

MINUTES

**SURFACE TRANSPORTATION TECHNICAL COMMITTEE
June 23, 2017**

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, June 23, 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 (in person or via WebEx): Antoinette Bacchus, David Boski, Kristina Brevard, Keith Brooks, Mohammed Bur, Loyl Bussell, Dave Carter, Kent Collins, Jacqueline Culton, John Cordary Jr., Hal Cranor, Chad Davis, Clarence Daugherty, Claud Elsom, Keith Fisher, Chris Flanigan, Ann Foss, Gary Graham, Duane Hengst (representing Greg Dickens), Brian McNulty (representing Ron Hartline), Curvie Hawkins, Matthew Hotelling, Kirk Houser, Terry Hughes, Jeremy Hutt, Paul Iwuchukwu, Tim James, Kelly Johnson, Tom Johnson, Sholeh Karimi, Chiamin Korngiebel, Richard Larkins, Alonzo Liñán, Paul Luedtke, Stanford Lynch, Rick Mackey, Srin Mandayam, Laura Melton, Brian Moen, Cesar Molina, Lloyd Neal, Mark Nelson, Jim O'Connor, Dipak Patel, Todd Plesko, Shawn Poe, John Polster, Tim Porter, Daniel Prendergast, Lisa Pyles, William Riley, Elias Sassoon, Lori Shelton, Tom Simerly, Randy Skinner, Angela Smith, Chelsea St. Louis, Caleb Thornhill, Mark Titus, Timothy Tumulty, Gregory Van Nieuwenhuize, Daniel Vedral, Caroline Waggoner, Sam Werschky, and Bill Wimberley.

Others present at the meeting were: Vickie Alexander, Gustavo Baez, Tom Bamonte, Berrien Barks, Kenny Bergstrom, Natalie Bettger, Ron Brown, John Brunk, Ken Bunkley, Pamela Burns, Ying Cheng, Kevin Feldt, Brian Flood, Camille Fountain, Gypsy Gavia, Martin Gonzalez, Christie Gotti, Jill Hall, Heather Haney, Victor Henderson, Chris Hoff, Phani Jammalamadaka, Dan Kessler, Ken Kirkpatrick, Chris Klaus, Kevin Kroll, Dan Lamers, April Leger, Barbara Maley, Alberto Mares, Mike Miller, Mindy Mize, Jenny Narvaez, Vercie Pruitt-Jenkins, Amy Rideout, Christina Roach, Rylea Roderick, Kyle Roy, Russell Schaffner, Wesley Shimek, Dean Stuller, Marian Thompson, Mitzi Ward, Amanda Wilson, and Brian Wilson.

1. **Overview of Remote Technology Instructions and Clean Air Action Day:** Michael Bort provided a brief reminder of technology instructions for those members participating in the meeting remotely. In addition, Whitney Vandiver highlighted Clean Air Action Day information. Additional Clean Air Action Day details were provided in Electronic Item 1.
2. **Approval of May 26, 2017, Minutes and Recognition of Members:** The minutes of the May 26, 2017, meeting were approved as submitted in Reference Item 1. John Polster (M); Jim O'Connor (S). The motion passed unanimously.

Dan Kessler recognized Michael Hasler for two years of service on the Surface Transportation Technical Committee.

3. **Consent Agenda:** The following item was included on the Consent Agenda.
 - 3.1. **Transportation Improvement Program Modifications:** August 2017 revisions to the 2017-2020 Transportation Improvement Program (TIP) were provided in Reference Item 3.1 for a recommendation of Regional Transportation Council approval. Modifications were reviewed for consistency with the Mobility Plan, the air quality conformity determination, and financial constraint of the TIP.

A motion was made to recommend Regional Transportation Council approval of revisions to the 2017-2020 Transportation Improvement Program provided in Reference Item 3.1. John Polster (M); Tim James (S). The motion passed unanimously.

