

MINUTES

SURFACE TRANSPORTATION TECHNICAL COMMITTEE February 22, 2019

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, February 22, 2019, 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: Joe Atwood, Micah Baker, Bryan Beck, Katherine Beck, David Boski, Keith Brooks, Tanya Brooks, Curt Cassidy, Ceason Clemens, John Cordary, Hal Cranor, Clarence Daugherty, Tracy L. Beck (representing Pritam Deshmukh), Phil Dupler, Chad Edwards, Claud Elsom, Chris Flanigan, Ann Foss, Ricardo Gonzalez, Ron Hartline, Kristina Holcomb, Matthew Hotelling, Kirk Houser, Terry Hughes, Tony Irvin, Paul Iwuchukwu, Sholeh Karimi, Chiamin Korngiebel, Alonzo Liñán, Clay Lipscomb, Paul Luedtke, Stanford Lynch, Alberto Mares, Wes McClure, Laura Melton, Brian Moen, Cesar J. Molina Jr., Mark Nelson, Jim O'Connor, Kevin Overton, Dipak Patel, Todd Plesko, Jim Lockart (representing Shawn Poe), John Polster, Tim Porter, Brian G. Ramey II, Lacey Rodgers, Greg Royster, David Salmon, Lori Shelton, Brian Shewski, Randy Skinner, Angela Smith, Chelsea St. Louis, Cheryl Taylor, Matthew Tilke, Joe Trammel, Gregory Van Nieuwenhuize, Daniel Vedral, Caroline Waggoner, and Robert Woodbury.

Others present at the meeting were: Vickie Alexander, Nicholas Allen, Melissa Baker, Tom Bamonte, Berrien Barks, Tara Bassler, Carli Baylor, Natalie Bettger, Sheri Boyd, John Brunk, Lori Clark, Michael Copeland, Brian Crooks, Brian Dell, Cody Derrick, Jeremy Dooley, David Dryden, Kevin Feldt, Brian Flood, Mike Galizio, Austin Gibson, DJ Hale, Jeff Hathcock, Victor Henderson, Rebekah Hernandez, Amy Hodges, Chris Hoff, Tim James, Joseph Johnson, Dora Kelly, Dan Kessler, Gus Khankarli, Ken Kirkpatrick, Chris Klaus, Dan Lamers, April Leger, Travis Liska, Erin Moore, Michael Morris, Bailey Muller, Zelma Myers, Jeff Neal, Evan Newton, Vercie Pruitt-Jenkins, Chris Reed, Kyle Roy, Kelly Selman, Shaina Singleton, Rhylee Skowronski, Shannon Stevenson, Ellen Thorneberry, Mitzi Ward, Brendon Wheeler, Cody Wildoner, Amanda Wilson, Brian Wilson, Jing Xu, and Kate Zielke.

1. **Approval of January 25, 2019, Minutes:** The minutes of the January 25, 2019, meeting were approved as submitted in Reference Item 1. Jim O'Connor (M); John Polster (S). The motion passed unanimously.
2. **Consent Agenda:** The following items were included on the Consent Agenda.
 - 2.1. **Clean Fleets North Texas 2018 Funding Recommendation:** A recommendation for Regional Transportation Council approval of funding for additional applications received under the Clean Fleets North Texas 2018 Call for Projects was requested. An overview of the Call for Projects was provided in Electronic Item 2.1.1, and a detailed project listing was provided in Electronic Item 2.1.2.
 - 2.2. **Policy Position on Communication with Tribal Nations:** A recommendation for Regional Transportation Council (RTC) adoption of the draft RTC Policy Position, P19-01, which supports communication with tribal nations was requested. Background information was provided in Electronic Item 2.2.1, and the proposed RTC Policy Position to Support Communication with Tribal Nations was provided in Electronic Item 2.2.2.
 - 2.3. **Federal-State Partnership for State of Good Repair Program Grant:** A recommendation for Regional Transportation Council approval to submit an application to the Federal-State Partnership for State of Good Repair Program was requested. Funding from this grant opportunity will help the region meet overall freight/passenger rail integration. A

copy of the Notice of Funding Opportunity was provided in Electronic Item 2.3.1, and a program overview and possible project candidates were provided in Electronic Item 2.3.2.

