

## MINUTES

### **SURFACE TRANSPORTATION TECHNICAL COMMITTEE October 28, 2022**

The Surface Transportation Technical Committee (STTC) met on Friday, October 28, 2022, 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: David Boski, Shon Brooks, Tanya Brooks, Ceason Clemens, John Cordary, Jr., Jackie Culton, Clarence Daugherty, Chad Davis, Arturo Del Castillo, Rebecca Diviney, Phil Dupler, Chad Edwards, Claud Elsom, Eric Fladager, Chris Flanigan, Ann Foss, Eric Gallt, Ricardo Gonzalez, Gary Graham, Tom Hammons, Matthew Hotelling, John Hudspeth, Jeremy Hutt, Thuan Huynh, Gus Khankarli, Eron Linn, Clay Lipscomb, Paul Luedtke, Stanford Lynch, Chad Marbut, Alberto Mares, Wes McClure, Brian Moen, Jim O'Connor, Kevin Overton, Tim Palermo, Martin Phillips, Lauren Prieur, Kathryn Rush, David Salmon, Brian Shewski, Walter Shumac III, Randy Skinner, Daniel Vedral, Caroline Waggoner, and Robert Woodbury.

Others present at the meeting were: Vickie Alexander, Monsur Ahmed, Nick Allen, Berrien Barks, Martin Bate, Carli Baylor, Taylor Benjamin, Jesse Brown, Daniel Burnham, Jackie Castillo, Pritam Deshmulch, Kevin Feldt, Rebekah Gongora, Christie Gotti, Craig Hancock, Lynell Harris, Amy Hodges, Chris Hoff, Wilson Kakembo, Dan Kessler, Ken Kirkpatrick, Charles Marsh, Gregory Masota, J. Mark Mathis, Michael Morris, Jenny Narvaez, Autumn Permenter, Vercie Pruitt-Jenkins, Eric Quintana, Minesha Reese, Rylea Roderick, Luis Rosas, Kyle Roy, Connor Sadro, Samuel Simmons, Toni Stehling, David Tayyari, Brendon Wheeler, and Susan Young.

1. **Approval of September 23, 2022, Minutes:** The minutes of the September 23, 2022, meeting were approved as submitted in Electronic Item 1. Eron Linn (M); Daniel Vedral (S). The motion passed unanimously.
2. **Consent Agenda:** The following items were included on the Consent Agenda.
  - 2.1. **Modifications to the FY2022 and FY2023 Unified Planning Work Program:** A recommendation for Regional Transportation Council (RTC) approval of modifications to the FY2022 and FY2023 Unified Planning Work Program was requested. Action included a recommendation directing staff to also administratively amend the Transportation Improvement Program and other administrative/planning documents, as appropriate, to reflect the approved modifications. The amendments reflected new initiatives, project updates, funding adjustments, and updated Federal Transit Administration and Federal Highway Administration Planning Emphasis Areas. The proposed amendments were included as Electronic Item 2.1.1 and additional information was provided in Electronic Item 2.1.2.
  - 2.2. **Endorsement of Texas and Gulf Coast Hydrogen Hub:** Staff requested endorsement of the Regional Transportation Council's (RTC) approval for the North Central Texas Council of Governments (NCTCOG) to participate in the Texas and Gulf Coast Hydrogen Consortium. This Consortium will establish a regional clean hydrogen hub centered in the Houston area. The Bipartisan Infrastructure Law (BIL) authorizes the Department of Energy to invest \$8 billion to establish at least four regional clean hydrogen hubs nationwide. Hubs are to reflect

diversity in geographic location, the feedstock from which hydrogen is produced, and the end use of the hydrogen produced. At least one hub should demonstrate end-use of hydrogen in the transportation sector. The Center for Houston's Future has coordinated stakeholder engagement on the topic of regional hydrogen hub development since the BIL was passed. Information is available at: <https://www.centerforhoustonfuture.org/energy>. In conjunction with development of the Interstate 45 Corridor Zero-Emission Vehicle Infrastructure Plan, NCTCOG staff has taken part in these regional hydrogen hub conversations and developed a network of connections related to this industry. NCTCOG has been invited to participate in a Texas and Gulf Coast Hydrogen Consortium, which would be led by GTI Energy. Electronic Item 2.2 provides additional details.

