

## MINUTES

### **SURFACE TRANSPORTATION TECHNICAL COMMITTEE January 27, 2017**

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, January 27, 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: Antoinette Bacchus, David Boski, Kristina Brevard, Keith Brooks, Mohammed Bur, Loyl Bussell, Kent Collins, John Cordary Jr., Hal Cranor, Clarence Daugherty, David Disheroon, Chad Edwards, Keith Fisher, Eric Fladager, Chris Flanigan, Ann Foss, Robyn Root (representing Gary Graham), Brian McNulty (representing Ron Hartline), Michael Hasler, Curvie Hawkins, Matthew Hotelling, Terry Hughes, Paul Iwuchukwu, Tim James, David Jodray, Tom Johnson, Sholeh Karimi, Chiamin Korngiebel, Paul Luedtke, Edward Haas (representing Stanford Lynch), Yang Jin (representing Srin Mandayam), Lloyd Neal, Mark Nelson, Jim O'Connor, Kevin Overton, Dipak Patel, Todd Plesko, Shawn Poe, Daniel Prendergast, Lisa Pyles, William Riley, Moosa Saghian, Jeff Kelley (representing David Salmon), Robert Woodbury (representing Elias Sassoon), Lori Shelton, Walter Shumac III, Randy Skinner, Angela Smith, Chelsea St. Louis, Mark Titus, Gregory Van Nieuwenhuize, Caroline Waggoner, Jared White, Bill Wimberley, and Mykol Woodruff.

Others present at the meeting were: Vickie Alexander, Morgan Bailie, Tom Bamonte, Carli Baylor, Adam Beckom, Kenny Bergstrom, Natalie Bettger, Jason Brown, Leah Brown, Ron Brown, Ken Bunkley, Pamela Burns, Shawn Conrad, Jerry Cotter, Matt Craig, Brian Dell, Julie Dunbar, Huong Duong, Craig Elliott, Kevin Feldt, Marcos Fernandez, Brian Flood, Chris Funches, Martin Gonzalez, Christie Gotti, Wade Haffey, Jill Hall, Fola Hammones, Heather Haney, Duane Hengst, Rebekah Hernandez, Jesse Herrera, Chris Hoff, Yagnesh Jarmarwala, Dan Kessler, Ken Kirkpatrick, Chris Klaus, Dan Lamers, April Leger, Amanda Long-Rodriguez, Alfred Luera, Nancy Luong, Edith Marvin, Mark Middleton, Mindy Mize, Nick Page, David Plutowski, Chris Reed, Amy Rideout, Kevin Robenhymmer, Rylea Roderick, Kyle Roy, Russell Schaffner, Kelli Schlicher, Neil Strassman, Gerald Sturdivant, Sandy Wesch, Elizabeth Whitaker, Amanda Wilson, Brian Wilson, and Kate Zielke.

1. **Approval of December 2, 2016, Minutes:** The minutes of the December 2, 2016, meeting were approved as submitted in Reference Item 1. Kristina Brevard (M); Tim James (S). The motion passed unanimously. Tim James noted discussions at the December 2, 2016, meeting regarding the Regional 10-Year Plan and Next 10 Years of Projects. He requested that in the future, when the Surface Transportation Technical Committee (STTC) makes a motion that includes specific language or comments, that the specific language or comments are conveyed to the Regional Transportation Council (RTC) when the item is presented so that the RTC is aware that STTC had specific recommendations in addition to the original motion.
2. **Consent Agenda:** The following item was included on the Consent Agenda.
  - 2.1. **Unified Planning Work Program Modifications:** A motion was made to recommend Regional Transportation Council approval of modifications to the FY2016 and FY2017 Unified Planning Work Program included as Reference Item 2.1.1. Additional information was provided in Electronic Item 2.1.2.

Jim O'Connor (M); Tim James (S). The motion passed unanimously.

