

## MINUTES

### **SURFACE TRANSPORTATION TECHNICAL COMMITTEE January 26, 2018**

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, January 26, 2018, 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, Mohammed Bur, Dave Carter, Curt Cassidy, Hunt Harris (representing Robert Cohen), Kent Collins, John Cordary Jr., Hal Cranor, Jacqueline Culton, Clarence Daugherty, Chad Davis, Duane Hengst (representing Greg Dickens), Phil Dupler, Massoud Ebrahim, Chad Edwards, Claud Elsom, Gretchen Vasquez (representing Keith Fisher), Eric Fladager, Chris Flanigan, Ann Foss, Gary Graham, Brian McNulty (representing Ron Hartline), Laura Mitchell (representing Kristina Holcomb), Matthew Hoteling, Kirk Houser, Terry Hughes, Jeremy Hutt, Paul Iwuchukwu, Sholeh Karimi, Chiamin Korngiebel, Alonzo Liñán, Paul Luedtke, Stanford Lynch, Joseph Jackson (representing Alberto Mares), Laura Melton, Brian Moen, Cesar J. Molina Jr., Mark Nelson, Corey Nesbit, Jim O'Connor, Kevin Overton, Dipak Patel, Todd Plesko, Shawn Poe, John Polster, Tim Porter, Daniel Prendergast, William Riley, Moosa Saghian, David Salmon, Lori Shelton, Walter Shumac III, Tom Simmerly, Randy Skinner, Angela Smith, Chelsea St. Louis, Matthew Tilke, Mark Titus, Gregory Van Nieuwenhuize, Daniel Vedral, Carline Waggoner, Jared White, Bill Wimberley, and Robert Woodbury.

Others present at the meeting were: Tom Bamonte, Berrien Barks, Carli Baylor, Adam Beckom, Natalie Bettger, Bob Brown, Ron Brown, Ken Bunkley, Sarah Chadderdon, Brian Crooks, Elizabeth Crowe, Rhett Dollins, David Dryden, Daniel Edwards Sr., Craig Elliott, Brian Flood, Keineth Fuller, Christie Gotti, Wade Haffey, Phillip Hanley, Victor Henderson, Rebekah Hernandez, Chris Hoff, Joseph Jackson, Tim James, Yagnesh Jarmarwala, Amy Johnson, Dan Kessler, Ken Kirkpatrick, Garry Kraus, Dan Lamers, April Leger, Eron Linn, Brad Lunberger, Gregory Masota, Wes McClure, Michael Morris, Jenny Narvaez, Jeff Neal, Cody Nelson, Alex Nervo, Brian O'Neill, Donald Parker, Vercie Pruitt-Jenkins, Chris Reed, Russell Schaffner, Kelli Schlicher, Shannon Stevenson, Dean Stuller, Don Szczesny, Marian Thompson, Gretchen Vazquez, Amanda Wilson, Brian Wilson, Jing Xu, Melanie Young, and Kate Zielke.

1. **Approval of December 8, 2017, Minutes:** The minutes of the December 8, 2017, meeting were approved as submitted in Reference Item 1. John Polster (M); Jim O'Connor (S). The motion passed unanimously.
2. **Consent Agenda:** The following items were included on the Consent Agenda.
  - 2.1. **FY2018 and FY2019 Unified Planning Work Program:** A recommendation for Regional Transportation Council (RTC) approval of modifications to the FY2018 and FY2019 Unified Planning Work Program, provided in Electronic Item 2.1.1, was requested. The Committee's action also included a recommendation that the RTC direct staff to amend other administrative/planning documents, as appropriate, to reflect the approved modifications. Additional information was provided in Electronic Item 2.1.2.
  - 2.2. **Video Web Hosting Services and Equipment Upgrade in the Transportation Council Room:** Approval of \$50,000 in Regional Transportation Council (RTC) Local funding to support the upgrade of video displays in the Transportation Council Room was requested. The Committee's action also included a recommendation that the RTC

direct staff to include this funding in the FY2018 and FY2019 Unified Planning Work Program, 2017-2020 Transportation Improvement Program, and other administrative/planning documents as necessary.

