

MINUTES

SURFACE TRANSPORTATION TECHNICAL COMMITTEE July 28, 2017

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, July 28, 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: Katherine Beck, David Boski, Kristina Brevard, Keith Brooks, Mohammed Bur, Dave Carter, Kyle Hogue (representing Robert Cohen), Kent Collins, John Cordary Jr., Allen Harts (representing Hal Cranor), Jacqueline Culton, Clarence Daugherty, Chad Davis, Duane Hengst (representing Greg Dickens), David Disheroon, Massoud Ebrahim, Chad Edwards, Keith Fisher, Eric Fladager, Chris Flanigan, Ann Foss, Phil Dupler (representing Curvie Hawkins), Thuan Huynh (representing Gary Graham), Matthew Hotelling, Kirk Houser, Terry Hughes, Paul Iwuchukwu, Tim James, Sholeh Karimi, Chiamin Korngiebel, Richard Larkins, Alonzo Liñán, Paul Luedtke, Stanford Lynch, Alberto Mares, Laura Melton, Brian Moen, John Romberger (representing Cesar Molina), Lloyd Neal, Mark Nelson, Jim O'Connor, Kevin Overton, Dipak Patel, Todd Plesko, Shawn Poe, John Polster, Tim Porter, Daniel Prendergast, William Riley, David Salmon, Robert Woodbury (representing Elias Sassoon), Lori Shelton, Walter Shumac III, Randy Skinner, Angela Smith, Chelsea St. Louis, Caleb Thornhill, Mark Titus, William Wiegard (representing Gregory Van Nieuwenhuize), Daniel Vedral, Caroline Waggoner, Jared White, and Bill Wimberley.

Others present at the meeting were: Vickie Alexander, Tom Bamonte, Will Barresi, Carli Baylor, Adam Beckom, Kenny Bergstrom, Natalie Bettger, Chris Bosco, Ron Brown, John Brunk, Ken Bunkley, Michael Copeland, Brian Dell, Kevin Feldt, Brian Flood, Christie Gotti, Jill Hall, Victor Henderson, Dan Kessler, Chris Klaus, Dan Lamers, April Leger, Mark Middleton, Mindy Mize, Michael Morris, Bruce Nipp, S. Parani Palaniappan, Rob Rae, Amy Rideout, Christina Roach, Rylea Roderick, Wesley Shimek, Neil Stassman, Gerald Sturdivant, Marian Thompson, Kimberlin To, Brian Wilson, and Michael Zdansky.

1. **Approval of June 23, 2017, Minutes and Recognition of Members:** Mark Nelson requested that the June 23, 2017, meeting minutes be amended to reflect his attendance at the meeting. A motion was made to approve the June 23, 2017, meeting minutes provided in Reference Item 1 as amended. John Polster (M); Daniel Vedral (S). The motion passed unanimously.

Michael Morris recognized Loyl Bussell for seven years of service on the Surface Transportation Technical Committee.

2. **Consent Agenda:** There were no items included on the Consent Agenda.
3. **Traffic Signal Data Sharing Grant Program and 511DFW/Waze Grant Program Awards:** Tom Bamonte presented a recommendation of awards for the Traffic Signal Data Sharing and 511DFW/Waze grant programs. A total of \$250,000 was available for each program, and evaluation criteria were previously approved by the Regional Transportation Council (RTC) and provided in Electronic Item 3.1. For the Traffic Signal Data Sharing program, funding was available for projects that make traffic signal data accessible to the developer community, auto manufacturers, and the travel navigation services that are laying the data infrastructure foundation for connected and automated vehicles. Reference Item 3.2 contained a list of the applications received and the recommended awards for this program.

Of the \$250,000 available, \$200,000 was recommended for over 1,200 traffic signals covering approximately 27 percent of signals in the region. For the 511DFW/Waze program, proposed projects are a strategic path to update the 511DFW Traveler Information System to include a data sharing portal for the region and allow for routing traffic more efficiently through communities and the region. Access through the Waze Connected Citizens Program (CCP) gives entities powerful safety and emergency response tools. Reference Item 3.3 contained a list of the applications received and the recommended awards for this program. Of the \$250,000 available, \$131,500 was recommended. With the City of Fort Worth already in the CCP, about one-third of the population of the core Dallas-Fort Worth counties will be participating in the program. A motion was made to recommend Regional Transportation Council approval of the proposed awards for the Traffic Signal Data Sharing program in Reference Item 3.2 and the 511DFW/Waze Data Sharing program in Reference Item 3.3. John Polster (M); Daniel Vedral (S). The motion passed unanimously.

