

MINUTES

SURFACE TRANSPORTATION TECHNICAL COMMITTEE August 25, 2017

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, August 25, 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, Katherine Beck, Keith Brooks, Dave Carter, Ceason Clemens, Robert Cohen, John Cordary Jr., Hal Cranor, Jacqueline Culton, Clarence Daugherty, Chad Davis, Duane Hengst (representing Greg Dickens), Massoud Ebrahim, Chad Edwards, Claud Elsom, Keith Fisher, Eric Fladager, Chris Flanigan, Ann Foss, Gary Graham, Brian McNulty (representing Ron Hartline), Curvie Hawkins, Matthew Hotelling, Kirk Houser, Cheryl Taylor (representing Jeremy Hutt), Paul Iwuchukwu, Tom Johnson, Sholeh Karimi, Paul Knippel, Anshi Jin (representing Chiamin Korngiebel), Alonzo Liñán, Paul Luedtke, Stanford Lynch, Yang Jin (representing Srini Mandayam), Laura Melton, Brian Moen, Mark Nelson, Jim O'Connor, Kevin Overton, Dipak Patel, Todd Plesko, Shawn Poe, John Polster, Tim Porter, Lisa Pyles, William Riley, Moosa Saghian, David Salmon, Robert Woodbury (representing Elias Sassoon), Lori Shelton, Tom Simerly, Randy Skinner, Angela Smith, Chelsea St. Louis, Caleb Thornhill, Gregory Van Nieuwenhuize, Daniel Vedral, Caroline Waggoner, Sam Werschky, Jared White, and Bill Wimberley.

Others present at the meeting were: Vickie Alexander, Tom Bamonte, Berrien Barks, Carli Baylor, Adam Beckom, Natalie Bettger, Jason Brown, Ron Brown, Ken Bunkley, Derek Cheatham, Ying Cheng, Michael Copeland, Ernie Cunningham, Cody Derrick, Kevin Feldt, Brian Flood, Tommy Foster, Mike Galizio, Christie Gotti, Heather Haney, Victor Henderson, Alan Hendrix, Rebekah Hernandez, Ernest Huffman, Dan Kessler, Ken Kirkpatrick, Chris Klaus, Dan Lamers, April Leger, Amanda Long-Rodriguez, Karina Maldonado, Gregory Masota, Michael Morris, Sukrit Narula, Jenny Narvaez, Vercie Pruitt-Jenkins, Chris Reed, Amy Rideout, Kyle Roy, Russell Schaffner, Shannon Stevenson, Neil Strassman, Marian Thompson, Amanda Wilson, Brian Wilson, and Kate Zielke.

1. **Approval of July 28, 2017, Minutes:** The minutes of the July 28, 2017, meeting were approved as submitted in Reference Item 1. Daniel Vedral (M); Jim O'Connor (S). The motion passed unanimously.
2. **Consent Agenda:** There following items were included on the Consent Agenda.
 - 2.1. **Extension of Funding for Transit Service in Collin County:** A recommendation of an extension of the Regional Transportation Council's (RTC) approval of New Freedom operating assistance for transit service in Collin County for up to two years was requested. In May 2016, the RTC approved operating funding for transit service in Collin County and the funding is sufficient to allow the extension without changing the total dollar amount. Additional details were provided in Reference Item 2.1.
 - 2.2. **Fiscal Year 2018 Advertising for Transportation Initiatives:** Support for a Regional Transportation Council recommendation to the North Central Texas Council of Governments Executive Board for approval of up to \$1,250,000 in new funding for Fiscal Year (FY) 2018 advertising for transportation initiatives was requested. An explanation of the benefits and cost savings for this initiative was provided in Reference Item 2.2.1. Electronic Item 2.2.2 provided more information on FY018 advertising.

- 2.3. Regional Traffic Signal Retiming Program and Minor Improvement Program Call for Projects: A recommendation for Regional Transportation Council approval of the eligible project categories, process, scoring criteria, and schedule for the Regional Traffic Signal Retiming Program and Minor Improvement Program Calls for Project was requested. Details were provided in Electronic Item 2.3.