4. **Congestion Mitigation and Air Quality Improvement Program/Surface Transportation Block Grant Program: Transit Program:**

Adam Beckom presented the proposed list of projects to fund under the Transit Program in 2017-2018 through the Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Surface Transportation Block Grant (STBG) Funding Program. In April 2017, the Regional Transportation Council (RTC) approved the 11 programs in the CMAQ/STBG Funding Program. The Transit Program is focused on assisting regional partners with innovative transit projects and providing alternative modes of transportation throughout the region. Staff proposed \$129.38 million in transit projects. The proposed list of Transit Projects include: 1) \$100 million for the Cotton Belt Corridor Regional Rail Project (#4) from DFW Terminal B to Shiloh Station in Plano (replaces the \$100 million placeholder/commitment), 2) \$3 million for the Regional Trail Connections to the future Cypress Waters Cotton Belt rail station (added since the last STTC meeting) to fulfil the RTC's commitment to the Cotton Belt Corridor, 3) \$2.8 million for 7th Street district circulator electric buses and charging stations in Fort Worth, 4) \$13 million for high-intensity bus pilot service on IH 30 from the western terminus of IH 30 managed lanes to downtown Dallas, 5) \$1 million for IH 35W high-intensity bus pilot service from the Fort Worth Intermodal Transportation Center to Texas Health Presbyterian Park-n-Ride in Denton, 6) \$700,000 for a Legacy Transportation Management Association in Plano, and 7) \$8.8 million for the Carpenter Ranch Station on the Orange Line in Irving. Mr. Beckom noted the recommended list of projects was provided in Reference Item 4.1, and details regarding the Transit Program were provided in Electronic Item 4.2. The funding effort timeline was reviewed. A motion was made to recommend Regional Transportation Council approval of the proposed list of projects to fund through the 2017-2018 Congestion Mitigation and Air Quality Improvement Program/Surface Transportation Block Grant Program Transit Program as detailed in Reference Item 4.1. The Committee's action also included a recommendation that the Regional Transportation Council direct staff to administratively amend the 2017-2020 Transportation Improvement Program/Statewide Transportation Improvement Program and other planning/administrative documents to incorporate the changes. John Polster (M); Tim James (S). The motion passed unanimously.

5. **Draft FY2018 and FY2019 Unified Planning Work Program, Including Studies Proposed for Funding through the 2017-2018 CMAQ/STBG Funding Program:**

Vickie Alexander presented the proposed FY2018 and FY2019 Unified Planning Work Program (UPWP). Development of the UPWP is a federal requirement of the Metropolitan Planning Organization (MPO) in order to obtain federal Transportation Planning Funds. Reference Item 5.1 contained the Work Program policies that guide the allocation of these federal Transportation Planning Funds. The proposed Work Program outlines work activities that will be carried out by North Central Texas Council of Governments (NCTCOG) staff between October 1, 2017, and September 30, 2019. As noted last month, the UPWP includes an introduction and five major tasks. Staff efforts are implemented through 28 subtasks containing 150-200 programs and projects. Major emphasis areas anticipated to occur in the timeframe of the document include Mobility 2045 development and the associated air quality conformity determination, and development of the 2019-2022 Transportation Improvement Program. Other efforts include continued enhancement of planning tools, performance-based planning, continued support of automated vehicle technology deployment, freight planning, and high-speed rail. Ms. Alexander also highlighted three studies included in the Work Program and proposed for funding under the Planning and Other Studies portion of

