

## MINUTES

### **SURFACE TRANSPORTATION TECHNICAL COMMITTEE January 25, 2019**

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, January 25, 2019, 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, Bryan Beck, Katherine Beck, David Boski, Curt Cassidy, Ceason Clemens, Kent Collins, John Cordary Jr., Clarence Daugherty, Chad Davis, Pritam Deshmukh, Duane Hengst (representing Greg Dickens), David Disheroon, Phil Dupler, Claud Elsom, Eric Fladager, Chris Flanigan, Ann Foss, Ricardo Gonzalez, Kristina Holcomb, Matthew Hotelling, Kirk Houser, Terry Hughes, Paul Iwuchukwu, Sholeh Karimi, Alonzo Liñán, Paul Luedtke, Stanford Lynch, Wes McClure, Laura Melton, Robert Caskey (representing Brian Moen), Cesar J. Molina Jr., Mark Nelson, Jim O'Connor, Kevin Overton, Dipak Patel, Todd Plesko, Shawn Poe, John Polster, Tim Porter, Daniel Prendergast, Bryan G. Ramey II, Greg Royster, Moosa Saghian, David Salmon, Lori Shelton, Brian Shewski, Randy Skinner, Angela Smith, Chelsea St. Louis, Cheryl Taylor, Matthew Tilke, Joe Trammel, Gregory Van Nieuwenhuize, Daniel Vedral, Carline Waggoner, Robert Woodbury, and John Wright.

Others present at the meeting were: Vickie Alexander, Amanda Allen, Nick Allen, Tom Bamonte, Berrien Barks, Tara Bassler, Carli Baylor, Natalie Bettger, Tanya Brooks, John Brunk, Ken Bunkley, Lori Clark, Eric Conner, Michael W. Copeland, Brian Crooks, Cody Derrick, David Dryden, Chad Edwards, Daniel Edwards Sr., Kevin Feldt, Brian Flood, Mike Galizio, Austin Gibson, Christie Gotti, Clint Hail, Victor Henderson, Chris Hoff, Andrew Hooker, Tim James, Anshi Jin, Mike Johnson, Dan Kessler, Ken Kirkpatrick, Chris Klaus, Kevin Kroll, Dan Lamers, Sonya Landrum, April Leger, Nancy Luong, Kazi Maina, Mindy Mize, Erin Moore, Michael Morris, Bailey Muller, Jeff Neal, Evan Newton, Johan Petterson, Daniel Poole, Chris Reed, Kyle Roy, Kathryn Rush, Samuel Simmons, Shaina Singleton, Shannon Stevenson, Brendon Wheeler, Douglas Wiersig, Amanda Wilson, Brian Wilson, Jing Xu, and Kate Zielke.

1. **Approval of December 7, 2018, Minutes:** The minutes of the December 7, 2018, meeting were approved as submitted in Reference Item 1. Jim O'Connor (M); John Polster (S). The motion passed unanimously.
2. **Consent Agenda:** The following items were included on the Consent Agenda.
  - 2.1. **Endorsement of Regional Transportation Council Action Approving Emergency Funds for Span, Inc.:** A motion was made to endorse Regional Transportation Council approval to utilize up to \$160,000 in existing revenue previously approved for transit to be allocated to Span, Inc. to continue providing critical services for seniors and persons with disabilities. Action also included approval to transmit Regional Transportation Council policy directives to Span on the one-time funding and transit institutional review and to revise administrative documents as appropriate to incorporate the project. Details were provided in Electronic Item 2.1
  - 2.2. **Endorsement of Regional Transportation Council Action Approving Alliance Link Funding to Trinity Metro:** A motion was made to endorse Regional Transportation Council approval to utilize up to \$500,000 in existing Regional Toll Revenue funds previously approved for transit to continue enhanced connectivity between the Fort Worth Alliance area and potential employee pools in Fort Worth, Denton, and surrounding areas. Action also included approval to revise administrative documents,

as appropriate, to incorporate the project. A copy of Trinity Metro's request, along with the North Central Texas Council of Governments' response was provided in Electronic Item 2.2.1. Additional details were provided in Electronic Item 2.2.

- 2.3. FY2018 and FY2019 Unified Planning Work Program Modifications: A motion was made to recommend Regional Transportation Council approval of modifications to the FY2018 and FY2019 Unified Planning Work Program provided in Electronic Item 2.3.1. Action also included a recommendation to the Regional Transportation Council to direct staff to also amend the Transportation Improvement Program and other administrative/planning documents, as appropriate, to reflect the approved modifications. Additional information was provided in Electronic Item 2.3.2.

