

## MINUTES

### **SURFACE TRANSPORTATION TECHNICAL COMMITTEE July 28, 2023**

The Surface Transportation Technical Committee (STTC) met on Friday, July 23, 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: Joe Atwood, Melissa Baker, Bryan Beck, David Boski, Tanya Brooks, Daniel Burnham, Travis Campbell, Lane Cline, Breanna Davis (representing Jackie Culton), Clarence Daugherty, Chad Davis, Arturo Del Castillo, Pritam Deshmukh, Caryl DeVries, Duane Hengst (representing Greg Dickens), Rebecca Diviney, Phil Dupler, Chad Edwards, Eric Fladager, Chris Flanigan, Eric Gallt, Ricardo Gonzalez, Gary Graham, Shannon Hicks, Matthew Hotelling, John D. Hudspeth, Jeremy Hutt, Thuan Huynh, Joseph Jackson, Joel James, Major L. Jones, Gus Khankarli, Clay Lipscomb, Paul Luedtke, Chad Marbut, Alberto Mares, Wes McClure, Brian Moen, Mark Nelson, Jim O'Connor, Kevin Overton, Tim Palermo, Dipak Patel, Martin Phillips, Kelly Porter, Tim Porter, Lauren Prieur, Elizabeth Reynolds, Jeff Kelly (representing David Salmon), James Ryan Sartor, Brian Shewski, Caleb Thornhill, Gregory Van Nieuwenhuize, Nathan Benditz (representing Daniel Vedral), Caroline Waggoner, Jana Wentzel, and Robert Woodbury.

Others present at the meeting were: Valerie Alvarado, Gustavo Baez, Natalie Bettger, Chris Bosco, Jason Brown, Jesse Brown, Jackie Castillo, Aaron Ceder, David Druden, Olivia Dugger, Amber Ellis, Maritza Figy, John Godwin, Christie Gottie, Jamal Harvey, Ernest Huffman, Dhaval Jariwala, Amy Johnson, Dan Kessler, Dan Lamers, James McLane, Michael Morris, Jenny Narvaez, Anthony Padilla, Donald Parker, Catherine Richardson, Gwen Scharilis, Aliyah Shaikh, Toni Stehling, Shannon Steveson, Helena Studmire, Brendon Wheeler, and Brian Wilson.

1. **Approval of June 23, 2023, Minutes:** The minutes of the June 23, 2023, meeting were approved as submitted in Electronic Item 1. Jim O'Connor (M); Kelly Porter (S). The motion passed unanimously.
2. **Consent Agenda:** The following items were included on the Consent Agenda:
  - 2.1. **Endorsement of Department of Energy Grant Proposals:** An endorsement was requested for Regional Transportation Council (RTC) approval to pursue competitive grant opportunities from the Department of Energy (DOE) with the maximum of \$1.5 million federal DOE funds and provide the required twenty percent match (up to \$375,000) using Regional Toll Revenue funds.

A motion was made to recommend Regional Transportation Council approval of Item 2.1 on the Consent Agenda. Kelly Porter (M); Melissa Baker (S). The motion passed unanimously.

3. **Approval and Endorsement of 2024 Unified Transportation Program and Regional 10-Year Plan Update:** Brian Dell and Michael Morris provided background regarding the region's 10-Year Plan update and requested a recommendation for Regional Transportation Council (RTC) approval on the proposed changes to the Regional 10-Year Plan Update, including a funding exchange to advance the IH 30 Canyon project, and endorsement of action taken by the RTC at its July 2023 meeting. Texas House Bill (HB) 20 requires that Metropolitan Planning Organizations (MPO) develop 10-Year plans using performance-based planning and project selection methods, including projects funded with Category 2