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

3. **Blue-Green-Grey Awards:** Emily Beckham presented staff recommendations for the Blue-Green-Grey Application for New Ideas funding opportunity. This initiative was launched in October 2017 and focused on three elements: water (Blue), environment (Green), and transportation infrastructure (Grey). The initiative was designed to advance projects or programs that have innovative outcomes in these three elements, primarily to provide seed money to entities to develop ideas for full implementation. In addition, the effort focused on building partnerships among the three sectors to implement projects in the region. Eligible applicants included universities, cities, counties, transit authorities, private firms, non-profits, and individuals with projects located within the 12-county Metropolitan Planning Area. Awarded projects or programs must be submitted to implementing agencies or fully implemented within 12 months of award. Evaluation and scoring criteria was highlighted. Applications were scored based on team qualifications (correct mix of experience and expertise), project impact (long-term effect and ability to change future design), innovation (new approaches, design, or methodologies that address the three elements), and applicability/transferability (able to use in other communities and consistent with eligible funding programs and Regional Transportation Council objectives). A total of 53 applications were received and evaluated. Additional information on application scoring was provided in Electronic Item 3.1, and details of the scoring criteria and recommendations were provided in Electronic Item 3.2. Of the applications received, staff proposed three projects for award: 1) City of Southlake Burney Lane Biofiltration System for \$50,000, 2) City of Farmers Branch Green Bus Stop Design Guidelines for \$30,000, and 3) Dallas Area Rapid Transit Community Gardens Hatcher Station Pilot for \$29,170 for a total award of approximately \$110,000. The schedule for this effort was reviewed. A motion was made to recommend Regional Transportation Council approval of project totals recommended for award in Electronic Item 3.2. Mark Nelson (M); Chad Edwards (S). The motion passed unanimously.
4. **"Big Projects": IH 635 Update, IH 35W 3C Update, Communication Program with the Texas Legislature, and Follow up to the Texas Transportation Commission Meeting:** Michael Morris provided an update on IH 35W 3C, IH 635 East, and the January 25, 2018, Texas Transportation Commission (TTC) Meeting. He stated no action would be requested. Regarding IH 35W 3C, over 400 letters were received by the Governor on the importance of the project. The Texas Department of Transportation (TxDOT) is in negotiations with the private-sector developer through an existing contract. There is a \$10 million cost for associated paperwork/project development costs. TxDOT has offered to pay \$5 million of these costs, and the Regional Transportation Council (RTC) approved the additional \$5 million as a contingency. Related to IH 635 East, members of the Regional Transportation Council (RTC) and staff attended the January 25, 2018, TTC meeting to present the importance of the project proceeding to procurement. The Texas Transportation Commission Chairman announced at the meeting that no action would be taken on the IH 635 East project, but presentations were allowed on the topic. Mr. Morris noted that TxDOT Dallas will continue to move out on current efforts related to the project and the RTC will continue its efforts to implement "Big Projects" in the State of Texas and the region. John Polster noted to members, that even if the IH 635 East project does not directly impact them, the related policy issues do have a lasting impact to every entity in the State and

region regarding how projects are implemented. Chad Edwards asked what staff anticipated would be the next steps related to moving the project to procurement. Mr. Morris noted that he expects the IH 635 East project will eventually be placed on the TTC agenda. Staff will work with TxDOT Dallas to develop a funding package for the project. Possible cost savings and funding options were discussed, as well as options for the Skillman/Audelia project. Staff proposed that the region continue to work with TxDOT as an innovative team to get the project the IH 635 East project to procurement.

