

MINUTES

SURFACE TRANSPORTATION TECHNICAL COMMITTEE December 7, 2018

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, December 7, 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, Antoinette Bacchus, Micah Baker, Bryan Beck, David Boski, Curt Cassidy, Ceason Clemens, Hal Cranor, Clarence Daugherty, Pritam Deshmukh, Duane Hengst (representing Greg Dickens), David Disheroon, Phil Dupler, Chad Edwards, Claud Elsom, Eric Fladager, Chris Flanigan, Ann Foss, Ricardo Gonzalez, Kristina Holcomb, Matthew Hotelling, Terry Hughes, Monsur Ahmed (representing Paul Iwuchukwu), Alonzo Liñán, Chris Bosco (representing Stanford Lynch), Alberto Mares, Wes McClure, Laura Melton, Brian Moen, Cesar J. Molina Jr., Mark Nelson, Kevin Overton, Todd Plesko, Shawn Poe, John Polster, Tim Porter, Daniel Prendergast, Bryan G. Ramey II, Lacey Rodgers, Greg Royster, David Salmon, Lori Shelton, Brian Shewski, Jason Shryer, Walter Shumac III, Randy Skinner, Angela Smith, Chelsea St. Louis, Cheryl Taylor, Caleb Thornhill, Robyn Root (representing Matthew Tilke), Joe Trammel, Gregory Van Nieuwenhuize, Cody Owen (representing Daniel Vedral), Caroline Waggoner, Jared White, and Robert Woodbury.

Others present at the meeting were: Tom Bamonte, Berrien Barks, Carli Baylor, Natalie Bettger, Chris Bosco, Tanya Brooks, Jesse Brown, John Brunk, Sara Clark, Chad Coburn, Brian Crooks, Brian Dell, Cody Derrick, Ryan Dufour, Kevin Feldt, David Garcia, Austin Gibson, Dorothy Gilliam, Ray Gwin, Jeff Hathcock, Victor Henderson, Amy Hodges, Michael Johnson, Dan Kessler, Ken Kirkpatrick, April Leger, Nancy Luong, Mindy Mize, Erin Moore, Michael Morris, Bailey Muller, Jenny Narvaez, Jeff Neal, Evan Newton, Donald Parker, Vercie Pruitt-Jenkins, Chris Reed, Rylea Roderick, Kyle Roy, Kathryn Rush, Christina Sebastian, Daniel Snyder, Shannon Stevenson, Mitzi Ward, Brendon Wheeler, and Brian Wilson.

1. **Approval of October 26, 2018, Minutes:** The minutes of the October 26, 2018, meeting were approved as submitted in Reference Item 1. John Polster (M); Alonzo Liñán (S). The motion passed unanimously.
2. **Consent Agenda:** The following items were included on the Consent Agenda.
 - 2.1. **Transportation Improvement Program Modifications:** A recommendation for Regional Transportation Council approval of December 2018 out-of-cycle (Electronic Item 2.1.1) and February 2019 revisions (Electronic Item 2.1.2) to the 2019-2022 Transportation Improvement Program (TIP) was requested, along with the ability to amend the Unified Planning Work Program and other planning documents with TIP-related changes.
 - 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. An overview of the Call for Projects was provided in Electronic Item 2.2.1, and a detailed project listing was provided in Electronic Item 2.2.2.

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

3. **Metroplex Freight Rail Mobility Study:** Jeff Hathcock highlighted ongoing regional railroad coordination efforts. He noted that for many years the North Central Texas Council of Governments (NCTCOG) has established relationships with Class 1 railroads, transit agencies, and short line railroads within the region. This helps NCTCOG provide greater opportunities for public-private partnerships and helps collaboration to balance city, county, and rail interests. Ongoing coordination activities include the Regional Rail Study, multiple city and county initiatives with Fort Worth and Dallas District Texas Department of Transportation (TxDOT) offices, and grant application submissions. Project advancement and funding for design/engineering to ensure projects are shovel ready is also important. NCTCOG staff also engages in funding discussions between agencies to maximize efficiency and use of funds.

