

MINUTES

SURFACE TRANSPORTATION TECHNICAL COMMITTEE December 6, 2019

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, December 6, 2019, at 1:30 pm, in the Transportation Council Room of the North Central Texas Council of Governments. The following STTC members or representatives were present: Onyinye Akujuo, Melissa Baker, Micah Baker, Bryan Beck, Katherine Beck, David Boski, Shon Brooks, Tanya Brooks, Ceason Clemens, Kent Collins, John Cordary Jr., Rick Cortez, Hal Cranor, Clarence Daugherty, Luis Tamayo (representing Arturo Del Castillo), Pritam Deshmukh, Duane Hengst (representing Greg Dickens), Phil Dupler, Chad Edwards, Claud Elsom, Eric Fladager, Chris Flanigan, Anthony Cisneros (representing Ann Foss), Mike Galizio, Ricardo Gonzalez, Thuan Huynh (representing Gary Graham), Tom Hammons, Brian McNulty (representing Ron Hartline), Matthew Hotelling, Terry Hughes, Paul Iwuchukwu, Sholeh Karimi, Gus Khankarli, Chiamin Korngiebel, Clay Lipscomb, Paul Luedtke, Chris Potter (representing Stanford Lynch), Wes McClure, Brian Moen, Mark Nelson, Jim O'Connor, Tim Palermo, Dipak Patel, Todd Plesko, Shawn Poe, John Polster, Tim Porter, Greg Royster, Moosa Saghian, David Salmon, Lori Shelton, Brian Shewski, Walter Shumac III, Ray Silva-Reyes, Randy Skinner, Caleb Thornhill, Gregory Van Nieuwenhuize, Daniel Vedral, Caroline Waggoner, and Robert Woodbury.

Others present at the meeting were: James Adkins, Vickie Alexander, Nick Allen, Cameron Anderson, Tom Bamonte, Berrien Barks, Taylor Benjamin, Natalie Bettger, Peter Braster, Molly Carroll, Dave Carter, Ying Cheng, Brian Dell, Sam Dennehy, Cody Derrick, Matt Fall, Kevin Feldt, Scott Hall, Victor Henderson, Rebekah Hernandez, Amy Hodges, Kirk Houser, Rajaneesh Jandhyam, Amy Johnson, Dan Kessler, Ken Kirkpatrick, Chris Klaus, April Leger, Michelle Match, Mickey McGuire, Priya Mistry, Mindy Mize, Collin Moffett, Erin Moore, Michael Morris, Jeff Neal, Evan Newton, Hilary Nguyen, Chris Reed, Rylea Roderick, Tom Ryden, Samuel Simmons, Shannon Stevenson, Vivek Thimmavajhala, Nicholas Van Haasen, Whitney Vandiver, Mitzi Ward, Brendon Wheeler, Amanda Wilson, Brian Wilson, and Kate Zielke.

1. **Approval of October 25, 2019, Minutes:** The minutes of the October 25, 2019, meeting were approved as submitted in Reference Item 1. Chad Edwards (M); Jim O'Connor (S). The motion passed unanimously.
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) was requested, along with the ability to amend the Unified Planning Work Program and other planning documents with TIP-related changes. February 2020 revisions to the 2019-2022 TIP were provided in Electronic Item 2.1.

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

3. **High-Occupancy Vehicle Transportation Control Measures: Application of Managed Lanes and Substitution of Traffic Signal Progression:** Vivek Thimmavajhala presented a recommendation for Regional Transportation Council approval of the transportation control measure (TCM) project substitutions. Three interim high-occupancy vehicle (HOV) projects are currently listed in the State Implementation Plan (SIP) as TCMs. The projects no longer yield the same emissions benefits and staff proposed that the three projects be removed as

TCMs from the SIPs: IH 35E between IH635 and SH 121, IH 635E between Coit Rd. and Greenville Ave., and IH 635W between Luna Rd and US 75. Impacts of removing the HOV corridors are 0.108 tons per day of nitrogen oxides and 0.061 tons per day of volatile organic compounds. Six traffic signalization projects proposed to be substituted in place of the three interim projects were highlighted. Details were provided in Electronic Item 3. As required, these projects achieve the equivalent or greater emissions reductions than the TCMs to be replaced. The timeline for the effort was reviewed and proposed action highlighted. Mr. Thimmavajhala noted that the public comment period for this effort closes December 10 and that no comments have been received to date. A motion was made to recommend Regional Transportation Council approval of the TCM substitution of three HOV projects: 1) IH 35E corridor (Stemmons Freeway) between IH 635 and SH 121, 2) IH 635 east corridor (LBJ Freeway) between Coit Rd and Greenville Ave, and 3) IH 635 west corridor (LBJ Freeway) between Luna Rd/IH 35E and US 75 with traffic signalization projects listed in Electronic Item 3. John Polster (M); Brian Shewski (S). The motion passed unanimously.

