

## MINUTES

### **SURFACE TRANSPORTATION TECHNICAL COMMITTEE September 24, 2021**

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, September 24, 2021, at 1:30 pm by videoconference. The Regional Transportation Council Bylaws establish that the Technical Committee approved membership in attendance at a meeting shall constitute a quorum for action to be taken, therefore individual attendance was not taken for committee members or other attendees.

1. **Approval of August 27, 2021, Minutes:** The minutes of the August 27, 2021, meeting were approved as submitted in Electronic Item 1. Bryan Beck (M); Melissa Baker (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 (RTC) approval of revisions to the 2021-2024 Transportation Improvement Program (TIP) was requested, along with the ability to amend the Unified Planning Work and other planning documents with TIP-related changes. Revisions were provided in Electron Item 2.1.
  - 2.2 **Endorsement of the Regional Transportation Council's Ratification of Emergency Funding Authorization to Dallas Area Rapid Transit for Interim Funding for the Regional Vanpool Program:** Endorsement of the Regional Transportation Council's ratification of emergency funding authorization to Dallas Area Rapid Transit (DART) for interim funding for the Regional Vanpool Program was requested. Approval included utilization of Regional Transportation Council Local funds in an amount not to exceed \$45,000 to ensure continuation of vanpool services for DART participants until new agreements are fully executed and funding is in place.

A motion was made to approve the items on the Consent Agenda. Jim O'Connor (M); Bryan Beck (S). The motion passed unanimously.

3. **2022 Unified Transportation Program and Regional 10-Year Plan Update:** Brian Dell provided an update on the projects funded by the Texas Transportation Commission (TTC) in the 2022 Unified Transportation Program (UTP). Earlier in the year, the Committee and the Regional Transportation Council (RTC) approved updates to the Regional 10-Year Plan. Changes included projects funded with Category 2 and Category 4 funds and requests to the TTC for Category 12 funds. At its August 2021 meeting, the TTC approved the 2022 UTP which included all Category 2 and Category 4 projects in the region and Category 12 funds totaling approximately \$255 million in the eastern subregion and approximately \$84 million in the western subregion. A series of project changes made since last presented to the Committee and RTC were highlighted. Staff proposed to increase Category 2 funding for two projects in Hunt County since requested Category 12 funding was not awarded. In addition, a project proposed for Category 12 funding in Collin County was partially funded with Category 4 funds by the Texas Department of Transportation (TxDOT) Dallas District instead. Three projects were awarded Category 12 funding in the western subregion: a portion of IH 20 in Parker County, a section of IH 30 in Tarrant County, as well as funding for three years of implementation for the Regional Mobility Assistance Patrol project in the

