

AMENDED

MINUTES

SURFACE TRANSPORTATION TECHNICAL COMMITTEE September 28, 2018

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, September 28, 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: Joe Atwood, Micah Baker, Bryan Beck, Katherine Beck, David Boski, Curt Cassidy, Ceason Clemens, Kent Collins, John Cordary Jr., Hal Cranor, Clarence Daugherty, Chad Davis, Duane Hengst (representing Greg Dickens), David Disheroon, Phil Dupler, Chad Edwards, Claud Elsom, Eric Fladager, Chris Flanigan, Ann Foss, Brian McNulty (representing Ron Hartline), Kristina Holcomb, Matthew Hotelling, Terry Hughes, Elizabeth Mow (representing Kelly Johnson), Chiamin Korngiebel, Alonzo Liñán, Wayne Kurfees (representing Paul Luedtke), Stanford Lynch, Alberto Mares, Wes McClure, Laura Melton, Brian Moen, Cesar J. Molina Jr., Mark Nelson, Jim O'Connor, Kenneth Overstreet, Kevin Overton, Dipak Patel, Todd Plesko, Gary Evans (representing Shawn Poe), John Polster, Tim Porter, Lisa Pyles, Bryan G. Ramey II, Lacey Rodgers, Greg Royster, Moosa Saghian, Jeff Kelly (representing David Salmon), Lori Shelton, Brian Shewski, Walter Shumac III, Tom Simerly, Randy Skinner, Angela Smith, Chelsea St. Louis, Cheryl Taylor, Matthew Tilke, Mark Titus, Gregory Van Nieuwenhuize, Carline Waggoner, Jared White, and Robert Woodbury.

Others present at the meeting were: Vickie Alexander, Gustavo Baez, Tom Bamonte, Berrien Barks, Carli Baylor, Ethan Boyd, Jason Brown, John Brunk, Ken Bunkley, Dave Carter, Lori Clark, Michael Copeland, Brian Crooks, Rhett Dollins, Jackson Enberg, Kevin Feldt, Brian Flood, Tracey Friggelogan, Austin Gibson, Dorothy Gilliam, Wade Haffey, Victor Henderson, Amy Hodges, Chris Hoff, Bethany Hyatt, Amy Johnson, Ken Kirkpatrick, Chris Klaus, Kevin Kokes, Dan Lamers, Reed Lanham, April Leger, Travis Liska, James McLane, Mindy Mize, Anthony Moffa, Michael Morris, Bailey Muller, Jenny Narvaez, Justin Naylor, Jeff Neal, Hilary Nguyen, Donald Parker, Johan Petterson, Chris Reed, Rylea Roderick, Kyle Roy, Christina Sebastian, Kelly Selman, Samuel Simmons, Shannon Stevenson, Steve Templer, Joe Trammel, Mitzi Ward, Douglas Wiersig, Jeremy Williams, Brian Wilson, and Jing Xu.

1. **Approval of August 24, 2018, Minutes:** The minutes of the August 24, 2018, meeting were approved as submitted in Reference Item 1. John Polster (M); Jim O'Connor (S). The motion passed unanimously.
2. **Consent Agenda:** The following items were included on the Consent Agenda.
 - 2.1. **Transportation Improvement Program Modifications:** A recommendation for Regional Transportation Council (RTC) approval of revisions to the 2019-2022 Transportation Improvement Program (TIP) was requested. The Committee's action also included a recommendation that the RTC direct staff to amend the Unified Planning Work Program and other planning documents with TIP-related changes. November 2018 revisions to the 2019-0222 TIP were provided as Electronic Item 2.1.
 - 2.2. **FY2018 and FY2019 Unified Planning Work Program:** A recommendation for Regional Transportation Council (RTC) approval of modifications to the FY2018 and FY2019 Unified Planning Work Program (UPWP) was requested. The Committee's action also included a recommendation that the RTC direct staff to amend the Transportation Improvement Program and other administrative/planning documents,

as appropriate, to reflect the approved modifications. The proposed amendments were provided in Electronic Item 2.2.1. Additional information was provided in Electronic Item 2.2.2.

- 2.3. 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 (CFP) was requested. An overview of the CFP was provided in Electronic Item 2.3.1, and detailed project listings were provided in Electronic Item 2.3.2.
- 2.4. 2018 Incident Management Equipment Purchase Call for Project: A recommendation for Regional Transportation Council approval to host a new round of the Incident Management Equipment Purchase Call for Projects in 2018 was requested. An overview of the Call for Projects was provided in Electronic Item 2.4.