3. **Endorsement of High-Speed Rail Environmental Backstop:** Michael Morris presented the Regional Transportation Council's action to endorse a high-speed rail backstop. The Texas Department of Transportation (TxDOT) is conducting the High-Speed Rail Environmental Impact Study using American Reinvestment and Recovery Act (ARRA) funds that expire on September 30, 2017. TxDOT Austin contacted the North Central Texas Council of Governments (NCTCOG) regarding its opinion on completing the EIS for the high-speed rail line between Dallas and Fort Worth. The Federal Railroad Administration is concerned that the EIS will not be completed by the deadline to expend ARRA funds. To prevent EIS efforts from being on hold, RTC staff committed \$3 million to backstop ARRA funding if the funding source is not available to complete the Record of Decision on the project. This will allow the current engineers to continue is work on the EIS, uninterrupted. At its January 12, 2017, meeting, the RTC approved staff's commitment and signed a letter certifying its support to use the funds if necessary to ensure the EIS is completed. A copy of the letter was provided in Reference Item 3. A total of \$3 million was approved to backstop the ARRA funds. It is possible that the deadline for ARRA funds will be extended and the backstop will not be necessary. A motion was made to endorse Regional Transportation Council action to use approximately \$3 million in Surface Transportation Program funds to backstop American Recovery and Reinvestment funds for the Environmental Impact Study on the high-speed rail line between Dallas and Fort Worth, if needed. Paul Luedtke (M); Mark Nelson (S). The motion passed unanimously.
4. **Texas Department of Transportation 100 Year Anniversary:** Surface Transportation Technical Committee Chair Loyl Bussell introduced a video celebrating the 100 year anniversary of the Texas Department of Transportation (TxDOT). He noted he was proud to be part of an agency that considers safety a priority and works to develop solutions for transportation, and expressed his appreciation for entities in the region and their partnership to help move transportation forward. Mo Bur noted the new TxDOT mission statement; "Through collaboration and leadership, we deliver a safe, reliable, and integrated transportation system that enables the movement of people and goods". He added, he believes the mission statement embodies the goals of the Regional Transportation Council and Surface Transportation Technical Committee. He noted the region is a great example for the rest of the state and other metropolitan planning organizations. Loyl Bussell noted an official kick-off celebration will be held at the Transportation Forum in Austin on February 6-7, 2017. April 4, 2017, is the actual anniversary date. There will be events scheduled for that date in Austin, as well as events throughout the state during 2017.
5. **Statewide Inundation Mapping Program: Sharing Watershed Data for Improved Transportation Design:** Jerry Cotter, Chief of Water Resources, United States Army Corps of Engineers (USACE), presented information on the activities of the Federal Interagency Team known as Interagency Flood Risk Management (InFRM) and how those activities could help impact transportation infrastructure. The first initiative is meteorology to determine future rainfall amounts and intensities. Nationally, the country is shifting to National Oceanic and Atmospheric Administration (NOAA) Atlas 14 that shows precipitation frequency intensity estimates for 1 through 1,000 years in durations of 5 minutes to 60 days. This information can be used for infrastructure design and flood studies. The information will be available via a state of the art website and will be able to be imported into water analysis applications and programs. The project funding and schedule for this initiative was highlighted. The next initiative, watershed hydrology, is related to runoff once the rainfall is received. InFRM, an interagency group of scientist and engineers, has been formed to help decrease the uncertainty regarding how much water will show up at various types of infrastructure such as roadways and bridges. Watershed hydrology assessments are being developed, as well as inundation mapping that will be available online. Mr. Cotter highlighted

stages of development for various locations in the state. The assessments estimate discharges for various time periods for both existing and future conditions, as well as climate change impacts. For example, data is available for the 100 year existing, future, and future with climate change. He discussed the 2015 flooding in Wimberley and the impact, uncertainty, and risk of changing data and analysis. Watershed hydrology assessments, incorporated with statistical hydrology, creates an improved estimate of how much water will arrive at specific areas. These models will produce data that will be published on the United States Geological Survey website and may be useful for transportation and infrastructure design groups. The last effort highlighted was the development of inundation mapping products for Texas. Inundation maps are geared towards emergency managers, but may benefit transportation entities. The online inundation maps will estimate how deep water is anticipated to be during real-time flood events to help entities manage their transportation network. A library will be created for each location and show water levels in various intervals. The National Weather Service generates forecasts every 12 hours and this information will be used to update the website so that the appropriate map for the depth being forecasted is updated. Data will include depths predicted and the timing, and could help with road closures and other infrastructure problems that are impacted by flooding. Clarence Daugherty asked what as the basis for predicting future conditions related to how cities plan to develop. Mr. Cotter noted the USACE has acquired land use projections for each city and placed the data into the hydrologic model. Estimates can then be determined based on the impacts of future development. Tim James asked how entities can access the inundation mapping. Mr. Cotter noted the website should be available in spring and the first products available near the end of September 2017.