4. **Partnership with Dallas Fort Worth International Airport to Enable Electric Bus Purchase:** Chris Klaus presented a funding partnership with the Dallas Fort Worth International Airport to support the purchase of electric buses. By summer 2020, the Dallas Fort Worth International Airport predicts that additional airside buses will be needed to support the growing number of daily flights and to move passengers from terminals to planes parked away from the gates. The airport requested funding assistance through North Central Texas Council of Governments (NCTCOG) air quality programs to purchase electric buses. However, items such as Buy America constraints and scrappage requirements limit funding eligibility from traditional funding sources for the airport. Due to the air quality benefits of purchasing electric buses, NCTCOG staff proposed a funding partnership to assist the Dallas Fort Worth International Airport in the purchase of four electric buses, the associated infrastructure and equipment, and the temporary lease of airport buses prior to delivery of the purchased vehicles. Recent correspondence to the airport was provided in Electronic Item 4.1. The needed buses have specific operational elements that accommodate passengers and luggage and are not manufactured in the United States. Air quality benefits of electric buses include avoiding an increase in ozone forming pollutants, assisting the airport in maintaining compliance with general air quality conformity as it expands, reducing passenger and employee exposure to exhaust emissions from diesel buses, and sustaining the airport's carbon-neutral accreditation. He noted that the Regional Transportation Council (RTC) approved up to \$3.5 million in Regional Toll Revenue (RTR) funds to the Dallas Fort Worth International Airport to support the purchase of electric airside buses, associated infrastructure and equipment, and the temporary lease of buses while the airport awaits the delivery of the electric buses at its November 14, 2019. Flexibility was also requested in the event the RTR funds are not suitable for a funding swap. The timeline for the effort was reviewed and Committee endorsement was requested. Details were provided in Electronic Item 4.2. Todd Plesko asked what was unique about the buses that they cannot be purchased in the United States. He noted there are at least three companies that make Buy America compliant buses. In addition, he asked how the buses are charged and the length of time it takes for a bus to charge. Mr. Klaus noted that he did not have the specifics about the bus specifications and charging details available, but that he would provide the information to members at a later time. Mr. Plesko also discussed Regional Toll Revenue funds, how regular transit systems must comply with Buy America, and noted that Dallas Area Rapid Transit would like to have \$3.5 million to support Buy America compliant transit buses. Ken Kirkpatrick noted that Buy America regulations for the Federal Transit Administration require a 70 percent domestic content, but that regulations for the Federal Highway Administration require 100 percent domestic content, which is challenging. Regarding maintenance and reliability, Mark Nelson asked how the buses will be maintained

if the manufacturer is located outside of the country. Mr. Klaus noted that maintenance and training information will also be provided to members at a later time. In addition, Mr. Nelson noted that this effort is being identified as a partnership and asked the funding split. Christie Gotti noted that the RTC is paying for the incremental cost as it typically would for clean vehicle-type projects. She noted the airport committed to approximately \$1.9 million for diesel buses. Shawn Poe asked if there were other funding sources that may be more suitable for this partnership. Ms. Gotti noted that due to Buy America restrictions, federal funds cannot be used. When the RTC took action, it approved flexibility for a funding swap in which the airport would be provided federal funds for another project so that it could use local funds on this effort. However, there are no other projects on which federal funds could be used so staff recommended the use of RTR funds. There are RTR funds in Dallas County available for use on the partnership. A motion was made to endorse Regional Transportation Council approval of up to \$3.5 million in Regional Toll Revenue Funds (Dallas County and Regional Accounts) to the Dallas Fort Worth International Airport to support purchase of four electric airside buses, associated infrastructure, equipment, and temporary lease of airside buses prior to electric bus delivery. Action also included flexibility for staff to do a funding swap if determined to be more appropriate, and approval to administratively amend the 2019-2022 Transportation Improvement Program/Statewide Transportation Improvement Program and other planning/administrative documents as needed. John Polster (M); Greg Royster (S). The motion passed unanimously.

