

MINUTES

SURFACE TRANSPORTATION TECHNICAL COMMITTEE Friday, June 28, 2013

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, June 28, 2013, 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: Bryan Beck, John Blain, Andrew Boster, David Boski (representing Chris Burkett), Loyl Bussell, Dave Carter, Gerald Cosgrove, Chad Davis, Ruben Delgado, Sherrelle Diggs, Erik Dumas, Claud Elsom, Massoud Ebrahim, Chris Flanigan, Gary Graham, Tom Hammons, Allen Harts, Curvie Hawkins, Chris Holsted, Matthew Hotelling, Keith Brooks (representing Jill House), Kirk Houser, Tom Ice, Paul Iwuchukwu, Sholeh Karimi, Chiamin Korngiebel, Maegan Moon (representing Barbra Leftwich), Dee Leggett, Patrick Baugh (representing Stanford Lynch), Srinu Mandayam, Brian Moen, Lloyd Neal, Mark Nelson, Jim O'Connor, Michael Pacelli, Surupa Sen (representing Dipak Patel), John Polster, Mark Rauscher, William Riley, Greg Royster, Moosa Saghian, Barbara Weigel (representing Steve Salin), Elias Sassoon, Gordon Scruggs, Kelly Selman, Lori Shelton, Joe Sherwin, Tanya Brooks (representing Tim Starr), Mark Titus, Gregory Van Nieuwenhuize, Daniel Vedral, Jared White, Bill Wimberley, and Alicia Winkelblech.

Others present at the meeting were: Vickie Alexander, Christopher Anderson, Gustavo Baez, Berrien Barks, Adam Beckom, Kenny Bergstrom, Natalie Bettger, Michael Copeland, Dawn Dalrymple, Charles Dibrell, Chad Edwards, Brian Flood, Shyla Flores, Jeff Florey, Martin Gonzalez, Christie Gotti, Natalie Gusack, Dan Kessler, Ken Kirkpatrick, Dan Lamers, April Leger, Kurt Lehan, Jody Loza, Rick Mackey, Edit Marvin, Mindy Mize, Michael Morris, Jenny Narvaez, Andy Oberlander, Roy Parikh, Jose Perez, James Powell, Vercie Pruitt-Jenkins, Kyle Roy, Penny Sansom, Tom Shelton, Samuel Simmons, Jahnae Stout, David Timbrell, Whitney Vandiver, and Amanda Wilson.

Lori Shelton introduced new members Massoud Ebrahim, City of Greenville and Steven Miller, City of Duncanville.

1. **Approval of May 24, 2013, Minutes:** The minutes of the May 24, 2013, meeting were approved as submitted. John Polster (M); Patrick Baugh (S). The motion passed unanimously.
2. **Consent Agenda:** The following items were included on the Consent Agenda.
 - 2.1. **Transportation Improvement Program Modifications:** A motion was made to recommend Regional Transportation Council approval of revisions to the 2013-2016 Transportation Improvement Program as provided in Reference Item 2.1.1.
 - 2.2. **Endorsement of Regional Transportation Council Action on the Managed Lane Policy Update:** A motion was made to endorse Regional Transportation Council action to modify language in Section 3 of the Tolloed Managed Lane Policy, provided in Reference Item 2.2, to allow for the changing of rates "at least" monthly.

- 2.3. FY2014 and FY2015 Unified Planning Work Program: A motion was made to recommend Regional Transportation Council approval of the FY2014 and FY2015 Unified Planning Work Program.

Ruben Delgado (M); John Polster (S). The motion passed unanimously.