6. **TEXpress Lanes Education Campaign:** Amanda Wilson provided an update on the TEXpress Lanes Education Campaign. In 2016, at the request of former Regional Transportation Council (RTC) Chair Mark Riley, a workshop was held with RTC members who identified messaging and communication needs to help the public better understand managed lanes. North Central Texas Council of Governments (NCTCOG) staff coordinated with public information officers from regional transportation agencies throughout 2016 and a communication plan was developed. Educational components are a focus of the campaign such as how the lanes are used, why the lanes are used, how individual lanes create a system, and how the lanes benefit the transportation system and economic development in the region. Key efforts include the use of real world testimonials, analogies, and humor to help the user understand the lanes. Public information officers and NCTCOG staff developed eight key talking points: 1) options for drivers who want a more reliable commute, 2) a reliable choice with a predictable travel experience, 3) lowers the stress of commuting, 4) produces far-reaching benefits, 5) easy to use, 6) TollTag, TxTag, or EZ Tag customers and carpoolers get the lowest toll rates, 7) payment is easy, and 8) corridors with TEXpress lanes have been improved or completely rebuilt. Ms. Wilson noted that the campaign includes two targeted audiences of the communications plan, which are stakeholders and the general public. Products include a presentation with a script, a pocket card highlighting the campaign, and a white paper focusing on the benefits of the lanes. Staff continues to reach out to economic development directors and are finalizing a myths and facts information card. In addition, real world testimonials, social media messages, short articles, humorous videos, and other educational elements have been developed. All of the material leads back to a regional website that contains a comprehensive list of information on the TEXpress lanes: [www.TEXpresslanes.com](http://www.TEXpresslanes.com). Staff will work to finalize the remaining elements of the communications plan and provide to RTC members through the website in an online toolkit. Additional real-world testimonials are needed, and members were encouraged to have interested individuals contact staff. NCTCOG staff will also work with partners to distribute information to the general public and with RTC members to schedule

events in their communities. Clarence Daugherty asked if staff is making a concerted effort to provide this information to legislators. Ms. Wilson noted that legislators are a main stakeholder in the campaign and that staff has been invited to present at an upcoming Transportation Advocates of Texas Transportation 101 session for legislators and staff.

7. **Fiscal Year 2017 Federal Highway Administration 10 Year Preliminary Engineering**

**Audit:** Adam Beckom presented an update on the latest developments regarding projects subject to the Fiscal Year (FY) 2017 Federal Highway Administration (FHWA) Preliminary Engineering (PE) Audit. The purpose of the FHWA PE Audit is to review all projects that have been funded with federal funds for engineering, but that have not moved on to the next phase of implementation. Once a project is obligated for PE funding, it must advance to another phase within ten years of the project obligation. Time extensions are allowed, but only for extenuating circumstances. Mr. Beckom noted that the PE Audit is independent of the federal inactive projects list. A total of ten projects in the region are subject to the PE Audit. The list of projects for the western subregion were provided in Electronic Item 7.1 and for the eastern subregion in Electronic Item 7.2. Of those projects, the Regional Transportation Council (RTC) has selected approximately \$3.5 million of the projects and the Texas Department of Transportation (TxDOT) approximately \$2.1 million, bringing the total to \$5.6 million of funding at risk. TxDOT district staff is working with implementing agencies to justify the need for time extensions, and North Central Texas Council of Governments (NCTCOG) staff is working with the agencies to monitor and track the projects through the MPO Milestone Policy effort. Mr. Beckom noted that agencies with projects on the list should advance the projects to the next phase no later than September 30, 2017. Substantial progress must be shown for an extension. Agencies should also actively coordinate with TxDOT and NCTCOG on project progress. If the next phase is not initiated by the deadline and a time extension is not granted, obligated funds must be repaid to the federal government. In FY2016, approximately \$1.6 million was lost in the region as a result of the PE Audit. Agencies can keep projects off of the PE Audit list by keeping project schedules realistic and achievable, coordinating with TxDOT on key project delivery steps, submitting invoices to TxDOT on a regular schedule, coordinating with TxDOT and NCTCOG for project guidance and assistance, and communicating project schedules frequently. NCTCOG staff is working with agencies who have projects on the FY2017 FHWA PE Audit list and are monitoring project delivery schedules on a regular basis. Through initiatives like the MPO Milestone Policy, NCTCOG staff hopes to identify projects that may be subject to the PE Audit before they make it on the list. Michael Morris discussed the federal funds that must be returned to TxDOT and asked TxDOT staff where the returned funds go and if they funds can be placed on other regional projects. Mo Bur noted that the funds would likely be returned to the Category the funds were allocated from, but that he would confirm this information.

