

## MINUTES

### **SURFACE TRANSPORTATION TECHNICAL COMMITTEE August 24, 2018**

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, August 24, 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: Andrew Hooker (representing Antoinette Bacchus), Bryan Beck, Katherine Beck, Marc Bentley, David Boski, Dave Carter, Curt Cassidy, Ceason Clemens, John Cordary Jr., Hal Cranor, Clarence Daugherty, Chad Davis, Duane Hengst (representing Greg Dickens), Phil Dupler, Chad Edwards, Claud Elsom, Cheryl Taylor (representing Keith Fisher), Eric Fladager, Chris Flanigan, Ann Foss, Ricardo Gonzalez, Gary Graham, Tom Hammons, Brian McNulty (representing Ron Hartline), Kristina Holcomb, Matthew Hotelling, Kirk Houser, Terry Hughes, Paul Iwuchukwu, Robert Caskey (representing Paul Knippel), Chiamin Korngiebel, Alonzo Liñán, Paul Luedtke, Stanford Lynch, Joseph Jackson (representing Alberto Mares), Laura Melton, Charlie Rosendahl (representing Mark Nelson), Corey Nesbit, Jim O'Connor, Kevin Overton, Dipak Patel, Shawn Poe, John Polster, Tim Porter, Daniel Prendergast, Lisa Pyles, Bryan G. Ramey II, William Riley, Moosa Saghian, David Salmon, Lori Shelton, Brian Shewski, Walter Shumac III, Tom Simerly, Randy Skinner, Angela Smith, Chelsea St. Louis, Mark Titus, Gregory Van Nieuwenhuize, Caroline Waggoner, Jared White, Robert Woodbury, and John Wright.

Others present at the meeting were: Vickie Alexander, Tom Bamonte, Carli Baylor, Emily Beckham, Natalie Bettger, Chris Bosco, Jason Brown, Ron Brown, Lori Clark, Misaki Collins, Michael Copeland, Brian Crooks, Brian Dell, Rama Dhanikonda, Shawn Dintino, Katy Emerson, Jackson Enberg, David Garcia, Dorothy Gilliam, Christie Gotti, Clinton Hail, Clifton Hall, Victor Henderson, Amy Hodges, Ernest Huffman, Tim James, Dan Kessler, Ken Kirkpatrick, Chris Klaus, Kevin Kokes, Dan Lamers, Minh Le, April Leger, Nancy Luong, Mindy Mize, Michael Morris, Bailey Muller, Archie Nettles, Curtis Newton, Evan Newton, Hilary Nguyen, Mickey Nowell, Donald Parker, Dipak Patel, Vercie Pruitt-Jenkins, Lacy Rodgers, Russell Schaffner, Kelly Selman, Shannon Stevenson, Gaby Tassin, Joe Trammel, Whitney Vandiver, Amanda Wilson, and Melanie Young.

Michael Morris recognized Dave Carter for his years of service on the Surface Transportation Technical Committee.

1. **Approval of July 27, 2018, Minutes:** The minutes of the July 27, 2018, meeting were approved as submitted in Reference Item 1. Jim O'Connor (M); John Polster (S). The motion passed unanimously.
2. **Consent Agenda:** The following items were included on the Consent Agenda.
  - 2.1. **Fiscal Year 2019 Advertising for Transportation Initiatives:** Support for the Regional Transportation Council to recommend North Central Texas Council of Governments Executive Board approval of up to \$1,400,000 in funding for advertising for transportation initiatives that will initiate in Fiscal Year 2019 was requested. Benefits of this initiative and examples of cost savings obtained from bulk advertising purchasing for the Transportation Department were provided in Electronic Item 2.1.1. Addition information on FY2019 advertising costs, along with examples of past advertising, were provided in Electronic Item 2.1.2.

