

MINUTES

SURFACE TRANSPORTATION TECHNICAL COMMITTEE October 4, 2019

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, October 4, 2019, at 1:30 pm, at the North Central Texas Council of Governments. The following STTC members or representatives were present: Joe Atwood, Melissa Baker, Micah Baker, Katherine Beck, David Boski, Keith Brooks, Tanya Brooks, Jonathan Browning (representing Curt Cassidy), Ceason Clemens, Kent Collins, Hal Cranor, Clarence Daugherty, Arturo Del Castillo, Pritam Deshmukh, Duane Hengst (representing Greg Dickens), David Disheroon, Phil Dupler, Chad Edwards, Claud Elsom, Jeremy Williams (representing Eric Fladager), Chris Flanigan, Mike Galizio, Ricardo Gonzalez, Robyn Root (representing Gary Graham), Tom Hammons, Brian McNulty (representing Ron Hartline), Matthew Hotelling, Gus Khankarli, Alonzo Liñán, Eron Linn, Alison Smith (representing Clay Lipscomb), Paul Luedtke, Alberto Mares, Wes McClure, Mark Nelson, Jim O'Connor, Kevin Overton, Tim Palermo, Dipak Patel, Todd Plesko, Shawn Poe, John Polster, Wes Lawson (representing Tim Porter), Bryan G. Ramey II, Lacey Rodgers, Moosa Saghian, David Salmon, Lori Shelton, Sachiko Huang (representing Brian Shewski), Walter Shumac III, Randy Skinner, Cheryl Taylor, Keith Fisher (representing Gregory Van Nieuwenhuize), Daniel Vedral, Caroline Waggoner, and Robert Woodbury.

Others present at the meeting were: James Adkins, Onyinye Akujuo, Angela Alcedo, Vickie Alexander, Nick Allen, Tom Bamonte, Natalie Bettger, Molly Carroll, Anthony Cisneros, Lori Clark, Nancy Cline, Matt Craig, Fred Crosley, Brian Dell, Sam Dennehy, Cody Derrick, Ryan Dufour, Huong Duong, Melissa Eckert, Kevin Feldt, Camille Fountain, Dorothy Gilliam, Christie Gotti, Victor Henderson, Rebekah Hernandez, Kristina Holcomb, Amy Johnson, Dan Kessler, Ken Kirkpatrick, Chris Klaus, Kevin Kroll, Sonya Landrum, April Leger, Travis Liska, Nancy Luong, Mindy Mize, Anthony Moffa, Erin Moore, Michael Morris, Bailey Muller, Jeff Neal, Evan Newton, Vercie Pruitt-Jenkins, Chris Reed, Rylea Roderick, Kyle Roy, Samuel Simmons, Shannon Stevenson, Peter Tran, Ayleen Viera, Mitzi Ward, Sandy Wesch, Brendon Wheeler, Doug Wiersig, Amanda Wilson, Brian Wilson, Brendan Yarborough, and Kate Zielke.

1. **Approval of August 23, 2019, Minutes:** The minutes of the August 23, 2019, meeting were approved as submitted in Reference Item 1. John Polster (M); Alonzo Liñán (S). The motion passed unanimously.

Michael Morris recognized Kristina Holcomb for her years of service on the Surface Transportation Technical Committee.

2. **Consent Agenda:** The following items were included on the Consent Agenda.
 - 2.1. **Transportation Improvement Program Modifications:** A recommendation for Regional Transportation Council approval of revisions to the 2019-2022 Transportation Improvement Program (TIP), along with the ability to amend the Unified Planning Work Program and other planning documents with TIP-related changes, was requested. Revisions were provided as Electronic Item 2.1 for the Committee's consideration.
 - 2.2. **FY2020 and FY2021 Unified Planning Work Program Modifications:** A recommendation for Regional Transportation Council approval of modifications to the FY2020 and FY2021 Unified Planning Work Program was requested. Direction for staff to also amend the Transportation Improvement Program and other administrative/planning documents, as appropriate, to reflect the approved

modifications was also included in the action. The proposed amendments were provided in Electronic Item 2.2.1 and additional information was provided in Electronic Item 2.2.2.

A motion was made to approve the items on the Consent Agenda. John Polster (M); Jim O'Connor (S). The motion passed unanimously.