4. **Air Quality Project Funding:** Bailey Muller presented staff recommendations for three air quality funding proposals. The first proposal was to allocate funding from an existing Congestion Mitigation and Air Quality Improvement Program (CMAQ) project to administer vehicle technology improvements that can reduce ozone precursors. Approximately \$300,000 was proposed to administer as a rebate for the purchase of public-sector zero-emission vehicles, as well as leveraging the rebates as an additional discount through the Fleets for the Future Cooperative Procurement project. A maximum \$2,500 rebate per vehicle or actual incremental cost was proposed for up to five vehicles. For additional vehicles, a minimum of \$1,000 each up to the maximum rebate amount was proposed and contingent on funding availability. Fleets must commit to use the vehicle(s) for at least four years, agree to have telematics/automated vehicle locator systems installed, and comply with federal terms and conditions. Following approval, the rebate will additionally be contingent on the reinstatement of Buy America Waivers that is currently suspended by the Federal Highway Administration. She noted staff is unaware of any vehicle that meets Buy America standards without the waiver. The second proposal was the electrified parking space project. In 2014, the North Central Texas Council of Governments (NCTCOG) was awarded \$300,000 to subgrant to Convoy Solutions (now known as Idle Air) to install 80 electrified parking spaces at four different trucking terminals across the nonattainment area. At that time, Idle Air was to cover 75 percent of the total project cost. Due to the significant fall in diesel fuel prices since the project was awarded, the 75 percent funding for Idle Air is currently not feasible. Because this is a cost effective air quality technology, staff proposed to rescope the project to approximately 40 electrified parking spaces at two trucking terminals. Funding will remain proportionate to the total cost with the Environmental Protection Agency (EPA) contributing approximately \$100,000 in funding. Staff additionally proposed that approximately \$100,000 in RTC Local funds be used to provide an extra financial incentive to mitigate the financial risk of the subgrantee. This would result in Idle Air contributing approximately \$200,000, approximately 50 percent of the project cost versus the original 75 percent. Ms. Muller noted that since the mail out, staff was recently contacted by the EPA that the proposed CMAQ funds for the project were not eligible so RTC Local funds were proposed instead. In addition, she noted that the RTC Local funding is contingent on a revenue-sharing plan with Idle Air to offset the RTC Local contribution over the five-year project life. One of two sites has been confirmed by Idle Air. The site is a beneficial location since it is in a high environmental justice zone with a high industry rate and up wind from an ozone monitor. Finally, the last proposal was related to a Diesel Emission Reduction Act (DERA) project. In July, NCTCOG submitted its DERA proposal to the EPA for Fiscal Year 2017 funding. The proposed project requested approximately \$2 million in EPA funds for NCTCOG to subgrant to local governments and private-sector

contractors to replace diesel vehicles or owned equipment. Subgrantees will provide the required match, and a portion of the EPA funds will be used for staff administration. Staff proposed up to \$25,000 in RTC Local funds as a backstop for administrative costs for this project to allow staff to begin implementation until the match is collected at the point of subgrantee reimbursement. A motion was made to recommend Regional Transportation Council approval of the proposed administration of the zero-emission vehicle rebate in conjunction with the Fleets for the Future and proposed rebate structure, the use of up to \$100,000 in RTC Local funding to facilitate the implementation of the electrified parking spaces at truck terminals, and up to \$25,000 in RTC Local funding as a backstop to facilitate staff administration of the DERA 2017 EPA proposal until the match is collected, as provided in Reference Item 4 and revised during the meeting. John Polster (M); Kristina Brevard (S). The motion passed unanimously.