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

3. **Director's Update on Federal Actions and Endorsement of Three Infrastructure for Rebuilding America Grant Applications:** Michael Morris provided an update on local and regional implications to a series of federal decisions and actions. In addition, action to endorse the Regional Transportation Council's (RTC) approval of three applications for the Infrastructure for Rebuilding America (INFRA) Discretionary Grant Program was requested. Mr. Morris discussed the results of the recent cash flow stress test due to the partial federal government closure. He noted that the financial revolver created in the event that surface transportation reauthorization was ever delayed was used to pay invoices until federal reimbursements were received. Related to US 75 Technology Lanes, he noted that direction from the Federal Highway Administration division office has been received. North Central Texas Council of Governments (NCTCOG) staff has proposed to Collin County Commissioner Duncan Webb that the county proceed with the introduction of a small toll on US 75 to meet the requirements of 23 USC 166. Commissioner Webb is working with elected officials to reach consensus on the project. He also provided an overview of the North Central Texas Council of Governments (NCTCOG) Unmanned Aircraft Systems (UAS) Safety and Integration Task Force. The goal of the task force is to initiate discussions on how to safely and efficiently integrate UAS into the Dallas-Fort Worth airspace and mitigate reckless UAS operations. Members interested in joining the task force were encouraged to contact staff. Mr. Morris also provided an overview of the Regional Transportation Council's action to approve applications to the 2019 INFRA Discretionary Grant Program. Details were provided in Electronic Item 3. Three project applications were approved by the RTC. The first project is a partnership with the Class 1 railroads that includes seven project locations of double tracking, bridge updates, and similar improvements. For this project, the RTC asked NCTCOG staff to confirm with city council members and staff in the impacted areas that the bridge replacements and track upgrades are supported by the local governments. The second proposed project is the continuation of frontage roads on the IH 30 Lake Ray Hubbard Bridge in Rockwall County that will complete the full 4-mile crossing. This will allow for important redundant capacity when there are incidents on the main lanes, will include bicycle/pedestrian elements consistent with Mobility 2045, and will also set the stage for future general-purpose lanes across the bridge. The third project addresses performance measures for 14 bridges in poor condition on the National Highway System (NHS) to expedite the accomplishment of bridge goals and allow for the region to be the first to have no deficient bridges on the NHS. Projects include seven in the Texas Department of Transportation (TxDOT) Dallas District, three projects in the TxDOT Paris District, and four in the TxDOT Fort Worth District. John Polster asked if the option to remove the pylons and eliminate enforcement on US 75 was still a possibility as opposed to introducing a minimum toll. Mr. Morris discussed the various options for the corridor and noted that Collin County Commissioner Duncan Webb is working to gain consensus in the corridor and that the goal is to have a resolution by the time TxDOT is ready to move forward with the project. A motion was made to endorse the Regional Transportation Council's approval of projects proposed for submittal by the North Central Texas Council of Governments to the 2019 Infrastructure for Rebuilding America Discretionary Grant program: 1) North Texas Multimodal Operations, Velocity, Efficiency and Safety Program; 2) IH 30 Rockwall County Lake Ray Hubbard Bridge; and 3) North Texas Partnership Toward Accomplishment of National Highway System Bridge Performance Goals. Regional Transportation Council approval is contingent on staff

confirmation that directly impacted city councilmembers and city managers' offices for the seven rail projects concur with the proposed projects. John Polster (M); Daniel Vedral (S). The motion passed unanimously.