3. **AirCheckTexas Funding:** Chris Klaus highlighted information presented at the August 23, 2019, meeting regarding the close out of the AirCheckTexas Program and the response received from the Texas Commission on Environmental Quality (TCEQ) to the request that rebate and interest funds generated through the program remain in the region for use towards remaining AirCheckTexas Program obligations and additional air quality strategies. A copy of the correspondence was provided in Electronic Item 3.1. In its response, the TCEQ indicated that since all contracts have expired for the program, there is no ability for continued use of the funds and that unexpended grant funds will go back into Clean Air Account 151, along with the locally generated funds since the funds are considered program income and treated as grant funds. Members requested that staff move forward with an item regarding local retention of all related AirCheckTexas Program funds. This includes funds generated from a partnership with credit card vendors that allowed monetary rebates from repair and replacement transactions totaling approximately \$1.5 million and approximately \$2.3 million earned from holding program funds in interest-bearing accounts. A draft letter for Committee review was provided in Electronic Item 3.2. The draft letter requests that the TCEQ continue to review all avenues allowing AirCheckTexas locally generated program income to be utilized in counties where collected. If turned back to Clean Air Account 151, it requests the locally generated program income remain allocated or returned to the counties where collected and that the TCEQ actively pursue all dedicated air quality funds collected be appropriated for their intended purposes. This includes the approximately \$141 million in the account, as well as the Texas Emissions Reduction Plan for which almost \$2 billion has been collected across the state from participating counties for diesel-type assistance that have not been fully appropriated. As a result, the letter also expresses that program efforts are needed now to continue reducing precursor emissions under the Weight-of-Evidence process in the State Implementation Plan. John Polster requested that the Texas Legislative Delegation be copied on the letter. Members were asked to submit comments to staff by October 18 and it was noted that draft correspondence would be presented for action at the October 25, 2019, meeting. Additional details were provided in Electronic Item 3.3.
4. **Air Quality Update: 2008 Ozone Air Quality Standard, Current Ozone Season, and Status Report on Volkswagen:** Jenny Narvaez provided an air quality update regarding the 2008 ozone standard reclassification. As a reminder, the Dallas-Fort Worth region is currently under two ozone standards: 2015 standard of 70 parts per billion (ppb) and 2008 standard of 75 ppb. Since the region did not meet the July 20, 2018, attainment deadline for the 2008 standard, the Environmental Protection Agency (EPA) recently took final action to reclassify the region from "moderate" to "serious" nonattainment. Details were provided in Electronic Item 4.1. On August 3, 2020, a new State Implementation Plan (SIP) must be submitted to the EPA and the region will have until July 20, 2021, to reach attainment of the 2008 standard. The design value for attainment will be based on 2018, 2019, and 2020 ozone season data. The SIP documents were published on the TCEQ website on August 23, and on September 11 the TCEQ approved the proposal for the new SIP. North Central Texas Council of Governments (NCTCOG) staff is currently reviewing the SIP documents. The public comment period extends through October 28, 2019, and a public hearing is scheduled in Arlington on October 17. Ms. Narvaez noted that the TCEQ is anticipated to adopt the SIP on March 4, 2020, with the SIP documents due to EPA no later than August 3, 2020. New SIP development will result in new motor vehicle emission budgets and this is where NCTCOG efforts come into play regarding conformity. On

August 23, 2019, 2020 Motor Vehicle Emission Budgets were proposed for nitrogen oxides and volatile organic compounds. If the EPA finds the new nitrogen oxides and volatile organic compound budgets adequate, a two-year deadline will be triggered for the region to demonstrate conformity. This two-year deadline of November 2022 lines up with the expiration of Mobility 2045. Staff will continue to provide air quality standard updates as needed. Ms. Narvaez also provided an update for the current ozone season. To date, the region has experienced 29 exceedance days compared to 31 days at the same time last year, with only one level red day recorded. The current design value is 77 parts per billion, and the ozone season will come to an end November 30, 2019.

Nancy Luong provided an update regarding the Volkswagen settlement. Approximately \$209 million was allocated to the State of Texas as part of the Volkswagen settlement related to the installation of emissions defeat devices. Funding was divided at up to 4 percent for administrative costs, up to 15 percent statewide for zero-emission vehicle infrastructure, and at least 81 percent for mitigation actions in priority areas. To date, approximately \$58.7 million has been allocated for school, transit, and shuttle buses. Approximately \$42 million is expected to be available in October 2019 for refuse haulers, and the approximately \$69 million will remain for local freight and port drayage trucks, air ground support equipment, and forklifts or port cargo-handling equipment. The statewide bus funding distribution for priority areas was highlighted. Of all eligible areas, more money was requested than allocated except for the El Paso area. The vast majority of applicants were independent school districts. She noted that applications were limited to 20 bus per application every three months but since the funding was allocated on a first-come, first-served basis, funding requests exceeded available funds within the first three weeks of the funding availability. Ms. Luong also highlighted information from the refuse hauler funding expected to open in October. Eligible projects include engines model year 1992-2009 for vehicles such as garbage trucks, roll-off trucks, dump trucks, sweeper trucks, chipper trucks, and grapple trucks. The Dallas-Fort Worth region is allocated approximately \$8 million available for such projects. More information was provided in Electronic Item 4.2.