Sara Clark, a consultant for the TxDOT Rail Division, provided an overview of the North Central Texas Freight Mobility Study that is currently underway. The purpose of the project is to analyze the freight and passenger rail network in the 16-county Metropolitan Area and to identify improvements focused on mobility. Previous work by TxDOT identified infrastructure improvements such as highway-rail grade separation projects and crossing closures. Projects were also identified in the TxDOT Freight Mobility Plan which was completed in 2017. While previously identified projects have continued to advance, conditions have changed over the past ten years. Both freight and passenger rail volumes have increased and the region has continued to grow, which has resulted in changing land use and traffic patterns. The Metroplex Freight Mobility Study will reassess the existing and projected conditions of the freight transportation network in order to update the program of passenger rail and freight improvement projects. As the project sponsor, TxDOT will incorporate stakeholders to assist in the analysis. NCTCOG has provided matching funds for the project and is an active stakeholder assisting in defining project details. Understanding existing rail volumes, planned rail capacity improvements, and other rail operational information helps identify priority areas for improvements. Corridors with high train volumes or high train speeds are an area of focus. In addition, understanding existing roadway volumes near rail crossings, planned roadway improvements, and other local traffic patterns helps identify priority areas. The project will follow an approximate 12-month schedule, follow a stepped process, and take two paths. One path will focus on the freight and passenger network where improvements related to the rail infrastructure will be identified. There will also be a focus on roadway mobility at the interfaces with the rail corridors. Ms. Clark noted that stakeholder input is a valuable part of this process. TxDOT has made available a Metroplex Survey to allow input on the freight and passenger rail mobility issues in communities. Members were encouraged to complete the survey available at www.txdot.gov/inside-txdot/projects/studies/statewide/metroplex-freight-study.html, as well as provide to others for increased participation within the region. Ms. Clark also noted that the Committee will be provided updates at key milestones.

4. **2017-2018 CMAQ/STBG Funding Program: Strategic Partnerships Round 3, Intersection Improvements, and MTP Policy Bundle TDC Program:** Brian Dell presented staff recommendations for projects to be funded under the Strategic Partnerships Round 3, Intersection Improvements, and Metropolitan Transportation Plan (MTP) Policy Bundle Transportation Development Credits (TDC) Program that are part of the 2017-2018 Congestion Management and Air Quality Improvement Program (CMAQ)/Surface Transportation Block Grant Program (STBG) Funding Program. He noted that staff plans to bring the Assessment Policy Program and the Management and Operations, NCTCOG Implemented, and Regional/Air Quality Programs before the Committee in early 2019. Projects in the third round of the Strategic Partnerships Program are those with multiple non-Regional Transportation Council (RTC) stakeholders/contributors in which local partners are contributing more than the standard 20 percent match or projects of strategic importance

within/to the region. Intersection Improvement projects address safety and traffic flow issues at various locations within the region. The MTP Policy Bundle TDC Program provides agencies with an opportunity to use MTP Policy Bundle TDCs as local match on federally eligible local projects that are of mutual interest to the agencies and the RTC. He noted that projects were divided into project categories and evaluated against similar project types. Mr. Dell also highlighted the east/west funding distribution as a result of the projects recommended for funding. Proposed funding targets (federal portion only) for each project category were highlighted, for a total amount of \$171 million. Details of the evaluation criteria were provided in Electronic Item 4.1. Additional information on the funding amounts for each category, and the resulting eastern/western subregion balances were provided in Electronic Item 4.2. A summary of the proposed funding recommendation was provided: approximately \$70 million CMAQ, \$101 million STBG, \$5.8 million in Regional Toll Revenue, \$49 million in local match, and 15.5 million TDCs. A timeline for the effort was reviewed. A motion was made to recommend Regional Transportation Council approval of the proposed list of projects to fund through 2017-2018 CMAQ/STBG Funding Program: Strategic Partnerships Round 3, Intersection Improvements, and Metropolitan Transportation Plan Policy Bundle Transportation Development Credit Program. Action also included a recommendation for the Regional Transportation Council to permit staff to administratively amend the 2019-2022 Transportation Improvement Program/Statewide Transportation Improvement Program and other planning/administrative documents to incorporate these changes. Mark Nelson (M); John Polster (S). The motion passed unanimously.

