

## MINUTES

### **SURFACE TRANSPORTATION TECHNICAL COMMITTEE**

**April 27, 2018**

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, April 27, 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: Bryan Beck, Katherine Beck, David Boski, Curt Cassidy, Ceason Clemens, George Marshall (representing Ken Collins), John Cordary Jr., Hal Cranor, Clarence Daugherty, Chad Davis, Phil Dupler, Chad Edwards, Claude Elsom, Eric Fladager, Chris Flanigan, Ann Foss, Gary Graham, Laura Mitchell (representing Kristina Holcomb), Brian Waltenburg (representing Matthew Hotelling), Kirk Houser, Terry Hughes, Cherye Taylor (representing Jeremy Hutt), Paul Iwuchukwu, Paul Knippel, Chiamin Korngiebel, Alonzo Liñán, Paul Luedtke, Stanford Lynch, Alberto Mares, Laura Melton, Brian Moen, Lloyd Neal, Mark Nelson, Jonathan Browning (representing Corey Nesbit), Jim O'Connor, Kevin Overton, Dipak Patel, Todd Plesko, Mohammed Howlader (representing Shawn Poe), John Polster, Tim Porter, Daniel Prendergast, Jacqueline Culton (representing Bryan G. Ramey II), William Riley, Moosa Saghian, David Salmon, Lori Shelton, Walter Shumac III, Randy Skinner, Chelsea St. Louis, Matthew Tilke, Mark Titus, Gregory Van Nieuwenhuize, Daniel Vedral, Carline Waggoner, and Robert Woodbury.

Others present at the meeting were: Tara Bassler, Carli Baylor, Ron Brown, John Brunk, Ken Bunkley, Brian Crooks, Rama Dhanikonda, Kim Diederich, Daniel Edwards Sr., Kevin Feldt, Mike Galizio, Clint Hail, Rebekah Hernandez, Mark Hirsch, Chris Hoff, Tim James, Amy Johnson, Ken Kirkpatrick, Dan Lamers, Tracy LaPiene, April Leger, Kate Marshall, Mindy Mize, Michael Morris, Jenny Narvaez, Jeff Neal, Donald Parker, Greg Peters, Chris Reed, Russell Schaffner, Brian Shewski, Samuel Simmons, Mitzi Ward, Amanda Wilson, and Brian Wilson.

Michael Morris recognized Tim James for his years of service on the Surface Transportation Technical Committee.

1. **Approval of March 23, 2018, Minutes:** The minutes of the March 23, 2018, meeting were approved as submitted in Reference Item 1. John Polster (M); Daniel Vedral (S). The motion passed unanimously.
2. **Consent Agenda:** There were no items on the Consent Agenda.
3. **2019-2022 Transportation Improvement Program Draft Listings:** Adam Beckom presented the draft 2019-2022 Transportation Improvement Program (TIP) project listings recommended for approval. A new TIP is developed every two years through a cooperative effort among the North Central Texas Council of Governments, the Texas Department of Transportation (TxDOT), local governments, and transportation authorities. Through the development process, existing projects are reviewed and information is gathered on additional locally funded projects. Any needed revisions or adjustments are made to the project listings, including project funding, schedule, and/or scope. The revised project listings are financially constrained based on estimated future revenues, and a Mobility Plan and air quality conformity review is conducted for project consistency. The draft 2019-2022 TIP listings are also provided for public review and comment. Following anticipated approval, the finalized project listings are submitted to TxDOT and the Federal Highway Administration. A high-level summary of the scope of programming was presented.

Moving forward in the 2019-2022 TIP are approximately \$6.2 billion in roadway and transit projects. This includes over 1,100 active and new projects. An overview of the TIP development process was provided in Electronic Item 3.1. The financially constrained draft project listings were provided at Electronic Item 3.2. Staff noted that only projects in fiscal years 2019-2022 will be included in the new TIP. Projects in fiscal years 2023 and later will be included in the Environmental Clearance section of the TIP referred to as Appendix D. The timeline for this effort was reviewed. A motion was made to recommend Regional Transportation Council approval of the projects and project changes shown in the 2019-2022 Transportation Improvement Program roadway double entry project and transit listings, provided in Electronic Item 3.2. Action also included a recommendation for Regional Transportation Council approval to allow staff to amend the Unified Planning Work Program and other planning/administrative documents with these changes, as needed. John Polster (M); Daniel Vedral (S). The motion passed unanimously.

