

MINUTES

SURFACE TRANSPORTATION TECHNICAL COMMITTEE March 24, 2017

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, March 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, Chris Funches (representing Keith Brooks), Mohammed Bur, Loyl Bussell, Dave Carter, Cody Wildoner (representing Kent Collins), John Cordary Jr., Hal Cranor, Clarence Daugherty, Chad Davis, Duane Hengst (representing Greg Dickens), Massoud Ebrahim, Chad Edwards, Claud Elsom, Keith Fisher, Chris Flanigan, Ann Foss, Gary Graham, Brian McNulty (representing Ron Hartline), Michael Hasler, Curvie Hawkins, Matthew Hotelling, John Brunk (representing Kirk Houser), Terry Hughes, Jeremy Hutt, Paul Iwuchukwu, Joseph Jackson, Tom Johnson, Sholeh Karimi, Paul Luedtke, Yang Jin (representing Srini Mandayam), Laura Melton, Brian Moen, Julie Anderson (representing Mark Nelson), Jim O'Connor, Kevin Overton, Dipak Patel, Todd Plesko, Shawn Poe, John Polster, Tim Porter, Daniel Prendergast, William Riley, Greg Royster, Moosa Saghian, David Salmon, Elias Sassoon, Lori Shelton, Walter Shumac III, Randy Skinner, Chelsea St. Louis, Caleb Thornhill, Mark Titus, Timothy Tumulty, Gregory Van Nieuwenhuize, Caroline Waggoner, Bill Wimberley, and Mykol Woodruff.

Others present at the meeting were: Vickie Alexander, Berrien Barks, Natalie Bettger, Jason Brown, Leah Brown, Ken Bunkley, Sarah Chadderdon, Shawn Conrad, Brian Dell, Kevin Feldt, Marcos Fernandez, Brian Flood, Joe Garcia, Christie Gotti, Jill Hall, Heather Haney, Jeff Hathcock, Victor Henderson, Alan Hendrix, Rebekah Hernandez, Chris Hoff, Yagnesh Jarmarwala, Mike Johnson, Dan Kessler, Mark Kinnaman, Ken Kirkpatrick, Dan Lamers, April Leger, Amanda Long-Rodriguez, Chris Masters, Mark Middleton, Mindy Mize, Jenny Narvaez, Nick Page, Erica Paige, Chris Reed, Rylea Roderick, Kyle Roy, Dean Stuller, Greg Vowels, Mitzi Ward, Amanda Wilson, and Brian Wilson.

Michael Morris recognized Mykol Woodruff for his two years of service on the Surface Transportation Technical Committee and also as a previous alternate member of the Regional Transportation Council.

1. **Approval of February 24, 2017, Minutes:** The minutes of the February 24, 2017, meeting were approved as submitted in Reference Item 1. John Polster (M); Jim O'Connor (S). The motion passed unanimously.
2. **Consent Agenda:** There following items were included on the Consent Agenda.
 - 2.1. **Transportation Improvement Program Modifications:** A recommendation for Regional Transportation Council approval of revisions to the 2017-2020 Transportation Improvement Program, provided in Reference Item 2.1.1, was requested. Administrative amendments were provided for information in Electronic Item 2.1.2.
 - 2.2. **Unified Planning Work Program Modifications:** A recommendation for Regional Transportation Council approval of modifications to the FY2016 and FY2017 Unified Planning Work Program, provided in Reference Item 2.2.1, was requested. Additional information was provided in Electronic Item 2.2.2.

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

3. **Critical Freight Corridors: Regional Connections:** Jeff Hathcock briefed the Committee on the proposed 2017 Critical Urban Freight Corridor designations for the region. The effort identifies important freight corridors that provide critical connectivity to the State Freight Network and the National Highway Freight Network. There are three systems within the region: 1) the Primary Highway Freight System (federal, interstate highways), 2) the Texas Freight Network (state highways), and 3) Critical Freight Corridors (regional). Critical freight corridors include urban corridors that are designated by Metropolitan Planning Organizations and rural corridors designated by the Texas Department of Transportation. Staff anticipates that approximately 100 miles are expected for 2017 designations. Proposed freight corridors for the region were evaluated through a qualitative and quantitative process and as mentioned the rural corridors will be designated by the State. Staff has reviewed some of the rural corridors and will provide suggestions to the State. Through this effort, staff proposed to ensure that the designations align with the goals of the Metropolitan Transportation Plan, the Transportation Improvement Program, and the 10-Year Plan. Performance based planning was utilized to develop a scorecard that considered truck travel data, intermodal facility location connections, connections to freight oriented developments, connections to the primary highway freight system, connections to the Texas freight system, and connections to the major freight generator logistic centers and manufacturing warehousing/industrial properties. A map of the proposed 2017 Critical Urban Freight Corridors was shown, including how the regional proposed designations fit into the overall system. Reference Item 3 contained a map showing the proposed facilities for designation. Additional information, the scorecard used for ranking, and future proposal information was provided at www.nctcog.org/cfc. A motion was made to recommend Regional Transportation Council approval of the proposed 2017 Critical Urban Freight Corridor designations in Reference Item 3. John Polster (M); Clarence Daugherty (S). The motion passed unanimously.