- 2.3 **Argonne National Lab Cooperation Approval:** Staff requested a recommendation for Regional Transportation Council (RTC) approval of an agreement with Argonne National Lab of the Department of Energy to prepare a simulation-based travel model for planning purposes in the Metropolitan Planning Area (MPA). In this 3-year cooperative, North Central Texas Council of Governments (NCTCOG) would provide data and practical planning expertise to Argonne researchers as in-kind match. The Department of Energy is providing \$1.5 million in funding for Argonne. NCTCOG's main tool for transportation planning is the regional travel model. The model is continuously updated with the latest technology and data. This project is an effort toward improvement of planning analytical tools within the regional travel model using Argonne National Lab research products.

A motion was made to approve proposed modifications to the FY2022-2023 Unified Planning Work Program as outlined, including direction for staff to administratively amend the Transportation Improvement Program and other administrative/planning documents, as appropriate, in Item 2.1; endorsement of staff participation in Texas and Gulf Coast Hydrogen Consortium, recommendation for NCTCOG Executive Board signing of Memorandum of Understanding that allows staff to provide support, information, and/or documentation to Consortium in Item 2.2; and approval of an agreement with Argonne National Lab of the Department of Energy for Item 2.3. Jim O' Connor (M); Walter Shumac III (S). The motion passed unanimously.

3. **Resolution Supporting a Regional Model For Complete Streets (Context Sensitive Design):** Kevin Kokes introduced a draft resolution and requested a recommendation for Regional Transportation Council approval to support a regional model for complete streets (context sensitive design) which outlines the importance of planning and construction of complete streets and is intended to serve as the framework for encouraging local policies and projects across the region. The National Complete Streets Coalition defines 'Complete Streets' as an approach to planning, designing, building, operating, and maintaining streets that enable safe access for all people who need to use them including pedestrians, bicyclists, motorists, and transit users of all ages and abilities. The needs of roadway users are different in rural, suburban, and urban communities, and thus streets should be designed to fit the distinct context, circumstances, and local characteristics. Context Sensitive Design includes a process that not only considers physical aspects or standard specifications of a transportation facility, but also the economic, social, and environmental resources in the community being served by the facility. The Federal Highway Administration (FHWA) and Federal Transit Authority (FTA) guidance on Planning Emphasis Areas (PEAs) for metropolitan planning organizations (MPOs) and State Planning and

Research includes a number of tasks in work programs including Complete Streets. The goal is to provide an equitable and safe transportation network for travelers of all ages and abilities, including those from marginalized communities facing historic disinvestment. Federal guidance of the Bipartisan Infrastructure Law; Infrastructure Investment and Jobs Act (IIJA) Section 11206 Safe and Accessible Transportation Options require MPOs to spend at least 2.5 percent of funds made available to them under Federal Highway Aid to activities that increase safe and accessible options for multiple travel modes for people of all ages and abilities, which may include adoption of complete streets standards or policies, development of complete streets prioritization plan, development of transportation plans to create active transportation facilities, and development of transportation plans and policies that support transit-oriented development. The proposed RTC resolution would: 1) direct staff to collaborate with local governments and transportation providers to develop a checklist and/or guide for projects with complete streets/context sensitive design elements be used for regional transportation planning and project implementation; 2) encourage the adoption and implementation of local government policies/resolutions related to complete streets/context sensitive design; 3) encourage consideration of complete streets (context sensitive design) elements in future updates to local plans, manuals, ordinances, codes, and associated rules and regulations; 4) encourage local collaboration with the Texas Department of Transportation to implement transportation projects that apply context sensitive solutions consistent with local community characteristics; and 5) direct staff to provide technical support for the development of local policies, resolutions, and methodologies/applications for performance management. Complete Streets is scheduled to be discussed at the Public Input Meeting on November 7, 2022, and Regional Transportation Council action will be requested on November 10, 2022. Staff will work with local governments, transit agencies, and the public to develop a guide/checklist for performance measures in 2023. Chad Edwards with Trinity Metro recommended updating the wording in Section 4 of the draft resolution to be more inclusive and to involve the public, communities, and transit agencies to collaborate closely and implement transportation projects in their jurisdiction. Michael Morris agreed this wording would be updated. John Polster noted that he believes in complete streets and context sensitive, but he suggested that rather than to do policies, rules, procedures, priorities, and performance measures, he believes that STTC should be doing a best management practice of what is known to work in places and if the communities have availed themselves of it, have the staff ready to show them the way forward if they so choose. He expressed concern that if complete streets/context sensitive is included as a performance measure in the future, there would be a grade for context sensitive/context sensitive grade in a future call for projects. Michael Morris indicated that staff would review the resolution to ensure there are no unintended consequences of the language as drafted. Chad Davis, Wise Co., expressed concerns about conflicts between pedestrians and freight on rural roads.