4. **Metropolitan Planning Organization Memorandum of Understanding:** Ken Kirkpatrick presented a draft memorandum of understanding (MOU) that outlines public-sector responsibilities in carrying out the metropolitan transportation planning process and associated performance measures. Metropolitan transportation planning regulations, under 23 CFR 450.314, require the Metropolitan Planning Organizations (MPO), the State, and providers of public transportation to develop an agreement coordinating the MPO planning process. Historically, the one-page agreement provided in Electronic Item 4.1 has satisfied the first element. With the passage of the Fixing America's Surface Transportation (FAST) Act and implementing regulations, the Federal Highway Administration (FHWA) has requested that this agreement be updated and made more specific. The required agreement must address two areas: 1) mutual responsibilities in carrying out the metropolitan transportation planning process, and 2) the development, sharing, selection, reporting, and tracking of transportation performance measures and associated data. The current agreement addresses the first element. The second element is a new requirement of the FAST Act and must be in place by May 27, 2018. The proposed MOU was provided in Electronic Item 4.2. Major elements of the planning MOU were highlighted. Section 1 defines the purpose. Section 2 addresses the responsibilities of all parties, restating the requirements of the federal regulations. Section 3 addresses performance based planning and programming, development of performance data, selection of performance targets, and reporting of performance targets by the State, the MPO, and other required entities. Responsibilities of the MPO are addressed in Section 4 and essentially documents the existing process. Section 5 outlines the responsibilities of the public transportation operators and Section 6 outlines the responsibilities of the state Department of Transportation, both also documenting the existing process. Staff proposed that the Committee approve the draft MOU in substantial form because as it circulates amongst the parties there may be some nuances that need to be updated as long as the updates do not change the substance of the agreement. Chad Edwards noted in Section 4 there is a mention of transit authorities, and elsewhere in the document "public transportation operators" is used. Mr. Kirkpatrick noted that the language in the MOU will be updated. Mr. Edwards also noted that in Section 4 and Section 5 the responsibilities for the Metropolitan Transportation Plan and the Transportation Improvement Program are broken out, but in Section 6 those responsibilities are combined. Mr. Kirkpatrick noted that the responsibilities will be separated for consistency. In addition, Mr. Edwards noted Section 5.f. that references the public transportation operators will serve on the MPO technical committee and policy board, as applicable. He noted that "as applicable" was not referenced for other agencies such as Texas Department of transportation. Mr. Kirkpatrick noted the Regional Transportation Council Bylaws and Operating Procedures determine who sits on the RTC. This was

included to meet FHWA requirements but to also accommodate local conditions and requirements. A motion was made to recommend Regional Transportation Council approval of the Metropolitan Planning Organization Planning Memorandum of Understanding in substantial form as provided in Electronic Item 4.2. Bryan Beck (M); John Polster (S). The motion passed unanimously.