5. **Funding Changes to IH 635 East and Proposition 1 Projects:** Christie Gotti presented funding adjustments for projects originally funded with Proposition 1. Through the 2017-2018 Congestion Mitigation and Air Quality Improvement Program (CMAQ)/Surface Transportation Block Grant Program (STBG) Funding Program, the 10-Year Plan/Proposition 1 Adjustments program was identified by staff. She noted that the action proposed is the first phase of the program and is needed early for inclusion in the 2018 Unified Transportation Program (UTP) that will be proposed for approval at the August Texas Transportation Commission meeting. The second phase will be brought back later in the year and will include year-of-expenditure/total project cost updates, adjustments due to revised construction costs, and adjustments due to changes in funding allocations. As a reminder, the Regional Transportation Council (RTC) approved Proposition 1 funding for Fiscal Year (FY) 2015 through FY2019. In December 2016, the RTC adjusted funding for projects through the Regional 10-Year Plan due to decreased allocation of Proposition 1 funds in FY2017 and Proposition 1 funding being combined into several regular categories (Category 1, 2, 4, and 11). In addition, as projects have let or have been implemented there are cost overruns and underruns that must be adjusted. She noted approximately \$82 million in CMAQ funds from an unallocated balance are being requested for eligible expenses. The funds are primarily for a series of grade separations along US 380, with the remaining for bicycle, pedestrian, and intersection-type improvements. All projects on the list remain funded, although some of the projects will be pushed to FY2027.

Michael Morris presented funding adjustments for the IH 635 East project as a result of the Texas Legislature declining to approve a bill that would have authorized the project to be funded through a Comprehensive Development Agreement (CDA). He directed members to Reference Item 5.3, distributed at the meeting. He noted approval would be requested of the changes originally proposed in red text, as well as the additional changes in blue text. If the project can be funded as originally envisioned, the blue text changes may not be needed. Staff proposed, as an initial contingency, to reallocate existing Category 2 funds (toll-eligible) from the 10-Year Plan to IH 635 East Phase 1 (US 75 to Royal/Miller) since the CDA is no longer possible and the project is already environmentally cleared as a tolled managed lane facility. However, the intention is to fully fund and construct IH 635 from US 75 to IH 30. If the region moves forward with this contingency, which includes a significant commitment in Category 2 funds, the importance of the project to the region may be recognized by the Texas Transportation Commission. In turn, it may help the region attract additional revenues to the corridor. A map of the corridor was discussed. Prior to the RTC, staff anticipates updating the map to move the line at SH 78 further to the south. The map will indicate the phases even though the intent is to build the full project as a whole. Details of the changes to funding categories were provided in Reference Item 5.3. Staff