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

### 3. **Performance Measures Target Setting: Roadway Safety and Transit Asset**

**Management:** Kevin Kroll presented recommendations for Roadway Safety performance measures target setting. Background information regarding federal performance target requirements was provided. In December 2017, the Regional Transportation Council (RTC) approved the 2018 performance targets for both Roadway Safety and Transit Asset Management. At that time, a regional safety position was established stating that even one death on the transportation system is unacceptable. Regional performance-based planning efforts were highlighted, which are incorporated into the daily planning process that guides project selection and funding allocations. Mr. Kroll noted that there are five Roadway Safety performance targets required by the Federal Highway Administration (FHWA). These include the number of fatalities in motor vehicle crashes in a calendar year, the rate of fatalities per 100 million vehicle miles traveled (VMT), the number of people who experience at least one serious injury in a motor vehicle crash in a calendar year, the rate of serious injuries per 100 million VMT, and the number of bicycle and pedestrian serious injuries and fatalities that involve a motor vehicle during a calendar year. Targets are based on a rolling five-year average. The Texas Department of Transportation (TxDOT) Safety performance targets were established using a data driven, multi-year collaborative process in which it reached out to stakeholders statewide in each of the four "Es" of safety: engineering, enforcement, emergency response, and education. The stakeholder consensus was that a 2 percent reduction by 2022 was achievable. A snapshot of the Safety performance targets approved last year by the RTC regionally and put forth by TxDOT statewide, as well as upcoming 2019 projections were highlighted. Based on the 2019 projections, targets for the region include to decrease the expected rise in traffic fatalities to no more than 599 per calendar year, limit the expected rise in fatalities to under 0.84 death per 100 million VMT, decrease the rise of serious injuries to no more than 4,000, decrease the rate of serious injuries to no more than 5.69 serious injuries per 100 million VMT, and limit the expected rise of bicycle and pedestrian fatalities and serious injuries to no more than 583 incidents combined. He noted that these targets will be revisited on an annual basis. He also noted that at its February meeting, the RTC will be asked to adopt a resolution affirming the regional safety position with the aspirational goal that even one death on the transportation system is unacceptable and to affirm North Central Texas Council of Governments (NCTCOG) support for TxDOT Safety performance targets for 2018-2022. Mr. Kroll noted that the target setting deadline for Roadway Safety is February 27. The first biennial reporting period that will be required will start in 2020 when NCTCOG will report on actual observed 2018 data. Until that time, staff will continue to focus on implementing and funding safety improvement projects.

Jing Xu provided an overview of the recommendations for Transit Asset Management regional targets. She noted that the region has a variety of transit assets that are critical in connecting people to their life essential opportunities in the region. The RTC's primary emphasis area is rolling stock (transit vehicles) and infrastructure (rail track). For all categories (rolling stock, infrastructure, equipment, and facilities), targets were adopted as zero for each of the metrics. Fiscal Year (FY) 2017 rolling stock performance compared to the FY2018 targets were highlighted. Ms. Xu noted that the 2017 performance measures were developed using National Transit Database data, and that 2018 data is not yet available. The performance of infrastructure, equipment, and facilities will be available starting in 2018 when reporting on the condition of those transit asset categories became mandatory. Ms. Xu also noted that the RTC will be asked to reaffirm its position for the Transit Asset Management targets through adoption of a resolution. The components include to affirm Transit Asset Management targets for 2018, as well as to adopt the 2019-2022 Transit Asset Management targets to be the same as the 2018 targets. In addition, staff will continue to coordinate with transit providers to develop consistent transit asset management definitions and targets, as well as the potential implementation of enhanced performance measures for the region's transit system. Details were provided in Electronic Item 3. A motion was made to recommend Regional Transportation Council approval to adopt and reaffirm the positions for Roadway Safety targets and projections, reaffirm NCTCOG support for TxDOT's Safety performance targets for 2018, support for 2019-2022 targets, and reaffirm the regional safety position that even one death is unacceptable. In addition, the action included a recommendation for Regional Transportation Council approval to reaffirm Transit Asset Management regional targets for 2018 and to adopt the 2019-2022 Transit Asset Management targets to be the same as the 2018 targets. Action also included a recommendation to the Regional Transportation Council to adopt resolutions that document compliance with federal requirements for both Roadway Safety and Transit Asset Management performance measure targets. Caesar Molina Jr. (M); John Polster (S). The motion passed unanimously.

