

## MINUTES

### **SURFACE TRANSPORTATION TECHNICAL COMMITTEE February 24, 2017**

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, February 24, 2017, at 1:30 pm, in the Transportation Council Room of the North Central Texas Council of Governments (NCTCOG). The following STTC members or representatives were present: Antoinette Bacchus, Bryan Beck, David Boski, Kristina Brevard, Mohammed Bur, Loyl Bussell, Dave Carter, Kent Collins, Hal Cranor, Clarence Daugherty, Duane Hengst (representing Greg Dickens), David Disheroon, Massoud Ebrahim, Chad Edwards, Claud Elsom, Gretchen Vasquez (representing Keith Fisher), Eric Fladager, Chris Flanigan, Ann Foss, Gary Graham, Matthew Hotelling, Kirk Houser, Terry Hughes, Jeremy Hutt, Paul Iwuchukwu, Joseph Jackson, David Jodray, Sholeh Karimi, Chiamin Korngiebel, Richard Larkins, Alonzo Liñán, Paul Luedtke, Stanford Lynch, Cesar J. Molina Jr., Lloyd Neal, Mark Nelson, Jim O'Connor, Kevin Overton, Dipak Patel, Todd Plesko, Shawn Poe, John Polster, Tim Porter, Daniel Prendergast, Lisa Pyles, William Riley, Moosa Saghian, David Salmon, Elias Sassoon, Lori Shelton, Walter Shumac III, Randy Skinner, Angela Smith, Chelsea St. Louis, Caleb Thornhill, Mark Titus, Gregory Van Nieuwenhuize, Daniel Vedral, Caroline Waggoner, Jared White, and Bill Wimberley.

Others present at the meeting were: Vickie Alexander, Tom Bamonte, Berrien Barks, Ron Brown, Ken Bunkley, Sarah Chadderdon, Lori Clark, Korey Coburn, Shawn Conrad, Michael Copeland, Brian Dell, Craig Elliott, Kevin Feldt, Brian Flood, Clifton Hall, Jill Hall, Heather Haney, Jeff Hathcock, Victor Henderson, Jesse Herrera, Mike Johnson, Dan Kessler, Ken Kirkpatrick, Garry Kraus, Dan Lamers, April Leger, Amanda Long-Rodriguez, James McLane, Mark Middleton, Mindy Mize, Amy Moore, Michael Morris, Jenny Narvaez, Nick Page, Erica Paige, Donald Parker, David Plutowski, Vercie Pruitt-Jenkins, Chris Reed, Amy Rideout, Christina Roach, Josh Robertson, Russell Schaffner, Dean Stuller, Gerald Sturdivant, Justin Thomey, Gretchen Vasquez, Greg White, Amanda Wilson, Brian Wilson, and Kate Zielke.

1. **Approval of January 27, 2017, Minutes:** The minutes of the January 27, 2017, meeting were approved as submitted in Reference Item 1. Jim O'Connor (M); Matthew Hotelling (S). The motion passed unanimously.
2. **Consent Agenda:** There were no items included on the Consent Agenda.
3. **Dallas Area Rapid Transit/Regional Transportation Council Transit Related Improvement Program Funding Partnership:** Christie Gotti presented a proposed funding partnership with Dallas Area Rapid Transit (DART). In December 2016, DART staff requested assistance from the North Central Texas Council of Governments (NCTCOG) to develop a partnership to help assist in its Transit Related Improvement Program (TRIP). The TRIP is designed to help DART respond to concerns from member cities without rail service or rail service in the approved financial plan. Through this partnership, staff proposed to increase the Regional Transportation Council (RTC)/Local fund pool through an innovative funding exchange. It was proposed that DART and the RTC each contribute half the funds to the TRIP in two phases. The RTC would send to DART \$7,025,000 in Phase 1 and \$9,000,000 in Phase 2 as a contribution to the TRIP partnership. In addition, the RTC will send another \$10 million to DART in each phase (\$20 million total). In return, DART will send the same amount of local funds back to the RTC (\$20 million total). The local funds will repopulate the RTC/Local pool. The RTC/Local pool was established in 2005 with funds from several funding exchanges and is used to fund local air quality projects, innovative finance, leveraging, cash flow, and other regional transportation projects. As the existing RTC/Local balance is spent down, NCTCOG staff has been seeking opportunities to