5. **SH 183 Scope in Irving (10-Year Plan):** Michael Morris presented staff recommendations to reprioritize transportation components on the SH 183 corridor. In December 2016, the Regional Transportation Council (RTC) approved funding for managed lanes on the next phase of the SH 183 project. The managed lanes would have provided lane balance with the Trinity Parkway project. Since the Trinity Parkway project is no longer proceeding, the current proposal to advance the managed lanes on SH 183 is problematic. The Texas Department of Transportation (TxDOT) Dallas District, City of Irving, and North Central Texas Council of Governments staffs have been working on a solution. Staffs propose to replace the continuation of tolled managed lanes with the construction of interchanges near the previous Texas Stadium site that include SH 183 at Loop 12, SH 114 at Loop 12, and SH 114 at SH 183 (listed incorrectly in the agenda). Approximately \$420 million in Category 2 funds were previously approved, and the interchanges are anticipated to cost approximately \$370 million. Staff proposed that the full \$420 million be approved for use on the interchanges leaving approximately \$50 million that could be used on other projects in the future. In addition, staff proposed that flexibility be provided to potentially trade funds between funding categories. Category 4 funds on IH 635 East may be better utilized on the interchanges and traded for Category 2 funds that would be better utilized on IH 635 East. This approval would allow additional flexibility for funding IH 635 East if needed. In addition, it was recently discussed that the Texas Transportation Commission may be interested in placing its Category 12 funds on the interchanges in exchange for the Category 2 funds to also allow flexibility on IH 635 East. A motion was made to recommend Regional Transportation Council approval to move \$420 million from the SH 183 managed lane project to interchanges to be constructed at Loop 12 and SH 183, Loop 12 and SH 114, and SH 183 and SH 114. Action also included a recommendation for Regional Transportation Council approval to give flexibility to exchange Category 4 or Category 12 funds with the current Category 2 funds on SH 183 if the Category 2 funds are better utilized on the IH 635 East project. Paul Luedtke (M); Jim O'Connor (S). The motion passed unanimously.
6. **Tire Recycling Program:** Jenny Narvaez presented a recommendation to help implement incorporation of recycled tires into new products within the region. The Dallas-Fort Worth region produces approximately 5 million worn out tires on the roadway system annually, of which approximately 100,000 come from trucks. Improperly discarded tires lead to a number of harmful effects such as overcrowded landfills, release of toxins into streams, fire risks, and collected water becoming a breeding ground for mosquitos. The goal of a tire recycling program is to remove the used tires out of the current waste stream for recycling into usable products. Mr. Narvaez discussed details of a visit to a facility that utilizes recycled tires and plastics for the production of railroad ties. Recycled tires can also be used to produce garden/playground mulch, highways, various types of tracks, as well as other products. The City of Dallas has expressed interest in the development of a regional tire recycling facility. This would help minimize the over-accumulation of tires in the region, improve the environment, improve health and safety resulting from improperly disposed of tires, and create jobs. Staff proposed that the Tire Recycling Program be added to Mobility 2045 under the Environmental Considerations chapter. Draft language for inclusion was detailed in Electronic Item 6. Staff also proposed that this program also be included in the Metropolitan Transportation Plan Policy Bundle. Members interested in becoming involved in discussions

on program implementation were encouraged to contact staff. A motion was made to recommend Regional Transportation Council approval to add the Tire Recycling Program language to Mobility 2045 and to incorporate the program into the Metropolitan Transportation Plan Policy Bundle. Action also included a recommendation for Regional Transportation Council approval to continue discussions with the Regional Transportation Council and local governments to advance implementation of a regional program. John Polster (M); Stanford Lynch (S). The motion passed unanimously.

7. **Status Report on IH 635 East Phase 3:** Michael Morris provided an update on the IH 635 East Phase 3 project. He noted that the Regional Transportation Council (RTC) held a special meeting on April 19, 2018, to discuss IH 635 East Phase 3. The RTC took action to table the item to allow further efforts to reach a resolution. In addition, the RTC instructed the Chair to engage the Texas Department of Transportation and the North Texas Tollway Authority on a potential partnership to implement the project. He noted that he was asked in the previous week to meet with Texas Department of Transportation staff in Austin and believes that there has been progress. Staff remains hopeful that a draft position will be in place for the May 10, 2018, RTC meeting.
8. **Mobility 2045 Update and Associated Transportation Conformity Analysis:** Kevin Feldt provided an overview of progress to date on the development of Mobility 2045. Transit corridor and asset optimization corridor recommendations remain unchanged. For arterial capacity recommendations, the Princeton Road extension and Elm Grove Road widening in the City of Rowlett have been removed. Revisions have also been made to the non-regionally significant arterial section of the Mobility Plan. Priced facility recommendations have been unchanged since last presented, as have the freeway recommendations. In addition, roadway corridors for future evaluation were highlighted. The tolled managed lane system policy boundary has also remain unchanged since last presented. Mr. Feldt noted the Mobility 2045 draft document, project recommendation maps, and project recommendation tables were available for review at [www.nctcog.org/mobility2045](http://www.nctcog.org/mobility2045). Mr. Feldt noted the draft financial plan for Mobility 2045 remained at approximately \$135.4 billion. In addition, he highlighted comments received from through the public involvement process in October, January, and February. Most recently in April, public comments included completing IH 635 East including tolled managed lanes, completion of the Green Line extension, additional bicycle/pedestrian trails in southeast Dallas County, building more lanes during initial construction of a project versus adding later, the length of time it takes to build projects, and how ride sharing is accounted for in the Mobility Plan. He noted the official public comment period for Mobility 2045 ends June 7, 2018. Staff will revise recommendations based on the comments received by the deadline. Action will be requested on the final document at the May 25, 2018, Surface Transportation Technical Committee meeting and the June 14, 2018, Regional Transportation Council meeting.

