

MINUTES

SURFACE TRANSPORTATION TECHNICAL COMMITTEE July 27, 2018

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, July 27, 2018, at 1:30 pm, in the Transportation Council Room of the North Central Texas Council of Governments (NCTCOG). The following STTC members or representatives were present: Joe Atwood, Micah Baker, Bryan Beck, Katherine Beck, David Boski, Curt Cassidy, Ceason Clemens, Kent Collins, John Cordary Jr., Hal Cranor, Clarence Daugherty, Chad Davis, David Disheroon, Chad Edwards, Cheryl Taylor (representing Keith Fisher), Eric Fladager, Chris Flanigan, Ann Foss, Gary Graham, Kristina Holcomb, Matthew Hotelling, Terry Hughes, Sholeh Karimi, Alonzo Liñán, Paul Luedtke, Stanford Lynch, Alberto Mares, Brian Moen, Corey Nesbit, Jim O'Connor, Kevin Overton, Dipak Patel, Shawn Poe, John Polster, Tim Porter, Daniel Prendergast, Lisa Pyles, Bryan G. Ramey II, Jamie Patel (representing Greg Royster), David Salmon, Lori Shelton, Brian Shewski, Walter Shumac III, Randy Skinner, Matthew Tilke, Mark Titus, Gregory Van Nieuwenhuize, Daniel Vedral, Caroline Waggoner, Robert Woodbury, and John Wright.

Others present at the meeting were: Chasidy Allen Benson, Melissa Baker, Tom Bamonte, Berrien Barks, Carson Barwinkel, Carli Baylor, Natalie Bettger, Jason Brown, John Brunk, Ken Bunkley, Michael Copeland, Brian Crooks, Mitzi Davis, Ryan Delmotte, Pritam Deshmukh, Renee Esses, Marcos Fernandez, Brian Flood, Mike Galizio, Dorothy Gilliam, Christie Gotti, DJ Hale, Clifton Hall, Jeff Hathcock, Heather Houseman, Tim James, Amy Johnson, Dan Kessler, Ken Kirkpatrick, Chris Klaus, Kevin Kokes, Dan Lamers, April Leger, Nancy Luong, Karina Maldonado, Mindy Mize, Antony Moffa, Johan Petterson, Chris Reed, Steve Salin, Russell Schaffner, Kelly Selman, Shannon Stevenson, Mitzi Ward, and Amanda Wilson.

Dan Kessler recognized Lloyd Neal for 18 years of service on the Surface Transportation Technical Committee.

1. **Approval of June 22, 2018, Minutes:** The minutes of the June 22, 2018, meeting were approved as submitted in Reference Item 1. Jim O'Connor (M); John Polster (S). The motion passed unanimously.
2. **Consent Agenda:** The following items were included on the Consent Agenda.
 - 2.1. **Approval of Regional Toll Revenue Funds to Bridge Funding Gap for STAR Transit:** A recommendation for Regional Transportation Council approval to utilize previously authorized Regional Toll Revenue funds in an amount not to exceed \$250,000 to bridge a funding gap for STAR Transit was requested. Details were provided in Electronic Item 2.1.
 - 2.2. **Clean Fleets North Texas 2018 Call for Projects Funding Recommendation:** A recommendation for Regional Transportation Council approval of funding for additional applications received under the Clean Fleets North Texas 2018 Call for Projects was requested. Electronic Item 2.2.1 contained an overview of the call for projects, and Electronic Item 2.2.2 contained detailed project listings.
 - 2.3. **\$5 Million Loan to Addison for the Cotton Belt:** A recommendation for Regional Transportation Council approval of a \$5 million loan to the City of Addison for use towards its commitment on the Cotton Belt Rail Line was requested.