8. **Clean Cities Annual Report and Fleet Recognition:** Pamela Burns provided an overview of the Dallas-Fort Worth Clean Cities (DFWCC) annual report and Clean Fleet Policy, and how this ties into larger air quality efforts of the Metropolitan Planning Organization. This is important because three policies in the Metropolitan Transportation Plan Policy Bundle are related to air quality, one of which addresses Clean Fleets. In order to be eligible for clean vehicle funding, entities must have both adopted and complied with the Clean Fleet Policy. In addition to funding eligibility, fleets may also receive recognition as an outstanding fleet for going above and beyond what other fleets in the region are doing. The Clean Fleet Policy not only assists with the air quality goals for the region, but also supports the mission of the United States (US) Department of Energy's (DOE) Clean Cities program by reducing petroleum and improving energy security. The DOE has set a goal of reducing petroleum consumption by 2.5 billion gallons per year by the year 2020. Current projections show that

Clean Cities programs are on track to meet that goal. In order to do so, the DOE has challenged each of the local coalitions to increase petroleum reduction by 15 percent each year. To demonstrate attainment of these goals, the DOE requires entities to submit annual reports. The report not only fulfills the DOE requirement, but also serves as compliance with the Clean Fleet Policy in the region. Reports are due annually on March 1 and cover the previous calendar year. The data collected for 2015 shows that the region saved over 23 million gallons of petroleum. Alternative fuel vehicles accounted for the largest portion of reduction. The Clean Fleet Policy provides a framework for reducing emissions, improving economy, partnering with the North Central Texas Council of Governments and Clean Cities on clean vehicle activities, as well as training staff on air quality and petroleum reduction goals. The annual report allows for reporting on each of these activities that contribute to the goals. The reports are then scored by NCTCOG staff to provide recognition for those fleets who are exceeding other fleets in their efforts. Three levels of award are possible: 1) bronze, 2) silver, and 3) gold. Outstanding fleets were recognized at the December 2016 annual Clean Cities meeting. The Cities of Euless, Carrollton, and the Town of Addison received the silver award; and the Cities of Coppell, Fort Worth, Grapevine, Richardson, Rockwall, Southlake, Town of Flower Mound, Dallas Area Rapid Transit, and Denton Independent School District received the bronze award. Ms. Burns noted the annual report is due March 1 and can be found on the DFWCC newly redesigned website, [www.dfwcleancities.org](http://www.dfwcleancities.org). Details were provided in Electronic Item 8.

9. **New Multifunctional Transportation Alignments:** Michael Morris highlighted potential new multifunctional transportation options that may result from advances in technology related to driverless vehicles. The Regional Transportation Council (RTC) requested North Central Texas Council of Governments (NCTCOG) staff advance the implementation of people mover systems in Mobility 2040. He noted previous discussions regarding a pilot system/test track at the General Motors Assembly Plant to move vehicles from the facility to the rail head. This idea is slowly gathering interest in other potential facilities. For example, if high-speed rail is built between Dallas and Fort Worth, the ability to connect an Arlington high-speed rail station to the Dallas/Fort Worth International Airport is needed. A people mover system that connects not only with high-speed rail but with the University of Texas Arlington, downtown Arlington, the entertainment district, and other locations may be possible. Other potential opportunities include the Dallas Hospital district, Midtown (east of the Galleria), and an upgrade in Las Colinas. An RTC workshop is scheduled for February 9, 2017, prior to the RTC meeting to advance the conversation of the modern day people mover system. The modern day option for a people mover system may be a driverless vehicle operated in a right-of-way that does not use a guideway system. The driverless vehicle may be able to operate in a lightweight concrete structure or in other innovative ways. In addition, there may be opportunities to use these systems to also move goods in the same corridor. Discussion and constructive criticism are needed regarding the possibility of using driverless vehicle technology such as how to engage the private sector, designs for overhead structures, the possibility of multiple function corridors for both goods and passengers, the financial or innovative funding opportunities related to goods movement, potential new institutional structures such as who will operate the facilities, and set of specifications for a single technology. STTC may want to create a subset of the Committee who is interested to help NCTCOG with the driverless conceptual elements. Members were asked to weigh in on other potential market segments within the region so that entities in the area can receive a direct invitation to eventually sit on a committee that determines vehicle specifications and elevated structure designs. Chad Edwards asked how vehicles in the general purpose lanes could impact congestion. He also asked who will operate and maintain these types of systems, and who is liable for the systems. Mr. Morris discussed various options and projections that driverless vehicle usage could both positively and

negatively impact congestion. He added that questions of liability, phased implementation, and institutional mechanisms to build and maintain the systems are all good questions that should be discussed. Clarence Daugherty noted these types of technology must be embraced as technology moves forward and congestion continues to be a problem. Members with potential locations should contact Kevin Feldt, NCTCOG.

