

MINUTES

SURFACE TRANSPORTATION TECHNICAL COMMITTEE

May 26, 2017

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, May 26, 2017, 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: Micah Baker, Katherine Beck, David Boski, Kristina Brevard, Loyl Bussell, John Cordary Jr., Hal Cranor, Clarence Daugherty, Duane Hengst (representing Greg Dickens), David Disheroon, Massoud Ebrahim, Chad Edwards, Claud Elsom, Keith Fisher, Eric Fladager, Chris Flanigan, Ann Foss, Thuan Huynh (representing Gary Graham), Brian McNulty (representing Ron Hartline), Curvie Hawkins, Matthew Hotelling, Kirk Houser, Terry Hughes, Jeremy Hutt, Paul Iwuchukwu, Tom Johnson, Chiamin Korngiebel, Richard Larkins, Alonzo Linan, Paul Luedtke, Stanford Lynch, Ricky Mackey, Laura Melton, Lloyd Neal, Jim O'Connor, Kenneth Overstreet, Kevin Overton, Dipak Patel, Todd Plesko, Shawn Poe, John Polster, Tim Porter, Daniel Prendergast, Lisa Pyles, William Riley, Greg Royster, Moosa Saghian, Jeff Kelly (representing David Salmon), Lori Shelton, Walter Shumac III, Randy Skinner, Angela Smith, Chelsea St. Louis, Mark Titus, Gregory Van Nieuwenhuize, Daniel Vedral, Caroline Waggoner, Sam Werschky, Jared White, and Bill Wimberley.

Others present at the meeting were: Vickie Alexander, Gustavo Baez, Berrien Barks, Adam Beckom, Kenny Bergstrom, Natalie Bettger, Debby Bobbitt, Sheri Boyd, Jason Brown, Leah Brown, Ron Brown, John Brunk, Ken Bunkley, Sarah Chadderdon, Lori Clark, Shawn Conrad, Huong Duong, Marcos Fernandez, Martin Gonzalez, Jill Hall, Nicholas Hernandez, Rebekah Hernandez, Jesse Herrera, Chris Hoff, Madeline Hunter, Yagnesh Jarmarwala, Brandi Kelp, Dan Kessler, Chris Klaus, Garry Kraus, Sonya Landrum, April Leger, Chad Marbut, Mark Middleton, Mindy Mize, Michael Morris, Jenny Narvaez, Nick Page, Allix Philbrick, Vercie Pruitt-Jenkins, Chris Reed, Russell Schaffner, Daniel Snyder, Shannon Stevenson, Neil Strassman, Dean Stuller, Sherry Unger, Mitzi Ward, and Karla Weaver.

1. **Approval of April 28, 2017, Minutes:** The minutes of the April 28, 2017, meeting were approved as submitted in Reference Item 1. Jim O'Connor (M); John Polster (S). The motion passed unanimously.
2. **Consent Agenda:** There were no items on the Consent Agenda.
3. **Transportation Alternatives Set-Aside Program Project Selection:** Karla Weaver presented information regarding the Transportation Alternatives Set-Aside Program (TA Set-Aside) applications received and evaluation process. The TA Set-Aside Program is included in the current federal transportation funding bill, Fixing America's Surface Transportation (FAST) Act. States are required to suballocate funds to regions based on population primarily to support multimodal bicycle- and pedestrian-type projects. Projects in the Texas Department of Transportation (TxDOT) Dallas District, Paris District, and portions of the Fort Worth District were eligible for funding. Eligible project activities included: 1) Active Transportation and 2) Safe Routes to School. A total of \$27 million in TA Set-Aside funding was available for Fiscal Years (FY) 2016-2019, with approximately \$9 million available in the western subregion and \$18 million available in the eastern subregion. Details of available funding were provided in Electronic Item 3.1. Project maximums were set at \$5 million per project and minimums at \$150,000 per project in federal funding award. Ms. Weaver reviewed the evaluation and scoring criteria for both Active Transportation and Safe Routes