4. **2017-2018 CMAQ/STBG Funding Program: Management and Operations, NCTCOG-Implemented, and Regional/Air Quality Programs:** Cody Derrick presented the latest efforts to extend existing and fund new Regional Transportation Council (RTC) Regional Air Quality and Management and Operations programs and projects through the 2017-2018 Congestion Mitigation and Air Quality Improvement Program (CMAQ)/Surface Transportation Block Grant Program (STBG) Funding Program. He noted that the Committee and the RTC consider extending and funding new Air Quality and Management and Operations projects/programs every few years, and the last review occurred in 2014-2015 with projects funded through Fiscal Year (FY) 2018. Through Transportation Improvement Program (TIP) action in 2018, projects were extended into FY2019 if carryover funds were insufficient. The purpose of the effort is to enable staff to respond to certain planning and implementation assistance requests, as well as ensure that projects and programs can continue without interruption in FY2020-2022. Additionally, the effort allows staff to assign resources for RTC priorities and air quality initiatives. The importance of regional air quality projects related to conformity approval was highlighted. Mr. Derrick noted that Regional Air Quality and Management and Operations programs/projects include three types: 1) regional/air quality (vanpool, clean air, traffic signal retiming, etc.), 2) management and operations (Mobility Assistance Patrol, transit operations, etc.), and 3) regional projects/programs (aviation, Freeway Incident Management, data collection, etc.). A summary of the proposed funding for FY2020-2022 was provided and detailed in Electronic Item 4.1. He noted that the initial proposal was for \$67.4 million. However, funding for three projects totaling approximately \$1.27 million has been removed for a new total of \$66.13 million. Additional details on the proposed funding was provided in Electronic Item 4.2. Approximately \$15.41 million of carryover funding from existing projects reduced the overall funding need, and a portion of the requested funding is to be used by North Central Texas Council of Governments staff and consultants to implement the regional projects and programs. The balance will be passed through to other agencies in the region for projects like the vanpool program and Mobility Assistance Patrol. A timeline for the effort was reviewed, with action to be requested at the March 22, 2019, Committee meeting and the April 11, 2019, RTC meeting.
5. **2017-2018 CMAQ/STBG Funding Program: Assessment Policy:** Evan Newton presented proposed Assessment Policy Funding Program projects to be funded through the through the 2017-2018 Congestion Mitigation and Air Quality Improvement Program (CMAQ)/Surface Transportation Block Grant Program (STBG) Funding Program. He noted that the purpose of the program is to award CMAQ and STBG funds to projects across the region that include an assessment of transportation projects which provide an economic development component to the adjacent property. In each case, the Regional Transportation Council (RTC) will be repaid for at least a portion of its contribution over time through value capture mechanisms. Projects proposed for this funding effort were highlighted and total approximately \$37.1 million. Details were provided in Electronic Item 5.1. Funding totals include proposed RTC grants and loans but does not include engineering funding previously approved by the RTC on the project in the City of Haslet. For the Ferguson Parkway-City of Anna project, staff proposed to fund the engineering phase while other partners are finalized. A repayment proposal for additional funding will be brought back on the future phases of the project. The city expects to utilize a roadway impact fee to target and capture the economic development value of this project. The second project is the southbound frontage road of SH 360 in Grand Prairie. The Texas Department of Transportation (TxDOT) Fort Worth will be the lead agency. Staff proposed to partially fund this project as a grant because it is expected to provide reliability and mobility benefits to this part of corridor. The