the 2017-2018 Congestion Mitigation and Air Quality Improvement Program (CMAQ)/Surface Transportation Block Grant Program (STBG) Funding Program. The studies include: 1) Harry Hines Corridor Conceptual Study and Preliminary Design to look at options for multimodal transportation opportunities along the corridor (propose \$1 million in STBG funds matched with local funds); 2) McKinney Avenue Transit Authority M-Line Extension to Knox Street Feasibility Study to look for alignments and stops along the corridor (propose \$1 million in STBG funds matched with either local funds or the City's Transportation Development Credits [TDCs]; and 3) Dallas-Fort Worth Core Express Service funding to provide a backstop for Federal Railroad Administration funds that may expire in order to continue the Environmental Impact Statement work effort (propose \$2 million in STBG funds matched with regional TDCs). She noted the funds for high-speed rail are in addition to the \$3 million previously approved by the Regional Transportation Council for the high-speed rail contingency. Proposed funding for this 2017-2018 CMAQ/STBG Funding Program totals \$4 million. Ms. Alexander next provided a summary of the federal Transportation Planning Funds for the draft FY2018 and FY2019 UPWP. Based on current allocations, staff anticipates approximately \$5.5 million in Federal Transit Administration 5303 funds and approximately \$15 million in Federal Highway Administration PL funds. Staff also anticipates approximately \$6 million in FY2017 carryover funds. Since the document is being developed ahead of the agency budget schedule, dollar amounts may change slightly prior to Regional Transportation Council (RTC) approval. The total amount of Transportation Planning Funds staff anticipates will be available for the FY2018 and FY2019 UPWP is approximately \$26.5 million. Based on the projects that have been identified in the Work Program, expenditures are anticipated at approximately \$22.6 million leaving a balance of about \$3.8 million to carry over into FY2020. Ms. Alexander noted that the proposed FY2018 and FY2019 UPWP includes approximately \$170 million in total funding. Transportation Planning Funds represent approximately 14 percent of the total funding. The UPWP contains a catalog of all funding that flows through the NCTCOG Transportation Department. The majority of the funds are passed through to transportation partners and consultants for projects such as the Managed Lane Auto Occupancy Detection Program, 511DFW system, traffic signal retiming, and others. Additional information on the draft FY2018 and FY2019 UPWP was provided in Electronic Item 5.2. The Work Program development schedule was highlighted. She noted a draft of the document was provided to the Texas Department of Transportation (TxDOT) for review and presented to the public, as well as posted on the NCTCOG website. The draft document was available in Electronic Item 5.3. Ms. Alexander noted the public comment period remains open until July 13. Upon approval, the final document is due to TxDOT by August 1. John Polster asked if the pie chart shown in the presentation simply represented Regional Toll Revenue funds used to support various projects contained in the Work Program. Ms. Alexander noted he was correct. A motion was made to recommend Regional Transportation Council approval of the FY2018 and FY2019 Unified Planning Work Program. This approval included the three studies proposed for funding under the Planning and Other Studies portion of the 2017-2018 Congestion Mitigation and Air Quality Improvement Program/Surface Transportation Block Grant Program, as well as the Unified Planning Work Program Policies contained in Exhibit I-8 of the Work Program, which were provided in Reference Item 5.1 of the meeting materials. The Committee's action also included a recommendation that the Regional Transportation Council direct staff to administratively amend the Transportation Improvement Program/Statewide Transportation Improvement Program. John Polster (M); Daniel Vedral (S). The motion passed unanimously.

6. **Toll Cost Associated with IH 30 Closure Detour Route:** Natalie Bettger presented a proposal to fund costs associated with the IH 30 closure detour route anticipated as part of the IH 30/SH 360 interchange reconstruction project. In the fall 2017, the Texas Department

of Transportation (TxDOT) anticipates that IH 30 will need to be closed over the weekends as part of the reconstruction. TxDOT, the North Texas Tollway Authority (NTTA), the Cities of Arlington and Grand Prairie, and North Central Texas Council of Governments staffs have been working to accommodate traffic along the corridor when the closures occur. Based on the detour route identified, a portion of NTTA's President George Bush Turnpike (PGBT) could be utilized. The closures would occur on weekends beginning at 9 pm on Friday through 6 am on Monday and will not be closed during special events. Staff will monitor the closures, hopefully making improvements after each closure. Staff proposed that the toll rate on the PGBT be set to \$0 for the two toll gantries utilized in the detour route. This route will allow the direct connections to remain open and alleviate some of the traffic and the number of traffic signals users will encounter. The estimated toll cost associated with the proposed detour route is anticipated at approximately \$4,200 per weekend. TxDOT anticipates the closures will be needed for six weekends totaling approximately \$25,000. Staff proposed to request additional funds over the estimate in the event costs are higher than anticipated or more closures are necessary. Any unused funds will be returned. John Polster asked how staff will determine the charges from NTTA. Ms. Bettger noted that the details will be determined in the agreement with NTTA, but that invoices should document the number of tolls and the rates that were billed. A motion was made to endorse Regional Transportation Council approval of \$50,000 in Regional Transportation Council local funds to cover the cost of setting the toll to \$0 on the proposed detour route, to administratively amend the 2017-2020 Transportation Improvement Program and other planning documents, and to seek approval from the North Central Texas Council of Governments Executive Board to enter into agreements with the North Texas Tollway Authority to pay the invoices received for the tolls. John Polster (M); Claud Elsom (S). The motion passed unanimously.

