

MINUTES

SURFACE TRANSPORTATION TECHNICAL COMMITTEE October 26, 2018

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, October 26, 2018, at 1:30 pm, in the Transportation Council Room of the North Central Texas Council of Governments (NCTCOG). The following STTC members or representatives were present: Micah Baker, Bryan Beck, Katherine Beck, David Boski, Curt Cassidy, Ceason Clemens, Kent Collins, John Cordary Jr., Hal Cranor, Clarence Daugherty, Phil Dupler, Chad Edwards, Claud Elsom, Eric Fladager, Chris Flanigan, Ricardo Gonzalez, Gary Graham, Brian McNulty (representing Ron Hartline), Kristina Holcomb, Kirk Houser, Terry Hughes, Tony Irvin, Paul Iwuchukwu, Sholeh Karimi, Paul Luedtke, Stanford Lynch, Alberto Mares, Jonathan Browning (representing Wes McClure), Brian Moen, Jim O'Connor, Than Nguyen (representing Dipak Patel), Shawn Poe, John Polster, Tim Porter, Daniel Prendergast, Lisa Pyles, Bryan G. Ramey II, Lacey Rodgers, Greg Royster, Moosa Saghian, David Salmon, Lori Shelton, Rama Dhanikonda (representing Brian Shewski), Walter Shumac III, Tom Simerly, Randy Skinner, Cheryl Taylor, Mark Titus, Gregory Van Nieuwenhuize, Daniel Vedral, Carline Waggoner, and Robert Woodbury.

Others present at the meeting were: Vickie Alexander, Tom Bamonte, Berrien Barks, Tara Bassler, Carli Baylor, Marianna Borrego, Chris Bosco, Jonathon Browning, Dave Carter, Lori Clark, Eric Conner, Michael Copeland, Brian Crooks, Theresa Daniel, Shane Davis, John Denholm, Sam Dennehy, Cody Derrick, Pritam Deshmukah, Kevin Feldt, Marcos Fernandez, Keith Fisher, Brian Flood, Christie Gotti, Victor Henderson, Abby Inabnet, Tim James, Yagnesh Jarmarwala, Amy Johnson, Dan Kessler, Ken Kirkpatrick, Minh Le, April Leger, James McLane, Erin Moore, Michael Morris, Bailey Muller, Jenny Narvaez, Aaron Nathan, Jeff Neal, Evan Newton, Donald Parker, Vercie Pruitt-Jenkins, Chris Reed, Brian Rentsch, Allysen Richey, Rylea Roderick, Kyle Roy, Shannon Stevenson, Marian Thompson, Joe Trammel, Mitzi Ward, Brian Wilson, and Brendan Yarborough.

1. **Approval of September 28, 2018, Minutes:** The minutes of the September 28, 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. **Clean Fleets North Texas 2018 Call for Projects Funding Recommendation:**
A recommendation for Regional Transportation Council approval of funding for additional applications received under the Clean Fleets North Texas 2018 Call for Projects was requested. An overview of the Call for Projects was provided in Electronic Item 2.1.1, and a detailed project listing was provided in Electronic Item 2.1.2.
 - 2.2. **Federal Transit Administration's Access and Mobility Partnership Grant Opportunity:**
A recommendation for Regional Transportation Council approval to submit an application to the Access and Mobility Partnership Grant for the Innovative Coordinated Access and Mobility Pilot Program was requested. Funding from this grant opportunity would address goals outlined in Access North Texas and help improve regional mobility management in North Central Texas. The total grant budget will not exceed \$750,000. Details were provided in Electronic Item 2.2.

- 2.4. Transportation Department Low-Emissions Vehicle: A recommendation for Regional Transportation Council (RTC) approval of \$12,000 in RTC local funds for the Transportation Department's low-emissions vehicle to be used towards lease payments and operational costs was requested. Committee action also included a recommendation to direct staff to also amend the Transportation Improvement Program and other administrative/planning documents, as appropriate, to reflect the approved funding.

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

The following item was removed from the Consent Agenda by staff and presented.

- 2.3. High-Speed Rail Study from Fort Worth to Laredo: Regional Transportation Council Local Funds: Michael Morris presented a funding swap for funding associated with high-speed rail initiatives from Fort Worth to Laredo. Originally, funding was approved for conceptual planning for high-speed rail between Waco, Temple-Killeen, Austin, San Antonio, Laredo and beyond using \$300,000 in Surface Transportation Block Grant Program (STBG) funding and \$200,000 in local funds from the Metropolitan Planning Organization (MPO) in San Antonio. As the MPO pursued the transfer of funds, it became problematic. Approval was requested to instead fund the conceptual study with \$500,000 in Regional Transportation Council (RTC) local funds with the San Antonio area MPO providing to NCTCOG \$200,000 in Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds as part of the partnership.