(MPO selected), Category 4 (TxDOT District selected), and Category 12 (Texas Transportation Commission [TTC] selected). Principles for the development of the Regional 10-Year Plan include the following: 1) project should be included in the Metropolitan Transportation Plan, 2) focus on “system” versus new, stand-alone projects, 3) fully fund existing projects before funding new projects while focusing on projects letting in the next 2-3 years, 4) ensure equity of county allocations, 5) maintain toll lanes/toll managed lanes on selected corridors, 6) re-fund previously unfunded projects, 7) ensure all RTC projects were approved in 2024 Unified Transportation Program (UTP), (including “placeholders”), and 8) projects must be scored sufficiently to qualify for funding. Historical allocations of Category 2, 4, and 12 funds since 2017 were provided, including some changes that were made since the May draft UTP listings were released to the regional funding allocations for Category 12. There was a \$480 million decrease on two projects, US 380 and Spur 399 in Collin County, bringing the total regional total for Category 12 down to \$3.6 billion and total overall allocation funding for Category 2, 4, and 12, down to \$9.4 billion. A proposed Category 2/Category 12 funding exchange introduced at the June 2023 meeting was covered. There is currently too much Category 12 funding slotted statewide in the first few years of the UTP. To help resolve this issue, the region has been asked by TxDOT Headquarters to trade out Category 12 funds on the IH 30 Canyon project in 2024 and replace that funding with Category 2 and 4 funds. An initial trade was proposed by the State, but NCTCOG staff is proposing the following: Category 2 funding would be removed from four projects (SH 199 in Tarrant County [\$70 million], State Highway 360 at Randol Mill in Tarrant County [\$70 million], and United States Highway 380 [\$150 million] and Spur 399 [\$100 million] in Collin County) and placed on the IH 30 Canyon project. Category 12 funds would replace Category 2 removed from those projects. Michael presented the policy elements discussed with the RTC at their July 2023 meeting. It was noted that TxDOT continues to underfund Category 2 and overfund Category 12, which resulted in Legislative hearings in 2023. This UTP was the first time Category 12 exceeded legislative limits in draft UTP. Staff supported the proposed Category 2 and Category 12 trade to maintain commitments (even though it is working against Policy for more Category 2 funding). Michael highlighted the recent loss in revenue from draft to proposed final UTP, noted that staff’s recommendation is to approve the trade and ensure that any projects that were previously funded with Category 2 and are part of Category 2/12 trades do not have Category 12 removed in a future UTP, and stated that the legislative intent of HB 20 will need to be clarified in the future. Maps showing the 10-Year Plan projects, their statuses, as well as other major capacity projects in the region were presented. The 10-Year Plan was under public review in July 2023, and will be brought for action at the August 10, 2023, RTC meeting. TxDOT Public Involvement for the 2024 UTP is occurring in July 2023 and August 2023, and TTC approval of the 2024 UTP is anticipated to occur in August 2023. Electronic Item 3 included additional information about the process. Clarence Daugherty asked for more information on the proposed Category 2/12 trade involving US 380 and Spur 339 and whether it was related to the reduction in Category 12 Clear Lanes funding on those same projects. Michael confirmed that the trade was unrelated to the reduction of Category 12 Clear Lanes funding. It was noted that staff will be providing public comments on the proposed 2024 UTP asking for the Category 12 funding to be increased to the amounts first proposed in May 2023. Clarence asked whether the two projects that had their funding reduced were taken out of the UTP altogether. Brian clarified that they are both still in the UTP with reduced funding amounts.

A motion was made to endorse the Regional Transportation Council’s (RTC) July action directing staff to identify projects that were unfunded between the May 2023 and July 2023 Unified Transportation Program (UTP) draft listings and send a letter to Texas Department of Transportation relaying the RTC’s position that funding should be formula allocated (more

Category 2 and less Category 12). A motion was made to recommend Regional Transportation Council approval of the Regional 10-Year Plan project listing, including the proposed changes to projects that let in 2023, the proposed Category 2/12 funding exchange, and administratively amend the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and other planning/administrative documents as needed to incorporate these changes. Bryan Beck (M); Kelly Porter (S). Clarence Daugherty voted no; motion passed.