3. **Surface Transportation Technical Committee Officers**: Dan Kessler noted that the North Central Texas Council of Governments Executive Board has endorsed the selection of Surface Transportation Technical Committee officers for the 2013-2014 term: Chair Lori Shelton, Vice Chair Gregory Van Nieuwenhuize, and Secretary Jim O'Connor. He also noted Regional Transportation Council (RTC) officers approved at the June 11, 2013, RTC meeting: Chair Kathryn Wilemon, Vice Chair Mike Cantrell, and Secretary Mark Riley.
4. **Transportation Development Credits**: Michael Morris presented details regarding transportation development credits. A transportation development credit is an accounting system that assigns value to transportation projects for toll roads and tolled managed lanes that are built in a region. The credits are not cash, but can be used for federal local-match requirements. As of March 2013, approximately 465.6 million credits are available to the Dallas-Fort Worth region. Mr. Morris highlighted matching options for federal transportation projects, including cash, in-kind, and the use of transportation development credits. He also discussed five focus areas for which these credits are proposed to be used in the region: 1) to maximize use of federal funds by small transit providers, 2) expedite project delivery for non-federal projects, 3) leverage projects to maximize revenue, 4) advance goals of the region or Texas Transportation Commission (TTC), and 5) use on management and operations, transit, roadway, or bicycle/pedestrian projects. The public will be invited to comment on this process at key decision points and adequate documentation of the credit use must be maintained. The credits are currently documented in the Unified Transportation Program, will be included in an annual report, and will also be included in the Transportation Improvement Program. In addition, the process must address the focus areas and adapt the five methods of award. The credits will be available for use for two years after award. Mr. Morris highlighted the five methods of award within the region and the proposed amounts for each: 1) strategic awards to small transit providers (5 million), 2) RTC Type 1 call for projects where the Regional Transportation Council (RTC) has revenue available (0 in 2013), 3) RTC Type 2 call for projects where local agency has revenue (50 million), 4) sale of credits to another MPO (fixed rate) or TTC (150 million), and 5) a regional program/management and operations (10 million). All five awards are proposed to proceed in parallel and proposed to begin prior to the December 2013 deadline for the report to TxDOT. Approximately 250 million will remain available for 2014 plus any new credits earned. Staff has begun documenting the process, has alerted small transit providers, and has presented information at public meetings in June. RTC approval will be requested in summer/fall 2013. Following approval, staff will begin to initiate proposed actions and conduct public review at key decision points, as well as prepare the report due to TxDOT on December 1, 2013. Staff will need to provide members with additional details and potentially hold workshops. John Polster asked how funds acquired from the sale of credits would come to the region. Mr. Morris indicated that the first \$5 million is anticipated to be used to create a revolving fund for the payment of transportation initiatives. Additional funds will come to RTC as RTC local funds. Gerald Cosgrove asked how much cash credits are expected to bring. Mr. Morris noted that a rate will be negotiated with TxDOT that will be used for everyone in the State. Details are not known, but it will not be a dollar-per-dollar transaction. William Riley asked how the credits will be allocated to the region. Mr. Morris noted that funds will not be suballocated and that staff will work to give fair access to the

credits. Barbara Weigel discussed the balance of credits that will be carried forward, and also asked if the valuation of credits will be determined prior to requests for proposals being issued so that the sponsors are aware of the value of the credits. Mr. Morris noted that a workshop would likely be held prior to a call for projects to discuss the mechanics of the process. A motion was made to recommend RTC approval of the process to use transportation development credits in the region as presented by staff, remaining silent on the specific allocations within the region. John Polster (M); William Riley (S). The motion passed unanimously.