to School projects. Additional considerations were also highlighted. The evaluation/scoring criteria and additional considerations were previously approved and details were provided in Electronic Item 3.1. A total of 61 applications were received for a total request of approximately \$56.3 million. Recommended projects and detailed scoring information were provided in Reference Item 3.2. It was noted that no projects were submitted in the TxDOT Paris District. Shaded projects were recommended to have reduced funding based on ineligible expenses or various cost factors. Reduced amounts were confirmed with agencies. In the TxDOT Fort Worth District, four Active Transportation projects were recommended for funding at approximately \$7.8 million and 12 Safe Routes to School projects were recommended for approximately \$7 million. In the TxDOT Dallas District, eight Active Transportation projects were recommended for funding at approximately \$14 million and ten Safe Routes to School projects were recommended at approximately \$5 million. Overall, approximately \$14.8 million was recommended in federal funding for the TxDOT Fort Worth District and approximately \$19.3 million in the TxDOT Dallas District for a total of approximately \$34.2 million. The total recommended funding includes the use of TA Set-Aside carry over funds at the regional equity percentages of 34 percent in the west and 66 percent in the east. Also included are additional Congestion Mitigation and Air Quality Improvement Program funds that would have come out of the larger pools of funds available to the TxDOT Fort Worth and Dallas Districts. The schedule for the effort was reviewed, which included public meetings in early May. Electronic Item 3.3 contained comments of support for one of the projects proposed for funding. A motion was made to recommend Regional Transportation Council approval of proposed projects to be funded through the 2017 Transportation Alternatives Set-Aside Program as detailed in Reference Item 3.2, which includes the use of a combination of Transportation Alternatives Set Aside funds and Congestion Mitigation and Air Quality Improvement Program funds, and the ability to administratively amend the Transportation Improvement Program/Statewide Transportation Improvement Program and other documents as appropriate to include related projects. John Polster (M); Daniel Vedral (S). The motion passed unanimously.

4. **Metropolitan Transportation Plan Policy Bundles, Transportation Development Credits, and Early Partnerships:** Adam Beckom provided an overview of the Metropolitan Transportation Plan (MTP) Policy Bundle process. A total of 17 agencies submitted responses to the MTP Policy Bundle survey and of those submittals, 11 agencies met the policy requirements. Staff proposed to allocate Transportation Development Credits (TDCs) in three levels based on population: 1) 8 million TDCs each to the Cities of Dallas and Fort Worth and the Fort Worth Transportation Authority, 2) 5 million TDCs each to the Cities of Arlington and Plano, and 3) 3 million TDCS each to the Cities of Grapevine, McKinney, Lewisville, Mesquite, and Richardson and the Denton County Transportation Authority. In order to utilize the credits, agencies must contact Transportation Improvement Program staff members. TDCS must be used on new projects that have not previously been selected for funding, including Transportation Alternative Program projects presented earlier in the meeting. Mr. Beckom highlighted the process for Fiscal Year 2018 MTP Policy Bundle submissions. To be considered, agencies must submit responses to the survey. Current agencies that applied this year must resubmit. The early submittal deadline is February 2, 2018, and the deadline for the complete survey is March 2, 2018. Submission forms are available at www.nctcog.org/trans/mtp/policybundle/.

Michael Morris presented a proposed partnership with the City of Dallas for the construction of the IH 35E deck plaza. The Texas Department of Transportation (TxDOT) has awarded a contractor for the Southern Gateway. As part of the reconstruction of IH 35E, the City of Dallas is proposing the construction of a deck plaza over IH 35E from Marsalis Avenue to