4. **Census Update Federal Transit Administration Designated Recipient:** Ken Kirkpatrick presented a request for favorable recommendation to the Regional Transportation Council (RTC) that North Central Texas Council of Governments (NCTCOG) serve as the Federal Transit Administration (FTA) designated recipient for the McKinney-Frisco Urbanized Area. US Census Bureau updates to urban areas resulted in McKinney-Frisco Urbanized Area being expanded and renamed on December 29, 2022. The Federal Highway Administration (FHWA)/FTA updated transportation management areas on June 5, 2023, for McKinney-Frisco (New), Dallas-Fort Worth-Arlington, and Denton-Lewisville. The McKinney-Frisco urbanized area needs to select a designated recipient by September 30, 2023, for apportionments beginning Fiscal Year 2024, that will be selected by Governor, or designee (TxDOT) in cooperation with public transportation providers and the Metropolitan Planning Organization (MPO). The duties of the designated recipient will have principal authority to administer and provide oversight of FTA funds and make FTA funds available to eligible projects and entities. Staff recommends North Central Texas Council of Governments to serve as the designated recipient. The cities of McKinney and Frisco, by Council action, approved the recommendation that NCTCOG serve as the FTA designated recipient. Electronic Item 4 contained additional details.

A motion was made to recommend Regional Transportation Council approval of staff recommendation that North Central Texas Council of Governments be selected as the designated recipient for Federal Transit Administration funds for the newly designated McKinney-Frisco Urbanized Area. Gary Graham (M); Brian Moen (S). The motion passed unanimously.

5. **Fiscal Year 2023 Multimodal Projects Discretionary Grant Program:** Jeff Neal requested a recommendation for Regional Transportation Council (RTC) approval of projects to be submitted for funding consideration through the Fiscal Year 2023/2024 Multimodal Project Discretionary Grant (MPDG) program. This \$5.575 billion program solicits project applications for three funding opportunities: the National Infrastructure Project Assistance Grants Program (MEGA), the Nationally Significant Multimodal Freight and Highway Projects Grant Program (INFRA), and the Rural Surface Transportation Grant Program (RURAL). The MEGA program will provide \$1.8 billion in funding for major projects too large or complex for traditional funding programs. The INFRA program will provide \$3.1 billion in funding for highway, bridge, freight rail, intermodal, and marine transportation projects of regional and national significance. The RURAL program will provide \$675 million in funding supporting projects to improve/expand rural area surface transportation infrastructure for increased connectivity and enhanced safety and reliability. Applications are due on August 21, 2023. Three projects will be submitted with a resubmittal of the INFRA and RURAL projects that are identical to last year's project. The second project is a unique and transformative project regarding improved connections to and from the Alliance Intermodal Hub direct connectors with updated funding amounts including more Transportation development credits (TDCs) in addition to \$11 million in Regional Toll Revenue (RTR) funds to support the purchase of electric vehicles, contributions on the

federal and non-federal side, and private partners contributing the majority with a new total cost of \$241,350,000. The third project, US 81/287 North Tarrant County Reconstruction Project with MEGA grant funds in addition to funds already identified through 2023/24 Unified Transportation Program (UTP) funds. United States Department of Transportation (USDOT) grant opportunities considerations over multiple programs includes candidate selection impacted by eligible applicants, submittal limits, readiness, merit criteria, and previously submitted projects but making sure to keep the East/West balance going. The anticipated schedule: action will be requested at the Surface Transportation Technical Committee (STTC) meeting on July 28, 2023, and RTC meeting on August 10, 2023; RTC Letter of Support deadline on August 7, 2023, FY2023/2024 MPDG application deadline for Grants.gov on August 21, 2023, and NCTCOG Executive Board endorsement meeting on August 24, 2023. Electronic Item 5 included a presentation summarizing the projects as presented.

A motion was made to recommend Regional Transportation Council (RTC) approval of allocation of previous and new RTC funds: Dallas County Inland Port (DCIP) Multimodal Connectivity Project with \$12,530,000 Surface Transportation Block Grant (STBG) funds (including 4,270,000 TDCs) – same as last year's Fiscal Year 2022 INFRA/RURAL Grant application, Alliance Smart Port Deployment & State Highway (SH) 170 Connections Project with \$11,000,000 Regional Toll Revenue (RTR) funds (Denton County) – Electric hostler vehicles (6) and charging infrastructure with \$20,130,000 STBG funds – Construction, initial 5-year Operations/ Maintenance Plan, & signal optimization \$23,450,000 STBG funds – Engineering/Right-of-Way (ROW/Construction - SH 170) & signal optimization (Intermodal Parkway) 2,690,000 TDCs – Federal match for engineering/ROW (SH 170) & signal optimization (Intermodal Parkway), request for any new funds from local & Texas Department of Transportation (TxDOT) partners, as specified proposed projects to submit for funding consideration through FY23/24 MPDG Program, and administratively amending NCTCOG & State Transportation Improvement Programs (TIP/STIP), as well as other planning/administrative documents, to include proposed projects if selected for FY23/24 MPDG awards. Kelly Porter (M); Chad Edwards (S). The motion passed unanimously.