4. **Director's Update:** Michael Morris discussed the federal government shut down and Transportation Department efforts to prioritize the payment of invoices until federal offices are reopened. He highlighted a recent trip to Brownsville, Texas to discuss the structure of metropolitan planning organizations (MPOs) and its interest in joining together three small MPOs. The discussion included minimizing equity concerns, accounting systems, funding distribution, rotating officers, and others. He also provided a summary of a presentation to transportation entities in the Chicago region regarding tolled managed lanes. Information included the performance measures of tolled managed lanes, their evolution over time, and examples of dynamically priced facilities for guaranteed transit. Regarding US 75 Technology Lanes, he noted that staff is down to one option for implementation and is working with the Texas Department of Transportation district and Collin County on public outreach efforts. Mr. Morris also highlighted the initial list of non-legislative policy priorities for the Regional Transportation Council (RTC) to consider in 2019. The proposed priorities include high-speed rail engineering and planning, public transit engineering and planning, tolled facilities, technology advances, and preparation for the next Amazon-type project in the region. Regarding high-speed rail, the Tier 2 environmental review is currently underway for the Dallas/Arlington/Fort Worth project. He noted that coordination will continue with the Federal Transit Administration once the federal government reopens on the best mechanism and which federal agency should oversee expenditures on the project. In addition, North Central Texas Council of Governments staff has procured a consultant for the Tier 1 environmental review of the project from Fort Worth to Laredo. He noted that staff remains positive that a Tier 2 environmental approval will be received for the Dallas to Houston project. The second initiative is public transit engineering and planning. He discussed

various transit efforts in the region such as the institutional mechanism to address transit in Collin County, potential transit options to address the increase of employment and lack of housing in southern Dallas County, and transit options in Tarrant County. He noted another area of transit focus is related to social services. The Regional Transportation Council previously approved approximately \$1 million for a transit voucher program to provide assistance to access jobs, daycare, doctor's appointments, and other similar services. To date, a viable long-term solution has not been developed. In addition, he discussed the importance of first/last miles nodes of transit. Examples of areas with this need include the hospital districts in Fort Worth and Dallas, Frisco, west Plano, the intermodal hub in Dallas, the Alliance area, and others. The final transit focus is passenger rail/freeway interfaces. He discussed the importance of coordinating passenger rail and freeway interfaces to avoid the potential need to reconstruct in the future. Mr. Morris noted that the third initiative for 2019 is the future of toll roads and tolled managed lanes, specifically how to proceed in the current tolling climate. The fourth initiative is technology advances in the region as options to solve mobility and first/last mile connections. Examples include autonomous vehicles, next generation people mover systems, technology-based transit, and technology-based carpooling. The final initiative is how the RTC may play a more active partnership role to help prepare the region for the next Amazon-type selection in the region. Alonzo Liñán asked what the region might not have done well regarding Amazon. Mr. Morris noted that entities in the community speaking with business prospect often do not have the benefit of the knowledge had by transportation experts regarding transportation advantages available in the region.

5. **Legislative Update:** Rebekah Hernandez provided an update on federal and State legislative actions related to transportation and air quality issues affecting the Dallas-Fort Worth region. She noted that a copy of the Regional Transportation Council (RTC) Legislative Program for the 86<sup>th</sup> Texas Legislature was provided in Electronic Item 5.1, and the 2019 RTC Principles for the Federal Surface Transportation Authorization was provided in Electronic Item 5.2. Regarding the federal legislative update, she noted that just prior to the meeting a three-week agreement was reached that extends funding and allows the federal government to reopen through February 15. Details were not available, but she noted that additional information would be provided in the weekly email update to members. In addition, she noted that the President has nominated Nicole Nason for Federal Highway Administrator, but the nomination must still be confirmed by the Senate as well as the nomination for FTA and NHTSA administrators. The FAA Administrator post remains vacant. The 116<sup>th</sup> Congress convened on January 3 and new committee chairs and ranking members have been announced. North Texas members include Representative Eddie Bernice Johnson as the new Chair of the House Science Committee and Representative Kay Granger as the new ranking member of the House Appropriations Committee. Regarding the 86<sup>th</sup> Texas Legislature, the session began on January 8 and over 2,000 bills have been filed to date. An estimated 6,000 bills will be filed by the deadline of March 8, and approximately 25 percent are typically approved. She noted the last day of the session was May 27, and that weekly email updates will be provided to members. Ms. Hernandez noted that the House and Senate released committee assignments earlier than usual and members from North Texas were highlighted. Regarding the statewide budget, she noted that the Senate and House have both filed their versions of the bill which differ by approximately \$4 billion, primarily related to education. Both include similar amounts for transportation funding, include Proposition 1 and Proposition 7, and also include TERP funding. However, LIRAP/LIP funding is included in the House bill but not the Senate version. Ms. Hernandez highlighted the RTC legislative program which includes to actively seek and support legislation to meet transportation and air quality needs, and well as support progress towards transportation and air quality during recent legislative sessions