5. **2019 Metropolitan Planning Organization Milestone Policy (Round 2):** Brian Dell presented the second round of the Metropolitan Planning Organization (MPO) Milestone Policy. In June 2015, the Regional Transportation Council (RTC) adopted the first MPO Milestone Policy that reviewed projects selected from 1992 to 2005 that had not yet gone to construction. The initiative was successful in assisting 46 projects reach implementation. Staff was directed to initiate a second round of the Milestone Policy to review the next 10-year increment of projects that have not advanced to construction, provided in Electronic Item 5.2. The affected projects primarily include projects that were funded between 2006 and 2010 that have not let or obligated. In addition, there are some projects funded prior to 2006 that previously let but had implementation issues. Most of the projects are funded with RTC-selected funding sources. However, this effort does include a few other funding types because the projects are old, or the projects have some special need. For instance, locally funded, regionally significant projects are included in the region's Transportation Improvement Program (TIP) and projects funded prior to 2010 have been added to the list. Projects funded with congressional earmarks that are subject to rescissions are also included. The list includes 41 projects and approximately \$606 million in funding to be addressed through this effort. The goal of the Milestone Policy is to provide a realistic assessment of projects statuses which helps North Central Texas Council of Governments (NCTCOG) staff balance project schedules with current financial constraints. In addition, it helps to determine project priorities so that funding is freed for ready-to-go projects. Mr. Dell noted the proposed reapproval process is similar to the first round of the Milestone Policy. Agencies with projects on the Milestone Policy project list will be notified by letter. In addition, letters will also be sent to representatives of the cities the projects are located in. Agencies must reconfirm the projects as a priority by providing: 1) a realistic and achievable schedule which must receive NCTCOG and Texas Department of Transportation (TxDOT) concurrence, 2) documentation of policy board support, and 3) documentation of local matching funds availability. Members were encouraged to review project timelines with "20/20 vision" versus "rose-colored glasses" and coordinate with TxDOT and NCTCOG staff in advance to ensure timelines are realistic. Timelines should account for the execution of needed agreements, review by TxDOT, consideration that phases may not run concurrently, and include contingency timing that is not excessive. Implementing agencies will be notified by letter in January 2020 that their projects have been included on the Milestone Policy

project list, with formal responses due to NCTCOG staff by May 1, 2020. The Milestone Policy project list will be presented to the Surface Transportation Technical Committee and Regional Transportation Council (RTC) for review and approval in the summer, which will establish the deadline for the new round of projects. Mr. Dell also provided an update on RTC action at its November 14, 2019, meeting that differed from the STTC recommendation regarding the KCS Railroad Intersection Improvements project in the City of Dallas. A temporary extension was granted for TIP project 11258.9 and staff was directed to work with the City of Dallas to develop a specific deadline for the December 2019 RTC meeting. STTC recommendations on other projects were approved as is. As part of the discussion, the City of Dallas committed to implementing a system to track projects that are identified as part of the Milestone Policy including regular updates to its elected officials. Details of the Milestone Policy effort were provided in Electronic Item 5.1. Members were encouraged to provide feedback to staff regarding the Milestone Policy effort to help improve the process. It was also suggested that agencies document their meetings with TxDOT to ensure all parties involved with the project are on the same page. Paul Luedtke suggested that an interim step be developed to address issues on projects prior to the 10-year timeframe. Christie Gotti discussed a recent meeting with TxDOT Austin regarding carryover balances in the region and the importance of spending down those balances to prevent risk of losing funds in the future. NCTCOG staff is working to determine a better way to manage projects, which may include presentation to the Committee and the RTC in 6-month increments regarding project statuses. STTC Chair Bryan Beck discussed the challenges of project timelines and noted it would be helpful if projects could be overprogrammed. Ms. Gotti noted that although federal law does not allow over programming, NCTCOG staff does maintain Appendix D in the TIP that lists projects that are selected but are outside the four-year window of the document. This allows projects that become ready sooner than anticipated to be moved up and allows projects to be moved if additional funding becomes available.