10. **Top Five Regional Transportation Council Policy Initiatives for 2017 and Introduction of New Institutional Needs:** Michael Morris summarized the top five Regional Transportation Council (RTC) policy initiatives for 2017 as presented at the January 2017 joint meeting of the Dallas Regional Mobility Coalition and Tarrant Regional Transportation Coalition. The items were discussed at the January 12, 2017, RTC meeting and include initiatives that showcase the region and may aid the new Administration. The first item is the possibility of a new federal initiative on transportation. The region has projects that are ready for implementation in the event that funding becomes available. The second initiative is the RTC's partnership with the Texas Department of Transportation (TxDOT). The third initiative is high-speed rail. Two environmental clearances are anticipated to be completed in 2017. The fourth initiative is the 85<sup>th</sup> Texas Legislature. The final initiative is related to efforts on the TEXRail project; the Cotton Belt; how Coppell, the Dallas/Fort Worth International Airport, and RTC can participate in a funding partnership; and a potential integrated new transit technology for a people-mover system that could be a driverless vehicle.
11. **Fast Facts:** Michael Morris discussed approval by the Regional Transportation Council (RTC) of a partnership with workforce development agencies to address drivers that could be replaced by the advance of transportation-related technology. This topic was requested by Regional Transportation Council member Lee M. Kleinman. As technology advances in the region, drivers may be replaced with less qualified drivers due to the technology. If approved, this item will permit staff to engage the North Central Texas Council of Governments (NCTCOG), Tarrant County, and Dallas County workforce development boards and technology staffs to prepare for the transition of technology in transportation.

Michael Morris noted that at the December 2016 RTC meeting, staff committed to bring back the Texas Department of Transportation's technical analysis of the IH30/IH 635 Interchange to show the potential phasing of the project. This technical analysis will be provided to the RTC at its February 9, 2017, meeting.

Natalie Bettger noted the Metropolitan Transportation Plan Policy Bundle survey deadline to submit for staff review is February 3, 2017. The final deadline to submit all required documentation is March 3, 2017.

Tom Bamonte discussed an upcoming event hosted by the Alliance for Transportation, the City of Arlington, and the North Central Texas Council of Governments. On February 2, 2017, at the Arlington Convention Center attendees will have an opportunity to ride in an automated vehicle and talk to developers. A flyer containing details of the event was distributed at the meeting.

Tom Bamonte also noted an Automated Vehicle Workshop scheduled for February 13, 2017, at the North Central Texas Council of Governments. A flyer containing details of the workshop on the advances in automated and connected vehicle technology was distributed at the meeting.

Allix Philbrick highlighted current air quality funding for vehicles. The Texas Commission of Environmental Quality, through its Texas Emissions Reduction Plan, has announced the re-opening of the Rebate Grants Program on February 22. Awards will be made on a first-come, first-served basis. Details were provided in Electronic Item 11.1.

Kimberlin To highlighted information about an upcoming Compressed Natural Gas Station Safety and Inspection Training for compressed natural gas professionals, code officials, fire inspectors, and fire marshals on February 9, 2017. The training will help prepare participants on understanding the differences between international and state fire codes and enforcing codes and permitting in a consistent manner to improve public safety. Details were provided in Electronic item 11.2.

Rachel Linnewiel noted that as part of last year's Volkswagen settlement with the Environmental Protection agency, \$1.2 billion has been set aside to fund electric vehicle charging infrastructure, education, and outreach outside of California over four funding rounds. Electrify America, an organization created by Volkswagen to implement the distribution of these funds, accepted initial input for the first round of funding earlier this month. Comments submitted by the North Central Texas Council of Governments were provided in Electronic Item 11.3.

