

MINUTES

SURFACE TRANSPORTATION TECHNICAL COMMITTEE October 27, 2017

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, October 27, 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, Katherine Beck, David Boski, Laura Mitchell (representing Kristina Brevard), Mohammed Bur, Dave Carter, Ceason Clemens, Robert Cohen, Kent Collins, John Cordary Jr., Clarence Daugherty, Chad Davis, Duane Hengst (representing Greg Dickens), Phil Dupler, Massoud Ebrahim, Keith Fisher, Eric Fladager, Chris Flanigan, Ann Foss, Gary Graham, Brian McNulty (representing Ron Hartline), Matthew Hotelling, Kirk Houser, Terry Hughes, Jeremy Hutt, Tim James, Tom Johnson, Sholeh Karimi, Paul Knippel, Alonzo Liñán, Paul Luedtke, Alan Hendrix (representing Stanford Lynch), Alberto Mares, Cesar J. Molina Jr., Mark Nelson, Jim O'Connor, Kevin Overton, Dipak Patel, Shawn Poe, John Polster, Tim Porter, Daniel Prendergast, Lisa Pyles, William Riley, Greg Royster, Moosa Saghian, Lori Shelton, Tom Simerly, Randy Skinner, Angela Smith, Chelsea St. Louis, Caleb Thornhill, Mark Titus, Gregory Van Nieuwenhuize, Daniel Vedral, Caroline Waggoner, Sam Werschky, Bill Wimberley, and Robert Woodbury.

Others present at the meeting were: Alexis Ackel, Vickie Alexander, Tom Bamonte, Adam Beckom, Natalie Bettger, Ron Brown, Anthony Cao, Sarah Chadderdon, Lori Clark, Brian Dell, Cody Derrick, Daniel Edwards Sr., Kevin Feldt, Brian Flood, Christie Gotti, Brittany Hailey, Barry Heard, Chris Hoff, Crystal Humelsine, Dan Kessler, Mark Kinneman, Ken Kirkpatrick, Chris Klaus, Garry Kraus, Kevin Kroll, Dan Lamers, April Leger, Travis Liska, Allysha Mason, James McLane, Mark Middleton, Michael Morris, Corey Nesbit, Markus Neubauer, Donald Parker, Allix Philbrick, Greg Ramey, Chris Reed, Amy Rideout, Mario Rojo Jr., Kristina Ronneberg, Trey Salinas, Russell Schaffner, Dean Stuller, Gerald Sturdivant, Mitzi Ward, Amanda Wilson, Brian Wilson, and Sarah Wraight.

1. **Approval of September 22, 2017, Minutes:** The minutes of the September 22, 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 were no items on the Consent Agenda.
3. **2017 Clean Diesel Subaward and Call for Projects:** Lori Clark presented details of the 2017 Clean Diesel Subaward and Call for Projects. In July 2017, the North Central Texas Council of Governments (NCTCOG) submitted a grant proposal on behalf of local governments to the Environmental Protection Agency (EPA) National Clean Diesel Funding Assistance Program. The EPA has recommended this proposal for full funding totaling approximately \$2 million to subaward for projects replacing older, high-emitting diesel powered vehicles and equipment. A small portion of the funds will be retained for NCTCOG staff administration of the program. Eligible entities will include local governments, as well as private companies that contract with local governments. Eligible activities include replacement of on-road, heavy-duty diesel trucks 16,000 pounds and up and non-road diesel equipment. The funding threshold is dependent on engine type. In preparation for submitting this proposal, NCTCOG solicited interest from local fleets who may wish to participate. The Denton County Transportation Authority (DCTA) submitted a bus replacement project with a match commitment that was detailed in the grant proposal to EPA. Staff proposed to subaward the DCTA project to replace four transit buses for approximately \$472,000. This would leave an available balance of approximately

\$1.5 million to subaward to other agencies. Staff proposed to award the funding through a Call for Projects on a modified, first-come, first-served basis. Applications would be due at 5 pm on the last Friday of every month. Each month, applications will be competitively evaluated using a cost per ton criteria. Following approval to open the Call and a final contract with EPA, staff will continue to make subawards through January 2019. Finally, Ms. Clark discussed the current North Texas Airport Emissions Reduction Call for Project. Funding is specific to airports for diesel powered ground support equipment. NCTCOG has been accepting applications for over one year and have yet to receive any applications. Staff proposed that the deadline for the Call for Projects be extended from December 29, 2017, to September 2018 or until all funds are exhausted. Ms. Clark added that both calls for projects address air quality emphasis areas of high-emitting vehicles/equipment and energy/fuel use. A motion was made to recommend Regional Transportation Council approval to subaward the Denton County Transportation Authority up to \$472,000 for four transit bus replacements; open the 2017 Clean Diesel Call for Projects with the structure, selection criteria, and schedule provided in Reference Item 3, and extend the North Texas Airport Emissions Reduction Call for Projects through September 2018. John Polster (M); Laura Mitchell (S). The motion passed unanimously.