repopulate the account. DART will utilize TRIP funds to build various street repairs, signal upgrades, radio system updates, road repairs, road reconstruction, and intersection improvements within the affected cities. The RTC's federal funds will be used on DART projects to offset its local expenditures on TRIP. This strategy concentrates federal money on a few larger projects versus several smaller projects. Projects proposed for federal funds include: 1) Phase 1: FY2018, \$17,025,000 for environmental and preliminary engineering on the Cotton Belt rail line, and 2) Phase 2: FY2021, \$19,000,000 for construction on the Cotton Belt rail line. The timeline of the effort was reviewed. A motion was made to recommend Regional Transportation Council approval of the Dallas Area Rapid Transit/Regional Transportation Council Transit Related Improvement Program partnership with an exchange of \$17 million in federal funds for \$10 million in local funds in 2018 (Phase 1) and \$19 million in federal funds for \$10 million in local funds in 2021 (Phase 2). The recommendation includes approval to administratively amend the 2017-2020 Transportation Improvement Program/Statewide Transportation Improvement Program and other planning/administrative documents to incorporate the new projects. Chad Edwards (M); John Polster (S). The motion passed unanimously.

4. **Fixing America's Surface Transportation Act: East/West Equity Funding Distribution:**

Amanda Long-Rodriguez discussed approval of the latest effort to reassess the funding distribution between the eastern and western subregions as a result of Fixing America's Surface Transportation (FAST) Act. The Regional Transportation Council (RTC) Bylaws determine that when there is a new transportation funding bill, staff will reassess the eastern (Dallas and Paris Districts) and western (Fort Worth District) funding distributions for the region. Staff reevaluates the funding split for both the Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Surface Transportation Block Grant Program (formerly Surface Transportation Program-Metropolitan Mobility). Ms. Long-Rodriguez noted that this does not apply to Transit Section 5307 funding, which is reassessed annually. Distributions approved by the RTC for previous funding bills were reviewed. The last reassessment of the distribution was for Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21). The distribution for Surface Transportation Program-Metropolitan Mobility (STP-MM) was 32 percent in the west and 68 percent in the east. For CMAQ, the distribution was 34 percent in the west and 66 percent in the east. For the Fast Act, staff proposed the same methodology be used to determine the funding split as was used for MAP-21. Additional information was provided in Electronic Item 4.2. The Surface Transportation Block Grant Program (STBG) is designed for mobility and air quality projects and is eligible within the 12 county metropolitan planning area. Formula inputs of vehicle miles traveled, population, employment and activity are calculated using data from 2010 urbanized areas, 2014 demographics, and the 2014 roadway network. CMAQ is designed for air quality and transit projects that address attainment of National Ambient Air Quality Standards in the 10-county non-attainment area. The funding split is based on the ozone precursors of nitrogen oxides and volatile organic compounds. For this analysis, staff used the latest planning assumptions, the most recent 2016 conformity, and the 2017 roadway network. As an extension to this effort, staff looked at how environmental justice populations would be effected by the funding distribution. The distributions of these populations is in the 30-34 percent range for the west and 66-70 percent range for the east, similar to the proposed funding distribution for the FAST Act. Staff proposed the regional distribution of FAST Act funds at 32 percent in the western subregion and 68 percent in the eastern subregion for STBG, and 34 percent in the western subregion and 66 percent in the eastern subregion for CMAQ. Moving forward, the distribution percentages will apply to all FAST Act funding. The CMAQ distribution will apply to air quality programs such as the Transportation Alternatives Set Aside program and the STBG distribution will apply to all federal and State RTC selected mobility programs including Category 2, Texas Mobility Funds, and Proposition 12. This will not include Regional Toll Revenue funds, and as noted, transit funds are not included in this effort. The timeline for this effort was reviewed. A motion was

made to approve the regional distribution of Fixing America's Surface Transportation Act funds at 32 percent in the western subregion and 68 percent in the eastern subregion for Surface Transportation Block Grant Program funds, and 34 percent in the western subregion and 66 percent in the eastern subregion for Congestion Mitigation and Air Quality Improvement Program funds. John Polster (M); Daniel Vedral (S). The motion passed unanimously.