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

3. **2017-2018 Blue-Green-Grey Application for New Ideas Round 2:** Emily Beckham presented staff recommendations for the 2017-2018 Blue-Green-Grey Application for New Ideas Round 2 funding opportunity. This initiative focused on three elements: water (Blue), environment (Green), and transportation infrastructure (Grey). The goal was to advance projects or programs that have innovative outcomes in the three elements, primarily to provide seed money for entities to develop ideas for full implementation. In addition, the effort focused on building partnerships and additional collaboration among the three sectors to implement projects in the region. Eligible applicants included universities, cities, counties, transit authorities, private firms, non-profits, and individuals with projects located within the 12-county Metropolitan Planning Area and that had an implementation schedule of one year. Each of the applications was evaluated against scoring criteria provided in Electronic Item 3.2. Applications were scored based on team qualifications, project impact, innovation, and applicability in other areas of the region. For this round, a total of eight applications were received and evaluated against the scoring criteria. Of the applications received, staff proposed three projects for award: 1) Amanda Popken Development, Retrofitting Neighborhood Commercial Green Bicycle Park for \$38,500, 2) City of Watauga, Hightower Drive Bio-filtration Rain Gardens for \$50,000, and 3) Huitt-Zollars, Micro-Detention Storage System for \$50,000. Additional information on the application and scoring was provided in Electronic Item 3.1. A timeline for the effort was reviewed. Clarence Daugherty asked if the Huitt-Zollars project was associated with a local government. Ms. Beckham noted that private firms and individuals are required to coordinate with a jurisdiction. Prior to contracting, North Central Texas Council of Governments staff will confirm that the jurisdiction associated with the project is in agreement. A motion was made to recommend Regional Transportation Council approval of the projects recommended for award in Electronic Item 3.2. John Polster (M); Clarence Daugherty (S). The motion passed unanimously.
4. **2019 Unified Transportation Program and Updates to the Regional 10-Year Plan, Including Expediting Projects with Unobligated Balances from Other State Departments of Transportation:** Christie Gotti presented the status of project changes associated with the region's 10-Year Plan that is being updated through development of the Texas Department of Transportation's (TxDOT) 2019 Unified Transportation Program (UTP). She noted that all project-related changes are reflected in Electronic Item 4.1. In addition, staff has also resolved the carry-over costs associated with Fiscal Year 2017 and 2018 and have made adjustments based on funding allocations. Staff will continue to review projects and compare revenues that are allocated in the UTP and bring back the unprogrammed balances to the Committee and Regional Transportation Council in the future. Ms. Gotti also noted a partnership with the Texas Transportation Commission to swap Category 2 funds with Surface Transportation Block Grant Program (STBG) funds. Based on initial feedback, the Federal Highway Administration has identified excess balances of funding available for projects that could go to construction this year. The State would like to take advantage of the excess funds and let projects. Proposed projects on which STBG funds could easily be used included: 1) FM 156 from US 81/287 to Watauga Road (\$32 million) and 2) US 377 from Johnson/Hood County Line to south of SH 171 (\$32.8 million), and SH 121 from Glade Road to SH 183 (\$25 million). North Central Texas Council of Governments (NCTCOG) staff has been assured that no other projects will be impacted or delayed due to this action. It has also been confirmed that instead of the Category 2 funding of \$420 million on SH 183, the Texas Transportation Commission has approved Category 12 funding for this project. These actions would free up Category 2 funds for other purposes. Ms. Gotti noted that staff continues to work with TxDOT to determine how carryover funds for Regional 10-Year Plan projects for each fiscal year are identified in the UTP and how additional increments of funding are reflected. For 2017, the lettings from the Regional 10-year Plan totaled approximately \$25 million leaving \$1.3 million in carryover, which has been confirmed. Staff initially assumed approximately 10 percent of the total funding for the 10-year Plan may be

allocated for each year. However, the State looked at projects that are ready to proceed and did not front load 2017 since not as many projects would be ready in that year. In 2018, \$608 million in projects let (including the \$370 million change order on the DFW Connector and other projects), leaving approximately \$36 million that will carry over into the 2019 UTP. She noted that it has been more difficult to identify the specific funding amounts by year and by category, but the total funding by year is increasing. A summation of the UTP allocated amounts by category was reviewed, as well as the totals in each year of the UTP. In the 2017 UTP, \$5.36 billion was allocated. The lower amount is primarily due to the fact that TxDOT did not obligate all of the Category 12 Clear Lane funds. Approximately \$7.1 billion is included in the 2018 UTP and approximately \$7.2 billion in the 2019 UTP. A map showing the projects in Electronic Item 4.1 was highlighted, and the timeline for the effort was reviewed. Texas Transportation Commission action is anticipated August 30, 2018. For next years effort, Ms. Gotti noted that staff intends to begin project-level discussion earlier to allow more time to work through the process. Additional information on the overall effort was provided in Electronic Item 4.2. John Polster requested that a copy of the presentation be provided to members by email. Clarence Daugherty asked if there are projects in the TIP that are not in the Regional 10-Year Plan. Ms. Gotti noted yes, that the 10-Year Plan only focuses on the new Category 2, Category 4, and Category 12 funds received through this process. There is other funding in the TIP that is tracked separately. Mr. Daugherty also discussed project funding and asked if the amount of money shown in the 10-Year Plan is now the total amount needed for the projects to go to construction. Ms. Gotti noted that Electronic Item 4.1 contains notes for projects without sufficient funds. Staff will continue to refine funding through the planning process. Mr. Daugherty also asked if the estimated letting dates were based on when funding is available or by implementation schedule. Ms. Gotti noted that the 10-Year Plan has not been constrained based on when funding would be available. Since the State is allocating funds in the UTP in the year projects are ready, NCTCOG staff has done the same in its assignment of the fiscal year. A motion was made to recommend Regional Transportation Council approval of the final Regional 10-Year Plan project listings in Electronic Item 4.1. Action also included a recommendation for staff to administratively amend the 2019-2022 Transportation Improvement Program/Statewide Transportation Improvement Program and other planning/administrative documents to incorporate the changes. John Polster (M); Clarence Daugherty (S). The motion passed unanimously.