4. **Transportation Development Credits: Category Renewals and Additions:** Brian Dell presented proposed changes to the regional Transportation Development Credit (TDC) program. TDCs are earned by the region when toll revenues are used to fund capital projects on the public highway system and are available to be used as a local match to federal funding awards. In 2012, the Regional Transportation Council (RTC) received an allocation of approximately 465 million TDCs and as of September 2016, approximately 319 million remain available for programming. Current categories and the number of credits allocated to date for each were highlighted. In addition, proposed changes discussed at the February 9, 2017, RTC meeting were summarized. For Category 1, Strategic Awards to Small Transit Providers, staff proposed to continue the category and increase its allocation by 16 million. In Category 2, RTC has Revenue, staff proposed to continue the category, increase its allocation by 10.4 million, and remove Type 1 Call from its original name. For Category 3, Local Agency has Revenue, it was proposed to change the name by removing Type 2 Call from its original name; reduce the allocation by 73,484; and retire the category. For Category 4, staff proposed to continue the category and increase the allocation by 50 million. In Category 5, staff proposed more significant changes. Proposed changes include refinement of the category's goal to "Support regional programs and projects that improve air quality, congestion, reliability, safety, and accessibility, modernize infrastructure, advance planning efforts in the region, and others that may apply." Staff envisions using these credits for other efforts such as sustainable development projects, Regional Turnback efforts, safety, and other strategic partnerships with agencies in the region and proposed to increase the allocation by 20 million. In addition, staff proposed the creation of an additional category for the Metropolitan Transportation Plan Policy Bundle with an allocation of 100 million credits. If approved, approximately 123 million credits will remain for future programming. Mr. Dell noted that additional allocations are for fiscal years (FY) 2017, 2018, and 2019, with the exception of Category 1 which includes 1 million credits from FY2016. Additional details were provided in Reference Item 4. A motion was made to recommend

Regional Transportation Council approval of the recommended changes to the regional Transportation Development Credit program detailed in Reference Item 4, approval of staff contacting other Metropolitan Planning Organizations in the state to assess interest in exchanging Transportation Development Credits for cash, and transmittal of a letter to Texas Department of Transportation Headquarters to clarify why the North Central Texas Council of Governments has not received additional allocations of Transportation Development Credits since 2012. John Polster (M); Lori Shelton (S). The motion passed unanimously.

5. **Hemphill/Lamar Connector Project and Partnership with Tarrant County and Other Agencies:**

Christie Gotti presented proposed action to finalize the partnership with the City of Fort Worth, the Texas Department of Transportation (TxDOT), Tarrant County, and the Regional Transportation Council (RTC) regarding the Hemphill/Lamar Connector project. In the Downtown Fort Worth area, Hemphill Street goes north from IH 20 and terminates just before downtown, south of IH 30. Lamar Street goes south out of downtown and stops just north of IH 30. This effort will build the connection between the two roadways at IH 30. As part of the IH 30 reconstruction in 2000, TxDOT built three bridges over Hemphill/Lamar to enable the construction of a connector in the future. The project was defederalized by the RTC in 2009 at the request of the City. Rising project costs have led to the need for a partnership to fill the funding gap and the use of local funds allows the project to proceed without going through the federal environmental process (which would further delay the projects). Staff reviewed records to identify a source for local funding and found that Tarrant County had committed \$20 million to the TEXRail project. Staff proposed to swap Tarrant County local funds with \$20 million in Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds and to use 4 million Transportation Development Credits in lieu of a local match for the TEXRail project. Tarrant County also agreed to contribute an additional \$3 million to the Hemphill/Lamar project. In exchange, \$1 million in CMAQ funds will be used for a transit pilot project in Forest Hill, Everman, and Crowley as requested by the County. In original discussions, Tarrant County requested assistance on the intersection at SH 199 and IH 820. With additional discussions, staff discovered that Tarrant County was more interested in the intersection at FM 1220 at Azle Avenue. TxDOT will assess the needed improvements at this intersection as part of the recently approved funding of \$415 million on SH 199. It is hoped that the SH 199 improvements will help alleviate the congestion at the FM 1220 intersection. If not, staff will work with TxDOT to backfill funds for the intersection if needed. A funding gap remains on Hemphill/Lamar so staff proposed to use \$3.4 million in Regional Toll Revenue (RTR) funds from the RTC to cover the remainder of the construction cost. The RTR funds will be transferred from the east to the west and federal funds returned to the east. Approximately \$7.1 million in RTR funds were set aside for Kaufman County as part of another partnership on Proposition 12 preliminary engineering/right-of-ways funds in 2012. The County gave up Proposition 12 funds as part of the partnership and received RTR funds in exchange, which were never assigned to a project. Kaufman County's needs are primarily on-system and federal funds would not harm the County so staff proposed that \$10 million in federal funds be provided to recognize Kaufman County is giving up more flexible RTR funds that would now go to Tarrant County. The balance of \$3.7 million in RTR funds will go into a regional account for a project to be determined at a later time. This swap will be reflected on the next quarterly east/west equity report. Ms. Gotti summarized the funding commitments discussed, totaling approximately \$53 million for the project. A timeline of the effort was highlighted. Tarrant County and the City of Fort Worth are going through the approval processes for their parts of the partnership. Bryan Beck thanked staff and those involved for the effort. A motion was made to recommend Regional Transportation Council approval of the partnership among Fort Worth, Tarrant County, the Texas Department of Transportation, and the Regional Transportation Council and to transfer Regional Toll Revenue funds between the eastern and western accounts as detailed in Reference Item 5. The motion also included approval to administratively amend the

