

MINUTES

SURFACE TRANSPORTATION TECHNICAL COMMITTEE June 28, 2019

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, June 28, 2019, 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: Joe Atwood, Melissa Baker, Micah Baker, Bryan Beck, Katherine Beck, David Boski, Shon Brooks, Curt Cassidy, Clarence Daugherty, Luis Tamayo (representing Arturo Del Castillo), Duane Hengst (representing Greg Dickens), David Disheroon, Phil Dupler, Chad Edwards, Claud Elsom, Jeremy Williams (representing Eric Fladager), Chris Flanigan, Ann Foss, Ricardo Gonzalez, Gary Graham, John Romberger (representing Tom Hammons), Kristina Holcomb, Matthew Hotelling, Terry Hughes, Paul Iwuchukwu, Sholeh Karimi, Gus Khankarli, Chiamin Korngiebel, Paul Luedtke, Stanford Lynch, Alberto Mares, Wes McClure, Mark Nelson, Jim O'Connor, Kevin Overton, Dipak Patel, Todd Plesko, Shawn Poe, Tim Porter, Bryan G. Ramey II, Greg Royster, David Salmon, Brian Shewski, Walter Shumac III, Ray Silva-Reyes, Randy Skinner, Matthew Tilke, Joe Trammel, Gregory Van Nieuwenhuize, Daniel Vedral, Caroline Waggoner, Robert Woodbury, and John Wright.

Others present at the meeting were: Monsur Ahmed, Vickie Alexander, Nick Allen, James Atkins, Tara Bassler, Carli Baylor, Emily Beckham, Jesse Brown, John Brunk, Molly Carroll, Lori Clark, Michael Copeland, Cody Derrick, David Dryden, Ryan Dufour, Kevin Feldt, Brian Flood, Mike Galizio, Christie Gotti, Clint Hale, Victor Henderson, Chris Hogg, Kirk Houser, Lyle Jenkins, Amy Johnson, Gary Joss, Dan Kessler, Ken Kirkpatrick, Chris Klaus, Dan Lamers, April Leger, Amanda Long-Rodriguez, James McLane, Mindy Mize, Erin Moore, Jenny Narvaez, Jeff Neal, Evan Newton, Trey Pope, Chris Reed, Rylea Roderick, Kyle Roy, Shannon Stevenson, Mitzi Ward, Brendon Wheeler, Cody Wildener, Brian Wilson, Jing Xu, and Kate Zielke.

1. **Approval of May 24, 2019, Minutes and Recognition of Members:** The minutes of the May 24, 2019, meeting were approved as submitted in Reference Item 1. John Polster (M); Daniel Vedral (S). The motion passed unanimously.

Dan Kessler recognized Kirk Houser for his years of service on the Surface Transportation Technical Committee.

2. **Consent Agenda:** The following item was included on the Consent Agenda.
 - 2.1. **Transportation Improvement Program Modifications:** A recommendation for Regional Transportation Council approval of revisions to the 2019-2022 Transportation Improvement Program (TIP), along with the ability to amend the Unified Planning Work Program and other planning documents with TIP-related changes was requested. August 2019 revisions to the 2019-2022 were provided as Electronic Item 2.1.

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

3. **Funding Substitution for Buy America Compliance – City of Fort Worth:** Ken Kirkpatrick presented a recommendation to approve a funding substitution for City of Fort Worth projects awarded under the 2014 Incident Management Equipment Call for Projects. A recent Texas Department of Transportation audit and Federal Transit Administration Triennial Review site visit was discussed, during which one of the focus

