

## MINUTES

### **SURFACE TRANSPORTATION TECHNICAL COMMITTEE February 23, 2018**

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, February 23, 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, Marc Bentley, David Boski, Keith Brooks, Mohammed Bur, Dave Carter, Curt Cassidy, Ceason Clemens, Robert Cohen, George Marshall (representing Kent Collins), John Cordary Jr., Hal Cranor, Clarence Daugherty, Chad Davis, Duane Hengst (representing Greg Dickens), Phil Dupler, Massoud Ebrahim, Chad Edwards, Claud Elsom, Keith Fisher, Eric Fladager, Chris Flanigan, Ann Foss, Gary Graham, Tom Hammons, Brian McNulty (representing Ron Hartline), Kristina Holcomb, Matthew Hotelling, Kirk Houser, Terry Hughes, Jeremy Hutt, Paul Iwuchukwu, Paul Knippel, Alonzo Liñán, Paul Luedtke, Stanford Lynch, Alberto Mares, Laura Melton, Brian Moen, Cesar J. Molina Jr., Mark Nelson, Jim O'Connor, Kevin Overton, Dipak Patel, Todd Plesko, Shawn Poe, John Polster, Tim Porter, Jackie Culton (representing Bryan G. Ramey II), William Riley, Moosa Saghian, Jeff Kelly (representing David Salmon), Lori Shelton, Walter Shumac III, Randy Skinner, Angela Smith, Chelsea St. Louis, Caleb Thornhill, Matthew Tilke, Mark Titus, Daniel Vedral, Caroline Waggoner, Bill Wimberley, and Steve Schell (representing Robert Woodbury).

Others present at the meeting were: Vickie Alexander, Tom Bamonte, Berrien Barks, Michael D. Barnhart, Carli Baylor, Adam Beckom, Natalie Bettger, Chris Bosco, Ron Brown, John Brunk, Charles Bryant, John Cabrales Jr., Curt Cassidy, Sarah Chadderdon, Ying Cheng, Shawn Conrad, Brian Crooks, Mark DiCiaccio, David Dryden, Katy Emerson, Brian Flood, Christie Gotti, Lynn Grimes, Matthew Haines, DJ Hale, Victor Henderson, Rebekah Hernandez, Mike Hutchinson, Tim James, Yagnesh Jarmarwala, Amy Johnson, Dan Kessler, Ken Kirkpatrick, April Leger, Gregory Masota, Amy Moore, Michael Morris, Jeff Neal, Cody Nelson, Alexander Nervo, Evan Newton, Allix Philbrick, Vercie Pruitt-Jenkins, Chris Reed, Lucy Richardson, Christina Roach, Rylea Roderick, Kathryn Rush, Kelli Schlicher, Jessica Scott, Bryan Sherrieb, Devin Shields, Raj Sigamani, Paul Steinberg, Shannon Stevenson, Gerald Sturdivant, Marian Thompson, Daniel Tremper, Mitzi Ward, Barbara Wells, William Wiegard, Brian Wilson, and Paula Woolworth.

1. **Approval of January 26, 2018, Minutes:** The minutes of the January 26, 2018, 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. **Transportation Improvement Program Modifications:** A recommendation for Regional Transportation Council (RTC) approval of revisions to the 2017-2020 Transportation Improvement Program (TIP), provided in Electronic Item 2.1, was requested.
  - 2.2. **Unified Planning Work Program Modifications:** A recommendation for Regional Transportation Council (RTC) approval of modifications to the FY2018 and FY2019 Unified Planning Work Program, provided in Electronic Item 2.2.1, was requested. Action also included a recommendation that the RTC direct staff to also amend other administrative/planning documents, as appropriate, to reflect the approved modifications. Additional information was provided in Electronic Item 2.2.2.

- 2.3. Waze/Traffic Signal Grants: Approval to Advance Second Round: A recommendation for Regional Transportation Council (RTC) approval to open the second round of Waze/511DFW and Traffic Signal Data Sharing grants was requested.

