

MINUTES

SURFACE TRANSPORTATION TECHNICAL COMMITTEE September 25, 2020

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, September 25, 2020, at 1:30 pm, by videoconference. The Regional Transportation Council Bylaws establish that the Technical Committee approved membership in attendance at a meeting shall constitute a quorum for action to be taken, therefore individual attendance was not taken for committee members or other participants.

1. **Approval of August 28, 2020, Minutes:** The minutes of the August 28, 2020, meeting were approved as submitted in Electronic Item 1. Daniel Vedral (M); Eron Linn (S). The motion passed unanimously.

2. **Consent Agenda:** The following item was included on the Consent Agenda.
 - 2.1. **Fiscal Year 2021 Education Campaigns for Transportation Initiatives: Phase 1:** Support for the Regional Transportation Council to recommend North Central Texas Council of Government Executive Board approval of up to \$215,000 in funding for education campaigns for transportation initiatives that will initiate in Fiscal Year 2021 was requested. The benefits of this initiative and examples of cost savings obtained from bulk education campaign purchasing was provided in Electronic Item 2.1.1. Addition information on Phase 1 FY2021 education campaign costs was provided in Electronic Item 2.1.2.

Gus Khankarli asked if the education campaign includes a safety component, especially considering COVID-19 data showing increased roadway speeds/fatalities. Michael Morris noted for this fiscal year, the decision was made to advance the program in phases. The safety portion of the initiative will be brought back in a later phase.

 - 2.2. **Transportation Improvement Program Modifications:** A recommendation for Regional Transportation Council (RTC) approval of revisions to the 2021-2024 Transportation Improvement Program (TIP) provided in Electronic Item 2.2.4 was requested, along with the ability to amend the Unified Planning Work Program and other planning documents with TIP-related changes. Action also included a recommendation for approval of a subset of technical corrections made prior to the submittal of the 2021-2024 TIP listings for inclusion in the Statewide TIP, provided in Electronic Item 2.2.1 and administrative changes to the TIP provided in Electronic Item 2.2.2. Additional details on the TIP development process were provided in Electronic Item 2.2.3.

A motion was made to approve the items on the Consent Agenda. Jim O'Connor (M); Alonso Liñán (S). The motion passed unanimously.

3. **2021 Unified Transportation Program and Regional 10-Year Plan Update:** Brian Dell briefed the Committee on the projects funded by the Texas Transportation Commission (TTC) in the 2021 Unified Transportation Program. As a reminder, the updated Regional 10-Year Plan project listing was approved by the Regional Transportation Council (RTC) in June 2020. The changes were focused on adjusting cost overruns on existing projects and

requesting Category 12 funding from the TTC. At its August meeting, the TTC approved the FY2021 Unified Transportation Program (UTP). All Category 2 and 4 requests were funded, but only \$112 million of new Category 12 funding was awarded to the region for the IH 30 Canyon project in Dallas. There were a series of differences between what was approved by the RTC in June versus what was approved in the UTP. Mr. Dell noted an additional project, FM 545, was submitted by the Texas Department of Transportation (TxDOT) Dallas district requesting Category 4 funds. The additional project was approved. Other changes included a decrease in funding for US 380 from \$320 million to \$278 million. Mr. Dell noted that staff intends to replace funding on US 380 in a future UTP and Regional 10-Year Plan update. In addition, Category 12 funds were requested for US 80 in Kaufman County, but instead the project was funded with Category 11 discretionary funding. A listing of all changes was 10-Year Plan changes was provided in Electronic Item 3.2. A map of Dallas-Fort Worth Regional 10-Year Plan projects from 2016 to date was highlighted, including approved projects, the new Category 4 project, and proposed tolled projects. Mr. Dell noted that TxDOT has recently initiated discussions with the North Central Texas Council of Governments (NCTCOG) and the TxDOT districts about the FY2022 UTP and NCTCOG staff will continue to coordinate with TxDOT on the next round of 10-Year Plan changes, including continued efforts to refund projects with funding removed in previous 10-Year Plans. Staff anticipates very few new projects and funding targets will likely not be available until early 2021. The proposed 2022 UTP schedule was highlighted. An initial draft listing will likely be due to TxDOT in January 2021, followed by receipt of funding targets in February 2021. As a result, NCTCOG will potentially have to revise its initial draft listings once the funding targets are received from TxDOT. Listings will be presented to the public and STTC/RTC in early spring/summer 2021. Additional details were provided in Electronic Item 3.1. Clarence Daugherty discussed the decrease in funding for US 380 and asked if there are assurances that funding will be replaced on the project despite the current funding outlook. After an opportunity to review, Mr. Dell noted that in last year's Regional 10-Year Plan there was \$168 million in Category 2 funds approved for US 380 and staff proposed to increase funding to \$320 million. Although only \$278 million was approved in the UTP, funding is still increased over the original \$168,000,000 proposed in last year's 10-Year Plan. Staff will fully track US 380 funding in previous 10-Year Plans beginning in December 2016 to ensure any commitment made to US 380 is fulfilled. Phil Dupler discussed two projects on Lancaster Avenue/SH 180 and asked why the letting date was moved from August 2025 to September 2025. Mr. Dell noted that this change was made to match the estimated let date established during development of the new Transportation Improvement Program (TIP). Mr. Dell referred Mr. Dupler to TxDOT to get more details on the project schedule as he was not aware of the specifics on the letting date. Chris Flanigan noted that the letting date of US 75 at Ridgeview has also changed from 2022 to 2025 and that City of Allen staff recently received assurance from the area office that the project was on schedule. Mr. Dell noted this is an accounting adjustment. As part of efforts with TxDOT to financially constrain the Statewide TIP, NCTCOG was asked to look at projects that could potentially be moved further out in time. This project was one of those due to there being a cost increase on it. Since the project is not completely funded it must be listed outside of the four-year TIP window. Once the funding gap is addressed, the project can be moved back to FY 2022. Committee Chair Brian Moen asked if any of the items discussed were due to Category 12 revenue being allocated to IH 35 in Austin. Mr. Morris noted that US 75 is likely a result of continued efforts to advance the project without a tolled component. Mr. Dell highlighted the requested action. A motion was made to recommend Regional Transportation Council approval of the revised 10-Year Plan listings in Electronic Item 3.2 as well as the ability to administratively amend the Transportation Improvement