2017-2020 Transportation Improvement Program, Statewide Transportation Improvement Program, and other planning/administrative documents to incorporate the changes. Bryan Beck (M); William Riley (S). The motion passed unanimously.

6. **Approval of Automated Vehicle Program Funding:** Tom Bamonte provided an overview of Automated Vehicle Program funding proposed for Regional Transportation Council (RTC) approval. Details were provided in Reference Item 6. Six automated vehicle projects are included in the upcoming Transportation Improvement Program modification cycle, and were presented individually. The first three projects are related to the United States Department of Transportation designation of Texas as an automated vehicle proving ground. The first request is \$350,000 to support a deployment of automated shuttles in and around the University of Texas Arlington campus in order to develop low-speed shuttles in campus environments and reduce short auto trips to and around campuses. Also recommended is a second automated vehicle shuttle deployment elsewhere in the region for \$250,000. This could serve multiple purposes such as automated transit vehicles at corporate campus, activity center circulators, or flexible neighborhood transit. The third related project funding is \$1 million to develop the IH 30 corridor as an automated vehicle test corridor focused on technology that would help increase capacity, speeds, reliability, and safety of the managed lanes. The next projects are related to automated vehicle data infrastructure to support transportation. The first project is to provide \$250,000 as grants to local communities to help make their traffic signal data accessible. There is significant interest among auto makers on traffic signal optimization and to make safer intersections. The second project is \$250,000 for 511DFW enhancement to provide grants to help communities make transportation data accessible. This will help the region share information about road closures, special events, and incident affecting traffic flow and traffic efficiency in the region. The final project is to develop a "mover" system for freight/people utilizing automated vehicle technology and enabling infrastructure in the region. Funding of \$575,000 would help develop an integrated system for moving people and freight using automated vehicles both in streets and in guideways. John Polster noted that some projects are proposed to be funded with Congestion Mitigation and Air Quality Improvement Program (CMAQ) funding and some with Surface Transportation Block Grant program funds and asked if the logic was to spread out funding. Mr. Morris noted the strategy outlined is preferred by staff. Where staff believes CMAQ is eligible, it has been proposed. Mr. Polster also asked about the project that indicates local match in which is not defined by whom. Mr. Bamonte noted the local match will depend on the type/location of the funded project. Shawn Poe asked if there was an opportunity to partner with private-sector companies who would be using local entity data to help fund some of the projects rather than using CMAQ funds that could be used on transportation projects or to cover local match since there is value to the data that entities provide. Mr. Bamonte noted that private-sector companies are contributing significant funding to develop data gathering, algorithms, and outreach efforts to local communities. A motion was made to recommend Regional Transportation Council approval of the automated vehicle related funding detailed in Reference Item 6. John Polster (M); Kristina Brevard (S). The motion passed unanimously.