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

3. **2017-2018 CMAQ/STBG Funding Program: Sustainable Development Phase 4:** Adam Beckom presented proposed projects to be funded through 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 the 11 CMAQ/STBG funding programs were highlighted. The purpose of this effort is to support sustainable development initiatives by providing funds for Texas Department of Transportation (TxDOT) Turnback partnerships, context sensitive design projects, and transit-oriented development (TOD) projects. When selecting projects for the program, staff used the following criteria: 1) can the North Central Texas Council of Governments partner with 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 of the projects proposed through this effort were provided in Electronic Item 3.1. Additional details on the overall funding program were provided in Electronic Item 3.2. Mr. Beckom noted that there were no changes to the proposed projects since presented at the January 26, 2018, meeting. Proposed projects total \$51,353,056 in Regional Transportation Council funding. The schedule for this effort was reviewed. A motion was made to recommend Regional Transportation Council approval of the proposed list of projects to fund through the 2017-2018 CMAQ/STBG Sustainable Development Phase 4 Program in Electronic Item 3.1. Action also included a recommendation for RTC approval to direct staff to administratively amend the 2019-2022 Transportation Improvement Program/Statewide Transportation Improvement Program and other planning/administrative documents to incorporate the changes. John Polster (M); Kristina Holcomb (S). The motion passed unanimously.
4. **Auto Occupancy Detection and Verification Technology:** Natalie Bettger provided an update on the auto occupancy detection and verification technology pilot that was conducted on the DFW Connector and requested a recommendation for Regional Transportation Council (RTC) approval of additional funding for full implementation of the technology once all testing is completed. Background information on the project was presented and provided in Electronic Item 4. Since 2012, efforts have been ongoing to identify an auto occupancy detection and verification technology related to the tolled managed lane high-occupancy vehicle (HOV) subsidy paid by the Regional Transportation Council (RTC). A technology is needed that ensures the discount is applied and that those receiving the discount are HOV users. The current HOV enforcement process was highlighted. Users must register prior to each trip. The occupancy declaration is sent to a field device and occupancy compliance is verified by on officer. The toll is collected in parallel, and if occupancy is not met there is no process to collect the full toll if the vehicle was not HOV. Direction from the Surface Transportation Technical Committee (STTC) and RTC is to determine if there is automated technology that could apply the correct toll rate in the field, preventing the need for manual officer enforcement and moving to a verification process. The new technology is expected to simplify the process and eliminate the need for enforcement. A car beacon is installed and registered to a toll tag. The smart phone application detects the number of passengers in the vehicle and the toll tag transaction is matched to the user and the proper rate is applied.

Results from the recent pilot study of the technology in the DFW Connector corridor were presented. A total of 17 drivers were recruited for the pilot test, with 643 toll transactions generated by 10 of the 17 drivers. Overall, 250 toll transactions included both a verified occupancy report as well as a user-completed end-of-trip occupancy survey to verify vehicle occupancy, with a 1.6 percent over count in which the system reported an HOV occupancy while the user reported a single-occupancy trip. The system successfully reported on occupancy for 591 toll transactions, with the other 52 transactions discounted due to Bluetooth being disabled, a car beacon configuration issue for one driver, and a battery issue on one smartphone. Ms. Bettger discussed current funding in the Transportation Improvement Program for the pilot project, which includes \$2 million to complete the pilot and \$400,000 for integration costs with existing toll operators. She noted that the request is for future year funding, contingent on additional testing, to allow staff to continue efforts if tests indicate that full deployment is appropriate. Currently, the technology cost is \$1.6 million per year to operate the system with additional funding for marketing/education. Funding is proposed for a 10-year period. If at any time after each year the technology is no longer needed, there is no requirement to move forward. The total cost proposed for both the technology and the marketing component is approximately \$19 million. Ms. Bettger compared the direct costs of the existing system that include manual enforcement, enhancement of the current application, and marketing/education totaling approximately \$23 million. The new technology cost, including the pilot, is approximately \$21.4 million. Other indirect benefits include the safety of officers and travelers, congestion reduction, ease of use, air quality, court cost savings, and compliance. Additionally, technology will allow for transition to a rewards program. The timeline for this effort was reviewed. Additional testing regarding partner integration, the violation process, and the transition plan are anticipated through May, with system-wide deployment testing anticipated in June and system-wide deployment in the fall of 2018.