Program/Statewide Transportation Improvement Program and other planning documents as needed. Chad Edwards (M); Bryan Beck (S). The motion passed unanimously.

4. **Call for Projects to Reduce Emissions:** Jason Brown presented a recommendation to open three new, competitive calls for projects (CFP) to reduce diesel emissions. This effort addresses the air quality emphasis areas for high-emitting vehicles and equipment, idling, and fuel use. Over the past few years, the North Central Texas Council of Governments (NCTCOG) has been successful in receiving grant funding for multiple proposals submitted to the Environmental Protection Agency (EPA) under the National Clean Diesel Funding Assistance Program. For Fiscal Year (FY) 2020, three calls for projects are proposed. Funding is currently available through the Clean Fleets North Texas 2020 CFP to replace older diesel equipment and vehicles. Funding will be subawarded with no minimum grant requirement. Eligible applicants include local governments and private companies who contract with local governments in the 10-county ozone nonattainment area. Through the North Texas Emissions Reduction Project 2020 CFP, funding is available to replace older diesel equipment and vehicles, as well as rail/switch yard idle reduction technologies. Funding will be available through a rebate with no minimum grant requirement. Eligible applicants include private fleets and companies in the 10-county ozone nonattainment area, plus Hood and Navarro counties. Funding is also available through the North Texas Freight Terminal Electrification 2020 CFP for the installation of infrastructure for refrigerated trucks and trailers at freight terminals. Funding will be available through a rebate with no minimum grant requirement. Eligible applicants include freight terminals and distribution centers in the 10-county ozone nonattainment area. Project eligibility for each of the calls for projects was highlighted. In addition, scoring criteria will be used to maximize the emissions reductions for the projects and consider subrecipient oversight to balance the benefits and administrative burden. Details were provided in Electronic Item 4. The schedule for this effort was highlighted. If approved, the calls for projects is estimated to open October 9, 2020, with funding recommendations presented for action in the March/April 2021 timeframe. A motion was made to recommend Regional Transportation Council approval to open the Clean Fleets North Texas, North Texas Emissions Reduction Project, and North Texas Freight Terminal Electrification 2020 calls for projects and associated details such as eligibility screens and selection criteria included in Electronic Item 4, as well as the proposed schedule that includes a rolling 90-day application deadline to exhaust grant funds. Jim O'Connor (M); Clarence Daugherty (S). The motion passed unanimously.