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

3. **Follow Up to the Cotton Belt Public Meeting:** Michael Morris provided an overview of the Cotton Belt regional passenger rail public meeting held on August 17, 2017. He noted the Regional Transportation Council has already approved revenues for the corridor, and staff will continue to work with Dallas Area Rapid Transit (DART) to develop innovative strategies to implement the corridor. Correspondence will be prepared for transmittal to DART regarding the advancement the Cotton Belt corridor. Approved funding for the corridor, extending from the Dallas Fort Worth International Airport to Plano, was highlighted. At the August 17 public meeting, staff presented six potential innovative financing options to deliver the project. The first is public-public partnerships; transportation agencies and NCTCOG working together through a strong partnership mutually supporting the implementation of transit projects. Second is private-private partnerships; private-sector working with the private sector supporting the implementation of transit projects. Third is capital cost/operating cost synergy. IH 635 East is an example in which the entity that builds the project is operating the project. If the entity that builds the project also pays for the operation of the project, the project will likely be built with a design that minimizes operational costs. The fourth extends the third option and is capital cost/operating cost/ridership synergy. The entity builds and operates the project and partnerships are then created with local governments for land use around the rail station. Mr. Morris noted this option is one on which he believes there should be more focus to reach out to the transportation authorities, look at underutilized station locations, and work with local governments on how more economic development can be placed around those stations as a strategy to tie together all three components. The fifth is capital cost/operating cost/revenue risk transfer. At this time, it is difficult to have an entity build, operate, and take on the revenue risk associated with a project. Even though this is happening on two projects on the roadway side in the Dallas-Fort Worth region, the Texas Legislature does not necessarily support this model. Lastly is capital cost economies of scale between multiple projects; putting projects together so that multiple projects are funded at one time. This could potentially produce savings in both the cost of projects and savings on the mobilization of projects as an attempt to try to scale bigger projects. Mr. Morris noted strong support for the Cotton Belt project was seen at the public meeting. It is critical that the region work to advance the more than \$100 million approved by the Regional Transportation Council to DART in support of the project. Staff will document commitments from the City of Coppell and the Dallas Fort Worth International Airport as part of NCTCOG's previous agreement. It is hoped that the DART Board will proceed with implementation of the Cotton Belt corridor. Chad Edwards asked if the 21,000 annual projected ridership noted in Electronic Item 3 was for the entire TEXRail and Cotton Belt corridor. Ms. Chadderdon noted the projected ridership was for the eastern portion of the corridor at full build out. Mr. Morris noted that staff will confirm the annual projected ridership from both the east and the west and provide an update to members. John Polster asked the percentages of Congestion Mitigation and Air Quality Improvement Program funds and Surface Transportation Block Grant Program funds. Staff noted the percentages were 50/50 at this time.