7. **Congestion Mitigation and Air Quality Improvement Program and Surface Transportation Block Grant Program Project Funding Buckets:** Heather Haney provided information on the proposed project selection process for Fiscal Year (FY) 2017-2020 Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Surface Transportation Block Grant Program (STBG) funds scheduled to occur this year. During the 10-year planning effort approved by the Regional Transportation Council (RTC) in December 2016, projects were programmed using Category 2, Category 4, and Category 12 funds. Category 5 and Category 7 were not programmed and were used as a potential backstop for the 10-Year Plan. Now that approval of the 10-year planning effort is complete for the first year, it is time to program CMAQ and STBG funds. Anticipated available funds

for FY2017 total \$30-80 million total, FY2018 total \$70 million, FY2019 total \$140 million, and FY2020 total \$105 million. For FY2017, carry over from FY2016 are still being finalized so it will affect the available funds. FY2017 and FY2018 existing partnerships are included in these amounts. The proposed process is to select projects through 11 funding programs based on similar goals. Each of the proposed project funding programs were highlighted. Federal/Local Funding Exchanges will increase regional revenues through the exchange of federal funds and local funding. This effort establishes Phase Three of the RTC/Local program. Current requests include the Dallas Area Rapid Transit TRIP partnership, Glade Road/DFW Airport, TRE local swap, and the Kaufman County/City of Terrell partnership. The Automated Vehicle Program is to advance automated vehicle testing, infrastructure, and deployment in the region. Current requests include the Texas automated vehicle proving ground, automated vehicle data infrastructure, and multi-purpose mover prototyping. The Strategic Partnerships effort is to coordinate and develop partnership with local agencies to help fund high-priority projects, leverage non-RTC funds, and advance project development. Current requests include the Collin County LIP/LIRAP partnership, the Southern Dallas County partnership, and the Hemphill/Lamar funding partnership. Studies in Coordination with the Unified Planning Work Program will provide funding for feasibility studies to examine future project scenarios. Current requests include the Medical District/Harry Hines Study, the Conflans Road study, and the M-Line extension to Knox Street Study. The next program, 10-Year Plan/Proposition 1 Adjustments, will be used to fund any overruns on Proposition 1 projects not already handled through the 10-Year Plan effort. Projects are to be determined and staff will discuss/finalize details with the TxDOT districts. The Sustainable Development Phase 4/Turnback Program, Context Sensitive and TOD Projects effort is to support sustainable development initiatives by providing funds for turnback partnerships, context sensitive design, and TOD projects. Current requests include the downtown Weatherford Turnback, Harwood Road in Bedford, Lewisville Turnback, Main Street in Crowley, SH 356 Couplet Turnback in Irving, and Park Lane/Vickery Meadow in Dallas. Next, the Transit Program is to assist regional partners with innovative transit projects and provide alternative modes of transportation throughout the region. Current requests include high-intensity bus transit in the IH 30 corridor, Cotton Belt corridor, and Carpenter Ranch Station in Irving. Assessment Policy Programs/Projects is the implementation of a policy to assess the increased value of transportation improvements to adjacent property so as development occurs along the project area the RTC is repaid for improvements funded along the corridor. Current requests include the City of Haslet Assessment Policy and Ferguson Pkwy in the City of Anna. Local Bond Program Partnerships are developed to leverage bond funds for projects of strategic importance to local governments and the region. Current efforts include the City of Dallas and Parker County bond programs. The next effort is Safety, Innovative Construction, and Emergency Projects. This effort is to support operations, safety, innovative construction, and emergency improvements. Current efforts include the Wycliffe Avenue flooding project and Shady Shores bridges. Maintenance and Operations, NCTCOG-Implemented, and Regional/Air Quality Programs is to consider extending existing and funding new regional air quality and management/operations programs. Current efforts include Congestion Management operations, the SH 161 tow truck staging, and Regional Emissions Reduction Program. Through this effort, projects will be selected from the Metropolitan Transportation Plan and program-related emphasis areas. Selection will occur in stages via the individual programs. Ms. Haney noted that feedback from entities is requested regarding the funding programs and projects to be considered in the individual programs. John Polster requested that the presentation be emailed to members. Chad Edwards asked if this is a call for projects; will these projects be rated against other projects. Ms. Haney noted that projects will be weighted in the appropriate programs based on similar goals and not ranked like a formal call for projects. Staff clarified that out of the money available, specific amounts are not allocated to specific programs.