proposed to reallocate existing toll-eligible funding, Category 2, from the 10-Year Plan to IH 635 East Phase 1. In addition, Category 2 funds from later phases of IH 635E and four projects in Collin County were proposed to be moved to IH 635 East Phase 1. The funds from those four projects were proposed to be replaced with Category 4 and Category 12 funds from later phases of IH 635 East. The total funding in each county remains the same. He noted that IH 635 East is a candidate to receive the \$300 million in Dallas County contingency funds set aside in the Regional 10-Year Plan. However, the contingency funds are not being requested for the project at this time. Mr. Morris highlighted seven possible funding solutions to fully fund the IH 635 East corridor if the project is built to US 75 to Royal/Miller Road. First, just under \$300 million is already allocated to the IH 635 East project from Royal/Miller Road to the IH 30 Interchange. Second, in Phase 1 of IH 635 East, the Texas Department of Transportation (TxDOT) and the RTC own the revenue associated with the project and revenue could be programmed for the later phases to receive 100 percent of the toll revenue from Phase 1 until fully funded. Third, there is \$300 million in Dallas County contingency funds set aside in the Regional 10-Year Plan. Fourth, conversations are occurring with the Texas Transportation Commission who is reviewing uncommitted funds in the current Unified Transportation Program. In addition, the Commission will need to determine how to allocate new revenues in year 11 of the UTP. These actions may result in additional funding being available for IH 635. Fifth, there are potential proprietary agreements with private-sector partners that could be used to advance the project. Sixth, conversations are occurring with the congressional delegation with regard to the best path forward to build projects on the interstate highway system. The final potential solution is tolling the entire IH 635 East corridor. He noted these seven elements would be more clearly outlined for the RTC. Christie Gotti reviewed the action being requested at the meeting. Chad Edwards noted he believed there was an adding error on Reference Item 5.3 for the Dallas IH 35E from US 67 to IH 20 project. Ms. Gotti noted that staff would confirm the total for the project. Tim James discussed the IH 635 East/IH 30 Interchange and noted the reference items do not include the IH 30 Interchange. He added that Mesquite understands what the RTC is working to accomplish, but wants to ensure that the interchange is included in the options. Mr. Morris noted the map would be adjusted and the interchange would be included in Phase 3, but he added that the intent is to fully fund the entire project. John Polster noted Reference Item 5.3 and asked for clarification regarding the \$300 million Dallas County contingency funds. Mr. Morris noted that the \$300 million in Dallas County contingency funds were not being used at this time. Mr. Polster also noted the superscript #4 for IH 35E. Staff clarified that the superscript should be removed. Mr. Polster also discussed changes between the Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies (FASTLANE) program and the next Infrastructure for Rebuilding America (INFRA) program, and asked whether staff has discussed how the INFRA program could provide assistance for projects such as IH 635 East, IH 35E, SH 183, and others. Mr. Morris discussed correspondence transmitted to the Governor regarding potential leveraging opportunities at the federal level, specifically mentioning the INFRA program. Projects in the region that already have significant funding may be good candidates, but additional legislative support is needed. Ms. Gotti noted that staff has begun internal meetings regarding the INFRA program and will be presenting information to the Committee in the future. Mr. Polster noted the out year of 2027 for US 380 from US 377 to the Denton County line and asked how funding will be addressed. Ms. Gotti noted that staff anticipated going through this process many times. There is a gap in knowledge regarding revenues for later than 2018. Staff will continue to bring back iterations specifically to address projects that are ready to let. Clarence Daugherty discussed Reference Item 5.1 and asked if the use of CMAQ funds brings a local match requirement. Ms. Gotti noted the projects were on system

and would bring a state match. In addition, Mr. Daugherty also discussed the transfer of funds to IH 635 East and Collin County. Mr. Morris clarified that Category 4 and Category 12 funds are likely the best revenue sources in Collin County. Category 2 funds are more appropriate for IH 635 East, especially if the project requires tolling to IH 30. The switching out of funds will be routine as staff works to fund projects without CDA authority. Mr. Morris added that total funding in each county remains the same. Ms. Gotti also noted that any additional funding would come through other mechanisms as discussed in the seven potential solutions to fund later phases of the IH 635 East project. Mo Bur mentioned a Transportation Infrastructure Finance and Innovation Act (TIFIA) loan could provide an opportunity for additional funding for the corridor. Mr. Morris noted the TIFIA loan is included in the efforts to work with the private sector. A motion was made to recommend Regional Transportation Council approval of funding changes to the affected Proposition 1 projects as summarized in Reference Item 5.1, funding changes to fully fund the IH 635 East Phase 1 project as summarized in Reference Item 5.2 and Reference Item 5.3 (distributed at the meeting) with the stipulation that the comments and funding for the IH 30 Interchange be included in the map and/or project listing provided to the Regional Transportation Council for approval. The action also instructed staff to administratively amend the 2017-2020 Transportation Improvement Program/Statewide Transportation Improvement Program and other planning/administrative documents to incorporate the changes. Tim James (M); John Polster (S). The motion passed unanimously.

6. **Clean Air Action Day Results:** Mindy Mize presented results of the participation for Clean Air Action Day, a program of Air North Texas that strives to encourage residents of North Texas to make clean air choices. On this year's Clean Air Action Day, June 23, over 1,100 North Texans made air quality commitments. The top commitments were taking lunch to work, vehicle maintenance, buying locally, driving efficiently, and combining trips. Approximately 420 participants were employees at Surface Transportation Technical Committee (STTC) member organizations. Member efforts included STTC member remote participation in the June 23 STTC meeting, as well as efforts by employees from the Cities of Plano, Denton, and Grand Prairie. The Clean Air Action Day STTC Challenge winner, City of Dallas, was recognized. The City of Dallas held a large event on June 23 that featured the Asthma Chasers Mobile Clinic, videos to showcase how citizens can commit to clean air actions and register online, social media campaigns, and a large-scale Clean Air Action Day challenge among various city departments. Members interested in becoming Air North Texas partners were encouraged to contact staff.