and for other transportation topics of interest that may be addressed in proposed legislation. Bill topics of interest that staff is monitoring includes air quality specifically related to LIRAP, LIP, and TERP, tolling, transportation revenue, the Economic Stabilization fund, safety such as cell phones and red light cameras, technology related to autonomous vehicle and drones, transit, and high-speed rail. She noted that bills will begin to move more quickly since committee assignments have been made. Clarence Daugherty asked if the bills filed to date on tolls and high-speed rail are all negative. Ms. Hernandez noted that bills filed to date do not support the RTC legislative program.

6. **Federal-State Partnership for State of Good Repair Program Grant:** Jing Xu presented information on the Federal-State Partnership for State of Good Repair Program funding opportunity. In November 2018, the Federal Railroad Administration (FRA) announced a Notice of Funding Opportunity for capital projects to replace, repair, or rehabilitate qualified railroad assets to reduce the state of good repair backlog and improve intercity passenger rail performance. A copy of the noticed was provided in Electronic Item 6. Approximately \$272 million is available, and applications are due March 18, 2019. Four types of projects are eligible: 1) replace existing assets in-kind, 2) replace existing assets with assets that increase capacity or provide a higher level of service, 3) bring existing assets into a state of good repair, and 4) ensure that service can be maintained while existing assets are brought to a state of good repair. Preference will be given to joint applications and applications with 50 percent or greater non-federal match from multiple sources, as well as meeting the key objectives of the US Department of Transportation. Key objectives include supporting economic vitality, leverage federal funding, prepare for future operations/maintenance costs, innovative approaches to safety and project delivery, and accountability. With these considerations, the North Central Texas Council of Governments (NCTCOG) is working with regional partners to identify a candidate regional project, the Trinity Railway Express Corridor State of Good Repair Improvements. This project is being considered based on its strong regional interests and well-established partnership through recent or concurrent discretionary grant project submittals, shared corridor of intercity passenger rail and commuter rail, and potential project components related to improvement on railroad assets state of good repair, corridor capacity, system performance, and safety. The project location was highlighted. As mentioned, NCTCOG staff and transit agencies, Dallas Area Rapid Transit, Trinity Metro, and a private freight rail operator are working together to determine a list of the potential project components and staff expects to provide a finalized list of components to the Committee in February for review. The schedule for this effort was highlighted, which includes a request for Committee action in February, RTC action in March, and endorsement by the Executive Board in March. A copy of the Notice of Funding Opportunity was provided in Electronic Item 6.
7. **Policy Position on Communication with Tribal Nations:** Kate Zielke provided an overview of a draft Regional Transportation Council policy position to support communication with tribal nations. A number of federally recognized tribal nations have historic, cultural, and environmental interest in the Dallas-Fort Worth region and some of these nations have members who live in the region. Staff is proposing a policy for communication with tribal nations. This draft policy, included in Electronic Item 7.2, supports goals for communication with tribal nations. These include developing mutual respect, building communication channels, ensuring two-way dialogue, and identifying and engaging early transportation planning opportunities prior to decision making. A number of authorities require federal agencies to consult with tribal nations. These include the US Constitution, the National Historic Preservation Act, the National Environmental Policy Act, and others. Additional information about the various authorities is available in the link provided in Electronic Item 7.1. Staff has identified a number of tasks to support these federal efforts.

These include providing technical assistance that can help the nations participate more actively in transportation planning. Staff also hopes to engage the tribal nations through their preferred communication, including in person dialogue and written correspondence, and to develop a document or plan that provides strategic direction and outlines communication and coordination protocols with the input and collaboration of tribal nations. As nations are interested, formal agreements for coordination with interested tribal nations may also be established. Staff training is also planned on how to communicate respectfully and effectively. These types of activities are taking place across the nation. An example was provided in which the Texas Department of Transportation is working with tribes to develop an interpretive panel in Ellis County with input from tribal nations.

