

MINUTES

SURFACE TRANSPORTATION TECHNICAL COMMITTEE October 27, 2023

The Surface Transportation Technical Committee (STTC) met on Friday, October 22, 2023, 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: Melissa Baker, David Boski, Tanya Brooks, Daniel Burnham, Travis Campbell, John Cordary, Jr., Breanna Davis (representing Jackie Culton), Tracy Homfield (representing Clarence Daugherty), Arturo Del Castillo, Pritam Deshmukh, Caryl DeVries, Rebecca Diviney, Jana Pimentel (representing Phil Dupler), Chad Edwards, Chris Flanigan, Ricardo Gonzalez, Pam Alummottill (representing Gary Graham), Ron Hartline, Barry Heard, Matthew Hotelling, John D. Hudspeth, Jeremy Hutt, Thuan Huynh, Joseph Jackson, Joel James, Gus Khankarli, Eron Linn, Clay Lipscomb, Paul Luedtke, Stanford Lynch, Chad Marbut, Alberto Mares, Wes McClure, Brian Moen, Mark Nelson, Jim O'Connor, Tim Palermo, Dipak Patel, John Polster, Kelly Porter, Tim Porter, Elizabeth Reynolds, John Mears (representing Jahor Roy), Greg Royster, David Salmon, James Ryan Sartor, Brian Shewski, Walter Shumac, III, Randy Skinner, Cheryl Taylor, Caleb Thornhill, Jennifer VanderLaan, Gregory Van Nieuwenhuize, Daniel Vedral, Caroline Waggoner, and Jana Wentzel.

Others present at the meeting were: Vickie Alexander, Taylor Benjamin, Farhan Butt, Jackie Castillo, Lori Clark, Jessica Cordova, Walter Council, Liza Cox, Brian Dell, Cody Derrick, Amber Ellis, Austin Frith, Rebekah Gongora, Irlenia Hermsillo, Chris Hoff, Bill Ische, Zachery Joseph, Dan Kessler, Ken Kirkpatrick, Chris Klaus, Dan Lamers, Mike Landvik, Bradley LeCureux, Kurt Lehan, James McLane, Bridell Miers, Collin Moffett, Michael Morris, Chandra Murulanandham, Savana Nance, Donald Parker, Ezra Pratt, Minesha Reese, Rylea Roderick, Sarah Sargent, Robert Saylor, Toni Stehling, Daniel Tower, Nicholas VanHaasen, Noah Walker, Brendon Wheeler, Jared Wright, and Alexander Young.

1. **Approval of September 22, 2023, Minutes:** The minutes of the September 22, 2023, meeting were approved as submitted in Electronic Item 1. Gus Khankarli (M); Jim O'Connor (S). The motion passed unanimously.
2. **Consent Agenda:** The following items were included on the Consent Agenda:
 - 2.1. **Proposed Administrative Amendments to Mobility 2045 – 2022 Update:** A recommendation was requested for Regional Transportation Council (RTC) approval to amend the Mobility 2045 Update with the inclusion of three non-regionally significant roadway projects for Texas Department of Transportation (TxDOT) to advance planning and design activities.

A motion was made to recommend Regional Transportation Council approval of Item 2.1 on the Consent Agenda. John Polster (M); Daniel Vedral (S). The motion passed unanimously.

3. **Proposed Texas Department of Transportation Policy Change for Metropolitan Planning Organization Funding:** Christie Gotti requested a recommendation for Regional Transportation Council (RTC's) approval on public comments to be submitted to Texas Department of Transportation (TxDOT) regarding the policy/rule change for Metropolitan Planning Organization (MPO) – selected funding categories. Christie presented some