5. **Volkswagen Mitigation Update and Correspondence to the State of Texas:** Jenny Narvaez provided an update on the Volkswagen settlement status and proposed correspondence to the Governor of Texas and Texas Attorney General. In early 2016, the Environmental Protection Agency (EPA) found that Volkswagen had installed illegal emissions defeat devices in its light-duty and heavy-duty diesel engines. Lawsuits were filed against Volkswagen, and in March 2016 the Regional Transportation Council (RTC) sent correspondence to the United States Department of Justice and the Texas Attorney General requesting that should a settlement be made, the funds should be earmarked to implement air quality projects and programs to offset the increase in emissions. Since that time, Volkswagen has agreed to a Partial Consent Decree with the United States which includes the creation of a Mitigation Trust of approximately \$2.9 billion nationwide to fund eligible mitigation actions. The State of Texas is set to receive approximately \$209 million and the administrative share is up to 15 percent. An overview of the mitigation process was highlighted and includes appointment of a trustee, designation of beneficiaries, acceptance of funds, creation of a mitigation plan, and administration of the mitigation trust. To ensure the appropriate allocation of funds, staff has reviewed all the council of government (COG) regions and made some determinations. Staff believes the benefits of the funding are greater for areas that fall within transportation management areas (TMAs), areas that will possibly be designated nonattainment under the 2015 ozone National Ambient Air Quality Standards (NAAQS), have existing vehicle inspection maintenance programs, and/or regions within Texas Clear Lanes. These areas have a greater percentage of the total vehicles that are affected by the mitigation, the greatest air quality challenges, and are the most congested. Staff's recommendation is that 90 percent of the State's \$209 million in mitigation funds be suballocated to the following five regions based on the total number of registered vehicles subject to the partial consent decree: 1) Alamo Area COG, 2) Capital Area COG, 3) Houston-Galveston Area Council, 4) Rio Grande COG, and 5) North Central Texas COG. Approximately 10 percent would be set aside for any other regions that may be interested in participating. If approved, the region could receive up to \$63 million to fund projects eligible for the mitigation funds. Staff proposed that correspondence be submitted to the Governor and the Texas Attorney General with recommendations for the mitigation fund. Recommendations include requesting the State of Texas pursue the receipt of funds and the lead agency be the Texas Commission on Environmental Quality (TCEQ). TCEQ has shown reliable capabilities in dispersal of its Texas Emission Reduction Plan funds and have the administrative and technical capacity to serve as the lead agency for Texas. Additional recommendations include directing that mitigation plan development include input from regions and other interested parties, emphasis on high nitrogen oxides reduction programs and projects that support what staff refers to as fair share funding disbursement based on the TMAs, ozone noncompliance, Texas Clear Lanes, and 10 percent of funds set aside for other regions. Use of funds is recommended to be determined by each COG area, since projects vary in their need based on each area. Streamlined, flexible, administrative functions to allow for quick project implementation is also recommended. Details were provided in Reference Item 5. Chad Edwards asked if there will be a call for projects to identify projects if funding is received. Ms. Narvaez noted that staff anticipates a call for projects is likely since funds are allocated through a reimbursement process initiated through the beneficiary. Paul Luedtke asked if staff considered whether some of the funds would be used for signal retiming. Ms. Narvaez noted that signal retiming does not fall within the realm of the Partial Consent Decree. Michael Morris noted that staff will lay out the

eligible items from the Partial Consent Decree at a future meeting. Staff's current effort is to recommend the State engage and the region receive its fair share of revenue. Mike Overton asked who would be the beneficiary of the funds. Ms. Narvaez noted staff believes the TCEQ would be the best State agency to serve as the beneficiary. Staff would work with the beneficiary to have the funds dispersed to the North Central Texas Council of Governments (NCTCOG). Projects must ultimately be approved by the trustee before the funds come to the region. Clarence Daugherty asked if the recommendation is an effort NCTCOG is proposing, if this has been worked out with the other council of governments, or if staff is simply trying to get the State involved. Ms. Narvaez noted that NCTCOG staff has been working extensively with other council of governments throughout the state, as well as the State. The Governor's office has been contacted and are aware of the funding. In addition, working groups are meeting and some have recommended that the funds be disbursed to all council of governments in the state based on the affected vehicles. NCTCOG staff believes the areas discussed earlier would receive greater benefit. Todd Plesko asked if there is a projected timeline for when the State would make a decision to pursue funding and when the funding may become available. Ms. Narvaez noted that those details are not known at this time. Cesar Molina asked if the \$63 million possible for the region included the 15 percent administrative cost. Ms. Narvaez noted the region should receive a total of \$63 million if approved. The 15 percent may be taken at the beneficiary level or possibly used by the NCTCOG, but remains to be seen. A motion was made to recommend Regional Transportation Council approval to submit correspondence to the Governor of Texas and the Texas Attorney General with recommendations for the approximately \$2.9 billion mitigation trust fund as detailed in Reference Item 5. John Polster (M); Claud Elsom (S). The motion passed unanimously.