remaining portion will be repaid to the RTC since there are economic benefits as well. The City of Grand Prairie will repay half of the RTC's contribution over a proposed 10-year period with an interest rate of 2.4 percent using Tax Increment Financing (TIF). For the Avondale-Haslet Road/Haslet Parkway/Intermodal Parkway project, the City of Haslet will be the implementing agency until the project is turned over to TxDOT Fort Worth for the construction phase. The City of Haslet will repay \$6.9 million to the RTC over a proposed 20-year period at 2.4 percent interest using a Tax Increment Reinvestment Zone, with the possibility of a TIF or other mechanism. Michael Morris presented the remaining projects. He discussed efforts to increase transportation accessibility to the Butler Housing area, which is being redeveloped by the private sector. Staff proposed to fund engineering and right-of-way at this time for efforts to connect the area with downtown Fort Worth and increase the value of the property. He noted that a proposal for additional funding for future phases that would include a repayment component from the City of Fort Worth will be brought back at a later time, and that coordination with the City of Fort Worth and the Texas Department of Transportation continues on potential accessibility options in the area. Mr. Morris noted that at this time, there is no equivalent project in the City of Dallas, but that staff proposed engineering funds for a Dallas Central Business District (CBD) project near the area of the potential high-speed rail station in downtown Dallas and an Oak Farms project that includes street car, roadway, and bicycle/pedestrian elements. Staff proposed to fund engineering to determine if transportation options can create a redevelopment opportunity at these locations. If successful, a proposal for additional funding for future phases that would include a repayment component will be brought back at a later date. Funding will be divided among the Dallas CBD high-speed rail station area and Oak Farms project. Evan Newton highlighted the timeline for this effort, which includes proposed action at the March 22, 2019, STTC meeting and the April 11, 2019, RTC meeting. Additional information was provided in Electronic Item 5.2. John Polster discussed previous efforts in which repayment to the RTC did not include interest and asked how these projects were different since a 2.4 percent interest rate is now proposed. Mr. Morris noted that in an initial effort, no interest was charged followed by efforts that included interest of 1 percent above the prime interest rate being received for Regional Toll Revenue funds. He noted that one difference is that comparatively, the new proposed loans have much longer terms and a fixed rate by entities was preferred. Ken Kirkpatrick noted that another consideration was the recapture of net present value.

6. **Community College Partnership:** Shannon Stevenson provided an overview of two new pilot projects related to establishing a partnership with Tarrant County College (TCC) to assist students with transportation needs. In 2018, North Central Texas Council of Governments (NCTCOG) staff met with the Secretary of Housing and Urban Development and the Chancellor of Tarrant County College (TCC) to discuss how transportation is an important factor in the successful transition of disadvantaged population students from high school to college. The collaboration resulted in a commitment for a more holistic approach to assist those in poverty with housing, health and wellness, transportation, and education. Two possible transit pilot projects to improve transportation options for students were proposed. Project A would help provide Trinity Metro transit passes for all TCC students. This effort is currently funded by TCC, but the proposed pilot would provide an alternate funding source and allow TCC to use current funds for additional scholarships. The project is a partnership among NCTCOG, TCC, and Trinity Metro and implementation is anticipated for fall 2019. An estimated \$300,000 in Regional Transportation Council (RTC) Local funds is proposed for the two-year program. Project B would provide transit for students between Arlington Independent School District (AISD) campuses, TCC, and the University of Texas at Arlington (UTA), as well as park-and-ride lots. The proposed pilot program would provide transit for students to aid in the successful transition to TCC and UTA. The project is a partnership among NCTCOG, City of Arlington, AISD, TCC, and UTA. An estimated \$500,000 in existing Federal Transit Administration funds set aside for transit is proposed for

the two-year program. Implementation is also anticipated for fall 2019. The tentative schedule for this effort was reviewed. Ms. Stevenson noted that partner coordination will continue and that if approved, partners will evaluate the pilot programs for possible expansion in Dallas County next year. She added that action will be requested for approval of the pilot programs at the March 22, 2019, Committee meeting and April 11, 2019, RTC meeting. Additional information was provided in Electronic Item 6.