Dan Kessler discussed a related topic regarding the formula allocation of Category 2 funds by the State. He noted that the metropolitan planning organizations were charged with revisiting the formula for Category 2 funds and recently reached passage of a vote. The vote approved that the formula allocation of Category 2 funds will be weighted by 30 percent population, 30 percent congestion, 15 percent safety, and 50 percent truck vehicle miles traveled. Of the projected \$11.5 billion over the next decade, the Dallas-Fort Worth region is expected to receive approximately 30 percent of the funding (approximately \$3.5 billion). This is anticipated to apply beginning with the 2021 UTP, following the necessary rulemaking process and adoption into the transportation code.

5. **Transit Implementation in Three Areas of the Region:** Shannon Stevenson presented a follow up from last month's meeting at which staff provided a brief summary of three subregion transit requests that were received from Collin, Dallas, and Tarrant Counties. Ms. Stevenson noted that the slides in Electronic Item 5 had been updated to be less complicated. In the northern portion of the region, the Cities of Frisco, McKinney, Allen, Richardson, Wylie, and Plano have expressed a need for additional transit. Portions of those cities served by Dallas Area Rapid Transit (DART) were highlighted, as well as the Transportation Management Associations (TMA) located in Plano and Frisco. In Dallas County, the Cities of Cedar Hill, Duncanville, DeSoto, and Lancaster are requesting planning assistance to get employees to employers at the intermodal hub. Portions of the

county served by DART were highlighted, as well as a potential TMA. Cities within Tarrant County are also requesting transit outside the current Fort Worth Transportation Authority service area. The requests includes areas in which a pilot is currently funded for the Cities of Crowley, Everman, and Forest Hill, as well as other cities in Tarrant County. The requests for assistance in each of the three areas of the region are similar and include: internal and regional connections, focus on strategic implementation, near term implementation, increased transportation options, funding options, and private sector involvement. Dallas County is also interested in the movement of goods in addition to people. Entities are requesting an independent assessment through the Metropolitan Planning Organization planning process. A consultant will be necessary for this effort and the preliminary cost estimate is \$2 million. Chad Edwards asked if the same consultant will be performing the assessment for all three areas at the same time. He noted that these are three areas with different needs and asked that staff consider splitting the assessments out when developing the scope of the project. Staff noted that this is expected to be a single procurement but that the scope will likely be different for each area. Mr. Edwards also asked if this was a precursor to another large transit authority. Dan Kessler noted that it was too early in the process to know. Clarence Daugherty noted that Collin County would be sending a formal request that the procurements be separated to address the service needs of each area, and that the procurements be conducted concurrently. A motion was made to recommend Regional Transportation Council approval of \$2 million in Federal Transportation Administration, Regional Toll Revenue, and Surface Transportation Block Grant Program funds to support development of a comprehensive approach to planning and implementing transit services outside of transportation authority service areas. Action also included a recommendation directing staff to administratively amend the Transportation Improvement Program, Statewide Transportation Improvement Program, and other planning/administrative documents to include a comprehensive study in the three subregions. Randy Skinner (M); Clarence Daugherty (S). The motion passed unanimously.

