

MINUTES

SURFACE TRANSPORTATION TECHNICAL COMMITTEE December 8, 2017

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, December 8, 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: Micah Baker, Bryan Beck, Katherine Beck, David Boski, Mohammed Bur, Dave Carter, Ceason Clemens, Robert Cohen, Kent Collins, Hal Cranor, Clarence Daugherty, Chad Davis, Duane Hengst (representing Greg Dickens), David Disheroon, Phil Dupler, Massoud Ebrahim, Chad Edwards, Keith Fisher, Eric Fladager, Chris Flanigan, Ann Foss, Matthew Tilke, (representing Gary Graham), Brian McNulty (representing Ron Hartline), Laura Mitchell (representing Kristina Holcomb), Matthew Hotelling, Terry Hughes, Jeremy Hutt, Paul Iwuchukwu, Sholeh Karimi, Alonzo Liñán, Paul Luedtke, Rebecca Divney (for Stanford Lynch), Alberto Mares, Brian Moen, Cesar J. Molina Jr., Lloyd Neal, Mark Nelson, Kevin Overton, Dipak Patel, Todd Plesko, Shawn Poe, John Polster, Tim Porter, Daniel Prendergast, William Riley, Greg Royster, Moosa Saghian, David Salmon, Lori Shelton, Randy Skinner, Chelsea St. Louis, Mark Titus, Gregory Van Nieuwenhuize, Daniel Vedral, Carline Waggoner, Jared White, and Robert Woodbury.

Others present at the meeting were: Nick Ataie, Lindsey Baker, Tom Bamonte, Berrien Barks, Natalie Bettger, Jason Brown, Ron Brown, John Brunk, Ken Bunkley, Angie Carson, Sarah Chadderdon, Jim Chin, Brian Crooks, Nathan Drozd, Brian Flood, Mike Galizio, Wade Haffey, Heather Haney, Sam Hedson, Victor Henderson, Rebekah Hernandez, Chris Hoff, Amy Johnson, Dan Kessler, Ken Kirkpatrick, Chris Klaus, Kevin Kroll, Sonya Landrum, April Leger, Mindy Mize, Michael Morris, Justin Nayluiz, Jeff Neal, Nick Page, Parans Palaniappan, Donald Parker, Chris Reed, Christina Roach, Rylea Roderick, Russell Schaffner, Mark Stephens, Mitzi Ward, Kathryn Welch, Brian Wilson, and Michael Zoawsky.

1. **Approval of October 27, 2017, Minutes:** The minutes of the October 27, 2017, meeting were approved as submitted in Reference Item 1. Lori Shelton (M); Cesar J. Molina Jr. (S). The motion passed unanimously.
2. **Consent Agenda:** The following item was included on the Consent Agenda.
 - 2.1. **Transportation Improvement Program Modifications:** A recommendation for Regional Transportation Council approval of revisions to the 2017-2020 Transportation Improvement Program (TIP) was requested. February 2018 revisions to the 2017-2020 TIP were provided in Electronic Item 2.1 for the Committee's consideration.

A motion was made to approve the item on the Consent Agenda. Clarence Daugherty (M); Cesar J. Molina Jr. (S). The motion passed unanimously.
3. **Performance Measures: Safety and Transit Asset Management:** Dan Lamers presented a recommendation for Regional Transportation Council (RTC) approval of proposed regional targets for measuring and evaluating the performance of two aspects of the transportation system: roadway safety and transit asset management. Federal legislation has established quantitative performance measure requirements and targets that must be tracked and reported annually. Proposed targets were developed in conjunction with State and regional partners. Safety targets for number of fatalities, fatality rates,