5. **Computer Equipment and Hardware:** Michael Morris presented a recommendation to use Regional Transportation Council (RTC) Local funds for the purchase of computer hardware, software, and equipment. He discussed the use of federal planning funds for past computer equipment and hardware and Buy America requirements that prevent the use of federal funds for purchase of items that contain components sourced from outside of the United States. Staff has reviewed options such as waivers to purchase computer equipment and hardware. Since no options are available, staff proposed that \$390,000 in federal Transportation Planning Funds budgeted for computer turnover, software, and equipment for new staff be substituted with \$390,000 in RTC Local funds to allow for purchase of computer equipment. In addition, additional computer equipment is necessary to comply with use of workplace-supplied computers and necessary hardware as a result of COVID-19. Employees that regularly use specialized programs for their daily activities such as producing large data sets, layering, and computer simulations need additional accessibility in the home environment. Staff proposed approximately \$260,000 in additional RTC Local funds for the purchase of computers for this subset of staff. Once employees are permitted to return to the office environment, the computers will be used to reduce future

computer purchases for regular turnover. Details were provided in Electronic Item 5. A motion was made to recommend Regional Transportation Council approval of \$650,000 in RTC Local funds for the purchase of computer hardware and equipment, with approximately \$390,000 in Transportation Planning Funds returned for other projects in the region. Mark Nelson (M); Daniel Vedral (S). The motion passed unanimously.

6. **High-Speed Rail Status Report and Contingency Action:** Michael Morris presented a status report on high-speed rail. He discussed the high-speed transportation study between Dallas and Fort Worth that is currently underway and new technologies are being considered including hyperloop and magnetic levitation. Virtual public meetings were held September 23 and September 24 and were well attended. Positive support was expressed for seamless connections in Downtown Dallas and Downtown Fort Worth including advancing high-speed transportation from Fort Worth to Waco, Temple/Killeen, Austin, San Antonio, and Laredo. A letter requesting an opportunity for the impacted Metropolitan Planning Organizations to discuss the findings from the Fort Worth to Laredo High-Speed Transportation Study with the Texas Department of Transportation has been sent to request the project move forward to a Tier II environmental study. Regarding the Dallas to Houston project, the federal government has released the final Rule of Particular Applicability and the Record of Decision for Texas Central Railroad to move towards implementation of high-speed rail financial closure. Mr. Morris also noted that contingency action is requested to help advance the engineering on the City of Dallas Floodway Extension in partnership with the United States Army Corp of Engineers (USACE) that is needed as part of the Dallas to Houston project. The project extending the levees to prevent flooding in neighborhoods is proceeding as scheduled. However, a 900 ft. concrete wall is needed in the portion of the levee where columns will be placed for high-speed rail to get to the downtown station. Texas Central Railroad needs \$1.5 million to provide to the City of Dallas for the engineering of the flood wall so the project can proceed on schedule. Texas Central has indicated that it does not currently have \$1.5 million available for engineering of the flood wall but will potentially have enough revenue in its financial closure. Without intervention, the City of Dallas would proceed without the floodwall and the project would then require a retrofit. Staff proposed the Regional Transportation Council provide funding directly to the City of Dallas or USACE, if needed, for design of the floodwall to proceed now with reimbursement by Texas Central Railroad after financial close. A motion was made to recommend Regional Transportation Council approval to provide approximately \$1.5 million in Regional Toll Revenue funds for design of the floodwall associated with high-speed rail accessing the City of Dallas Downtown Station, if needed, with reimbursement from Texas Central Railroad. Walter Shumac III (M); Greg Royster (S). The motion passed unanimously.
7. **Strategic Traffic Signal Program:** Marian Thompson provided an overview of a new approach for the strategic traffic signal program. The current traffic signal retiming program was reviewed and includes a call for projects with selection based on an established criterion and scoring factors. Contractors are utilized to develop traffic signal timing plans and a separate program is available for equipment upgrades. After having used this process for over ten years, staff proposed a revised approach and requested member feedback. Staff proposed that regional minimum standards, policies, and/or goals be established. Phase 1 would include establishing minimum equipment and maintenance standards. Phase 2 would include a variety of elements that would allow for improved operation of signals across jurisdictional lines to allow for seamless travel by the public. Traffic signal assessment would then be proposed to allow for the collection of basic information for every signal to establish a minimum equipment standards. Efforts would include a survey to obtain input from agencies, a live web interface for ongoing input, city staff and consultant