Fort Worth District. Several projects were awarded Category 12 funding in the eastern subregion. US 380 in Collin County was awarded approximately \$40 million, the IH 30 Canyon project in Dallas County was awarded an additional \$101 million, and US 80 in Dallas County was awarded approximately \$103 million. In addition, a series of overpasses and interchanges along IH 30 in Hunt County were awarded \$4.4 million in additional funding. The Dallas District Regional Mobility Assistance Patrol also received approximately \$6 million to covers three years of implementation. He noted historical allocations for Category 12 funds have been updated due to receipt of the FY2022 authorizations, totaling approximately \$2.6 billion in the 2022 UTP. Mr. Dell also provided an update on the Surface Transportation Block Grant Program (STBG)/Category 2 funding exchange approved by the RTC in July 2021. Category 2 funding was removed from US 287 and SL 9 and replaced with STBG funds to help reduce the region's balance of STBG funds and staff committed to bring back a proposal for the specific projects to be funded with the freed-up Category 2 funds. He noted the amount being exchanged was reduced from the originally proposed amount of \$141 million due to cost savings on the SL 9 project of approximately \$41 million. An overview of the projects proposed for the funding exchange was provided. Projects proposed to receive funding from the SL 9 funding exchange include FM 429 from North of US 80 to 1 mile S of US 80, SH 114 from West of US 377 to East of IH 35W, and a section of IH 35E to be determined. IH 820 at the Trinity Railway Express (TRE) Line from North of Trinity Blvd to South of SH 10, IH 20 from FM 1187 to US 180, and SH 360 frontage roads from the Trinity River to Post and Paddock were proposed for the US 287 funding exchange. Maps showing approved and proposed projects in the Regional 10-Year Plan and their current status were highlighted and included updates to remove the Category 12 projects that were not selected for funding. In addition, a map including recently completed and active capacity transportation projects, including all funding sources that are not part of the 10-Year Plan was also highlighted. Mr. Dell noted NCTCOG staff will continue to coordinate with TxDOT on the next round of the 10-Year Plan changes, including efforts to re-fund projects that had funding removed in previous plans if funding targets permit. In addition, staff will develop a revised scoring process to prioritize and score 10-Year Plan projects. The revised process will be brought back for review and approval at a future meeting. The anticipated schedule for the 2023 UTP was highlighted. TxDOT will be working to determine how much funding will be allocated across the state over the next few months. Staff expects that an initial draft project listing will be due to TxDOT in January 2022, followed by receipt of anticipated funding targets. Once targets are received, staff will work to adjust project listings to the anticipated revenues before providing to the public, Committee, and RTC for review. TTC approval of the 2023 UTP is expected in August 2022. Details of the projects approved for funding in the UTP, project recommendations to complete the Category 2/STBG funding exchange were provided in Electronic Item 3.1 and the revised 10-Year Plan project listings were provided in Electronic Item 3.2. Electronic Item 3.3 contained the 10-Year Plan projects that have let or been completed. Electronic Item 3.4 contained the projects being proposed for the Category 2/STBG funding exchange. Action requested of the Committee was reviewed. Michael Morris noted that the Texas Transportation Commission kept the IH 45 project in Houston in the UTP and has indicated the TTC will be calling a special meeting in December 2021 to address the project. He noted this special meeting should be added to the calendar because if the Federal Highway Administration does not change its position about IH 45, funding currently on the project would have to be reprogrammed. Staff will work with TxDOT districts to have projects ready for implementation should additional funding become available to the region. Clarence Daugherty asked if there have been any conversations with TxDOT on how to fund US 380 in the future. Mr. Morris noted that staff continue to recommend additional transportation money in Category 12 for US 380, as well as continue to advocate for the region's fair share of Category 2 funds which would also help to fund US 380. If IH 45 funding must be

reallocated, it is possible that the region would receive additional Category 12 funding. In addition, he noted that TxDOT Dallas is supportive of US 380 moving ahead so it will be important for the project to be cleared and staged. Mr. Daugherty also noted the US 75 was shown on one of the maps as a tolled project and asked if some final decision about the project had been determined. Mr. Morris noted that staff continue efforts to advance a technology lane on US 75 until a permanent solution can be implemented. John Polster discussed SH 114 main lanes which were not awarded Category 12 funding. He noted the projects would be ready to let in April 2022 and asked if staff had any suggestions for funding the project. Mr. Morris noted that staff would pursue funding as suggested for US 380. A motion was made to recommend Regional Transportation Council approval of the final 2021 Regional 10-Year Plan project listing, the proposed projects to complete the Category 2/STBG funding exchange, and administratively amending the Transportation Improvement Program/Statewide Transportation Improvement Program and other planning/administrative documents to incorporate the changes. Clarence Daugherty (M); Shawn Poe (S). The motion passed unanimously.

4. **Trinity Railway Express Shuttle Funding for Continued Operations:** Gypsy Gavia presented a recommendation to utilize previously approved funding for transit projects to support the continued operations of the Trinity Metro shuttle service between Dallas Fort Worth International Airport (DFW Airport) and the Trinity Railway Express (TRE) Centreport Station. The TRE shuttle has traditionally operated from the TRE Centreport Station to the Remote South parking lot at the DFW Airport. From there passengers transferred to their terminals using airport shuttles. Due to reduced traffic at the airport related to COVID-19 and closure of the Remote South parking lot, the route was shifted to the Rental Car Center. Users are now returning to the airport so operating partners are working to relocate the shuttle stop and route options. There are significant costs to rerouting the shuttle and increasing frequency, so partners have proposed to continue service operations with a headway of 40 minutes during off peak hours and 20 minutes during peak hours. Ms. Gavia noted that in 2009, the airport was first awarded transit funds to implement the TRE shuttle service from the Centreport Station to the remote south parking lot. The project was again awarded in 2012 and 2015 through the Transit Call for Projects. In 2018, the airport notified North Central Texas Council of Governments (NCTCOG) staff of its intention to discontinue the shuttle service the following year once the TEXRail service was fully operational. Staff and partners worked together to identify alternate options to ensure the continuation of service. Trinity Metro began operating the service as the TRE Link (Route 31) in 2019 and the airport's funding that was previously awarded through Federal Transit Administration funds was transferred to Trinity Metro. Over the past few months, Trinity Metro, Dallas Area Rapid Transit (DART), and the DFW Airport have reached out to staff requesting operational support as more time is needed to finalize a system sustainability plan for the service due to agency budget constraints and challenges experienced from reduced ridership during the COVID-19 pandemic. Staff has identified approximately \$910,000 in previously approved Regional Toll Revenue (RTR) funds for transit projects and Surface Transportation Block Grant Program funds from the COVID-19 Infrastructure Program #015: Transit Partnership funds that can be utilized for the project. Proposed funds would provide 50 percent of the funding to be matched by funds split among Trinity Metro, DART, and DFW Airport. The first year of proposed funding would be available through existing RTR funds for a total of \$290,000 and the following two years would be funded with STBG funds in an amount not to exceed \$620,000. Funding would help ensure that operations continue as partners finalize a sustainability plan for the shuttle service without additional operating funds from the RTC. Ms. Gavia noted that agencies would be meeting in the next year to ensure Trinity Metro, DART, and the DFW Airport can fully assume responsibility of funding for the shuttle service after FY2024. Details were provided