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

3. **Auto Occupancy Verification Technology and High-Occupancy Vehicle Rewards Program:** Natalie Bettger presented a recommendation for the High-Occupancy Vehicle (HOV) Rewards Program utilizing the Carma Auto Occupancy Detection and Verification Technology. Background information on the project history and procurement of a technology to verify the number of occupants in a vehicle without a manual enforcement process was highlighted and provided in Electronic Item 3. A rewards approach was discussed with partners and presented to the Surface Transportation Technical Committee (STTC) in August and the Regional Transportation Council (RTC) in September, as well as during the September 13 RTC Workshop. An overview of the current HOV enforcement process was highlighted, which includes setting up an account, preregistration, and manual enforcement. The new technology for HOV verification includes a one-time registration, no pre-declaration, and no enforcement by officers in the field. Occupancy is detected through the technology, matched with the toll tag transaction, and the appropriate toll or reward applied. The rewards program can be applied to facilities other than managed lanes. Phase 1 would be the implementation of the rewards program on the managed lane corridors. Phase 2 would be proposed implementation of the rewards program on the US 75 Technology Lane that would allow HOV users to be treated differently than single occupancy vehicle (SOV) users within the corridors without applying a toll for SOV users. Phase 3 and beyond would include expansion of the HOV rewards to any corridor, for special events, or to provide incentives for taking other modes of travel. Ms. Bettger highlighted the expected program cost of development/pilot testing and implementation over a 10-year period totaling approximately \$24 million. She also noted the direct costs associated with the existing system that includes manual enforcement, updates to the current application, and marketing/education totaling approximately \$23 million. The new technology operating and marketing costs are anticipated to be approximately \$20 million over a 10-year period. Other indirect benefits include safety, reliability, ease of use, air quality/congestion, privacy protection, expandability, return on investment, and removal of legal/court issues related to enforcement. Ms. Bettger noted discussions at the September 13 RTC Workshop and items that North Central Texas Council of Governments (NCTCOG) staff will continue to monitor through the implementation process. Items for continued monitoring include: the technology pilot, data security, US 75 implementation, the rewards program/accounting system, a communication/education plan, institutional/legislative items, and existing enforcement. Regarding the subsidy, Ms. Bettger noted the current HOV subsidy is funded by the Regional Transportation Council using Regional Toll Revenue funds for both the

LBJ Express and North Tarrant Express. Currently, for the Texas Department of Transportation (TxDOT) operated facilities, TxDOT is not collecting the full toll and is covering the subsidy. In the proposed program, the additional money that would be collected by TxDOT from collecting the full toll rate would pay for the rewards. In addition to the subsidy, minor policy adjustments for the Toll Managed Lane and Express Lane/HOV Policies are needed: replace subsidy with rewards, and eliminate the manual enforcement. The draft schedule for the effort was reviewed, with RTC action requested at the October 11 meeting. The proposed action was reviewed: 1) recommend RTC approval of new HOV Rewards approach and continued monitoring of the technology pilot, data, US 75 implementation, rewards program/accounting system, communications plan, institutional/legislative items, and existing enforcement, 2) recommend RTC approval of \$5 million to fill the funding gap for three years of implementation cost and to bring back future years requests for FY2022 and beyond, and 3) to direct staff to administratively amend the Transportation Improvement Program and other funding, planning, and administrative documents to reflect the action. Michael Morris suggested that members approve the concept of a rewards program so that staff can continue to work on the details of the program and resolution of the items that staff has indicated will continue to be monitored.