6. **Metropolitan Transportation Plan Policy Bundle and Transportation Development**

Credits: Dan Lamers presented the results from the second round of the Metropolitan Transportation Plan (MTP) Policy Bundle. In 2016 when the Regional Transportation Council (RTC) adopted Mobility 2040, the MTP Policy Bundle effort was included. This is a voluntary list of policies available for adoption by local agencies designed to encourage the development of alternative, strategic solutions to address transportation goals in the region. By voluntarily adopting 50 percent of the policies, participating agencies can receive Transportation Development Credits (TDC) to offset local funds for federally funded transportation projects. He noted that TDCs are available to small transit providers outside of this MTP Policy Bundle effort due to their limited capability to generate local funds for projects. Highlights from Round Two of the MTP Policy Bundle efforts were presented. All entities awarded in 2017 reapplied, met policy requirements for each entity type, and increased their number of policies in 2018. In addition, three new entities applied and met the policy requirements. One city who did not meet requirements in 2017 reapplied in 2018 and exceeded the policy requirement. Five entities that did not meet requirements in 2017 did not reapply in 2018. Mr. Lamers presented staff's proposal to allocate the available TDCs for 2018. All entities awarded in 2017 will keep their TDCs awarded in 2017, minus what has already be used for one additional year. He noted that staff has realized it is not realistic that the amount of federal funding will be available for the TDCs to all be used in a year's timeframe, so staff proposed that the Transportation Improvement Program (TIP) annually review federal funding availability for the upcoming year and determine the number of TDCs to be allocated to all new qualifying agencies. In FY2018, as a transition year, staff proposed to award 50 percent of the TDCs awarded last year to align with realistically available federal funding for projects using Policy Bundle TDCs. As in previous years: TDCs will be available to program through the TIP team throughout the fiscal year as opportunities arise, all TDCs not used by the end of FY2019 will be returned for future programing, and all

entities will be required to requalify each year. The agencies and the amount of policy requirements met by each agency were highlighted. In addition, the balance of TDCs from 2017 and the TDCs proposed to each agency in 2018 was highlighted, as well as the total TDCs available through FY2019. Details were provided in Electronic Item 6. Mr. Lamers noted that ideas for the next round of the MTP Policy Bundle were due to Brian Dell by August 31, 2018. TDCs must be used for new projects that are eligible for federal roadway or air quality funds. Proposed projects will be vetted against typical RTC selection criteria. Entities will have one year to get their projects added to the TIP. Once projects are selected for inclusion in the TIP, agencies have two years to meet the following requirements or TDCs will expire: 1) sign a TDC agreement with the Metropolitan Planning Organization (MPO), and 2) begin project implementation. For Round Three awards (FY2020), entities must submit new applications when the process opens (fall 2018) to be considered. Current entities will be required to resubmit. The submission form, as well as additional information, is available at www.nctcog.org/trans/plan/mtp/policy-bundle. The process for awarding TDCs as previously outlined will be followed. Bryan Beck asked staff to define project implementation. Christie Gotti discussed the State rules that require projects to have an agreement with the MPO within one year. Project implementation must begin within two years, which includes design, right-of-way, and others. Ms. Gotti discussed some issues entities have had with obtaining Texas Department of Transportation (TxDOT) approval for use of TDCs on projects. Staff has had preliminary conversations with TxDOT about the meaning of the goals under which TDCs can be awarded and anticipate a solution in the near future. Clarence Daugherty asked if there are other options for an entity to receive TDCs, other than those discussed regarding small transit providers. Ms. Gotti noted that there are six categories through which an entity can receive TDCs. One of the categories is Strategic Partnerships which are typically tied to a call for projects. A motion was made to recommend Regional Transportation Council approval of the proposed Transportation Development Credit allocation process and the entities and associated TDC awards for Round 2 of the Metropolitan Transportation Plan Policy Bundle effort. John Polster (M); Daniel Vedral (S). The motion passed unanimously.