number of serious injuries, serious injury rates, and non-motorized fatalities and serious injuries were highlighted. Adopted targets are the region's share of the Texas Department of Transportation's (TxDOT) target to reduce each of the measures by 0.4 percent every year until the end of five years, resulting in a 2 percent reduction. When presented to the RTC, members requested that staff add a regional, aspirational goal that even one death on the transportation system is unacceptable. North Central Texas Council of Governments (NCTCOG) safety projects and programs being implemented within the region that address TxDOT safety emphasis areas were highlighted. As staff continues to move forward with existing and new types of programs, safety benefits that help meet targets within the region will be tracked and reported back to the RTC. For transit asset management, there are two RTC emphasis area categories: rolling stock (transit vehicles) and infrastructure (rail track). Targets focus on the aging condition of assets with the benchmark that no transit asset exceeds the industry standard for maximum service or performance restrictions. In some instances, an individual transit agencies may have more stringent requirements. Since requirements among the transit agencies differ, further coordination is needed with the transit agencies to develop standardized performance measures. Staff will be working with each to identify a common useful life and metrics that can be tracked moving forward. The timeline for this effort was reviewed. Mr. Lamers noted that the target-setting deadline for transit asset management is December 27, 2017, and February 27, 2018, for roadway safety. The proposed regional targets for roadway safety and transit asset management were provided in Reference Item 3.1. Additional information on the NCTCOG programs and projects that address the Texas Department of Transportation Strategic Highway Safety Plan emphasis areas was provided in Electronic Item 3.2. A motion was made to recommend Regional Transportation Council approval of the regional targets for roadway safety and transit asset management as detailed in Reference Item 3.1 and to direct staff to continue coordination with transit providers to standardize a regional transit asset management approach. Action also included a recommendation for Regional Transportation Council approval of the aspirational goal for roadway safety that even one death on the transportation system is unacceptable. Daniel Vedral (M); Randy Skinner (S). The motion passed unanimously.

4. **2017-2018 CMAQ/STBG Funding Program: Federal/Local Funding Exchanges:** Brian Dell briefed the Committee and requested a recommendation for Regional Transportation Council (RTC) approval of the proposed list of 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. As a reminder, the program is to increase the pool of regional revenues through the exchange of federal and local funding. This effort establishes the third phase of the RTC/Local program which is designed to fund various air quality projects, regional programs, and other projects that would be better suited for funding outside the federal process. A summary of the proposed funding exchanges was presented, and details on each of the projects were provided in Reference Item 4.1. Proposed projects for the Federal/Local Funding Exchanges include: 1) the Dallas Area Rapid Transit (DART) Transit Related Improvement Program (TRIP) (already approved by the RTC), 2) Glade Road in partnership with the Dallas Fort Worth International Airport, 3) the Trinity Railway Express (TRE) Local Swap, 4) FM 148 in partnership with the City of Terrell, and 5) Broadway Avenue in Haltom City. Mr. Dell noted that funds will not be added to the Transportation Improvement Program until an agreement is executed with partners. Staff proposed to use Transportation Development Credits in lieu of a local match to maximize the amount of local funds collected over time for the Glade Road and Broadway Avenue projects. For the TRE Local Swaps, staff is working with DART and the Fort Worth Transportation Authority to

determine what improvements will be funded with the federal funds. The local funding amount listed is the total to be paid by all six cities over three years (approximately \$560,325 annually). Funds for FM 148 will be repaid to the RTC over 15 years through the City of Terrell's pass-through finance agreement with the Texas Department of Transportation. Staff is working to finalize the details of the agreement with Haltom City, but anticipates the funds would be repaid to the RTC over a period of 15 years or less. Mr. Dell noted that staff received a last minute comment from representatives of the airport that it would like to add a note that the approval of Glade Road will be contingent on Dallas Fort Worth International Airport Board approval in January. The schedule for this effort was highlighted. Clarence Daugherty asked what determines the variation of payback among the different entities. Mr. Dell discussed the variations in payback. It was noted that each entity's situation may be unique. A motion was made to recommend Regional Transportation Council approval of the proposed list of funding exchanges and projects to fund through the 2017-2018 Congestion Mitigation and Air Quality Improvement Program and Surface Transportation Block Grant Funding Federal/Local Funding Exchanges Program in Reference Item 4.1 and to direct staff to administratively amend the 2017-2020 Transportation Improvement Program /Statewide Transportation Improvement Program and other planning/administrative documents to incorporate the changes. Cesar J. Molina Jr. (M); Mark Nelson (S). The motion passed unanimously.