Ewing Avenue. In order to include the deck plaza component in the larger reconstruction project, TxDOT requires a City funding commitment by June 28, 2017. The RTC previously approved up to \$40 million in federal funds to help the City fund the project with a 20 percent local match requirement. The City of Dallas bond program was originally scheduled to be on the ballot in May 2017, prior to the TxDOT deadline, but the bond program has been delayed. In order to meet the June 28, 2017, deadline, staff recommended a partnership to serve as a contingency. The partnership would allow the City of Dallas to use its TDCs mentioned earlier in the presentation as its local match with the commitment that the project be placed on the future City of Dallas bond program in November. Upon approval of the City's bond program, the TDC match will be removed and replaced with a local cash match. The Southern Gateway deck plaza design concept and costs were reviewed. The project will include the north half of the deck plaza and all foundations. If the City desires to include the fire suppression/ventilation betterment (which is not necessary), local costs will increase. This information was presented and agreed to by the Dallas City Council. Staff proposed to proceed with the following option: 1) the RTC contributes approximately \$35 million in federal funds temporarily, 2) the City of Dallas utilizes its TDCs temporarily, and 3) upon approval of the City's bond program, the TDC match will be removed and replaced with a local cash match, thereby reducing the RTC's commitment to approximately \$28 million. Mr. Morris noted that other agencies qualifying for TDCs were encouraged to contact staff to discuss the use of their TDCs. The City of Grapevine has already contacted staff to discuss potential projects on which to utilize its TDCs. Clarence Daugherty asked if there was an anticipated contingency if the City of Dallas' bond program was unsuccessful. Mr. Morris noted that the North Central Texas Council of Governments would come back to the Surface Transportation Technical Committee and Regional Transportation Council if the bond program did not pass. A motion was made to recommend Regional Transportation Council approval of staff's recommendation for distributing TDCs to qualifying agencies and the proposed partnership with the City of Dallas for the construction of the IH 35E deck plaza (Southern Gateway project) as detailed in Reference Item 4. In addition, the motion included approval to administratively amend the 2017-2020 Transportation Improvement Program/Statewide Transportation Improvement Program and other planning/administrative documents to incorporate the changes. John Polster (M); Dan Vedral (S). The motion passed unanimously.

5. **Draft FY2018 and FY2019 Unified Planning Work Program, Including Studies Proposed for Funding Through the 2017-2018 CMAQ/STBG Funding Program:** Vickie Alexander presented a summary on the development of the proposed FY2018 and FY2019 Unified Planning Work Program (UPWP). Development of the document is a cooperative effort with local governments and transportation agencies in the region. In February 2017, correspondence was sent to local partners seeking regional project ideas or technical assistance needs from the North Central Texas Council of Governments (NCTCOG). As the document is developed, staff must ensure that NCTCOG meets the requirements of the current surface transportation bill, Fixing America's Surface Transportation (FAST) Act. In addition, the document must address federal planning factors and emphasis areas. The UPWP documents activities to be carried out by the Metropolitan Planning Organization (MPO) utilizing federal transportation formula funds over the specified timeframe. Although not a requirement, NCTCOG also includes in the document all work activities carried out by the MPO, some of which are supported by non-USDOT funding. Ms. Alexander reviewed the format of the UPWP that includes an introduction and five major tasks. Within each task are subtasks containing between 150 and projects to be conducted. For the draft FY2018 and FY2019 UPWP, a total of 23 project submittals were received from 12 agencies. Of the 23 projects, 19 projects are recommended for inclusion in the document, and 4 projects are

not recommended. A summary of the submittals received and staff recommendations were provided in Electronic Item 5. Ms. Alexander highlighted some of the major emphasis areas contained in the document, including Mobility 2045 development, air quality conformity, and development of the 2019-2022 Transportation Improvement Program. Also included is enhancement of the regional travel demand model, automated vehicle technology, freight planning, high-speed rail, and development of performance measures. In addition, the document includes two proposed studies for: 1) Harry Hines Boulevard Corridor and 2) MATA M-line Extension recommended through the 2017-2018 Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Surface Transportation Block Grant Program (STBG) Funding Program.

Adam Beckom provided additional information on items proposed through the CMAQ/STBG Funding Program for Planning and Other Studies. The purpose of the funding program is to provide funding for planning and feasibility studies to examine future project scenarios. Initially, two requests were received. However, staff has received a third request. Studies include the Harry Hines corridor conceptual study and preliminary design to look at options for multimodal transportation opportunities along the corridor. Staff proposed up to \$1 million for the effort. The second request is the McKinney Avenue Transit Authority M-Line Extension feasibility study for alignments and stops along the corridor. Staff also proposed \$1 million for the effort. The third item proposed is the Dallas-Fort Worth Core Express Service high-speed rail project contingency to be used in the event American Recovery and Reinvestment Act funds from the Federal Railroad Administration expire prior to completion of the Environmental Impact Statement on the project. Staff proposed \$2 million for the effort. Mr. Beckom noted that the \$2 million is in addition to the \$3 million previously approved for the high-speed rail contingency. Staff also proposed a 20 percent local match or a Metropolitan Transportation Plan Policy Bundle Transportation Development Credit match to the federal funds.