4. **Transit Grant Funding Cleanup:** Sarah Chadderdon presented a recommendation for Regional Transportation Council approval of proposed reprogramming of transit funds to support several projects from the three transit authorities. The Regional Transportation Council (RTC) programs Federal Transit Administration (FTA) funds under several programs. Through regular monitoring, staff confirms that projects under these programs are proceeding as intended. When projects do not advance for two years, the funding becomes at risk of FTA taking back the funds. North Central Texas Council of Governments (NCTCOG) staff has identified canceled projects or projects that were not able to proceed in a timely manner. This includes funds initially programmed to the Texoma Area Paratransit System. Approximately \$7.2 million has been identified at risk and is available from four programs: Congestion Mitigation and Air Quality Improvement Program funds flexed to FTA, Enhanced Mobility of Seniors and Individuals with Disabilities, Job Access/Reverse Commute, and New Freedom. Dallas Area Rapid Transit (DART), the Fort Worth Transportation Authority (FWTA), and the Denton County Transportation Authority (DCTA) have requested this funding for a variety of projects that are eligible under these funding programs. Staff worked with the transit authorities to identify projects that serve a similar purpose and geography compared to the original use of the funds. DART has requested funding to support four projects: 1) fare equipment partnership with small and non-traditional providers, 2) software integration with non-traditional and private provider payment platforms, 3) taxi vouchers in nine service gap locations, and 4) seven low floor, smaller alternative-fuel vehicles and five 40 foot transit buses. DCTA and FWTA submitted a joint request that includes operating assistance and additional new buses to support a transit connection between Fort Worth and Denton. DCTA also requested funds to integrate trip scheduling software with small and nontraditional providers. Lastly, the FWTA requested operating assistance to support bus service upgrades to be implemented in FWTA's North Quadrant area. This project also includes a project to enhance connection to the Naval Air Station Joint Reserve Base Fort Worth. Proposed distribution of the available funds was summarized in Reference Item 4.1. Additional details were provided in Electronic Item 4.2. A motion was made to recommend Regional Transportation Council approval to reprogram transit funds to support the projects summarized in Reference Item 4.1. Committee action also included a recommendation that staff administratively amend the 2017-2020 Transportation Improvement Program/Statewide Transportation Improvement Program and other planning/administrative documents to incorporate the resulting changes. Laura Mitchell (M); John Polster (S). The motion passed unanimously.