7. **Potential Transportation Alternatives Program Funds Lapse:** Ken Bunkley provided an update on Transportation Alternatives Program funds apportioned in Fiscal Year (FY) 2014. As a reminder, federal regulations state that TAP funds apportioned shall remain available for obligation for the year of apportionment plus three years. Therefore, any federal funds apportioned in FY2014 are set to lapse at the end of FY2017. Staff has reviewed projects that have not obligated and applied a risk assessment for each project. At the time of the mail out, only \$3.6 million of the FY2014 funding had been obligated. Details were provided in Electronic Item 7. Since that time, all \$8.2 million of FY2017 funds have obligated and are no longer at risk. Four projects, instead of the original six noted, are on schedule to obligate prior to the end of FY2017. Mr. Bunkley noted that all FY2013 and FY2014 has been obligated, with an additional \$700,000 obligated. With the anticipated obligation of an additional \$2.2 million, a total of \$2.9 million in obligations will help to satisfy the FY2015 apportionment obligations. Staff continues to coordinate with the Texas Department of Transportation and local agencies to identify project status for projects programmed in

FY2018. Members were encouraged to coordinate within their cities/agencies to ensure that their project(s) are advancing as expeditiously as possible.

8. **Joint Land Use Study Project:** Dan Kessler presented an update on the Regional Joint Land Use Study (JLUS) being conducted for four military installations and surrounding communities in North Texas, as well as transportation projects underway around the Naval Air Station (NAS) Fort Worth Joint Reserve Base (JRB). He noted that on August 2 at 1:00 pm, staff will present the final recommendations from the project. A JLUS, funded by the United States Department of Defense Office of Economic Adjustment, identifies and recommends strategies to address land-use issues that may limit a military installation's ability to operate. This is important to the North Central Texas region because of the significant direct and indirect economic impact of military installations in the region. The history of the military installations in the region, as well as past land-use studies were highlighted. The four installations included in the current JLUS are Fort Wolters in Mineral Wells, NAS Fort Worth JRB, Camp Maxey in Paris, and Redman Taylor Army Heliport in Dallas. Draft recommendations have been developed for each installation, as well as a regional list of priorities, provided in Electronic Item 8. Over 1350 strategies have been identified as immediate, mid-term, or low-term priorities. Transportation needs identified following a series of previous studies around NAS Fort Worth JRB were also highlighted. Projects to improve base access include reconstruction of Meandering Road. Area road improvements include SH 199, SH 183, and the SH 183/IH 30 Interchange. These total approximately \$650 million in transportation improvements in this portion of the region.
9. **DFW Connector Pilot Program Update:** Ken Kirkpatrick briefed the Committee on the initiation of additional marketing activities in the DFW Connector corridor. As a reminder, in 2014 the Texas Department of Transportation (TxDOT) requested that the Regional Transportation Council (RTC) pay half of the collection risk annually for the IH 35W project. At that time, the RTC instead proposed a pilot study in managed lanes where the public sector owns the revenue to test strategies that could later be applied in the IH 35W corridor to reduce TxDOT's collection risk. The DFW Connector corridor was chosen. The purpose of the pilot program was to test ideas to increase TollTag usage, apply lessons learned in the IH 35W corridor to help reduce the collection risk to TxDOT. The first phase of the pilot was to increase the pay-by-mail surcharge to create a market incentive for drivers to obtain TollTags. The Texas Transportation Commission approved a gradual increase of the surcharge of up to 90 percent. In January 2015, the project went to dynamic pricing with a split of 68 percent TollTag usage/32 percent pay-by-mail, and as of June 2017 the split was 75 percent TollTag usage/25 percent pay-my-mail, which was still a substantial risk. The RTC then approved a second phase of the pilot for additional marketing and outreach activities to increase TollTag usage.