background information first. In 1991, federal law established MPO selection authority for Surface Transportation Planning – Metropolitan Mobility funds, which were later renamed Surface Transportation Block Grant (STBG) Program funds. Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds are allocated to nonattainment areas and for decades, TxDOT has delegated selection authority to MPOs. On September 11, 2023, TxDOT Headquarters staff briefed MPOs across the State on a proposed new policy change that would remove carryover funds from MPOs and redistribute them to TxDOT Districts for selection. TxDOT Headquarters has been focused on the reduction of carryover balances in MPO-selected categories for years, which led to the creation of the RTC's Ten-Year Milestone Policy and annual project tracking efforts implemented by staff. Per federal law, funds are available in the year of apportionment, plus 3 years (4 years total). This means funds can carryover legally for up to 3 years, then they lapse. The only lapse in our history was in Fiscal Year 2020, when TxDOT allowed funds to lapse by not spending the oldest funds first (not caused by an MPO). TxDOT is using this lapse as a reason to pursue removal of funds from MPO selection and transitioning it to TxDOT District selection. TxDOT headquarters historically spent the oldest funding first on a "first in, first out" basis, and stopped this practice at some point, not realizing the ramifications. The ramifications were the State lost \$70+ million and North Central Texas Council of Governments (NCTCOG) lost \$23 million. A portion of STBG funds are federally allocated to urbanized areas over 200,000 in population (e.g., MPOs) and cannot be reallocated to other areas of the State. TxDOT is proposing that if MPO carryover balances in STBG exceed 200 percent of a given year's annual allocation, they would sweep the amount over the 200 percent threshold from the MPO's Category 2 allocation. Meaning that TxDOT is only allowing 2 years of use (the year of apportionment plus 1) vs. the federal rule of year of apportionment plus 3. Since TxDOT cannot reallocate STBG funds, they are proposing to reallocate other MPO-selected funds via the Category 2 program. TxDOT is proposing a rule change for CMAQ funds which states that if MPO carryover balances exceed 200 percent of the amount over the threshold will be reallocated to TxDOT District. In addition, TxDOT is proposing that MPOs must obtain District concurrence on all CMAQ funds, not just funds reallocated to Districts. Removal of funds from MPO to TxDOT selection authority is proposed to happen at the staff level vs. by the Texas Transportation Commission (TTC). Christie presented the CMAQ and STBG utilization estimates from TxDOT for FY2023 using revised allocations, along with the total percent scheduled to be used or spent against those allocations. Approximately 92 percent of the CMAQ allocation was scheduled to be used and 76 percent of the STBG allocation was scheduled to be used. Total funding in the 2024 UTP is a record breaking \$100,565,592,319 of which, \$80,336,338,956 is TxDOT selected and \$20,229,553,363 is MPO selected (CMAQ, STBG, Transportation Alternatives Set Aside [TASA], Category 2). The amount of carryover funding across the State that is currently over the 200 percent threshold is only 0.26 percent of the total UTP amount. It is a significant number for MPOs, but an extremely small amount compared to the rest of TxDOT-selected funding. She also pointed out some points to consider on proposed rulemaking: this proposal changes selection authority for all Category 2 funding, not just future STBG-related Category 2 adjustments, which is not germane to the carryover issue. In addition, TxDOT is proposing that MPOs must obtain District concurrence on all CMAQ funds, not just funds reallocated to Districts. If TxDOT is proposing to take away funding from MPOs, it should occur via formal TTC action and formal notification should be sent to MPOs and MPO policy boards in advance. The rule should define "encumbered" and/or "unencumbered." The rule creates an opportunity cost of duplicate data entry vs. getting projects across the goal line. The rule is silent on the information system used, and if TxDOT Connect is used, two systems of record are available (eSTIP is officially sanctioned) and not usually consistent. We will ask TxDOT to confirm compliance with federal intent. Electronic Item 3.1 was a summary of the

slideshow TxDOT provided at the September 11, 2023, meeting. Electronic Item 3.2 contained the slides shown at the RTC workshop. The workshop recording can be viewed online at: <https://nctcog.new.swagit.com/videos/274392> under item 6 with the recording. Electronic Item 3.3 contained staff's recommendation for discussion at the STTC meeting.

A motion was made to recommend and concur with Regional Transportation Council (RTC) approval of comments on the proposed rulemaking, including: the proposal changes selection authority for all category 2 funding, not just the future "Surface Transportation Block Grants (STBG)-related Category 2 adjustments," which is not germane to the carryover issue; Texas Department of Transportation (TxDOT) is proposing that Metropolitan Planning Organization (MPOs) must obtain District concurrence on all Congestion Mitigation and Air Quality (CMAQ) funds, not just funds reallocated to Districts, which again, is not germane to the carryover issue; if TxDOT is going to take funding away from MPOs, it should occur via a formal Texas Transportation Commission (TTC) action; formal notification should be sent to MPOs and MPO policy boards in advance; an appeals process should be created to review TxDOT data entry to ensure accuracy and context; the rule should define "encumbered" and/or "unencumbered;" the rule creates an opportunity cost of duplicate data entry vs. getting projects across the goal line; the rule is silent on information system used, and if TxDOT Connect is used, two systems of record are available (eSTIP is officially sanctioned) and not usually consistent; and ask TxDOT to confirm compliance with federal intent. John Polster (M); Daniel Vedral (S). The motion passed unanimously.