Michael Morris discussed the technology, noting that funding is being requested as a contingency. Local funds may be replaced with State funds if the technology is deployed statewide. Chad Edwards noted the technology is identified at \$1.6 million per year over 10 years and asked if inflation of the cost was anticipated. In addition, he suggested that marketing/education continue at a level amount throughout the term due to new drivers each year. Ms. Bettger noted the \$1.6 million per year is the negotiated contact amount from the vendor. She added that continued marketing to educate new drivers each year was something staff should consider. John Polster discussed his position that the technology would not be needed if the RTC was not responsible for the HOV 2+ subsidy costs, and that the cost for the technology seems to exceed the amount that is spent on the subsidy. The region would be paying \$21 million for minimal return on air quality. While the technology has safety benefits to officers enforcing the occupancy, not providing the discount has the same safety benefits and \$21 million could likely be used for other more cost-effective air quality benefits. Ms. Bettger noted that there is still interest in HOV users in the region because it is part of the Congestion Management Process. In addition, the RTC Tolloed Managed Lane policy includes a provision to explore a technology solution for the verification of auto occupancy rather than relying on manual enforcement. Technology is the only way to ensure accuracy in terms of declaration. Also, this application would have the ability to identify any number of occupants. This will allow occupancy verification if the requirement of occupants is adjusted in the future, and will also allow the program to transfer to an incentive program. Dave Carter asked staff the annual cost of the discount. Dan Lamers noted that since 2015, the cost of the subsidy is slightly over \$1 million. Mr. Carter noted that the proposal to spend \$2 million per year to verify a \$400,000 per year cost seemed like an ineffective use of funds. Ms. Bettger noted that as the system continues to grow and the goals of the Congestion Management Process continue to be implemented,

the region must explore ways to deal with congestion. Encouraging users of the system to carpool is one option and the only way to increase users is to make the process more user friendly. Alonzo Liñán noted that while he appreciates the need to continue to encourage HOV use and that he had questions about how staff will conclude that the system does or does not work with only the minimal data reported to date. Staff noted that the first phase was a proof of concept to determine if the devices can communicate correctly and the percentage of error. Future tests will be conducted on additional corridors and with additional beta users, with results reported back to the Committee and RTC. Staff has proposed funding at this time in parallel to the additional testing, to avoid future delay. The contingency funding would not be used until all tests prove to be positive and the Committee and RTC are satisfied. Mr. Liñán asked if ten years of funding is approved, with the option of bailing out in any given year, on what basis the Committee and RTC would make their decision. Mr. Morris noted ease of use, reliability over time, and error percentages are some of the ways to determine the effectiveness of the technology. Paul Luedtke asked what is included in the \$1.6 million per year. Ms. Bettger noted the funding covers the cost of collecting data for the application, tracking of the HOV users, implementation in new corridors, and the cost of the beacon. The vendor is the host and operates and maintains the back office system. Dan Lamers clarified that the \$1.6 million is an averaged amount over the 10-year term of the contract that was negotiated with the vendor. Most of the cost is borne upfront, and the averaged cost allows the cost to be spread out over the cost of the contract. Phil Dupler asked if the technology could be used on buses. Ms. Bettger indicated that staff could provide information to Mr. Dupler to see how the technology might apply to transit vehicles. Dave Carter asked if officers are actually enforcing HOV occupancy and asked how many tickets have been issued over the last three years for occupancy-related HOV violations. Dan Lamers noted that currently, approximately \$1 million per year is spent on HOV enforcement. When the entire system is implemented in the next few years, the cost for HOV enforcement is anticipated to be nearly \$2 million per year. Officers have indicated that they can only pull over 1-3 people per hour in the peak period and that violators could easily determine that enforcement could be avoidable. Discussion continued regarding the RTC policy for HOV occupancy. Paul Iwuchuku noted that he believed the question to answer is whether the desire is to use technology to enforce occupancy even if the technology has higher initial costs. A motion was made to recommend Regional Transportation Council approval of the proposed \$19 million in funding for full implementation of the auto occupancy detection and verification technology, contingent on all remaining tests being met. Action also included that the RTC direct staff to administratively amend the Transportation Improvement Program/Statewide Transportation Improvement Program, Unified Planning Work Program, and any other documents as appropriate to include this project. Paul Iwuchuku (M). There was no second on the motion. The motion failed for lack of a second.