Elizabeth Mow noted appreciation to staff for the presentation. She added that the North Texas Tollway Authority (NTTA) fully supports the safety and technology aspects of the program, but is concerned that the details of the rewards program are not fully known. She asked that NCTCOG step back and allow the right people to get involved, set the schedule aside, and work to implement the program correctly. She noted that regional partners are not ready to move forward and have remaining questions. John Polster discussed the additional revenue to be collected on TxDOT-operated facilities and asked about the \$5 million to fill the funding gap for the implementation cost of the HOV rewards approach. Ms. Bettger noted that the money from the tolls paid by the users is to provide for the subsidy. The \$5 million is to pay for the technology, marketing, and implementation of the rewards program and will be paid with Surface Transportation Block Grant Program or Congestion Mitigation and Air Quality Improvement Program funds. NCTCOG staff discussed options for the rewards program, noting that conversations are continuing regarding options. Mr. Polster noted that one of his concerns was related to the six TxDOT-operated projects. IH 35E is in an interim state. He noted that the tolls collected would increase, but the additional revenue collected would not go directly back to IH 35E infrastructure. He asked how the tolls collected flowed between the six projects. For example, if more tolls are collected on one corridor but the rewards are paid out to a user on another corridor, how is equity maintained. In addition, he asked what happens to the money that is collected but that is not paid out in rewards. Mr. Morris noted that staff is working with TxDOT on its policy for the waterfall of revenue collected and used for the rewards. Cesar J. Molina Jr. noted that he generally understood the program but asked that staff clarify why the rewards program is important. Staff noted the cost implications of the subsidy program integration with the technology, potential use on the US 75 technology lanes, and consideration in other corridors. The rewards program allows the ability to make adjustments to the technology application to be applied to various modes of travel, at any time of day, and in other corridors. Alonzo Liñán noted that a critical questions as staff moves forward is how citizens will feel about the full toll being collected with a reward provided at some point in the future. He suggested that maybe for the purpose of the current meeting, it may be more appropriate to say that it is a continuation of the subsidy program with potential for different variations. Members discussed the cost savings of the proposed approach, the cost of continuing with a subsidy program, and other costs associated with both approaches. In addition, the mechanism for payment of the rewards and equity

concerns about from which users tolls are collected were discussed. Mr. Morris suggested that the action be to recommend RTC approval to pursue the technology-based initiative that includes the HOV discount and the funding as the original action request stated. In addition, staff will pursue or consider additional incentive initiatives and pay particular attention to the seven items staff noted would need continued discussion. Ms. Mow asked that the options be evaluated, with a side by side comparison and that there be no defined schedule. John Polster requested that the item be tabled until later during the meeting to allow staff time to take the Committee's suggestions and draft a revised action for approval. Staff returned to the meeting and presented the revised action for consideration by the Committee. A motion was made to recommend RTC approval: 1) to pursue occupancy verification technology and pilot testing, 2) of \$5 million to fill the funding gap for three years of implementation cost and to bring back future year requests for FY2022 and beyond, and 3) to evaluate feasibility and cost savings of another incentive based program that considers data security, US 75 implementation, a rewards program/accounting system, a communications plan, institutional/legislative items, existing enforcement, a technology pilot, and Texas Department of Transportation funding in non-concession corridors. Action also included a recommendation to direct staff to administratively amend the Transportation Improvement Program and other funding, planning, and administrative documents to reflect this action. In addition, there are no completion schedules for these activities. John Polster (M); Alonzo Liñán (S). The motion passed unanimously.

4. **Implementation of Regional Trail Corridors:** Kevin Kokes presented a recommendation for Regional Transportation Council (RTC) approval of funding to design and construct critical sections of the Regional Veloweb trail corridors, including last-mile connections to rail stations. The two regional trail corridors to be considered for funding are the Cotton Belt corridor from Dallas Fort Worth International Airport to the City of Plano and the Fort Worth to Dallas trail, both of which whose alignment has been included in planning since Mobility 2020. For the Fort Worth to Dallas Regional Veloweb trail, in 2013 the mayors of the five cities committed to implementation of the regional alignment that would include connections to rail stations. Significant progress has been made and funding has been received from a variety of sources. Funding for 3.1 miles to complete a continuous 53-mile alignment connecting the five cities is needed, and that would directly connect to the Centerport Station eastward through Fort Worth into Grand Prairie. A map of the corridor was highlighted. Regarding the Cotton Belt corridor, Dallas Area Rapid Transit (DART), the North Central Texas Council of Governments (NCTCOG), and local communities have been actively working to identify a trail alignment in conjunction with DART's Cotton Belt rail project. Mr. Kokes noted that DART has been a significant partner in this effort and has identified the trail alignment as part of their planning to ensure there is a feasible alignment. NCTCOG requests support to fund the design of the trail that DART would use with its contractor to implement critical sections of the trail primarily at grade-separated locations or areas where right-of-way is tight and it would be difficult to construct a trail once the passenger rail line is operational. A map of the trail corridor was highlighted. A summary of the proposed funding for regional trail implementation was provided: Fort Worth to Dallas Regional Trail, \$9.08 million federal, \$0.92 million local, and 1.08 million Transportation development credits; Cotton Belt Regional Trail design, \$8.2 million federal and 1.64 million TDCs; and Cotton Belt Regional Trail construction of critical sections, \$19.46 million federal, \$1.81 million local, and 2.44 million in TDCs for a total federal funding request of \$36.74 million. Details of the funding request were provided in Electronic Item 4.1, and an overview of the effort was provided in Electronic Item 4.2. A motion was made to recommend Regional Transportation Council approval of the \$36.74 million in federal funds and the use of 5.16 million Transportation Development Credits as outlined in Electronic Item 4.1. The Committee's action also included a recommendation that the RTC direct staff