4. **Federal/Local Funding Partnership with Collin County on US 380:** Cody Derrick requested a recommendation for the Regional Transportation Council (RTC's) approval of a proposed federal/local partnership with Collin County. North Central Texas Council of Governments (NCTCOG) would like to expand the pool of RTC local funds to allow the RTC to expedite projects and programs. The RTC local pool was previously expanded via federal/local exchanges with various local partners, with the latest being with the City of Dallas on the Five Mile Creek. To further increase the amount of non-federal funding available to the RTC, staff proposed to build upon the original existing two-project partnership with Collin County that was approved in November 2020. The two-projects were funded by the RTC because Collin County Bond funds were ineligible, yet Collin County had an interest in participating financially in the Panther Creek Parkway (Frisco) - \$30 million Surface Transportation Block Grant (STBG) and McKinney National Airport Runway Extension (McKinney) - \$30 million Regional Toll Revenue. In exchange for the \$60 million of RTC-selected Category 2 funds were taken off the US 380 project and replaced with \$60 million of Collin County Bond funds. The current proposed trade with Collin County has already committed \$60 million in local bond program funds to US 380 to complete the existing partnership agreement and is willing to send it's \$60 million of local funds to the RTC instead if the RTC will place the same amount of new Category 2 funds on US 380. The \$60 million of County funds would be added to the RTC local pool. The approval timeline is as follows: Collin County Commissioners Court took action on March 27, 2023, sought action at the October 27, 2023, Surface Transportation Technical Committee meeting, the November 9, 2023, RTC meeting, and the November 16, 2023, Executive Board meeting. Electronic Item 4 contained additional details on the partnership.

A motion was made to recommend Regional Transportation Council (RTC) approval for the proposed US 380 federal/local partnership with Collin County; program \$60 million in Category 2 funds on US 380; receive \$60 million in local funds for placement in Regional Transportation Council local pool; amending the Transportation Improvement Program

(TIP)/Statewide Transportation Improvement Program (STIP), and updating any administrative and/or planning documents as needed to incorporate the project funding. Gus Khankarli (M); Tanya Brooks (S). The motion passed unanimously.

5. **2023 Transportation Conformity:** Jenny Narvaez requested a recommendation for the Regional Transportation Council (RTC's) approval of the 2023 Conformity results. She presented the overview of efforts on the 2023 Transportation Conformity analysis, including the reason for the analysis and the timeline. The purpose demonstrates that projected emissions from transportation projects are within emission limits (Motor Vehicle Emissions Budgets) established by the State Implementation Plan (SIP) and ensures federal funding and approval is applied to transportation projects that are consistent with air quality planning goals. Jenny pointed out that we are in violation of two ozone standards, but what governs is the nonattainment area that is the largest, so the 2008 ozone standards for ≤ 75 parts per billion (ppb) is a ten-county nonattainment area, as compared to the 2015 ozone standard for ≤ 70 ppb is a nine-county nonattainment area. The largest of the two govern so the analysis will be performed on the ten-county nonattainment area. In April of 2023, the Environmental Protection Agency (EPA) published a Notice of Adequacy for the 2020 Motor Vehicle Emissions Budgets for the purpose of transportation conformity with an effective date of May 24, 2023. This adequacy determination requires transportation conformity to be performed within two years of the effective date. Thus, staff will conduct a strategic analysis against new emission budgets only (no network/project changes to the current Mobility 2045 Update). The timeline: was taken for action at the October 27, 2023, STTC meeting, for action (Endorsement of 2023 Transportation Conformity) (End of Public Comment Period November 8, 2023) at the November 9, 2023, RTC meeting, will be taken for action (Endorsement of 2023 Transportation Conformity) at the January 2024, Executive Board meeting. The 2023 Transportation Conformity documents will be sent to federal and state partners to begin interagency consultation review with anticipated United States Department of Transportation (USDOT) conformity determination by March of 2024. Electronic Item 5 provided presented details.