Mindy Mize noted that last summer, staff presented four marketing efforts proposed for the pilot program: 1) TollPerks for new TollTag customers, 2) prize giveaways, 3) preloaded TollTags to targeted areas, and 4) TollTag sales at inspection stations and/or car dealerships in targeted areas. Staff anticipates beginning the marketing efforts in partnership with the North Texas Tollway Authority (NTTA) prior to the August RTC meeting. Each effort will run separately with a break between the marketing efforts to allow staff to review data and determine the effectiveness of the effort. Marketing efforts will begin with TollPerks. TollPerks will be targeted to potential users of the DFW Connector for new TollTag customers. NTTA will advertise through digital media and paid social media ads, and NCTCOG and NTTA will both use social media messaging. As an incentive, new TollTag customers will be provided 2,000 TollPerk points. The campaign will run for

approximately 30 days. The second effort will include various prize giveaways and will be targeted to ZipCash users of the DFW Connector corridor who would be new TollTag customers. Similar advertising and social media messaging will be used, and the campaign is also anticipated to run for approximately 30 days. The third effort is to offer preloaded TollTags to high-use ZipCash customers in average to low income zip codes using the DFW Connector. New customers will be offered a \$20 credit and must make an initial payment on their new TollTag to receive the credit. Communication for this effort will be by direct mail piece and inserts in ZipCash bills. All TollTags issued for these efforts must be tied to a credit card/bank account. Staff efforts are continuing related to the sale of TollTags at inspection stations and car dealerships. Next, staffs will be working to finalize creative messaging for the DFW Connector Pilot Program, as well as developing performance metrics and tracking. John Polster asked if the surcharge for pay-by-mail customers remains the same regardless of the dynamic price of the vehicle and if staff expects to raise the surcharge in the future. Mr. Kirkpatrick noted that the percentage remains the same for all pay-by-mail users. In addition, staff will test the marketing efforts prior to discussing an increase of the surcharge above 90 percent.

10. **Volkswagen Settlement Update:** Chris Klaus provided an update on the status of initiatives established as a result of the Volkswagen Clean Air Act civil settlements. To date, Volkswagen Clean Air Act civil settlements have resulted in \$14.7 billion and was broken into several components; \$10 billion for vehicle buyback and modification, \$2 billion for the Zero-Emission Vehicle Investment to be managed by Electrify America, and \$2.7 for the Environmental Mitigation Trust. Of the \$2.7 billion for the Environmental Mitigation Trust, approximately \$209 million is available for the State of Texas. Related to the Zero-Emission Vehicle Investment, Electrify America has planned for cycles of \$300 million allotments. Most of the money will be used for charging infrastructure installation. Although the North Central Texas Council of Governments (NCTCOG) was not successful in becoming a community charging area, IH 30, IH 20, and IH 35 have been named as long distance highway networks that may include future charging infrastructure. Approximately \$25 million will be used for public education initiatives and another \$25 million reserved for administrative costs. Related to the Volkswagen mitigation trust, a trustee was appointed in March 2017. However, many of the efforts will not move forward until the trustee effective date. Previously submitted RTC comments regarding mitigation actions were forwarded to the Governor's office. The correspondence was provided in Electronic Item 10.1. He noted the settlement also identified many categories that are eligible mitigation actions, provided in Electronic Item 10.2. Approximately \$63 million of investments in North Central Texas is anticipated to be available for local governments and private companies to modernize fleets and integrate new technologies. Many local area representatives met with the Governor's Office in a workshop and provided feedback on various mitigation actions such as the types of projects to fund, administration of the funds, geographic distribution of the funds, and the structure to approve funding requests. Discussion also occurred on leveraging economies of scale through bulk purchases in order that funds can be most impactful. Information is available at www.nctcog.org/airquality. Additional updates will be provided to members in the future.
11. **Regional Traffic Signal Retiming Program and Minor Improvement Program Call for Projects: Process and Scoring Criteria:** Marian Thompson presented the recommended eligible project categories, process, scoring criteria, and schedule for the proposed Regional Traffic Signal Retiming Program (RTSRP) and Minor Improvement Program Call for Projects. The RTSRP is a regional program to maximize the capacity of the existing roadway system by improving traffic operations through signal retiming. The Minor