4. **Mobility 2045 Update and Survey:** Kevin Feldt highlighted staff efforts as work continues on the development of the region's next long-range transportation plan, Mobility 2045. Staff has reviewed Mobility 2040 projects to determine status, begun calculation of revenue forecasts and development of model networks, is continuing coordination with partners, held initial public meetings, and is conducting an online survey. Project submissions from partners are due August 31. Staff will be scheduling partner meetings, conducting additional public review, and a Regional Transportation Council (RTC) workshops is schedule for October 12. Mobility 2045 performance measures were also highlighted. Mr. Feldt provided additional details on a survey that is available for public input on Mobility 2045. Electronic Item 4.1 contained a copy of the survey for print and a link to the online survey was provided in Electronic Item 4.2. The survey asks questions such as the mode of travel used, difficulty in travel, improvement strategies, and others. The survey is opened until September 20, and as of the meeting over 1,500 responses had been received. Preliminary responses were reviewed. Staff will continue coordinating with project partners to finalize projects. Public meetings will be held in October and January, and the 60-day review cycle will begin in April. John Polster asked if staff expected any changes in Mobility 2045 performance measures versus Mobility 2040 performance measures. Mr. Feldt noted that changes are not anticipated, but are possible and added that members would be presented any potential changes through the Committee process.
5. **Heavy-Duty Diesel Inspection and Maintenance Pilot Phase 2:** Jason Brown presented results of the recently completed Heavy-Duty Diesel Inspection and Maintenance (I/M) Pilot Phase 2. Currently, the State's I/M program does not include the testing of diesel vehicles. However, heavy-duty diesel vehicles contribute approximately 48 percent of the region's on-road emission sources. The pilot program evaluated the feasibility of incorporating diesel vehicles into the I/M Program. In order to evaluate the feasibility of incorporating this type of program, the North Central Texas Council of Governments (NCTCOG) partnered with the Texas Department of Transportation, Texas A&M Transportation Institute, and the University of Denver. The main objectives of Phase 2 was to test refinements on the design from Phase 1, investigate other technologies that could be integrated, and deploy technology and field study locations for real-world applications. As a result of testing at TTI's research facility, a refined design was developed and deployed to a field location. Emissions were collected and tested from over 900 trucks in over a two week period in October 2016. Mr. Brown highlighted the distribution of truck model years that were tested, as well as nitrogen oxide (NOx) results by truck model year. In addition, trucks were identified as high-emitters of NOx by model year. As a result, it was determined that 7.3 percent of the high-emitting vehicles accounted for 21 percent of the total NOx emissions. If high-emitting vehicles are replaced with an average emitting vehicle, the region could potentially reduce 5.15 tons of NOx per day. Additionally, if the high-emitting vehicles are replaced with a 2017 model vehicle the region could potentially reduce almost 7 tons of NOx per day. Possible applications for I/M programs include clean screening of vehicles and identifying high-emitters from a fleet. While this study established support for the On-Road Heavy-Duty Measurement System for various applications, areas for further research include testing of heavy-duty vehicles with low exhaust pipes, considerations for light-duty vehicles, and others. In addition, in order to implement the system considerations must be given for funding, enforcement, and legislative/rulemaking. Mr. Brown noted that further discussion on this topic is necessary and that NCTCOG will be hosting a conference with other State agencies from across the country to discuss their I/M efforts, research being conducted, and other information that would help the region improve air quality. A copy of the final report is available at www.nctcog.org/dieselim. John Polster discussed the emission technology on light-duty vehicles and asked how further research on light-duty vehicles would be different

from the emission systems already used. Staff noted that those are the types of discussions planned for the upcoming conference and that additional information would be provided to members in the future. Details were provided in Electronic Item 5.