5. **Access North Texas:** Kelli Schlicher provided an overview of Access North Texas plan recommendations. Access North Texas is the regional public transportation coordination plan for North Texas. The plan 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, and its goal is to encourage coordination of existing transportation services and providers while meeting necessary federal and State requirements. Some of the overarching regional strategies included in the 2018 plan that are relevant to all 16-counties include improving the availability of public transportation services across the region and increasing affordability of public transit. Recently, the Regional Transportation Council (RTC) approved \$1 million to support the early implementation of affordable fares for individuals with the most need. In addition, another regional strategy is reducing the existing complexities with

using public transit, as well as advocating for public transit. Ms. Schlicher noted the last few steps in finalizing the plan include taking the Access North Texas to the Regional Transportation Council for approval, the Executive Board for endorsement, and providing the finalized document to the Texas Department of Transportation. Upon approval, regional partners will begin to implement strategies identified in the plan. Lastly, projects that seek funds through the RTC's Transit Call for Projects must be included in Access North Texas, specifically those that seek funding under the Enhanced Mobility of Seniors and Individuals with Disabilities Program. The schedule for this effort was reviewed. To date, no public comments that have altered the draft document have been received. Summary information regarding Access North Texas was provided in Electronic Item 5.1, and the plan document was provided in Electronic Item 5.2. A motion was made to recommend Regional Transportation Council approval of Access North Texas, the region's locally developed, coordinated public transit-human services transportation plan. Kristina Holcomb (M); John Polster (S). The motion passed unanimously.

6. **Regional Traffic Signal Retiming and Minor Improvement Program Call for Projects:**

Marian Thompson noted that North Central Texas Council of Governments staff have received comments to one of the funding spreadsheets provided to members for the Regional Traffic Signal Retiming and Minor Improvement Program Call for Projects recommendations. Based on the comments, she noted that staff would like to withdraw the item to allow staff to further review the information. Ms. Thompson requested that members also review Electronic Item 6.1 and Electronic Item 6.2 and provide NCTCOG staff comments by March 9, 2018. This item is anticipated to be included on the March 23, 2018, Surface Transportation Technical Committee agenda for action.

7. **Mobility 2045 Update:** Kevin Feldt provided an update on the development of the region's next long-range transportation plan, Mobility 2045. Major roadway recommendations were highlighted and include asset optimization projects, arterial capacity improvements, priced facility recommendations, and freeway recommendations. He noted the project recommendation tables, which identify the specific projects, will be provided to members by email following the meeting. He also highlighted a map of roadway corridors for future evaluation. Additional Mobility 2045 components include sustainable development, people movers, freight, aviation, Transportation Demand Management, Transportation System Management areas, environmental considerations, high-speed rail, technology, policies/programs, public transportation, and others. Mr. Feldt highlighted the public transportation recommendations map, and noted this map has not changed since last presented. Regarding the draft financial plan, a comparison of Mobility 2040 versus Mobility 2045 was provided. During development of the financial assumptions, staff used multiple scenarios and options that generated some additional funding. Toll roads and tolled managed lanes are also proposed as a long-term strategy. A specific funding scenario is not recommended, but use of future known available funding sources as well as unknown sources such as the new federal infrastructure initiative is proposed. Staff also recommends approving the equivalent of the current magnitude of funding through the horizon year of the document. He noted revenues are then assigned to the specific areas of the document and are estimated at approximately \$135.5 billion over the life of the Mobility 2045 Plan. Roadway expenditures are estimated at approximately \$51 billion, which is only part of the \$389 billion anticipated in roadway needs leaving a shortfall of approximately \$338 billion. Mr. Feldt also highlighted selected proposed policy additions. These include encouraging regional railroads to participate in regional planning, support increasing active transportation mode share, encouraging data sharing, automated vehicles and ridesharing, and supporting infrastructure maintenance, supporting asset optimization and roadway maintenance. In addition, supporting the ability for staff to modify the Mobility Plan for emergency operational