A motion was made to recommend Regional Transportation Council approval of resolution (R22-04) supporting a regional model for complete streets (context sensitive design) and directing staff to develop a complete street checklist/guide and performance measures, to be presented at a future date for approval. Tanya Brooks (M); Gus Khankarli (S). The motion passed unanimously.

4. **Advanced Transportation Technology and Innovation Program:** Natalie Bettger requested a recommendation for Regional Transportation Council (RTC) approval of the regional application for the 2022 Advanced Transportation Technology and Innovation (ATTAIN) Program. In September 2022, the United States Department of Transportation (US DOT) issued an announcement for the ATTAIN program proposals that deploy, install,

and operate advanced transportation technologies to improve safety, mobility, efficiency, system performance, intermodal connectivity, and infrastructure return on investment. During the first year of the five-year program, US DOT will provide funding of up to \$12 million per grant, a 20 percent local match is required. This program is a continuation of Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) program. The Notice Of Funding Opportunity was issued September 19, 2022, and applications are due November 18, 2022. ATTAIN model deployments are expected to provide benefits in the form of reduced fatalities and injuries, reduced traffic congestion that improved travel time reliability, reduced emissions, optimized multimodal system performance, improved access to transportation alternatives, integration of payment systems, integrated multimodal transportation information, and transportation-related cost savings. Priorities for ATTAIN include climate, resiliency, environmental justice, equity, removing barriers to opportunities, and job creation. NCTCOG is proposing a Transportation System Management and Operations Data Engine (TSMO) foundation for success, that will consume standard data inputs from applications, enable sharing of data, deploy best-of breed applications and allow each agency the freedom to procure systems that best meet their needs regionwide in the amount of \$10 million with a local match of \$2 million. The benefits are cost savings, enhanced data sharing, common interfaces, future-proof design, extensibility and high-quality software. TSMO data engine has two primary initiatives: data initiative to create the digital infrastructure to support advanced smart community technologies and systems within the NCTCOG region and mobility initiatives to focus on improving air quality, improve safety, reduce congestion in the region. The regional application for the ATTAIN Program will presented to the RTC for information on October 13, 2022, STTC action on October 28, 2022, and NCTCOG Executive Board Action on November 17, 2022.

A motion was made to request recommended Regional Transportation Council approval and submittal of the Transportation System Management and Operations Data Engine, Foundation for Success for funding consideration through the FY22 Advanced Transportation Technology and Innovation (ATTAIN) Program (\$8) and Region Toll Revenue (RTR) (\$2 million) for a total of (\$10 million). The action also included direction for staff to administratively amend the NCTCOG and State Transportation Improvement Programs (TIP/STIP), as well as other planning and administrative documents, to include the proposed project if selected for an FY22 ATTAIN Grant total award (\$10M). John Polster (M); G. "Gus" Khankarli (S). The motion passed unanimously.