6. **Modern Day "People-Mover" Technology Update and Request for Information:**

Michael Morris provided an update of recent progress regarding people-mover project initiatives for the Dallas-Fort Worth region. He noted additional information was provided in Electronic Item 6, but that an abbreviated presentation was distributed at the meeting in Reference Item 6.1. The Regional Transportation Council (RTC) has requested staff to issue a Request for Information (RFI) to the people-mover industry. Mr. Morris discussed North Central Texas Council of Governments (NCTCOG) efforts regarding people-mover systems. Staff is pursuing consultant assistance to discuss the interface of parking garages with other types of transportation decisions. Candidate parking garage locations have been identified. For example, in the Dallas medical district, a central parking garage connected to a people-mover system may be beneficial regarding movement people trying to access parking spaces in the area. He discussed the proposed Request for Information. The RFI will provide information regarding the conceptual technology for people-mover systems. In addition, staff has begun work to coordinate the system with regional transit connections and for a Mobility Plan needs assessment to determine the feasibility of options. The RFI has been divided into two components. The first is the cost benefit. The RFI will help determine if economies of scale for a single technology within the region can be realized. Cost benefits may also include optimization of structure designs, freight feasibility, feasibility of driverless vehicles, feasibility of battery technology, roles of freight, and access/line-haul/egress integration feasibility. The second component is the revenue benefits. Benefits may include secondary or tertiary benefits of having the new technology manufactured within the region, the role of public-private partnerships, potential revenue from freight, innovative funding components, and integration with parking garages as discussed. Members were encouraged to provide comments that could be incorporated into the RTC meeting material. Chad Edwards noted he was not clear on how the parking garages fit into this effort. Mr. Morris noted the parking garage would include technology and become the rail station for the people-mover system. This would help minimize the circulation that currently occurs with cars trying to locate parking spaces. The parking consultant is being hired to discuss the interface between a people-mover system and a parking garage.

Mobility Plan staff would then work to determine locations for these subsystems. Daniel Vedral mentioned the current APT system connected to the Dallas Area Rapid Transit Orange Line that goes to various parking garages, and noted Irving would like this system to be included in the study to determine if modernizing the current system would promote increased ridership. Mr. Morris discussed two options at Las Colinas to expand the current strategy or use a new technology. He noted City of Irving input regarding its desire is needed. Mr. Vedral noted the City of Irving would like to be included in the discussions. Chad Edwards asked what entity is expected to own and operate potential people-mover systems. Mr. Morris noted that this type of detail was not known and would likely be included in the RFI. Mr. Edwards noted that transit agencies already have commitments and a funding source, and that adding additional responsibilities to the transit agencies with no additional funds would be a challenge. Mr. Morris discussed the revenue benefits slide. He noted the RFI is intended to help determine if there are feasible options that may generate revenues that could be provided to transit agencies to help pay system operating costs. Clarence Daugherty discussed the economies of scale for a single technology and noted there is merit to a single technology even if implemented with separate systems. Kristina Brevard asked the timeline for releasing the RFI. Mr. Morris noted that if approved by the RTC at its March 9, 2017, meeting, it would likely be sent out within 30-45 days with 60 days given to respond.