5. **Alternative Fuel Corridor Nomination:** David Garcia provided an overview of the current alternative fuel corridor designations and related signage. In addition, he presented alternative fuel corridor designation and signage recommendations proposed to be included in the Texas Department of Transportation's (TxDOT) submittal. As a requirement of the Fixing America's Surface Transportation (FAST) Act, the United States Department of Transportation (US DOT) must designate national alternative fuel corridors to improve mobility of vehicles using certain alternative fuels such as electric charging, hydrogen, propane, and natural gas. The main benefit of this initiative is that it will help prioritize future fueling station investments, accelerate public interest/awareness with signage, and improve the user experience. Mr. Garcia noted that this is the third consecutive year that US DOT is soliciting nominations, and highlighted the history of previous nominations. In addition, he noted that another component of the initiative includes signage for alternative fuel corridors and fuel stations. In June 2018, TxDOT adopted a signage policy that expands on the eligibility requirement of fueling stations that are interested in signage, as well as on sign placement and design guidelines. Details on the three different types of signs, their purposes, and installation was highlighted and provided Electronic Item 5. TxDOT has indicated that it will focus only on the general and specific services signage because it believes those types provide the most benefit to motorists. Maps identifying the currently designated corridors for each fuel type, new stations, and status of signage were highlighted. Mr. Garcia noted that hydrogen is the most undeveloped corridor, but that there is growing interest in the fuel type. Federal Highway Administration designated alternative fuel corridors include eight interstates, one State highway, and one US highway. Finally, Mr. Garcia highlighted corridors proposed to be submitted to TxDOT for its third round of nominations and requested approval of corridor and signage recommendations to the Texas Department of Transportation. Details were provided in Electronic Item 5. A motion was made to recommend Regional Transportation Council approval to submit a request to the Texas Department of Transportation that it include the following corridors in its third round nominations: IH 635, IH 820, US 67, US 287, and US 380. Action included a recommendation that the Regional Transportation Council approve in the request to post general services signage for all fuel types and qualifying stations and corridor identification signage. John Polster (M); Bryan Beck (S). The motion passed unanimously.

6. **Trinity Railway Express Shuttle:** Shannon Stevenson provided an update on the Trinity Railway Express (TRE) shuttle from the Centerport Station to the Remote South Parking lot at the Dallas Fort Worth International Airport (DFW Airport). In 2009, the DFW Airport received funds to implement this service. In March 2018, airport staff notified the North Central Texas Council of Governments (NCTCOG) of its intention to discontinue the shuttle service once TEXRail was fully operational. In April 2018, NCTCOG reached out to the DFW Airport and Trinity Metro about the future of the service. Staff has been working with partners to transition the service from the airport to Trinity Metro and to transfer remaining Federal Transit Administration (FTA) funds previously approved for the project to Trinity Metro. In order to assume responsibility of the shuttle service, Trinity Metro will combine the service with its existing routes. Bridge funding will be needed during project transition, and existing revenue previously authorized for transit will be utilized. This effort assumes that existing local financial commitments will remain the same among Trinity Metro, DFW Airport, and Dallas Area Rapid Transit who share the local match requirement. Details were provided in Electronic Item 6. A motion was made to recommend Regional Transportation Council approval: 1) for Trinity Metro to assume responsibility in 2019 for shuttle service between the Trinity Railway Express Centreport Station and the Dallas Fort Worth International Airport, 2) to transfer the remaining Federal Transit Administration funds previously approved for this project from Dallas Fort Worth International Airport to Trinity Metro for implementation, 3) to utilize up to \$200,000 in existing revenue previously approved for transit for project transition, and 4) to revise administrative documents to allow Trinity Metro access to remaining federal funds to implement the shuttle service. Todd Plesko (M); John Polster (S). The motion passed unanimously.
7. **Mobility 2045 Status, Transportation Conformity Determination, and Ozone Standards Update:** Kevin Feldt provided an update regarding North Central Texas Council of Governments efforts to implement Mobility 2045. He noted the final document and project tables will be available at www.nctcog.org/mobility2045 in the coming week, and will include modifications based on the conformity analysis. Staff continues to coordinate with federal, State, transit, and local agencies as well as the public. Federally required performance measures have been adopted, and efforts to advance the IH 635 East project continue. Efforts also continue to identify solutions in Collin County for US 380 and north/south mobility. Other efforts include high-speed rail, US 75 technology lanes, and auto occupancy detection technology. Additional efforts were provided in Electronic Item 7.2. In addition, he noted work on the next Mobility Plan has begun, which must be adopted no later than November 2022.