A motion was made to approve Consent Agenda Item 2.3 as presented by staff. John Polster (M); Jim O'Connor (S). The motion passed unanimously.

3. **Public Participation Plan Update**: Kyle Roy presented proposed updates to the North Central Texas Council of Governments (NCTCOG) Transportation Department's Public Participation Plan. He noted that the Public Participation Plan fulfills basic requirements established by federal law to inform the public, and that the Transportation Department strives to go beyond the basic requirements. The plan, last updated in 2015, defines public involvement procedures and comment periods, outlines communications and outreach strategies for informing the public, describes measures for diversity and inclusiveness, and provides the basis for evaluating outreach efforts. The public participation requirements outlined in laws and legislation regard transportation funding, civil rights, environmental justice and limited English proficiency individuals. The NCTCOG Transportation Department strives to involve citizens through public involvement opportunities such as in-person public meetings, online public comment opportunities, the website, emails, social media, publications, newsletters, outreach events, speaking opportunities, media, and advertising. A copy of the current Public Participation Plan was provided in Electronic Item 3.1. A draft Public Participation Plan that includes the proposed revisions was provided in Electronic Item 3.2. Proposed revisions include: a revised stakeholder list to reflect federal requirements, increased weight given to local comments due to their proximity to the projects, updates to demographics and the Language Assistance Plan, and refined evaluation measures and reporting. Mr. Roy noted that staff is seeking to have more efficient public input opportunities by matching the number and location of meetings to the level of public interest for a given topic. This includes supplementing with increased emphasis on livestreaming so people can participate at their convenience with options for other forms of participation, if needed. In addition, staff proposed outreach efforts through community groups to better integrate input into the planning process earlier. Public comment periods will remain unchanged with 30 days for most items, 45 days for the Public

Participation Plan, and two 30-day periods for the Metropolitan Transportation Plan. Meetings will continue to be recorded and posted online. He noted that many topics currently require multiple public meetings. Staff proposed to remove the multiple public meeting requirement to allow more flexibility to use funding and staff time more efficiently. Meetings will be livestreamed whenever possible. He specifically noted that Unified Planning Work Program modifications are currently posted online along with a video summary. Staff proposed to continue posting the modifications, but to remove the video summary requirement. Additional information on the proposed revisions was provided in Electronic Item 3.3. Mr. Roy noted that the public comment period for the Public Participation Plan ended on October 24, 2018. A motion was made to recommend Regional Transportation Council approval to update the Public Participation Plan as outlined in Electronic Item 3.2. Clarence Daugherty (M); John Polster (S). The motion passed unanimously.

4. **Performance Measures Target Setting:** Dan Lamers presented proposed regional targets for federally required performance measures. Required performance measures were established through a series of four rulemakings: Safety, Infrastructure Condition, System Performance/Freight/Congestion Mitigation and Air Quality, and Transit Asset Management. The Regional Transportation Council (RTC) previously adopted targets for the Transit Asset Management and Safety performance measures. The remaining two discussed at the meeting were Pavement and Bridge and System Performance, which each include six sub measures. For Pavement and Bridge, these include the percentage of interstates, non-interstates, and bridges in good and poor condition. For System Performance, these include the reliability of the interstate, non-interstate National Highway System (NHS), and truck travel time. Also included is peak hour excessive delay, percent of non-single occupancy vehicle mode share, and mobile source air quality emissions reductions. He noted that all performance measures except the air quality emissions utilize the NHS. A map of the National Highway System within the Metropolitan Planning Area boundary was highlighted. For pavement in both good and poor condition, staff's recommendation is that the North Central Texas Council of Governments (NCTCOG) support the Texas Department of Transportation's (TxDOT) statewide 2022 targets. For pavement in poor condition, it was recommended that staff work with local entities on the off-system facilities to try to improve the condition score since the percentage in poor condition is the highest in that category. The TxDOT statewide targets recommended for support included: 66.4 percent interstate and 52.3 percent non-interstate in good condition; 0.3 percent interstate and 14.3 percent non-interstate in poor condition. Michael Morris added that a committee may need to be created to focus on the arterials that need improvement. Regarding bridge condition, it was proposed that NCTCOG also support TxDOT's 2022 statewide good and poor condition targets for NHS bridges of 50.42 percent in good condition and 0.8 percent in poor condition. Staff also recommended that a supplemental statement be included to collaborate with TxDOT to plan and program projects contributing toward accomplishment of bridge goals, and NCTCOG will work with local governments to focus on expedited programming to improve NHS bridges in poor condition. NCTCOG's position is that no bridges should be in poor condition in the region. The six additional System Performance targets were highlighted. He noted the goal for each of these measures is to set all targets to improve over the historic trend. Recommendations included 2020 and 2022 targets for: interstate reliability (2020, 78.6 percent; 2022, 79.5 percent), non-interstate NHS reliability (2022, 71.1 percent), truck travel time reliability (2020, 1.71; 2022, 1.66), peak hour excessive delay (2022, 16 hours per capita), percent of non-single occupancy vehicle (SOV) mode share (2020, 19.9 percent commuter trips; 2022, 20.2 percent commuter trips) and emissions reduction (2020, 2,892.96 kg/day of NOx reduced; 2022, 5,062.68 kg/day of NOx reduced and 2020, 599.67 kg/day VOC reduced; 2022, 1,0179.4 kg/day VOC reduced). A summary of the proposed RTC action and schedule for this effort was reviewed. In addition, he noted correspondence distributed at the meeting in Reference Item 4.1 related to non-