6. **Regional Transportation Council Transit Call for Projects:** Karina Maldonado presented draft recommendations for the Regional Transportation Council (RTC) Transit Call for Projects. Funding is available through two programs. The first programs is the Urbanized Area Formula Program of which 2 percent of the funding is set aside to be awarded competitively to nontraditional transit providers for the implementation of Job Access/Reverse Commute (JA/RC) projects. The goal of these projects is to get low income individuals to and from employment. Any funding remaining from the competitive call will be returned to transit authorities in the Dallas-Fort Worth-Arlington and Denton-Lewisville urbanized areas. The second program is the Enhanced Mobility of Seniors and Individuals with Disabilities Program. Funding from this program should serve seniors and individuals with disabilities when public transportation is unavailable, insufficient or inappropriate. The first distribution of funding goes towards existing transit providers and their projects and the remaining funds are awarded to transit providers with new projects and nontraditional providers with new and existing projects. Funding is available to projects that serve the Dallas-Fort Worth-Arlington and Denton-Lewisville urbanized areas. Both programs are reimbursement grant programs for the eligible portions of capital, operating, or planning expenses. The federal and local funding share requirements for each type of expense was highlighted. Through this Call, applicants could also request Transportation Development Credits from the small transit provider bucket to leverage the local match on capital expenses only. Approximately \$3.1 million was available in the Dallas-Fort Worth-Arlington urbanized area and \$230,000 in the Denton-Lewisville urbanized area for JA/RC-type capital, operating, and planning projects. Approximately \$2.9 million available in the Dallas-Fort Worth-Arlington urbanized area and \$302,000 in the Denton-Lewisville urbanized area for capital and operating projects through the Enhanced Mobility program. North Central Texas Council of Governments (NCTCOG) staff conducted an initial screening of submitted proposals to ensure projects were eligible, complete, and addressed the appropriate strategies from the regional coordination plan, Access North Texas. Recommendations for funding included awarding the highest scoring projects that adequately addressed each of the evaluation factors, and prioritized funding the most critical expenses associated with providing on the ground service. Ms. Maldonado next highlighted the projects submitted and the staff recommendations for each program. Details were provided in Electronic Item 6. In the Dallas-Fort Worth-Arlington urbanized area, two JA/RC-type projects were recommended for a total of approximately \$390,000 through the Urbanized Area Formula Program. The remaining \$2.7 million in funding will be returned to the transit authorities in the Dallas-Fort Worth-Arlington urbanized area. A total of six projects were recommended for the Enhanced Mobility for Seniors and Individuals with Disabilities Program for a total of approximately \$1.2 million in funding. Ms. Maldonado noted staff recommended a utilization of the NCTCOG vehicle lease program for two projects to decrease capital costs involved in both projects. Approximately \$1.6 million was not awarded to the Dallas-Fort Worth-Arlington urbanized area for the Enhanced Mobility program and will be carried forward. In the Denton-Lewisville urbanized area, no JA/RC projects were submitted, and available JA/RC funding will be returned to the Denton County Transit Authority in the Denton-Lewisville Urbanized Area. A total of two projects were recommended for the Enhanced Mobility for Seniors and Individuals with Disabilities Program for a total of approximately \$302,000. Ms. Maldonado noted that recommendations will be presented to the public in September and staff will seek action by the Committee at the September 22, 2017, meeting.

7. **Aviation Update:** Ernest Huffman presented information regarding ongoing efforts within the Aviation Program Area. Regarding airport funding, the North Central Texas Council of Governments aviation program area's purview is general aviation airports in the region. General aviation airports receive funding through federal, State, and local sources. Subsections of these sources were highlighted. In addition, historical funding levels for Texas general aviation facilities were discussed. Aviation funding peaked in 2009, and significantly decreased in 2013, 2014, and 2015 due to the fact that none of the airports statewide received discretionary funding other than a small amount in 2015. In 2015, the Air Transportation Advisory Committee (ATAC) formed a funding subcommittee to determine why funding was not allocated and to address issues regarding project selection. As a result of that effort, improvements have been seen in how aviation is managed in the State through increased membership on the Texas Aviation Advisory Committee and more transparent, detailed funding disclosures. In addition, discretionary spending has returned to Texas and the Texas Department of Transportation and Federal Aviation Administration (FAA) have promised that the State will not see a lull in its funding bank in the future. Staff will continue to seek transparency with the project selection process and work to get additional federal and State funding for general aviation airports. In an effort to continue to track the funding issues, staff has developed a tracking dashboard that will be made available to stakeholders from ATAC. The dashboard will track the funding mechanisms for both the State and the region. Related to unmanned aircraft systems (UAS) regulations, Mr. Huffman noted efforts by ATAC over the last several years to create a model regional ordinance to ensure that the region's recreational UAS operators are not flying drones in airspace recklessly. At the end of 2016, FAA released regulations creating rules for UAS pilots across the country. However, the industry agrees the standards are low from a safety standpoint. In addition, during the 85th Legislative Session House Bill (HB) 1643 was passed including that any municipality or local government may not develop a UAS model ordinance without approval from the FAA, but the FAA does not currently have an approval process in place. Staff is encouraged by the national Drone Federalism Act of 2017 that will ask ten pilot governments to create a UAS ordinance that will have the resources of the national government behind the pilot program. North Central Texas Council of Governments staff will be drafting letters of support for the Drone Federalism Act and working to gain confirmation that the State is indeed interested in a statewide ordinance. A copy of HB 1643 was provided in Electronic Item 7.1, and a copy of the Drone Federalism Act was provided in Electronic Item 7.2. Finally, Mr. Huffman provided an update regarding the North Texas Aviation Education initiative. Staff recently conducted a survey to inventory aviation education programs in the region. Through the survey, staff learned that five new aviation programs have been added to the curriculum of high schools and colleges in the region. In addition, it was learned that Letourneau University is eliminating its air traffic control programs due to low enrollment caused by the change in hiring practices with the FAA. Staff also learned of opportunities for growth including plans for local colleges and school districts to add aviation-related programs to their curriculum. In addition, he highlighted available regional aviation-related programs and areas in need of increased program offerings such as airport design, airport management, airport planning, and others.
8. **Blue-Green-Gray Grant Opportunities:** Michael Morris outlined new grant opportunities that integrate infrastructure projects that have a water and environmental component. Electronic Item 8 summarized a new program that was generated out the Irving Summit last year. At the 2016 Irving Summit, a panel was formed to discuss removing the silos among various disciplines such as transportation (gray), water (blue), and environmental mitigation (green) and partnering to create innovative projects. The implementation of that program was presented at the 2017 Irving Summit. Mr. Morris highlighted the proposal submittal process and requirements. Individuals, private firms, or government agencies are eligible to