5. **Public Comment Availability at Regional Transportation Council Meetings (HB 2840):** Amanda Wilson provided an overview of House Bill (HB) 2840 requirements from the 86th Texas Legislature that last passed earlier this year. The bill states that members of the public must be allowed to make comments to a governmental body before or during the body's consideration of an item. If there is no device for simultaneous translation and a member of the public must use a translator, that person must be given double the amount of time to comment. In addition, a governmental body may not prohibit public criticism of the body. The bill took effect on September 1, 2019. She noted that the Regional Transportation Council (RTC) has not yet adopted rules and has an interim process in place that started at the September 12 meeting and will be in place for the October 10 meeting. A single public comment period will be held following the pledges but before any action items, including action on the meeting minutes. In addition, a Speaker Request Card will be available on which the speakers must identify their name, affiliation, and the agenda item on which they would like to speak. There is also an option for written comment, of which the comments will be provided to the RTC at a later time. Ms. Wilson noted that the bill addresses items the RTC considers, which staff believes can be interpreted as action items. Until the RTC has established its rules, comments will be taken on all items. She also noted that no public comments were received at the September 12 meeting. If comments are received, those will be documented in the RTC meeting minutes. Currently, staff members are working on various components of potential RTC rules for public comments at meetings and will be benchmarking local governments on a number of topics since this is not a new effort for city council and commissioners' courts. Staff will then draft rules for RTC consideration, including process and time limits. Staff will also look at additional documents, such as the RTC Bylaws and Public Participation Plan to incorporate any requirements, if necessary.

Other considerations will include room layout and personnel and technology needs to enforce time limits. Although a timeframe is unknown at this time, staff is working expeditiously to address the requirements. Todd Plesko asked if staff has considered how many minutes will be permitted. Ms. Wilson noted that there has been no suggestion by staff and that local governments will be benchmarked to determine how they address time limits. Mr. Plesko noted that Dallas Area Rapid Transit permits three minutes.

6. **Transportation 101:** Amanda Wilson provided an overview of a priority item requested by the Regional Transportation Council (RTC) Chair to develop a transportation funding public education campaign. The toolbox could be used by RTC members, other elected officials, or members of the Surface Transportation Technical Committee to help explain to members of the general public the transportation planning process in an easy to understand and enjoyable format. This information will also help to increase awareness of the transportation planning process in the Dallas-Fort Worth region. Resources to be included will include items such as PowerPoints, videos, and printed materials. Ms Wilson highlighted examples of existing resources from the TEXpress Lanes that could also be used. The TEXpress Lanes campaign was first developed at the request of former Chair Mark Riley and includes a PowerPoint presentation, script, pocket card, white paper, testimonial videos, and a myths/facts question and answer. A second existing resource, Funding 101, was requested by Senator Nichols many years ago and was revamped last fall for workshops with legislators. Funding 101 helps explain how transportation projects are funded. The only component at this time is a presentation, and staff is currently working on a public friendly web version that will highlight the story of transportation funding. In addition, staff has already begun work to develop materials for an enhanced community engagement program that was adopted by the RTC as part of the updated Public Participation Plan. The effort will seek public comment earlier in the process and materials could be included as part of the overall tool kit. Resources will include an education component about the planning process, interactive activities, listening sessions, and work with community organizations, non-profits, neighborhoods, business organizations and others to focus on groups that have not traditionally been involved in the planning process. Resources will be available in English and Spanish. Ms. Wilson noted that draft materials will be created for the Chair to determine where additional efforts should be focused and then RTC input will be sought. Members were asked to provide comments on successful efforts by their entities in communicating about transportation to the public.
7. **Hyperloop Certification Facility:** Michael Morris provided a status report on how the Dallas-Fort Worth region will respond to the anticipated Request for Proposals for a hyperloop certification facility. He noted that Virgin Hyperloop One is expected to release a Request for Proposals for a certification facility in the United States to test its hyperloop technology. Potential north/south facilities that could be used as a certification track include the area from Arlington/Grand Prairie to the Dallas-Fort Worth International Airport and the former Naval Air Station location between Dallas and Fort Worth. Provided in the presentation was the assumed specification table and two potential cross sections of the vehicle technology. Entities interested in proposing an eight to nine-mile area for a certification facility were asked to contact Angela Alcedo and provide an approximate alignment on a map, identify a preferred cross section, right-of-way status for the proposed corridor, and willingness to provide a funding commitment. The responses will help staff prepare for the upcoming Request for Proposals and are due by 5 pm on November 22. He noted that the phases and timing of the certification will likely change by the time the Request for Proposals is released but is currently expected to be built in four phases with the eventual track being 8-9 miles long. Two cross sections of a potential elevated facility were highlighted. Option 1 will contain hyperloop only. Option 2 will include hyperloop on the outside and next generation people mover or autonomous transit vehicle technology in the center. He noted that the Request for Proposals is anticipated in the winter, and the