SOV mode share. For this measure, as well as peak hour excessive delay, it is required that the region concur with the State's recommendation. Initially, the State recommended to have a reduced target over the trend for non-SOV mode share. However, NCTCOG staff would like to set a target that improves over the trend. NCTCOG recommended the improved target to the State, and the letter shares its concurrence to staff's proposal. Daniel Vedral asked how the condition of the arterials are scored. Mr. Lamers noted that the pavement condition scores are obtained from the Highway Performance Monitoring System and it is a sampling of pavement condition completed every year. It is an observed condition, but it is based on a sample. Mr. Vedral asked if it was acceptable for an entity to submit its investigation for the roadway system pavement condition index. Michael Morris noted that staff will be working with individual agencies on their own reports for their system condition, and staff will also be reviewing data to better understand the specific actions needed to improve the scores. A motion was made to recommend Regional Transportation Council approval to support the Texas Department of Transportation's statewide targets as shown for the National Highway System Pavement and Bridge conditions, with focus on the improvement of regional National Highway System off-system arterial pavements and bridges in poor condition. Action also included a recommendation to the Regional Transportation Council to adopt the regional targets for interstate reliability, non-interstate reliability, truck travel time reliability index, peak hour excessive delay, percent non-single occupancy vehicle mode share, and emissions reductions as outlined in Electronic Item 4. John Polster (M); Daniel Vedral (S). The motion passed unanimously.

5. **2018 Metropolitan Planning Organization Milestone Policy Update:** Brian Dell provided an update on the projects that are part of the Metropolitan Planning Organization (MPO) Milestone Policy list. The MPO Milestone Policy was adopted by the Regional Transportation Council (RTC) in June 2015 and pertains to project that were funded ten or more years prior to the policy and that had not yet gone to construction. Details on the Milestone Policy were provided in Electronic Item 5.1. For each project, North Central Texas Council of Governments (NCTCOG) staff worked with local implementing agencies to first determine if there was local support for their projects. For those with support, staff requested that the project sponsors provide a new project schedule and construction start date. In April 2016, the RTC approved the MPO Milestone Policy list. As part of the action, the RTC approved a policy to give agencies one additional fiscal year from their proposed construction start date to advance projects. The policy stipulates that if a project does not go to construction by the established deadline, the project's funding would be proposed for removal. Since that time, staff has worked with all the implementing agencies to ensure timely implementation of projects. This included sending reminder letters to all of the agencies on the list in December 2016. The letters highlighted each project and their associated deadlines. Staff then highlighted the projects and their deadlines during the 2019-2022 Transportation Improvement Program (TIP) development process. For the projects that were deemed to have missed their deadline for Fiscal Year (FY) 2018, letters were sent to the agencies detailing the plan of action and giving them an opportunity to provide any correspondence or information that they would like to see included for the RTC's consideration. A copy of the correspondence was provided in Electronic Item 5.4. Four projects were canceled initially based on input from the implementing agencies, two projects were canceled as a result of being on the Federal Highway Administration 10-year preliminary engineering audit list, one project was canceled and the funding moved to another project, and 36 projects have let for construction on time or have been completed. The updated Milestone Policy list was provided in Electronic Item 5.2. This left five projects that did not meet their deadline and that are slated for cancellation based on the policy. The list of the projects being proposed for cancellation were provided in Reference Item 5.3. A total of nine other projects remain and must let before the end of FY2019. Mr. Dell noted that the next few slides were not included in the mail out or have changed since that time.