Jenny Narvaez provided information regarding transportation conformity and other air quality actions that impact North Central Texas. She noted that the region received its United States Department of Transportation (US DOT) conformity determination on November 21, 2018. The determination covers multiple State Implementation Plan actions including the adequacy of Motor Vehicle Emission Budgets and conformity requirements for both the 2008 and 2015 ozone standards. A copy of the US DOT conformity approval was provided in Electronic Item 7.1. She also noted that the end of November closed out the 2018 ozone season. During 2018, the region experienced 31 exceedance days and a regional design value of 76 parts per billion (ppb). As a result, the region did not attain the 2008 ozone standard of 75 ppb. The region now falls under both the 2008 75 ppb standard and the 2015 70 ppb standard. An overview of both the ozone standards was provided. The Environmental Protection Agency classified the region as marginal for nonattainment under the 2015 ozone standard this past year. Under this classification, the region is not required to develop a State Implementation Plan but must show attainment by August 3, 2021. The implementation rule was published in November 2018. Historically, when a final rule is published for a new standard the old standard is revoked. However, this was not the case in

this instance. As a result, the region is in nonattainment of the 2008 ozone standard because it did not reach attainment by the June 20 deadline. The region is in the process of being reclassified from moderate to serious nonattainment, and this gives the region until July 20, 2021, to reach attainment of the 2008 standard. This puts the region under two ozone standards which must be met in 2021. Members discussed various efforts required for both the 2008 and 2015 ozone standards.

8. **High-Speed Rail: Fort Worth to Laredo:** Michael Morris provided an update regarding efforts on the conceptual study for high-speed rail between Fort Worth and Laredo. He noted that the procurement process is proceeding and four proposals have been received. The North Central Texas Council of Governments (NCTCOG) Executive Board will be asked to approve a consultant at its January 24, 2019, meeting to provide assistance on the conceptual study. NCTCOG staff will also initiate a meeting with Texas Department of Transportation staff responsible for the trade fair of revenues among metropolitan planning organizations (MPO) to prepare for the transfer of \$200,000 in Congestion Mitigation and Air Quality Improvement Program funds from the Alamo Area MPO as part of the partnership. Staff will continue to provide updates to the Committee as efforts continue.
9. **High-Speed Rail: Dallas/Arlington/Fort Worth:** Michael Morris provided an update regarding recent efforts for the Fort Worth to Dallas Core Express Service high-speed passenger service. A recent meeting with the Federal Railroad Administration (FRA) was highlighted, and he noted that the environmental process is advancing. The North Central Texas Council of Governments (NCTCOG) is also working with Texas Central Partners on a new agreement regarding interest in potentially extending the service west of downtown Fort Worth. In addition, the \$5 million Texas Department of Transportation agreement has been signed. As a result of the requirement that environmental clearance of projects must be completed within two years, staff will be working to reduce the number of options to the most feasible options for the environmental phase of the project. Mr. Morris also noted that a master agreement with the FRA will be needed, and conversations are continuing regarding the oversight of funds. Staff will continue to provide updates to the Committee as efforts continue.
10. **Status Report on US 75:** Michael Morris highlighted results from a meeting with representatives from the Federal Highway Administration (FHWA) in Washington, DC, on several options to implement improvements on US 75. North Central Texas Council of Governments (NCTCOG) staff has proposed to apply the technology lane concept from SH 161 on US 75 as an innovative way to move traffic on the congested corridor. However, technology lanes are not permitted legally on the project because US 75 was originally advanced as a high-occupancy vehicle (HOV) lane. Several options were presented to FHWA at the recent meeting, and were provided in Electronic Item 10. He noted that a follow up meeting will be scheduled with FHWA to determine which options are considered feasible. Clarence Daugherty asked what options might be likely and the anticipated timeframe for resolution. Mr. Morris noted that the goal is to determine as many viable options as possible, without use of any legislative options. He added that those options considered viable would be presented to the Committee and the Regional Transportation Council.
11. **Transportation Alternatives Set-Aside Program Call for Projects:** Daniel Snyder presented information on the 2019 Transportation Alternatives Set-Aside Program (TA Set-Aside) Call for Projects utilizing Fiscal Year (FY) 2020 funds. Similar to the 2017 call for projects, eligible projects include: shared-use paths (trails), on-street bicycle facilities, bicycle/pedestrian signalization, signage, sidewalks and others. A total of \$7.94 million is available, with approximately \$5.2 million available in the eastern subregion and