- 2.2. Clean Fleets North Texas 2018 Call for Projects Funding Recommendation:  
A recommendation for Regional Transportation Council approval of funding for additional applications received under the Clean Fleets North Texas 2018 Call for Projects (CFP) was requested. An overview of the Call for Projects was provided in Electronic Item 2.2.1. Detailed projects listings were provided in Electronic Item 2.2.2.

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

3. **Trinity Metro (Fort Worth Transportation Authority)/Fort Worth Housing Solutions Proposed Funding Exchange:** Christie Gotti presented a proposed funding exchange among Fort Worth Housing Solutions, Trinity Metro, and the Regional Transportation Council (RTC) for use towards the construction of a new transit-oriented development project near the Texas and Pacific Rail Station. Current parking will be redeveloped and integrated into the community, creating a positive land use/transportation nexus. Funding has been identified for the residential building and surface parking. Assistance is requested by Fort Worth Housing Solutions and Trinity Metro on the six-level parking facility that is expected to cost approximately \$11,362,000. The parking facility includes both public transit and private parking. Parking garages are federally eligible, but federal funds may not be the best option. Ms. Gotti noted that North Central Texas Council of Governments (NCTCOG) staff agrees with the premise of the project, but suggests not using federal funds directly on the parking garage. Staff proposed that the \$11.3 million in federal funds be used on a project of interest to Trinity Metro and the RTC. Trinity Metro would receive the \$11.3 million in federal funds to be used on a future project. In return, Trinity Metro will transfer an equal amount in local funds to Fort Worth Housing Solutions to implement the parking facility. Ms. Gotti noted that NCTCOG staff will bring back the specific project on which to use the federal funds through the regular Transportation Improvement Program (TIP) modification process. A motion was made to recommend Regional Transportation Council approval of an \$11,362,000 funding exchange among Fort Worth Housing Solutions, Trinity Metro, and the Regional Transportation Council (RTC) for use towards the construction of a parking facility for a new transit-oriented development project near the Texas and Pacific Trinity Railway Express Station. Trinity Metro will transfer an equal amount in local funds to Fort Worth Housing Solutions to implement the parking facility. Action also included a recommendation to the Regional Transportation Council directing staff to administratively amend the Transportation Improvement Program and other funding, planning, and administrative documents to reflect this change. Bryan Beck (M); Claud Elsom (S). The motion passed unanimously.
4. **Volkswagen Mitigation Program:** Lori Clark provided an update on the status of the Volkswagen Settlement that came about as a result of light-duty diesel emission control violations, as well as an overview of the Draft Beneficiary Mitigation Plan for Texas. She noted the Committee would be asked if it would like to approve comments for submission by the Regional Transportation Council (RTC). Background information on the settlement was provided. Under the Environmental Mitigation Trust, money was distributed to the State proportionate to the number of vehicles that violated federal emission controls with Texas receiving approximately \$209 million. The Texas Commission on Environmental Quality (TCEQ) was designated by the Governor's Office as the lead agency responsible for administering the money in Texas. The TCEQ published its Draft Beneficiary Mitigation Plan for Texas on August 8, 2018. Goals for the funds include reducing nitrogen oxides (NO<sub>x</sub>) emissions, reducing the potential for exposure of the public to pollutants, preparing for increased and sustained use of zero emission vehicles, and complementing other incentive funding programs such as the Texas Emissions Reduction Plan (TERP). The proposed funding breakdown for each goal was highlighted, as well as the eligible project types