7. **Congestion Management Process Update:** Mike Galizio presented information on the proposed update to the region's Congestion Management Process (CMP) document. He noted that the document is mandated by federal regulations in urbanized areas with a population exceeding 200,000. The CMP is focused on short-term, lower-cost operational and management strategies such as transportation demand management (TDM) measures, traffic operational improvements, public transportation improvements, and intelligent transportation system (ITS) technologies. In addition, a process to demonstrate that single occupant vehicle (SOV) capacity projects in nonattainment areas are justified and comply with the CMP by integrating congestion management strategies is required. The CMP should be developed, established and implemented as part of the metropolitan transportation planning process. Mr. Galizio highlighted the CMP and how it related to other federally-required documents such as the Transportation Improvement Program and Metropolitan Transportation Plan. He also provided a brief overview of the history of the CMP, which was first adopted as the Congestion Management System in 1994. The current CMP for the North Central Texas region was adopted by the RTC in 2013, and update efforts are now underway. The CMP benefits were highlighted and include analysis of recurring congestion related to commuter traffic, as well as non-recurring congestion related to traffic incidents. Topics to be covered in the next update include whether to keep or update the CMP goals and objectives, expand or reduce the CMP performance measures, maintain or change the CMP network, and other topics. An overview of the CMP update schedule was provided, and additional information can be found online at www.nctcog.org/cmp.
8. **Legislative Update:** Rebekah Hernandez provided an update on federal legislative actions. She noted that in the previous week, the President signed a bill to avert a government shutdown. The Fiscal Year (FY) 2019 appropriations bill was passed and appropriates \$325 billion through September 30, 2019, of which there is \$26.5 billion in discretionary budget authority for the United States Department of Transportation. In addition, the bill sets aside \$15 million for planning grants for the second year in a row. She also noted that the House Transportation and Infrastructure Committee met on February 6, 2019, and the Senate Commerce, Science, and Transportation Committee met on February 13, 2019, and heard testimony on the importance of transportation funding. Ms. Hernandez also provided an update on the 86th Texas Legislature. She noted that the House Transportation Committee held an organizational meeting on February 13, 2019. The Texas Department of Transportation (TxDOT) provided invited testimony on safety goals, budget, updates to the Unified Transportation Program, and its planning process. The Texas Department of Motor Vehicles discussed the recent sunset process and the Texas Department of Public Safety discussed its license function and the need for a streamlined process. The Senate Transportation Committee will hold its organization meeting on February 27, 2019, and is expected to hear most of the same testimony. Earlier in the month, the Governor addressed both chambers of the Legislature and named his emergency items which include property tax relief, school finance reform, teacher pay raises, school safety, disaster response, and mental health programs. Transportation was not included. Since this announcement, the House and Senate released their versions of a property tax bill. Bill topics of interest were also highlighted. She noted that no actions have been taken, and bills continue to be filed. Regarding air quality, approximately 12 bills related to Texas Emissions Reduction Plan have been filed. Some extend funding, while other bills propose changes such as opening

the program to greater participation or repealing portions of the program. Bills have also been filed that would amend Low Income Repair and Replacement, Assistance Program (LIRAP) and Local Initiative Projects (LIP). Draft language has been developed to modernizing the LIP program and is expected to be filed in the next few days. Related to comprehensive development agreements (CDA), four bills have been filed with one of those that limit TxDOT to two CDAs per year and would require TxDOT to make an effort to first reprioritize and find funding. Additional CDA bills were filed that include projects in various locations throughout the state. She noted that there have also been some bills filed related to tolling, including one that removes system financing. In addition, 23 bills have been filed on high-speed rail that range from amending statute related to conducting surveys or buying land to creating a joint committee in the legislature to evaluate the feasibility of a project. A couple of transportation revenue bills have been filed that would propose to increase the portion of the motor vehicle sales tax that goes to the State Highway Fund, a registration fee for hybrid electric vehicles, as well as others. Related to safety, she noted there are several bills that have been filed regarding cell phones red light cameras. Bills have also been filed related to autonomous vehicles and Unmanned Aircraft Systems. Clarence Daugherty asked if any of the anti-toll bills include provisions for maintenance after the tolls are removed. Ms. Hernandez noted that she had not had an opportunity to review bills for those revisions. John Polster asked if there has been any analysis that shows that if system financing is removed, individual financing would be costlier. Ms. Hernandez noted that she was unaware if those types of conversations have occurred. Michael Morris noted that he believed if system financing is removed, it may also get rid of TxDOT's availability to finance as well. Freeways are system financed by collecting and pooling revenue from many sources. Mr. Polster noted that it is important to make a concerted effort to educate elected officials on the consequences of that action. Staff will continue to provide updates to members throughout the legislative session. No action was requested for this item.