5. **Strengthening Mobility and Revolutionizing Transportation Grant Program: Approval of North Central Texas Council of Governments Applications:** Thomas Bamonte requested approval of North Central Texas Council of Governments (NCTCOG) submission of Strengthening Mobility and Revolutionizing Transportation (SMART) Grant Program Applications. The SMART program purpose is to demonstrate projects using technology interventions to solve real-world challenges and build data and technology capacity and expertise in the public sector. The United States Department of Transportation (USDOT) is emphasizing technology interventions to solve real-world challenges and build data and technology capacity and expertise in the public sector with \$500 million of funding over five years (\$100 million per year). The first year will consist of 30 to 50 planning grants with a \$2 million maximum grant and no local match. In the later years, there will be implementation grants up to \$15 million, limited to planning grant recipients. The SMART Notice of Funding Opportunity (NOFO) was issued on September 19, 2022, with the application deadline of November 18, 2022. Eligible projects include coordinated automation, connected vehicles, intelligent sensor-based infrastructure, smart technology traffic signals, systems integration,

commerce delivery and logistics, innovation aviation technology, and smart grid for Electric Vehicles (EVs). Staff is preparing three SMART project proposals: Project 1: North Texas Micro-Weather Infrastructure for Advanced Air Mobility feasibility study to determine viability of regional solution for low altitude weather detection and reporting to support safe deployment of advanced aerial vehicles such as last mile drone delivery services and Electric Vertical Take-Off and Landing (eVTOL) vehicles regionwide in the amount of \$2 million with no local match required. The benefits will allow regional stakeholders on equitable basis to scale up Advanced Aerial Mobility (AAM) operations safely. The benefits will allow regional stakeholders on equitable basis to scale up AAM operations safely. Project 2: Flooded Roads Information System will use advanced sensors and big data tools to improve prediction, identification, and reporting of flooded roadways in the Transportation Stormwater Infrastructure Study area, portions of Dallas, Denton, Ellis, Hood, Johnson, Parker, and Tarrant Counties and all of Wise County, in the amount of \$2 million with no local match required. Project benefits include optimizing emergency response routes/procedures, use of critical facilities, and improving safety at vulnerable areas. Project 3: Traffic Signal Technology and Deploying AI based Advanced Traffic Management System Platforms will leverage NCTCOG's recent survey of traffic signal equipment plus TxDOT's recent acquisition of several advanced detections systems. The project will identify, test, and evaluate detection and other traffic signal technologies to optimize traffic signals regionwide, after planning work is completed on US 77, US 67, and FM 1382 in the amount of \$2 million with no local match required with the benefits of safety, air quality, congestion, and reliability. Electronic Item 5.1 contains the USDOT's SMART fact sheet and Electronic Item 5.2 provided a summary of the SMART projects proposed by staff.

A motion was made to recommend for Regional Transportation Council approval of the submission of the three SMART grant applications as presented and for staff to take all necessary steps to submit the applications and administer any SMART grant that is awarded based on the applications. John Polster (M); Daniel Vedral (S). The motion passed unanimously.

#### 6. **Draft Updated Rules For Public Comments at Regional Transportation Council**

**Meetings:** Ken Kirkpatrick requested a recommendation for approval by the Regional Transportation Council (RTC) of Rules for Public Comments at RTC meetings. The overview of HB 2840, Texas Government Code Section 551.007 is members of the public must be allowed to make comments to a governmental body before or during the body's consideration of an item. A governmental body may adopt reasonable rules regarding public comments, including rules that limit the amount of time for each public comment. If no simultaneous translation equipment is used, a member of the public using a translator must be given double the amount of time to comment. A governmental body may not prohibit public criticism of the body. The Bill took effect on September 1, 2019. The proposed Rules for Public Comments at RTC meetings: 1) Add decorum standard for audience members and public commenters with clear enforcement rules, 2) overall time period limit for public comments, which may be extended, 3) clarify when public comments will be in-person or virtual, and 4) public comment and decorum requirements referenced in RTC Bylaws (proposed). The timeline for the Rules were presented as an information item to RTC in August; in September, a public meeting was held; comments from the public on the updated rules were welcomed for a 45-day period per the Public Participation Plan; and will RTC action will be requested in November. Electronic Item 6.1 contained additional information on the proposed rules.

A motion was made to recommend Regional Transportation Council approval of the Updated Rules for Public Comments at RTC Meetings (Electronic Item 6.1) and direction for staff to amend the Public Participation Plan to include the updated rules as an appendix. Tim Palermo (M); Paul Luedtke (S). The motion passed unanimously.