5. **US 75 Technology Lanes Next Steps:** Michael Morris presented proposed improvements to US 75 technology lanes and proposed support to advance the improvements. The Regional Transportation Council (RTC) has approved funding for technology lanes on US 75 north of IH 635 to McKinney. Support is requested to continue a partnership with the Federal Highway Administration Division Office and explore policy, operational, and legislative relief to advance these improvements in the corridor. The improvements are modeled after similar improvements on SH 161 in Irving between SH 183 and Belt Line Road. Staff has developed a white paper outlining reasons the improvement are needed in the corridor. The project was previously approved by the RTC using Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds that have associated constraints. Legislative relief has been used elsewhere in the country to modernize early implemented High Occupancy Vehicle (HOV) lanes that used CMAQ funds. Staff proposed correspondence to the North Texas legislative delegation requesting assistance with draft legislative language needed to advance the HOV lane improvements on US 75, distributed at the meeting in Reference Item 5. The US 75 improvements will include the use of shoulder lanes in the peak period. In addition, shoulder lanes in the off-peak period are proposed to mitigate non-recurring, incident-related congestion. A motion was made to recommend Regional Transportation Council approval for staff to move ahead with the tools necessary, including legislation, to advance technology lane improvements on US 75 in Dallas and Collin counties. Clarence Daugherty (M); Paul Luedtke (S). The motion passed unanimously.
6. **"Big Projects": IH 635 East Update and Communication Program with the Texas Legislature:** Michael Morris outlined elements of the Regional Transportation Council's (RTC) proposed position in December to advance IH 635 East, as well as a communication program with the Texas Legislature. Reference Item 6, distributed at the meeting, contained RTC correspondence to the Texas Transportation Commission (TTC) requesting it expedite the IH 635 East Phase 3 procurement process from US 75 to and including the IH 30 Interchange. The project is included in the approved long-range transportation plan, has received environmental clearance, and is ready to proceed. Funding for a majority of the staged constructed project is available, as well as multiple funding options. In addition, project costs are increasing at \$5 million per month. Mr. Morris discussed recent criticism by

some in the Legislature regarding the region's efforts. RTC successes were highlighted. Approximately \$28 billion in construction improvements have occurred in the Dallas-Fort Worth (DFW) region since 2000 in partnership with the Texas Department of Transportation (TxDOT) and the North Texas Tollway Authority (NTTA). A graphic has highlighted showing how the region's congestion from 2013-2016 has been offset with transportation investments. In addition, the percentage of the 100 most congested corridors in the DFW region has dropped from 45 percent to 30 percent in the same timeframe, with remaining congestion supporting the continued needed for the fair share allocation of State/federal revenue. He also highlighted a graphic showing the relationship of transportation revenues versus needs, as well as the RTC's responsibilities regarding transportation. He noted the importance of reengaging the Texas Legislature to provide TxDOT the appropriate level of revenue. Mr. Morris highlighted 15 questions that will be presented to the RTC in December 2017 to engage the Legislature to potentially increase transportation revenue. The first group of questions addresses the local congressional delegation: 1) why are revenues not collected smarter, 2) why is Texas sending money to other states, 3) why is Texas being short changed using old formulas, 4) why is everyone not paying taxes, and 5) why can't the Dallas-Fort Worth region pilot test the new federal infrastructure program since it is one of the few donor states. The second group of questions addresses the Texas Legislature: 6) why are revenues not collected smarter, 7) why is Texas sending money to other states, 8) why can't TxDOT borrow funds when the cost of construction is greater than the cost of money, 9) why can't TxDOT use the credit rating of the State and pay lower interest, 10) why did the Legislature reduce TxDOT's construction revenue by changing TxDOT interest payments, 11) why can't the Legislature give TxDOT more reliable authority on new revenue sources, 12) why does the Legislature restrict transit choices that lower the need for freeway capacity, toll managed lanes, and toll road lanes, 13) why does Texas let tax dollars leak to neighboring states for entertainment choices, 14) why does Texas resist local option revenue generation, and 15) why can't the Legislature support new institutional structures to deliver next generation technology, rail, people mover, and transportation reward programs. Members discussed proposed correspondence, continued efforts with the TTC, and criticism by some in Austin of the region's efforts to implement important projects. STTC Chair Todd Plesko also added the importance of pursuing local option. Exploring formula allocation through legislation was also discussed. Mr. Morris noted that correspondence would encourage communication with the Texas Legislature and would likely be addressed to the chairs of the Senate and House Transportation Committees, the Governor's office, and chairs of the metropolitan planning organizations for Austin, Houston, and San Antonio.