Rebekah Hernandez provided a legislative update. She noted the Texas Legislature convened on January 10, 2017. At the time of the meeting, approximately 2,000 bills have been filed. Senate committee members were also announced. The only major action taken to date has been that the Senate and House have each released their proposed statewide two-year budgets. The budgets are approximately \$8 billion apart, but serve as the starting point for negotiations. Texas Department of Transportation funding totals approximately \$28.3 billion and does include an additional \$5 billion for the anticipated Proposition 7 funds. Funding for AirCheckTexas was continued at the current levels. Electronic Item 11.4 is a copy of RTC Legislative Program. Staff will continue to send weekly legislative updates to members.

Carli Baylor noted that an NCTCOG online public input opportunity was held December 13, 2016, through January 11, 2017. Members of the public were encouraged to review and comment on the FY2016 and FY2017 Unified Planning Work Program modifications, as well as proposed modifications to the list of funded projects. Minutes containing comments on the aforementioned input opportunities were provided in Electronic Item 11.5.

Kelli Schlicher highlighted the Access North Texas fact sheet provided in Electronic Item 11.6. Access North Texas is a regional public transportation coordination plan for the 16-county North Central Texas region. The plan includes strategies to improve the coordination and availability of public transportation particularly for older adults, disabilities, low income individuals, and families without vehicles. NCTCOG staff is updating Access North Texas to incorporate new public transportation needs within each county including emerging technologies and progress made since the last plan was adopted in 2013. In August 2016, staff began hosting outreach meetings throughout the 16-county region. STTC members have been invited to attend the meetings. One easy way for community members to have their voice heard is through a survey available at: [www.accessnorthtexas.org/survey](http://www.accessnorthtexas.org/survey). Strategies identified in Access North Texas can be funded locally or through funding available annually and competitively through the Federal Transit Administration grant programs. NCTCOG will open a competitive call for projects for funding from the Urbanized Area Formula Funding program for job access/reverse commute projects only and the Enhanced Mobility of Seniors and Individuals with Disabilities program.



Approximately \$5.5 million is available for competitive award in the Dallas-Fort Worth-Arlington and Denton-Lewisville urbanized areas. The call for projects opens February 27 and closes April 7, 2017. Preproposal workshops will be held in March 2017. Additional information is available at [www.nctcog.org/ftafunding](http://www.nctcog.org/ftafunding).

Elizabeth Whitaker announced an upcoming Scenario Planning Workshop. Last year, staff received a grant to conduct scenario planning exercise using the Federal Highway Administration's PlanWorks resources. As part of the grant, staff would like to reach out to technical committees and other interested parties to discuss the role of scenario planning in transportation and how scenario planning can be used to better plan for the future, manage risk, and make better decisions. NCTCOG will host a workshop prior to next month's STTC meeting from 11:30 am to 1:00 pm on February 24, 2017. A flyer regarding the workshop was distributed at the meeting.

Brian Dell provided an update on the current east/west equity distribution for the region. To date, the distribution percentage is 68.29 percent in the eastern subregion and 31.71 percent in the western subregion. A listing of all actions to date to balance the equity was provided in Electronic Item 11.7. Also, staff is working to develop new funding distributions that will be used to allocate Fixing America's Surface Transportation Act funds that the region will receive. Once completed, an update will be provided to members.

Wade Haffey noted the Transportation Improvement Program (TIP) modification submittal deadline for the May 2017 TIP/Statewide TIP modification cycle was close of business the date of the meeting.

Gabriel Ortiz highlighted information regarding a Complete Streets one-day design course. The workshop, scheduled for February 7, 8, and 9, is a follow up to the Complete Streets Policy Workshop held in 2016. The design workshop will provide guidance on how to plan and design for implementation of complete streets that support safe, convenient, and comfortable mode choices. Since the announcement flyer was distributed, all three one-day courses have been filled. Members were encouraged to sign up for the waitlist so that NCTCOG staff can use the list to gauge interest to schedule another workshop in the future. Details were provided in Electronic Item 11.8.

The current Local Motion was provided in Electronic Item 11.9 and transportation partner progress reports were provided in Electronic Item 11.10.

12. **Other Business (Old and New):** Loyl Bussell recognized new members of the Committee: Keith Fisher representing the City of Cleburne, Dave Timbrell representing the City of Garland, and Chelsea St. Louis representing the City of Dallas. Dan Kessler recognized new North Central Texas Council of Governments staff: Fola Hammones, Nancy Luong, Morgan Bailie, Huong Duong, and Amy Rideout.
13. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on February 24, 2017, at the North Central Texas Council of Governments.

The meeting adjourned at 3:15 pm.