5. **Regional Traffic Signal Retiming Program and Minor Improvement Program Call for Projects:** Marian Thompson presented the recommended projects to be funded under the Regional Traffic Signal Retiming Program and Minor Improvement Program Call for Projects. The Regional Traffic Signal Retiming Program is a regional program to maximize the capacity of the existing roadway system by improving traffic operations through signal retiming. In order for projects to be eligible, 80 percent of traffic signals could not have been retimed since 2013, 80 percent of traffic signals should be located along a route of significant, eight or more consecutive traffic signals must be included, and have no construction planned within two years. Approximately \$2 million was available in Congestion Mitigation and Air Quality Improvement Program (CMAQ) funding for this program. The Minor Improvement Program improves the capacity of the existing roadway system by implementing low-cost operational improvements that enhance mobility and improve air quality. Eligible projects should be along a Route of Significance, have no construction planned within two years, and funding is not to exceed \$50,000. Approximately \$2.9 million in CMAQ funding was available for this program. Staff time was ineligible for both programs. In addition, a 20 percent (minimum) local match was required and funding was available at 66 percent in the eastern subregion and 34 percent in the western subregion. The evaluation and scoring criteria for both programs were reviewed. Ms. Thompson noted this criteria was unchanged from when the opening of the Call for Projects was requested. A total of 60 applications were received for the Regional Traffic Signal Retiming Program and 147 for the Minor Improvement Program. Projects recommended for funding in each of the programs were highlighted. Ms. Thompson noted that following review of projects, staff received comments and noted that spreadsheet calculations needed adjustment. Calculations resulting from a rounding issue were updated. Revisions to Electronic Item 5.1 and Electronic Item 5.2, provided in the meeting mail out material, were provided to members by email in revised Electronic Item 5.1 and Electronic Item 5.2. The provided items delineate a full score sheet and criteria for each project. The schedule for this effort was reviewed. Approval of the selected projects will be requested at the February 23 Committee meeting and March 8 Regional Transportation Council meeting. Clarence Daugherty asked if there was an emphasis on projects that connect jurisdictions. Ms. Thompson noted that projects that were multi-jurisdictional were awarded additional points. Members asked for clarification on the scoring changes between the updated items sent to members and those presented at the meeting. Staff noted that the updated electronic items contained accurate information and added that an updated presentation would be posted on the web site following the meeting. Alonzo Liñán noted that he had additional questions regarding the scoring of City of Keller projects that were multi-jurisdictional. Staff requested that Mr. Liñán coordinate with staff to resolve his questions.
6. **Mobility 2045 Update:** Kevin Feldt provided an update on Mobility 2045, the region's next long-range transportation plan. Mobility 2045 goals are consistent with the goals of Mobility 2040 and center around mobility, quality of life, system sustainability, and implementation. Draft transit corridor recommendations were highlighted and include current recommendations as well as additional projects to be implemented between now and 2045.

Major roadway recommendations were also highlighted. Changes since last presented are primarily in the Collin County area. Projects in this area are in a sisyphian situation, and final project recommendations may vary. Major arterial recommendations were also highlighted, with no changes since presented in December. Mr. Feldt noted that draft recommendations are intended to be a preview of the recommendations presented at the February 8 Regional Transportation Council (RTC) Mobility 2045 Plan Workshop. Asset optimization recommendations and the illustrative roadway map recommendations were also reviewed. Proposed policy recommendations that will differ from Mobility 2040 include the addition of technology policies that support open data best practices, automated vehicle deployment, multi-occupancy ride sharing, and transportation communications network development. Related to freight, proposed efforts include encouraging regional railroads to participate in regional planning. In addition, Mobility 2045 will include active transportation with focus on mode share (a measurable share of all transportation modes) discussed at the January 11 RTC meeting. Efforts will also focus on asset optimization, resiliency, and roadway maintenance. Another proposed policy addition is to support the ability to modify the Mobility Plan for emergency operation improvements such as technology lanes, access ramps, and auxiliary lanes. In addition, support for the implementation of managed toll lanes within a tolled managed lane policy area is proposed. The proposed tolled managed lane policy area represents approximately 13 percent of the land area while it encompasses approximately 67 percent of the region's congestion. The idea is to focus tolled managed lanes in an area that could provide the most value. Mr. Feldt highlighted the financial elements of Mobility 2045. He noted Mobility 2040 identified approximately \$119 billion in revenue. Draft estimates for Mobility 2045 identify \$125-\$140 billion in revenue. Work continues on many projects, and preliminary cost estimates must be finalized as staff balances revenues with expenditures. The schedule for this effort was reviewed, with final Committee approval requested in May 2018 and Regional Transportation Council approval requested in June 2018. Clarence Daugherty noted that recommended projects and illustrative maps may need to remain fluid between this meeting and the upcoming RTC meeting. Mr. Daugherty also asked if staff had received any comments on the tolled managed lane policy area. Mr. Feldt noted no other comments had been received. In addition, Mr. Daugherty asked if the planning model used for development of the transportation plan would be updated to include the impact of technology on the transportation system. Mr. Feldt noted that policies included in Mobility 2045 will form the foundation for future technology impacts. Dan Kessler noted that this type of consideration would be one of the reasons updates to the Mobility Plan are likely needed on a two-year cycle. Chad Davis asked if changes resulting from the Wise County thoroughfare plan could be completed in time for inclusion in Mobility 2045. Mr. Feldt stated there was still time to include the changes.