6. **Director of Transportation Report on Selected Items:** Michael Morris briefly highlighted several items for the Committee. He announced the Fiscal Year 2023 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant project was awarded for the East/West Lancaster project in Fort Worth for \$20 million and a \$25 million RAISE grant was awarded to Dallas Area Rapid Transit (DART) and the Cottonbelt Corridor in partnership with North Central Texas Council of Governments (NCTCOG). Michael noted that NCTCOG doesn't have to put any money into the subsidies for the Amtrak service from Fort Worth to Oklahoma City and will be going to the Legislature to seek State funds in the future. The State Highway 183 Managed Lanes has \$1.3 billion on the table, by Cintra, in order to help with consumer prices related to managed lanes to balance previous commitments. Michael noted the Dallas-Fort Worth ozone nonattainment in the correspondence to and from the Texas Commission on Environmental Quality provided in Electronic Item 6.2. He mentioned the next steps for the Texas Department of Transportation/Metropolitan Planning Organization, we will be commenting on the Unified Transportation Program and the importance of funding project selections.
7. **Federal and State Actions Update:** Jenny Narvaez provided an update on actions taken by the Environmental Protection Agency (EPA) and Texas Commission on Environment Quality (TCEQ) regarding the State Implementation Plan (SIP) and reconsideration of National Ambient Air Quality Standards (NAAQS). Jenny briefly went over the criteria

pollutants that are in attainment, with the exception of the ozone. There is monitoring and increased regulations for the Greenhouse Gas (GHG) Emissions. The EPA has approved the Motor Vehicle Emissions Budgets under the 2008 Ozone Serious Reasonable Further Progress State Implementation Plan. The 2020 Motor Vehicle Emissions Budgets (MVEB) establishes emissions limits for nitrogen oxides and volatile organic compounds for Transportation Conformity. With the approval of 2020 MVEBs, a two-year clock started for the requirement to show a transportation conformity determination before May 2025. The EPA also proposed the disapproval of contingency measures the Texas Commission on Environmental Quality (TCEQ) has traditionally used. These measures are control requirements provided in the State Implementation Plan (SIP) for nonattainment areas that would take effect should the area fail to attain the ozone standard by the applicable attainment date. The final action for the proposed disapproval of the contingency measures in the SIP will be September 30, 2023. The EPA's final disapproval would result in a conformity freeze, however EPA plans to finalize the disapproval with a "protective finding" that avoids the conformity freeze or other immediate conformity consequences. EPA's final disapproval (September 2023) will initiate a second two-year clock, which acts as a warning/grace period for the state to submit approvable contingency measures by September 2025. Another movement by the EPA reevaluates all national standards. The EPA is proposing to reduce the annual mean for fine particulate matter, PM<sub>2.5</sub> from 12.0 µg/m<sup>3</sup> (microgram per meter cube) to a range of 9 - 10 µg/m<sup>3</sup>, leaving the secondary and the 24-hour as is. There are two monitors in our region, one in Tarrant County and one in Dallas County, that do exceed the 9 - 10 µg/m<sup>3</sup>. North Central Texas Council of Governments staff's next steps are to coordinate with the EPA and TCEQ on possibly entering into the Advance Program. Staff has been meeting with the City of Dallas and the City of Fort Worth staff to begin strategic planning and available funding (TCEQ Clean Air Account) to stay in attainment. TCEQ has also released the 2015 Ozone Standard that includes the State implementation plan SIP revision. Staff reviewed and provided comments, which are included in Electronic Item 7.1. Part of this includes a rulemaking that would remove Ellis, Johnson, Kaufman, Parker, Rockwall, and Wise Counties from the requirement to comply with state's low RVP control requirements for gasoline to implementation of federal RFG requirements. Details and impacts of all of these actions were presented in Electronic Item 7.2. A multipollutant air quality improvement strategies workshop scheduled on August 14, 2023, at 2:30 pm as a Transportation Strategies Hybrid Meeting. Strategy ideas and/or register at [www.nctcog.org/aqfunding](http://www.nctcog.org/aqfunding).