to administratively amend the Transportation Improvement Program and other funding, planning, and administrative documents to reflect the action. Chad Edwards (M); Cesar J. Molina Jr. (S). The motion passed unanimously.

5. **Automated Vehicle Program 2.0:** Thomas Bamonte presented a recommendation for Regional Transportation Council (RTC) approval of an Automated Vehicle (AV) Program that will provide members cities and other eligible public entities with resources to prepare for AV deployments in the region. For the AV Planning project, the North Central Texas Council of Governments (NCTCOG) would procure one or more experts in automated vehicle planning on a retainer basis to provide assistance to local communities plan for AV deployment. Up to \$1.5 million would be available. If the AV technology does not proceed, funding would not be expended. For the Implementation Costs project, up to \$10 million would be available to cover the costs associated with a public entity hosting an AV deployment. This will allow communities that may not have staffing or resources available for AV deployments to be competitive. For the Regional Priority project, up to \$20 million would be available to identify communities and use cases in the region which the AV developer community may be overlooking. Funding for this project will be available through a competitive selection process. Mr. Bamonte noted that the AV program is voluntary, and interested entities will be to contact staff. Entities that express interest in serving as an AV deployment test site will then be able to access planning and cost reimbursement resources. Details were provided in Electronic Item 5.1. Mr. Bamonte also highlighted a proposed RTC policy statement: 1) North Texas will build on its history of transportation innovation to be a leader in the deployment of automated vehicles to help achieve the region's mobility goals, 2) all North Texas communities should have the resources necessary to plan for AV deployments and to build effective partnership with developers, 3) the region will make strategic investments in AV services to explore use cases and AV deployments in communities overlooked by AV developers, and 4) the AV 2.0 Program will be administered to advance these policies. A copy of the draft policy was provided in Electronic Item 5.2. The schedule for this effort was reviewed. Todd Plesko asked how the planning funds will be used. Mr. Bamonte noted that one or more experts will be retained by NCTCOG with agencies then able to request assistance. He also clarified that funding is available to all eligible entities under each applicable funding source. A motion was made to recommend Regional Transportation Council approval of the Automated Vehicle Program 2.0 as detailed in Electronic Item 5.1 and the associated policy position provided in Electronic Item 5.2. John Polster (M); Brian Moen (S). The motion passed unanimously.
6. **Status Report on Positive Train Control Implementation in North Central Texas:** Shannon Stevenson provided an update on Positive Train Control (PTC) implementation in North Central Texas. PTC is technology designed to make rail safer by preventing collisions and other incidents by automatically detecting and controlling the movement of trains. Congress passed the Rail Safety Improvement Act of 2008 requiring the installation of PTC technology on a majority of the US Railroad network, including all commuter rail, by December 31, 2018, or apply for an Alternative Schedule by that date. The RTC provided approximately \$25 million in 2014 for the implementation of PTC within the region. Currently, Denton County Transportation Authority's (DCTA) A Train and the Trinity Railway Express (TRE) are the only two rail lines that are impacted. However, PTC will also be required on the future TEXRail and Cotton Belt projects. There have been various delays due to a limited number of contractors with expertise to install PTC technology. Ms. Stevenson highlighted the alternative schedule criteria for entities unable to meet the December 31, 2018, deadline. In addition, she noted that DCTA is on track with its implementation of PTC and that TEXRail and the Cotton Belt will incorporate PTC technology as the rail lines become operational.