in Electronic Item 4. Greg Royster discussed current operation of the shuttle service which includes bus-to-bus transfer at the Rental Car Center. He noted the shuttle service includes the transfer of airport employees as well as employees to airport hotels and that as passenger demand increases, it will be important for the agencies to consider a more seamless route directly from the TRE Stations to the terminals. He added the airport was interested in considering options in the central terminal area to ensure that its transit-dependent employees are served. NCTCOG staff noted it would be happy to work with the DFW Airport on its future vision for the shuttle service. A motion was made to recommend Regional Transportation Council approval to utilize existing Regional Toll Revenue funds previously approved for transit and previously approved COVID-19 Infrastructure Program #15: Transit Partnership Surface Transportation Block Grant funds for a total not to exceed of \$910,000, for Trinity Metro, DART, and DFW Airport to assume funding responsibility after FY2024 for shuttle service between the TRE Centreport Station and DFW Airport. Action also included a recommendation to approve revising administrative documents as appropriate to incorporate the project. Phil Dupler (M); Robert Woodbury III (S). The motion passed unanimously.

5. **Call for Projects to Reduce Diesel Emissions:** Huong Duong presented details of a new, competitive call for projects (CFP) to award rebates through the North Texas Clean Diesel Projects 20201 funding initiative. The North Central Texas Council of Governments (NCTCOG) pursues funding that can be used in the region to improve air quality and develop calls for projects that help reduce emissions within the region. Approximately one third of nitrogen oxide emissions in the Dallas-Fort Worth region is attributed to on-road vehicles, of which 48 percent comes from heavy-duty vehicles primarily when idling. Ms. Duong highlighted the status of the FY2020 Clean Fleet North Texas funding and provided details for the FY2021 Clean Fleet North Texas Call for Projects. Approximately \$1.5 million is available from the Environmental Protection Agency (EPA) National Clean Diesel Funding Assistance Program for private fleets and companies, as well as local governments. Eligible projects include the replacement of on-road and non-road diesel engines, vehicles, and equipment, installation of locomotive shore power, replacement of diesel transportation refrigeration units (TRU) trailers, and replacement of diesel drayage vehicles. Funding thresholds vary regarding replacement type and were detailed in Electronic Item 5. Funding will be available through a competitive rebate program for projects in the 10-county ozone nonattainment area and adoption of the Clean Fleet Policy is required. Scoring criteria was highlighted and will be based on cost per ton of nitrogen oxides reduced and recipient oversight, as well as consideration of project operation in Environmental Justice areas. This will help ensure selected projects provide the most emission benefits with the least risk and most impact on high poverty and minority areas. Staff proposed that the Call for Projects open on October 14, 2021, with a 90-day rolling application deadline until all funds are awarded. A motion was made to recommend Regional Transportation Council approval of the North Texas Clean Diesel Project 2021 Call for Projects, including the call for project details, eligibility screens, selection criteria and schedule detailed in Electronic Item 5. Bryan Beck (M); Mark Nelson (S). The motion passed unanimously.
6. **Locally Enforced Motor Vehicle Idling Restrictions Resolution:** Jason Brown presented a recommendation to approve a revised Resolution Supporting Locally Enforced Motor Vehicle Idling Restricts in North Central Texas. This initiative focuses on eliminating unnecessary idling and the reduction of diesel emissions and high emitting vehicles and also aligns with air quality policies within the mobility plan. Details of the Texas Commission on Environmental Quality (TCEQ) Locally Enforced Motor Vehicle Idling Limitations rule was provided. The rule, included in Electronic Item 6.2, is regulated through the Texas