Vickie Alexander noted that the UPWP document is being developed ahead of the agency budget, so programming amounts may change before approval of the document is requested. Staff anticipates having approximately \$5.6 million in Federal Transit Administration 5303 funds based on the region's current allocation plus a small increase through the FAST Act. In addition, approximately \$15 million in Federal Highway Administration PL funds are anticipated. Approximately \$5.9 million in FY2017 carry over funds are also anticipated. As a result, the total amount of Transportation Planning Funds estimated to be available for the FY2018 and FY2019 UPWP is estimated at \$26.5 million. Staff anticipates approximately \$22.7 million in expenditures, leaving a PL balance of \$3.7 million to carry over to Fiscal Year (FY) 2020. The development schedule was reviewed, and it was noted that the draft FY2018 and FY2019 UPWP would be due to the Texas Department of Transportation (TxDOT) in early June for review and comment, with the final document due to TxDOT by August 1. A copy of the draft document will be provided to members once it is provided to TxDOT. John Polster noted the Denton County Transportation Authority study request that explores options for introducing commuter rail parallel to the US 380 corridor and asked for clarification. Kristina Brevard noted she would discuss with Mr. Polster following the meeting. In addition, John Polster discussed the Regional Outer Loop. He noted he was under the impression that Collin County was pursuing legislation to have TxDOT and the MPO study the Outer Loop in multiple counties. He asked if this was documented in the UPWP or if it will only be addressed in Mobility 2045. Michael Morris discussed the use of transportation revenues from the previous Blacklands Corridor to refocus on transportation needs in Collin County. The focus on the Regional Outer Loop is the northern section, and the eastern section is being reviewed as

part of the effort for north/south roadways in Collin County. The efforts are funded through the Surface Transportation Program and recorded in the UPWP as the Collin County Strategic Transportation Initiative. Mr. Polster noted that Denton County recently passed its thoroughfare plan which includes the Regional Outer Loop and discussed funds allocated by the RTC through the 10-Year Plan to assist in establishing the corridor. Mr. Morris noted that staff continues to work on projects approved through the 10-Year Plan and efforts over the summer will be focused on slotting the projects into the appropriate years for implementation. Chad Edwards asked about the Transit Onboard Survey and noted it is not listed in the project submittals, but is referenced in the staff recommendations for one of the projects submitted by DCTA, the Community Demographic study. Ms. Alexander noted that several surveys are included in the proposed Work Program and DCTA's request will be incorporated as a component of the Transit On-board Survey identified by NCTCOG staff to begin in late FY2019.

6. **Congestion Mitigation and Air Quality Improvement Program/Surface Transportation Block Grant Program: Transit Program:** Adam Beckom discussed proposed projects to be funded through the Transit Program of the Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Surface Transportation Block Grant Program (STBG) Funding Program. The purpose of the Transit Program is to assist regional partners with innovative transit projects and provide alternative modes of transportation throughout the region. At the time of the meeting, six projects were proposed for a total of approximately \$128 million: 1) \$100 million for the Cotton Belt Corridor Regional Rail Project (#4) from DFW Terminal B to Shiloh Station in Plano, 2) \$2.8 million for 7th Street district circulator electric buses and charging stations in Fort Worth, 3) \$13 million for high-intensity bus pilot service on IH 30 from the western terminus of IH 30 managed lanes to downtown Dallas, 4) \$1 million for IH 35W high-intensity bus pilot service from the Fort Worth Intermodal Transportation Center to Texas Health Presbyterian Park-n-Ride in Denton 5) \$700,000 for a legacy transportation management association, and 6) \$ 11 million for the Carpenter Ranch Station on the Orange Line in Irving. Mr. Beckom highlighted the schedule noting that action on the proposed projects would be requested at the June 2017 meeting.
7. **High-Speed Rail:** Michael Morris provided an update on high-speed rail efforts between Dallas and Fort Worth. Regarding federal initiatives, conversations are continuing regarding the environmental review by the Federal Railroad Administration and the Texas Department of Transportation (TxDOT) that is funded with American Recovery and Reinvestment Act (ARRA) funds. The ARRA funds expire in 2017 and staff has been working with the Congressional Delegation regarding an extension. If an extension is not granted, a contingency has been approved that would allow the contractors to complete the environmental review. Legal staffs in Dallas and Fort Worth have been working on a local government corporation as a contingency in the event TxDOT does not receive federal funding to build the high-speed rail project. In addition, he noted staff has reached out to the Congressional Delegation regarding funding and the best path forward to complete the Environmental Impact Statement. Staff is also continuing efforts related to the alternatives analysis report and the sensitivity of high-speed rail routes through the region. Mr. Morris also discussed the role of other high-speed rail technologies. There is interest in a 30-mile test track and the distance between Dallas, Arlington, and Fort Worth provides an option for this type of high-speed rail technology testing. Because of the one-seat ride policy, similar technology as the Houston to Dallas high-speed rail corridor is preferred. Staff is also reviewing the path forward to advance more positive conversations with the State Legislature and in the summer will bring back results of the conversations with the Secretary of Transportation and Federal Railroad Administration offices, as well as alignment options.