7. **Waze Connected Citizens Program: Next Steps:** Tom Bamonte provided an update on the Waze Connected Citizens Program (CCP). In December 2016, the Regional Transportation Council (RTC) authorized the region's participation in the CCP and directed staff to issue a Request for Partners to allow parties to propose data sharing partnerships and to work with regional partners to optimize transportation data sharing. The CCP is moving forward, with many state departments of transportation, cities, toll roads, metropolitan planning organizations, and private-sector participants. The CCP is a data sharing program used to communicate road closures and other incidents of interest to the traveling public. Waze takes the information and enters it into its maps and routing recommendations. In turn, Waze shares roadway incidents, crashes, road condition, congestion, and other real time information reported by its users. CCP participants gain access to Waze map editing tools to update motorists regarding road closures and other local roadway information. He noted the North Central Texas Council of Governments will be cohosting an information and training session on the Waze program and editing tools in Southlake on Tuesday, February 28, 2017, at 9:00 am. Details were included in Reference Item 7.1, distributed at the meeting. Mr. Bamonte discussed other data-sharing companies and suppliers of transportation information to car navigation services who have also offered tools to the transportation community. Multiple services would mean agencies would be required to input data into several programs. In addition, the entire region may not be supporting the same travel navigation services. In an effort to create a one-stop shop where agencies can communicate to the public and know the data is being shared to all who are advising the public, staff proposed that use of the 511DFW portal would be beneficial to the region and allow for seamless data sharing. Staff will be transitioning 511DFW from Dallas Area Rapid Transit (DART) to the North Central Texas Council of Governments in the coming months. The 511DFW data entry tools must be updated to be more user friendly. Member comments regarding the effort were encouraged. Todd Plesko discussed the 511DFW portal and DART's use to share data with the outside public and within its own agency. He added it would be frustrating if the system was focused primarily on highways and the transit elements were handled differently; a format that everyone could use for all modes of transportation from the private sector and public entities of highway and transit systems would be preferable. Mr. Bamonte noted the goal is to make the system simple and uniform for all modes of travel. Sholeh Karimi asked if there was a verification methodology in place to confirm the accuracy of information. Mr. Bamonte noted that a user group will be

convened to address quality control issues and to simplify the inputting process in 511DFW to increase the likelihood that the information is accurate.

8. **Critical Freight Corridors:** Jeff Hathcock presented information regarding critical freight corridors and efforts to identify freight corridors that provide critical connectivity to the State Freight Network and the National Highway Freight Network. This effort will allow for expanded use of National Highway Freight program formula funds and Fostering Advancements in Shipping and Transportation for the Longer-term Achievement of National Efficiencies grant program funds for eligible projects that support national goods movement goals. An explanation of freight networks was provided. The Primary Highway Freight Systems includes a network of highways identified as the most critical highway portion of the United State freight transportation system (federal level). The Texas Freight Network is comprised of the State primary freight network and the secondary freight network (State level). Critical freight corridors consist of the urban freight corridors (MPO designated) and the rural freight corridors (state designated). In order to designate a Critical Urban Freight Corridor, the corridor must be in an urbanized area and meet one or more of the following elements: 1) connect an intermodal facility to the primary highway system, interstate system, or an intermodal freight facility, 2) located within a corridor or route of a primary highway freight system or provide an alternate option to important goods movement, 3) serves a major freight generator, logistics center, or manufacturing and warehouse/industrial land, or 4) is important to the movements of freight within the region as determined by the metropolitan planning organization and the state. Using regional performance measures, staff has reviewed the Critical Urban Freight Corridor designations and are evaluating all freight-related urban corridors in the region using a qualitative and quantitative approach to propose designations. Staff's goal is to develop a regional critical freight corridor system to align with the goals of the Metropolitan Transportation Plan, Transportation Improvement Program, and 10-Year Plan. Performance measures that consider truck travel data, intermodal facility locations and connections to freight oriented developments, the Primary Highway Freight System, and the Texas freight system are being utilized. Maps showing the Federal Highway Administration Primary Highway Freight System, Texas Department of Transportation (TxDOT) freight networks, and potential Critical Urban Freight Corridors were highlighted. The critical freight corridors provide important connections to the primary highway freight system and the state freight network system. These corridors total approximately 218 miles. To date, the State has not yet officially designated a total mileage, but has said there could be approximately 100 miles available for designation in the Dallas-Fort Worth Urban area. To develop its regional Critical Urban Freight Corridor recommendations, staff placed its potential corridors into a scorecard. Based on the scorecard rankings, corridors for proposal have been determined. Proposed corridors include FM 156, US 80, SH 78, Loop 9, Pleasant Run, SH 360, and others. These corridors connect to major freight generators, intermodal facilities, and the Dallas Fort Worth International Airport. A map showing the entire system and how the corridors align with the major primary freight system and the TxDOT secondary freight system were shown. Mr. Hathcock noted that proposed corridors are a draft and members were welcomed to provide comments. Additional information was made available at [www.nctcog.org/cfc](http://www.nctcog.org/cfc).
9. **High-Speed Rail Update:** Kevin Feldt provided a high-speed rail update, specifically related to the Dallas-Fort Worth Core Express Service between Dallas and Fort Worth. Staff has been coordinating with local governments to identify a governance entity to assist in implementing a high-speed rail system in the region. Coordination continues with the Texas Department of Transportation to work through a funding agreement to continue the environmental process to its completion. Various corridor alternatives are being analyzed and three station area planning studies are being managed. The North Central Texas Council of Governments' role is to identify the best corridor alignment between Dallas and