7. **Legislative Update:** Amanda Wilson provided an update on State legislative actions related to transportation and air quality issues affecting the Dallas-Fort Worth area. She noted there were no federal legislative updates to provide. In Senate Bill (SB) 1, the Legislature approved \$26.6 billion for Texas Department of Transportation funding. This includes \$2.9 billion of Proposition 7 funding and \$2.5 billion in Proposition 1 funding. Of those amounts, \$300 million is earmarked to debt payment. The bill also delays a \$1.7 billion transfer of Proposition 7 funds to the State Highway Fund. Additional detail on the delay of the Proposition 7 funds transfer was provided. Fiscal Year (FY) 2018 was the first year the sales tax funding was expected to begin coming in and transferred to the State Highway Fund. Before this can occur, the Comptroller must certify the sales tax amount. Certification does not occur until the end of the fiscal year. Therefore, FY2018 funds will be transferred to the State Highway Fund a few days into FY2019. At the end of FY2019, a portion of the FY2019 funds will be transferred from the General Fund into the State Highway Fund. Written in the General Appropriations bill was an expectation for the remainder of the FY2019 funding to be transferred into the State Highway Fund in FY2020. This is beyond the scope of the current FY2018-FY2019 budget, but staff anticipates the entire amount of Proposition 7 funding will eventually be transferred. Ms. Wilson discussed the Low-Income Repair and Replacement Assistance Program (LIRAP) and Local Initiative Projects (LIP) programs, referred to in the region as AirCheckTexas. Although full funding was provided to the programs, the Governor vetoed the funding. All funds that have been previously appropriated for the current biennium can be spent, but funding that would have begun in FY2018 and FY2019 will not be allowed to be appropriated. She noted air quality staff is currently working with counties in the region because this is a fee that is accessed by all the counties and comes back to the counties for administration by NCTCOG. SB 26, related to extending the Texas Emissions Reduction Plan (TERP), was amended onto SB 1731 and approved. SB 2076 passed and included an amendment to study the necessity of inspections programs and make recommendations. It is unclear from the

language of the bill whether it is related to the safety portion or the emissions portion so staff will track the outcome as efforts move forward. During the session, staff followed over 20 bills related to high-speed rail. SB 975 passed and will require implementation of safety and security measures for high-speed rail. SB 977 also passed and will prohibit State money from being used on high-speed rail operated by a private entity. The language is also included in the State budget and will allow the Texas Department of Transportation (TxDOT) to continue to participate in the environmental review process, develop policy related to high-speed rail, and coordinate with local officials. Related to comprehensive development agreements (CDAs), House Bill (HB) 2816 would have authorized several CDAs throughout the state, including three in the region. The bill did not pass. SB 312, the TxDOT Sunset bill, passed and extends the agency for 12 years. There were numerous other provisions in the bill and staff will be reviewing. Additional topics of interest were highlighted. SB 2205 was approved and creates automated vehicle driving regulations. Also approved was HB 100, which will regulate transportation network companies such as Uber and Lyft. Related to safety, HB 62 prohibits driving while texting at the statewide level and will be effective September 1. During the Special Session, some additional topics on preemption of the local texting while driving ordinances and laws are anticipated to be discussed. The final set of topics highlighted was related to aviation and unmanned aircraft. HB 1643 was approved and, in part, expands areas where drones or unmanned aircraft are prohibited to fly. However, another amendment was included at the last minute which was related to cities and other political subdivisions. The amendment will prohibit the cities in some divisions from adopting or enforcing an ordinance regulating unmanned aircraft systems. There are a couple of exceptions that allow cities to adopt ordinances that are approved by the Federal Aviation Administration (FAA) approval. At this time, staff is working to follow up with FAA and get more information from the bill's author and the group that requested the legislation. HB 1428 was also approved and expands areas over which drones are prohibited. Also approved was SB 840 which regulates what images can be captured by unmanned aircraft systems. SB 277 will prohibit tax incentives for land with wind turbines within 25 nautical miles of a military base, and HB 890 will add military bases to the list of real estate disclosure. Both were approved. Ms. Wilson noted a full summary of all the transportation and air quality bills that were passed would be provided to the RTC in July.