approximately \$2.7 million in the western subregion. The maximum federal funding award per project is \$5 million. The associated evaluation and scoring criteria is consistent with the 2017 call for projects and serves to implement Mobility 2045, which prioritizes implementing the Regional Veloweb, connections to transit and large employers, projects that improve safety, and others. Details of the project types and evaluation/scoring criteria were provided in Electronic Item 11. Additional considerations include project readiness and innovation, including the ability to obligate funds and initiate construction quickly. Emphasis will be given to nominating entities that contribute a cash overmatch of local funds. Mr. Snyder noted that the TA Set-Aside Call for Projects will open on December 17, 2018, and close at 5 pm on March 1, 2019. Staff will review applications received and provide project recommendations to the public and the Committee in May 2019 and the Regional Transportation Council in June 2019. Mr. Snyder also noted that application materials will be posted online at www.nctcog.org/TAP on December 17. In addition, he noted two additional funding opportunities through the Texas Department of Transportation (TxDOT): 1) State TA Set-Aside Program Call for Projects for rural areas and 2) Safe Routes to Schools (SRTS) projects. Both funding opportunities through TxDOT are anticipated to open in February 2019, and additional information can be obtained from TxDOT district staff.

12. **Volkswagen Settlement Update:** Nancy Luong presented an overview of the Volkswagen Settlement final Beneficiary Mitigation Plan for Texas. On November 16, 2018, the Texas Commission on Environmental Quality (TCEQ) released the final Beneficiary Mitigation Plan for Texas that allocates the \$209 million portion of funds for Texas. Of the five eligible on-road project categories, government owned project types received a slight increase to 80 percent as the maximum reimbursement allowed per activity. The non-government owned category received a slight decrease to 50 percent. This funding is for the replacement or repower of an old diesel vehicle with a new, cleaner-burning vehicle or equipment of any fuel type. For other type project categories, funding also increased to 80 percent for government owned projects and decreased to 50 percent for non-government owned projects. She noted that TCEQ was more forthcoming about its funding methodology in the final plan, as noted in Electronic Item 12.1. Approximately 33 percent of the funds were allocated based on a percentage of the affected Volkswagen vehicles, 15 percent base level funding for nonattainment areas, and approximately 33 percent based on a strategic assessment to achieve or maintain attainment in the near term. As a result, the Dallas-Fort Worth region received a slight increase in funding, and the City of Austin and Bell County were added to the list of areas to receive funding. This funding represents the 81 percent allocated for mitigation actions in priority areas. The Regional Transportation Council (RTC) submitted comments on the draft Mitigation Plan in a letter dated September 13, 2018, and the TCEQ addressed some of the North Central Texas Council of Governments' (NCTCOG) original comments. NCTCOG originally requested \$63 million based on its technical analysis but received an increase of \$4.2 million instead. Despite acknowledging the recommendation of allowing the regional Council of Governments to administer the funding, TCEQ will continue to be the sole administrator. Other RTC recommendations were not addressed. TCEQ has requested information from NCTCOG based on the region's priorities. A copy of the correspondence was provided in Electronic Item 12.2. Proposed comments were highlighted, and members were asked to provide feedback. Comments included recommending: government owned and non-government owned projects be funded separately so there is equal competition, applications be considered competitively to maximize the emissions reduction benefits, a cost threshold be established for eligibility, eligible mitigation actions be allowed to compete at the same time to expedite projects, applicants be required to demonstrate broader commitment, lowest emission vehicles be prioritized, and charging infrastructure be placed in corridors with the most need. Details were provided in Electronic Item 12.1. Ms. Luong requested that members provide feedback to staff by December 12. John Polster discussed the cost

proposed by TCEQ for administration of the funds. Chris Klaus noted that the funds will cover administration of the funds through multiple calls for projects within multiple areas, which could be cumbersome. He noted that the Mitigation Plan does not rule out the potential for a future 3rd party administrator, but TCEQ has indicated that it plans to carry out the role at this time.

13. **Fast Facts:** April Leger noted that the 2019 meeting schedule for the Surface Transportation Technical Committee (STTC) and the Regional Transportation Council (RTC) were provided in Electronic Item 13.1.

Shannon Stevenson provided an update on Trinity Railway Express (TRE) positive train control (PTC) implementation. The Federal Railroad Administration (FRA) issued a press release on November 21 that included at-risk railroad progress. The TRE is not included in the list and is no longer considered to be at risk for not meeting the FRA requirements for achieving certain progress on PTC implementation by December 31.