Ridership forecasts have been conducted by NCTCOG and outside entities and those estimates are anticipated to be released over the summer. Also, the private sector continues to be interested in high-speed rail within the region. Staff will continue to provide updates regarding high-speed rail efforts.

8. **Legislative Update:** Rebekah Hernandez provided an update on federal legislative actions related to transportation and air quality issues affecting the Dallas-Fort Worth area. She noted President Trump recently released his budget request to Congress that covers FY2018 plus the next ten years. Under this request, the United States Department of Transportation discretionary funding would be cut from \$18.6 billion to \$16.2 billion in 2018. The budget also adheres to the Fixing America's Surface Transportation (FAST) Act Highway Trust Fund authorization levels, but reduces by approximately half the amounts from the General Fund. In addition, there are no funds requested for Transportation Investments Generating Economic Recovery (TIGER) grants. The proposed budget also cuts the Federal Transit Administration's Capital Investment grants from \$2.3 billion in 2017 to a request of \$1.2 billion for 2018 and the program is phased out over the next ten years. The budget request does include \$5 billion for the President's infrastructure initiative in FY2018 and \$200 billion over the next ten years. Four key principles were released for the infrastructure initiative: 1) focus on federal funds on the most transformative projects, 2) increased federal government support for communities and moving communities toward their own independence, 3) aligning infrastructure investment with entities best suited to provide efficient investment, and 4) leveraging the private sector. Ms. Hernandez also provided an overview of recent actions in the 85th Texas Legislature. Relevant deadlines were reviewed. Related to transportation funding, Senate Bill (SB) 1 includes \$28.4 billion for Texas Department of Transportation (TxDOT) funding for two years and was pending House and Senate approval. The House and Senate reached a compromise regarding Proposition 7 funds and proposed to delay a \$1.6 billion transfer of Proposition 7 funds to the State Highway Fund until the next fiscal year and the use of up to \$1 billion in rainy day funds for the funding gap. Related to air quality, she noted many bills previously highlighted were not approved. SB 26 that would update and extend the Texas Emissions Reduction Program (TERP) was updated and amended onto House Bill (HB) 2305, and was placed on the House Calendar. Related to the Low-Income Repair and Replacement Assistance Program (LIRAP) and Local Initiative Projects, HB 2321 that would modernize the program and HB 402 that would expand LIP had no action. Regarding emissions, HB 2568 that would have ended the motor vehicle emissions inspection also had no action. Of the over 20 high-speed rail bills filed, SB 975 related to security measures and SB 977 that would prohibit State money for high-speed rail operated by a private entity have been sent to the Governor. HB 2861, related to Comprehensive Development Agreements, did not pass on the House floor. The TxDOT Sunset Bill, SB 312, includes limiting toll language and was in Conference Committee. Additional topics of interest were also summarized. SB 385 that would require voter approval for acceptance/use of federal funds for commuter rail projects had no action. SB 2205 that would create automated vehicle driving regulations and HB 100 that would regulate transportation network companies (Uber/Lyft) were sent to the Governor. Related to safety, HB 62 that would prohibit texting while driving was sent to the Governor and SB 1588 that would end safety inspections had no action. Bills related to aviation/unmanned aircraft include HB 1643 and HB 1424 that would prohibit the operation of unmanned aircraft over certain structures and images that are captured. The bills passed both chambers and were placed on the House Calendar. SB 840, regarding captured images, was expected to be sent to the Governor. Related to military installations and land use, SB 277 was in Conference Committee. HB 890 would require real estate disclosures near military bases and was signed by the Governor. Ms. Hernandez noted that once final