8. **Legislative Update:** Rebekah Hernandez provided a federal legislative update. She noted the President recently released a portion of his proposed FY2018 budget and highlighted transportation-related items. Funding included \$16.2 billion of discretionary funds, which is a 13 percent decrease from the 2017 Continuing Resolution level. This portion of the budget makes up 29 percent of the total budget, so the remaining 71 percent is funded through mandatory budget authority that will be released in May. Related to transit, the proposed budget would limit funding for the Federal Transit Administration's Capital Investment Program (New Starts) to projects with existing full funding grant agreements. The proposed budget also eliminates the Transportation Improvements Generating Economic Recovery (TIGER) program, and the Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies (FASTLANE) grant program is funded at an average of \$900 million per year. Ms. Hernandez noted that the President's infrastructure plan is anticipated in the fall and may have additional transportation funding. An update on the 85th Texas Legislature was also provided. May 8 is the last day for House Committees to report House bills and May 20 the last day to report Senate bills. May 29 is the last day of the session. Bills related to the RTC Legislative Program were highlighted: 1) continue progress made toward improving transportation and air quality during recent legislative sessions, 2) invest in further progress toward meeting transportation and air quality needs, and 3) provide support for other transportation topics that may be addressed. Related to transportation funding, House Bill 1 and Senate Bill 1 are the general appropriations bills. The Senate Finance Committee approved a substitute of its version of the budget and the full Senate will debate the plan on April 4. The Committee did include all of the Proposition 7 funds but voted to delay the transfer of the funds by one month from August to September, so the payment would actually be in the next fiscal year. The House has come out publically against the strategy but have not voted out its version of the budget. Some additional transportation bills have been filed, including House Concurrent Resolution 108 that directs the comptroller to reduce transfers to the State Highway Fund (the anticipated Proposition 7 funds reduced by 50 percent in FY2018 and FY2019). Ms. Hernandez noted the RTC sent correspondence on this topic. In addition, bills that either use Proposition 7 funds for expanded uses, transfer some of the motor vehicles sales tax, or increase the gas tax have been filed but these are not likely to pass. Many bills have been filed regarding air quality, including HB 2321 and SB 2003 that would modernize and add flexibility to the Low-Income Repair and Replacement Assistance Program (LIRAP) and Local Initiative Projects (LIP) program. These changes would allow those who meet the requirements of the program to participate at higher levels. HB 2321 is scheduled to be heard in the Environmental Regulation Committee on March 28. Several bills were also filed that would limit or end the motor vehicle inspection and maintenance program and ending or expanding the Texas Emission Reduction Plan (TERP). Ms. Hernandez noted the SB 1 contains a TERP rider that cut funding and was approved at \$70 million per year. The House version still has \$118 million per year. Regarding comprehensive development agreements, HB 2861 is the statewide CDA bill. Projects included from the region include IH 30 from IH 35W to east of Fielder, IH 635E from US 75 to IH 30, and IH 35E from IH 635 to US 380. HB 2295 has also been filed separately for IH 635E from US 75 to Royal Lane/Miller Road. Over 20 high-speed rail bills have been filed include restricting eminent domain, funding, or limiting high-speed rail. A rider in SB 1 would prohibit TxDOT from using state funds for high-speed rail operated by a private entity. Regarding transit, SB 385 was approved in the Senate Transportation Committee. This bill would require voter approval of local acceptance and use of federal funds for commuter rail projects. Mr. Hernandez also discussed other topics of interest. SB 312 was approved by the Senate on March 21. This is the TxDOT Sunset bill. Staff will continue to track this since additional transportation issues are often amended to the bill as the session moves forward. Finally, several bills related to safety have been filed including ending safety inspections, red light cameras, and wireless communication devices and are moving forward. Chad Edwards noted Dallas Area Rapid Transit (DART) was concerned with SB 385 and its impact on the Cotton Belt project. He noted DART staff

spoke against the bill in Austin. Related to the President's budget, DART understands it is a suggestion from the President to Congress but removing the \$2.4 billion in capital investment funds would have a significant impact. This region would potentially lose billions as DART has two projects it is pursuing for use of these types of funds. Mr. Morris noted that staff will address both of the points if it has not already provided comment. Clarence Daugherty discussed the removal of TIGER funding and asked how the previous total compare. Ms. Hernandez noted that previous funding included both TIGER at \$600 million and FASTLANE at \$900 million. It is a reduction in funding for the \$600 million. However, the infrastructure plan may have additional funding. Kristina Brevard noted that the Denton County Transportation Authority (DCTA) appreciated comments on SB 385. DCTA also had representatives in Austin offered to provide its speaking points and messages to staff and suggested that DART speaking points may also be helpful.