areas was oversight and monitoring of subrecipients to ensure their compliance with applicable federal, State, and local requirements. The funding substitution recommendation is related to Buy America compliance for a subrecipient awarded funds through the 2014 Incident Management Equipment Call for Projects. The City of Fort Worth was awarded \$160,036 in Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds for incident management equipment and safety-related items. Implementation of the funds were through a North Central Texas Council of Governments (NCTCOG)/City of Fort Worth Interlocal Agreement, and the City of Fort Worth procured the items through its internal process. Items purchased with Buy America implications included a heavy-duty response truck (Ford Super Duty F350), a robotic forensic mapping system, and portable message signs for a total cost of approximately \$113,373. Since CMAQ funds are primarily subject to Federal Highway Administration (FHWA) rules, Buy America compliance was required. A diligent effort was completed by the City of Fort Worth, working with its vendor, followed by efforts by NCTCOG to demonstrate Buy America compliance. However, compliance could not be documented. FHWA requires that 100 percent of steel, iron, and manufactured products permanently included in federal-aid highway projects must be produced in the United States. Some exceptions were highlighted and detailed in Reference Item 3. Mr. Kirkpatrick discussed changing policy positions regarding Buy America compliance over the last four-to-five years during which this call for projects was initiated. For example, FHWA issued guidance for exceptions related to items such as nuts, bolts, washers, fittings, and other miscellaneous products because those items are hard to trace and from a public interest standpoint the burden outweighs the benefit. FHWA also provided guidance that Buy America only applies to manufactured projects that were predominantly steel or iron (more than 90 percent). However, in December 2015 the FHWA guidance was overturned. In addition, in the 2014-2016 timeframe FHWA began processing quarterly waivers as it realized there were many public entities using federal funds for non-traditional highway aid projects such as construction vehicles, clean air burning vehicles, and equipment that did not fit into the FHWA Buy America structure. The waiver process was targeted towards non-traditional projects, with the recognition that there were no vehicles produced and assembled in the United States that comply with the 100 percent domestic steel or iron requirement. In April 2017, an Executive Order was issued with renewed focus on Buy America items and waivers were discontinued. As a result, he noted that staff proposed the best course of action to reduce the risk associated with Buy America compliance since it cannot be documented, is to substitute CMAQ funds for Regional Transportation Council (RTC) Local funds for the items purchased by the City. A motion was made to recommend Regional Transportation Council approval to substitute the \$113,373 Congestion Mitigation and Air Quality Improvement Program funds for Regional Transportation Council Local funds for the items purchased by the City of Fort Worth for the 2014 Incident Management Equipment award. The Committee's action also included a recommendation that the Regional Transportation Council direct staff to administratively amend the Transportation Improvement Program and other planning/administrative documents, as appropriate, to incorporate the approved funding substitute. Chad Edwards (M); Katherine Beck (S). The motion passed unanimously.

4. **FY2020 and FY2021 Unified Planning Work Program:** Vickie Alexander presented the proposed FY2020 and FY2021 Unified Planning Work Program (UPWP) for the Committee's consideration. In addition, she noted the Work Program policies that guide the allocation of federal Transportation Planning Funds, provided in Reference Item 4.1, have not changed and were proposed for reaffirmation. Development of the document is a cooperative effort with partners in the region and began in February 2019 with requests seeking regional project ideas or technical assistance needs. Since that time, staff has collected, evaluated, and provided recommendations on the submittals received and developed the draft Work Program document. Ms. Alexander noted that the draft FY2020 and FY2021 UPWP has

been submitted to the Texas Department of Transportation for review, with no comments received to date. The proposed Work Program outlines work activities of the Metropolitan Planning Organization (MPO) utilizing federal transportation formula funds that will be carried out by North Central Texas Council of Governments (NCTCOG) staff between October 1, 2019, and September 30, 2021. NCTCOG also includes in the document all work activities carried out by the MPO through other funding sources. Modifications will be considered over the timespan of the document as changes occur, such as new grant awards or project scope changes. Modifications may also be necessary as a result of new federal authorizing legislation. As noted last month, NCTCOG follows the standard format for the Work Program, which includes five tasks. Within each task are approximately 28 subtasks containing over 200 projects to be conducted. Some of the major planning initiatives contained in the draft document were highlighted, including monitoring of the Metropolitan Transportation Plan, development of the 2021-2024 Transportation Improvement Program, data collection/travel model enhancements, demographic forecasting, automated vehicle technology, high-speed rail, freight planning, bicycle/pedestrian initiatives, regional transit planning assistance, innovative transportation initiatives for the movement of freight and people in and out of the Dallas Fort Worth International Airport, the Harry Hines Boulevard Corridor Study, and the McKinney Avenue Trolley extension. Ms. Alexander also provided a summary of the federal Transportation Planning Funds for the draft FY2020 and FY2021 UPWP. Staff anticipates approximately \$5.7 million in Federal Transit Administration 5303 funds and approximately \$15 million in Federal Highway Administration PL funds. Staff also anticipates approximately \$4.5 million in FY2019 carryover funds. The total amount of Transportation Planning Funds anticipated to be available for the FY2020 and FY2021 UPWP is approximately \$25.2 million. Based on the projects that have been identified in the Work Program, expenditures are anticipated at approximately \$22.7 million leaving a balance of about \$2.4 million to carry over into FY2022. In addition, the breakdown of other funding sources included in the Work Program was highlighted. Ms. Alexander noted that information on the proposed Work Program was presented to the public in May 2019, and a copy of the draft document has been available on the website for Committee and public review at www.nctcog.org/trans/study/unified-planning-work-program. The final FY2020 and FY2021 UPWP is due to the Texas Department of Transportation on August 1, and the NCTCOG Executive Board will be asked to endorse the document at its August 22, 2019, meeting. Details were provided in Electronic Item 4.2. A motion was made to recommend Regional Transportation Council approval of the FY2020 and FY2021 Unified Planning Work Program, as well as the Unified Planning Work Program Policies contained in Exhibit I-8 of the Work Program, which were provided in Reference Item 4.1 of the meeting materials. The Committee's action also included a recommendation that the Regional Transportation Council direct staff to administratively amend the Transportation Improvement Program and other administrative/planning documents, as appropriate, to reflect the approved projects. Randy Skinner (M); John Polster (S). The motion passed unanimously.