7. **Mobility 2045 Update:** Kevin Feldt presented an overview of the progress to date as work continues on the region's next long-range transportation plan, Mobility 2045. The schedule for the effort was highlighted. Programs and policies will be presented to the Regional Transportation Council (RTC) and Surface Transportation Technical Committee (STTC) at their January meetings, with the draft final Plan presented in February. In addition, an RTC Workshop is scheduled for February 8. Final action is anticipated by STTC on May 25, and by RTC on June 14. Major transit projects were highlighted. Many are similar to Mobility 2040 recommendations and include rail corridors from Fort Worth to Denton and Fort Worth to Cleburne. Also included is the addition of express bus lanes on IH 30, as well as other corridors. The roadway project identification, selection, and prioritization process was highlighted. Recommendations are consistent with House Bill (HB) 20, consistent with federal regulations, and were developed through a coordinated, comprehensive, and continuous process. Major arterial recommendations are consistent with the 2019-2022 Transportation Improvement Program and were developed in coordination

with transportation partners and local governments. Staff developed criteria for arterial system needs based on changes in population, employment densities, arterial spacing, congestion on arterials, and connectivity. Draft major arterial recommendations were highlighted, many occurring at the periphery of the region. Mr. Feldt reviewed the process for major roadway project prioritization. Efforts include identifying needs based on Mobility 2040 and selecting corridors based on funding, feasibility, and consensus. The list of potential projects are then refined based on goals established by federal legislation. Draft proposed roadway recommendations were highlighted. Recommendations include asset optimization corridors to enhance portions of the existing facilities rather than building additional capacity, illustrative roadway corridors for future evaluation, major roadway corridors for new/additional freeway and tollway capacity, arterial capacity, and tolled/tolled managed lane facilities. Pending roadway recommendations were also highlighted. Staff is continuing efforts to finalize actual projects such as capacity needed as a result of removing the Trinity Parkway project, IH 30 between Arlington and Fort Worth, and others. Clarence Daugherty asked if maps would be available to members. Mr. Feldt indicated that maps would be available on the website following the meeting.

8. **Rise of Fraudulent Temporary Vehicle Registration Tags:** Shawn Dintino presented information on the increase in fraudulent and improper temporary vehicle registrations. In 2013, HB 2305 was passed by the Texas Legislature that created the single sticker program linking registration and inspection. The measure was successful in eliminating counterfeit inspection certifications, but caused a significant rise in counterfeit and improper temporary registration tags being used to avoid vehicle inspections. Numerous tag types with similar designs, different tag timeframes and placement requirements, and a lack of security features make fraudulent tags difficult to identify and enforce. In addition, fraudulent tags make it difficult to track witnesses to crimes and have been tied to more severe criminal activity. Funding of enforcement has also become limited due to the veto of Low Income Vehicle Repair Assistance, Retrofit, and Accelerated Vehicle Retirement Program (LIRAP) funding for FY2018 and FY2019, which help fund on-road enforcement task forces. Air quality is also impacted as a result of vehicles circumventing the emissions inspection process, as well as safety issues due to vehicles not receiving safety inspections. Funding for various entities is also impacted since counterfeit or improper temporary tags prevent billing for use of tolling facilities, lost revenue to inspection repair facilities, and lost revenues to state and local jurisdictions from lack of registration and inspection fees. Moving forward, staff will perform analyses to quantify the problem, look into what others states are doing to combat temporary tag fraud, seek opportunities for funding law enforcement training, and efforts for the upcoming legislative session to restore funding. Details were provided in Electronic Item 8.
9. **Air Quality Update:** Jenny Narvaez provided a summary of the 2017 ozone season activity for the Dallas-Fort Worth region, as well as information on the status of the 2015 National Ambient Air Quality Standards for Ozone and the 2016-2017 Air North Texas Partner Awards. The end of November concluded the 2017 ozone season, with the region experiencing 24 exceedance days. No level red days were experienced and the region's exceedances continue to trend downward. The design value at the end of the ozone season was 79 parts per billion (ppb), so the region did not reach the 75 ppb standard for attainment. Design values for the 85 ppb, 75 ppb, and 70 ppb standards were highlighted. Data showing the decreasing design value relative to the significant population growth in the region was highlighted. In addition, the ratio of nitrogen oxides (NO_x) and volatile organic compounds (VOC) was highlighted which indicate that NO_x emissions are decreasing faster than VOC emissions. Staff will send correspondence to the Texas Commission on