5. **Update on Texas Department of Transportation "Big Projects" and Other Projects/Programs:** Michael Morris provided an update regarding "Big Projects" in the region. At the October 12 Regional Transportation Council (RTC) meeting, four RTC policy positions were approved: 1) P17-01, Policy Support to Expedite IH 635 Phase 3 to and Including the IH 30 Interchange (Electronic Item 5.1), 2) P17-02, Policy Support to Expedite IH 20 "Y" Connection/IH 820/US 287 (Electronic Item 5.2), 3) P17-03, Policy Support to Define Improvements on SH 183/IH 35E/IH 30/IH 45/US 175 and to Identify Resources (Electronic Item 5.3), and 4) P17-04, Policy Support to Advance Current Commitments (Electronic Item 5.4). In addition, RTC correspondence to the North Texas Tollway Authority requesting primacy be waived on eastern subregion projects was approved, provided in Electronic Item 5.5. Electronic Item 5.6 summarized other initiatives currently underway. In addition to the "Big Projects," staff has raised the importance of connections between rural connectivity projects funded by the State and urban projects. Staff has requested a full review of all rural connectivity projects to check for lane balance drops when the rural projects come into the metropolitan region. The State will be asked to fund the projects to reconcile the lane drops. In addition, staff is committed to projects that are under construction but that have inadequate resources to be completed, and also remains focused on strategic projects with unique circumstances such as projects that are hurricane evacuation routes from Houston and the high-speed rail route on IH 30 to Fort Worth. Each of these areas are being communicated to the Texas Department of Transportation (TxDOT) Headquarters as major focus areas over the next ten years. Mr. Morris noted that while all of the projects discussed are important, the concern is ensuring that the Texas Transportation Commission (TTC) provides the fair share allocation of funds to the region. Mr. Morris noted he attended the Texas Transportation Commission Workshop on October 25 and articulated the importance of the formula allocation. TxDOT Commissioner Victor Vandergriff has also laid out this focus on "Big Projects" and has expressed concern that the TTC may chose not to formula allocate revenues since the Dallas-Fort Worth region has built over \$28 billion in freeway improvements since 2000 while Houston and Austin have not implemented the same magnitude of projects. Mr. Morris noted past discussions with Rick Williamson as Chairman of the TTC in which he noted that if the Dallas-Fort Worth region asked its communities to use property tax/sales tax or toll roads to fund projects, that the TTC should not forget about that effort as future projects are selected for funding. He also noted that conversations occurred at the TTC meeting on October 26 that appear that the Commission may be moving ahead on projects in Austin and Houston without the formula allocation principle being firmly reiterated. A portion of a video during which Commissioner Vandergriff spoke at the TTC Workshop was shown. He discussed the Dallas-Fort Worth region's efforts during the previous era to implement projects through the use of tolls and the skepticism that the Dallas-Fort Worth region's current projects could be ranked comparatively to other regions in the State, thereby penalizing the Dallas-Fort Worth region for its past efforts to implement projects. He noted this was the reason the formula allocation was previously put into place. Mr. Morris noted that as the Transportation Director, he will continue to engage TxDOT Headquarters staff and support the region's district engineers regarding this subject. Chad Davis asked if future growth is considered in the formula funding. Mr. Morris noted the formula for the allocation takes into consideration all of the growth trends that occur. Dallas-Fort Worth's share likely grows slightly over time because the region is growing faster than other regions. The concern is that if the Commission does not use formula funding, but simply picks projects, the region may not receive its fair share.
6. **Regional Transportation Council Efforts Supporting Amazon HQ2:** Michael Morris provided an overview of information provided to the Dallas Regional Chamber regarding its request for assistance related to the Amazon HQ2 Request for Proposals. While the Regional Transportation Council supports large employers coming to the region, it is silent on endorsement of specific locations. Mr. Morris reviewed speed data for IH 30 and

IH 35E to the Dallas Fort Worth International Airport, compared to IH 5 to Seattle Tacoma International Airport in Seattle. The data shows congestion for these roadways, which is significantly less in the Dallas-Fort Worth (DFW) region. Mr. Morris also highlighted a graphic that showed a comparison of population and congestion between Seattle and Dallas-Fort Worth for the years 2013-2016. Data indicates that in 2013-2016, Seattle was half the size of DFW, but had twice the amount of congestion. He also referenced reports by others that the region lacks transit compared to other potential locations. The Dallas Regional Chamber was presented information about guaranteed transit on tolled managed lanes in the region, as well as people mover systems within the region. John Polster asked if any thought has been given to developing similar congestion comparisons. Mr. Morris noted that if the region is short listed, staff is prepared to develop similar comparisons for other projects.