Committee and Regional Transportation Council will be provided additional information regarding an application to have a certification facility located in the region. Chair Bryan Beck asked how staff perceived the ownership interest of the certification facility. Mr. Morris noted that many of the questions regarding ownership, contractual obligations, employment statics, facility specifications, and other technical details will be included in the Request for Proposals. Gus Khankarli asked what will happen to the structure once it is built. Mr. Morris noted that a facility that can be used in the future for another functional purpose has been suggested, because it has an added value. Eron Linn asked if the Regional Transportation Council (RTC) has allocated any funding towards the project. Mr. Morris noted that a minimal amount has been approved for travel to the test facility and for staff efforts. The RTC has not made a commitment to a certification facility to date. Alonzo Liñán asked what staff envisioned a proposal from entities would look like since this could potentially be a multijurisdictional project. Mr. Morris noted that staff has been reviewing options for a certification facility location for several months, with only two potential options. No additional options are expected from entities, but the North Central Texas Council of Governments would like to ensure entities that may be interested in having a certification facility within their jurisdiction have an opportunity to express that interest.

8. **High-Speed Rail Work Plan: Dallas/Arlington/Fort Worth:** Sandy Wesch presented a draft work plan for advancing high-speed rail technology between Dallas, Arlington, and Fort Worth. Efforts to date were highlighted. In 2016, the North Central Texas Council of Governments (NCTCOG) released a Request for Information to the high-speed rail industry asking for information about best practices and interest in implementing a high-speed rail project between Dallas and Fort Worth. In 2017, the Texas Department of Transportation (TxDOT) finalized its Dallas-Fort Worth Core Express Service with the publication of an alternative analysis report. A supplemental review of alignments between Dallas and Fort Worth was also completed in 2017 by NCTCOG staff. There have also been three procurements for station studies in Fort Worth, Arlington, and Dallas. The Fort Worth and Arlington documents were completed in 2017, with potential station locations for high-speed rail. The draft Dallas document is expected to be published soon and will be included on the NCTCOG website. She noted that \$5 million has been approved to procure consultant assistance and discussed the NCTCOG staff and Regional Transportation Council (RTC) member site visits to see the hyperloop technology. In addition, the hyperloop vehicle was recently at an event AT&T Stadium. Final efforts to date include agreements with the Federal Transit Administration and the Federal Railroad Administration that will be the federal agencies overseeing the study. Ms. Wesch also highlighted alignment study recommendations by NCTCOG in October 2017. Along with work by TxDOT in 2017, this will be a starting point for future alignment recommendations. However, both studies previously focused on high-speed rail and the new study will be broadened to also look at alternative technologies such as next generation magnetic levitation or hyperloop. Currently, staff is working on a public and agency engagement plan, determining what travel demand forecasting methodology should be used, and developing the draft purpose and need. In addition, efforts are underway to rebrand the project since the TxDOT study is known as the Dallas-Fort Worth Core Express Service. Data collection efforts have also begun, as well as development of a detailed work plan. Elements of the work plan were highlighted, and include a project overview, description of work, schedules, a project management plan, and other items. She noted that the description of work will include the scope of work for both NCTCOG and the consultant. Phase 1 will include public involvement and alternative analysis for both alignment and technologies. This phase is expected to take 12 months. The goal is to identify 1-2 alignments and 1 technology prior to the environmental analysis of Phase 2. Phase 2 is be a traditional preliminary engineering and environmental documentation that must be completed within a 2-year timeframe. A scope of work flowchart and draft schedule were also highlighted. Ms. Wesch noted the technology forum included as part of the flow chart. As the project begins, staff would like to hold a technology forum

and invite those from the high-speed rail, hyperloop, and magnetic levitation technology industries to the region to help educate NCTCOG and the public about the technology capabilities.