defined by the trust and those types that TCEQ is proposing to not make eligible in Texas. Ms. Clark clarified information that was not clear in the settlement such as up to 60 percent of the cost of necessary infrastructure for all electric vehicles was also eligible. A list comparing the project types and funding levels eligible under the Trust to what is eligible under the draft plan developed by TCEQ was provided in Electronic Item 4.1. Additional details were provided in Electronic Item 4.2. She noted the RTC's previous recommendation to the TCEQ that it allow the administration of the funds through select regional councils and that the funds be allocated proportional to the number of registered violating vehicles. In the recommendation, the North Central Texas Council of Governments (NCTCOG) should have received approximately \$63 million. TCEQ proposed the following distribution based on an areas severity of ozone levels and ability of funds could get the safely away from the standard. Of the areas, the distribution was split two-thirds to areas "close" the standard, and one-third to the long-term nonattainment areas, then within those groups, proportional based on population: San Antonio-\$73.5 million, Dallas-Fort Worth-\$29 million, Austin-\$0, Beaumont-Port Arthur-\$12.7 million, and El Paso-\$26.7 million. This proposed distribution was largely different from NCTCOG's recommendations so NCTCOG staff analyzed various performance metrics to determine potential fair share allocations to NCTCOG based on the various metrics. In each instance, metrics indicated that NCTCOG would not receive a fair share of the distribution. Based on this information, NCTCOG staff proposed that the TCEQ reevaluate the methodology for geographic distribution to ensure fair share allocation to the Dallas-Fort Worth ozone nonattainment area. Staff also proposed that NCTCOG be allowed to serve as a third-party administrator, in which case NCTCOG would not charge administrative costs for administration of the funds; and that TCEQ utilize the latest/greatest quantifications methodologies to accurately reflect real-world emissions benefits of alternative fuels relative to diesel engines. After additional conversation with the TCEQ, staff proposed further comments that were not included in the meeting mail out material. These include ensuring that cost-effectiveness calculations only consider Volkswagen funds to enable leveraging of other funding sources, supporting interpretation that there is equity between electric and hydrogen infrastructure submitted as part of a replacement/repower project, and encouraging extension of infrastructure funding under the Texas Emissions Reduction Plan through the upcoming legislative program. The schedule for this effort was reviewed. Ms. Clark noted that a TCEQ public hearing will be held at NCTCOG on September 14 and that the deadline for comments was October 8. Chad Edwards asked if staff was aware of a deadline for the nonattainment areas to come into attainment once funding is received. He noted that there are other areas of the State that could utilize this money for the benefit of a much large population than the areas proposed for significant funding by TCEQ. Staff was not aware of a deadline from TCEQ. A motion was made to recommend Regional Transportation Council approval of proposed comments to the Texas Commission on Environmental Quality regarding the Draft Beneficiary Mitigation Plan for Texas. John Polster (M); Clarence Daugherty (S). The motion passed unanimously.

5. **State Infrastructure Bank Loan Opportunities:** Deborah Fleming with the Texas Department of Transportation (TxDOT) provided an overview of State Infrastructure Bank (SIB) loan opportunities available to local governments. In 1997, TxDOT initiated the State Infrastructure Bank, which is a federal bank that lends to local governments. Payments recycle into the revolving fund for roadway projects. Approximately \$300 million is available to lend out to build roadways across the state. SIB loans are available for several types of projects: right-of-way agreements, utility relocations, advance funding agreements, and local roadways. A description for each type of loan and the associated benefits was highlighted. SIB applications are received on a first-come, first-served basis for TxDOT project loans under \$10 million. Project terms are negotiated upfront. Loans for TxDOT projects over \$10 million or non-TxDOT projects are selected through a program call. Items submitted for each type of application are similar. Ms. Fleming highlighted the advantages of

borrowing from the SIB. Advantages include transparent interest rates at market or below, no fees, no interest handling charges, loan amortization schedules that can be made flexible for debt service pinch points, and options for prepayment. The application process was also highlighted, with the entire process taking approximately 4-5 months. Current market indications as of August 16 were reviewed, as well as repayment options such as the ability to defer principle and interest payments to help in early project years. Surface Transportation Technical Committee Chair Kristina Holcomb requested that a copy of the presentation be emailed to members following the meeting. Michael Morris asked if on-system projects were eligible for SIB loans. Ms. Fleming noted that on-system projects were eligible.