actions have been taken, a summary of all bills will be provided to members and posted online. John Polster asked the status of the small cell bill that would allow communication companies to place equipment on city infrastructure. Ms. Hernandez noted that the bill was approved by both the House and Senate and would likely pass. Members also asked how SB 26 would impact TERP if it did not pass. Ms. Hernandez noted that portions of the program have different expirations and some would be eliminated. Clarence Daugherty asked if SB 2205 related to unmanned aircraft regulations was concerning. Staff noted that there were no significant concerns, but discussed how the bill may impact the creation of city ordinances for unmanned aircrafts.

9. **Mobility Plan Status Report:** Kevin Feldt presented a status report on the development of Mobility 2045. Mobility 2045 will include Fixing America's Surface Transportation (FAST) Act requirements, new State requirements resulting from the 85th Texas Legislature, consistency with the Statewide Freight Plan, and the adopted 10-Year Plan. Latest project development and planning initiatives will be included such as consistency with federal environmental documents, high-speed rail, modern people movers, and emerging technologies. Mobility 2045 will have a base year of 2018 and a horizon year of 2045. Staff will use this opportunity to restart the four-year requirement of the Mobility Plan. North Central Texas Council of Governments staff will begin coordinating with regional Texas Department of Transportation districts, transportation authorities, local governments, and the public. An online submission form is available for agencies to submit projects at www.nctcog/mobilityplan. Agencies must contact staff for a username and password. The deadline for project submissions is August 31, 2107.

Natalie Bettger provided an overview of managed lane performance data for the two privately owned facilities in the region, the North Tarrant Express and LBJ Express. She noted that additional details were presented at the May 11 RTC meeting and were available by accessing the meeting video online. Staff is working with the Texas Department of Transportation to get similar data for TxDOT-operated managed lane facilities. LBJ Express opened in September 2015 and the North Tarrant Express opened in October 2014. The two facilities include approximately 26.6 centerline miles and cost about \$4.7 billion to build with a public contribution of \$1.1 billion. The benefit of private-sector operation of the facilities is that maintenance costs and additional capacity improvements are the responsibility of the private sector operator and the facilities also provide revenue bands. Ms. Bettger noted that the projects would not have been built if it were not for the private-sector partnerships. An overview of performance data was provided. In the general purpose lanes, volumes have increased by approximately 10 percent. As the volumes have increased, there has also been a reduction in congestion from 29 percent to 8 percent. The managed lanes speed limits have an option of up to 75 miles per hour in some locations and the majority of the revenue, approximately 67 percent, is collected during the peak periods. Of the 7 million that live in the region, over 4 million different users have used the facilities since they have opened. Approximately 15 percent of the vehicles are luxury vehicles with the majority vehicle models being Toyota, Ford, and Honda. In addition, approximately 70 percent of users rate the facilities as favorable. On a daily basis, approximately 500,000 users access the facilities with an average monthly bill of \$10. Chad Edwards discussed the 60 miles per hour speed limit on IH 30 managed lanes and asked if there is an opportunity to increase the speed limit. Staff indicated that the request would be noted to the Texas Department of Transportation.

10. **Dallas-Fort Worth Clean Cities Annual Report Results:** Kenny Bergstrom highlighted results of the 2016 Dallas-Fort Worth Clean Cities (DFWCC) Annual Report. As part of the