7. **2017-2018 CMAQ/STBG Funding Program: Sustainable Development Phase 4:** Adam Beckom presented projects to be funded under the Sustainable Development Phase 4 Program in the 2017-2018 Congestion Mitigation and Air Quality Improvement Program (CMAQ)/Surface Transportation Block Grant Program (STBG) Funding Program. The status of other CMAQ/STBG funding programs was highlighted. The goal of this program is to support sustainable development initiatives by providing funds for Turnback partnership, context sensitive design, and Transit Oriented Development (TOD). He noted that project requests have changed substantially since presented in April 2017. When selecting projects for this effort, staff used the following criteria: 1) can the North Central Texas Council of Governments partner with the Texas Department of Transportation (TxDOT) as part of the TxDOT Turnback program, 2) are there opportunities for redevelopment, 3) is there a payback mechanism for these projects through a Tax Increment Finance (TIF) District or a

Public Improvement District (PID), and 4) do the projects include context sensitive design elements, pedestrian friendly elements, as well as TOD elements. Details on the projects proposed for funding were provided in Electronic Item 7. Projects included: SH 356/Irving Blvd. in Irving for approximately \$12 million, US 180 (Northern Loop) in Weatherford for approximately \$11.5 million, Business 287/Ennis Avenue at Union Pacific Railroad in Ennis for approximately \$9 million, Denton County Transportation Authority Intermodal Transit Center for approximately \$7.8 million, Main Street in Crowley for approximately \$4.5 million, and College Street in Lewisville for approximately \$3 million. Proposed funding totals approximately \$47.9 million. The schedule for this effort was reviewed, with Surface Transportation Technical Committee approval to be requested in February and Regional Transportation Council approval in March.

8. **Access North Texas:** Kelli Schlicher provided information on the recent update to Access North Texas. Access North Texas is the regional public transportation coordination plan that aims to improve public transportation for older adults, individuals with disabilities, individuals with lower incomes, and others with transportation challenges. It lists regional and county specific strategies to address existing transportation challenges. Lastly, its goal is to encourage coordination of existing transit services and providers while meeting necessary federal and state requirements. Access North Texas was first adopted in 2013. Since then, regional partners have implemented many of the strategies from the plan. Examples of progress since 2013 were highlighted such as new transit service in the City of Hutchins, a transportation link from Hunt County to Dallas Area Rapid Transit's downtown Rowlett station, and a cooperative vehicle procurement. Ms. Schlicher highlighted efforts to update Access North Texas that began in August 2016. Efforts included 14 outreach meetings. Individuals representing older adults, individuals with disabilities, individual with lower incomes, veterans as well as transit riders, elected officials, health and human service organizations, and local government staff were contacted. Over 600 people attended the outreach meetings and conference calls. Staff conducted follow up emails and one-on-one conversations. Additionally, a transportation poll was created in English and Spanish for individuals and agencies to provide feedback on public transportation. In total, over 1,000 responses were received. Staff supplemented outreach activities with data collection and analysis. The Transit Accessibility Improvement Tool was updated, which maps populations of potentially transportation disadvantaged populations compared to region-wide populations and provides information about areas with greater potential need for public transit. Demographic information was collected and analyzed, including Limited English Proficiency and commuting statistics. Lastly, existing transportation providers in each county were identified. All information collected was reviewed and the plan describes strategies to address needs across the entire North Central Texas region, as well as specific strategies for each county. Regional strategies that apply throughout the region include exploring partnerships to increase the affordability of fares for those most in need. In January 2017, the Regional Transportation Council (RTC) approved \$1 million to support the early implementation of this strategy. Other strategies include assessing needs and implementing public transportation in areas that are currently lacking transit, continuing to explore non-traditional ways to deliver public transit, and simplifying regional trips to reduce the number of transfers between providers. Ms. Schlicher reviewed next steps. RTC's action last month will help staff begin coordination with transit providers to build resiliency to a program that addressed the affordability of transit fares. In February, staff will present Access North Texas at public meetings and incorporate feedback from STTC, RTC, and the public. Upon approval, regional partners will begin to implement strategies identified in the plan. She noted that projects that seek funding through the RTC's Transit Call for Projects must be identified in the plan, specifically those that seek funding under the Enhanced Mobility of