8. **High-Speed Rail Station Study Recommendations:** Kevin Feldt provided an update of recent progress regarding high-speed rail initiatives for the Dallas-Fort Worth region. For the high-speed rail system planned for the Houston to Dallas corridor, Texas Central Partners staff currently have a Land Option Program in effect and approximately 30 percent of the expected parcels needed for the project are under contract. Preparations for construction activity have begun and Texas Central Partners is now engaged with a design-build partner. It hopes to complete the advance design, implement the low-impact development elements, and quantify construction costs and schedule by late 2018. Texas Central Partners is also preparing the Environmental Impact Statement and permits needed for project coordination with the Federal Railroad Administration (FRA), United States Army Corps of Engineers, local agencies, and others. Environmental process completion is anticipated in the fourth quarter of 2017, and a record of decision is expected in the fourth quarter of 2018. Current North Central Texas Council of Governments (NCTCOG) efforts include investing alignment alternatives, assisting in the environmental process completion, reviewing draft alternative analysis from the FRA, and assisting with local governance entity creation. The three station area planning studies in Fort Worth, Arlington, and Dallas are continuing. Many alignment alternatives have been analyzed with several options remaining: the hybrid alignment, the Trinity Railway Express corridor, IH 30, and variations of IH 30 including adjacent to the Union Pacific Railroad alignment to the east. Coordination with Texas Central Partners is continuing for the Dallas station location and staff is monitoring westward alignment

opportunities to ensure the Dallas location can be extended to the west. Coordination efforts also continue with cities and counties, property owners, business leaders, the Texas Department of Transportation, the Federal Highway Administration, and Dallas Area Rapid Transit for preferred station locations. The results not only impact the alignment but will also serve as input into the Environmental Impact Statement process. Four options have been identified in the City of Arlington with Option B preferred. The Intermodal Transportation Center is the preferred option in the City of Fort Worth. Related to governance, the proposal is to create a Local Government Corporation for the Dallas-Fort Worth Core Express project under Chapter 431 of the Local Government Code. This will include, Fort Worth, Dallas, and other participating entities. In April, the City of Dallas Transportation Committee voted to continue working with NCTCOG and Fort Worth to develop the Local Government Corporation, and in May the Fort Worth City Council authorized the creation of an Interlocal Agreement with the intent of organizing a Local Government Corporation. Next, organizational documents must be created and approved by city councils. Arlington and Fort Worth will be completing draft final reports on the station location studies and NCTCOG will complete the alignment study. Coordination efforts will continue with the City of Dallas on the station area study. In addition, there has been a station zone assessment initiated by Dallas. All of this information will be formatted as input to the Dallas-Fort Worth Core Express Service project environmental process.

9. **Air Quality Updates:** Jenny Narvaez provided an update on the implementation timeline for the 2015 National Ambient Air Quality Standard (NAAQS) for ozone and other recent correspondence. On June 6, the Environmental Protection Agency (EPA) issued a press release, provided in Electronic Item 9.1, stating that the United States Administrator had extended the deadline for the 2015 State nonattainment designations by one year, from October 2017 to October 2018. The potential impacts of the delay were noted. Currently, the region is under two ozone standards, the 2008 75 parts per billion (ppb) standard and the 2015 70 ppb standard. The region is not anticipated to meet the 2008 ozone standard and could potentially be reclassified to severe nonattainment for the standard. However, if the region can remain below 75 ppb for the year 2017, a one-year extension to meet the standard can be requested. As a result of the extension for nonattainment designations, 2015-2017 ozone data is anticipated to be used for the designation. Hopefully, fewer counties will be designated as nonattainment and may be under a lower classification. Additionally, the Department of Justice, on behalf of the EPA, filed a civil lawsuit on May 23 against Fiat-Chrysler for alleged Clean Air Act violations for installing emission cheat devices on over 100,000 diesel-fueled Dodge Ram 1500s and Jeep Grand Cherokees, model years 2013-2016. Last year, the Regional Transportation Council transmitted correspondence to the Department of Justice regarding the Volkswagen lawsuit requesting to receive a portion of any settlement from the lawsuits to implement air quality projects and programs. Since a portion of the Fiat-Chrysler vehicles were sold in the region, a letter was transmitted on June 16 requesting a similar approach to the Volkswagen litigation dispersing settlement funds. A copy of the correspondence was provided in Electronic Item 9.2. Finally, the proposed budget from the White House eliminates funding for two programs in which the North Central Texas Council of Governments have been active: Clean Cities and the Diesel Emissions Reduction Act. As Congress moves into budget negotiations, staff will continue to monitor impacts to these programs and continued funding for these important programs will be requested. Additional details on the topics presented were provided in Electronic Item 9.3.
10. **2016 Safety Program Performance Measures Report:** Camille Fountain provided an overview of items included in the 2016 Safety Performance Measures Report. A copy of the report was provided in Electronic Item 10. Regional crash and fatality data is received from