5. **Congestion Management Process Update:** Sonya Jackson Landrum provided an overview of the Congestion Management Process (CMP) update. The updated document includes a complete update of the existing CMP that was approved by the Regional Transportation Council (RTC) in 2007. Staff introduced reliability, safety, and sustainability components into the CMP and also updated performance measures and program-related information. The most significant changes to the document are the inclusion of regional goals and objectives, as well as the ranked evaluation of individual corridors. Three goals were identified for the update: 1) identify quick-to-implement low-cost strategies and solutions to improve the operation of the transportation system, 2) more evenly distribute congestion across the entire transportation corridor, and 3) ensure that corridors have options and available alternate routes/modes to relieve congestion during incidents. Ms. Landrum highlighted the eight components of the CMP and how it is fully integrated into the transportation system planning and programming process. Details were provided in Electronic Item 5.2. The focus of the CMP update is the three major components of the transportation system: 1) regional freeway/tollway system, 2) regional arterial system, and 3) regional transit system. Staff's first step was to evaluate the corridor segments by category. A total of 25 limited access facility corridors were evaluated. Those corridors were broken down into 93 segments to determine deficiencies in roadway infrastructure, modal options, system demand, and system reliability. The segments were ranked in each category and full rankings were provided in Reference Item 5.1. These rankings were provided to members at the May meeting, and to date no comments have been received. The second step filtered segments that need improvements to remove segments under construction, planned for future construction, or recently completed construction. Step three identified strategies to address corridor segment deficiencies. The main focus falls into two management approaches, travel demand management and transportation system management and operations. A full list of example strategies is available in the CMP appendix, located at www.nctcog.org/trans/cmp/index.asp. Ms. Landrum noted that in addition to the request for approval of the 2013 update to the North Central Texas Council of Governments (NCTCOG) Congestion Management Process, approval of a policy that requires entities to review and apply congestion mitigation strategies to correct corridor deficiencies identified in the CMP when performing corridor and environmental studies is requested. During the Federal Certification Review, staff was informed that many consultants are simply adding a statement that says that a study is compliant with the CMP. Approval of a policy would ensure that entities are truly considering the strategies included in the CMP. John Polster discussed the evaluation of IH 35W for various segments, and questioned the evaluation results from FM 407 north to Denton. He noted that traffic is generally the same from SH 114 to Denton. Dan Kessler noted that staff will look more closely at the IH 35W corridor. Mr. Polster asked if entities requesting capacity improvements will be asked to justify instances in which congestion mitigation strategies to correct corridor deficiencies are not applied. Mr. Kessler noted that staff is asking that entities at least examine the available mitigation strategies for a corridor. It is not anticipated that the entities will be mandated to apply the recommended strategies. The

analysis is required by the federal government before widening a corridor, and this document formalizes the analysis. In addition, entities are being asked to acknowledge the strategies as a result of comments received during Federal Certification Review. The intent is not to add additional burden to entities. Mr. Polster noted that it is not at no cost to entities. A motion was made to approve the 2013 update to the NCTCOG Congestion Management Process, and to approve a policy that requires the review and application of congestion mitigation strategies to correct corridor deficiencies identified in the Congestion Management Process when performing corridor and environmental studies with the findings reported back to NCTCOG. John Polster (M); Gerald Cosgrove (S). The motion passed unanimously.

6. **Environmental Speed Limits Review:** Jenny Narvaez presented information regarding environmental speed limits. Environmental speed limits were included as a control strategy in the Dallas-Fort Worth attainment demonstration's State Implementation Plan (SIP) in 2001. With this measure, roadways with a maximum speed limit of 70 would be reduced to 65 miles per hour (mph) and those with a maximum speed limit of 65 would be reduced to 60 mph. In 2003, the speed limits were discontinued, and with changes to emission modeling staff began the process to increase speed limits. In order to change speed limits and avoid violating anti backsliding, staff initiated a process to convert environmental speed limits from a stand-alone control strategy in the SIP to a transportation control measure that could easily be substituted. Staff has worked with the Texas Department of Transportation (TxDOT) to determine what roadways should be converted for each subregion and to identify air quality impacts that may result from the speed limit changes. If increases to emissions are anticipated, staff will work with implementing agencies to identify alternate projects that can be used to offset the emissions. If impacts are greater than the offsets, Regional Transportation Council (RTC) assistance may be necessary. The North Central Texas Council of Governments (NCTCOG) will initiate the SIP substitution process once the projects are considered transportation control measures. A slide was presented displaying the difference in nitrogen oxide emissions for both the MOVES 2010A model and the MOBILE 6 model. Ms. Narvaez noted that between 60 and 70 mph there is an increase in emissions reflected by the MOBILE 6 model. The new MOVES model predicts relatively flat emission results at higher speeds. Staff has coordinated with TxDOT Fort Worth and TxDOT Dallas to isolate roadways proposed for speed limit changes as identified in the presentation and provided in Electronic Item 6. Draft results based on emissions evaluations show a slight increase in nitrogen oxides and volatile organic compounds. Staff has isolated results for the eastern and western subregions and are coordinating to propose projects to offset the increased emissions. Staff will present updates to members as efforts progress. Kelly Selman asked if speed limits could be modified once they are no longer considered environmental speed limits or if this process be required to be repeated. Staff noted that it is believed that they would not have to repeat the process. Mr. Selman also asked if environmental speed limits would be in place on some roadways permanently, and noted that the mitigation projects that implementing agencies must identify to offset emissions cause concern. Andy Oberlander noted that both the Dallas and Fort Worth TxDOT districts have chosen not to change all environmental speed limits at once so there will be a need to go through this process again in the future for additional roadways. Ms. Narvaez noted that there are many projects that can be put into place to offset the increased emissions and that NCTCOG staff will be working with the districts to identify projects. She explained that the environmental speed limits are a control strategy in the SIP. Staff is working closely with the Environmental Protection Agency (EPA) to get the environmental speed limits changed into transportation control measures. Once complete, those can be substituted. Staff is also in the process of working on a new SIP, also working closely with