A motion was made to recommend Regional Transportation Council (RTC) approval for the 2023 Transportation Conformity analysis for new Motor Vehicle Emissions Budgets on Mobility 2045 Update, the Metropolitan Transportation Plan for North Central Texas, and recommend the Regional Transportation Council approve the 2023 Transportation Conformity. Gus Khankarli (M); Tanya Brooks (S). The motion passed unanimously.

6. **Electric Vehicle Charging and Energy Management Grants:** Jared Wright requested a recommendation for the Regional Transportation Council (RTC's) approval for the North Central Texas Council of Governments (NCTCOGs) to pursue funding from the Federal Highway Administration (FHWA) Electric Vehicle Charger Reliability and Accessibility Accelerator program and the use of RTC local funds to satisfy match requirements for a State Energy Conservation Office (SECO) project. As a set-aside of the National Electric Vehicle Infrastructure (NEVI) Formula Program, this program will increase reliability of electric vehicles (EV) charging stations by funding repair and replacement of existing EV charging stations. Eligible projects can be publicly, or privately owned chargers listed as non-operational chargers on the Alternative Fuels Data Center (AFDC) by October 11, 2023, at afdc.energy.gov. Only State departments of transportation and local governments can apply with approximately \$100 million available, FHWA anticipates all eligible projects will be awarded up to 80 percent of the total project cost, with a 20 percent match required. Funded stations must be upgraded to NEVI standards under 23 CFR 680. Application approach includes incorporating North American Charging Standard (NACS) Connector for

consistency with Texas EV infrastructure plan and to coordinate with host cities and charging station networks to determine warranted repair needs. NCTCOG proposed to prioritize sites that minimize required agreements with subrecipients, are not in proximity to existing charging stations, increase access in key areas such as multi-family properties, grocery stores, and retail locations, and connect the region to other areas. Total project funding of up to \$4,500,000, with \$4,200,000 for site repair/upgrade and \$300,000 NCTCOG administration costs. Pass-through funding for site repair/upgrade with \$3,360,000 and \$300,000 NCTCOG administrative costs for a total of up to \$3,600,000. The application schedule as follows: sought recommendation of RTC approval at the October 27, 2023, STTC meeting, action at the November 9, 2023, RTC meeting, FHWA application deadline was November 13, 2023, and sought endorsement at the November 16, 2023, Executive Board meeting. Jared highlighted another program, from the State Energy Conservation Office (SECO), a regional energy management program. SECO coordinates with the Environment and Development department to develop, implement, and maintain effective energy management and efficiency programs while meeting Justice 40 and energy consumption reporting requirements. Key transportation activities increase compliance with reporting requirements applicable to nonattainment and affected counties by integrating alternative fuels into resilience and emergency response activities that develop white paper on resilience strategies for electric vehicle charging stations. The budget for this program is \$200,000 federal with a \$40,000 match, with funds split evenly between Transportation and Environment and Development departments with up to \$20,000 match needed to fulfill the Transportation share. Electronic Item 6.1 detailed eligible sites located within the NCTCOG region. Electronic Item 6.2 provided more information.

A motion was made to recommend Regional Transportation Council (RTC) approval for the North Central Texas Council of Governments (NCTCOG) to pursue funding from Federal Highway Administration (FHWA) Electric Vehicle Charger Reliability and Accessibility Accelerator program to repair and replace non-operational electric vehicle chargers in or connecting travelers to NCTCOG region, including use of up to 60,000 Transportation Development Credits as non-federal match for NCTCOG administrative costs, and use of up to \$20,000 in Regional Transportation Council local funds to fulfill match requirement for State Energy Conservation Office funded Regional Energy Management project. Gus Khankarli (M); Jim O'Connor (S). The motion passed unanimously.

- 7. Director of Transportation Report on Selected Items:** Michael Morris excitedly announced, Go Rangers! He instructed everyone to write down or make a note that the May 2024 Transportation Improvement Program (TIP) modification submittal deadline is December 8, 2023. He briefly announced for the first time of presenting action items to the Executive Board for the North Central Texas Council of Governments (NCTCOG) Advertising and Introduction of Risk Analysis was not supported. The item will be reallocated and taken for action again. He thanked Dallas Area Rapid Transit (DART) for the \$10 million local partnership. Michael announced and acknowledged the Texas Innovation Alliance 2023 Invitation Award Winner, Collin Moffett. Michael mentioned Electronic Item 7.1 shares with everyone the new project for North Texas Center for Mobility Technologies. He briefly noted the correspondence regarding the High-Speed Rail provided in Electronic Item 7.2. Michael took Sandra Wesch's professional services agreement to the Executive Board and she will continue working for an additional two years. Michael noted his appreciation for Melissa Baker's work in the environmental area and highlighted the Environmental Career Symposium on November 11, 2023, further details provided in Electronic Item 7.3. He mentioned the Fall 2023 Traffic Incident Management Executive Level Course Announcement, taught by Natalie Bettger, was on November 2, 2023, details provided in