the Texas Department of Transportation annually and performance measures for the 16 counties in the region were highlighted. The five year trend for crash and fatality rates by county, along with the percentage of change was highlighted. The top 10 contributing factors for serious injury and fatality crashes on limited access facilities in the 12-county metropolitan planning area boundary were also highlighted, with speeding and changing lanes when unsafe as the top two. She noted the data looks at only the contributing factor field indicated by the reporting offices. In future years, blood alcohol content will be available and will allow for a better representation in the under the influence category. In addition, Ms. Fountain reviewed crash rates for limited access facilities. For 2016, the regional crash rate is approximately 71 percent and reported per 100 million vehicles miles traveled. Tarrant, Dallas, and Denton Counties continue to have rates higher than the regional average. Bicycle and pedestrian data is collected for all roadways in the 16 counties. 2016 data shows a decrease in bicycle crashes but an increase in pedestrian crashes. Related to incident management, crash data shows that in 2016, approximately 47,000 injury crashes occurred in the region, which equates to about five crashes every hour. Considering that there are approximately nine first responders at any given crash, approximately 45 first responders are working in or near moving traffic every hour of the day. This data highlights the importance of Incident Management training. The First Responders course is a two-day detailed training of best practices for first responders. To date, 2,720 officers have attended First Responders training. The Executive Level course is a two-hour overview of the First Responders course geared towards decision and policy level executives, and there have been 712 attendees to date. Another important course is Photogrammetry Crash Reconstruction that allows officers to use equipment to investigate crashes in the office and off of the roadways. The training is offered at no cost to agencies. Over 190 officers have attended the basic training and 120 have attended the advanced training.

Kevin Kroll provided an overview of hazardous material data for incidents that occurred along limited access facilities within the 16-county area. In 2016, 11 such incidents occurred which is lower than from previous years. Related to the Mobility Assistance Patrol program, five agencies operate within the region. These include Dallas County, Tarrant County, private entities in the North Tarrant Express and LBJ Express, and North Texas Tollway Authority on its tolled facilities. In 2016, over 126,000 assists were made by the agencies. Types of assistance included stalled vehicles, courtesy checks, crash assistance, protection of first responders, debris removal, and abandoned vehicle checks. Mr. Kroll also provided an update on the Wrong-Way Driving Mitigation Pilot Project. Phase 1 began in Dallas County. Conflicting lane and arrow markings were replaced, as well as other signal enhancements to reduce confusion in the intersections. This program was later expanded into Collin and Denton Counties. Phase 2 of the program, in Tarrant County, is nearing completion. The project includes pavement markings, enhanced signage with active detection units, optimized sign placement, and the use of other technologies. In previous years, staff has not looked at wrong-way driving crashes involving impaired drivers. The Regional Safety Advisory Committee (RSAC) suggested that this be reviewed in the future. Since the last RSAC meeting, staff reviewed 2012-2016 data showing instances in which alcohol, drugs, or legal medications were shown to be contributing factors to the crash. In 2016, there were approximately 4,264 crashes that involved alcohol, 525 that involved drugs, and 55 that involved legal drugs. Information regarding the Takata Airbag recall was also discussed. NCTCOG has signed on to be a partner with the National Highway Traffic Safety Administration and several local agencies to promote the Takata airbag recall. Members were encouraged to help spread the word by urging colleagues and residents to check if their vehicles are impacted at www.safercar.gov or www.airbagrecall.com. Handouts with Takata airbag recall information were distributed at the meeting. Alonzo

Liñán asked how members could access previous performance measure reports. It was noted additional information can be found at www.nctcog.org/trans/safety.