EPA and the Texas Commission on Environmental Quality, to get the environmental speed limits out of the SIP. However, with the current SIP, the region is bound by the current control strategies so entities that wish to increase speeds within the next couple of years will continue to be required to go through this process.

7. **Legislative Wrap-Up:** Rebekah Hernandez provided an update on federal legislative items. On June 27, the Senate confirmed Anthony Foxx as the new Secretary of Transportation. In Congress, both the House and Senate appropriations committees have approved their own versions of the FY2014 appropriates bill for transportation. The House appropriations approved \$44 billion in transportation funding, \$7.7 billion below FY2013. Its version cuts the Transportation Investment Generating Economic Recovery program entirely, makes significant cuts to Amtrak, and cuts high-speed rail completely. The Senate version approved \$54 billion, \$2.3 billion more than FY2013. Both the House and the Senate bills maintain spending levels established in Moving Ahead for Progress in the 21st Century and include money to keep contract air traffic control towers open all year. She also provided an updated on the Texas Legislature. She noted that the first special session ended without approval of a transportation funding measure, but that the Governor has announced another special session to begin on July 1 that includes transportation on the agenda. Related to the Regional Transportation Council (RTC) Legislative Program, HB 2305 passed and included SB 1350 that will combine the vehicle registration and inspection into a single sticker. This bill is expected to take effect in March 2015 to allow time for agencies to coordinate the implementation of this initiative. Other bills that passed include SB 1792, the North Texas Tollway Authority (NTTA) toll violator enforcement remedies bill and SB 1730, the comprehensive development agreement authority bill that contains all four roadways RTC requested to be public-private partnerships. Revenue related bills include SB 1/ HB 1025. Together these bills allocate approximately \$900 million for transportation funding, with \$500 million for oil and gas drilling areas and \$400 million statewide for Department of Public Safety offsets. One other bill related to revenue, HB 7, does have a provision to implement a review process for the general revenue dedicated accounts to help reduce the reliance of dedicated accounts that are used to certify the budget. There were also two county energy bills that passed, SB 1747 and HB 2300 that will allow a county to form a county energy transportation reinvestment zone to provide loans and issue bonds in those areas. Related to air quality, SB 1727 expands the Texas Emissions Reduction Program and HB 2859 increases the Local Initiative Projects funding cap. Regarding safety, SB 510 will now include TxDOT vehicles in the Move-Over law. Two transit-related bills include SB 276 that creates a local government corporation for the Denton County Transportation Authority and SB 1461 that allows a regional transportation authority to expand into adjacent counties. A summary of bills that staff has been tracking was provided at the meeting as Reference Item 7 and is available online.