7. **Coordinated Low-Speed Automated Vehicle Procurement:** Tom Bamonte briefed the Committee on a coordinated, statewide procurement process for low-speed automated vehicles. He discussed efforts by mainstream companies to join the automated vehicle deployment arena and highlighted various automated vehicle acquisitions by companies such as Ford, General Motors, Delphi, Intel, and others. In addition, the advertising community has also ventured into the automated vehicle technology field. An example ad was shown for members. He also highlighted a recent study that shows 60 percent of people under the age of 45 will be in the market for an automated vehicle in the next decade. Arlington has been a leader in the deployment and testing of low-speed automated vehicles with the Milo shuttle, and other Texas cities have expressed interest in this emerging market. Arlington is interested in refreshing its system and a regional procurement is proposed. This will give others interested in low-speed automated vehicles an opportunity to obtain vehicles and services through a single procurement process. The process will establish a prequalified pool of automated vehicle vendors, with flexibility for individual entities to structure their own contracts. The regional procurement is not mandatory. Mr. Bamonte noted the effort was in the initial stage. Input and participation were encouraged.
8. **Texas Mobility Summit/Texas Innovation Alliance Update:** Tom Bamonte briefed the Committee on Texas Innovation Alliance activities, including the Texas Mobility Summit. The Texas Innovation Alliance is a group of cities, universities, and transportation agencies that came together at the first Texas Mobility Summit to advance short-term transportation innovation. Ten teams came together from various part of Texas to address transportation issues and presented ideas to a group of experts. Two teams from the region participated: Team Tarrant County and Team Arlington. Team Tarrant County focused on how to improve transportation to and from healthcare facilities and developed a three-year plan. Team Arlington picked up on the low-speed automated vehicle proving ground site designated by the Texas Mobility Summit and scaled the effort statewide to position Texas as a leader in low-speed automated vehicle deployment. Mr. Bamonte highlighted upcoming Dallas-Fort Worth events. On December 7, transit agencies will host an automated vehicle open house, and on December 8 a short course on using Waze data will be held prior to the Surface Transportation Technical Committee meeting. In addition, an update on Advanced Transportation and Congestion Management Technologies Deployment grant funding was provided. Five to ten annual awards for projects ranging from \$1-12 million to deploy transportation technology is available. Three applications were submitted from the region for 2017, but were not selected. Funding remains available for 2018, 2019, and 2020. Mr. Bamonte also noted that the Texas Innovation Alliance recently worked together on a statewide application for funding to build a 5G research platform, but the application did not make it to the final round.

9. **Mobility 2045 Update:** Kevin Feldt provided an update on development of the region's next long-range transportation plan, Mobility 2045. As staff reassess the current Mobility Plan, there are three primary categories that make up the total funding available for projects, programs, and policies: system revenue, facility revenue, and local revenue. Infrastructure maintenance is the top priority, followed by management and operations; growth, development, and land use strategies; rail and bus; high-occupancy vehicle/managed lanes; and freeways/tollways and arterials. Currently, expenditures for Mobility 2045 are estimated at approximately \$133 billion over the life of the Plan. Passenger rail projects were highlighted including existing transit projects and those identified as recommendations in Mobility 2040. TEXRail and the Blue Line light rail extension have been removed due to completion. In addition, high-speed rail on the Trinity Railway Express corridor will be removed as a result of local consensus and will be replaced with an alignment along IH 30. Several projects under further evaluation will also be included such as rail service north and south of Downtown Fort Worth, through Frisco, and a McKinney Streetcar Extension. Mr. Feldt also reviewed the Collin County transit-related initiatives process. Roadway projects were also highlighted. Staff begins with project recommendations from Mobility 2040. Portions of the DFW Connector and President George Bush Tollway between the Dallas North Tollway and US 75 projects have been removed due to completion. In addition, two projects were removed due to local consensus. New projects and projects with design changes are also reflected such as the IH 20 "Y" Connector, IH 635 East Phase 3, and interstate highway capacity near Downtown Dallas. Also included will be four north/south facilities in Collin County. Mr. Feldt discussed current policies and programs that will be reviewed and revised as part of Mobility Plan development, as well as new policies to be included. Efforts will address legislative programs, enhance performance-based planning, and include guaranteed transit. Possible technology policies may be included such as support of open data best practices, cooperation on wireless communications infrastructure, multi-occupant ride sharing, and automated vehicle deployment. A tolled managed lane system policy will also be included and is intended to address tolled managed lanes as a strategy to increase capacity on facilities in the region. Staff will continue to coordinate with transit and roadway partners, begin finalizing projects by November 15, and provide monthly Regional Transportation Council (RTC) and Surface Transportation Technical Committee (STTC) updates. Financial forecasts will also be finalized and public meetings will be conducted. Draft recommendations are expected to be available in January 2018, with the official public comment period beginning in April. STTC and RTC action is expected in May and June, respectively. An air quality conformity determination is anticipated between June and November 2018.
10. **Performance Measures: Roadway Safety and Transit Asset Management:** Kevin Kroll and Jing Xu presented proposed regional targets for measuring and evaluating the performance of two aspects of the transportation system. Mr. Kroll noted the North Central Texas Council of Governments (NCTCOG) uses performance measures as part of a performance-based planning process. Recently, federal legislation has specified certain quantitative performance measures that must be tracked and reported on an annual basis. These performance measures are coordinated with State and regional transportation partners. NCTCOG uses a four step process when monitoring transportation system performance: 1) identify Regional Transportation Council (RTC) emphasis areas, 2) set metrics and targets focused on RTC policy emphasis areas, 3) track and report performance compared to targets, and 4) track federal, State, and partner agency implementation over time. Staff then incorporates performance and partner feedback for the RTC to determine if adjustments to the emphasis areas are necessary. Mr. Kroll noted there are four federally required performance measures. These include the two performance measures being presented, the Highway Safety Improvement Program and Transit Asset Management, as well as Infrastructure Condition and System