Fort Worth. This includes coordination with the consultant on the environmental document and to identify the best station location in each area. Staff is analyzing many potential alignments in various corridors. Analysis criteria includes corridor length, percent of corridor adjacent to transportation facility or residential areas, and others. Most critical is the percent of the corridor adjacent to the former Dallas Naval Air Station, meeting the one seat ride policy, and meeting the three-station policy of the RTC. The consultant's role is coordination with local governments, gathering input from the stakeholders, reviewing development potential, and identifying station access needs. The City of Dallas is conducting a station zone assessment. The Dallas station area study is a coordination and oversight effort. Efforts are being coordinated to ensure there is station area access moving westward to Arlington and Fort Worth. The Arlington station area study is being conducted for the City of Arlington. A project review committee has convened to identifying possible station locations and stakeholder input meetings are being conducted. Completion of the study is expected by July 1. For the Fort Worth station area study, a project review committee has also been convened. Possible station locations are being identified, and stakeholder meetings are being held. This study is also anticipated to be completed by July 1. These individual analyses will provide information to be included as part of the Dallas-Fort Worth Core Express Service environmental document from an alignment and station location standpoint.

10. **Transportation Development Credits: Category Renewals and Additions:** Brian Dell presented proposed updates to the region's Transportation Development Credit (TDC) program. Transportation Development Credits are earned by the region when toll revenues are used to fund capital projects on public highways and are eligible to serve as a local match for a federal funding award. In 2012, the region was allocated approximately 465 million TDCs, and as of September 30, 2016, the region has approximately 319 million remaining. Existing categories and the amount of credits allocated to date were highlighted. Details were provided in Electronic Item 10.2. Category 1 is Strategic Awards to Small Transit Providers. The goal is to support public transit by maximizing the use of federal funds, particularly when federal funds otherwise would be unused because of the inability of agencies to provide a local match. Staff proposed there be greater coordination between Transportation Improvement Program and Transit Operations staff when tracking TDCs and to increase the allocation of TDCs to this category by 16 million. Category 2 is Type 1 Call-RTC has Revenue. Goals include expediting project delivery and freeing up local or state funds on projects that could be expedited outside the federal process or those that would not be eligible for federal funds. Staff proposed to simplify the name to RTC has Revenue and to increase the allocation of TDCs to the category by 10.4 million. Category 3 is Type 3 Call-Local Agency has Revenue. Goals include capacity expansion of roadway, transit, and bike pedestrian projects, expediting multimodal project delivery, and demonstrating various innovative funding, partnering, or project delivery methods. Staff also proposed to simplify the name to Local Agency has Revenue, decrease the allocation by 73,484 to match the awarded amount, and to retire the category. Category 4 is Sell TDCs to the Texas Department of Transportation and Other Metropolitan Planning Organizations (MPO). The goal is to generate a local revolving fund to cash flow federal programs administered by the North Central Texas Council of Governments (NCTCOG). Staff proposed to increase the allocation of TDCs to the category by 50 million and correspond with other MPOs in the state to retest the market. The final category is Category 5, Regional Programs/Management and Operations. The original goal of the category was to support regional programs that improve air quality, congestion, and reliability. Staff proposed to increase the allocation of TDCs by 20 million in this category, refine the goal to reflect how TDCs have been used to date, and expand the category and utilize it to assist with strategic partnerships with regional agencies, future sustainable development projects, regional Turnback program efforts, land use and transportation integration efforts for military bases in the region, and programs/projects that improve safety. Staff also proposed the creation of a new category for the Metropolitan Transportation Plan Policy Bundle. The goal is to provide

support to agencies that implement policies that further Mobility Plan objectives. Staff proposed 100 million TDCs be allocated to this category, with the intention of using up to 50 million per year for at least the next two years depending on the interest level. Details regarding the eligibility for TDCs, the selection process and use requirements, and deadlines were highlighted. Additional information is available at [www.nctcog.org/policybundle](http://www.nctcog.org/policybundle). Mr. Dell summarized the proposed categories, current allocations, and proposed changes. If approved, the NCTCOG would have approximately 123 million TDCs available for future allocation. As mentioned, NCTCOG received an initial allocation of approximately 465 million credits in 2012, but have not received any TDCs since. Staff plans to work with the Texas Department of Transportation to determine why no further allocations of TDCs have been received. It could be because the state is not meeting the federal maintenance of effort requirement or is meeting the requirement but not requesting approval of new credits. Staff proposed to send correspondence to the State requesting clarification of the issue. If additional TDCs are awarded, the Regional Transportation Council (RTC) will be asked to approve the adjusted allocation to the respective category at that time. The TDC balances will then be adjusted to reflect the new allocations. The timeline for this effort was highlighted, with Committee action anticipated in March and RTC action in April. Electronic Item 10.1 detailed proposed changes to the program.