Seniors and Individuals with Disabilities Program. The schedule for this effort was reviewed, and Ms. Schlicher noted the draft plan and appendices are posted at [www.accessnorthtexas.org](http://www.accessnorthtexas.org). Todd Plesko asked if a methodology has been developed to determine what is considered an affordable transit fare. Ms. Schlicher noted that a methodology has not been developed. The proposed strategy leaves it open for providers to propose a solution.

9. **General Motors Update:** Michael Morris presented an initiative to engage public and private-sector parties to advance test track possibilities for next generation people mover systems. An aerial image of the General Motors (GM) facility in Arlington was shown and provided in Electronic Item 9. This GM assembly plant is the only facility that does not have the ability for its vehicles to be loaded directly onto rail. A test track for people mover technology at the GM facility is desirable because it could later be used by GM to move its vehicles directly to the rail head. In addition, a new warehouse facility being constructed at the location of the previous Six Flags Mall will house parts that will be delivered to the GM assembly plant. People mover technology may be an option to also deliver the parts to the GM facility. Negotiations are underway with GM, the State of Texas, local governments, and the Regional Transportation Council (RTC) regarding options, alignment, and funding. Staff will continue to provide updates to members.
10. **High-Speed Rail Update:** Michael Morris provided an update on the latest efforts related to high-speed rail in the Dallas-Fort Worth region. A graphic highlighting potential high-speed rail corridors for the State was presented. Public hearings in the region will be held regarding high-speed rail from Houston to Dallas on Monday January 29 and Tuesday January 30. North Central Texas Council of Governments (NCTCOG) will be submitting public comments on the Environmental Impact Statement. An environmental study was begun for the Fort Worth to Dallas corridor. The Texas Department of Transportation (TxDOT) was leading this effort with American Recovery and Reinvestment Act (ARRA) funds. That project is closing out because the ARRA funds expired in 2017, so final deliverables are coming in from the contractor. That effort will not result in a draft Environmental Impact Statement. The Regional Transportation Council (RTC) approved \$5 million to complete the environmental study and efforts are underway to determine whether the \$5 million will be provided to TxDOT to complete the study, or if RTC staff will hire contractors to finish the environmental review. This decision will require future Committee/RTC action. The last section discussed was high-speed rail from Fort Worth to Laredo. Metropolitan Planning Organization directors from Laredo, San Antonio, Austin, Temple-Killeen, and Waco met with NCTCOG staff earlier in the week on a strategy to explore hyper loop and high-speed rail technologies between Laredo and Fort Worth. MPO directors expressed interest and an urban feasibility/interest study is proposed to gauge how communities feel about next generation magnetic levitation and/or high-speed rail between the communities. A contractor will be hired to work in all five areas with NCTCOG paying approximately \$300,000 of the \$500,000 needed. Efforts will include significant public outreach. Details of the items discussed will be brought back to the Committee for approval. Clarence Daugherty asked if the Fort Worth to Laredo effort would be a feasibility study. Mr. Morris noted that it would likely be a feasibility-type study to determine interest by the communities impacted by the potential corridor. The study would include the evaluation of potential routes and stations.
11. **Dallas-Fort Worth Clean Cities Fleet Recognition and Annual Report:** Bailey Muller presented information on the Dallas-Fort Worth Clean Cities (DFWCC) recognition program. The DFWCC recognizes fleets who demonstrate excellence in their fleet reporting. Fleets