6. **Public Participation Plan Update:** Amanda Wilson presented an overview of possible updates to the North Central Texas Council of Governments (NCTCOG) Transportation Department Public Participation Plan, which are necessary to reflect Fixing America's Surface Transportation (FAST) Act requirements and changing demographics. The Public Participation Plan fulfills the basic requirements and procedures for public involvement. It also defines comment periods, outlines communications and outreach strategies for informing the public, describes measures for diversity and inclusiveness, and provides the basis for evaluating outreach efforts. The FAST Act defines how all Metropolitan Planning Organization planning must occur, including public involvement. Planning must also address Title VI of the Civil Rights Act and Executive Orders on environmental justice and limited English proficiency. NCTCOG strives to involve the public through various strategies, including public meetings, online comment opportunities, the NCTCOG website, email, publications, newsletters, community events, speaking opportunities, media relations, and advertising public meeting notices. The Transportation Department's Public Participation Plan was last updated in 2015, prior to the FAST Act. There is a need to update the plan to keep it current with federal requirements, as well as the increasing use of technology by the public to communicate about transportation issues. NCTCOG is also interested in increased emphasis on outreach through community groups to involve citizens earlier in the planning process and to make citizens aware of the Metropolitan Planning Organization and its functions. In addition, updates to the Language Assistant Plan to account for demographic changes are necessary. Proposed revisions include revised stakeholder lists to reflect FAST Act requirements, increased emphasis on livestreaming with options for additional efforts if needed, updates to the Language Assistance Plan, increased weight given to local comments due to their proximity to the projects, refined evaluation measures and reporting, and a more appealing design and format. In addition, staff proposed more efficient public input opportunities by reducing the number of public meetings from three to one. Ms. Wilson noted that when presented to the Regional Transportation Council (RTC), members noted the importance of providing opportunities to those who do not have access or cannot watch streaming of public meetings. A copy of the current Public Participation Plan was provided in Electronic Item 6.1. A copy of the presentation containing additional information on the proposed revisions was provided in Electronic Item 6.2. A timeline for the effort was reviewed, which includes public meetings in September and a 45-day comment period. Chad Edwards requested that staff reconsider holding only one public meeting, which would limit the accessibility of information to the region. Low attendance was discussed, and staff noted that it would consider the request. Surface Transportation Technical Committee Chair Kristina Holcomb discussed public meetings at the Denton County Transportation Authority (DCTA) and other agencies within the region. She suggested that DCTA would be willing to share NCTCOG Transportation Department public meeting topics as part of its meetings as a way to leverage attendance for public meetings at which topics are likely related. Ms. Wilson discussed the current process for public meetings and the presentation of specific topics at the end of the process. She noted that staff believes the public views this as a formality and would like to begin discussions earlier in the process. She also noted

that working with local agencies to share public meeting topics is a great opportunity. Paul Luedtke noted he was supportive of limiting the number of public meetings. Mr. Edwards also discussed the use of social media live options as a way to interact and share with the public.