8. **Intermodal Transportation Hubs for Colleges and Universities Study**

**Recommendations:** Ezra Pratt updated the Committee on the completion and key recommendations from the Intermodal Transportation Hubs for Colleges and Universities Study. The Intermodal Transportation Hubs for Colleges and Universities was launched in March of 2022 to investigate the potential for mobility hubs on and around college and university campuses throughout North Central Texas. The main deliverables were a Regional Mobility Hub Catalog and University of North Texas Mobility Hub Strategy. The study assessed existing and future transportation and demographic conditions around campuses to provide recommendations for mobility hub phasing, funding, and implementation. The project advisory committee held regular meetings from October 4 -6, 2022, on the campuses of the University of Texas in Arlington, Dallas College Cedar Valley Campus, and University of North Texas in Denton for on-campus public engagement. The survey was designed to understand the travel patterns, needs, and experiences on and around campuses, and the opportunities and barriers for mobility hubs with over 1,200 responses from a variety of campus affiliates. The methodology for siting all types of campus mobility hubs on and around campuses includes demographic and travel pattern

data, transportation indicators, such as transit services, bike infrastructure, and parking facilities, and consideration of campus trip generators that could create demand for mobility hubs, such as residence halls, sports facilities, and other student activity centers. Funding and implementing mobility hubs' key principles included partnership, incrementalism, be adaptable to changing conditions, and prioritize equity and affordability. In depth opportunities and recommendations are covered in the Funding Strategies and Implementations report. Next steps include following up with campuses and local governments on potential mobility hub projects, and being available for planning, funding, and implementation coordination and assistance based on study recommendations. Following the presentation, STTC Member Tanya Brooks from DART asked if the study recommendations would be useful for their upcoming project to rebuild transit centers in southwest Dallas. For more information: [North Central Texas Council of Governments - Intermodal Transportation Hubs for Colleges and Universities Study \(nctcog.org\)](https://www.nctcog.org). Electronic Item 8 included additional information about the process.

9. **2025-2028 Transportation Improvement Program Development Kickoff:** Cody Derrick briefed the Committee on the 2025-2028 Transportation Improvement Program (TIP) development process, expectations, and upcoming meetings. A new TIP is developed every two years through a cooperative effort between the North Central Texas Council of Governments (NCTCOG), the Texas Department of Transportation (TxDOT), local government, and transportation authorities. The process includes reviewing all existing projects and gather information on additional locally funded projects of regional significance, make needed revisions to existing project scopes, schedules, and/or funding, then send off to TxDOT and Federal Highway Administration (FHWA) for their review and approval. In order to streamline the process, meeting expectations to discuss projects will be staff from appropriate departments, fiscal managers to answer questions about expenditures, agreements, and invoicing, as well as TxDOT staff will be present to help set realistic expectations and answer questions about the process. Cody highlighted that in regards to project status updates, staff will start to request start and end dates in the following format: estimated dates (month and year) if phase has not been started/completed, actual dates (month and year) if phase has been started/completed, and dates provided must be realistic given the realities of project implementation steps as well as provided when the local match will be available. Status of agreements is another area Cody emphasized, that Advance Funding Agreements (AFA) with TxDOT are up to date, interlocal agreements with NCTCOG are reviewed, and invoices are timely. The TIP development is a large modification cycle, being a great venue for requesting changes to project scope or limits, funding changes, and changes to implementing agency. To summarize the process with focus areas: timely implementation of projects, requests for projects to be placed in the first year of the new TIP (FY2025), closing out completed projects with RTR funds, and soliciting information on regionally significant projects being implemented with local funds. The schedule is as follows; meetings with implementing agencies between August through October 2023, development of TIP listings and document between August 2023 through February 2024, draft listings for STTC information in March of 2024, draft listings – RTC information, public meeting, and final listings and document for STTC action in April of 2024, final listings and document for RTC action in May of 2024, submit final document to TxDOT in Summer of 2024, anticipate TxDOT Commission approval for STIP in August/September of 2024, and anticipate federal/state approval for STIP for October/November 2024. Dan Kessler encouraged everyone to take the TxDOT local government contracting course training that is a day and a half.