apply for up to \$50,000 to advance projects or programs that develop innovative outcomes. The projects must have three elements: 1) water (blue), 2) environment (green), and 3) infrastructure (gray). Applications are due by 5:00 pm on November 3, 2017. The seed money is intended to develop new ideas that could be transmitted to non-profit organizations, private-sector companies, or governmental agencies for funding of the next phase. An application for the design and construction of a bridge over a body of water that captures storm water that is then processed through environmental mitigation for drinking water is an example of a blue-green-gray application. Interested parties should send their contact information to Kim Diederich at kdiederich@nctcog.org by 5:00 pm on Friday, September 15, 2017. In addition, Mr. Morris noted his "Yogi Berra" column in the current issue of Mobility Matters. He also noted that information regarding the Texas Department of Transportation State Infrastructure Bank loan program was distributed at the meeting. Members asked when funding for blue-green-gray projects would be available. Mr. Morris noted that funding would likely be available in approximately six months, following the standard Committee and Regional Transportation Council approval process.

9. **Transportation Improvement Program Quarterly Update: East/West Equity:** Adam Beckom provided an update regarding east/west equity in the region. In February 2010, the Regional Transportation Council (RTC) approved a policy to track Texas Department of Transportation (TxDOT) funding approvals that do not follow current formula allocations with the intention to track the east/west equity over time, allowing the RTC to take corrective actions if necessary. Staff proposed to consolidate the tracking effort of each of the transportation funding bills into one report. Previous surface transportation bills will become line items once they are replaced with a new funding bill, and staff will continue to provide updates on the east/west equity balance. Mr. Beckom noted that Electronic Item 9.1 contained the final inventories for the TxDOT non-formula commitments under the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users and Moving Ahead for Progress in the 21st Century. Regarding the Fixing America's Surface Transportation (FAST) Act, the transfer of \$100 million Category 2 funds from the east to the west has been included leaving the region at 31.71 percent in the west and 68.29 percent in the east. This balance is near the 68 percent east/32 percent west percentages recently approved by the RTC. Electronic Item 9.2 inventoried the TxDOT non-formula commitments under the FAST Act.
10. **2017 Infrastructure for Rebuilding America Grants:** Christie Gotti provided an overview of the 2017 Infrastructure for Rebuilding America (INFRA) Grant Program for highway and freight projects of national and regional significance. INFRA is a replacement of what was previously known as the Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies (FASTLANE) Grant Program. The new program maintains the original freight-oriented components, but expands funding to more general highway projects. Approximately \$1.75 billion is available through the discretionary grant program for Fiscal Years (FY) 2017 and 2018, with approximately \$1.32 billion available to urban areas. Large projects must be \$100 million or more in cost and the INFRA request must be for \$25 million or more. There is no project maximum. Small projects must have a total cost of less than \$100 million and an INFRA request of \$5 million or more. Projects can have up to a 60 percent INFRA cost share and 80 percent or less federal share total. The non-federal share of a project can include State, local, private, or other non-federal funds. Projects must begin construction within 18 months after the obligation of funds. FY2017 funds will be obligated by September 30, 2020, and FY2018 funds will be obligated by September 30, 2021. Eligible projects include: highway freight projects on the National Highway Freight Network, highway or bridge projects on the National Highway System, highway/rail grade crossing or grade separation projects, and other freight projects