Environmental Quality (TCEQ) seeking its input which could result in different strategies moving forward to address air quality as a result of the converging NO_x/VOC ratio trends. Monitor exceedances for the 2008 ozone standard of 75 ppb were highlighted, with only one monitor out of 20 in the region exceeding the standard. The design value is the three-year average of the 2015, 2016, and 2017 season. In 2015, the region experienced a design value of 88 ppb. Next year's average will not include this 88 design value so the future design value is expected to continue to decrease. Looking at the 2015 standard of 70 ppb, half of the monitors did exceed the standard but no attainment designations have been made. However in November 2017, the Environmental Protection Agency (EPA) designated counties under the 2015 standard as attainment/unclassifiable or unclassifiable. Counties not part of the list are not necessarily designated as nonattainment. Hood and Hunt Counties were not included on the attainment list. The 2015 rule is expected to become effective in January 2018, and staff continues to await designations for nonattainment counties. Ms. Narvaez also noted that in November, the Regional Transportation Council presented the Air North Texas 2016-2017 Partner Awards. Details were provided in Electronic Item 9. The City of Grand Prairie received the Air North Texas Partner of the Year award. Staff will continue to monitor next steps associated with the region's design value being higher than the 75 ppb standard. In addition, staff will monitor the EPA's final designations and associated rules to the 70 ppb standard. Staff will also continue transportation conformity efforts on Mobility 2045. For the 2018 ozone standard, staff will work to enhance its communication plan for the region and continue to develop and implement mobile source emission reduction programs. As noted, staff will compose a letter to TCEQ on the future converging NO_x and VOC ratios. Details were provided in Electronic Item 9. John Polster discussed the NO_x/VOC ratios, and Lloyd Neal discussed transport issues from non-mobile sources. He asked if there has been any resolution. Ms. Narvaez noted that staff continues to monitor this issue and that as the standard lowers, more areas will be in nonattainment and held to the same requirements as the Dallas-Fort Worth region, which should also help lower background levels.

10. **Status Report on NTTA/TxDOT Toll Equity Loan Agreement (TELA) and Associated RTC/NTTA Agreement Concerning Return of TELA Fees:** Ken Kirkpatrick briefed the Committee on the Mutual Termination of the Regional Transportation Council (RTC)/North Texas Tollway Authority (NTTA) agreement concerning the return of Toll Equity Loan Agreement (TELA) fees to NTTA. In 2010, NTTA created a Special Projects system specifically for the financing, construction, and operation of the President George Bush Turnpike-Western Extension (SH 161) and the Chisholm Trail Parkway (CTP). In order to finance the two projects together outside of the regular NTTA system, the Texas Department of Transportation provided a TELA to enhance the credit rating of the system by using the State Highway fund as a financial backstop for the projects, lowering NTTA's financing costs. The TELA required NTTA to pay certain TELA fees beginning after ten years. As a result the RTC adopted policy position P10-05, provided in Electronic Item 10.1, that encouraged NTTA to retire the TELA as soon as financially feasible to reduce risk to the Dallas-Fort Worth region, and also supported either the waiver of the TELA fees or the return of any such fees to NTTA for NTTA selected projects. In addition, the RTC directed staff to develop an agreement to effectuate this policy. The resulting agreement was provided in Electronic Item 10.2. Since that time, NTTA has taken several actions to refinance due to favorable interest rates and has saved substantially. In November, NTTA refinanced the Special Projects system and merged it with the NTTA system, releasing TxDOT of the TELA commitment (provided in Electronic Item 10.3) and eliminating the need for the TELA support. A Mutual Termination of the agreement has been executed by NTTA and RTC staff, provided in Electronic Item 10.4. Correspondence from NTTA regarding the

bond refinancing for SH 161 and the Chisholm Trail Parkway was provided in Electronic Item 10.5. This initiative highlights the important partnership among TxDOT, NTTA, and the RTC to advance big projects in the region.