9. **Regional 10-Year Plan Commitments:** Christie Gotti briefed the Committee on the status of funding commitments on several projects in the Regional 10-Year Plan. As part of the updates to the Regional 10-Year Plan, staff identified projects or funding that was temporarily removed or swapped from one category of funds to another to help maximize potential Category 12 funding from the Texas Transportation Commission (TTC) in the 2020 Unified Transportation Program (UTP). Efforts to unravel some of the changes that were made to gain access to additional Category 12 funding were presented. Project changes have been divided into categories, which include projects to be refunded in a future Regional 10-Year Plan update, projects that remain unfunded, projects for which staff will continue to request TTC concurrence, and one project for which the Texas Department of Transportation (TxDOT) will be working on a solution. Projects proposed to be refunded in a future Regional 10-Year Plan were highlighted. Staff proposed that the swap of Category 12 funds for Category 2 funds on North/South Arterials in Collin County be reversed. In Dallas County, three projects were proposed to be refunded. Category 12 funding was proposed to be requested in the future for IH 35E from IH 30 to SH 183 (Lower and Lowest Stemmons) and IH 30 at Loop 12. On IH 30 from IH 45 to Bass Pro, staff proposed Category 2 funds to be added for the tolled components and Category 12 funds to be requested for the non-tolled components of the project. In Denton County, \$50 million in Category 2 funds were removed from the Greenbelt/Regional Outer Loop at FM 428 to leverage the funds elsewhere, and staff proposed to replace the Category 2 funds. Category 12 funds will continue to be requested from the TTC in the future for IH 30 at Monty Stratton in Hunt County. In Tarrant County, there are two sections of IH 30, one from IH 820 to Summit Avenue and one from US 287 to Cooper Street, from which Category 2 funds were removed in order to move forward with the Southeast Connector and SH 170 projects. Staff proposed that the funds be replaced. Ms. Gotti also highlighted projects proposed to stay unfunded: IH 35E in Dallas County from 67 to Laureland and IH 35E Interchanges in Ellis County at Business US 287, US 287 Bypass, Lofland, and Sterret in Ellis County. In addition, she noted that there were a couple of projects for which funding was utilized and that should be reflected in the 10-Year Plan. The funding was previously for placeholders but are now on specific projects. On SH 183 (Midtown Express), approximately \$420 million was moved to fund interchanges at Loop 12, SH 183, and SH 114. For IH 35E Phase 2 in Denton County, there was a substantial amount of money on the corridor that was placed on five interchanges. Staff proposed that the funds are considered as the second phase commitments to these corridors. Next, Ms. Gotti discussed projects that have funding identified and for which staff proposed to continue to push to have the projects included in the UTP. These include the North/South Roadways and US 380 in Collin County that have not been included in the UTP, since the projects are placeholders and do not have control-section-job (CSJ) numbers. She noted that staff is working with TxDOT to see how the projects could be added to the UTP without CSJs, and working to get CSJs assigned to the projects for the next UTP update. In Hunt County, several projects were previously identified with Category 2 funds that were removed in order to use Category 12 funds on the projects. The TTC did not select the projects for Category 12 funding. Staff proposed that the funds for the projects be reverted back to Category 2 and will continue to seek TTC concurrence on the projects. These include FM 1570 from IH 30 to SH 66, FM 2642 from FM 25 to SH 66, IH 30 at FM 1902, and SH 24/SH 11 from Culver Street to Live Oak and SH 11 from SH 24 to Monroe Street. In addition, staff will continue to request TTC concurrence for SH 183 at Pumphrey in Tarrant County. This is a new project, also without a control-section-job number and staff believes this is the reason it was not included in the UTP. The final category discussed was a project for which staff will request that TxDOT take the lead regarding how to fund it. A Hunt County project, US 377 in Granbury, had been listed in the

UTP with Category 2 funds, but had not ever been listed in the region's 10-Year Plan. TxDOT removed the project because it was not in the region's list. However, this project received 200-300 public comments. Staff proposed that TxDOT coordinate to determine how to move forward with the project. Ms. Gotti noted that staff will engage in discussions with TxDOT as will be proposed in Agenda Item 10. Funding availability for the next iteration of the 10-Year Plan and 2021 UTP will also be identified and then staff will begin work on the next list of projects through review of the first 10-year increment of the Mobility Plan.