Electronic Item 7.4. He also mentioned the 2023 Crash Responder Safety Week was November 13 – 14, 2023 with details at: [Crash Responder Safety Week \(CRSW\) November 13-17, 2023 - FHWA \(dot.gov\)](https://www.fhwa.dot.gov/crash-responder-safety-week/crash-responder-safety-week-crsww-november-13-17-2023). Michael encouraged everyone that just because it's bumpy, doesn't mean it's always going to be this way, to remember the tone in our communication, be there for each other, time for re-commitment to the importance of our outcomes over ego.

8. **Project Status Report: Fiscal Year 2023/Fiscal Year 2024 Project Tracking:** Brian Dell provided a status report on the Fiscal Year 2023/Fiscal Year 2024 (FY2023/2024) Project Tracking effort. Brian provided a little background on the project tracking initiative, noting that by focusing on projects slated for implementation in FY2023 and FY2024, projects can be monitored earlier, and potential problems can be highlighted, and the Regional Transportation Council can take corrective actions to avoid accumulation of carryover balances. Texas Department of Transportation's (TxDOT's) proposed rulemaking for Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Surface Transportation Block Grant (STBG) carryover funds increases the need to minimize carryover balances. The end of year summaries for FY2023 for CMAQ, STBG, and Transportation Alternatives Set Aside (TASA) funding was provided. A preview of available funding and the number of project phases in 2024 for CMAQ, STBG, and TASA funds was provided. A list of project phases that were scheduled to begin in FY2023 and their current statuses can be found in Electronic Item 8.1. A list of project phases that are scheduled to begin in FY2024 and their current statuses can be found in Electronic Item 8.2. A summary of overall progress towards funding obligation and project completion is provided in Electronic Item 8.3.
9. **North Texas Tollway Authority State Infrastructure Bank Loan Repayment Update:** Liza Cox briefed the Committee on the repayment of the North Texas Tollway Authority (NTTA) State Infrastructure Bank (SIB) loan. NTTA originally took out the loan to finance construction of the President George Bush Turnpike (PGBT). In 2012, Texas Department of Transportation (TxDOT) requested assistance from the Regional Transportation (RTC) to replenish the SIB by assuming the NTTA SIB loan. In October 2012, the RTC agreed to assist TxDOT and assumed the NTTA SIB loan using Regional Toll Revenue (RTR) funds. Collin, Dallas, and Denton County RTR funds were utilized at their request. This allowed the funds to earn higher interest rates, as well as allowing the SIB additional capacity to make loans to other projects across the state. The partnership also allowed the RTC and TxDOT to finalize a strategy reducing TxDOT staff costs for on-system RTR projects. A breakdown of terms and repayment: loan amount was \$138,972,560 with 4.2 percent annual interest rate, and \$38,897,636 interest was earned. The loan was paid in full in October of 2022. RTC helped TxDOT by recapitalizing the SIB for future use on other projects across the state. The partnership allowed TxDOT and the RTC to finalize and implement a successful strategy for how TxDOT charges on-system staff costs for RTR projects, and the county accounts benefitted from higher interest earned. A plan is underway to program these funds. Additional information was provided in Electronic Item 9.
10. **Climate Pollution Reduction Grants Update:** Savana Nance provided an update on the Environmental Protection Agency's (EPA) Climate Pollution Reduction Grants (CPRG) Planning Grants program and an overview of the EPA's CPRG Implementation Grant program. North Central Texas Council of Governments (NCTCOG) received \$1 million in funds to develop a regional plan to improve air quality from the CPRG Planning Grants program. Environment and Development and Workforce Solutions of North Texas are assisting in development of CPRG Planning Grant deliverables. NCTCOG will collaborate with local governments and the public to develop the following CPRG Planning Grants deliverables: Priority Climate Action Plan (PCAP) is due March 1, 2024, Comprehensive