9. **AirCheckTexas Vehicle Repair and Replacement Program Update:** Dora Kelly provided an update on the AirCheckTexas Vehicle Repair and Replacement Program. The program was established in 2002 to assist low-to-middle income residents repair and replace vehicles that fail inspection or that are ten years old or older. The program is available to residents and nine participating counties and has been funded with the \$6 fee collected on all 1996 or newer vehicle registrations. As the administrator of the program, the North Central Texas Council of Governments (NCTCOG) has processed over 130,000 applications, repaired or replaced over 71,000 vehicles, and assisted in providing incentives in the amount of \$121 million which has accomplished significant emission reduction benefits. Ms. Kelly noted that in 2015 an attempt to modernize the program was vetoed by the Governor, and at that time all participating counties discontinued collection of the \$6 fee from vehicle registrations that funded the program. NCTCOG has been able to maintain operations of the program using carry funds that will expire at the end of Fiscal Year (FY) 2019. As a result, the program will be closed. The last day applications will be accepted for the AirCheckTexas program will be April 8, 2019, and expenses must be incurred by June 28, 2019. Unspent carryover funds, expected to be approximately \$18.3 million, will be returned to the State until the Legislature determines appropriate direction for the dedicated funds. The RTC Legislative Program for the current session includes support of legislation to reinstate the appropriation of dedicated revenues to the Low Income Repair and Replacement, Assistance Program (LIRAP) and Local Initiative Projects (LIP) through a restructured and modernized program focused on transportation and air quality improvements. Support has been requested for HB 1, which includes approximately \$89 million for LIRAP/LIP. In addition, a bill has been drafted and is expected to be filed in the next several days to modernize and increase flexibility in LIP, as well as provided an overview of current LIP efforts that include emissions enforcement, clean vehicle incentives, transportation system improvements, and other air quality programs. Clarence Daugherty noted the veto of legislation in the last session and asked if the program was still

operational. Mr. Morris noted that staff has been operating the program using carry over funds, which will expire in FY2019. A close out of the program funding will be provided to participating counties. John Polster asked which members of the legislative delegation entities should contact for support. Members were asked to contact NCTCOG staff.

10. **Metropolitan Transportation Plan Policy Bundle-Round 3:** Brian Crooks presented an overview of the third round of the Metropolitan Transportation Plan (MTP) Policy Bundle. The MTP Policy Bundle program was created to encourage entities to voluntarily adopt at least 50 percent of the list of policies identified in Mobility 2045. By voluntarily adopting these policies, participating entities will receive Transportation Development Credits (TDC) to offset the required local match on federally funded transportation projects. Only new projects that will have federal transportation funds are eligible, with some exceptions. For Fiscal Year (FY) 2019, interested entities must submit an online application at www.nctcog.org/trans/mtp/policybundle/. For those wishing their applications to be reviewed and comments provided by staff, the deadline is March 15, 2019. The final deadline for submittal of a complete application, including all comments, is April 15, 2019. Mr. Crooks noted that if an entity has already been awarded TDCs, those TDCs expire one year after award and must be programmed in the Transportation Improvement Program (TIP) or allocated to projects through a call for projects or other funding initiative prior to the end of the fiscal year. Otherwise, the TDCs will be returned to the regional TDC pool. Entities that have candidate projects they would like to have considered for funding should contact a member of the TIP team. Mr. Crooks clarified that if an entity has previously been awarded TDCs through the policy bundle, it must reapply and resubmit an application to be eligible to receive new TDCs. Additional information was provided in Electronic Item 10.
11. **Gentrification Study:** Travis Liska presented information on the North Central Texas Council of Governments (NCTCOG) report reviewing public policy and research on addressing gentrification and the related unintended negative outcomes for vulnerable populations as a result of economic development/redevelopment. The report is intended to discuss and define gentrification in the region, the role of infrastructure investment, provide examples of policy and legislation form across the country, and provide a resource to partner agencies to help with the achievement of more equitable outcomes. He noted that the report uses the following definition that “Gentrification is the process by which higher-income households displace lower-income residents of a neighborhood, changing the essential character and flavor of that neighborhood.” Transportation investments help the region’s economy, but there must also be equitable revitalization. Strategies for creating and maintaining affordable housing, as well as empowering communities are explored in the document. Mr. Liska highlighted the strategies that are applicable to cities, counties, regions, and the State and include inclusionary zoning, property tax strategies, neighborhood plans, and others. Finally, the report also includes general recommendations that encourage public partners to plan and prepare for neighborhood change including education, coordination with communities, legislation, and adoption of policies. The full report is available at www.nctcog.org/housing. Members were encouraged to provide comments to staff, and Michael Morris noted options for a path forward that could include training or a gentrification element included with funding investments made by the Regional Transportation Council. Additional information was provided in Electronic Item 11.
12. **Fast Facts:** Natalie Bettger encouraged members to complete the North Texas Mobile Application Survey at www.surveymoney.com/r/9HWMQBY. In addition, she noted a workshop is scheduled for March 29, 2019, at 10 am to share the results of the survey and discuss transportation apps used by the North Central Texas Council of Governments (NCTCOG) and entities in the region.