Jenny Narvaez provided the draft air quality analysis results for Mobility 2045 required because the region has been designated in nonattainment for ozone. The analysis was conducted for the 10-county ozone nonattainment area for analysis years 2018, 2020, 2028, 2037, and 2045. Staff used the latest planning assumptions driven by the newly approved Motor Vehicle Emission Budgets (MVEB). Draft conformity results for nitrogen oxides emissions and volatile organic compounds show the budget for each emission category falls below the 2017 MVEB. These results include reductions from Regional Transportation Council initiatives to address ozone. Kevin Overton asked if staff have accounted for the rollback in the café standards when performing the analyses. Ms. Narvaez noted staff used the model as it was prior to the rollback in café standards, and that this was the reason for

the slight increase in emissions reflected in the horizon year of 2045. John Polster asked if the breakdown of the arterials by county were available to staff. Mr. Feldt noted the tables were available on the website at [www.nctcog.org/mobility2045](http://www.nctcog.org/mobility2045).

9. **Clean Air Action Day (June 22, 2018):** Whitney Vandiver presented information on Air North Texas Clean Air Action Day 2018. In 2018, Clean Air Action Day will be the same date as the June Surface Transportation Technical Committee (STTC) meeting, June 22, 2018. Air North Texas is a regional air quality awareness initiative to encourage residents of North Texas to make clean air choices and also aims to generate a consistent region-wide air quality message. Clean Air Action Day is an annual event coordinated through Air North Texas that encourages North Texans to do one thing to help improve air quality. Examples of actions for the June 22, 2018, Clean Air Action Day include carpooling, mass transit, biking, telecommuting, and others. Members were encouraged to participate by carpooling to the June 22, 2018, STTC meeting or joining the meeting remotely. Organizations interested in becoming Air North Texas partners were asked to sign the partner agreement provided in Electronic Item 9.2 and return the agreement to staff. Members were also encouraged to implement a Clean Air Action Day Challenge at their organizations. Details of how to implement a challenge were highlighted and include coordination with the organization's Air North Texas representative. Ms. Vandiver noted that a list of current Air North Texas partners and agency contacts would be provided to members by email following the meeting. Following the challenge, Air North Texas representatives will send an overview of the challenges to staff by June 29, 2018. As an incentive this year, 100,000 Transportation Development Credits will be available for up to three organizations with top participation in the challenge. Agencies must be Air North Texas partners to qualify. Additional information was provided in Electronic Item 9.1 and at [www.airnorthtexas.org/cleanairactionday](http://www.airnorthtexas.org/cleanairactionday).
10. **2017-2018 CMAQ/STBG Funding Program: Strategic Partnership Program (Round 2):** Adam Beckom presented information on the proposed projects to be funded under the Strategic Partnerships Program: Round 2 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 the Strategic Partnerships Program is to coordinate and develop partnerships with local agencies and the Texas Department of Transportation (TxDOT) to help fund high-priority projects, leverage local and State funds, and advance project development. Selection criteria to be considered included: projects with local partners contributing more than the standards 20 percent match, projects with multiple non-Regional Transportation Council stakeholders/contributors, and projects of strategic importance within/to the region. The preliminary list of projects proposed for funding were highlighted: 1) East Bear Creek Rd. from IH 35E to Hampton Rd. in the City of Glenn Heights, 2) Merritt/Sachse Rd. from South of Creek Crossing Ln. to Pleasant Valley Rd. in the City of Sachse, 3) SH 66 at Dalrock in the City of Rowlett, 4) IH 635/LBJ at Belt Line in the Cities of Dallas, Irving, and Coppell, 5) Meandering Road from SH 183 to Gillham Rd. in the City of Fort Worth, and 6) ramp relocations on IH 20 from the Fort Worth and Western Railroad to Campus Drive with TxDOT Fort Worth. Additional details and project amounts were provided in Electronic Item 10. The timeline for the effort was reviewed.
11. **Regional Bicycle Opinion Survey:** Kevin Kokes presented an overview of the results from the 2017 Bicycle Opinion Survey conducted by the North Central Texas Council of Governments. Maps of the Regional Veloweb, community shared-use paths, and on-street bikeway network to be included in Mobility 2045 were highlighted. A random sample survey