5. **Fiscal Year 2019 Better Utilizing Investments to Leverage Development Discretionary Grant Program:** Jeff Neal presented proposed projects for submittal to the Fiscal Year 2019 Better Utilizing Investments to Leverage Development (BUILD) Discretionary Grant Program. Proposed projects have been reviewed and are expected to meet the September 30, 2021, deadline for obligation of possible awarded funds, as well as the September 30, 2026, deadline for expenditure of awarded funds. Mr. Neal noted that proposed projects have also been reviewed based on merit criteria such as safety, state of good repair, project readiness, and others. In addition, projects were reviewed through a regional project selection methodology which included many areas of focus with emphasis on projects that leverage economic development. Projects were also coordinated with the Texas Department of Transportation to ensure that there had been some type of advanced development through the Unified Transportation Program and Regional 10-Year Plan.

Details were provided in Reference Item 5. The first proposed project consists of projects along the Trinity Railway Express (TRE), including components from the east and west from the North Texas MOVES Program: 1) TRE double track and widening from Medical Market Center to Stemmons Freeway, 2) TRE double track and bridge replacements near the Trinity Lakes Station, 3) Shore Connections Systems within the TRE rail yard, and 4) implementation of ClearPath technology. The total project cost is approximately \$46.5 million with a grant request of \$25 million. The second project is the SH 114 Frontage Road Gap Project located between FM 1938 and Dove Road in Southlake, Trophy Club, and Westlake. In addition to providing continuous one-way frontage roads in each direction through that segment, the project will also include bicycle and pedestrian accommodations, ramp reversals, auxiliary lanes, and other safety/congestion improvements. The total project cost is approximately \$46.1 million with a grant request of \$25 million. The third project is the US 80 Reconstruction Project. This project is a major part of a larger effort on US 80 between Town East Blvd. in Mesquite and FM 460 in Forney. This will include the full reconstruction of all infrastructure at the IH 635 East/US 80 interchange including additional assets on US 80 between Town East Blvd. and Belt Line Road, and on IH 635 East from Gross Road to Town East Blvd. The total project cost is approximately \$257 million with a grant request of \$25 million. The timeline for the effort was reviewed. A motion was made to recommend Regional Transportation Council approval of the proposed list of projects identified in Reference Item 5 for submittal through the FY2019 BUILD Discretionary Grant Program, as well as to administratively amend the Transportation Improvement Program/Statewide Transportation Improvement Program and other planning/administrative documents to include the proposed projects if selected for grant award. John Polster (M); Chad Edwards (S). The motion passed unanimously.