improvements and supporting the implementation of a tolled managed lane policy area are proposed. Comments received in recent public meetings were highlighted and include comments on eminent domain, the Lake Corridor Project in Collin County, funding, the Hyperloop and bullet train, availability of the draft Plan, alternate roads, and no expansion of other non-roadway transportation modes. At the latest public meetings, comments were received on the policy foundation for Mobility 2045, transportation assistance for south Dallas County, and transit funding. Regarding the availability of the full draft Mobility 2045 document, Mr. Feldt noted the draft will be available April 1. The official 60-day public comment period will begin in April 2018, with Surface Transportation Technical Committee action requested in May 2018 and Regional Transportation Council action requested in June 2018.

8. **Regional Transportation Council Follow Up on IH 635 East Phase 3:** Michael Morris provided an overview of the January 25, 2018, Texas Transportation Commission (TTC) meeting and Regional Transportation Council (RTC) action at the February 8, 2018, meeting. RTC members and staff attended the January 25, 2018, TTC meeting and presented the importance of the IH 635 East project moving to procurement. No action was taken by the TTC at the meeting and the TTC Chairman asked that the RTC work to close the financial gap on the project. North Central Texas Council of Governments (NCTCOG) staff worked on a financial scenario that was presented at the February 8, 2018, RTC meeting. The financial scenario was not approved, but instead members approved correspondence from the RTC Chair to the TTC Chair supporting a continued partnership on IH 635 East Phase 3, provided in Electronic Item 8. Mr. Morris noted that he was in Austin earlier in the week and presented two additional options on which NCTCOG is working closely with the Texas Department of Transportation (TxDOT) Dallas District. One option is to defer the express lanes and build the continuous frontage roads and ten lane section, including the IH 30 Interchange. The second option is to request the TTC approve proceeding with the express lanes even though the lanes may not be able to proceed as tolled managed lanes. A third option is being considered, which is to propose that the Lieutenant Governor request the Governor to permit tolled managed lanes (already in the approved environmental document) to proceed to construction. He noted that staff will continue efforts in preparation for the March 8, 2018, RTC meeting. Members discussed the collateral projects presented to the RTC and the political environment currently surrounding the project. In addition, it was noted that the IH 635 East decision by the TTC has long-term impacts to many future transportation decisions. Mr. Morris highlighted various options to close the funding gap that may not necessarily include the use of collateral projects. He noted that NCTCOG and TxDOT Dallas staffs are continuing to work together on options to close the financial gap and give the TTC confidence that the RTC is committed to this project.
9. **2017-2018 CMAQ/STBG Funding Program: Safety, Innovative Construction, and Emergency Projects:** Adam Beckom presented proposed projects to be funded through the Safety, Innovative Construction, and Emergency Projects Program of the 2017-2018 Congestion Mitigation and Air Quality Improvement Program (CMAQ)/Surface Transportation Block Grant Program (STBG) Funding Program. The status of the 11 CMAQ/STBG funding programs were highlighted. The purpose of this effort is to support operations, safety, innovative construction, and emergency improvements throughout the region. When evaluating projects, staff reviewed to determine if a project: addresses a safety issue, involves an innovative construction element, addresses an emergency situation, includes incident management/first responders safety benefits, implements recommendations from the regional safety plan. Details on the projects staff proposed for funding were provided in Electronic Item 9.1. Projects include: 1) North Central Texas