7. **Airport Transit Access:** Karina Maldonado provided an update on transit accessibility between the Dallas Fort Worth International Airport and the Trinity Railway Express (TRE) Centreport Station. In 2009, the Dallas Fort Worth International Airport was awarded transit funds to implement TRE shuttle service from the CentrePort Station to the Remote South Parking Lot at the airport. The project was later awarded additional funding on two occasions through Transit calls for projects to continue the service. In March 2018, the Dallas Fort Worth International Airport notified the North Central Texas Council of Governments (NCTCOG) of its intention to discontinue service once the TEXRail service is fully operational. Related correspondence was provided in Electronic Item 7.2. NCTCOG staff will continue conversations with the airport and potentially partner with the Fort Worth Transportation Authority on the possibility of incorporating the service into its existing, nearby routes. As discussions continue, there may be future options to implement advanced technologies such as electric vehicles or an automated transportation system (people mover) for this service. Additional details were provided in Electronic Item 7.1. Todd Plesko noted that the shuttle service from the CentrePort Station to the Remote South Parking Lot at the airport is operated through a three-party agreement among Dallas Area Rapid Transit, Trinity Metro, and the Dallas Fort Worth International Airport and was perceived as a regional service where the three agencies worked as a team. He added that due to enabling legislation, if the service was to be eliminated public hearings would be required. Ms. Maldonado noted that NCTCOG staff is working with the airport to ensure there is continued service. If public meetings are necessary, NCTCOG will work with all partners to ensure requirements are met.

8. **SH 161 Peak-Hour Shoulder-Use Lane: Texas Transportation Institute Before-After Study and Project Update:** Clifton Hall briefed the Committee on the before/after study of the SH 161 Peak-Hour Shoulder-Use Lane by the Texas A&M Transportation Institute (TTI). The project is a 6-mile long portion of SH 161 between two segments of the President George Bush Turnpike in the City of Irving. The left shoulder was repaved in this segment to allow cars to travel in the shoulder lane during the peak hour in each direction. TTI began collecting data in late 2013, prior to construction. The lane was opened to traffic in September 2015, and after-data collection began in May 2016. The North Central Texas Council of Governments (NCTCOG) funded a tow truck contractor to operate in the corridor during the peak hour to assist with expedited vehicle and debris removal. Beginning in 2016, the shoulder-use lane was opened for special events. Data collected from the before-after study was highlighted. After the peak hour became operational, traffic volume increased in all lanes through the portion of SH 161 between the two segments of the President George Bush Turnpike. TTI estimated approximately 44,000 vehicles per month were added to the lane during the peak hour, which increased mobility for the entire corridor. Faster speeds were observed after the opening of the lane, but as volumes increased speeds normalized. Violations in the lane occurred frequently with most occurring within 30 minutes of opening/closing the lanes and on weekends. Mr. Hall noted that the peak-hour shoulder use lane will remain open permanently once construction is completed on the ultimate section in December 2018. NCTCOG has extended its contract with United Road Towing Texas to continue peak-hour lane operations through 2018. NCTCOG will analyze the performance data from the towing agency and investigate areas of further application for peak-hour lane strategies such as US 75 and SH 121. A summary of the final report was provided in Electronic Item 8.1. Additional information was provided in Electronic Item 8.2. Mr. Hall noted that members can obtain a copy of the full report by contacting staff. Paul Luedtke asked if the ultimate project will be one or two additional lanes. Mr. Hall noted that the ultimate project is four lanes in each direction. The cost of project was discussed, including the operational costs of the shoulder-use lanes.
9. **Performance Measures Target Setting:** Dan Lamers provided an update regarding the schedule and process for Metropolitan Planning Organization (MPO) adoption of the federally required performance measure targets. Over the last decade, there has been an increased emphasis both at the State and national level on a performance-based planning process that leads to the selection of projects that help reach the goals and objectives of the national, State, regional, and local transportation systems. He noted the North Central Texas Council of Governments has been using performance-based planning for many years, and highlighted the process. The performance based planning process was highlighted. Regional goals should inform what performance to be measured and the targets for measuring the performance. Projects are then selected that help the region meet the established targets. Results help the region determine long-term and short-term solutions to meet the targets, or the need to readdress or change performance measures. In December 2015, the Fixing America's Surface Transportation (FAST) Act was signed into law and requires certain performance measures be included in the long-range metropolitan transportation planning process. The measures were established by a series of four rulemakings that explain and provide guidance on how to apply the performance based planning and the deadline for implementing the performance measures. Federally required measures include: 1) Safety (PM 1), the number and rate of both fatalities and serious injuries for both the highway and non-motorized systems; 2) Pavement and Bridge (PM 2), percentage of pavement of the interstate and non-interstate systems in good and poor condition and percentages of bridges classified in good or poor condition; 3) System Performance/Freight/Congestion Mitigation Air Quality (PM 3), the percentage of person-miles traveled on the interstate and non-interstate system that are reliable, truck travel time reliability, annual hours of peak-hour excessive delay per capita, percentage of trips that are not single occupancy vehicles, and the total emission reductions of the air quality projects;