7. **Automated Vehicle Program Briefing:** Tom Bamonte provided information on Round 2 of the Automated Vehicle (AV) Program that will provide members cities with various resources to prepare for AV deployment in the region. Examples of AV deployment at the regional, State, and national level were highlighted. The purpose of the program is to put into place the resources that will help local agencies plan, pay for, and respond to vehicle automation if and when it accelerates in the region. Projects include 1) planning resources to prepare for AVs, 2) funding to cover costs incurred when there is an AV deployment, and 3) an opportunity to deliver an AV project to address transportation needs not covered by private AV developers. Agencies can participate by opting in to the AV Program. For the AV Planning project, the North Central Texas Council of Governments (NCTCOG) would procure one or more experts in automated vehicle planning to assist public entities to plan for AV deployment. Up to \$1.5 million is available. If the AV movement does not proceed, funding would not be expended. For the Implementation Costs project, up to \$10 million is available to cover the costs associated with a public entity hosting an AV deployment. This will allow communities that may not have staffing or resources available for AV deployment to be competitive. For the Regional Priority project, up to \$20 million is available to assist communities in which AV developers are not promoting to help accelerate the process. Funding will be available through a competitive selection process. Interested agencies should express interest in hosting AV deployments, with respondents being eligible for grant funding. Mr. Bamonte noted that advance paperwork should be completed to help ensure full and prompt cost coverage. Public entities can join AV 2.0 program at any time. A timeline for the effort was highlighted, with public meetings beginning in September. Funding will be available in late 2019. Mark Titus noted that if funding was available for other types of automation projects such as V2X and SPaT that is often implemented by local governments, others might get more involved. He asked if funding for other types of automation projects could be explored separate from this effort. Mr. Bamonte suggested that those types of funding were good ideas and that staff would look into options. For this effort, he noted that some necessary investments that support AV deployment may be eligible for funding, but agreed that thinking more broadly in order to be more in the forefront as a region is important.
8. **Auto Occupancy Detection Technology, Rewards Program, and High-Occupancy Vehicle Subsidy Report:** Natalie Bettger provided an update on the most recent High-Occupancy Vehicle (HOV) subsidy report for tolled managed lanes in the region. The current policy allows for HOV users to travel the tolled managed lanes during the peak periods for a 50 percent discount with the Regional Transportation Council (RTC) paying the cost of the discount. As of May 2018, the current subsidy is approximately \$2.5 million. In addition, the policy includes a discount for RTC-sponsored vanpool users when they travel the tolled managed lanes during the peak periods. As of May 2018, approximately \$4,400 in requests for reimbursement have been received from vanpool users. Staff believes it is appropriate for the region to remain at a 2+ occupancy requirement in order to receive the discount at this time. There have been no customer service impacts or concerns to date, and no qualifying instances in which speeds have dropped below 35 mph. A table showing the subsidy cost by corridor was presented. Ms. Bettger also presented an overview of the High Occupancy Vehicle Rewards Program utilizing the Carma Auto Occupancy Detection and Verification Technology. This effort is a proposed new approach for the automated occupancy verification program to move from an enforcement effort to a rewards program for the HOV subsidy, as well as an option to use a rewards program to advance the US 75

Technology Lane. The new automated occupancy verification technology is hoped to decrease congestion in the peak period, improve safety, reduce the risk to police officers in the field, and decrease the overall cost over time. An overview of the current HOV enforcement process was highlighted, which includes preregistration and manual enforcement. When the technology for HOV verification was previously presented, staff discussed a technology option that included a one-time registration, no pre-declaration, and no enforcement by officers in the field. At that time, it was proposed that the collection process remain the same with the 50 percent discount applied. The new proposal is to implement a rewards program through a similar approach. Users would register using the same application. However, instead of the discount being applied the technology would detect and verify the number of occupants during the peak period and the user would receive an incentive equal to or more than the value of the discount. The new approach is proposed to be implemented in several phases. Phase 1 is the implementation of the rewards on the managed lane corridors. HOV points would be awarded at 50 percent of the actual toll transaction on all eight managed lanes in the Dallas-Fort Worth region. Phase 2 would be proposed implementation of the rewards program on the US 75 Technology Lane that would allow HOV users to be treated differently than SOV users within the corridors without applying a toll on SOV users. Phase 3 and beyond would include expansion of the HOV rewards into a larger effort throughout the region as another tool to manage congestion. HOV rewards could also potentially be used on corridors for special events or to support other modes of travel. Ms. Bettger discussed the expected program cost of development/pilot testing and implementation over a 10-year period totaling approximately \$24 million. She also noted the direct costs associated with the existing system that includes manual enforcement, updates to the current application, and marketing/education totaling approximately \$23 million. The new technology operating and marketing costs that could be applied to other corridors and modes is estimated at approximately \$20 million over 10 years. Other indirect benefits include safety, court cost savings, expandability, air quality, and congestion reduction. Ms. Bettger highlighted the timeline for this effort, noting that action will be requested next month for the Committee to recommend Regional Transportation Council approval of the new approach, three years of funding, and the review of necessary policy adjustments. She noted that staff will be working with the Texas Department of Transportation regarding interest to deploy the rewards program statewide. In addition, an RTC Workshop will be held on September 13 to discuss the program in detail. Clarence Daugherty asked where in the process was staff to request approval of a rewards program on US 75. Mr. Morris noted that staff will be meeting in Washington in the near future to discuss the US 75 Technology Lane. Paul Luedtke asked how it will be known that there is more than one occupant in a vehicle. Ms. Bettger reviewed the detection process through use of the application and/or passenger beacon. She also discussed the violation process.