that are intermodal/rail freight projects or projects within public or private freight rail or intermodal facilities. Eligible agencies include states, urbanized areas, local governments, subdivisions of State or local governments, and other transportation agencies. Each eligible applicant can submit no more than three applications. Key objective areas include supporting economic vitality, leveraging partnerships, safety innovation, project delivery innovation, performance/accountability, geographic disbursement, and project readiness. A copy of the notice of funding opportunity was provided in Electronic Item 10.1. Electronic Item 10.2 detailed the most recent discretionary grant program efforts in the region. North Central Texas Council of Governments (NCTCOG) staff has coordinated with the Texas Department of Transportation (TxDOT) in Austin on the potential projects the State is planning to submit. TxDOT Dallas has submitted the LBJ East project and TxDOT Fort Worth has submitted the IH 35W "3C" project. Those projects are being reviewed by the State and TxDOT Austin's decision may impact the projects proposed to the Regional Transportation Council (RTC). Ms. Gotti noted that the RTC typically offers letters of support for other agencies in the region that are submitting potential projects. However, staff will seek RTC direction on whether letters of support will be provided to other agencies or if focus will be placed a larger regional effort. Coordination between NCTCOG and TxDOT will continue to identify projects for the RTC to consider. Staff anticipates one from the east and one from the west. The RTC is anticipated to take action on the proposed projects on October 12 and applications must be submitted by 7 pm central standard time on November 2. John Polster noted projects in the east that have funding gaps and asked that staff not recommend that the region not submit as many projects as possible in order to increase the chances of a project in the region being selected. He suggested that as long as agencies propose a project that is in the Regional 10-Year Plan, it was not clear why the RTC would not provide letters of support even if the support was contingent on meeting some criteria. Michael Morris noted this would be the type of question asked of the RTC, and the projects mentioned would be the projects of interest. In the past, letters of support have been provided to any project in the Metropolitan Transportation Plan. Mr. Polster requested that when staff consider options internally for proposal to the RTC that his comments be considered. Ms. Gotti noted that staff believes innovative finance/leveraging components will receive more consideration and that it may be difficult for individual agencies to be competitive. Mr. Polster also asked if an agency were to submit a project, could the RTC funding commitment be included as part of the funding for the project. Ms. Gotti noted that the RTC funding could be counted, though it is believed that projects with a higher non-federal commitment will score higher. Mr. Morris noted that staff's goal is to maximize the chances of the region having a project selected for funding.

11. **CMAQ/STBG Funding: Local Bond Program Partnerships:** Adam Beckom briefed the Committee on the proposed partnerships with local agencies under the Local Bond Program in the 2017-2018 Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Surface Transportation Block Grant Program (STBG) Funding Program. In April 2017, the Regional Transportation Council (RTC) approved several funding programs to select projects using CMAQ and STBG funding. The 11 programs and their status was highlighted, and the Local Bond Program was discussed. The goal of the Local Bond Program is to leverage bond funds for projects of strategic importance to local governments and the region. Staff is working with various agencies to leverage their bond funds. Mr. Beckom noted the presented information was draft as staff works to gain project specifics and funding plans from the agencies. Proposed funding includes: 1) \$46.64 million for the City of Dallas (in addition to the up to \$40 million previously approved for the Southern Gateway Pedestrian Plaza), 2) \$20 million for Hunt County, 3) \$13.65 million for Parker County, 4) \$5 million for City of Grapevine, and 5) \$280,000 for City of Cedar Hill for a total of approximately \$85.58 million. Mr. Beckom noted that additional details on the individual

projects, funding amounts, and timing will be presented at the September 22 meeting. The timeline for the effort was reviewed. Details were provided in Electronic Item 11. John Polster asked staff how CMAQ and STBG funds will be allocated. Mr. Beckom noted that as project descriptions are determined, staff will look for CMAQ-eligible expenses and determine the appropriate distribution of CMAQ/STBG funds.