10. **Metropolitan Transportation Planning Policy Bundle 5:** Amy Johnson briefed the Committee on results from the fifth round of the Metropolitan Transportation Plan (MTP) Policy Bundle, including the plan to distribute available Transportation Development Credits (TDCs). The MPO is a blueprint for the region's transportation system that responds to the region's goals that guides expenditure of federal and state funds with recommendations for programs, policies, and projects. The Policy Bundle takes 20 policies out of the plan, advances regional priorities, and rewards qualifying entities with TDCs. The process is the policies are provided to the agencies, agency approves policies, agencies apply online, North Central Texas Council of Governments (NCTCOG) certifies applications, agencies use TDCs to offset local match funds. Due to the Mobility 2045 Plan being updated, there are new policies included such as Comprehensive Air Quality Action Plan (CAP), Sustainable Tire Recycling, Equity, Asset Management, and Street Connectivity. Scoring has changed, TDCs are now allocated by points, and there are multiple points available for most policies. Key dates for Round 5: Round 5 opened on February 1, 2023, early deadline was on March 31, 2023, and final deadline was on May 31, 2023. There were 17 applicants, and 16 proposed awardees met requirements with a total of 26 million TDCs recommended to award. The schedule is as follows: brought for information at the July 28, 2023, Surface Transportation Technical Committee (STTC) meeting and the August 10, 2023, Regional Transportation Council (RTC) meeting, will be brought for action at the August 25, 2023, STTC meeting and the September 14, 2023, RTC action meeting, and formal notification of awards in September/October. Electronic Item 10 includes a draft recommendation for TDC distribution for successful policy bundle participants.
  
11. **Unmanned Aircraft Airspace Awareness Pilot Program:** Ernest Huffman presented the North Texas Unmanned Aircraft Airspace Awareness Pilot Program, shedding light on its crucial aspects. The initiative aims to enhance pilot safety and promote transparency by addressing the challenges posed by unmanned aircraft in the region. This comprehensive program offers valuable insights for pilots and provides local governments with free application software and training. The North Central Texas Council of Governments (NCTCOG) has meticulously selected proposals from three distinguished companies: Aloft, Air Space Link, and ATA. These chosen vendors will deliver a sophisticated toolset that empowers residents and businesses to engage in safe aerial activities. The tool offers real-time data on potential risks, local advisories, emergency alerts, and advanced flight planning features. Ernest highlighted that the Federal Aviation Administration (FAA) doesn't govern drone usage directly, prompting the need for this pilot program. NCTCOG's initiative bridges the gap by prioritizing safety and transparency. To achieve this, the vendors' solutions offer browser-based visualization and monitoring of airspace within jurisdictional territories. These tools facilitate the creation and dissemination of localized advisories for various operators, including governmental, commercial, and recreational users. The selected vendors bring with them essential capabilities, including the integration of diverse technology solutions and regional sensor data. This approach ensures a comprehensive platform that not only keeps the community informed about rules, regulations, and potential hazards but also fosters engagement. A significant aspect of this engagement is the incorporation of a live operational map on the official [www.northtexasuas.com](http://www.northtexasuas.com) website, allowing seamless communication with the community. The pilot program spans two years, with a clear roadmap for its phases. In the initial phase, NCTCOG and participating cities will receive licenses for the platforms, enabling them to incorporate Unmanned Aircraft Systems (UAS) operations and promote platform adoption among citizens. The subsequent phase focuses on data sharing among platforms, thereby enhancing the overall airspace management capabilities in the region. For cities to participate, two designated points of contact (POC) are required (please select POC and send contact information to Ernest at