of residents in the 12-county region was conducted by telephone in May 2017 with over 1,900 respondents and a 95 percent confidence interval. The survey was conducted in English and Spanish. Questions captured the general public's view on the frequency of bicycling, access to bicycling facilities, perceived barriers to bicycling, level of comfort, and helmet use. The survey was intended to determine how many people use the transportation network when bicycling and the purpose of the trip. Regarding frequency, 36 percent of all respondents bicycled at least once during the previous 12 months and did so most of the year. Of all the respondents, 55 percent said they would like to travel more by bicycle than they did at the time of the survey. The top obstacles to bicycling more often included lack of secure bike parking, lack of connectivity, lack of bicycle facilities, lack of end of trip facilities with no place to freshen up, and others. Regarding proximity to a bicycle facility and the influence to bicycle use, 34 percent of those who lived more than one-half mile of a trail or bikeway bicycled in the past 12 months. However, approximately 45 percent of those who lived less than one-half mile of a trail or bikeway bicycled in the past 12 months. Percentages of people who bicycle were even higher if the respondents lived near a bicycle lane. When asked if there were too many, the right amount, or too few bicycle facilities in respondent's communities, all respondents rated the amount as too few regardless of the type of facility. Regarding level of comfort in various bicycle facility types, 85 percent indicated they would feel comfortable on a shared use path off the street. However, when asked about a major street, only 9 percent felt comfortable. When asked the question on the same street but with a striped lane or separated barrier, comfort levels increased significantly. Mr. Kokes indicated that a copy of the presented slides were provided in Electronic Item 11 and that additional information, including key findings, the Executive Summary, and the Final Report were available online at [www.nctcoq.org/bikesurvey](http://www.nctcoq.org/bikesurvey).

12. **High-Occupancy Vehicle Subsidy:** Berrien Barks provided an update on the most recent managed lane performance report presented as part of the Regional Transportation Council's (RTC) Toll Managed Lane and High Occupancy Vehicle (HOV)/Express Managed Lanes policies. The current policy allows for HOV users to travel the tolled managed lanes during the peak periods for a 50 percent discount with the RTC paying the cost of the discount. During development of the current managed lane policy, the need and desire for regular updates was expressed in order to track the HOV 2+ subsidy and to consider when and if moving to a 3+ requirement in order to receive the discount was necessary. A map of the region's near-term managed lane system was highlighted, showing managed lane facilities currently opened or facilities expected to be open and operating in the next few years. The RTC is responsible for the subsidy on the opened sections of the North Tarrant Express Segments 1, 2W, and 3B and the LBJ Express. Texas Department of Transportation facilities for which the RTC is not responsible for the subsidy were also highlighted. As of February 2018, the current subsidy is approximately \$2.1 million. The RTC originally allocated approximately \$17 million to pay for the subsidies. In addition to the HOV subsidy users receiving a discount, also included in the policy is a discount for RTC-sponsored vanpool users when they travel the tolled managed lanes during the peak periods. This discount is available through a reimbursement request. As of February 2018, approximately \$4,400 in requests for reimbursement have been received. Based on the two subsidy totals, staff believes it is safe for the region to remain at a 2+ occupancy requirement in order to receive the discount at this time. The North Texas Tollway Authority continues to serve as the billing agent for all tolled managed lanes in the region and has not communicated any customer service impacts or concerns to date. From a performance standpoint, staff reports to the Committee and RTC when the corridor speeds drop below 35 miles per hour (mph). To date, there has not been a qualify instance in which speeds have dropped below 35 mph. A table showing the subsidy cost by corridor was presented.