He highlighted issues to consider before action is taken on the five projects: all agencies reset and established their own schedule in 2016, RTC approved an additional one year extension to the revised schedule, some projects were canceled after implementing agency staff determined that the projects were no longer warranted, projects were selected from 1992-2005, 36 other projects were prioritized by the implementing agencies and successfully met the deadline, agencies with non-compliant projects still think their projects are needed, and each of the five project schedules have been delayed further in the last 12 months. NCTCOG staff have reviewed correspondence from impacted agencies and have opted to propose an additional alternative. Michael Morris noted that this is an existing RTC policy, but that there may be some unintended consequences. Staff proposed that the five non-compliant projects be presented to an RTC "subcommittee" made up of representatives from the county, city, and the Texas Department of Transportation (TxDOT) district impacted. If the RTC members agree the project is still important and feasible, they will take responsibility for the project and schedule a presentation before the full RTC. A final schedule must be established, adhered to, and approved by the implementing agencies and NCTCOG staff. It is requested that this be completed by the December RTC meeting. If the implementing agency of a non-compliant project selects this option, there is no other recourse in the future and the RTC will not pay for additional costs. Mr. Dell highlighted the proposed action. Option 1 would be to recommend RTC approval of removing funding from projects that did not meet the deadline. Option 2 would be to recommend RTC approval for impacted RTC members to request a time extension. Approval would also direct staff to continue monitoring projects that must let by the end of FY2019, direct staff to amend the TIP to incorporate project cancellations, and direct staff to initiate a new round of 10-year Milestone Policy projects in 2019. John Polster, on behalf of the City of Denton, proposed that the Committee recommend that the RTC extend the deadline for the five projects to the end of calendar year 2019, direct staff to continue to monitor projects, and initiate the next round of 10-year Milestone Policy projects. He noted that he believes the policy has accomplished staff's intent to move projects forward, but that he did not feel that the implementing agencies were purposely delaying the projects. Mr. Morris noted that staff's recommendation is not just a blanket deadline but allows for policy officials to help resolve issues and propose a schedule, which provides more flexibility. Paul Luedtke noted that he fully supported the policy. He also noted that the City of Garland's project is now moving forward as a result of the effort and is within a few months of being under construction. He noted he was in support of staff's option to involve RTC members or the option presented by Mr. Polster. Chad Edwards asked if the project sponsors in attendance at the meeting were confident their projects will be completed by the 2019 deadline. TxDOT and Dallas County representatives indicated their projects would meet the deadline, as well as John Polster who indicated the Denton project would meet the deadline. Bryan Beck confirmed that agencies would not be back requesting another extension. John Polster and Clarence Daugherty agreed to include a statement as part of the motion that projects would be terminated if they do not meet the 2019 calendar year end deadline. A motion was made to recommend that the Regional Transportation Council approve extending the deadline for the five projects in Reference Item 5.3 to the end of calendar year 2019 with projects canceled if they do not meet the deadline. Action also included a recommendation for the Regional Transportation Council to direct staff to continue monitoring projects that must let by the end of FY2019, amend the Transportation Improvement Program to incorporate project cancellations, and initiate a new round of 10-year Milestone Policy projects in 2019. During the old/new business portion of the meeting, Bryan Beck requested that staff provide a status update on the projects to the Committee in April 2019. John Polster (M); Clarence Daugherty (S). Katherine Beck was opposed. The motion passed.