Performance/Freight/Congestion Mitigation and Air Quality, which will be presented in the future. Required roadway safety performance targets include the number of fatalities, the rate of fatalities, the number of serious injuries, the rate of serious injuries, and the number of non-motorized fatalities plus serious injuries. Metropolitan planning organizations (MPOs) may choose to establish their own targets or adopt the State's targets (based on a five year average). For 2018, 2014-2018 data will be used. The Texas Department of Transportation (TxDOT) released its Strategic Highway Safety Plan (SHSP) in August, which utilized a data-driven, multi-year, collaborative process to establish its safety targets. Stakeholder consensus was reached that a 2 percent reduction in the number of fatalities and serious injuries projected by SHSP target year 2022 was achievable. The 2 percent reduction can be achieved by a 0.4 percent reduction per year beginning in 2018 and continuing to 2022. NCTCOG 2018 safety target recommendations were highlighted. The recommendations incorporate the 0.4% percent reduction in each target category. Mr. Kroll noted the SHSP also established seven emphasis areas: distracted driving, impaired driving, intersection safety, older road users, bicycle/pedestrian safety, roadway and lane departures, and speeding. NCTCOG active programs and projects that directly address each of the emphasis areas were highlighted.

Jing Xu presented proposed regional targets for Transit Asset Management. Following the same four step process presented earlier, NCTCOG identifies transit asset emphasis areas, sets regional targets, and tracks and reports performance with a goal to achieve a transit network that is in a state of good repair. The Federal Transit Administration (FTA) sets general guidance on Transit Asset Management categories, which include rolling stock (transit vehicles), infrastructure (rail track), equipment (transit support vehicles), and facilities (building, stations, etc.). Five types of rolling stock and three types of rail tracks are RTC policy emphasis areas. Other types of rolling stock, equipment, and facilities are not policy emphasis areas and were not highlighted. Ms. Xu noted the process of setting regional targets is a bottom up approach. First, transit agencies set their agency-wide targets and then share the information with NCTCOG. NCTCOG receives transit asset data from ten transit providers at various levels of detail. Based on the data provided, the MPO sets regional targets which may differ from agency-wide benchmarks adopted by the individual transit agencies. The proposed regional targets and metrics for 2018 were highlighted. For rolling stock, the metric used is the condition of transit vehicles measured against the industry standard service year. For example, a regular bus has an industry standard service year of 14 years. The proposed target is that zero percent of transit vehicles have met or exceeded the industry standard service year. Similarly, the infrastructure industry standard is performance restrictions where a transit vehicle would have to operate below the guideway's full service speed. The proposed target is that zero percent of rail tracks have performance restrictions. Ms. Xu noted that for both roadway safety and transit asset management, staff will next set baselines for performance with current data, track progress towards the target, and report progress to regional, State, and federal partners. Metrics and targets for RTC emphasis areas will be brought back annually. The timeline for this effort was reviewed. Action on the proposed targets will be requested at the December Surface Transportation Technical Committee and RTC meetings. John Polster asked if these targets will be used for eligibility requirements in future funding opportunities. Michael Morris noted that the targets are intended to help identify elements that may require more focus. He added, staff is interested in any ideas members may have regarding meeting these requirements. Todd Plesko noted that streetcars and trolleys were not listed in rolling stock, as well as bridges and tunnels in infrastructure. He noted that Dallas Area Rapid Transit (DART) typically also evaluates those types of vehicles and infrastructure. Ms. Xu noted that although NCTCOG is required to set targets for streetcars, that type of rolling stock is not an RTC emphasis area, but was included in the presentation. NCTCOG is only required to set regional targets for the transit assets for which there is direct capital responsibility.

Mr. Plesko noted that although the streetcar is a City of Dallas and McKinney Avenue Transit Authority operation, public funds go towards the facility so it is part of the region's public transportation system. He suggested that staff consider including streetcars since in this case it is used and funded with public funds, even though it is not owned by DART. Dan Kessler noted that staff would look into including street cars.