13. **Fast Facts:** Amy Hodges noted current air quality funding opportunities for vehicles. She noted that the Clean Fleets North Texas 2018 Call for Projects was open to local governments and private companies that contract with local governments for the replacement of heavy-duty diesel vehicles and equipment. All current available opportunities are online and provided in Electronic Item 13.1.

In addition, Amy Hodges highlighted upcoming Dallas-Fort Worth Clean Cities events. A Grant Funding and Fuel Cost Savings luncheon is scheduled for on May 15, 2018. On May 23, 2018, the Public Works Council will host the 19<sup>th</sup> annual Public Works Roundup at the Grapevine Convention Center. Additional details were provided in Electronic Item 13.2.

Jody Loza provided an ozone season update. As of April 27, 2018, the region has experienced one level orange exceedance day. The current design value is 70 parts per billion (ppb). At the same time in 2017, the design value was 74 ppb. Additional information was provided in Electronic Item 13.3.

Camille Fountain provided an announcement regarding the upcoming Traffic Incident Management Executive Level Course. The May 3, 2018, 2-hour course is an overview of topics discussed at the two-day First Responders Course. A flyer containing contact information for registration and attendance records for both courses was provided in Electronic Item 13.4

Evan Newton presented an update on the current east/west equity percentages in the region. As of March 2018, the percentages remain unchanged at 69.22 percent in the east and 30.78 percent in the west. Details were provided in Electronic Item 13.5.

Carli Baylor noted that public meeting minutes from the March 12- April 10 online public input opportunity for the 2017-2018 Congestion Mitigation and Air Quality Improvement Program/Surface Transportation Block Grant Funding Program: Safety, Innovative and Emergency Projects Funding Program were provided in Electronic Item 13.6.

In addition, Carli Baylor noted that a May public meeting notice was distributed at the meeting in Reference Item 13.11. Public meetings will be held May 8, May 15, and May 16. Staff will present information on Mobility 2045, Transportation Conformity, Round 2 of the Strategic Partnerships Program, and a school projects update.

Carli Baylor also noted the Public Comments Report was provided in Electronic Item 13.7. The report is a compilation of general public comments submitted by members of the public from February 20-March 19, 2018. The majority of comments received were regarding the Collin County Strategic Roadway Plan.

Lori Clark highlighted recent Buy America correspondence provided in Electronic Item 13.8. She noted that the correspondence may be of interest to organizations that either have received Federal Highway Administration (FHWA) funding or expressed an interest in receiving funding for clean vehicle projects. At this time, organizations cannot move forward with any projects that require Buy America vehicles because there is currently no vehicle on the market that meets FHWA's definition of Buy America compliance. Staff will continue to provide updates to members on this issue.

Clint Hail reminded members about the Waze/511DFW and Traffic Signal Data Sharing grant opportunities currently available. Applications are due May 4, 2018. Additional information is available at [www.nctcog.org/trans/auto](http://www.nctcog.org/trans/auto).

The current Local Motion was provided in Electronic 13.9, and transportation partner progress reports were provided in Electronic Item 13.10.

14. **Other Business (Old and New):** There was no discussion on this item.
15. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on May 25, 2018, at the North Central Texas Council of Governments.

The meeting adjourned at 2:40 pm.