Improvement Program is a new program intended to increase the capacity of the existing roadway by implementing low-cost operational improvements that will enhance mobility and improve air quality. Projects in the 10-county North Central Texas Council of Governments (NCTCOG) air quality nonattainment area are eligible for the Congestion Mitigation and Air Quality Improvement Program (CMAQ) funding. Proposed project eligibility for the RTSRP Call for Projects requires that 80 percent of the traffic signals have not been retimed since 2013, 80 percent of traffic signals must be located along a route of significance, eight or more consecutive traffic signals must be proposed, no construction is planned within two years, interlocal agreements are executed with NCTCOG, cost overruns are the submitting agency's responsibility, and staff time is not eligible. A total of \$2 million is available for FY2018. Proposed evaluation and scoring criteria for the program is focused on mobility benefit/cost ration and air quality, and also includes communication, environmental justice distribution, multi-modal operations, multi-jurisdictional corridor, and providing traffic signal data to the cloud. Proposed project eligibility for the Minor Improvement Program Call for Projects requires a 20 percent local match, projects are along a route of significance, no construction is planned for two years, project funding requested is not to exceed \$50,000, projects are low-cost improvements, interlocal agreements must be executed with NCTCOG, cost overruns are the submitting agency's responsibility, and staff time is not eligible. A total of \$2.9 million is available for FY2018. Proposed evaluation and scoring criteria for the program is focused on mobility benefit/cost ratio, air quality benefit and also includes recommended improvements, additional local match, and environmental justice distribution. For both Call for Projects, a 20 percent minimum local match in cash is required. The proposed schedule for the Call for Projects was reviewed. Approval of selection criteria is anticipated by STTC in August and the RTC in September. Following approval, the Call for Projects will open September 15 with proposals due in October 13, 2017. Public meetings will be scheduled in the October/November timeframe. Final action on the proposed project selection is anticipated in December 2017. John Polster requested that a copy of the presentation be emailed to members. He asked if entities will be required to provide evidence of local match commitment. Ms. Thompson noted that documentation of the local match is not required. Applicants can indicate local match availability and the local match payment will be required when the interlocal agreement is executed. Members were encouraged to provide feedback on the timeline and requirements of the Call for Projects. Lloyd Neal asked the format for project submittals. Ms. Thompson noted that a minimum format is proposed, and staff anticipates that the RTSRP Call for Projects will be similar to past phases.

12. **Texas Transportation Innovation Activities:** Tom Bamonte provided a briefing on recent Texas transportation innovation activities. He highlighted the Advanced Transportation and Congestion Management Technologies Deployment (ATCMD) grants program for large scale installation/operation of advanced transportation technologies. The first two years of the grant program have passed, and the Fiscal Year (FY) 2018 program will be in the spring. Up to \$12 million is available for innovative transportation technologies and entities were encouraged to consider qualifying projects for submittal. The North Central Texas region was responsible for three of the five Texas applications submitted for FY 2017: 1) micro on-demand rideshare system in Arlington, 2) North Central Texas regional smart transportation system in Dallas, and 3) integrated operations by Dallas Area Rapid Transit. In addition, Mr. Bamonte provided information on the Texas Innovation Alliance. The group is submitting an application for a National Science Foundation 5G research platform for the next generation of wireless communication. He noted there are many transportation-related applications for this type of technology. The National Science Foundation is contributing \$400 million in funds to support the research platforms. The Texas Innovation Alliance's

application is believed to be unique; a virtualized statewide platform that will enable public and private sector developers to do research on the platform.

13. **Fast Facts:** Michael Morris highlighted presentations from the 2016 Irving Summit related to blue (water), green (parks), and gray (infrastructure). For the 2017 Irving Summit, discussions regarding initial implementation funds will continue. The goal is to create teams to propose projects that leverage opportunity, evaluate the projects, and present the projects to the Regional Transportation Council (RTC) to determine interest. Those projects would require future RTC approval.

Mr. Morris also discussed potential interest in an RTC joint communication center and meeting room located in closer proximity to a rail station. The meeting room/communication center would allow advanced technology capabilities for reaching the public, as well as allow partners to co-locate to share in room capabilities.

Mr. Morris noted that the 2017 Irving Transportation Summit will be held August 15-16, 2017.