8. **Transportation Improvement Program Quarterly Update: American Recovery and Reinvestment Act Status and East/West Equity:** Jose Perez provided an update regarding east/west equity in the region. In February 2010, the Regional Transportation Council (RTC) passed a policy to track Texas Department of Transportation (TxDOT) funding approvals that do not follow current east/west formula allocations of 69 percent to the east and 31 percent to the west. The latest action affecting this allocation was in March 2013 when the Texas Transportation Commission approved a statewide allocation of Congestion Mitigation Air Quality Improvement Program (CMAQ) funding to TxDOT's Congestion Mitigation Program. A total of approximately \$10 million was allocated, with \$3.1 million allocated to the west and \$6.9 million allocated to the east. That action adjusted the region's cumulative total equity to 70 percent in the eastern subregion and 30 percent in

the western subregion. Electronic Item 8.1 and Electronic Item 8.2 contain additional details. Mr. Perez also provided an update regarding American Recovery and Reinvestment Act (ARRA) projects. Most projects are proceeding to the completion phase, with less projects under construction. Overall, 211 projects have been completed to date. As of April 2013, over \$852 million in ARRA funds have been expended with approximately \$31.86 million remaining. Additional details are provided in Electronic Item 8.3. Most ARRA funding must be fully expended by the federal government's September 30, 2013, deadline. Projects funded under the Department of Energy Clean Cities ARRA grant have a deadline of January 2014. Staff will continue to track east/west equity and ARRA projects on a quarterly basis.

9. **Moving Ahead for Progress in the 21st Century: East/West Funding Distributions:**

Adam Beckom discussed staff's efforts to reassess east/west funding distribution for funds allocated through Moving Ahead for Progress in the 21st Century (MAP-21). In 2003, the Regional Transportation Council (RTC) approved a revised distribution of funding under the Transportation Equity Act for the 21st Century (TEA-21). In 2006, the distribution was revisited with no change to the funding at that time. Since MAP-21 was enacted, staff began a reassessment of east/west funding distribution based on current demographics and travel patterns. Primarily, this funding distribution affects Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Surface Transportation Program-Metropolitan Mobility (STP-MM) funding. Transit Section 5307 Urbanized Area formula funding is distributed on an annual basis by the Federal Transit Administration (FTA). Mr. Beckom reviewed how the funding split has been administered through previous funding bills, noting that the percentages have changed only slightly. For STP-MM funding, staff uses population, employment, activity, and vehicle miles of travel formula inputs to perform analysis of the funding splits. For TEA-21 and The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), these average to 31 percent in the western subregion and 69 percent in the eastern subregion. For CMAQ, staff analyzes the ozone precursors, volatile organic compounds and nitrogen oxides. This average is also 31 percent in the western subregion and 69 percent in the eastern subregion. Mr. Beckom highlighted draft results for MAP-21 using the same formula inputs for both CMAQ and STP-MM funding, which results in 32 percent west/68 percent east for CMAQ funding and 34 percent west/66 percent east for STP-MM funding. He reviewed the inputs and assumptions used in the MAP-21 calculations, including the 2010 urbanized areas, 2012 North Central Texas Council of Governments (NCTCOG) demographics, vehicle miles traveled, activity, and the 2013 conformity analysis. Details were provided in Electronic Item 9. Staff also looked at the environmental justice index throughout the region. Mr. Beckom noted that transit funding within the region is an exception, and is allocated to the region based on FTA apportionments. Staff's draft recommendation is an STP-MM distribution of 32 percent west/68 percent east and a CMAQ distribution of 34 percent west/66 percent east. Moving forward, the new funding distribution applies to MAP-21 funding. The future Transportation Alternatives Program will likely be the first call for projects to which this funding allocation is applied. Staff also proposes that the STP-MM funding distribution apply to federal and State RTC-selected mobility funding programs such as Category 2, Texas Mobility Funds, Proposition 12, etc. Regional Toll Revenue funds will not be included. The CMAQ funding distribution of 34 percent west/66 percent east will apply to air quality funding programs. Transit formula funding will continue to be based on FTA formulas. Staff anticipates presenting the funding distribution information to RTC in July and at public meetings in August. John Polster discussed the formulas presented by staff, specifically referencing RTR funds. Staff confirmed that RTR funds are allocated by a separate mechanism and not included in the calculation.