Administrative Code Rule 114 and impacts motorists operating medium to heavy duty vehicles that are greater than 14,000 pounds within local government jurisdictions having a Memorandum of Agreement (MOA) with TCEQ. It stipulates requirements to control vehicles engine idling to no more than five consecutive minutes while not in motion with certain exemptions. In 2008, the Regional Transportation Council (RTC) approved a resolution encouraging entities to adopt the TCEQ vehicle idling restriction rule, provided in Electronic Item 6.1. Since that time, cities in the region have signed the TCEQ MOA which allowed enforcement of the idling restriction and many also adopted their own ordinances or resolutions. In addition, the North Texas Council of Governments collaborated with the TCEQ and local governments to develop the Engine Office North Texas Local Government Guide. During that time, partners identified the need to revise the resolution in order to align the language with those restrictions in place within local governments. Mr. Brown reviewed proposed updates to the resolution, which was provided in Electronic Item 6.3. The revised resolution will identify locally enforced motor vehicle idling restrictions as Weight-of-Evidence within the State Implementation Plan, endorse implementation of an idling restriction ordinance/resolution (not specifically tied to the TCEQ MOA), and encourages local governments to adopt any idling restrictions as applicable to local government needs. The language in the revised resolution will allow cities and counties to have more flexibility in implementing an idling restriction or ordinance while still being eligible for funding from TCEQ for idle reduction infrastructure. In addition, the revised resolution will allow for program efforts to be documented as Weight-of-Evidence within the SIP. Additional information was provided in Electronic Item 6.4. A motion was made to recommend Regional Transportation Council (RTC) approval of a revised Regional Transportation Council Resolution Supporting Locally Enforced Motor Vehicle Idling Restrictions in North Central Texas, provided in Electronic Item 6.3. Clarence Daugherty (M); Kevin Overton (S). The motion passed unanimously.

7. **Director of Transportation Report on Selected Items:** Michael Morris presented items on the Director of Transportation report. He highlighted information about the Statewide Safety Program. The Texas Department of Transportation would like to provide assistance to lower the fatality rate in Texas and have proposed to bring together metropolitan planning organizations across the state along with area districts to form a statewide safety task force. Members will be provided updates in the future of related safety efforts. In addition, he highlighted the Dallas Area Rapid Transit D2 project and noted that at the September 9, 2021, Regional Transportation Council (RTC) meeting he discussed an opportunity for policy officials in the region to consider the feasibility and timing of the D2 rail line project. He noted the D2 rail line was originally proposed to address green times on north/south thoroughfare streets in downtown Dallas crossing the existing light rail line as a result of anticipated future train frequencies and increased train lengths. He highlighted the D2 project in Zone B of the map and discussed ongoing efforts among Dallas City Council, Dallas Area Rapid Transit (DART), the Texas Department of Transportation (TxDOT), and the North Central Texas Council of Governments (NCTCOG) to determine the appropriate alignment for the rail line to alleviate anticipated future rail crossing issues as well as the interface with IH 345. However, since COVID-19 transit ridership and demand has changed, and traffic volumes have decreased in the downtown area. From a transit perspective, ridership is lagging, DART it is advancing a bus program that does not include major traffic signal upgrades, and current customers are traditional transit users who are not using transit as a choice. While population growth has continued, the growth has been less suburban and more rural which has an implication for transit. Similarly, consideration should be given to the location of employees who return to work as well as potential changes in large employer locations and functions of building structures. He noted the City of Dallas may remain interested in moving forward with the D2 project following review of changing trends or there

may be interest in advancing Phase 2 signal improvements for transit, as well as other options such as street cars or a Trinity Railway Express route to Fair Park. He also noted that the Silver Line and D2 are balanced investments on which the DART Board and City of Dallas have agreed. Mr. Morris noted as conversations continue with the City of Dallas and DART, inclusion of the D2 project in the Mobility Plan will also need to be discussed. Additional information was provided in Electronic Item 7. In addition, Mr. Morris noted that staff would continue to monitor the potential of an electric vehicle manufacturing facility being located within the region and would provide an update in the future. He also noted that the August 2022 RTC meeting has been postponed by one week and will be held on August 18, 2022, as part of the Irving Transportation Summit. He also discussed an upcoming item to be presented by staff at a future meeting, the 2023-2026 Management/Operations and Safety program.