6. **Hyperloop Certification Center Request for Proposals Status Report:** Michael Morris provided a summary of the response to Virgin Hyperloop One (VHO) regarding its Request for Proposals for a certification center. A six-mile certification track has been requested, with the desire for construction to begin in 2021. He discussed VHO's interest in the integration of all technical fields. In addition, there is increased interest in advancing integrated educational programs to gain expertise within the region and potential partnership with universities to encourage technology programs that will assist with developing a workforce needed for a potential certification center, as well as many other technology opportunities that may come to the region such as autonomous vehicles and unmanned aircraft systems. As part of the response to VHO, four options or families of certification center implementation have been created and include the eight corridors received from entities within the region. All eight corridors will be included in the Request for Proposals response. As part of this effort, staff is exploring a private-sector response that could be beneficial in meeting the 2021 construction deadline. Four options to be included in the VHO Request for Proposal were highlighted: Option 1) private sector certification facility; Option 2) public-sector base facility that is 100 percent certification center with no other benefits; Option 3) public-sector facility that includes other applications; and Option 4) certification center hybrid facility with additional transportation mode technology and other applications. If short-listed, North Central Texas Council of Governments staff will begin work on the next Phase of the proposal and continue to provide projects updates to members.
7. **Auto Occupancy Verification Technology:** Natalie Bettger provided a status report on the high-occupancy vehicle (HOV) detection and verification technology. As a reminder, the Regional Transportation Council (RTC) requested staff to replace manual enforcement of HOVs and managed lane facilities with more advanced technology verification equipment. Staff's focus has been on Phase 1 implementation to apply the HOV discount on managed

lanes in the Dallas-Fort Worth region using the automated verification process. An overview of the current system was provided, as well as the proposed HOV program that will allow users to register once with the process automated to charge the correct toll and no manual enforcement. Users will get the GoCarma app that is associated with a toll tag and setup the GoCarma pass which is detected by the user's smartphone. If a user does not have a smartphone, an occupant pass will be provided for free. The app automatically recognizes the number of passengers in the vehicle, and the HOV users will receive the discounted toll rate. Ms. Bettger noted that last fall, several items were discussed for continued monitoring. Details were provided in Electronic Item 7. In preparation for Phase 1 implementation, staff has worked in partnership with the Texas Department of Transportation/Transcore, the North Texas Tollway Authority, and LBJ/NTE Mobility Partners and are currently working on back office integration testing. A public education and outreach plan has been developed, and staff is working closely with all partners on a switch-over schedule from the existing app to the new app. Partners have also worked on a violation process which includes a 90-day grace period to allow users time to become familiar with the new technology, as well as customer service scenarios and business rules. On December 4, LBJ/NTE Mobility Partners sent communications to current TEXpress users that receive the HOV discount notifying them of the go-live date of January 24, 2020. The GoCarma app will be released January 6 and partner agencies have held prelaunch meetings. In April 2020, additional outreach will be conducted for new users of the HOV system. Ms. Bettger noted that since the TEXpress notification was sent, over 3,000 people have preregistered to receive the GoCarma app and over 5,000 have visited the GoCarma website. Staff will continue to provide updates to the Committee.

8. **Performance End Dates for Federally Funding Transportation Projects:** Brian Dell provided information about performance end dates (PED) on federally funded projects and the potential impacts of PEDs on project implementation. In December 2014, the Office of Management and Budget (OMB) published Code of Federal Regulations Title 2 Part 200 that imposes a period of performance during which costs can be incurred or reimbursed for federally funded transportation projects. The regulation became effective December 26, 2014, and required all Federal Project Authorization Agreements (FPAA) to include a PED going forward. Several of the PEDs established soon after this regulation was implemented have expired, and at least one project in the region has been negatively impacted. Mr. Dell noted that a PED is the termination date of the period of performance. Costs incurred on a project after this date are not eligible for federal reimbursement. This is listed in the FPAA and it is applicable to both State and locally let projects that have federal funding. The period of performance is determined by the Texas Department of Transportation (TxDOT) in coordination with FHWA division offices for each phase of a project and is based on a project's estimated schedule, plus any closeout procedures after the actual work is finished. A PED can be modified in limited circumstances if there is a change that affects the completion schedule of a project such as change orders that affect the scope, delays in awards or advertisement, or adding a new project phase to the agreement. Requests to adjust the PED should be submitted to FHWA through TxDOT within the period of performance. An example of a PED in older FPAA's was highlighted and it was noted that the date is included in the State Remarks field and not defined. An example of a recent FPAA was highlighted and includes a designated field for the project end date. It is important to note that the PED is listed at the end of the FPAA with no explanation of its importance, making it easily overlooked. If a project surpasses the PED and costs are incurred after that date, the implementing agency will be responsible for 100 percent of the costs. The PED can be modified after the previously approved date has passed, but work performed during the lapse period will not be reimbursed. Agencies were encouraged to coordinate with their TxDOT districts to establish a PED that is realistic on future federally projects. For those projects that are already established, agencies should verify the PED

