Item 13.1.

Ms. Hodges also noted upcoming Dallas-Fort Worth Clean Cities events. More information on the EV Charging Infrastructure Webinar on May 31 and the Fleet Funding Workshop Series for School Bus Funding Webinar on June 14 is provided in Electronic Item 3.2.

Lori Clark provided an update on the Volkswagen Settlement. She noted the State anticipates that its draft mitigation plan will be completed in the new few weeks. Additional information was provided in Electronic Item 13.3.

Whitney Vandiver reminded members that next month's meeting, June 22, 2018, was also Clean Air Action Day. Additional details were provided in Electronic Item 13.4 and a save-the-date reminder was also distributed at the meeting.

Carli Baylor noted that Electronic Item 13.5 contained a summary of public meetings held April 9, 10, and 11. Topics included Mobility 2045, Unified Planning Work Program modifications, the 2019-2022 Transportation Improvement Program, air quality, and a regional bicycle opinion survey.

Victor Henderson provided information on the Public Comments Report. The report contains general public comments received from March 20-April 19, 2018, and was provided in Electronic Item 13.6. The majority of the comments received were non-project specific and were related to multimodal transportation in Dallas, regional population growth, toll road sentiments, highway repurposing trends, car care clinics, outreach events, and others.

Jenny Narvaez noted that in March 2018, the United States Air Force notified the North Central Texas Council of Governments (NCTCOG) that it was preparing an Environmental Impact Statement (EIS) to evaluate the replacement of 24 F16 aircraft with F35A aircraft for four potential bases, with the Naval Air Station Fort Worth Joint Reserve Base being the preferred alternative. Staff attended a public scope meeting at the base on April 19 to let the base know that NCTCOG staff are available to provide assistance. As part of the March notification, it was made known that the deadline for comments was May 11. The Regional Transportation Council submitted comments, provided in Electronic Item 13.7, stating that if the results of the EIS do require a need for additional emission offsets staff are available to assist as needed.

The current Local Motion was provided in Electronic 13.8, and transportation partner progress reports were provided in Electronic Item 13.9.

14. **Other Business (Old and New):** Dan Kessler introduced new member Brian Shewski, City of Plano. In addition, he introduced new North Central Texas Council of Governments staff: Tara Bassler and Dorothy Gilliam.
15. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on June 22, 2018, at the North Central Texas Council of Governments.

The meeting adjourned at 3:05 pm.