8. **Metropolitan Planning Organization Milestone Policy Round 2 – Quarterly Update:**

Brian Dell provided an update on the status of the Metropolitan Planning Organization (MPO) Milestone Policy Round 2 projects. As a reminder the policy is aimed at ensuring that projects, especially those that have been funded for at least ten years and have not gone to construction, are being implemented in a timely manner. In February 2021, the Regional Transportation Council (RTC) approved the second round of the Milestone Policy, which included establishing deadlines by which projects must go to construction as well as a revised project tracking process. The updated process includes quarterly status reports on all projects on the Milestone Policy list until they go to letting. Projects are rated as low (green), medium (yellow), or high (red) risk based on the how well the project sponsor is implementing the projects and risk factors identified by staff. If the committed schedule has not been met and the project has been graded as red/high risk, the project will likely be recommended for cancellation but decisions will ultimately be made on a case-by-case basis. A summary of the projects on the Milestone Policy Round 2 list was provided. He noted that as of September 2021, three projects let prior to their established deadlines and 12 have been identified as low risk, 7 as medium risk, and 1 as high risk. The status of each project on the MPO Milestone Policy Round 2 list, including ratings, was provided in Electronic Item 8.1. Mr. Dell noted staff will continue monitoring project progress and provide assistance as needed, as well as provide information to the Committee at the next quarterly update. He added that staff was working with the implementing agency of the high-risk project to determine next steps. Additional details on the policy were provided in Electronic Item 8.2. John Polster asked if the Milestone Policy timeframe restarts on a project for which the Texas Department of Transportation has terminated a phase and executed a new Advanced Funding Agreement. He noted this may be an issue for some projects. Mr. Dell noted that although the project would likely remain on the Milestone Policy list of projects, consideration would be given regarding the noted circumstances during project review.

9. **Transit Strategic Partnerships Initiative Overview:** Rachel Jenkins provided an overview of the Transit Strategic Partnerships funding process. In fiscal year (FY), 2021 public transportation providers in the region were awarded approximately \$136 million in Federal Transit Administration (FTA) formula funds. Two processes are used to award funds. Of the total amount awarded, 2 percent is set aside for Transit Strategic Partnership projects (formally known as the Transit Call for Projects) based on Regional Transportation Council (RTC) policy, with the remaining 98 percent available to transit providers through the annual Program of Projects. Four types of federal formula funding programs are allocated in the Dallas-Fort Worth-Arlington and Denton-Lewisville Urbanized Areas (UZAs), two of which are allocated through the Transit Strategic Partnerships initiative: 1) Section 5307, intended to serve the general public including low-income populations and 2) Section 5310, intended to serve the elderly and individuals with disabilities. FY2021 Transit Strategic Partnerships

funding totals approximately \$4.1 million. Ms. Jenkins noted the process for awarding these funds was recently redesigned and updated to help address gaps in service. Through this program, staff will award proposals for innovative transit projects and solutions both from agencies looking to directly implement service and those seeking partnership with an existing transit provider. Proposals will be accepted on a rolling basis and evaluated twice per year. The improved process prioritizes projects that align with existing plans and studies, encourages innovative solutions to gaps in service, and offers a more proactive simplified approach to addressing needs throughout the region. In addition, the simplified application focuses on identifying challenges and gaps and encourages collaboration. Evaluation criteria details were highlighted, with the needs assessment given top priority. Details of the criteria and evaluation were provided in Electronic Item 9. Ms. Jenkins noted that applications will be accepted on a six-month rolling cycle with the exception of the initial application cycle launched September 1, 2021, which will be expedited to meet the January 28, 2022, Transportation Improvement Program (TIP) modification cycle deadline. Proposals can be submitted at any time. The deadlines allow staff to separate which proposals will be considered for evaluation at which time. Staff will proactively collaborate with applicants to fill missing pieces of the application or request additional documentation before the proposals are evaluated. Selected projects will then be submitted for TIP modifications and approvals. Proposals may potentially be selected on a conditional basis and staff will work with those applicants to address items that need further development prior to the next TIP modification deadline. She noted additional details were available at [www.nctcog.org/strategicpartnerships-transit](http://www.nctcog.org/strategicpartnerships-transit). Brian Moen asked if the findings from the Access North Texas update would be available for agencies to review during the application process. Ms. Jenkins noted the Access North Texas update was not expected to be released until next spring and that the 2018 Access North Texas document was available online for reference and was the version staff would be using during the evaluation process until the next update is adopted.