6. **2019 Advanced Transportation and Congestion Management Technologies Deployment Initiative Grant Program:** Chris Klaus presented details of the regional application for the 2019 Advanced Transportation and Congestion Management Technologies Deployment Initiative Grant. Approximately \$60 million is available through the Federal Highway Administration (FHWA) for transportation technologies to improve safety, efficiency, system performance, and infrastructure return on investment. Staff proposed that a scaled-back version of last year's project be submitted for this round of funding, which is the development of a multi-disciplined, cloud-based regional data hub. Applications are due July 19, 2019, and the minimum non-federal cost share is 50 percent. Details of the funding opportunity and associated amendment were provided in Electronic Item 6.1 and Electronic Item 6.2, respectively. Mr. Klaus noted that grant funds can be used for various transportation technologies and highlighted grant focus areas such as connected vehicle technologies, technologies to support connected communities, multimodal integrated corridor management, and others. Additional details about the uses of grant funding and focus areas were provided in Electronic Item 6.3. The proposed project will address the federal performance measures of safety and system performance (travel time reliability and total emissions reductions), as well as regional and local performance measures the North Central Texas Council of Governments (NCTCOG) incorporates on a regular basis. The proposed project for this year's submittal is the regional operations data hub foundation. This project will leverage existing regional Intelligent Transportation System infrastructure, allow for dissemination of data between agencies for improved coordination, provide regional data for planning organizations or academia, identify gaps in the data, allow for implementation and management of coordinated traffic plans, and afford real-time analysis of regional performance measures. Staff proposed a \$3 million grant application request, with a match of \$3 million required. Regarding the local match, Mr. Klaus discussed potential options using AirCheckTexas funds. While administering the AirCheckTexas vehicle repair and replacement assistance program, NCTCOG utilized innovative fiscal measures to maximize financial return including the collection of interest and monetary

rebates. Because the program has ended, these locally generated funds are expected to be returned to the State. Staff proposed to send correspondence to the Chairman of the Texas Commission on Environmental Quality requesting that these local funds be retained by NCTCOG for use on other transportation air quality projects in the region. If approved, \$3 million of these funds could be used for the local match on the proposed project. If unsuccessful, staff proposed that Regional Transportation Council Local funds be used instead. In addition, Mr. Klaus noted that NCTCOG is seeking letters of support by July 3, 2019. John Polster requested staff provide a sample letter of support to members by email. A motion was made to recommend Regional Transportation Council approval of the proposed regional application for the 2019 Advanced Transportation and Congestion Management Technologies Deployment Initiative Grant Program and the proposed federal/local cost share of \$3 million each, with the local share provided by Texas Commissions on Environmental Quality interest/credit rebates or Regional Transportation Council Local funds if not available. Matthew Tilke (M); John Polster (S). The motion passed unanimously.

7. **Metropolitan Transportation Plan Policy Bundle:** Kevin Feldt presented results from the third round of the Metropolitan Transportation Plan (MTP) Policy Bundle, as well as the plan to distribute available Transportation Development Credits (TDC). The MTP Policy Bundle is a list of 20 voluntary policies that can be adopted by local governments or transportation partners. A minimum adoption of 50 percent of the applicable policies is required, and successful applicants receive TDCs that can be used to offset local funds for federal transportation projects. To be eligible, projects must be new and not contained in the Transportation Improvement Program. Agencies can take action to adopt the policies through four types of action, including joint staff coordination, governing body approval, local ordinance, or election. Example policies were highlighted. In the third round of the MTP Policy Bundle, successful applicants included 12 local governments and two transit agencies. The recommended TDC distribution was provided in Reference Item 7. John Polster asked why there is an annual requirement for agencies if they have proven to be successful in past submissions by having the required policies in place. Mr. Feldt noted he would respond to the Committee regarding the answer at a later time. A motion was made to recommend Regional Transportation Council approval of the distribution of Transportation Development Credits to successful applicants of the Metropolitan Transportation Plan Policy Bundle program and the amounts as detailed in Reference Item 7. Bryan Beck (M); Paul Luedtke (S). The motion passed unanimously.
8. **Legislative Update:** Nicholas Allen presented an update on federal legislative items. Fiscal Year (FY) 2020 appropriation amendments of interest were highlighted. A new provision for the Better Utilizing Investments to Leverage Development (BUILD) Discretionary Grant Program would increase the minimum set-aside balance from \$15 million to \$20 million for transit planning, Transit-Oriented Development, and multimodal projects. In addition, there were two separate amendments which would increase the General Highway fund and the Surface Transportation Block Grant Program by a total of \$22 million, most of which is for electric vehicle and hydrogen fuel station charging infrastructure. Regarding the Senate Appropriations Committee, FY2020 transportation appropriations are not expected to be controversial, although many expect last year's debate over funding for the Department of Homeland Security to resurface and slow down the appropriations process. Mr. Allen also provided an update on the Texas Legislature. Lawmakers approved a \$250.7 billion two-year, statewide budget which is an increase of approximately 16 percent from last session. Transportation funding amounts remained the same. The Texas Department of Transportation's (TxDOT) \$31.1 billion includes \$3.9 billion for Proposition 1 and \$5 billion for Proposition 7 funding. Bills that passed during the legislative session were highlighted. SB 69 allows the comptroller to invest a portion of the Rainy Day fund and removed the