- 10. Next Steps with the Texas Department of Transportation:** Michael Morris presented next steps proposed to reengage with the Texas Transportation Commission (TTC) on innovative transportation funding policies. He highlighted the proposed "regional compact" or partnership that is focused on goods movement, rail system, and system of managed lanes. Elements include local option, leveling the playing field for local entities within transportation service areas and new local governments, the history and effectiveness of Texas Department of Transportation (TxDOT) funding tools, what Class 1 railroads do/do not do well, seamless rail and requests for regional passenger rail, the institutional structure of hyperloop for movement of people and goods, tolled managed lanes that cannot proceed and the impact to the future transportation system, and guaranteed transit within tolled managed lanes. Mr. Morris discussed the previous agenda item regarding the Regional 10-Year Plan and work with TxDOT on the Unified Transportation Program (UTP). He noted that the recent method used is unsustainable and must be corrected. Next steps with TxDOT will begin with partnership. He discussed the responsibility of the Metropolitan Planning Organization (MPO) regarding planning and the responsibility of the Texas Transportation Commission, each of which have "veto" authority regarding project selection and must give consent for projects to move forward to implementation. The Regional Transportation Council (RTC) can block projects the State selects for funding by not including the projects in the Mobility Plan, Transportation Improvement Program, Congestion Management Process, and/or Air Quality Conformity. He noted that partnership is needed in order to build transportation and that one entity cannot move forward without the other entity. In addition, under federal rule, half of the project selection authority rests with the Governor and half with local elected officials in the region, so by definition, a partnership exists. The second element is innovative funding for environmental clearance and construction. In the past, revenue has been available through local contributions, North Texas Tollway Authority (NTTA) loans, the Transportation Infrastructure Finance and Innovation Act (TIFIA), loan funding available through Emmitt Smith, the State Comptroller, public-private partnerships, Regional Toll Revenue funds, NTTA toll roads, tolled managed lanes, and TxDOT loans. This innovation has led to moving projects quickly in the region which has resulted in the control of congestion despite the continued growth of the region. In the future, he noted the importance of focusing on the environmental clearance of tolled manages lanes, borrowing money to get projects to construction faster, the need for a public-private partnership on IH 35 in Austin, and tolled managed lanes in the region. Statewide formula allocation is the third element for discussion with TxDOT. He explained the historical partnership with TxDOT and the decision for the statewide formula allocations, which has been documented through minutes of the TTC meetings, correspondence from Senator Nichols, the Regional Toll Revenue agreement, and legislation. As the size of Category 12 Commission Strategic funds have grown over time, the importance of statewide formula allocation remains important. He noted that staff will be reviewing the past two to three UTPs to ensure that the formula allocations have been followed. He noted that the SH 183 TIFIA has been approved by the Federal Highway Administration, but that TxDOT Headquarters has not placed the funding on SH 183 as intended, so this must also be resolved. The next element of the discussion is toll advancement. He noted there is no referendum, and that the credit for all projects, not just Clear Lane projects, should be given to the Governor. The region would like the ability to implement tolled managed lanes. He noted the importance of good government principles and that if an MPO has good