Brian Dell noted that the third round of the Metropolitan Transportation Plan (MTP) Policy Bundle Program was open. The deadline for early submittals is March 15 and the final deadline is April 15. Additional details are available at www.nctcog.org/trans/plan/mtp/policy-bundle. In addition, entities with candidate projects that have TDCs they would like to be considered should contact staff to begin discussions. He noted that TDCs not assigned by Fiscal Year 2019 will be returned to the pool.

Cody Derrick noted that the Texas Department of Transportation is requesting proposals for the Fiscal Year 2020 General Traffic Safety Grant and the Selective Traffic Enforcement Safety Grant. Proposals must be completed and submitted by January 10, 2019. Details were provided at www.txdot.gov/apps/eGrants/eGrantsHelp/rfp.html.

Jessica Scott noted that in coordination with the National Association of City Transportation Officials (NACTO), a training opportunity for local governments and transit agency officials is available through two, one-day trainings on January 29 in Dallas and January 30 at the North Central Texas Council of Governments. The flyer, including links to registration, was provided in Electronic Item 13.2.

Kyle Roy provided a legislative update. He noted that approval of the RTC Legislative Program for the 86th Texas Legislature and the 2019 RTC Principles for Federal Surface Transportation Authorization would be proposed at the December 13 RTC meeting. Regarding federal legislation, he noted the President has signed a continuing resolution that provides federal appropriations at current levels through December 21. In addition, he noted that the 86th Texas Legislature will convene on January 8 and that staff will begin sending weekly legislative updates at that time.

Arash Mirzaei provided information related to preparation for Census 2020. He noted that the Census Bureau will launch a project for updating the statistical area across the nation called the Participant Statistical Area Program. The effort within the region will be led by the North Central Texas Council of Governments (NCTCOG) Transportation Department. This program is significant because it allows input on how the statistical areas are defined. A coordination group of local governments and non-government entities will be created for those interested. Additional information regarding the program was provided at www.nctcog.org/census2020psap.

David Garcia highlighted current air quality funding opportunities for vehicles. He noted applications for the Light-Duty Motor Vehicle Purchase or Lease Program and the Texas

Natural Gas Vehicle Grant Program would be accepted through May 2019. He also noted that eligible applicants for electric vehicle incentives can receive up to \$16,500 in combined savings per vehicle if the federal tax credit, State rebates, and local rebates are used. Additional information was provided at www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle.

David Garcia also highlighted upcoming Dallas-Fort Worth Clean Cities events. He noted that the new year start up meeting is schedule for January 22, 2019, at NCTCOG. Discussion topics will include the new Clean Cities annual survey, the Volkswagen Settlement Mitigation Plan, and how to evaluate fleets for Volkswagen funding. Additional details and registration information was provided at www.dfwcleancities.org/dfw-clean-cities-meetings.

Kimberlin To presented the 2017-2018 Air North Texas Partner Awards. Hood County Clean Air Coalition received the Outstanding Advertising award, City of Cedar Hill received the Outstanding Initiative award, City of Plano received the Outstanding Outreach award, City of Dallas received the Arlo Ambassador award, and City of Grand Prairie received the Air North Texas Partner of the Year award. Additional information was provided at www.airnorthtexas.org/partnerawards18.

Brian Wilson noted that the fall edition of the Mobility Matters publication was distributed at the meeting. A copy of the publication is also available online at www.nctcog.org/mobilitymatters. He noted that additional printed copies were available upon request.

Carli Baylor highlighted October public meetings minutes provided in Electronic Item 13.3 and November public meeting minutes provided in Electronic Item 13.4. Discussions at the public meetings included performance measures, auto occupancy vehicle technology, and air quality initiatives/funding opportunities.

Carli Baylor also noted the upcoming public meeting comment opportunity announced in Electronic Item 13.5. Members of the public can provide online input on quarterly Transportation Improvement Program modifications from Monday, December 10, 2018, to January 8, 2019.

Victor Henderson noted that the Public Comment Report, provided in Electronic Item 13.6, was a compilation of general public comments submitted by members of the public from September 20-October 19. The majority of comments received during this period were regarding plans for future projects, transit systems, and autonomous vehicles.

The current Local Motion was provided in Electronic 13.7 and transportation partner program reports were provided in Electronic Item 13.8.

14. **Other Business (Old and New):** Dan Kessler introduced new staff in attendance at the meeting, Brendon Wheeler. He also noted Michael Morris' new Executive Assistant, Angela Alcedo.
15. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on January 25, 2019, at the North Central Texas Council of Governments.

The meeting adjourned at 2:55 pm.