11. **Transportation Funding Categories Summary:** Michael Morris highlighted a summary table of transportation funding categories. This summary, provided in Electronic Item 11, was requested by Regional Transportation Council (RTC) Chair Rob Franke at the November 9, 2017, meeting.
12. **Fast Facts:** Nathan Drozd noted that in November 2017, the Texas Department of Transportation (TxDOT) issued a finding of no significant impact on the environmental assessment for Loop 9 from IH 35E to IH 45. The document covered construction of a six-lane frontage road facility and the purchase of right-of-way for a future limited access facility. TxDOT will continue to support the project by continuing on Phase 1 which will be a two-way, two-lane frontage road expected to let in March 2022.

Bailey Muller highlighted current air quality funding opportunities for vehicles. The Texas Emission Reduction Plan (TERP) Rebate Grant has opened for replacement and upgrade of diesel heavy-duty vehicles or equipment. The deadline for applications is February 13, 2018. In addition, the TERP Alternative Fueling Facilities Program Grant remains open with \$6 million available for electric infrastructure or natural gas projects. The deadline for applications closes January 18, 2018. Details were provided in Electronic Item 12.1.

Bailey Muller also highlighted upcoming Dallas-Fort Worth Clean Cities Events. The Annual Meeting is scheduled for December 13, 2017, from 11 am-1 pm at the North Central Texas Council of Governments (NCTCOG). In addition, an Idle Reduction Webinar is scheduled for January 30, 2018, Registration is free. Details were provided in Electronic Item 12.2.

Additionally, Bailey Muller provided an update on the Volkswagen settlement. On December 1, 2017, Governor Abbott submitted for Texas to become a beneficiary of the settlement to receive approximately \$209 million for vehicle and infrastructure updates. The governor designated the Texas Commission on Environmental Quality as the lead agency for the funds. Additional details were made available in Electronic Item 12.3.

Brian Wilson highlighted the Traffic County Fact Sheet provided in Electronic Item 12.4. Staff works with TxDOT and regional partners to gather this data that is used in the transportation planning process. Fact sheets are also available at www.nctcog.org/factsheets.

Carli Baylor noted October public meeting minutes were provided in Electronic Item 12.5.1 and November public meeting minutes in Electronic Item 12.5.2. The public meeting minutes are a compilation of the comments received for the October and November meetings, respectively.

Carli Baylor also referenced the December input opportunity notice distributed at the meeting in Reference Item 12.11. The online review and comment period will be opened December 11, 2017, through January 10, 2018. Members of the public can provide input on proposed modifications to the list of funded projects maintained in the Transportation Improvement Program.

In addition, Carli Baylor highlighted the public comment report provided in Electronic Item 12.6. The report contains general comments submitted by members of the public from October 20 through November 19, 2017.

Brian Crooks noted the second round of the Mobility Plan Policy Bundle effort is now open. Early submittals are due by March 2, 2018, and the final deadline is April 6, 2018. In addition, a Mobility Plan Policy Bundle Workshop is scheduled for January 26, 2018. Additional details are available in Electronic Item 12.7 and at www.nctcoq.org/policybundle.

April Leger noted that the 2018 Surface Transportation Technical Committee and Regional Transportation Council meeting schedules were provided in Electronic Item 12.8.

The current Local Motion was provided in Electronic 12.9, and transportation partner progress reports were provided in Electronic Item 12.10.

13. **Other Business (Old and New):** There was no discussion on this item.
14. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on January 26, 2018, at the North Central Texas Council of Governments.

The meeting adjourned at 3:15 pm.