and 4) Transit Asset Management (separate rulemaking issued by the Federal Transit Administration), percentage of non revenue or revenue vehicles, support service and maintenance vehicles that meet or exceed the useful life benchmark, percentage of track segments with performance restrictions, and percentage of facilities within a particular asset class that are below established ratings. The MPO target setting deadline, reporting period, and reporting schedule for each rulemaking were highlighted. Mr. Lamers noted that the process has been completed for Safety and Transit Asset Management. The target setting deadline for PM 2 and PM 3 is November 15, 2018. He added that the information would be presented in more detail in a Performance Measures Workshop scheduled for August 24, 2018, prior to the Surface Transportation Technical Committee (STTC). Mr. Lamers noted that as part of Mobility 2045, several Regional Transportation Council (RTC) members discussed additional performance measures they would like to see tracked such as specific modes of non-motorized transportation. Staff proposed that after the federal performance measures are reported, additional regional performance measures be implemented to tell the story of the region. He noted that federal requirements establish that reporting is included in the Metropolitan Transportation and Transportation Improvement Program whenever those documents are adopted. In addition, the region publishes an annual State of the Region report that includes major milestones and various performance measure targets of the region. The schedule for the effort was reviewed, which includes the workshop scheduled for August 24. Final approval will be requested from STTC on October 26 and the RTC on November 8 in order to meet the target deadline of November 15.

10. **Freight Safety Awareness:** Jeff Hathcock provided information on the Freight Safety Awareness initiative to help create awareness for safe driving habits near larger freight vehicles on the highway and at railroad crossings. It was noted that on average, there have been 151 truck crashes per month over the last five years and the monthly average has steadily increased during that time. In addition, at-grade rail crossing incidents have decreased since 2015. The goal of the safety awareness program is to create a safer environment for freight and passenger movements through physical improvements and safety awareness initiatives. Over the next two years, the goal is to reduce freight-related crashes by 10 percent by informing the public about driving conditions and safe driving practices around heavy-duty freight vehicles. For rail, the goal is to reduce rail crossing and trespassing incidents by 10 percent over the next 2 years by informing the public about safe rail crossing habits and practices. North Central Texas Council of Governments will target the general public about truck limitations with regard to stopping distance, sight line availability, strategies and simple adjustments for driving near large trucks, the importance of freight and its role in our daily lives. In addition, efforts will be to increase awareness about safe mobility practices at rail crossings and the importance of not trespassing on railroad land. Efforts focused to truck drivers will aim to educate them about truck lane restriction locations and safety benefits to increase awareness on the roadways. Information about air quality and mobility benefits will also be present in this initiative. The various forms of proposed outreach were highlighted. Mr. Hathcock noted that additional information was available at www.freightntx.org.
11. **Freight North Texas Truck Parking Study:** Jeff Hathcock provided information about the Freight North Texas Parking Study. The Truck Parking Study is a comprehensive document that identifies innovative solutions to meet the growing truck parking needs in the region. Truck parking data was collected and analyzed for area-specific recommendations. Some data sets that were collected for the study included classification of freight infrastructure and major freight facilities, freight oriented developments, opportunities and challenges in other areas, review of rest areas in or near the region, truck parking availability and amenities, inventory of regional truck stop facilities number of spaces, overnight parking applicability, and others. Staff also looked at local truck parking ordinances, federal rules of hours of service, in region travel times, heavily traveled freight corridors, and conducted a truck

parking study driver survey and stakeholder outreach meetings. A map of the truck stop locations within the region was highlighted. Staff reviewed the data collected and identified underutilized public land and corridors of concern that have major freight activity while lacking sufficient truck parking. Corridors of concern were noted. State and regional recommendations from the study include short term truck parking facilities could be located on underutilized public land, partnerships with the public and private sectors to develop truck parking in specified areas through a mutually beneficial incentivized plan, and technology enhancements and applications such as dynamic messaging signs and other technologies that may be implemented for notification of truck parking availability at facilities. Staff will continue updating data sets established in the beginning of the study, coordinating recommendations and plans with the Texas Department of Transportation with regard to underutilized land and new public facilities, and leveraging public-private partnerships to increase the number of parking facilities. Chad Edwards asked if staff will be analyzing the air quality emissions that will be produced by idling for the additional parking areas for trucks identified. Mr. Hathcock noted that staff will be conducting that type of air quality analysis. Kevin Overton asked if staff has looked into any increase in use of idle air. Mr. Hathcock noted that when looking at locations, staff does look at associated air quality mitigation strategies and similar technologies to help mitigate those air quality concerns that have been identified in the study.