9. **High-Occupancy Vehicle Subsidy Report:** Berrien Barks provided an update on the most recent managed lane performance report presented as part of the Regional Transportation Council's (RTC) Toll Managed Lane and High Occupancy Vehicle (HOV)/Express Managed Lanes policies. The current policy allows for HOV users to travel the tolled managed lanes during the peak periods for a 50 percent discount with the RTC paying the cost of the discount on two of the region's managed lane corridors. During development of the current managed lane policy, the need and desire for regular updates was expressed in order to track the HOV 2+ subsidy and to consider when and if moving to a 3+ requirement in order to receive the discount was necessary. A map of the region's near-term managed lane system was highlighted, showing managed lane facilities currently opened or facilities expected to be open and operating in the next five years. The RTC is responsible for the subsidy on the opened sections of the North Tarrant Express and the LBJ Express. As of January 2017, the current subsidy is approximately \$1 million. The RTC originally allocated approximately \$17 million to pay for these subsidies. In addition to the HOV subsidy users receiving a discount, also included in the policy is a discount for RTC-sponsored vanpool users when they travel the tolled managed lanes during the peak periods. This discount is available through a reimbursement request. As of January 2017, approximately \$2,400 in reimbursements have been requested. Based on these subsidy figures, staff believes it is safe for the region to remain at a 2+ occupancy requirement in order to receive the discount until June 2018 or earlier based on future subsidy reports. The North Texas Tollway Authority continues to serve as the billing agent for all tolled managed lanes in the region and has not communicated any customer service impacts or concerns to date. From a performance standpoint, staff reports to the Committee and RTC when the corridor speeds drop below 35 miles per hour (mph). To date, there has not been a qualify instance in which speeds have dropped below 35 mph. A table showing the subsidy cost by corridor was presented. John Polster noted the limits of the IH 35E corridor on the map shown at the meeting should be adjusted for the corridor to end at Lake Lewisville. Mr. Barks noted that staff would make the adjustment to the map.
10. **Texoma Area Paratransit System Wrap Up:** Sarah Chadderdon provided an update on efforts to close out funding agreements and manage assets that were used to support transit service operated by Texoma Area Paratransit Systems (TAPS) in the south Collin County area between 2013 and 2015. In 2013, after Collin County and the City of McKinney selected TAPS to provide service in other parts of Collin County, the Regional Transportation Council (RTC) approved TAPS to provide service in the south Collin County area. Over the period from 2013 to 2015, financial problems became evident at TAPS. By the fall of 2015, TAPS was reducing service and in December 2015 TAPS canceled all service in Collin County. During the following year, and plus, staff has worked on closing out agreements and redistributing vehicles associated with that service. TAPS still operates in five counties outside the region and is the rural transit provider in Wise County. Because Wise County is within the planning boundary, staff continues to coordinate with TAPS on

transit planning activities. During the period TAPS provided service in south Collin County, the RTC approved several types of funding. In late 2015, to assist in keeping service running during its financial problems, RTC offered a loan backstop of \$250,000. TAPS did not access this offer. RTC also approved \$100,000 for financial consulting services to assure that requests for reimbursement were submitted and that there was appropriate documentation. The funds were repaid to the RTC using reprogrammed funds. To support the transit service in Collin County from 2013 to 2015, the RTC approved \$6.5 million over the three-year period and about \$5 million of this was returned which means TAPS did not use it or did not request reimbursement. The \$5 million was reprogrammed in the region. Lastly, the RTC awarded approximately \$1.9 million under various competitive transit funding programs and \$700,000 of this has been returned and will be reprogrammed. Across all approved funding, all requests for reimbursement from TAPS have been paid or canceled, and all funding agreements have been terminated. There is no further RTC liability to TAPS. In terms of transit assets, 28 vehicles funded by the RTC were used by TAPS. Per policy, the North Central Texas Council of Governments (NCTCOG) held a lien on the titles to maintain continuing control over the vehicles. When TAPS canceled service, NCTCOG was able to sell or transfer all 28 vehicles. Some of the vehicles TAPS purchased with RTC funds had features that made it more difficult to transfer or sell to other transit agencies in the region. Specifically, some of the vehicles were not lift equipped to meet Americans with Disabilities Act requirements and some were heavily branded. NCTCOG funding procedures have since been updated to preclude these issues in the future so that staff can maximize fleet flexibility moving forward. With the closing of funding agreements and reassignment of assets, staff also conducted an internal assessment of the TAPS experience. Several areas where we want to emphasize the importance of early and often communication were identified. Review of internal controls showed that the internal checks and balances were appropriate. Staff added additional communication checkpoints in the risk-assessment processes to ensure that a robust internal communication structure is maintained. Staff will also continue open communication with external stakeholders including STTC, RTC, the Texas Department of Transportation, and the Federal Transit Administration. In addition, the experience with TAPS can help raise local government/NCTCOG awareness of estimates and times for transit service that are too-good-to-be-true. Lastly, Ms. Chadderdon recognized successful partnerships among RTC and the Dallas Area Rapid Transit, Denton County Transportation Authority, STAR Transit, and Yellow Cab who all provided assistance with transit services during the TAPS situation. Next steps related to TAPS were highlighted. Staff will reprogram the returned \$700,000 through the open RTC Transit Call for Projects focused on increasing mobility options for seniors and individuals with disabilities; the Call closes April 7. Staff will also explore opportunities for a legislative approach related to transit board oversight of financials at smaller transit agencies. This was identified as an issue during this process and the goal would be to adjust the transportation code for smaller agencies to be more similar to the existing requirements for larger transit authorities. Finally, staff will continue to support cities in Collin County as they plan for ongoing and future transit services. Additional information was provided in Electronic Item 10.