Reed Lanham discussed the status of PTC on the Trinity Railway Express and TEXRail. He discussed the lack of resources and competition for PTC technology for rail lines such as the TRE and TEXRail due to interoperability needs. To combat some of the challenges, Trinity Metro has worked with Dallas Area Rapid Transit to develop a regional strategy for PTC implementation. Details of which areas each of the entities are leading were highlighted. Trinity Metro signed a regional PTC contract with Wabtec, Inc. on December 18, 2017. He noted that significant progress has been made in the last two months with TRE PTC implementation with 100 percent of locomotives equipped and PTC operable, 100 percent of track segments complete, and Spectrum has been acquired. Training will begin in two weeks. He noted that Trinity Metro is working with the Federal Railroad Administration (FRA) to obtain approval for the alternative schedule. Regarding TEXRail, the implementation deadline for new passenger rail service beginning after December 31, 2018, is December 31, 2020. All wayside interface units have been installed, the first ever onboard kit for the Stadler FLIRT has been produced and will be installed in two weeks, the dispatch and PTC back office system are being implemented in conjunction with the TRE. With the alignment nearing completion, the survey for all critical features is scheduled for December 2018. Mr. Lanham noted that there has been a lot of media attention on the subject, but added that Trinity Metro is on track to meet all statutory requirements and continue operations and implementation after December 31, 2018. Michael Morris asked if there any assurances that Trinity Metro can provide that it will receive FRA approval to continue. Mr. Lanham noted that staff has been working with the FRA and are confident it meets the requirements for the alternative schedule. Trinity Metro has submitted a substitute criteria to FRA and expect approval in the next few weeks. Mr. Morris asked that Trinity Metro provide the FRA approval to NCTCOG staff. Members asked if Trinity Metro has a contingency plan if the alternative schedule is not approved. Mr. Lanham noted that he could not speak to any details of the contingency plan.

7. **Public Participation Plan Update:** Due to time constraints, this item was not presented. Surface Transportation Technical Committee Chair Kristina Holcomb noted to members that the item will be presented at the October 26, 2018, meeting for action and asked members to review the material that was provided in the meeting packet and contact staff with any questions.
8. **Dallas-Fort Worth Clean Cities Annual Survey and Fleet Recognition Results:** Due to time constraints, this item was postponed until the October 26, 2018, Committee meeting.
9. **Performance Measures Target Setting:** Dan Lamers provided an update on the proposed regional targets for federally required performance measures. Targets for the required performances measures must be adopted by the Regional Transportation Council (RTC) by November 15. In addition, the region will develop additional specific performances measures more representative of the region at a later date. The goal is to support the Texas Department of Transportation's (TxDOT) target whenever possible. Action has been taken on two of the required sets of performance measures for Transit Asset Management and Safety. The remaining two to be discussed are Pavement and Bridge and System Performance which each include six sub measures. He noted that the majority of the performance measures are regarding the National Highway System (NHS) including: on-system interstates, on-system non-interstate freeways, off-system toll roads, on-system arterials, and off-system arterials. A map of the National Highway System within the Metropolitan Planning Area boundary was highlighted. For pavement, performance is measured in percent of good and poor condition for both the interstate and non-interstate portions of the National Highway System. TxDOT has set a statewide target for 2022 of 66.4 percent for the interstate and 52.3 percent for non-interstate in good condition. North