Bailey Muller highlighted current air quality funding opportunities for vehicles. She noted that the State electric vehicle rebate has less than 100 rebates remaining available. Additionally, she noted that NCTCOG anticipates it will submit an Environmental Protection Agency Clean Diesel Grant and asked entities with projects it would like to see included to contact staff. Additional information was provided at www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle.

Ms. Muller also highlighted upcoming Dallas-Fort Worth Clean Cities events. She noted that on February 26, NCTCOG will be hosting a webinar on fleet efficiencies through telematics. Members can view additional information, as well as register online at www.dfwcleancities.org/dfw-clean-cities-meetings.

In addition, Ms. Muller noted that the Dallas-Fort Worth Clean Cities annual survey was underway and encouraged members to submit their reports by the deadline. Details were provided at www.dfwcleancities.org/annualreport.

Ms. Muller also discussed the Regional Energy Survey, which is related to SB 898 from the 82nd Texas Legislature which requires State agencies and others to report energy data to the State every year. Details were provided in Electronic Item 12.1.

Tara Bassler noted efforts have begun on the development of the FY2020 and FY2021 Unified Planning Work Program (UPWP). The document is prepared in cooperation with transportation partners every two years and identifies the transportation and related air quality planning activities that NCTCOG staff will carry out using federal planning funds. Letters will be sent to local governments and transportation partners in the 12-county planning area boundary seeking their ideas on regional projects for consideration by NCTCOG, as well as areas where specific technical assistance may be needed. Responses are requested by March 22, 2019. She noted that the effort is for planning projects only. Engineering or design services are not eligible for UPWP funding, nor construction. These types of projects are considered in the development or modification of the Transportation Improvement Program.

Carli Baylor noted that minutes from the January 14-February 12 online comment opportunity were provided in Electronic Item 12.2. No direct public comments were received.

Ms. Baylor also noted that a public meeting is scheduled for March 11, 2019, at the North Central Texas Council of Governments. A copy of the announcement was distributed at the meeting in Reference Item 12.6. Topics will include funding initiatives, as well as updates on the AirCheckTexas program and start of 2019 ozone season.

Victor Henderson noted that the Public Comments Report, provided in Electronic Item 12.3, included general comments received from the public from December 20, 2018, through January 19, 2019. The majority of comments were related to the opening and operation of TEXRail and expansion of transit.

The current Local Motion was provided in Electronic 12.4, and transportation partner program reports were provided in Electronic Item 12.5.

13. **Other Business (Old and New):** There was no discussion on this item.
14. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on March 22, 2019, at the North Central Texas Council of Governments.

The meeting adjourned at 3:05 pm.