11. **Start of Ozone Season and Other Air Quality Updates:** Jenny Narvaez provided an update on the 2017 ozone season that began on March 1 and ends November 30. As of the date of the meeting, there have been no exceedance days. The current design value is 72 parts per billion (ppb) for the years 2015 through 2017. Staff will continue to provide updates to the Committee throughout the ozone season. An update on the 2015 eight-hour ozone standard was also provided. Staff anticipates the Environmental Protection Agency (EPA) will provide designations by October 2017. By June 2, if the EPA believes it is necessary to make any modifications to State recommendations, the EPA will notify the State by letter 120 days prior to the designations effective date. Counties anticipated to be designated in nonattainment under the 2015 eight-hour ozone standard, based on 2014-

2016 ozone data, were highlighted. In addition to the counties currently in nonattainment, there was a recommendation from the State to include Hood County. Based on the most updated and current data, Hood County falls below the 70 ppb standard and it is hoped that Hood County will remain in attainment. Ms. Narvaez also highlighted outreach activities and education especially helpful during the ozone season. The Air North Texas website has been updated. The website, www.airnorthtexas.org, contains a place to sign up for air pollution alerts, find air quality and ozone information, commit to clean air actions, and also become an Air North Texas partner. In addition, upcoming outreach events were highlighted, including the Fort Worth Earth Party, Earth Day Fest at Brookhaven College, University of North Texas University Day, Earth Day Celebration and the Dallas Fort Worth International Airport, Odyssey Day (www.afvdayodyssey.org) and Earth Day Texas (www.earthdaytx.org) in Dallas, a Fleets for the Future (www.nctcog.org/f4f) panel session, and the regional Clean Air Act Day. Additional information regarding these events is also available at www.airnorthtexas.org. Information on alternate fuel trainings and events is available at www.dfwcleancities.org. Additional details were provided in Electronic Item 11.

12. **Potential Transportation Alternatives Program Funds Lapse:** Ken Bunkley provided an update on Transportation Alternatives Program (TAP) funds apportioned in Fiscal Year (FY) 2014 that are at risk of lapsing if not utilized by September 30, 2017. Federal regulations state that apportioned Transportation Alternatives Program funds are available for obligation for the year of apportionment plus three years. Any apportioned amounts that remain unobligated at the end of the period lapse. TAP funds apportioned in FY2014 must be obligated by the end of FY2017. Mr. Bunkley explained that the federal funding is allocated over multiple fiscal years. Staff is working with TAP funds from FY2013-FY2016. The funding is not project specific and any lapse in funds will reduce the total funding available. Since projects are obligated on a first-come, first-served bases as they become ready, the longer projects are delayed the greater the chance they will not receive funding. In June 2016, staff presented TAP funds from FY2013. Approximately \$2.1 million of the \$8 million was at risk of lapse, but six projects were able to obligate between July 2016 and September 2016 so none of the FY2013 allocated TAP funding lapsed. This year, staff coordinated with implementing agencies and the Texas Department of Transportation (TxDOT) to determine the current status and expected let date for each project. The North Central Texas Council of Governments (NCTCOG) and TxDOT then verified if the timelines were realistic and which projects might obligate in FY2017. Through this effort, risk level categories were identified and assigned to the remaining 21 projects. Low risk projects are scheduled to let in FY2017. Moderate risk projects are scheduled to let in FY2017, but based on current information may have delays. High risks projects are not likely to meet the FY2017 deadline to obligate or no responses were received from the implementing agencies. As of March 2017, \$300,000 of the FY2014 TAP funds have obligated. Approximately \$7.9 million of unobligated funds are at risk. Six projects are on schedule to obligate prior to the end of FY2017 with expected obligations of \$5.4 million (identified as low risk). Approximately \$8.3 million in projects were identified at moderate risk. At high risk are \$3.5 million in projects. Some of these projects were originally programmed in FY2018 so staff was aware these projects would not likely meet the deadline. Moving forward, NCTCOG staff will continue to work with TxDOT and agency staff to monitor projects. STTC members should coordinate with agency staff to ensure that projects remain on schedule to let or obligate in FY2017. Focus should be on projects that are currently identified as moderate risk as they are necessary to meet the obligation requirements. Mr. Bunkley reminder members that the amount of time it takes for TxDOT to review, approve, draft agreements, and other necessary steps varies for each projects. Cities need to coordinate with TxDOT to develop a realistic schedule and expectations. Details were provided in Electronic Item 12.