6. **Dallas-Fort Worth Clean Cities Annual Survey and Fleet Recognition Results:** Bailey Muller presented a summary of results compiled from the 2017 Dallas-Fort Worth Clean Cities (DFWCC) annual reports and recognized fleets who earned Bronze and Silver Fleet levels under the DFWCC Fleet Recognition Program. Clean Cities coalitions are required to complete annual reports to the United States Department of Energy each year. Annual report categories include emission reduction measures, fuel reduction measures, partnership and collaboration with DFWCC, as well as outreach and awareness of air quality goals. In order for fleets to be recognized, they must complete an annual survey submitted to the North Central Council of Governments for inclusion in its annual report. For 2017, the region reported 23.27 million gallons equivalent of petroleum reduced with 97 percent from alternative fuel vehicles. A breakdown of vehicles by fuel type was provided. Ms. Muller noted that the majority of fuel types were natural gas due to the volume used by transit agencies and the Dallas Fort Worth International Airport. Considering the distribution by fleets, hybrids are the primary vehicle types followed by natural gas, propane, and biodiesel. Annual report results, compiled from the 33 fleet surveys received, were highlighted. She noted the dip in the amount of petroleum reduced was due to Dallas County Schools being disbanded. The goal for next year is an increase of 15 percent for 26.76 million gallons of gasoline equivalent reduction. She added that the survey is being simplified and workshops will be held to assist agencies with completion of the surveys. Awardees for the 2018 DFW Clean Cities Fleet Recognition program were presented. Bronze awardees included Carrollton, Coppell, Denton, Irving, Lewisville, Plano, Dallas Area Rapid Transit, Denton Independent School District, Tarrant County, Addison, Flower Mound, and Trinity Metro. Silver awardees included Dallas, Euless, North Richland Hills, Richardson, Southlake, and the Dallas Fort Worth International Airport. Details were provided in Electronic Item 6. Ms. Muller challenged members to submit surveys in their entirety, including all data and information in order for the region to have the most accurate report.

7. **2017-2018 CMAQ/STBG Funding Program: Strategic Partnerships Round 3, Intersection Improvements, MTP Policy Bundle TDC Program:** Christie Gotti presented the proposed projects to be funded under the Strategic Partnerships Round 3, Intersection Improvements, and Metropolitan Transportation Plan (MTP) Policy Bundle Transportation Development Credits (TDC) Program in the 2017-2018 Congestion Mitigation and Air Quality Improvement Program (CMAQ)/Surface Transportation Block Grant Program (STBG) Funding Program. She noted that staff plans to begin the Assessment Policy Program in January 2019 and the Management and Operations, North Central Texas Council of Governments Implemented, and Region/Air Quality programs at the end of 2018. The purpose of Strategic Partnerships Round 3 is to coordinate and develop partnerships with local agencies and the Texas Department of Transportation (TxDOT) to help fund high-priority projects, leverage non-Regional Transportation Council (RTC) funds, and advance project development. Projects in this program are those for which local partners are contributing more than the standard 20 percent match, projects with multiple non-RTC stakeholders/contributors, or projects of strategic importance within/to the region. The Intersection Improvements portion of the program is a joint effort with local agencies and TxDOT to identify intersections that need safety and traffic flow improvements. Potential projects should address safety (vehicle crash history), have air quality benefits, and be cost effective with consideration given to current volumes and level of service. The MTP Policy Bundle Program provides agencies with an opportunity to use MTP Policy TDCs on federally eligible local projects. Eligible projects must be new projects eligible to receive federal funds under Title 23 or Title 49 of the United States Code. Selection criteria considered current volumes on projects, air quality benefit yields, cost effectiveness, whether additional lanes are warranted, level of service, and safety (vehicle crash history). Ms. Gotti noted that projects were divided into the following types and evaluated for technical merit: roadways, intersections, bicycle/pedestrian, complete streets/context sensitive design, intelligent

transportation systems/traffic signals, and strategic partnerships. The list of projects and staff funding recommendations were provided in Electronic Item 7.1. Staff then established proposed funding targets for each project category, noted in Electronic Item 7.2. She noted that staff extended funding to Fiscal Year (FY) 2023 to capture additional revenue, since the originally anticipated amounts were not available. A total of \$171 million is available for the project categories, with approximately \$191 million in CMAQ funds and \$84 million in STBG funds remaining to be programmed in FY2019-2023 primarily in the outer years. Ms. Gotti also discussed the east/west funding distribution as a result of the projects recommended for funding. For CMAQ, the funding distribution target is 66 percent in the east and 34 percent in the west; within this program the distribution is 69.5 percent in the east and 30.5 percent in the west. For STBG, the funding distribution target is 68 percent in the east and 32 percent in the west; within this program the distribution is 60.1 percent in the east and 39.9 percent in the west. Staff proposed to fund a project in North Richland Hills with Regional Toll Revenue (RTR) funds in order to help balance the overall east/west equity distribution. North Richland Hills is re-scoping the locations for a sustainable development project and all areas are not eligible for federal funds. To help the equity distribution, staff proposed to move Dallas County RTR funds to Tarrant County to allow the project in the west to proceed instead of using federal funds. A summary of the proposed funding recommendation was highlighted and included approximately \$70 million CMAQ, \$101 million STBG, \$5.8 million RTR, \$73.6 million non-RTC funding, and \$15.5 million TDCs for a total of \$250 million in funding. A timeline for the effort was reviewed, with public meetings in November and a request for approval at the December Surface Transportation Technical Committee and RTC meetings. Members were encouraged to contact staff with questions or comments early in the timeline so that they could be resolved in a timely manner.