7. **Director of Transportation Report on Selected Items:** Michael Morris provided an update on items on the Director's Report by highlighting that he and Lance Simmons (both being Co-Chairs of the Statewide Task Force) had the pleasure of being invited to attend Texas Transportation Commission's Commissioner Laura Ryan's meeting and shared Commissioner Ryan's praise for the region. Michael noted the importance of the Texas Department of Transportation's (TxDOT) #Endthestreak campaign. Ceason Clemens, TxDOT Dallas; Gus Khankarli, City of Dallas; and Michael Morris presented a briefing on IH 345 to the Dallas City Council. TxDOT has worked hard over the last two-three years to get consensus on a hybrid-alternative for the IH 345 project. Michael mentioned the approval of Dallas Area Rapid Transit (DART) Board's distribution of \$214 million in unallocated funds to service 13 area cities; staff will bring \$20 million to the Regional Transportation Council (RTC). Christie Gotti is working on the Revolver part of the agreement which will be presented to the Surface Transportation Technical Committee (STTC) and RTC when the agreements are aligned. Michael mentioned that he and Amy Johnson of NCTCOG attended the Scenario Outreach Planning Conference in Washington DC with Chris Cassidy and Emmitt Smith. He also mentioned the Preston Road and Intersection Study in Dallas through to Plano that may be presented for action in the future. He briefed the Committee on the East/West Equity report that will be utilized by the Transportation Improvement Program team as they review the Unified Transportation Program this year and review the balances of all the accounts.
8. **Automated Vehicles 2.1: Regional Planning Exercise For Local Partners:** Clint Hail provided a briefing on the Automated Vehicles 2.1 planning exercise recently completed, and the key deliverables and findings of the project. Transportation technology is evolving, and the planning process must evolve to keep up. The purpose of the AV2.1 planning study is to understand the region's mobility challenges, identify ways transportation automation and related technologies can address those challenges and recommend policies and best practices to achieve positive results for the region. The North Central Texas Council of Governments' (NCTCOG's) vision for automation in the region is to lead automated vehicles (AV) deployment, use automation to achieve region's mobility goals, provide communities with AV planning and deployment resources, build effective partnerships with AV developers, and strategically invest in use cases and communities overlooked by AV developers. The goal is to improve safety, efficiency, share real time travel information, improve the economy, and prioritize quality of life. The AV2.1 project objectives are to make future mobility planning resources available to stakeholders in the region, provide resources for stakeholders to prepare for and support future mobility, and look beyond tech available today to plan for future scenarios and impacts. The purpose of the online public survey is to learn public needs and interests around automated transportation. Key takeaways from 483 responses, primarily from Tarrant and Dallas counties, were a mixed willingness to use automation technologies for travel around the Dallas-Fort Worth area, differences in willingness by race and age, and older generations less willing to use the technologies. The focus group's purpose gains deeper awareness of public's perspectives on current and emerging transportation technologies. Key takeaways from 83 participants from 12 focus groups, focus group findings align with survey, map apps are most used tech (smartphone cost is concern for one minority group), rural residents want more transportation options (transit, ride hail, faster internet), fewer freight train backups, and minorities are the most