10. **Fast Fact:** Jody Loza provided an ozone season update. To date, the region has experienced two ozone exceedance days. At this time last year, the region had experienced 14 exceedance days. Additional details were provided in Electronic Item 10.1.

Whitney Vandiver discussed an e-mail recently provided to Committee members regarding Air North Texas membership follow up. The e-mail contained information about Air North Texas, as well as an invitation to become an Air North Texas partner. A copy of the e-mail was provided in Electronic Item 10.2.

Kenny Bergstrom noted that every year the Dallas-Fort Worth Clean Cities Coalition takes a survey of the region to get an accurate count of alternative-fuel vehicles in the region. This past year, stakeholders were able to save 13.9 million gallons of gasoline with a majority of those savings coming from the actual alternative-fuel vehicles themselves. Electronic Item 10.3 contains the Dallas-Fort Worth Clean Cities Annual Report.

Natalie Gusack highlighted air quality funding opportunities for vehicles provided in Electronic Item 10.4. She noted that the Railroad Commission is offering an alternative fuels equipment initiative. Approximately \$6 million in grant funding to assist with the replacement of medium and heavy-duty diesel vehicles and internal-combustion. Additionally, she noted that the AirCheckTexas Drive a Clean Machine Programs continues to accept repair assistance applications.

Jahnae Stout noted that June public meeting minutes were provided at the meeting as Reference Item 10.8.

Jory Dille discussed information regarding Incident Management performance measures. In an effort to collect consistent Incident Management data throughout the region, a workshop was held in May to build consensus on regional Incident Management performance measures. During the workshop, definitions were drafted for response time, incidence clearance time, roadway clearance time, secondary crash, and recovery time. Details were provided in Electronic Item 10.5. In addition, an announcement for the upcoming Train the Trainer Freeway Incident Management First Responders and Managers course was provided at the meeting in Reference Item 10.9.

Jose Perez noted that a 2015-2018 Transportation Improvement Program (TIP) Development Workshop was held prior to the meeting. He reminded members that meetings between agencies and staff regarding TIP development will be scheduled between July and October.

Chad McKeown noted that NCTCOG is beginning work on the multimodal Blacklands Corridor feasibility study. This study will be centered along or near the northeast Texas rural rail transportation corridor beginning at IH 30 in Greenville and running to the west along that corridor to the President George Bush Turnpike in Garland through Hunt, Collin, and Dallas Counties. This corridor is identified in Mobility 2035-2013 Update for near-term development and evaluation. NCTCOG is seeking consultant assistance to develop the feasibility study and for evaluation of potential development of phases and stages, as well as an evaluation of the proposal by the Texas Turnpike Corporation to build a toll road in this corridor. The notice for this request for proposal was issued in the June 28 Texas Register and also appears on NCTCOG's Web site. Proposals are due by July 19. NCTCOG will be kicking off public involvement efforts on July 25 with an open house and

public meeting. Staff anticipates a notice to proceed for the feasibility study in early September with a study completion timeframe of 15 months. Members will be provided additional updates.

Brian Wilson noted that the current edition of Progress North Texas was provided to members at the meeting. This year, NCTCOG partnered with Denton Independent School District students to help design the cover of the publication through an art contest with the top three drawings published in the document.

The Local Motion is provided in Electronic Item 10.6 and transportation partner progress reports are provided in Electronic Item 10.7.

Dan Kessler introduced Jeff Florey, a new intern in the Transportation Department.

11. **Other Business (Old and New):** There was no discussion on this item.
12. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on July 26, 2013, at the North Central Texas Council of Governments.

The meeting adjourned at 3:05 pm.