9. **Implementation of Regional Trail Corridors:** Kevin Kokes presented funding recommendations for design and construction of critical sections of Regional Veloweb trail corridors. He noted this was an opportunity to move forward from 20 years of planning to implementation of two regional trail corridors. He highlighted two corridors from the Regional Veloweb on which staff has been working with local governments: the regional trail from Fort Worth to Dallas that connects through Arlington, Grand Prairie, and Irving and the Cotton Belt Corridor that connects from Dallas Fort Worth International Airport to Plano through the cities of Grapevine, Coppell, Carrollton, Addison, Dallas, and Richardson. In 2013, the mayors of Arlington, Dallas, Fort Worth, Grand Prairie, and Irving met and committed to implement a regional trail system that would connect Fort Worth to Dallas. Since that time, over 18 miles of the system has received funding commitments through a variety of sources. Funding is needed for an additional 3.1 miles of trail that will complete a continuous 53-miles alignment connecting the five cities. Mr. Kokes highlighted the

connection at the southern portion of the trail loop in the alignment in proximity to the CentrePort Trinity Railway Express station in need of funding. He noted an additional section east from Fort Worth to the West Irving TRE Station that is not included in the funding request that is associated with a future roadway project to be implemented in a later phase. In addition, Mr. Kokes discussed the Cotton Belt corridor that extends from the Dallas Fort Worth International Airport east to southern Plano. Over the last few years, staff has been coordinating with Dallas Area Rapid Transit (DART) and local jurisdictions to plan for the trail which will be primarily located in the rail right-of-way as part of the DART Cotton Belt rail project. Funding to construct critical trail sections is needed and will be requested for design of the entire 26 mile trail corridor and also construction of 8.5 miles that have been classified as critical sections of the trail. Mr. Kokes noted that as staff worked with DART, it realized that there are locations where right-of-way is constrained and at which it would be difficult to build a trail or bridge for a trail if the structure is not constructed with the Cotton Belt passenger rail project. Staff has coordinated with DART and the jurisdictions where this occurs. Mr. Kokes highlighted the overall network which will ultimately extend from the Trinity Trail system in Fort Worth to Plano. He noted critical trail sections throughout the corridor east of DFW Airport includes seven cities and three counties. He also noted that the Dallas County Commissioners Court is scheduled to take action on possible additional local contributions to the project that would fund other sections of the trail. A summary of the proposed funding was presented and detailed in Electronic Item 9. Funding includes federal funding, local cash contributions, as well as Transportation Development Credits. A schedule for the effort was reviewed. Information will be presented at September public meetings, with action requested at the September 28 Committee meeting. All local and state funding commitments are anticipated to be in place by December 2018. Michael Morris noted that staff has been working with DART regarding the use of the Transportation Development Credits. Chad Edwards noted that DART would be providing its response to staff soon.

10. **Fast Facts:** Emily Beckham noted that every six years the Metropolitan Planning Organization Planning Agreement is re-negotiated and re-executed. The agreement is a companion to the Unified Planning Work Program and allows North Central Texas Council of Governments (NCTCOG) to receive authorization to utilize Transportation Planning Funds. The current agreement expires at the end of September. NCTCOG staff is working with the Texas Department of Transportation to finalize negotiations and will request Regional Transportation Council (RTC) and Executive Board approval of the renegotiated agreement in September.