10. **Status Report on Electric Vehicles and National Drive Electric Week:** Soria Adibi presented an update on the electric vehicle (EV) industry and adoption in the region. She noted the electric vehicle market has expanded offerings of a variety of EV makes and models in recent years, including battery-electric, plug-in hybrid, and fuel cell electric options. Expansion has not only included light-duty vehicles, but a variety of medium and heavy-duty vehicle options. In the region, EV registration has grown approximately 32 percent year over year for the past five years and as of August 2021 over 18,000 light-duty electric vehicles are registered. A map identifying the location of electric vehicle registrations, as well as charging infrastructure was highlighted. She noted that as part of the new funding biennium, staff anticipated new incentives for EV purchases under the Texas Emission Reduction Program and charging stations through the Volkswagen Settlement to be announced soon. Ms. Adibi noted that when discussing electric vehicles, staff often receives questions regarding the volume of electric vehicles expected and the impact of electric vehicle charging to the power grid. As part of its long-term system assessment planning, the Electric Reliability Council of Texas (ERCOT) routinely completes a transportation electrification scenario. Assumptions based on Bloomberg New Energy Finance estimates the possibility that over 70 percent of all buses, slightly less than 20 percent of light-duty passenger vehicles, and approximately 15 percent of local delivery trucks on the road could be electric by the 2037. In addition, assumptions on the charging load indicate that most of the added load would be in the overnight hours. From a grid operator perspective, Texas continues to have excess generating capacity overnight to allow for vehicle charging. She noted staff will continue to monitor future assumptions as technology continues to advance. Ms. Adibi also provided information on an opportunity to test drive EVs available through the Clean Cities Coalition “Try and Drive Alternative”

program. Test drives are offered through four vendors in the region with timeframes ranging one day to two months. Also highlighted was information about 2021 National Drive Electric Week. A variety of webinars for fleets and the public will be available, as well as a tour of the Peterbilt manufacturing facility. An outdoor, in-person EV showcase will also be held with owners and vendors in Grapevine on October 3, and Oncor will be hosting the annual Road Rallies during the week of September 25-October 2. Additional information was provided in Electronic Item 10.

11. **Fast Facts:** Staff presentations were not given. Information was provided to members electronically for the following items.
  1. Air Quality Funding Opportunities for Vehicles (<https://www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle>)
  2. Dallas-Fort Worth Clean Cities Events (<https://www.dfwcleancities.org/events>)
  3. Know Before You Fly Your Drone Workshops ([www.northtexasuas.com/UAS-Taskforce#Workshops](http://www.northtexasuas.com/UAS-Taskforce#Workshops))
  4. Status Report on Texas Volkswagen Environmental Mitigation Program Funding (Electronic Item 11.1)
  5. Status Report on Ozone (Electronic Item 11.2)
  6. Federal Highway Administration Improving Bicycle Safety at the Intersection Workshop (Electronic Item 11.3)
  7. Results of Surface Transportation Technical Committee Survey on Changing Mobility Data (Electronic Item 11.4)
  8. North Central Texas Council of Governments Summary of Transportation and Air Quality Bills – 87<sup>th</sup> Texas Legislature (Electronic Item 11.5)
  9. Federal Highway Administration Recognizes City of Irving’s Work through the Waze Data-Sharing Program (<https://www.fhwa.dot.gov/innovation/everydaycounts/edcnews/20210902.cfm>)
  10. August Online Input Opportunity Minutes (Electronic Item 11.6)
  11. October Online Input Opportunity Notice (Handout)
  12. Public Comments Report (Electronic Item 11.7)
  13. Written Progress Reports:
    - Local Motion (<https://nctcog.org/trans/about/publications/locmo/local-motion-september-1>)
    - Partner Progress Reports (Electronic Item 11.8)
12. **Other Business (Old and New):** Dan Kessler noted that the Metropolitan Planning Organization received a favorable letter from the US Department of Transportation certifying the Dallas-Fort Worth-Arlington, Denton-Lewisville and McKinney Transportation Management Area (DFW TMA) planning process as a result of the certification review completed in June 2021. Mr. Kessler thanked all who participated in the review process.
13. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on October 22, 2021.

The meeting adjourned at 2:55 pm.