government principles for those types of projects, it should be permitted to build tolled managed lanes. In addition, the next phase of toll road implementation is needed. He proposed that staff engage with NTTA about their next steps for toll projects in the region. He also noted that TxDOT builds good projects and proposed that staff also work with TxDOT regarding policy issues directly. Mr. Morris provided additional information about MPO good government principles, the foundational element for the conversation with TxDOT that outlines the conditions under which tolled managed lanes could be built. MPOs will work with toll road entities to update the toll road system, must demonstrate that Proposition 1 and 7 revenues do not meet transportation needs, and must have representation that is a minimum of 75 percent elected officials. In addition, MPOs must have a second vote of elected officials for consideration of a tolled project and it must be approved with a 66 percent super majority roll call vote. The MPO must also have a policy that restricts tolled managed lanes to a minority of its planning area and to reduce tolls in non-congested times once bonds, operations, maintenance, and rehabilitation funds are established. As a result of these MPO good government principles, tolled managed lane financial tools would be reestablished. Lastly, policy implications were presented. Policies permit the region to advance the environmental clearance on toll projects such as tolled managed lanes on IH 30 in the TxDOT Fort Worth District. In addition, it allows for the continued construction of phased implementation for projects such as SH 183 and IH 35E. It would also permit the region to proceed with the US 75 Technology Lane, as well as new tolled managed lanes. He added that policy implications would not change the priority of Collin County projects that do not include tolled facilities except for a potential technology lane. In addition, conversations will be necessary with NTTA about the future of toll roads. Mr. Morris noted that included within the next steps with TxDOT are two major themes. The first theme is bringing goods movement, system rail, and system managed lanes together in a new structure with partnership. Perhaps the region should be doing things differently with Class 1 rail roads and the integration of regional passenger rail system, and obviously must continue to build the system of tolled managed lanes in the region. Second, the most recent process used regarding the 2020 UTP development and Regional 10-Year Plan is not sustainable. Members were asked to provide comments on how to move forward with the partnership. John Polster discussed the historical statewide formula allocation and noted that the term that has been part of the past partnership is concurrence. Concurrence is needed for the region and the State to move forward with project implementation. He noted that he believed this effort is a good start in educating the Commission, Governor, and Legislature who may not be aware of or recognize the history or law associated with the partnership with TxDOT. He noted that the region should engage with TxDOT Headquarters and suggested that the local TxDOT districts not be placed in the middle of the conversation. He added that the region should aggressively defend its rights and that concurrence is the tool to do so. He expressed his opinion that the Commission and the Governor are ignoring the historical partnership and commitment made with the region. Mr. Morris noted that there is not a clear understanding of the partnership by TxDOT Headquarters, but that he believes the region should lead with the elected officials to renew the past relationship. Mr. Polster noted that he wants the RTC to fully understand what the federal government was trying to do, which was to put elected officials in the region in the decision-making process. He added that he believed that concurrence should be part of the Transportation 101 material.

11. **Safety Program Performance Measures Report:** Camille Fountain provided an overview of the 2018 Transportation Safety Performance Measures. As required by federal rule, Metropolitan Planning Organizations must establish Highway Safety Improvement Program targets for five performance measures: number of fatalities, fatality rate, number of serious injuries, serious injury rate, and number of non-motorized fatalities and serious injuries. She noted that in February 2019, the Regional Transportation Council (RTC) adopted a resolution supporting the Highway Safety Improvement Program targets and highlighted the

Texas Department of Transportation (TxDOT) and North Central Texas Council of Governments (NCTCOG) 2019 targets. The targets are calculated on five-year rolling average and are updated annually with a 2 percent reduction identified by 2022. Next, Ms. Fountain highlighted 2014-2018 crash statistics for the 12-county metropolitan planning area. Fatality crashes decreased 8 percent regionwide, with the highest decrease in Hood County highest increase in Parker County. The top 10 contributing factors for serious injury and fatality crashes on limited access facilities were also highlighted, with speeding and driver related factors as the highest percentages. In addition, Ms. Fountain reviewed crash rates for limited access facilities. For 2018, the regional crash rate was approximately 77.40 percent and calculated per 100 million vehicle miles traveled. Crash rates for Collin and Dallas Counties were higher than the regional average. Also highlighted was NCTCOG bicycle and pedestrian crash data. From 2014-2018, a general increase in bicycle and pedestrian crashes was noted, but from 2017-2018 there has been a 13 percent decrease in bicycle crashes and a 3 percent decrease in pedestrian crashes. Although pedestrian fatalities have decreased, bicycle fatalities have increased. She noted that NCTCOG is working in partnership with TxDOT to address bicycle and pedestrian crashes and develop a Pedestrian Safety Action Plan. Next, she provided an overview of three Traffic Incident Management training course tracks, as well as attendance for each of the courses. She noted that attendance for specific agencies are available in the report and added that attendance is one of the scoring components for an upcoming Incident Management Equipment Purchase Call for Projects. An overview was also provided of hazardous material data for incidents that occurred along limited access facilities within the 16-county region. Incidents increased from 2017 to 2018. Next, she provided information about the Regional Roadside Assistance Patrol Program. Areas where assistance is focused, the number of assists, and types of assists were highlighted. Ms. Fountain also provided data on the Wrong-Way Driving Mitigation Program which is focused on reducing the number of high-speed collisions on regional limited access facilities by installing wrong-way driving countermeasures and roadway improvements. Phase 1 and Phase 2 efforts were discussed. She added that NCTCOG recently released a Request for Information, in partnership with TxDOT and NTTA, requesting a proven technology to detect and verify wrong-way drivers. Wrong way driving crash rates were also highlighted. From 2014-2018, there was an 9.2 increase for the 12-county metropolitan planning area but crashes only increased by 3 percent from 2017-2018. Also highlighted were crashes in which at least one driver was under the influence of alcohol, drugs, or medication. From 2014-2018, the number of impaired driver crashes has increased approximately 5 percent overall. She noted that 2018 data includes data for which all three contributing factors compared to previous reports that only included primary contributing factors. Motorcycle injury data was also presented, with nearly 11,000 injuries sustained by those riding motorcycles over the past five years. While motorcycle injuries represent less than 1 percent of all motorist injuries, they account for 25 percent of fatalities and 20 percent of serious injuries. In closing, Ms. Fountain provided information about the upcoming November 7, 2019, Executive Level Traffic Incident Management Course. Additional details about the performance measures presented were provided in Electronic Item 11.