Thomas Bamonte provided information on the upcoming Texas Mobility Summit, sponsored by the Texas Innovation Alliance, that will be held in Arlington October 28-30.

Ernest Huffman discussed a draft letter in support of HR 5701, to Establish an Aviation Maintenance Workforce Development Pilot. A copy of the draft letter was provided in Electronic Item 10.1. Staff will request RTC approval of the letter to be submitted on behalf of the RTC and Air Transportation Advisory Committee.

Evan Newton provided an update on east/west funding shares for the region. He noted that the funding percentages remained unchanged since presented in January 2018 with the eastern subregion at 69.22 percent and the western subregion at 30.78 percent. Details were provided in Electronic Item 10.2.

Bailey Muller presented current air quality funding opportunities for vehicles. She noted that details were available online at [www.nctcog.org/aqfunding](http://www.nctcog.org/aqfunding) and flyers were distributed at the

meeting that highlight the Texas Commission on Environmental Quality light-duty motor vehicle purchase or lease incentive program.

Bailey Muller also highlighted upcoming Dallas-Fort Worth Clean Cities events. She noted that details were also available at [www.dfwcleancities.org/dfw-clean-cities-meetings](http://www.dfwcleancities.org/dfw-clean-cities-meetings). Information was presented regarding the National Drive Electric Week event scheduled September 8 at Grapevine Mills Mall. Registration is available at [www.driveelectricdfw.org](http://www.driveelectricdfw.org).

Jackson Enberg provided an ozone season update. He noted that as of the date of the meeting, the region had experienced 30 exceedance days. The current design value was 76 parts per billion. Additional information was provided in Electronic Item 10.3.

Shawn Dintino discussed correspondence to the Texas Commission on Environmental Quality (TCEQ) regarding Local Income Vehicle Repair, Retrofit, and Accelerated Vehicle Retirement Program (LIRAP)/Local Initiative Project (LIP) funding. TCEQ estimates there is a balance of \$116 million in the State Clean Air account from collected but unspent funds, with approximately \$58 million in fees collected from the Dallas-Fort Worth region. He noted that the RTC sent correspondence to TCEQ asking that it request a normal level of biennial funding for LIRAP and LIP in its legislative appropriations request to the Legislative Budget Board for FY2020 and FY2021. The RTC also asked that the remaining balance be appropriated so the funds can be used for their intended purposes. A copy of the correspondence was provided in Electronic Item 10.4. TCEQ adopted its Legislative Appropriations Request on August 8 but did not include funding for LIRAP or LIP. A hearing in front of the Legislative Budget Board is scheduled August 30.

Victor Henderson highlighted the Public Comments Report. A copy was provided in Electronic Item 10.5. The report includes general public comments from June 20-July 19. The majority of comments received were regarding air quality and participating in Clean Air Action Day.

Carli Baylor noted that the September public meeting notice was distributed at the meeting in Reference Item 10.9. Public meetings will be held September 10, 11, and 19. Presentations include transit funding, the Regional Veloweb trail corridors, automated vehicles, a Public Participation Plan update, and Unified Planning Work Program modifications.

Carli Baylor also noted that July public meeting minutes were provided in Electronic Item 10.6. A public meeting was held July 23 during which staff presented information on the Regional 10-Year Plan and Alternate Fuel corridors.

The current Local Motion was provided in Electronic 10.7, and transportation partner progress reports were provided in Electronic Item 10.8.

11. **Other Business (Old and New):** Dan Kessler announced new North Central Texas Council of Governments staff in attendance: David Garcia and Misaki Collins.
12. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on September 28, 2018, at the North Central Texas Council of Governments.

The meeting adjourned at 3:10 pm.