dates and if there is an applicable and documented reason and TxDOT concurs, work with TxDOT to extend a PED if it is not realistic. FHWA PED guidance is available at https://www.fhwa.dot.gov/cfo/projfundsmgt_qa.cfm#a7. Details were provided in Electronic Item 8. Chad Edwards asked how this relates to the Milestone Policy. It was noted that the second phase of the Milestone Policy presented earlier in the meeting addresses projects funded from 2006 to 2010. The regulation does not apply to grants before 2014. Staff presented the importance of performance end dates to ensure that agencies in the region are aware of the impact to projects, but members were encouraged to consider performance end dates and the Milestone Policy as a reminder that implementing projects in a timely manner is important. John Polster asked how the PEDs are established. Christie Gotti noted that TxDOT Austin has indicated that there is formula used to establish PEDs. For the project currently impacted, it is unclear how the PED was developed.

9. **Trail of the Month Video Highlights:** Matt Fall provided information on the Trail of the Month video series which highlights a new trail in the Dallas-Fort Worth (DFW) region each month. The videos are part of an outreach initiative to make the public aware of the many trails in the DFW region and to showcase the 733 built miles and 3,869 planned miles of trails in the system, as well as to highlight current and future investments by cities and the Regional Transportation Council. The videos highlight trail system benefits such as transportation, multimodal connections, regional connectivity, access to job centers and schools, community enhancement, and the history of the trails. A total of 12 videos highlighting regionally significant trails are scheduled. Details were provided in Electronic Item 9. Members were shown Dallas' Santa Fe Trail video and additional videos are available at www.nctcog.org/bikeweb.

10. **End of 2019 Ozone Season:** Chris Klaus presented a summary of activity for the Dallas-Fort Worth (DFW) region's 2019 ozone season, which concluded at the end of November. Population and vehicle miles of travel data were highlighted, and it was noted that both trends are increasing in the region. Conversely, on-road vehicular emission trends show a continued decrease resulting from the many air quality programs implemented in the region that help to reduce the emission of nitrogen oxides and volatile organic compounds. Regarding the 2019 ozone season, members were reminded that the region is under two air quality standards: the 2008 standard of 75 parts per billion (ppb) and the 2015 standard of 70 ppb. At the end of the season, the region's three-year average was 77 ppb, which exceed both the 2008 and 2015 standards. Air quality monitors within the region were highlighted, with the North Dallas monitor currently the controlling monitor. Mr. Klaus explained the significant impact the 2018 ozone season data will have in the three-year averaging that will be used for the 2008 and 2015 air quality standards deadlines in 2021. Attainment for both standards will be based on 2018-2020 ozone monitor data. Ozone assessment scenarios for the fourth highest reporting monitors were highlighted for the 2020 season. Attainment is reached when all monitors are below the ozone standards. In addition, if all monitors are at or below the standard NCTCOG could petition for an extension. If granted an extension, the region would have until 2021 to reach attainment which will allow for the 2018 ozone season data to be dropped from the three-year average. He noted that the Texas Commission on Environmental Quality will hold a hearing in January 2020 on the State Implementation Plan (SIP) for 2015. Staff will review for potential comments. In closing, members were reminded of the many air quality programs and initiatives supported by the Committee and were thanked for their continued support of air quality. Clarence Daugherty asked how the region will be impacted if attainment is not reached. Mr. Klaus noted that a new SIP would be developed that would include more stringent offsets and potentially new control strategies. He added that staff is optimistic that a one-year extension may be possible if all monitors are at or below the standard for the 2020 ozone season.

11. **Fast Facts:** April Leger noted the 2020 meeting schedules for the Regional Transportation Council and the Surface Transportation Technical Committee were provided in Electronic Item 11.1.

In addition, Ms. Leger announced that Transportation Department staff member, Tom Bamonte, has been appointed to the Governor's Texas Connected and Automated Vehicle Task Force.

Rebekah Hernandez provided a legislative update. She noted the federal government will continue to operate through December 20 after President Trump signed a month-long funding bill at the end of November. The continuing resolution maintained current funding levels and included an important provision that repealed a section of the Fixing America's Surface Transportation Act. The provision repealed the planned rescission of \$7.6 billion from states' highway funding that was set to take place next July.

Matt Fall discussed curbside planning and management which focuses on how to plan for and balance the many competing uses for curbside space. Competition for curbside space continues to increase and change with the evolution of next technologies such as autonomous vehicles. A Curbside Management and Training Workshop is scheduled for February 5. Additional details were provided in flyers distributed at the meeting.