legislative committee that was used to determine the sufficient balance process. SB 962 extends the expiration of Proposition 1 funding to 2034, and HB 4280 revises the formula for distributing transportation infrastructure grant funds to counties impacted by oil and gas production. HB 3735 creates a Texas Emissions Reduction Plan trust fund account that allows the funding to be controlled by the Comptroller. SB 282 will authorize TxDOT liquidated damages paid by contractors for projects delays to the affected districts, and HB 1631 prohibits red light cameras. HB 2830 increases the number of design build contracts that TxDOT may enter into from three to six per biennium. Bills of interest that failed to pass included HB 3082 that would have restricted unmanned aircraft operations over military installations, which was vetoed by the Governor. In addition, the harmful rider in the budget for high-speed rail was not included, no damaging toll bills passed, and the Low-Income Vehicle Repair, Assistance, Retrofit, and Accelerated Vehicle Retirement Program and Local Initiative Projects (LIP) program were killed by procedural action.

9. **Fiscal Year 2020-2022 Disadvantaged Business Enterprise Goal Update:** Emily Beckham provided a summary of the current Disadvantaged Business Enterprise (DBE) Program and schedule for updating the DBE Participation Goal for Fiscal Year (FY) 2020-FY2022. The North Central Texas Council of Governments (NCTCOG) participates in a DBE program as a direct recipient of Federal Transit Administration (FTA) funds and is required to update the goal every three years. DBE participation is designed to ensure nondiscrimination for DBEs and small businesses and creates a level playing field for disadvantaged businesses to compete for contracting opportunities. The program is designed to meet specific federal requirements and ensures that DBE firms meet required eligibility standards. In addition, the DBE Program helps to remove barriers to allow DBE participation, as well as to foster experience to allow DBEs to compete in other opportunities. The current DBE Participation Goal for FY2017-2019 is 25 percent. As part of the process to review and update the goal for FY2020-2022, staff has initiated public and stakeholder involvement and has also begun the process to project potential contract awards for the FY2020-2022 goal. Ms. Beckham noted that the new goal includes additional procurements types, as well as increased focus from funding agencies on the oversight of subrecipients. Staff has incorporated its subrecipients into the DBE program so purchases made by subrecipients will also now have an assigned DBE goal. Staff will provide assistance to subrecipients to assign DBE goals and foster DBE participation in their purchases. Over the next three years, staff anticipates approximately \$32 million in contracting opportunity. Ms. Beckham noted the development of the DBE goal is a two-step process. Staff reviews and projects the amount and types of contracting opportunities for the next three years, as well as the total number of firms that are ready, willing, and able to complete the work in the Dallas-Fort Worth market area. Second, staff reviews additional DBE data such as historical DBE expenditures and data from larger transit agencies. A map of the public transportation provider service areas was highlighted, and it was noted that NCTCOG uses the Metropolitan Statistical Area for the Dallas-Fort Worth market area. In addition, staff reviews the service areas outside of the metropolitan planning area as the service area for transit agencies, separating out NCTCOG's goal and their goal by market area. A schedule for the DBE Participation Goal update was highlighted. NCTCOG staff will work to determine the appropriate DBE availability for each category and are scheduled to meet with the DBE community for consultation on the process and proposed goal. Information will be presented to the public the week of July 10 and the Committee will be asked to act on the proposed DBE Participation Goal at its September meeting. Details were provided in Electronic Item 9. It was noted that data used by NCTCOG was available to members as a resource. Shawn Poe asked if NCTCOG collaborates with the NCTRCA on the process for companies to be certified as a DBE, which seems to be backlogged, and asked if NCTCOG was able to provide any assistance. Staff noted that although it does not

have certification authority, NCTCOG staff can coordinate to see if assistance is needed since the issue has been raised.