excited about new tech, but doubt fair/equitable access. The existing need's report details the current state of transportation in North Central Texas, identifies local needs and deployment opportunities. There are five categories of existing needs: personal mobility; freight movement; equity; safety' and infrastructure readiness plus resilience. The AV2.1 market analysis report's purpose is to understand possible impacts from automated transportation and related technologies in communities. This understanding and readiness will help the region apply for federal, State, or local deployment funding to deploy or support new technologies. The AV2.1 financial report's purpose is high-level assessment of how automated transportation may affect local entity finances. The financial report considers scenario development and evaluation to understand potential impacts of automated transportation on existing funding mechanisms available to counties, municipalities, public transit agencies, and airports. The purpose of the scenario development report is to identify potential future transportation automation scenarios for the North Central Texas region. Developed from seven potential scenarios, with three selected scenarios for modeling evaluation: connected autonomous vehicle (CAV) Impact on Roadway Network Capacity; CAV impact on intersection performance; and CAV impact on population and employment distributions. Model tool selection's purpose is to select the tools to evaluate the three selected scenarios with these tools considered: microscopic traffic simulation models; mesoscopic simulation-based dynamic traffic assignment models; and regional travel demand model ("TAFT") developed and maintained by NCTCOG. The research team coordinated throughout process with NCTCOG Modeling Team. The tool selected was the AV-TAFT, regional travel demand model upgraded by UT-Austin to enable AV traffic modeling, slightly modified to further upgrade AV-TAFT's ability to model the three scenarios selected. The scenario evaluation's purpose is to predict potential impacts of three future automation scenarios using travel demand model with the modeling summary included 29 different scenario runs, testing 0, 25, 50, and 100 percent CAV penetration rates. AV2.1 study marked first application of new CAV Capacity Adjustment Factors in Highway Capacity Manual 7<sup>th</sup> Edition. Key assumption was vehicles are both connected and automated. They follow closely at high speeds. They move through intersections more effectively. Key findings were vehicles miles travels (VMT) generally increases while vehicle hours traveled (VHT) generally decreases. Average daily speed generally increases while daily delay generally decreases. CAV's alone will not solve the region's future congestion problems. The final report summarizes key findings from each project task and recommends next steps for municipalities and NCTCOG. Key recommendations were to self-assess gaps (staffing, planning, infrastructure, policy), pursue funding opportunities, disseminate key findings, continue to monitor trends (technology and impacts), develop financial revenue assessment toolkit, and develop tools to evaluate pilots and prioritize new projects or investments. Materials, reports, and findings can be found online at [www.ConnectNTxFutures.org](http://www.ConnectNTxFutures.org). Electronic items 8.1 contained the presentation details and Electronic Item 8.2 provided an executive summary and key takeaways.

- 9. Fiscal Year 2022 Project Tracking Wrap-Up/Fiscal Year 2023 Kickoff:** Cody Derrick provided the Committee an update on the final report on the FY2022 Project Tracking Initiative created to reduce the region's carryover funding balances and introduce the FY2023 Project Tracking Initiative. Every year, Regional Transportation Council (RTC) selected projects being implemented by local governments experience delays. Due to significant implementation delays on projects across the region and a need to draw down the region's carryover balances the Transportation Improvement Program (TIP) team performs a robust project tracking effort in order to highlight potential problems and prevent delays. At the beginning of the fiscal year, staff provided the Surface Transportation Technical Committee (STTC) and the Regional Transportation Council (RTC) with a list of

projects (by phase) scheduled to advance during the coming year. Agencies were asked to report project status on a more frequent basis. The status of projects scheduled for the year will continue to be presented at STTC and RTC on a regular basis. This provides opportunities for sponsors to raise issues that may be hindering project progress and help ensure funds were being obligated in a more timely manner. For Congestion Mitigation and Air Quality Improvement Program (CMAQ), the region obligated more funding than was programmed at the beginning of the fiscal year as a result of a Texas Department of Transportation (TxDOT) project being let on time, and despite 36 projects not obligating as expected. \$83,402,443 of CMAQ funding was obligated in FY2022. For Surface Transportation Block Grant Program (STBG) funds, 52 project phases did not obligate as expected, and 87% of the funding was obligated due to the Category 2/STBG funding exchange. \$155,518,801 of STBG funding was obligated in FY2022. For Transportation Alternatives Set Aside (TASA), the region was able to obligate enough funding to avoid federal funding lapse, but 11 project phases were delayed. \$8,150,643 of TASA funding was obligated in FY2022. CMAQ's summary for FY2023 project funding is \$137,223,374 across 37 project phases. STBG's summary for FY2023 is \$178,908,388 across 75 project phases. TASA's summary for FY2023 is \$19,963,595 across 20 project phases. Staff will continue to monitor project progress, work with project sponsors and TxDOT to resolve issues that may be causing delays in project implementation and bring updates to the committee throughout the fiscal year. Electronic Item 9.1 contained a list of projects that were scheduled to begin in FY2022 and their current status. A list of projects that are scheduled to begin in FY2023 and their current status were located in Electronic Item 9.2. Additional details were provided in Electronic Item 9.3.

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

Charles Marsh mentioned October 28, 2022, was the deadline for the Transportation Improvement Program Modifications February 2023 Cycle.