11. **Schedule for the Metropolitan Transportation Plan, Transportation Improvement Program, and Air Quality Conformity:** Jenny Narvaez provided an overview of the schedule for development of the next Metropolitan Transportation Plan (MTP), Transportation Improvement Program (TIP), and air quality conformity analysis. New Environmental Protection Agency motor vehicle emission budgets were found adequate in November 2016. As a result, the region has a two-year grace period after the budgets are found adequate to reach attainment, which expires November 2018. In addition, the new 2015 ozone standard designations are due to be released in October 2017. Staff proposed that air quality conformity for both deadlines be included into one conformity, as well as an update to the MTP, and conformity for the 2019-2022 TIP. Currently, ten counties in the region are designated as nonattainment under the 2008 standard. New designations could possibly include Hood County, which will also then be included in the conformity analysis. A timeline for future efforts was highlighted, with the final air quality conformity determination due by November 23, 2018. Action for the TIP is anticipated to be requested from the Surface Transportation Technical Committee in April 2018 and action on the 2045 MTP update and air quality conformity in May 2018. Staff has allowed approximately six months for interagency consultation partner review. Electronic Item 11.1 contained highlights of the schedule and includes explanation for the coordinated effort. Additional information was provided in Electronic Item 11.2.
12. **Legislative Update:** Rebekah Hernandez provided a federal legislative update. In December 2016, a continuing resolution on appropriations for the federal government, including transportation, was passed at Fiscal Year 2016 funding levels. Congress is expected to begin working on an appropriations solution since the continuing resolution expires April 28, 2017. In addition, she noted the new United States Secretary of Transportation, Elaine Chao. Ms. Hernandez also provided a State legislative update. The Regional Transportation Council (RTC) Legislative Program was reviewed and related bills and topics recently introduced were highlighted. The Senate and House have proposed draft budgets. The Senate has proposed overall spending of \$213.4 billion and general State spending of \$103.6 billion. This includes federal funding that is passed through to the State. An additional 1.5 percent reduction in general revenue funds is proposed. The House version of the budget differs in overall spending and general State spending, with proposed overall spending of \$221.3 billion and general State spending of \$108.9 billion. Both the House and Senate versions agree on the amount of transportation revenue, which is

\$28.2 billion for the two-year budget. She noted this total includes \$5.7 billion more than the previous Legislative Session so it includes Proposition 7. However, of the \$5.7 billion in new funding, \$600 million is taken off the top to begin repaying some of the Proposition 12 bonds. Ms. Hernandez also noted House Transportation Committees were recently announced. Senator Robert Nichols will continue as the Chair of the Senate Transportation Committee, and Senator Bob Hall from the Dallas-Fort Worth (DFW) region is the new Vice Chair. Other members were noted, specifically Senator Kelly Hancock, also from the DFW region. On the House Transportation Committee, Representative Geanie Morrison is the new Chair and replaces Representative Joe Pickett who remains on the committee. Continuing members from the region were also noted. Related to air quality, an AirCheckTexas program bill was filed that would modernize the program, make some needed updates, and add for some additional flexibility. Also related to air quality, bills have been filed related to the Texas Emission Reduction Plan (TERP) that would extend some of the expiring programs, make changes, or expand the program. Related to comprehensive development agreements (CDAs), a bill has been filed that would provide CDA authority for IH 635 East from US 75 to Royal/Miller. Similar to last session, a metropolitan planning organization bill that would limit voting members to elected officials has been filed. Bills related to red light cameras, shared mobility, and regulatory bills have also been filed. Related to transit, bills have been filed that would affect major projects in the Mobility Plan receiving funding. Ms. Hernandez highlighted some of the more than 20 high-speed rail bills that were filed on the same day. Bills would either restrict private entities from using eminent domain for a high-speed rail project, prevent the use of state funds, prohibit land surveys, or limit high-speed rail through additional regulations. Related to tolls, over 20 bills have been filed that would prohibit state funding, system financing, ending tolls once a project is paid, and other additional ways to restrict the use of tolled facilities. Committees are beginning to meet, but to date these bills have not been placed on committee schedules. Staff will continue to send weekly updates to members and request RTC correspondence or testimonies if necessary. Clarence Daugherty noted there has been a lot of discussion that CDAs will not be allowed. Mr. Morris noted that Representative Larry Philips is introducing the CDA bill for the region. There is a positive benefit that both the Texas Transportation Commission (TTC) and the Texas Legislature are meeting at the same time. It is difficult for the TTC to fund all of the urban transportation needs given the funding allocation, and the Legislature now understands that many of the urban transportation projects will not be allocated funding. It will be clearer there is not sufficient funding to implement the five large projects in the state; IH 45 in Houston, IH 35 in Austin, LBJ with a tolling component, IH 35E in Denton, and potentially another project in the region. Bills must be filed by March 10 and on the committee calendars in early May. More details will be known within the next 90 days.