12. **Fast Facts:** Jody Loza provided an ozone season update. As of the date of the meeting, the region had experience 14 exceedance days. However, she noted that no level red days had been experience by the region and that the design values was 80 parts per billion. Details were provided in Electronic Item 12.1.

Kristina Ronneberg highlighted current air quality funding opportunities for vehicles. She noted the Propane Vehicle Incentives for Texas program for private fleets, and two workshops in November regarding alternative fueling facilities and the Natural Gas Grant Program. Details were provided in Electronic Item 12.2.

Kristina Ronneberg also noted a Light-Emitting Diode (LED) Street Light Retrofit workshop on September 26. The purpose of the workshop is to discuss the benefits of LEDs and best practices. Details were provided in Electronic Item 12.3.

Kristina Ronneberg also highlighted events for National Drive Electric Week, September 9-16 at Grapevine Mills Mall. Details were available in Electronic Item 12.4.

Jenny Narvaez noted recent correspondence, provided in Electronic Item 12.5, from the Environmental Protection Agency (EPA) announcing it was reverting back to its original October 2017 schedule for 2015 ozone standard designations. Staff anticipates drafting a letter to the EPA recommending that it reevaluate county designations originally submitted by the State that was based on older ozone monitor data.

Jenny Narvaez also highlighted the upcoming Southern Transportation and Air Quality Summit schedule for August 29-30. Registration information was available through Electronic Item 12.6.

Jenny Narvaez also discussed correspondence provided in Electronic Item 12.7. The correspondence from the United States Department of Justice was in response to a letter from the RTC requesting that should any Fiat/Chrysler settlement funds be released the funds be earmarked to implement certain air quality projects and programs to help offset some of the emissions from the vehicles.

Carli Baylor noted that the Public Comments Report was provided in Electronic Item 12.8 and contained general public comments submitted by the public from June 20-July 20.

Carli Baylor also noted that the September public meeting notice announcing public meetings on September 11, 13, and 18, was distributed at the meeting in Reference Item 12.12. Staff will present information on several funding initiatives, modifications to 2018-2019 Unified Planning Work Program, and electric vehicles in north Texas.

Brian Wilson noted the latest edition of Mobility Matters was distributed to members at the meeting and is also available at www.nctcog.org/mobilitymatters.

Rebekah Hernandez discussed the new federal Executive Order on infrastructure recently signed by the President. The order specifically establishes a two-year goal to process

environmental documents for major infrastructure projects. The order includes a one Record of Decision policy, as well as requires federal agencies to track the cost of conducting environmental reviews. The environmental review and permitting process will be reviewed to improve performance across government agencies and hold every agency accountable.

Gabriel Ortiz noted that the Texas Department of Transportation (TxDOT) has recently purchased crowd source bicycle and pedestrian data from STRAVA Metro. The data is used by departments of transportation, as well as city planners to help improve infrastructure for bicycle and pedestrians. TxDOT will be hosting a live training session on the use of the data on Wednesday September 20 in North Richland Hills. The training session is opened to TxDOT staff, as well as local government staff and transit providers. Details were distributed at the meeting in Reference Item 12.13.

Kathryn Rush highlighted a new school zone safety flyer, provided in Electronic Item 12.9. This flyer complements the new Safe Routes to School brochure. She noted flyers are available for download at www.lookouttexas.org and printed versions were also available.

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):** Chad Edwards noted that several presentations at the meeting were not included in the meeting mail out materials. He asked that the presentations be provided to members following the meeting and that efforts to make the presentations available in the meeting mail out material would be appreciated.
14. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on September 22, 2017, at the North Central Texas Council of Governments.

The meeting adjourned at 3:30 pm.