who earned gold, silver, or bronze designation based on their 2016 reports were recognized in December 2017. A total of 19 fleets received recognition and were noted in Electronic Item 11. Annual reporting and adoption of the Clean Fleet Policy are requirements for clean vehicle funding, as well as the DFW Clean Cities Recognition Program. In addition, annual reporting and adoption of the policy are components of the Metropolitan Transportation Plan Policy Bundle. The Clean Fleet Policy was approved by the RTC in 2014 and to date, 64 entities have adopted the policy. Annual reporting is also an important element to assist the Department of Energy's goal to save 2.5 billion gallons of petroleum per year by 2020 nationwide. Supporting that goal, the DFWCC has a goal to demonstrate a 15 percent increase in petroleum reductions each year. In order for reductions to be tracked, all of the coalitions need to submit an annual report that is a result of regional fleets submitting their reports to the coalitions. Fleet reports for 2017 activities are due February 15. Reports are available for download at [www.dfwcleancities.org/annualreport](http://www.dfwcleancities.org/annualreport). Data is gathered on emission reduction measures, fuel reduction actions, employee training and education, as well as involvement in all of the Clean Cities Coalition's yearly activities. Staff reviews reports and uses a weighted scale to determine fleets eligible for the recognition awards. A visualization of the petroleum reduction goals for each year was provided. Members were encouraged to have their entities participate, as next year's goal will be a reduction of 30 million gallons of petroleum in the region. Ms. Muller noted that DFWCC efforts address each of the seven air quality emphasis areas.

12. **Fast Facts:** Kate Zielke noted the Federal Highway Administration (FHWA) has awarded the North Central Texas Council of Governments (NCTCOG) the Implementation Assistance Program Award for work to update the regional ecosystem framework and to identify potential conservation areas and mitigation opportunities in the Loop 9 corridor. This work was completed by both the Transportation and Environment and Development Departments.

Berrien Barks provided the managed lane high-occupancy vehicle (HOV) subsidy report. The HOV 2+ subsidy, part of the Regional Transportation Council's (RTC) managed lane policy, is to help offset the cost of the discount that is given to HOV users that travel the tolled managed lanes during the peak periods. The RTC is responsible for this subsidy on the North Tarrant Express and the LBJ Express facilities. As of November 2017, the subsidy is approximately \$1.9 million. Electronic Item 12.1 contains the region's near term managed lane map, as well as the subsidy amount broken out by corridor.

Bailey Muller highlighted current air quality funding opportunities for vehicles. The Texas Commission on Environmental Quality (TCEQ) announced through its Texas Emission Reduction Program that the Clean School Bus Grant has reopened. Replacements will now be available through this funding. Details were provided in Electronic Item 12.2.

Bailey Muller also highlighted Dallas-Fort Worth Clean Cities upcoming events. NCTCOG is hosting a free webinar on January 30 at 1:30 pm, on idle reduction strategies for emergency vehicles. On February 13, NCTCOG is hosting an onsite meeting at 12:30 pm, alongside the Regional Freight Advisory Committee, on clean freight solutions. In addition, another webinar is scheduled for February 27 at 1:30 pm on refuse haulers and clean freight solutions. Details were provided in Electronic Item 12.3.

In addition, Bailey Muller provided an update on alternative fuel corridors. In November 2017, staff submitted a variety of regional corridors including US 67, US 287 and US 75 to the Texas Department of Transportation (TxDOT) to be included in the State's official submittal packet to the FHWA for alternative fuel corridor nominations. Staff initially

submitted data to have IH 820 and IH 635 included in the nominations. However, TxDOT decided to hold all regional loops across the state until the 2018 submittal. Details were provided in Electronic Item 12.4.

Kristina Ronneberg presented information on Clean Construction Contract language recently incorporated into the NCTCOG Public Works Construction Standards. To help reduce emissions from the construction sector, NCTCOG staff developed template clean construction contract language that could be developed or incorporated into public works contracts as a strategy to improve air quality. The language was approved and included in the final version of the Public Works Construction Standards Fifth Edition that was approved by the Executive Board in October 2017. The full contract language is available at Electronic Item 12.5.