Department of Energy's (DOE's) initiative to increase energy security and reduce petroleum consumption in the transportation sector, every spring Clean Cities coalitions collect data from public and private sector fleets. The North Central Texas Council of Governments (NCTCOG) manages the DFW Clean Cities Coalition and requests that annual reports are due by March 1, which covers activities in the previous calendar year. The DOE has a goal to save 2.5 billion gallons of petroleum annually by the year 2020. To help contribute to those effort, NCTCOG has a goal to increase its petroleum reduction by 15 percent each year. Details regarding the gallons of gasoline equivalents as well as the pollution reductions were summarized. Detail on past reports, analytics, and a complete breakdown of entities that submitted data are available at www.dfwcleancities.org/annualreport. In addition, he noted that NCTCOG did not reach its goal of a 15 percent increase in reduction of petroleum. In order to meet the goal to increase petroleum reduction by 15 percent, NCTCOG staff will continue efforts to obtain more accurate data from fleets and increase outreach efforts. Mr. Bergstrom discussed how this effort relates to Regional Transportation Council funding eligibility. Entities are asked to adopt the Clean Fleet Policy, become a DFWCC member, and submit annual reporting. Reporting serves to illustrate compliance with the Clean Fleet Policy. In order to be eligible for clean vehicle funding, entities must have both adopted the clean fleet policy as well as submitted an annual report. In addition to funding eligibility, fleets may also receive recognition for their efforts through the Dallas-Fort Worth Clean Cities Outstanding Fleet recognition program. Mr. Bergstrom noted that 12 entities were recognized last year. He reminded members that the emissions reduced through these initiatives are important and aid in transportation conformity efforts for the region.

11. **Technology Instructions for Participating in the June 23 Meeting Remotely:** Michael Bort provided information and instructions for optional remote participation by Surface Transportation Technical Committee (STTC) members in the June 23, 2017, STTC meeting. In order to support Clean Air Action Day, a WebEx option will be provided so STTC members can participate in the June 23, 2017, meeting remotely. Necessary equipment include a computer, a telephone, the WebEx meeting invitation, and the conference call-in number and pin. Members were asked not to share WebEx invitation with those other than STTC members. Slides showing instructions and directions for ensuring accurate meeting attendance and voting was provided. Members were welcomed to attend in person or remotely.
12. **Fast Facts:** Kimberlin To reminded members of the upcoming Clean Air Action Day, June 23, 2017. Surface Transportation Technical Committees members were provided an option to participate remotely and were also encouraged to host Clean Air Action Day challenges within their organizations and become Air North Texas partners. Details were provided in Electronic Item 12.1.

Daniel Snyder noted the 2016 Bicycle and Pedestrian Traffic Count Report was provided to members in Electronic Item 12.2. The report includes data collected on bicycle and pedestrian facility usage throughout the region.

Shawn Conrad noted Safe Routes to School brochures containing information about the nationwide initiative that is focused on encouraging and enabling more children to safely walk and bicycle to school was provided in Electronic Item 12.3. The brochure includes information on how to start a Safe Routes to School program and safety tips. Additional information is also available at www.nctcog.org/schools.

Kimberlin To announced the upcoming Compressed Natural Gas Station Safety and Inspection Training scheduled for June 1, 2017, at the Dallas Fort Worth International Airport Fire Training and Research Center. Additional details regarding the training, including registration information, was provided in Electronic Item 12.4.

Huong Duong noted the North Central Texas Council of Governments (NCTCOG) is one of nine organizations nationwide to be named an Environmental Protection Agency 2017 SmartWay Affiliate Challenge Award Honoree for efforts to reduce truck emissions and improve the efficiency of freight movement. Details were provided in Electronic Item 12.5.

Allix Philbrick highlighted current air quality funding opportunities for vehicles. The Environmental Protection Agency has released a request for proposals for its Clean Diesel Funding Assistance program. The program is aimed at replacing repowering or upgrading heavy-duty diesel equipment or vehicles. NCTCOG is submitting a proposal on behalf of local governments in the region who are interested in being included. Details were provided in Electronic Item 12.6.

Jenny Narvaez presented the ozone season update. As of the date of the meeting, the region had experienced three exceedance days and the current design value was 77 parts per billion. Staff will continue to provide updates to members throughout the ozone season. Details were provided in Electronic Item 12.7.

Jenny Narvaez also reminded members of the Southern Transportation and Air Quality Summit scheduled for August 29-30, 2017. Details were provided in Electronic Item 12.8.

Carli Baylor noted that a meeting summary of the topics discussed at the April 12 public meeting were provided in Electronic Item 12.9. Topics included the Texas Department of Transportation's American with Disabilities Act accessibility program, various funding partnerships, and an air quality update.

The current Local Motion was provided in Electronic Item 12.10, and transportation partner progress reports were provided in Electronic Item 12.11.

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 June 23, 2017, at the North Central Texas Council of Governments.

The meeting adjourned at 3:25 pm.