12. **Clean Air Action Day Recognition:** Whitney Vandiver provided an overview of Air North Texas' Clean Air Action Day, held on June 22, 2018. Air North Texas is a public awareness campaign conducted in partnership with regional organizations that aims to generate a consistent message about air quality. On Clean Air Action Day each year, the Transportation Department asks North Texans to do something to help air quality. This year, top actions from over 1,000 participants included taking lunch to work, maintaining their vehicles, driving efficiently, combining trips, and reducing idling. An option to participate remotely in the June 22, 2018, Surface Transportation Technical Committee (STTC) was offered to members, and 27 members participated remotely. In addition, Air North Texas partner organizations held Clean Air Action Day challenges. STTC Air North Texas partner entities were encouraged to participate, as well. As an incentive, the Regional Transportation Council approved up to 300,000 Transportation Development Credits to be awarded to three entities (100,000 each) to the top participants. Top participants included the City of Cedar Hill, City of Dallas, and City of Denton. Efforts by each organization were highlighted. Entities interested in becoming Air North Texas partners were encouraged to contact staff.
13. **Fast Facts:** Robert Hall noted that the North Central Texas Council of Governments (NCTCOG) launched its new website on June 29, 2018. The new website is organized by topics and provides a user-centered focus. Development of the website addressed improving mobile responsiveness, navigation, and making the site more user friendly. Details were provided in Electronic Item 13.1.

Natalie Bettger provided an update on US 75 technology lanes. In June 2018, the Regional Transportation Council (RTC) approved staff to meet with the Federal Highway Administration in Washington about a new approach to accommodate high-occupancy users in the US 75 corridor through the use of a rewards program. If successful, this approach could be used in other corridors within the region. Staff will continue to provide updates to members.

Rylea Roderick noted that the Transportation Improvement Program modification submission system is operational and members may now submit modifications for the November 2018 cycle. In addition, she noted the deadline to submit modifications has been extended to August 3, 2018, by close of business.

Nancy Luong presented current air quality funding opportunities for vehicles. She noted that the Texas Commission on Environmental Quality Light-Duty Motor Vehicle Purchase or Lease Incentive Program, intended for rebates on alternative fuel vehicles, has approximately \$7.18 million remaining for vehicles purchased or leased in Texas. Additionally, the Emissions Reduction Incentive Grants Program that helps to replace, repower, or retrofit heavy-duty vehicles and equipment will close August 17. Additional information was provided in Electronic item 13.2.

Nancy Luong also highlighted upcoming Dallas-Fort Worth Clean Cities events, which included the upcoming biannual meeting and fleet recognition awards on August 21 and the National Drive Electric Week event on September 8. Details were provided in Electronic Item 3.3.

Chris Klaus provided an ozone season update. Details were included in Electronic Item 13.4. He noted that as a result of low humidity and no rain, the region had experienced an exceedance day each day since July 19. He added that the region's design value was 75 parts per billion. Staff will continue to provide updates to members throughout the ozone season.

Anthony Moffa provided an update on the Regional Smoking Vehicle Program. The goal of the program is to inform individuals that their vehicle may be creating visible tailpipe smoke affecting health and air quality. NCTCOG has launched a new marketing campaign as well as a new website that will hopefully make reporting smoking vehicles easier. Information was provided in Electronic Item 13.5 and also available at www.smokingvehicle.net.

Bailey Muller provided information about National Drive Electric Week. The event is scheduled for September 8 at Grapevine Mills Mall from 10 am-1 pm. Additional information is available in Electronic Item 13.6 or at www.driveelectricdfw.org. Also available at the website is a free promotional tool kit and registration information.

Carli Baylor noted that the current Public Comments Report, provided in Electronic Item 13.7, contained general public comments submitted May 20-June 19. The majority of comments received were related to air quality and participation in Clean Air Action Day.

Dan Kessler noted that the North Tarrant Express project has been announced as the winner of the American Road and Transportation Builders Association 2018 P3 Project for the Year award.

The current Local Motion was provided in Electronic 13.8, and transportation partner progress reports were provided in Electronic Item 13.9.

14. **Other Business (Old and New):** There was no discussion on this item.
15. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on August 24, 2018, at the North Central Texas Council of Governments.

The meeting adjourned at 3:20 pm.