Jenny Narvaez highlighted correspondence from the Environmental Protection Agency (EPA) Deputy Regional Administrator to Governor Abbott providing the State's 2015 ozone standard designations, provided in Electronic Item 12.6. For each of the areas, the same counties that were designated nonattainment under the 2008 standard are those designated under the 2015 standard. The EPA plans to finalize the ozone designations in the spring of 2018. It is anticipated that by that time, NCTCOG will receive its classifications as marginal, moderate, serious, etc. Once received, staff will provide an update to members.

Adam Beckom provided an update on the eastern/western funding distribution percentages for the region. At the December 2017 Texas Transportation Committee (TTC) meeting, Hunt County was awarded \$102 million for several interchanges along the IH 30 corridor. The funding allocation is reflected in Electronic Item 12.7. This brings cumulative funding totals to 30.78 percent in the western subregion and 69.22 percent in the eastern subregion.

Brian Dell noted staff is working to finish the data entry and review for the development of the 2019-2022 Transportation Improvement Program (TIP). Over the past several months, staff has provided emails with questions/surveys about projects that have funding in FY2019. This will assist staff financially constrain the TIP. Entities with additional comments or information were requested to contact staff by January 31. He added, that a new TIP is often over programmed in its first year. If staff does not receive responses, projects may be pushed out due to the uncertainty of whether the money is needed and the project ready to proceed.

Brian Dell also noted that on December 1, 2017, staff submitted the 2017 Transportation Development Credit (TDC) annual report to TxDOT. This report is mandated by the State each year and details the projects that were awarded TDCs. In 2017, the RTC awarded 6,948,165 TDCs from its five categories. A copy of the report was provided in Electronic Item 12.8.

Carli Baylor noted that a summary of December public meetings was provided in Electronic Item 12.9. Items were posted online December 11 through January 10 for members of the public to provide input on proposed modifications to the list of funded projects.

Carli Baylor also noted the Public Comments Report was provided in Electronic Item 12.10 and contained general public comments submitted by the public from November 20 to December 19.

Carli Baylor highlighted the February public meeting notice in Electronic Item 12.11. Public meetings will be held February 5, 7, and 13, 2018. Staff will present information on Mobility 2045, transportation funding, and Access North Texas.

Jeff Neal provided information on the NCTCOG Environment and Development Department's low water crossings interactive web map. Information about low water crossings in the 16-county region is being collected so that as funding arises, this information can be used as data to provide to funding agencies. This information also helps NCTCOG plan for flood plain, storm water, public works emergency management, and transportation needs. Details and contact information were provided in Electronic Item 12.12. Mr. Neal noted that this information will also be valuable as staff Transportation Department staff works on an application to the FHWA's Resiliency and Durability to Extreme Weather Pilot Program.

Vercie Pruitt-Jenkins highlighted the recent Federal Certification Review. In June 2017, the FHWA and Federal Transit Administration (FTA) conducted an onsite visit at the North Central Texas Council of Governments regarding the Federal Certification Review. Certification is required at least once every four years for transportation management areas or urbanized areas with a population of 200,000 to determine if the process meets the federal planning requirements. As part of the review, meetings were held with staff, RTC members, and the public and surveys were transmitted to over 10,000 persons to receive comments on the transportation planning process. As a result of the review, FHWA and FTA certified in December 2017 that the Dallas-Fort Worth metropolitan transportation planning process meets federal requirements.

April Leger noted that beginning with this month's mail out material, staff is reducing the number of items that are printed in member's meeting packets. Electronic items will continue to be provided through the emailed agenda, as well as the agenda posted online. In addition, staff will continue to post meeting presentations online following the meeting.

The current Local Motion was provided in Electronic Item 12.13, and transportation partner progress reports were provided in Electronic Item 12.14.

13. **Other Business (Old and New):** Mark Nelson discussed interest in a coordinating with local governments on a draft policy template for bicycle share rules and regulations and potential future discussion at the Bicycle Pedestrian Advisory Committee to address the negative side effects of an effort that was intended to have a positive impact in communities. Dan Kessler noted that a solution that is transferable to other municipalities would be a positive effort and added that his request will be provided to North Central Texas Council of Governments bicycle/pedestrian staff.

Dan Kessler introduced a new North Central Texas Council of Governments staff member, Cody Nelson.

14. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on February 23, 2018, at the North Central Texas Council of Governments.

The meeting adjourned at 3:20 pm.