13. **Fast Facts:** Michael Morris highlighted correspondence to the United States Secretary of Transportation, Elaine Chao, approved by the Regional Transportation Council (RTC) at its February 9 meeting. Electronic Item 13.1 welcomes the Secretary and lays out areas in which the region is a good example for the rest of the country and a funding request for the capital expenditure for high-speed rail between Fort Worth, Arlington, and Dallas.

Dan Lamers noted the final submittal deadline for the Mobility 2040 Policy Bundle survey is March 3, 2017, to qualify for the initial round of the policy bundle.

Jill Hall noted development of the FY2018 and FY2019 Unified Planning Work Program has begun. The deadline for submittals from organizations is March 24, 2017. Letters with more details and forms on which agencies may submit their projects were recently mailed.

Heather Haney noted in May 2016, the RTC approved a short-term \$80 million cash-flow loan to the Fort Worth Transportation Authority for the TEXRail project while a full funding grant agreement was pending. This past December, an agreement was signed and the loan

option is no longer needed. North Central Texas Council of Governments (NCTCOG) staff will remove the funds through the February Transportation Improvement Program modification cycle.

Bailey Muller noted the City of Euless was featured in the Winter 2017 edition of *Fuel Fix* Magazine for its idle-reduction efforts. The article highlights the fire department's work in idle reduction that is estimated to have reduced over 20,000 hours in idle reduction since the installation of electrification pools for its vehicles. Details were provided in Electronic Item 13.2.

Jenny Narvaez announced the Southern Transportation and Air Quality Summit scheduled for August 29-30, 2017, hosted by NCTCOG.

Jenny Narvaez also noted the comments submitted to the Environmental Protection Agency for its 2015 Ozone National Ambient Air Quality Standards implementation rule, provided in Electronic Item 13.3.

Kimberlin To announced the Alternative Fuel Vehicle First Responder Safety Training scheduled for March 6 and 7, 2017, in Electronic Item 13.4 has been canceled due to an unforeseen emergency. Details regarding new dates and times will be made available at [www.dfwcleancities.org](http://www.dfwcleancities.org).

Kenny Bergstrom reminded members the deadline for the Dallas-Fort Worth (DFW) Clean Cities Annual Report is March 1, 2017. NCTCOG hosts the DFW Clean Cities Coalition, a Department of Energy program that helps reduce petroleum consumption and improve air quality in the region. Every spring, information from fleets in the region are collected to determine how much petroleum has been reduced and emissions saved. Details were provided in Electronic Item 13.5.

Rachel Linnewiel highlighted current air quality funding opportunities for vehicles. The Texas Emissions Reduction Plan (TERP) rebate grants program is now open and \$10 million is available to repower or replace on-road vehicles and select non-road, heavy-duty equipment. Funding is awarded on a first-come, first-served basis until May 26 or until all funds are allocated. In addition, the deadline for the TERP Texas Natural Gas Vehicle Grants program is May 26, 2017. Details were provided in Electronic Item 13.6.

Carli Baylor noted that public meetings will be held on March 13, 15, and 20, 2017. Staff will present information on the Unified Planning Work Program, Transportation Development Credits, and the regional east/west equity update. Details were distributed at the meeting in Reference Item 13.9.

The current Local Motion was provided in Electronic Item 13.7 and transportation partner progress reports were provided in Electronic Item 13.8.

14. **Other Business (Old and New):** There was no discussion on this item.
15. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on March 24, 2017, at the North Central Texas Council of Governments.

The meeting adjourned at 3:30 pm.