Council of Governments (NCTCOG) Regional Safety Program for \$15 million to address wrong way driving, yellow flashing lights, and intersection safety, 2) South Shady Shores Road for \$10 million for flood improvements in partnership with Denton County, City of Lake Dallas, and Town of Shady Shores, 3) Wycliff Avenue for \$5 million for drainage issues in partnership with the Town of Highland Park, 4) IH 30 managed lanes access gates for \$1.2 million for emergency vehicle and first responder access in partnership with the Texas Department of Transportation Dallas District, and 5) Meacham Airport area intersection improvements for \$380,800 in partnership with the City of Fort Worth. The proposed Regional Transportation Council (RTC) funding for the projects total approximately \$31.58 million. Additional details on the overall funding program were provided in Electronic Item 9.2. The schedule for this effort was reviewed, with Committee action proposed at the March 23 meeting and RTC action at the April 12 meeting. Mark Nelson thanked NCTCOG for its support on the Shady Shores projects and recognized Mayor Program Tem Paula Woolworth and Alderman Hanes from the City of Shady Shores and the City Manager of Lake Dallas demonstrating their partnership by attending the meeting. John Polster asked about the local match for the NCTCOG Regional Safety Program. Mr. Beckom noted that the proposed local match would be provided by the local entities determined in the process.

10. **2019-2022 Draft Transportation Improvement Program Listings:** Adam Beckom briefed the Committee on the 2019-2022 Transportation Improvement Program (TIP) development process. For this effort, staff has been reviewing existing projects and gathering information on additional locally funded projects. Staff has met with implementing agencies regarding projects, and has made revisions to the existing project schedules, funding and/or scope of projects. The revised project listings are expected to be available by close of business later in the day. Next, staff will work to financially constrain the TIP listings to the FY2018 Unified Transportation Plan (UTP), as well as conduct a review against the Mobility Plan and air quality conformity. Public review and comment on the 2019-2022 draft TIP listings will be solicited in April 2018, with finalized projects listings expected to be submitted to the Texas Department of Transportation and Federal Highway Administration in June 2018. Mr. Beckom highlighted TIP development focus areas. In April 2016, the Regional Transportation Council (RTC) approved the Metropolitan Planning Organization (MPO) Milestone Policy. When meeting with local agencies, projects schedules were discussed for projects that are required to go to construction by the end of FY2017 and in FY2018 to ensure the projects are proceeding to avoid the cancellation of funding. He noted that draft project information reflects updates to projects provided by agencies. Agencies have also been asked to complete a survey for projects in FY2019, the first year of the TIP. Many times, the first year of the TIP is oversubscribed so staff would like to ensure that too many projects are not included in FY2019 and that agencies are not being overly optimistic about projects scheduled for FY2019. This will also help prevent the need for additional TIP modifications in the future. Staff is also reviewing Regional Toll Revenue (RTR) funded projects, and adjustments are being made as projects are closed out and cost savings are identified. In addition to a new TIP, a new Metropolitan Transportation Plan (MTP) is being developed. The TIP team and the MTP team are working closely together to ensure that projects in the TIP are consistent with the new MTP. Staff is also continuing to track and update projects approved by the RTC as part of the Regional 10-Year Plan initiative, making adjustments for cost, year of expenditure, and inflation. Mr. Beckom highlighted the scope of programming efforts. Currently, there is approximately \$5.24 billion in roadway and transit improvements in the draft 2019-2022 TIP. This includes 1,078 active projects from 71 implementing agencies. The timeline for this effort was reviewed. As mentioned, staff is continuing coordination with agencies to finalize remaining questions. He noted the draft listings would be available online by close of business, and will be presented to the RTC at its March 8, 2018, meeting. The deadline for comments on the draft listings is March 16,

2018. Comments received after the deadline will be difficult to include in the public meeting material for April public meetings. Mr. Beckom noted that action on the final listings will be requested at the April 27, 2018, Committee meeting and the May 10, 2018, RTC meeting. Staff anticipates transmitting the final document to the Texas Department of Transportation in June, with approval anticipated by the Texas Transportation Commission in August and federal approval in the October/November timeframe. Staff urged agencies to review listings and to communicate with North Central Texas Council of Governments staff to ensure projects are listed correctly and included. He added that projects in FY2023 and later will be placed in the environmental clearance appendix of the TIP.