8. **2019 Infrastructure for Rebuilding America Discretionary Grant Program:** Jeff Neal presented information on the 2019 Infrastructure for Rebuilding America (INFRA) Discretionary Grant program authorized under the Fixing America's Surface Transportation Act. Approximately \$855 million-\$902.5 million in Fiscal Year (FY) 2019 is available nationwide. A copy of the Notice of Funding Opportunity was provided in Electronic Item 8.1. Key program objectives include supporting economic vitality at the national and regional level, leveraging federal funds, deploying innovative technology or delivery or financing approaches, and holding grant recipients accountable for their performance. Eligible applicants and projects were highlighted, which are similar to previous years, as well as the minimum project limits and rural project allocation. FY2019 INFRA grant funds must be obligated by September 30, 2022, and project construction must begin by March 30, 2024. Merit criteria includes support for national or regional economic vitality, leveraging of federal funds, potential for innovation, performance and accountability, project readiness, and large/small project requirements. The regional project selection methodology was also highlighted. Staff will select projects in both the east and west subregions, consider project readiness and prioritization, evaluate projects with partnership opportunities, review results and feedback from recent discretionary grant project submittals, consider locations with potential to maximize nonfederal revenue leverage, identify projects with exposed corridor segments or advance phasing options, and also consider projects with significant economic development opportunities. He noted potential freight/passenger rail integration projects along the Burlington Northern Santa Fe rail line in Irving and Carrollton, as well as the project discussed earlier in the agenda to expand passenger service on the on the Trinity Railway Express corridor as well as limit interruptions to allow for greater movement of freight. Regarding potential roadway projects, several options were discussed and include the DFW Connector North Airport Interchange, IH 30 Dallas/Tarrant County Cooper Street to SH 161/PGBT, IH 30 Rockwall County, IH 35E IH 35 W Merge Interchange, IH 820 East (ultimate phase), SH 114 main lanes from FM 156 to US 377, and SH 360 from Six Flags to Abram Street. A timeline for the effort was reviewed. He noted that due to the application deadline of March 4, 2019, Regional Transportation action would be requested at its February 14 meeting, with Committee endorsement requested later in February. Entities submitting individual projects and requesting letters of support from NCTCOG should contact Rebekah Hernandez by February 15. In addition, he noted that the Texas Department of Transportation was awarded \$65 million in FY2018 INFRA funds for the North Tarrant Express Segment 3C IH 35W project submittal. Details on the most recent discretionary grant program efforts for the region and the resulting funding decisions were provided in Electronic Item 8.2. Clarence Daugherty asked if grade separations are required to be on the National Highway System (NHS). Mr. Neal noted that in the case of INFRA, it is necessary for those road/rail separations that the roadways are on the NHS. John Polster asked what project the Texas Department of Transportation planned to submit. Ceason Clemens noted that there would be no projects from TxDOT picked in the region.

9. **Fast Facts:** Berrien Barks provided an update on the most recent High-Occupancy Vehicle (HOV) subsidy report for tolled managed lanes in the region. As of September 2018, the current subsidy paid by the Regional Transportation Council is approximately \$2.9 million. In addition, approximately \$5,000 in requests for reimbursements from vanpool users have been received as of June 2018. A copy of the near-term managed lane map, as well as a table showing the subsidy cost by corridor was provided in Electronic Item 9.1. Clint Hail noted that staff is working with State and local partners to develop a proposal for the recently announced Automated Driving System Demonstration Grants Notice of Funding Opportunity. Details were provided at [www.grants.gov/web/grants/view-opportunity.html?oppld=310839](http://www.grants.gov/web/grants/view-opportunity.html?oppld=310839). In addition, he noted that the Texas Department of Transportation has announced it is creating a Connected and Automated Vehicle Task Force, which will be a valuable resource to the region.

Jeff Neal noted that the Federal Highway Administration Transportation Asset Management Expert Task Group will hold a meeting at the North Central Texas Council of Governments (NCTCOG) February 21-22, 2019. A portion of the meeting will take place prior to the February 22 Surface Transportation Technical Committee (STTC) meeting and members were welcomed to attend.