8. **Regional 511 Program:** Marian Thompson briefed the Committee on the enhancements that were recently made to the 511DFW Traveler Information System. The regional Traveler Information System provides information to the general public and uses the information exchange network, EcoTrafiX, to bring in data from sources such as the Texas Department of Transportation, cities, Waze, HERE speed data, and others. She also noted that Google Transit Trip Planner has also been integrated into 511DFW. Components included in 511DFW were highlighted, some of which include the website (www.511DFW.org), My511 (personalized website), the 511 interactive voice response system, and the mobile application. In addition, these components are also available in Spanish. Other components include an information exchange network, data archives, shared performance measures, and an open application programming interface (API). Various displays from the system were highlighted. Ms. Thompson also highlighted recent enhancements such as the addition of electric vehicle charging station locations, bicycle/pedestrian routes, and freeway motorist assistance availability. In the future, staff would like to add a traffic signal control module, flood data, parking data, and wrong way driving information to the information citizens can currently access through the system, in addition to marketing/outreach efforts. A display of the 511DFW mobile application was also highlighted. Members were encouraged to access the system and provide comments to staff. Additional details were provided in Electronic Item 8.
9. **Fast Facts:** April Leger reminded members that the November and December Committee meetings will be combined, with one meeting held at 1:30 pm on Friday, December 7, 2018.

Bailey Muller highlighted current air quality funding opportunities for vehicles. She highlighted the Texas Emission Reduction Plan Light-Duty Rebate funding available until May 31, 2019. Additional opportunities were provided at www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle.

Bailey Muller also noted upcoming Dallas-Fort Worth Clean Cities events. She highlighted the October 30 Propane Autogas Lunch and Learn and the November 2 Texas Natural Gas Vehicle Road Rally luncheon. Additional details and registration information was provided at www.dfwcleancities.org/dfw-clean-cities-meetings.

Jenny Narvaez provided an ozone season update. She noted that the region has experienced 31 exceedance days to date this ozone season, which ends November 30. The current design value is 76 parts per billion, which is lower than this time last year. Details were provided in Electronic Item 9.1.

Evan Newton presented the regional east/west equity update. He noted that the equity percentages have changed since last presented due to \$34 million in Category 12 funds being awarded for the IH 45/FM 664 Interchange through the 2019 Unified Transportation Plan. This award shifts the equity to 30.48 percent in the west and 69.52 percent in the east. Details were provided in Electronic Item 9.2.

Rylea Roderick noted that the Transportation Improvement Program modification submittal deadline for the February cycle of the Fiscal Year 2019-2022 Transportation Improvement Program/Statewide Transportation Improvement Program was close of business the day of the meeting.

Camille Fountain highlighted the Traffic Incident Management Executive Level Course announcement for November 1, 2018. Details were included in Electronic Item 9.3, as well as the attendance tables for both the First Responders and Managers Course and the Executive Level Course.

Carli Baylor noted that the September public meeting minutes were provided in Electronic Item 9.4. During September public meetings, staff presented information on transit funding, the Regional Veloweb trail corridors, the Public Participation Plan, and automated vehicles.

Carli Baylor also noted that the November public meeting flyer was distributed at the meeting in Reference Item 9.8. A public meeting will be held at the North Central Texas Council of Governments on November 13 at 6:00 pm. Topics will include Strategic Partnerships Round 3 funding, a high-speed rail update, and an air quality review.

Victor Henderson noted that the current Public Comments Report was provided in Electronic Item 9.5. The report contains general public comments received from August 20-September 19. The majority of comments were regarding the Public Participation Plan, implementation of the Regional Veloweb corridors, Unified Planning Work Program modifications, automated vehicles, and the Fort Worth Active Transportation Plan.

The current Local Motion was provided in Electronic 9.6, and transportation partner program reports in Electronic Item 9.7.

10. **Other Business (Old and New):** Bryan Beck asked that staff provide an update on the status of the five projects discussed in the 10-Year Milestone Policy item at the April 2019 Committee meeting.
11. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on December 7, 2018, at the North Central Texas Council of Governments.

The meeting adjourned at 3:05 pm.