11. **2017-2018 CMAQ/STBG Funding Program: Federal/Local Funding Exchanges:** Brian Dell briefed the Committee on the proposed projects to be funded under the Federal/Local Funding Exchanges Program in the 2017-2018 Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Surface Transportation Block Grant (STBG) Funding Program. The status of other efforts in the CMAQ/STBG Funding Program were highlighted. The goal of the Federal/Local Funding Exchanges Program is to increase the pool of regional funds through the exchange of federal and local funds. This effort will establish the third phase of the Regional Transportation Council (RTC)/Local fund. The new RTC/Local funds will be used for projects being built to local design standards, air quality projects, and regional programs. The intent is to expedite/implement projects not eligible for federal funds or that would be best implemented without federal funds. When the process began, there were four requests for partnerships. One of those, the Dallas Area Rapid Transit (DART) Transit Related Improvement Program (TRIP) program, was previously approved. Other requests include the Glade Road/Dallas Fort Worth International Airport project, the continuation of Trinity Railway Express (TRE) local swaps, and a partnership with the City of Terrell. TRE local swaps is a continuation of an existing program. Since 2002, the RTC has partnered with cities along the Trinity Railway Express corridor, along with DART and the Fort Worth Transportation Authority (FWTA). Cities along the TRE corridor that are not members of a transit authority contribute local funds to help offset the operational costs of the TRE that are often being used by their citizens. Historically, to help repopulate the regional pool of funds, the funds received from the local entities have gone to the RTC. In exchange, the RTC programs federal funds for improvements along the TRE in a ratio of approximately 2 to 1. Each city's contribution amount is based on the proportion of vehicles from each city that use the TRE (determined by a staff survey of license plates of the vehicles that visited TRE stations or via a transit onboard survey). Mr. Dell provided a summary of the proposed funding exchanges: Glade Road partnering with Dallas Fort Worth International Airport, TRE local swaps with various agencies, and FM 148 with the City of Terrell. Any approved funds will not be added to the Transportation Improvement Program (TIP) until an agreement is executed with the partners. For the Glade Road project, staff proposed to use Transportation Development Credits in lieu of a local cash match in order to maximize the amount of local funds that the RTC would receive over time. For the TRE local swaps, the federal funds would be given to DART and FWTA for improvements to the TRE. The entities will work together to propose a list of improvements for the funds. For the local funding, each partner would pay a set portion determined by the survey and the amount will be paid over three years. Finally, proposed local funding for FM 148 project would be paid back to the RTC over a period of 15 years through the City of Terrell's pass-through finance agreement with the Texas Department of Transportation. Staff are also working with Haltom City on a potential partnership. If a decision is made to fund any additional projects, details will be presented to members at the December 8, 2017, meeting. The schedule for the effort was highlighted.
12. **National Drive Electric Week Recap:** Kenny Bergstrom provided a summary of Drive Electric Week events. On September 9, 2017, the North Central Texas Council of Governments hosted the largest showcase of electric vehicles in Texas at Grapevine Mills Mall with over 500 in attendance. The event provided an opportunity for electric vehicle enthusiast and owners to share a real world perspective on the technology with attendees. The event was part of a national effort hosted during a two week period in September. Over

155 electric vehicles, a Texas record, were on display for attendees to ask questions and take rides with owners. RTC member Mike Taylor, City of Colleyville Councilmember, provide the keynote. In addition to various exhibitors, solar cars built by two teams of students from local high schools were on display. Mr. Bergstrom noted that in addition to the September 9 event, a series of five educational webinars took place the following week and covered a variety of electric vehicle related topics such as Workplace Recharging and Electric Vehicle 101. Additional information regarding the event was provided in Electronic Item 12 and available online at www.DriveElectricDFW.org.

13. **Fast Facts:** Allix Philbrick provided an overview of air quality funding opportunities for vehicles. She noted the Environmental Protection Agency (EPA) has opened its School Bus Rebate Program for up to \$20,000 in funding to repower or replace school buses. In addition, funding for those interested in investing in alternative fueling facilities infrastructure is available through the Alternative Fueling Facilities Program, administered by the Texas Commission on Environmental Quality (TCEQ). Details were made available in Electronic Item 13.1.1. Ms. Philbrick also highlighted two upcoming workshops. On November 2, an Electric Vehicle Infrastructure Workshop is scheduled on the benefits, installation, station ownership, best practices, and other topics. Additionally, TCEQ will discuss the Alternative Fueling Facilities Program and the Texas Natural Gas Vehicle Grant Program. Details were provided in Electronic Item 13.1.2.