Central Texas Council of Governments (NCTCOG) supports the TxDOT statewide 2022 good condition target for NHS pavements. For pavement in poor condition, TxDOT's 2022 target is 0.3 percent for interstate and 14.3 percent for non-interstate. He noted there is substantial difference between TxDOT's target and NCTCOG's regional target. The majority of the NHS mileage that is in poor condition is generally off-system arterials which are the facilities for which local governments are responsible. Staff's recommendation is to support TxDOT's targets but work to improve the off-system arterial component moving forward. Regarding bridges in good and poor condition on all NHS facilities, staff's recommendation is to support the State's 2022 target of 50.42 percent in good condition and 0.8 percent in poor condition. He noted that in the region, there are only 14 bridges on that the NHS that are in poor condition. In addition to supporting the State's target, staff's recommendation is to continue to work on an expedited program to improve NHS bridges as the region prioritizes projects for selection and implementation in the region. Next, Mr. Lamers presented performance measures related to reliability. For interstate reliability, there is flexibility for the region to adopt its own targets that differ from the State's targets. After reviewing historic data and considering programmed mobility improvements, staff believes the region can achieve a slight increase in reliability on the NHS interstates between now and 2020, with a proposed 2020 target of 78.6 percent and 2022 target of 79.5 percent. For non-interstate NHS reliability, much of this system is not programmed through TxDOT and is the responsibility of local governments. The Metropolitan Planning Organization (MPO) may adopt its own targets that differ from the State's targets. After review of historical data, staff believes with the amount of program mobility improvements and the special attention on the complimentary facilities that the region can maintain existing reliability conditions. For Truck Travel Time Reliability, lower targets indicate better reliability and the performance measure is only for the interstate system. After reviewing historical trends, staff's recommendation is that continued improvement similar to the historic trend can be achieved with a target index of 1.71 in 2020 and 1.66 in 2022. Mr. Lamers also presented the performance measures for peak hour excessive delay. The MPO and State must agree on a single regional target that applies to the Dallas-Fort Worth Urbanized Area. Staff has been working with the State and agrees that existing conditions can be maintained and propose a target of 16 for 2020. For percent of trips that are non-single occupancy vehicle (SOV), data is obtained from the American Community Survey. Also for this target, the MPO and State must agree on a single regional target that applies to the Dallas-Fort Worth Urbanized Area. Historic trends and RTC funding programs for alternative transportation modes indicate a slight increase in non-SOV travel with a proposed 2022 target of 20.2 percent. Final performance measures are related to on-road mobile source emissions reductions for nitrogen oxides (NO_x) and volatile organic compounds (VOC). The MPO may adopt its own targets that differ from the State, but NCTCOG has worked closely with TxDOT and other MPOs during the process of developing these targets and proposes a 2022 target reduction of 5,062 kg/day of NO_x and 1.079 kg/day of VOC. Mr. Lamers noted that in October, the Committee will be asked to support the TxDOT statewide targets for NHS pavement and bridge conditions with focus on improvement of the regional NHS off-system arterial pavements and NHS bridges in poor condition. Support will also be requested for the regional targets for interstate reliability, non-interstate reliability, and truck reliability. In addition, support will be requested for regional targets identical to TxDOT's regional targets for peak hour excessive delay, non-SOV travel, and emissions reductions. The timeline for this effort was reviewed. Michael Morris requested that Dallas Area Rapid Transit (DART) staff work with NCTCOG staff regarding bicycle and pedestrian transit usage. He noted that NCTCOG staff have rejected TxDOT's proposed targets for the percentage of non-SOV travel performance measure because staff believes the percentage is increasing. Chad Edwards requested that staff provide a copy of

the TxDOT letter to DART staff. Wes McClure requested that staff provide the off-system NHS system and Highway Performance Monitoring System information to Committee members for their review.

10. **Fast Facts:** Anthony Moffa highlighted current air quality funding opportunities for vehicles, and specifically noted the availability of electric vehicle incentives totaling up to \$13,500. Additional details are available online at: www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle.

Bailey Muller noted upcoming Dallas-Fort Worth Clean Cities events. Details and registration information was provided at: www.dfwcleancities.org/dfw-clean-cities-meetings.

Jackson Enberg provided an ozone season update. As of the date of the meeting, the region had experienced 31 exceedance days. He noted that no exceedance days have been experienced since the end of August, and that staff is hopeful that the region will end with a design value below 75 parts per billion by the end of the ozone season. Details were provided in Electronic Item 10.1.

Lori Clark noted that comments have been submitted to the Draft Beneficiary Mitigation Plan for Texas for the Volkswagen Settlement. In addition, Commissioner Fickes delivered the comments at a public hearing on September 14. A copy of the comments were provided in Electronic Item 10.2.

Jason Brown highlighted correspondence to the Texas Legislative Budget Board regarding modernizing the Low Income Vehicle Repair, Retrofit, and Accelerated Vehicle Retirement Program (LIRAP)/Local Initiatives Projects (LIP). The correspondence, provided in Electronic Item 10.3, was provided to select State legislators to make them aware of the proposal to modernize the program. He noted that staff plans to continue efforts regarding the program through the upcoming legislative session.

Victor Henderson noted that the Public Comments Report, provided in Electronic Item 10.4, included general public comments received July 20-August 19, 2018. He added that the majority of comments received were non-project specific.

Carli Baylor highlighted the October public meeting notice distributed at the meeting in Reference Item 10.6. She noted that public meetings are scheduled for October 8, 15, and 18.

The current Local Motion was provided in Electronic 10.5.

11. **Other Business (Old and New):** Ken Kirkpatrick reminded members that the time of the October 11, 2018, Regional Transportation Council meeting has been moved to 11:30 am.
12. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on October 26, 2018, at the North Central Texas Council of Governments.

The meeting adjourned at 3:35 pm.