Amy Hodges highlighted current air quality funding opportunities for vehicles. The Clean Fleets North Texas 2019 Call for Projects provides grant funding to replace medium and heavy-duty diesel vehicles and equipment and closes February 14, 2020. The Texas Emissions Reduction Plan also recently opened and provides grant funding for alternative fueling facilities. The grant deadline is March 18, 2020. Additional details were provided at www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle.

Ms. Hodges also highlighted upcoming Dallas-Fort Worth (DFW) Clean Cities events. The annual DFW Clean Cities meeting and fleet recognition awards is schedule for December 17, 2019. In addition, the Texas Commission on Environmental Quality will host a Texas Volkswagen Environmental Mitigation Program workshop December 9 on the next funding round. A webinar is also scheduled for January 22. Details were provided at www.dfwcleancities.org/dfw-clean-cities-meetings.

Victor Henderson referenced the December online input opportunity notice distributed at the meeting in Reference Item 11.6. The online input opportunity will extend from December 9-January 7 and will include information on Transportation Improvement Program modifications, the Dallas Fort Worth International Airport electric bus partnership, and hyperloop and auto occupancy verification technologies.

Mr. Henderson also noted that comments received for the October 14, 2019, public meeting were provided in Electronic Item 11.2. Staff presented information related to program of projects, air quality funding, the Community Schools and Transportation Program, and the new Regional Transportation Council public comment procedures.

In addition, Mr. Henderson noted that Electronic Item 11.3 contained the Public Comments Report covering general public comments received from September 20 to October 19, 2019. Comments regarding transit development and use were in the majority.

The current Local Motion was provided in Electronic 11.4, and transportation partner program reports were provided in Electronic Item 11.5.

12. **Other Business (Old and New):** Jeff Neal provided information on Community Development Block Grant Mitigation funding from the Department of Housing and Urban Development available in response to recent flooding events. The draft State Action Plan documenting how funds will be distributed was released November 21, 2019. Approximately \$4.3 billion is anticipated to be allocated through this program to the State of Texas, which is of significant importance since 13 of the 16 North Central Texas Council of Governments counties were declared as federal disaster areas during the 2015 and 2016 flood events and qualify to compete for a portion of the funds. Mr. Neal noted that a public hearing will be held on December 9, 10 am, at the Dallas County Community College District Bill J. Priest Institute. Public comments are due January 6, 2020, and the final State Action Plan that documents the process to submit applications is scheduled to be released on February 3, 2020. Funding will help the region focus on future inclement weather mitigation and resiliency.

Michael Morris presented information on transportation and land use, and the changing investment landscape for mega developments. He noted that this information will be presented to the Regional Transportation Council (RTC) at its December 12, 2019, meeting. Mr. Morris highlighted past requests from entities looking to relocate within the region, and recent requests from local partners seeking to revitalize existing areas within the region. These requests create an opportunity to use transportation investment to change land use and promote economic vitality of the region for mobility and air quality purposes. He noted the importance of establishing a standard practice/policy to handle these types of requests versus approaching each request differently. Examples of external partnership requests, as well as local partnership efforts were highlighted. He noted potential projects often support sustainable, mixed-use and transit-oriented developments. Efforts may also include economic development, redevelopment, and revitalization projects such as parking garages with an intermodal component. A current local partnership opportunity with the City of Plano on the Collin Creek Mall mixed-use redevelopment was highlighted. The City has requested RTC participation in construction of a parking garage. The total project cost is estimated at approximately \$30 million with around 50 percent repaid by the City of Plano. Because of the project's proximity to downtown Plano and the lack of parking, the parking garage would serve as a multi-function, regional parking garage with a transit component. Negotiations are ongoing and include assurances that the proposed development will materialize, restriction of overnight parking, repayment with interest, and RTC funding only for the construction of publicly available parking. Mr. Morris noted that this is an expansion of items discussed frequently such as large economic development opportunities in the region. Todd Plesko discussed requests often received by Dallas Area Rapid Transit from local officials requesting transit service in response to private-sector development, with no financial commitment on the part of the private entity. Mr. Morris noted that it will be important to work with the transportation authorities in the region to ensure that transit needs and responsibilities are integrated into the policy. Members requested a copy of the presentation be provided by email.

Dan Kessler introduced new North Central Texas Council of Governments staff at the meeting, Taylor Benjamin and Nick Van Haasen. In addition, he recognized Collin Moffett who recently returned from military deployment.

13. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on January 24, 2020, at the North Central Texas Council of Governments.

The meeting adjourned at 3:30 pm.