10. **Technical Tools for Environmental Justice, Transit, and Environmental Planning:** Kate Zielke briefed the Committee on several interactive and online tools, three of which have already launched, that are available to agencies to assist in planning for environmental justice, transit, and natural environmental needs. The Environmental Justice Index is a tool that the North Central Texas Council of Governments (NCTCOG) has been using and recently has launched publicly on its website. The interactive, online tool does not require GIS and assists in identifying and addressing potential impacts on environmental justice communities, including low income and minority communities. The tool allows users to click on block groups to access demographic data for that group. Additional layers are also available, as well as a user guide, technical tips, definitions, and guidance on how to use the data. The next tool highlighted was the Transit Accessibility Improvement tool, which includes similar functionality but looks at different demographic groups that may be more dependent on transit. These groups include low income, persons 65 years of age and over, and persons with disabilities. Ms. Zielke noted that the tool is geared towards transit providers and can be accessed at www.nctcoq.org/trans/plan/transit/transit-providers/transit-provider-resources. In addition, since transit providers must be in compliance with Title VI of the Civil Rights Act, Title VI specific layers have been added. It is hoped that this will help provide data to help support compliance efforts. The next tool is under development and expected to launch in the fall of 2019. The Permittee Responsible Mitigation Database will help connect landowners and permit applicants who need permittee responsible mitigation. If a developer or entity has impacts to wetlands or streams that are Waters of the United States, ideally mitigation banking credits would be available for purchase. If not available, mitigation opportunities would need to be found and it is staff's understanding that finding a landowner could be challenging. This database will connect landowners with permit applicants. However, preapproval from the United States Army Corps of Engineers to proceed with permittee responsible mitigation is still required. The goal is that ultimately, both parties benefit. The landowners get their streams or wetlands restored and conserved in perpetuity and the permit applicants get their mitigation needs fulfilled.

Amanda Long-Rodriguez demonstrated the Economic and Environmental Benefits of Stewardship tool that was developed in partnership with the NCTCOG Environment and Development Department and the assistance of an environmental economics consulting firm. The goal of this tool is to provide users or those who make transportation decisions with the benefits of including environmental stewardship into transportation projects by providing the economic value or return on investment of implementing these stewardship options. The tool is available online and does not require any specialized software. Users can draw their project onto a map and enter project information. By running the analysis, the tool will estimate the amount of natural resources the project may affect and provide the potential environmental impact the project may have based upon the location. Based on this information, the tool will then suggest stewardship options that might be applicable to the project and provide economic benefits of the stewardship options. Finally, the project information can be compiled into a pdf report. Members were encouraged to contact staff about these tools or other environmental justice needs.

11. **Surface Transportation Technical Committee Officers and Announcement of New Regional Transportation Council Officers:** Dan Kessler noted the Surface Transportation Technical Committee officers for the 2019-2020 term were approved at the North Central Texas Council of Governments Executive Board's June 27, 2019, meeting: Chair Bryan Beck, Director of Public Works, City of Grapevine; Vice Chair Brian Moen, Assistant Director of Transportation, City of Frisco; and Tanya Brooks, Assistant Director, Traffic Management

Division, Transportation and Public Works, City of Fort Worth. In addition, Mr. Kessler noted Regional Transportation Council (RTC) officers approved at the June 13, 2019, RTC meeting: Chair Andy Eads, County Judge, Denton County; Vice Chair Roger Harmon, County Judge, Johnson County; and Secretary Theresa Daniel, Ph.D., Commissioner, Dallas County.

12. **Fast Facts:** April Leger reminder members that due to upcoming building renovations, the July 26, 2019, Committee meeting has been canceled. The next Committee meeting is scheduled for August 23, 2019, at the AT&T Stadium. In addition, the September 27 meeting will be postponed by one week to Friday, October 4, 2019. Calendar appointments will be provided to members as additional reminders.