13. **Resolution in Support for the Texas Hyperloop Challenge Entry:** Tom Bamonte presented hyperloop technology and the Regional Transportation Council's (RTC) approval of the Texas entry in the Hyperloop One Global Challenge. Hyperloop is a system of sending passenger or freight pods through near-vacuum tubes at airline speeds using relatively low energy. A test track is being built in Nevada, pods are being designed and built, and governments around the world are racing to get commercially viable systems up and running by the early 2020s. Hyperloop One is a firm conducting a global competition to identify early hyperloop deployment sites throughout the world. Details were provided in Electronic Item 13.1. Approximately 2,600 entries were submitted for the competition and the Texas proposal was selected as a semifinalist. The Texas proposal would be for a line that would go carry both people and freight between Dallas-Fort Worth and San Antonio, with a spur to the Houston port and freight-only spur to Laredo. In January 2017, Hyperloop One narrowed the field to approximately 35 entries, with the US Texas Triangle (Austin, Dallas, and Houston) proposal being one of the 35 entries. Hyperloop One approached the Texas team to find out if it knew of a 40-mile corridor that could be a starting point for the United States deployment. The team proposed a corridor connecting the two major metropolitan recommendations. The initial segment will be woven into the Texas entry for the Hyperloop Global One Challenge. Mr. Bamonte noted the State of Texas is rich in medium-range routes and it is hoped Texas could emerge as a finalist in the competition. At the March 9, 2017, RTC meeting, the Council adopted a resolution in support of the Texas entry into the Hyperloop One Global Challenge, provided in Electronic Item 13.2.

14. **Fast Facts:** Michael Morris provided information on a proposed partnership with the Texas Transportation Commission that encourages an incentive to take on-system roadways off-system. A copy of the correspondence was provided in Electronic Item 14.1.

Michael Morris also provided noted that Electronic Item 14.2 contained a letter to the Federal Railroad Administration regarding the environmental impact study on the project between Dallas and Fort Worth.

Carli Baylor discussed the April public meeting notice distributed at the meeting in Reference Item 14.12. At the meetings, staff will provide updates on transportation funding and air quality initiatives. Additionally TxDOT will present information on its American with Disabilities Act accessibility program reporting.

Carli Baylor also highlighted information regarding the 2017 spring outreach season provided in Electronic Item 14.3. Staff will be at each of the events to answers questions and provide updates on transportation and air quality initiatives that help improve mobility and quality of life in the region.

Brian Wilson noted that the current edition of Mobility Matters was distributed at the meeting and also available in Electronic Item 14.4. The publication features stories on the automated vehicle program, and the FLYBY DFW app that seeks to generate interest in aerospace and aviation careers for elementary, middle, and high school students.

Jenny Narvaez provided information on the Southern Transportation and Air Quality Summit, scheduled for August 29-30, 2017. Details were provided in Electronic Item 14.5.

Allix Philbrick highlighted current air quality funding opportunities for vehicles. The Texas Commission on Environmental Quality Rebate Grants Program is opened until May 26, 2017. In addition, the Propane Vehicles Incentives for Texas program has expanded its fleet incentive to include local governments for the purchase of a propane vehicle or conversion to propane. Additional information was made available in Electronic Item 14.6.

Nancy Luong presented information on upcoming Car Care Clinics in April. The clinics encourage drivers to properly maintain their cars which will have a positive impact on air quality. Seven free clinics will be held throughout the region. Details were provided in Electronic Item 14.7.

Jenny Narvaez provided information on the upcoming Metropolitan Transportation Plan, Transportation Improvement Program, and air quality conformity schedule. A memo was recently provided to partners discussing the upcoming schedule and was included in Electronic Item 14.8.

Travis Liska discussed Transit Oriented Development Rail station area fact sheets that provide a brief overview of the demographic and transit service planning development data on existing and planned pedestrian and bicycle facilities that are within a half mile walking distance for light rail and commuter rail stations in the region. A link to the fact sheets was provided in Electronic Item 14.9 and at www.nctcog.org/toddata. He also noted a sustainable development zoning guidebook that is a resource with information on locally adopted zoning approaches supporting walkable, mixed-use, and transit-oriented developments. Additional information regarding the guidebook is proved at www.nctcog.org/zoning.

The current Local Motion was provided in Electronic Item 14.10 and transportation partner progress reports were provided in Electronic Item 14.11.

15. **Other Business (Old and New):** Dan Kessler introduced Victor Henderson, a new North Central Texas Council of Governments Transportation Department staff member.
16. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on April 28, 2017, at the North Central Texas Council of Governments.

The meeting adjourned at 3:25 pm.