11. **Fast Facts:** Michael Morris noted that Sandy Wesch would be leaving the agency full time, but was expected to continue working part time as a contracted employee.

April Leger discussed the new agenda format that began with the February meeting agenda. The new format is intended to track if an item addresses any of the federal performance measures listed.

In addition, April Leger noted an article, *Bringing MPOs Into the FAST Era*, beginning on page 16 of Electronic Item 11.1. The article discusses changing roles of metropolitan planning organizations and mentions the Dallas-Fort Worth region.

Kevin Feldt noted that North Central Texas Council of Governments (NCTCOG) staff attended two public hearings for the Dallas to Houston high-speed rail project. Comments were made on behalf of the Committee and the Regional Transportation Council. The comments were provided in Electronic Item 11.2.

Kate Zielke noted that the NCTCOG will conduct a webinar on March 26 to communicate to mitigation bankers the potential demand for wetland and stream mitigation credits generated by projects in the long-range transportation plan. Additional information was provided in Electronic Item 11.3. In addition, Transportation Department staff will also be partnering with the NCTCOG Environment and Development Department to create a database of wetland or stream restoration projects that cities would like to be considered as opportunities for responsible mitigation projects. Staff will be reaching out to city environmental staff in the next few months to provide more information on the database.

Allix Philbrick highlighted the current air quality funding opportunities for vehicles. She noted that the webpage has been redesigned to be more user friendly. Details were provided in Electronic Item 11.4.

Allix Philbrick also noted that current Dallas-Fort Worth Clean Cities events were provided in Electronic Item 11.5. A Clean Vehicle Solutions for Refuse Haulers webinar is scheduled for February 27, 2018.

In addition, Allix Philbrick noted that on January 28, 2018, the trustee of the Volkswagen Settlement filed a list of designated beneficiaries. Next, the Texas Commission on Environmental Quality is required to submit a mitigation plan. Additional information is provided in Electronic Item 11.6.

DJ Hale provided a Metropolitan Transportation Plan (MTP) Policy Bundle update. She noted that the second round of the MTP Policy Bundle is now open and accepting applications. The early deadline is March 2, 2018. The final deadline is April 6, 2018. More information, including how to apply, was provided in Electronic Item 11.7.

Carli Baylor noted that January public meeting minutes were provided in Electronic Item 11.8. Staff presented Unified Planning Work Program modifications, Mobility 2045, and North Texas SolSmart designations.

Carli Baylor also noted that NCTCOG will host a March online comment input opportunity March 12-April 10. Members of the public can review and comment on the funding program for safety innovative and emergency projects. Details were distributed at the meeting in Reference Item 11.12.

Victor Henderson referenced the Public Comments Report provided in Electronic Item 11.9. The report is a compilation of general comments submitted by members of the public from December 20, 2017, through January 19, 2018. The majority of the comments received were regarding the Collin County Strategic Roadway Plan.

Jessica Scott noted that the Bicycle Pedestrian Advisory Committee (BPAC) met earlier in the week. At the meeting, a panel was hosted regarding bike share. Key issues discussed included bicycle parking and the responsiveness of bike share companies addressing issues such as rebalancing fleet when necessary. Other considerations discussed included limitations on the maximum number of bikes within a community or geographic area and data collection. At an upcoming Surface Transportation Technical Committee (STTC) meeting, NCTCOG staff will provide additional information related to bike share considerations.

Michael Overton noted the City of Dallas Office of Environmental Quality, in conjunction with the Dallas Bar Association Environmental Law Section, was hosting the first annual North Texas Climate Change Symposium on March 9, 2018, from noon to 4:00 pm at the Belo Mansion in Dallas. He noted that additional details were available at [www.northtexasclimate.eventbrite.com](http://www.northtexasclimate.eventbrite.com).

The current Local Motion was provided in Electronic 11.10, and transportation partner progress reports were provided in Electronic Item 11.11.

12. **Other Business (Old and New):** There was no discussion on this item.
13. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on March 23, 2018, at the North Central Texas Council of Governments.

The meeting adjourned at 3:25 pm.