Travis Liska highlighted information on the upcoming Parking Management Symposium scheduled for August 15, 2019. The symposium is intended to help attendees plan for and manage parking as the region continues to grow. Additional information was provided in Electronic Item 12.1 and is also available at www.nctcog.org/parking.

Jing Xu noted that the North Central Council of Governments (NCTCOG) is featured by the Federal Highway Administration (FHWA) as one of the model Metropolitan Planning Organizations in the country for its continuous efforts on shared mobility. Major achievements include leading the region's Mobility on Demand working group, providing ongoing research, technical assistance, as well as funding consideration for the region's shared mobility projects, and incorporating shared mobility into the regional transportation process. The FHWA recently released a formal report on this project, available at www.planning.dot.gov/documents/regional_shared_mobility_planning_caseStudies.pdf. In addition, a webinar is scheduled for July 30 during which NCTCOG will present with Dallas Area Rapid Transit and the Denton County Transportation Authority on behalf of the region. Information about the webinar was provided at <https://collaboration.fhwa.dot.gov/dot/fhwa/WC/Lists/Seminars/DispForm.aspx?ID=2076>.

Trey Pope provided a status report of the current ozone season. As of the date of the meeting, the region has experienced ten exceedance days and the design value is 76 parts per billion. Details were provided in Electronic Item 12.2.

Bailey Muller highlighted current air quality funding opportunities for vehicles, specifically announcing the Clean Fleets North Texas 2019 Call for Projects that recently opened. A webinar on the program is scheduled for July 9, and additional details are available at www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicles.

In addition, Ms. Muller noted upcoming Dallas-Fort Worth Clean Cities events. On August 7, the Texas Natural Gas Vehicle Alliance will hold a free event in Houston, Texas. In addition, September 21 begins National Drive Electric Week. Additional information was provided at www.dfwcleancities.org/dfw-clean-cities-meetings.

Carli Baylor noted that a summary of the May 13, 2019, public meeting was included in Electronic Item 12.3. At the meeting, staff presented the FY2020 and FY2021 Unified Planning Work Program, the Transportation Alternatives Set-Aside Program, and National Highway System review efforts.

Ms. Baylor also noted that Reference Item 12.7, distributed at the meeting, contained details regarding the July online input opportunity. Topics will be posted online for review and comment and include the Disadvantaged Business Enterprise goal update, the United

States Army Corps of Engineers stormwater project, and information on the Unified Transportation Program.

Victor Henderson noted that Electronic Item 12.4 contained general comments submitted by the public from April 20-May 19. Bicycle and pedestrian comments related to the Pedestrian Safety Action Plan, Bike to Work day, and the NCTCOG bike survey results were in the majority.

Brian Wilson noted that Progress North Texas 2019, the annual state of the region report, was distributed at the meeting. This year's report focuses on neighborhoods as the building blocks of regional transportation. Additional copies were made available upon request at the meeting as well as online at www.nctcog.org/ourregion.

The current Local Motion was provided in Electronic 12.5, and transportation partner program reports were provided in Electronic Item 12.6.

13. **Other Business (Old and New):** Chad Edwards noted that on June 19 the City of Fort Worth and the North Central Texas Council of Governments (NCTCOG) were awarded a Planning Excellence award by the Midwest Chapter of the American Planning Association for the Fort Worth Active Transportation Plan. NCTCOG, as a partner on the project, helped ensure the plan would be a regional example of active transportation and that it could easily be duplicated for other cities across the region. Mr. Edwards specifically thanked Kevin Kokes, Karla Weaver, and Daniel Snyder for their efforts.

Chris Klaus thanked NCTCOG staff and the nine counties of North Central Texas that were part of the AirCheckTexas vehicle repair and replacement program for the last 18 years. He noted the program will officially close June 28, the day of the meeting. A final report for the program will be provided in December 2019 as part of close out activities.

Kristina Brevard expressed appreciation to Committee members and NCTCOG for their support during her term as Chair and noted that this would be her last meeting as a member representing the Denton County Transportation Authority.

14. **Next Meeting:** The July 26, 2019, Surface Transportation Technical Committee has been canceled. The next meeting of the Committee is scheduled for 1:30 pm on August 23, 2019, at the AT&T Stadium.

The meeting adjourned at 2:50 pm.