Martin Bate provided an update on the Certification of Emerging and Reliable Transportation Technology Program. The program is in the first round of submitting proposals to local governments for locations where technology providers can deploy and certify their technologies. Deadline for proposals is Friday, November 18, 2022, and proposals must be delivered by hand to the North Central Texas Council of Governments Office. Round 2 will be brought for consideration in the coming months. More information was provided in Electronic Item 10.1.

Cody Derrick highlighted the Local Government Texas Department of Transportation (TxDOT) Training. Local entities and agencies that provide local funding by the State are required to take training from TxDOT to have an individual that is qualified in the local government project procedures. TxDOT trains individuals through their local government project procedures qualification program. This qualification or training is offered virtually or in person at the TxDOT Dallas or Fort Worth District offices and must be completed every three years. Electronic Item 10.2 contained registration information for the training.

Nicholas Allen announced that the NCTCOG Government Relations team finalized the Draft Regional Transportation Council Legislative Program. Electronic Item 10.3 contained the draft program.



Camille Fountain announced the Fall 2022 Traffic Incident Management (Off-site) Executive Level Course scheduled for Thursday, November 3, 2022, in Mesquite would be held in person versus a virtual course. Registration information provided in Electronic Item 10.4.

Camille Fountain also noted that the 2022 Texas Department Of Transportation Highway System Safety Improvement (HSIP) Call for Projects is open and the deadline for District offices is November 30, 2022. More information can be found on Texas Department of Transportation safety website and the North Central Texas Council of Governments statewide safety initiatives page. There was an informational session on October 5, 2022, that can also be found on the website.

Jesse Brown noted that Electronic Item 10.5 contained information on the High-Occupancy Vehicle Quarterly Report. The next report is anticipated in January 2023.

Jared Wright noted the Air Quality Funding Opportunities for Vehicles website, [www.nctcog.org/aqfunding](http://www.nctcog.org/aqfunding), which is kept up to date with air quality funding opportunities for vehicles along with programs that are available.

Amy Hodges highlighted the annual fleet recognition awards meeting scheduled for 1:30 pm, November 1, 2022. More information was provided on the Dallas-Fort Worth Clean Cities Events website at <https://www.dfwcleancities.org/events>.

Lori Clark reported that the National Drive Electric Week event held on October 2, 2022, was a success with over 100 people in attendance. The event received media coverage from CBS and NBC. A summary of the event can be found at [www.driveelectricdfw.org](http://www.driveelectricdfw.org).

Jared Wright highlighted the Local Clean Air Project Spotlight on two school buses funded with a total cost of \$213,000 in the Denton Independent School District. Additional information was provided in Electronic Item 10.6.

Jenny Narvaez mentioned that comments on the Federal Highway Administration (FHWA) proposed rule on Greenhouse Gas (GHG) Performance Measure were provided October 13, 2022. Detailed information was provided in Electronic Item 10.7.

Jenny Narvaez also mentioned that the Dallas Fort Worth Ozone Nonattainment Reclassifications were published in the Federal Register on October 7, 2022, with an effective date of November 7, 2022. With the last month of ozone season approaching, a report will be provided at the next meeting.

Jackie Castillo noted that a public meeting was held at the North Central Texas Council of Governments office on September 12, 2022. Topics presented at the public meeting included the Roadway Safety Plan, National Drive Electric Week, Updated Rules for Public Comments at Regional Transportation Council meetings, the Management and Operations and Safety Program, Fiscal Year 2022 Public Transportation Funding: Programs of Projects, and Proposed Modifications to the List of Funded Projects. A copy of the minutes from the public meetings was included in Electronic Item 10.8.

Jackie Castillo also mentioned that the North Central Texas Council of Governments will host a public meeting on November 7, 2022. The November Public Meeting Notice including topics for discussion was provided in Electronic Item 10.9.

Taylor Benjamin noted that the Public Comments Report, which contains general public comments received from August 20-September 19, 2022, was provided in Electronic Item 10.10.

Partner Progress Reports were provided in Electronic Item 10.11.

11. **Other Business (Old or New)**: Dan Kessler reminded Surface Transportation Technical Committee members to sign in as Regional Transportation Council Bylaws require that a report is provided quarterly to the leadership of your agency regarding attendance.
12. **Next Meeting**: The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on December 2, 2022.

Meeting adjourned at 3:07 PM.