Mr. Morris also noted that a video of students who participated in the Vital Link Program at the North Central Texas Council of Governments was provided in Electronic Item 13.1.

Tom Bamonte noted that Electronic Item 13.2 contained details about the 2017 Mayors Challenge. The deadline for the program is August 18, with \$200 million for cities over 30,000 to submit and fund innovative projects.

Chris Klaus discussed the North Central Texas Council of Governments (NCTCOG) presentation to the Dallas County Commissioners Court regarding the AirCheckTexas program. Several agencies have taken action to suspend the collection of the \$6 fee from vehicle inspections for the Low-Income Repair and Replacement Assistance Program and Local Initiatives Projects as a result of recent legislative action. A copy of the presentation was provided in Electronic Item 13.3.

Rebekah Hernandez noted a summary of approved bills from the 85th Texas Legislature was provided in Electronic Item 13.4. The summary included SB 1004, related to cellular network nodes in public rights-of-ways. The Environment and Development Department is hosting a Public Right-of-Way Roundtable on August 15. She noted registration information will be provided to members by email.

Rebekah Hernandez noted that TEXpress lane education campaign materials were now available online. Access to the various education materials was provided in Electronic Item 13.5.

Carli Baylor noted that Electronic Item 13.6 contained a summary of the June 2017 public meetings and related comments. Topics included the FY2018 and FY2019 Unified Planning Work Program, the 2017-2018 Congestion Mitigation and Air Quality Improvement Program/Surface Transportation Block Grant Program Funding Program, and the public transportation agency programs of projects.

Carli Baylor also noted Electronic Item 13.7 contained a notice of the August 17, 2017, public meeting that will focus on the Cotton Belt regional passenger rail line.

Kimberlin To discussed First Responder Alternative Fuel Vehicle Safety Training scheduled on August 2 and 3, 2017. The training is aimed at educating first responders on the procedures and protocol when responding to accidents involving alternative fuel vehicles. Details were provided in Electronic Item 13.8.

Jody Loza provided an ozone season update. At the time of the meeting, the region had experienced ten exceedances, but no level red days had been experienced and the region's current design value was at 78 parts per billion. Ms. Loza noted that staff was monitoring results of the fire from the previous day and noted that the Texas Commission on Environmental Quality and Environmental Protection Agency do allow for exceptional events impacting ozone monitors. Details were provided in Electronic Item 13.9.

Bailey Muller highlighted current air quality funding opportunities for vehicles. Details were available in Electronic Item 13.10. Regarding the Fleets for the Future program, she discussed efforts for the fall cooperative procurement designed to consolidate bulk orders of alternative fuel vehicles to reduce purchase costs for public fleets. The vehicles we will be focused on four different platforms: 1) propane trucks, 2) plug in hybrid trucks, 3) subcompact electric vehicles, and 4) compact plug in hybrids.

Jody Loza reminded members of the Southern Transportation and Air Quality Summit scheduled August 29-30, 2017. Details were provided in Electronic Item 13.11.

Marian Thompson discussed the 511DFW Traveler Information System. Distributed at the meeting was a survey card containing a link to a 511DFW survey. In addition, she noted a workshop on August 1, 2017, to discuss enhancements to the 511DFW program.

Rylea Roderick noted the deadline for submission of projects for the November 2017 Transportation Improvement Program/Statewide Transportation Improvement Program modification cycle was close of business the day of the meeting.

Brian Dell noted the Regional Toll Revenue invoicing module portion of the Regional and Project Tracking System (RAPTS) is now operational. Moving forward, users should provide invoicing information online at <https://rtrinternal.nctcog.org>.

Nicholas Hernandez provided information on upcoming Complete Streets Design and Implementation Workshops in September. The workshops will be facilitated by the Federal Highway Administration and will focus on design flexibility, design for non-motorized users, multimodal network connectivity, challenges between policy and implementation practices, and other topics. Details were provided in Electronic Item 13.12, including registration information.

The current Local Motion was provided in Electronic Item 13.13 and transportation partner progress reports were provided in Electronic Item 13.14.

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 August 25, 2017, at the North Central Texas Council of Governments.

The meeting adjourned at 3:50 pm.