11. **High-Occupancy Vehicle Subsidy:** 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 April 2017, the current subsidy is approximately \$1.3 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 April 2017, approximately \$2,700 in requests for reimbursement have been received. 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.
12. **Surface Transportation Technical Committee Officers and Announcement of New Regional Transportation Council Officers:** Dan Kessler noted Regional Transportation Council (RTC) officers approved at the June 8, 2017, RTC meeting: Chair Rob Franke, Mayor, City of Cedar Hill; Vice Chair Gary Fickes, Commissioner, Tarrant County; and Secretary Andy Eads, Commissioner, Denton County. In addition, he noted the selection of Surface Transportation Technical Committee officers for the 2016-2017 term approved by the North Central Texas Council of Governments Executive Board: Chair Todd Plesko, Vice President of Planning and Development, Dallas Area Rapid Transit; Vice Chair Mohamed "Mo" Bur, Deputy District Engineer, Texas Department of Transportation, Dallas District; and Secretary Kristina Brevard, Vice President of Planning and Development, Denton County Transportation Authority.
13. **Fast Facts:** Brian Wilson noted that Progress North Texas 2017 was available in Electronic Item 13.1 and distributed to members at the meeting. The publication focuses on how innovative transportation technologies are improving mobility for the region. Members interested in additional copies were requested to complete the form provided at the meeting.

Kyle Roy noted that May public meeting minutes were provided in Electronic Item 13.2. The minutes contain a summary of items and comments for the May 9-15 public meetings. Topics include the Transportation Alternatives Set-Aside program, new federal transportation funding, Mobility 2045, and the Joining Forces initiative.

Kyle Roy also noted that a public meeting notice for June 2017 public meetings was provided in Electronic Item 13.3. Topics include The Unified Planning Work Program and public transportation agency programs of projects. The public comment period for these topics concludes on July 13, 2017.

Mitzi Ward highlighted information about the development of Mobility 2045. Requests for project inclusions are being accepted. Regional Transportation Council guidelines stipulate that before any project can be considered it should demonstrate strong local consensus, financial constraint, and document the public involvement process. The deadline for project submittals is August 31, 2017.

Jenny Narvaez provided an ozone season update. As of the date of the meeting, the region has experienced eight exceedances, with a current design value of 78 parts per billion. Details were provided in Electronic Item 13.4.

Bailey Muller highlighted current air quality opportunities for vehicles. The Environmental Protection Agency has opened its Diesel Emissions Reduction Act Clean Diesel Funding Assistance Program. The deadline for submittals has been extended to July 5, 2017. The North Central Texas Council of Governments will be submitting a proposal on behalf of the region. Entities interested in joining the proposal were asked to contact staff or view information at www.nctcog.org/aqfunding to determine eligibility.

Bailey Muller announced the North Texas Stewardship Forum Roundtable scheduled for 10 am on June 27, 2017, at the North Central Texas Council of Governments. The roundtable is an opportunity for cities to discuss their sustainability efforts and goals, and to network. Details were provided in Electronic Item 13.6.

Travis Liska provided information on the August 2, 2017, Parking Management Symposium. The theme of the symposium will be flexible parking for the future, responding to market demand, and transportation choices. Location and registration information is available at www.nctcog.org/parking and in the flyer distributed at the meeting.

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):** Ricky Mackey, Texas Department of Transportation Paris District representative noted his appreciation for the opportunity to attend the meeting via WebEx. He recommended that the North Central Texas Council of Governments consider using this remote access option for all future Committee meetings. Dan Kessler asked members with comments about the remote option to provide those to staff.
15. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on July 28, 2017, at the North Central Texas Council of Governments.

The meeting adjourned at 3:00 pm.