12. **Fast Facts:** Nancy Luong highlighted current air quality funding opportunities for vehicles. In addition, she noted flyers, distributed at the meeting, that contained information about the Texas Emission Reduction Plan Light-Duty Motor Vehicle Purchase or Lease Incentive Program and the Texas Natural Gas Vehicle Grant Program. Additional information was provided at www.nctcoq.org/trans/quality/air/funding-and-resources/fundingvehicle.

Ms. Luong also highlighted upcoming Dallas-Fort Worth Clean Cities events. She noted that the North Central Texas Council of Governments (NCTCOG) will cohosting a meeting on October 10, 2019, with the Texas Natural Gas Vehicle Alliance. Details were provided at www.dfwcleancities.org/dfw-clean-cities-meetings.

Anthony Moffa noted that NCTCOG has organized Car Care Clinics for the past six years to encourage drivers to properly maintain their vehicles due to the positive effect on air quality. Three clinics are schedule in the region during October. Additional information was provided at www.ntxcarcare.org/.

Huong Duong noted that NCTCOG has been an affiliate of the Environmental Protection Agency (EPA) Smart Way Transport Program since 2006. Beginning in August 2017, EPA Smart Way decided to change its approach on outreach and asked affiliates to share Smart Way articles and resources to its region's groups and stakeholders through newsletters and social media related to a monthly theme. NCTCOG was recently recognized by EPA for continuing its efforts to promote and distribute EPA Smart Way information and resources for the program by sharing information about efficient freight information with participating groups and stakeholders.

Brian Wilson highlighted the 511DFW Fact Sheet provided in Electronic Item 12.1. He noted that fact sheets on this and other topics are available at www.nctcog.org/factsheets.

Nicholas Allen noted that a summary of transportation and air quality bills of interest that were approved during the 86th Texas legislature was provided in Electronic Item 12.2 and also available at www.nctcog.org/legislative.

Whitney Vandiver presented 2019 Air North Texas Clean Air Action Day results. On June 21, 2019, a total of approximately 2,800 clean air action commitments were documented from approximately 1,200 individuals that participated in the event. Ms. Vandiver thanked all partners who held events, as well as those who participated in other Clean Air Action Day events. Details were provided in Electronic Item 12.3.

Brian Wilson noted that a July online input opportunity was held July 15-August 28, 2019. Input was received on 2020-2022 Disadvantaged Business Enterprise goals and other transportation programs. A summary of public comments received was provided in Electronic Item 12.4. Mr. Wilson also announced the upcoming October 14 public meeting that will be held at 6 pm in the Transportation Council Room at NCTCOG. Staff will present information on the program of projects and clean vehicle funding opportunities. Details were provided in Electronic Item 12.5.

Victor Henderson noted that public comments received from July 20-August 18, 2019, from the general public were provided in Electronic Item 12.6.

Evan Newtown provided an update to the east/west funding equity report. With the final 2020 Unified Transportation Program (UTP) approved, Category 12 Clear Lanes and Category 12 Strategic Priority funding was awarded for various projects in the region, bringing the cumulative funding equity total to 26.91 percent for the western subregion and 73.09 percent for the eastern subregion. Details were provided in Electronic Item 12.7.

The current Local Motion was provided in Electronic 12.8, and transportation partner program reports were provided in Electronic Item 12.9.

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 October 25, 2019, at the North Central Texas Council of Governments.

The meeting adjourned at 3:15 pm.