Climate Action Plan (CCAP) is due summer of 2025, and the status report is due summer of 2027. Deliverables will be incorporated into the NCTCOG's Dallas-Fort Worth (DFW) Air Quality Improvement Plan (AQIP). The CPRG Implementation Grants have \$4.3 billion available for general competition with individual awards between \$2 million and \$500 million. The EPA anticipates awarding 30-115 grants under this announcement. Applicants who are eligible to apply for implementation grants are lead organizations that were direct recipients of CPRG Planning Grants, State, Municipalities, and Tribes. To be eligible for CPRG Implementation Grant funding a measure must be included in a PCAP. EPA measures will not implement the same measures in the same location and does not anticipate awarding more than two grants in the same jurisdiction. NCTCOG is seeking STTC recommendations; new measures the region should implement, current measures which should be expanded, measures which need additional funding to continue, and current measures which need to be updated and improved. Recommendations can be sent to nctcog-cprg@Publicinput.com and a survey is available at www.publicinput.com/nctcog-cprg. Next steps include public engagement opportunities are ongoing until February 2024, one-on-one meetings with local governments from October through November, CPRG workshop on November 29, 2023, December 13, 2023, and January 17, 2024, optional notice of intent to apply to CPRG Implementation Grants is February 1, 2024, CPRG applications due April 1, 2024, anticipated award of CPRG Implementation grants October 2024, CCAP is due on June 17, 2025. Submittal of a letter of support was due by Friday, November 10, 2023, to notify NCTCOG of interest in participating in supporting the development of the DFW AQIP and a regional application for the CPRG Implementation Grants. The template of support and agencies who have submitted are available at www.publicinput.com/nctcog-cprg. If a local governments' project or program measure is not included in the PCAP that will be submitted in March, it is not eligible for any implementation grant funding available. Applications for the CPRG Implementation Grants are due on April 1, 2024. Electronic Item 10 provides additional details.

11. **Fast Facts:** The following fast facts were provided by NCTCOG staff:

Bradley LeCureux highlighted for the Air Quality Funding Opportunities for Vehicles, a current available grant opportunity, the Energy Future Grants Program, a Department of Energy Program that seeks to provide financial and technical assistance to local, state, and tribal lead governments partnerships to advance clean energy innovation with \$27 million available for this program/\$500,000 maximum per application. Applications were due November 10, 2023. More details provided at www.nctcog.org/aqfunding. Bradley mentioned a few upcoming events, the Electric Vehicle (EV) Fleet Manager Round Table event hosted Thursday, November 2, 2023, and the Regional EV working group meeting on November 15, 2023, from 2:00 pm – 3:00 pm, via zoom. More information, including registration for the upcoming Dallas-Fort Worth Clean Cities events available at: <https://www.dfwcleancities.org/events>.

Nicholas Van Hassen provided an update on the 2023 Ozone Season by mentioning we are in the end of the ozone season, we have one more month of ozone season and no change from being underneath two ozone standards with 50 exceedances, 42 being orange and 8 being red, and at 81 parts per billion. The most up-to-date information was provided in Electronic Item 11.1.

Savana Nance provided a recap on the National Drive Electric Week on Sunday, October 1, 2023, at the Tanger Outlets in Fort Worth with almost 300 people in attendance and plan to host this event again next year. Details provided in Electronic Item 11.2.

Jackie Castillo mentioned that North Central Texas Council of Governments staff hosted a public meeting on September 11, 2023, at 12:00 pm. Staff presented information about North Texas Airspace Awareness Pilot Program, presented by Ernest Huffman, Transit Strategic Partnerships Program, presented by Gypsy Gavia, FY23 Public Transportation Funding: Programs of Projects, presented by Ke'Ana Jones, Texas Electric Vehicle Registration Update, presented by Savana Nance. Details provided in Electronic Item 11.3. She announced that North Central Texas Council of Governments will be hosting an online public input opportunity Monday, November 13, 2023, through Tuesday, December 12, 2023. Electronic Item 11.4 provided more details.

Taylor Benjamin noted that the Public Comments Report, which contained general public comments received from August 20, 2023, through September 19, 2023, was provided in Electronic Item 11.5.

Written Progress Reports were provided in Electronic Item 11.6.

12. **Other Business (Old or New)**: There was no discussion on this item.
13. **Next Meeting**: The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on January 26, 2024.

Meeting adjourned at 3:28 PM.