In addition, Ms. Philbrick discussed an upcoming webinar on October 31 for school districts interested in investing in alternative fuels. Attendees will hear strategies from school districts that have implemented alternative fuels, as well as information about upcoming funding opportunities. On November 30, a Clean Vehicle Solutions webinar will be held on refuse haulers to explore alternative fuels in the solid waste management sector. Details were provided in Electronic Item 13.2.

Ms. Philbrick also provided a Volkswagen Settlement update. She noted the Trust Agreement was finalized on October 2, 2017. This trust effective date starts the timeclock for states to opt in to claim funds. Approximately \$209 million is available to the State of Texas. Details were provided in Electronic Item 13.3.

Jody Loza provided an ozone season update. As of the date of the meeting, the region had experienced 24 exceedance days. Staff is working with State and local agencies to determine the cause of haze in the region on October 19 that resulted in an exceedance day. She added, the current design value of the region is 79 parts per billion. Details were provided in Electronic Item 13.4.

DJ Hale noted an upcoming Metropolitan Transportation Plan Policy (MTP) Bundle Workshop, scheduled for January 26, 2018. By voluntarily adopting at least 50 percent of select policies included in Mobility 2040, participating agencies can receive an offset of local funds for federal transportation projects in the form of Transportation Development Credits. The second round of MTP policy funding will open on November 6 and the final deadline for submittal is April 6. Additional information was provided in Electronic Item 13.5 and available at www.nctcog.org/policybundle.

Camille Fountain highlighted the upcoming Executive Level Traffic Incident Management course scheduled for November 2. The course is geared towards decision and policy makers and highlights the importance of effective incident management to first responders. Information regarding registration for the course, as well as attendance for previous First Responders and Executive Level courses, was provided in Electronic Item 13.6.

Kathryn Rush discussed a new guidebook titled Planning for Community Oriented Schools: A Guide to School Siting in North Texas. The guidebook is intended to be a tool for cities and school districts looking to improve interagency coordination, as well as to plan and design for community oriented schools. Additional details are provided at www.nctcog.org/schools.

Travis Liska referred to the Transit Oriented Development (TOD) brochure distributed at the meeting. The brochure was created as a resource for promoting TOD throughout the region and highlighting North Central Texas Council of Government support for sustainable development. Copies were made available at the meeting and additional information is available at www.nctcog.org/TOD.

Adam Beckom noted the 9th round of the Transportation Investment Generating Economic Recovery (TIGER) Grant Program. Due to the expedited schedule of the grant program, staff resubmitted the three projects submitted in last year's grant program. The projects included: Regional Connections to Technology and System Integration, East Lancaster/SH 180, and the Park Lane/Vickery Meadow Complete Streets project. Details were provided in Electronic Item 13.7.1 and Electronic Item 13.7.2.

Carli Baylor noted that a summary of discussions from September public meetings was provided in Electronic Item 13.8. Carli Baylor also noted that general public comments submitted August 20-September 19, 2017, were provided in Electronic Item 13.9.

In addition, Carli Baylor highlighted the November public meeting notice, distributed at the meeting in Reference Item 13.12. Public meetings are scheduled November 13, 14, and 15. Presentations will include information on performance measures for transit assets and roadway safety, as well as federal and local funding exchanges.

Brian Wilson noted the Aviation Education fact sheet distributed at the meeting. The fact sheet contains information on how staff is working with partners to ensure that aerospace and aviation have a pool of highly qualified workers to fill jobs now and in the future. A copy of the fact sheet is also available at www.nctcog.org/factsheets.

Mark Kinnaman reminded members that the submittal deadline for the February 2018 Transportation Improvement Program/State Transportation Improvement Program modification cycle was close of business the day of the meeting.

April Leger noted the November and December Surface Transportation Technical Committee meetings will be combined. One meeting will be held at 1:30 pm on Friday, December 8, 2017.

The current Local Motion was provided in Electronic Item 13.10, and transportation partner progress reports were provided in Electronic Item 13.11.

14. **Other Business (Old and New):** Dan Kessler introduced new North Central Texas Council of Governments staff: Alexis Ackel, Brian Crooks, Crystal Humelsine, Alecia Mason, Mario Rojo Jr., and Sarah Wraight.
15. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on December 8, 2017, at the North Central Texas Council of Governments.

The meeting adjourned at 3:15 pm.