Kathryn Rush noted that a school siting and intergovernmental coordination workshop titled Building Schools, Building Communities is scheduled for 10:30 am on February 22, 2019, prior to the STTC meeting. Agencies and communities that may have interest in improving coordination and communication with school districts were invited to attend. Flyers were distributed at the meeting containing additional information, which is also available at [www.nctcog.org/schoolsiting](http://www.nctcog.org/schoolsiting).

Kathryn Rush also noted that many nominations are pending for the Bicycle Pedestrian Advisory Committee, and members were asked to confirm their agency representatives prior to the upcoming meeting.

Eric Conner announced that the Celebrating Leadership in Development Excellence Awards application will be open from February 4 to March 1, 2019. Public and private entities are eligible, and winners will be announced at the annual General Assembly in June. Details were provided in Electronic Item 9.2 and also in a flyer distributed at the meeting.

Bailey Muller highlighted current air quality funding opportunities for vehicles. The Environmental Protection Agency has opened its Diesel Emission Reduction Act clean diesel funding. Staff will post a survey to gain regional feedback on projects of potential focus. Additional information was provided at [www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle](http://www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle).

Bailey Muller also highlighted upcoming Dallas-Fort Worth Clean Cities events, including a free webinar on fleet efficiencies and telematics scheduled for February 26. Members can view additional information and register online at [www.dfwcleancities.org/dfw-clean-cities-meetings](http://www.dfwcleancities.org/dfw-clean-cities-meetings).

In addition, Bailey Muller noted that the Dallas-Fort Worth Clean Cities annual survey was underway and encouraged members to submit their reports by the February 15, 2019, deadline. Details were provided at [www.dfwcleancities.org/annualreport](http://www.dfwcleancities.org/annualreport).

Bailey Muller also noted that SB 898 requires all political subdivisions and universities to submit annual energy reports as well as to benchmark a 5 percent energy reduction each

year. Funds were awarded by the State Energy Conservation Office, and the North Central Texas Council of Governments Transportation and Environment and Development Departments have partnered for the Regional Energy Manager project to identify regional needs and efforts to increase reporting and efforts to reduce energy. Additional information was provided in Electronic Item 9.3.

Nancy Luong noted that comments submitted to the Texas Commission on Environmental Quality regarding the regional priorities for the \$33 million allocated to the Dallas-Fort Worth region through the Volkswagen Mitigation Trust were provided in Electronic Item 9.4.

Evan Newton provided an update on the equity percentages for the eastern and western subregion funding shares, provided in Electronic Item 9.5. He noted a slight change resulting from approval of the Strategic Partnerships Round 3 in which Regional Toll Revenue funds were transferred from the eastern to the western subregion for a City of North Richland Hills project. Resulting percentages are 30.64 percent in the west and 69.36 percent in the east.

Cody Derrick noted that on November 30, 2018, NCTCOG submitted the FY2018 Transportation Development Credit (TDC) annual report, which is a summary of TDCs used fulfilling the State-mandated requirement. During FY2018, approximately 11.9 million TDCs were awarded and 528.8 million were allocated to the region through the 2019 Unified Transportation Program. A copy of the submittal correspondence was provided in Electronic Item 9.6. In addition, Mr. Derrick noted that the Transportation Improvement Program modification deadline for the May cycle was close of business the day of the meeting.

Carli Baylor noted that minutes from the December 10-January 8 online public comment opportunity were provided in Electronic Item 9.7. No direct public comments were received for this opportunity.

In addition, Carli Baylor noted that an online public comment opportunity was currently open through February 12, 2019. Details were included in Electronic Item 9.8. She noted NCTCOG is currently seeking comments on Unified Planning Work Program modifications.

Carli Baylor also noted that a public meeting is scheduled for 2:30 pm on February 11 in the Transportation Council Room at NCTCOG. Topics will include transit, the Volkswagen Settlement, and the Title VI program. A copy of the announcement was distributed at the meeting in Reference Item 9.12.

Victor Henderson noted that the Public Comments Report, provided in Electronic Item 9.9, included general comments received from the public November 20-December 19, 2018. The most common topics included highway construction projects, the Preston Center garage, the mobility plan for midtown Dallas, and inland port transportation progress.

The current Local Motion was provided in Electronic 9.10, and transportation partner program reports were provided in Electronic Item 9.11.

10. **Other Business (Old and New):** Dan Kessler introduced new North Central Texas Council of Governments staff, Nick Allen and Shaina Singleton.
11. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on February 22, 2019, at the North Central Texas Council of Governments.

The meeting adjourned at 2:55 pm.