[ehuffman@nctcog.org](mailto:ehuffman@nctcog.org) by August 28<sup>th</sup>). Each city will receive at least one free license from the providers, working closely with them through workshops and training sessions. The immediate next steps include identifying points of contact, attending vendor workshops at the end of August, selecting vendors for each city, obtaining licenses, and undergoing vendor training. Ernest drew attention to the upcoming regulatory change. Starting September 16, 2023, all drone pilots must adhere to the [Remote ID rule](#), requiring the broadcasting of the drone's location data. Recognized Identification Areas (FRIAs) are designated zones where drones can operate without Remote ID equipment. Ernest also announced an informative workshop that he will host on August 11, 2023. This virtual event covers basic rule requirements, compliance strategies for government agency fleets, details about FRIAs, and the application process. Another brief on the subject will be given at the next North Texas UAS Safety and Integration Task Force Meeting on August 29<sup>th</sup> from 10am to 12pm CST.

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

Aliyah Shaikh noted the deadline for the November Transportation Improvement Program (TIP) Cycle Submittal was July 28, 2023, and there will not be a February 2024 TIP Modification.

Jesse Brown mentioned information regarding the Toll Lane Managed Policy, in particular the High-Occupancy Vehicle lanes (HOV) 2 + Subsidy amount is provided in the Auto Occupancy/High-Occupancy Vehicle Quarterly Subsidy Report in Electronic Item 12.1.

Sydnee Mangini invited everyone to the Pilot Placemaking Training on August 22, 2023, from 10 am to 12 pm. Registration link: <https://forms.office.com/r/fRHG1AyCaN>. Details provided in Electronic Item 12.2. She also highlighted the North Central Texas Council of Governments Community Gardens Public Program Guide with more information provided at: [www.nctcog.org/greeninfrastructure](http://www.nctcog.org/greeninfrastructure).

Nick Van Haasen provided an update on the 2023 Ozone Season Update by mentioning the 2008 standard  $\leq 75$  ppb (Severe by 2027) and 2015 standard  $\leq 70$  ppb<sup>1</sup> (Moderate by 2024) with 20 total exceedances. Additional information was provided in Electronic Item 12.3.

Juliana VandenBorn provided information on the Status Reports on Toyota Mobility Foundation is in partnership with Challenge Works and World Resources Institute launched the sustainable cities challenge, which is a two stage, three-year project open to cities across the country with \$9 million in funding with applications due on September 18, 2023. Details provided at: [www.nctcog.org/agfunding](http://www.nctcog.org/agfunding). Juliana mentioned North Central Texas Council of Governments (NCTCOG's) Regional and Electric Vehicle (EV) Infrastructure working group will resume monthly meetings starting on August 17, 2023, at 10 am with Melissa Baker, with the City of Irving. Lastly, the upcoming Dallas-Fort Worth Clean Cities will be hosting a webinar on renewable and natural gas and propane on Wednesday, August 23 at 12 pm. More events are available at: <https://www.dfwcleancities.org/evets>.

Jackie Castillo mentioned that a hybrid public meeting was hosted on Monday, June 12, 2023. Presentations were provided on the Transit Strategic Partnerships, the Automated Transportation System Development Study, EPA Climate Pollution Reduction Grants Program, Regional Scrap Tire Program, Federal Performance for National Highway System Program, and the Fiscal 2024-2024 Unified Planning Work Program. Details and comments provided in Electronic Item 12.4.



Kyle Roy noted that the Public Comments Report, which contained general public comments received from May 20, 2023, through June 19, 2023, was provided in Electronic Item 12.5.

Partner Progress Reports were provided in Electronic Item 12.6.

13. **Other Business (Old or New)**: Brian Shewski expressed great appreciation for everything that the North Central Texas Council of Governments (NCTCOG) staff does for the Regional Transportation Council and Surface Transportation Technical Committee (STTC) meetings and motioned to direct NCTCOG staff not to wear ties during STTC Meetings.
14. **Next Meeting**: The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on August 25, 2023.

Meeting was adjourned at 3:29 PM.