assistance, and continued updates. Traffic signal performance evaluation will allow staff to look at the performance of each signal and corridors. Staff proposed a pilot test to evaluate and test platforms to determine the best choice for the region based on safety and performance. Assistance in evaluating potential systems may be needed. Based on signal assessment, traffic signals in need of improvement will be identified. To fund the improvements, staff will identify needs based on the inventory of signal equipment and its performance and determine the need for funding retiming, equipment, software, capacity improvements, and others, as well as funding for operation and maintenance. Staff will also monitor the assets and performance of the traffic signal system and establish triggers for maintenance, operations, capacity, and jurisdictional incompatibility. Ms. Thompson noted there is existing funding for this effort and a consultant onboard who can help identify some minimum equipment standards, which will be presented to regional partners for input. A survey will be created for partners to provide suggestions, an inventory of current equipment, and how the equipment is operating. In addition, an online interface is proposed as an effort to continuously share information. The timeframe for those elements is between Fall 2020 and Spring 2021. In Summer 2021 and beyond, staff will evaluate performance monitoring platforms, set thresholds for when additional features or components are needed, and apply this to the survey and performance monitoring. Projects will be selected, and improvements funded through the Transportation Improvement Program. In addition, staff will continue to monitor and maintain the system to ensure that the benefits are maintained through the life of the signals. Ms. Thompson also discussed two complimentary pilot projects, emergency vehicle preemption and the Optimized Freight Movement project. The impact of emergency vehicle preemption on traffic signal operations has been identified as an area for which additional information is needed. The North Central Texas Council of Governments (NCTCOG) has submitted a research project proposal to the Texas Department of Transportation to help understand emergency vehicle preemption, its effects, and additional factors related to signal and corridor performance. In addition, the Optimized Freight Movement Project is an effort to link freight hubs to expressways through improved traffic signal operations. Findings will feed into the Regional Traffic Signal Program and be applied to future programs to maximize benefits. Brian Shewski asked if NCTCOG is considering moving the region to a Regional Traffic Operations Program similar to the Atlanta region and also asked which consultant is already onboard. Ms. Thompson noted that NCTCOG has not discussed a regional traffic operations approach and is proposing that agencies continue to manage their own traffic operations with more consistency among signal systems in the region. She added the Kimley Horn is the current consultant on contract under the Regional Traffic Signal Retiming Program. Committee Chair Brian Moen discussed dividing the area into regions as an option, that it may be easier to be more consistent than each entity working individually and asked if there is interest by NCTCOG to help fund such an effort. Michael Morris noted that staff is interested in any comments or suggestions and encouraged members to provide feedback. Staff is introducing the conversation for input from agencies within the region who have more expertise on the subject. Staff understands that traffic engineers want to do more and that the Regional Transportation Council has some responsibility to help advance more uniform practices across the region to improve the capabilities of the system. Phil Dupler noted that some corridors have been targeted for traffic calming and public transit, but still need traffic control and suggested that performance measures also be considered for volume through-put related measures. Alonzo Liñán discussed data sharing and noted it was his understanding that some signal retiming has yet to be implemented because of COVID-19. Ms. Thompson noted that signal retiming has been delayed in some instances because agencies needed data evaluation/collection to develop a timing plan and are concerned that data may be

currently impacted by COVID-19. Ms. Thompson added that staff is available to discuss options with agencies who are uncertain if it is the appropriate time to move forward.

8. **Clear Path™ Technology Program:** Jeff Hathcock presented information on Clear Path™ technology that will enhance freight and passenger rail coordination. North Central Texas Council of Governments (NCTCOG) staff has a history of collaboration and coordination with cities, counties, and railroads regarding grade crossings, separations and closings, major track projects, project coordination, and rail studies. Highlighted today are efforts regarding technology solutions and grant submittals. He noted that the region was recently awarded \$25 million by the United States Department of Transportation through the BUILD grant. The projects include double tracking in the east and the west and the replacement or revamping of approximately five bridges, as well as \$2.5 million for the implementation of Clear Path™ technology. Passenger rail and transit corridor recommendations from Mobility 2045 were highlighted and the importance of understanding the operational side of both passenger and freight rail in order to bring cohesion and provide significant benefit for current and future implementation of transit lines through the region. Clear Path™ technology is a technology solution that monitors and forecasts train traffic conditions, similar to air traffic control systems. The technology provides a data sharing system that allows freight and transit rail providers to access information in a secure environment and enable the exchange of timely, accurate, and actionable information on train movements. This technology is in use in the Greater Chicago Area. Clear Path™ technology current and future considerations for the region will be important for the coordination of freight and passenger train interactions and with the planned growth of both freight and passenger rail. Clear Path would also assist in the management of bottlenecks and identify future long-term mobility plan projects and long-term plans for transit and private agencies. He noted staff continues to coordinate with senior leadership of rail agencies to establish the guidelines and parameters for implementing Clear Path™ technology and anticipates requesting the Regional Transportation Council act on its implementation in the region. Chad Edwards asked how positive train control technology impacts Clear Path™ technology. Mr. Hathcock noted that both technologies support the information systems used by rail agencies. Positive Train Control is a safety technology and Clear Path is operational technology and are complementary. Mr. Edwards noted the technology may be helpful for cities to understand where crossings are being blocked on a regular basis and asked if there is an opportunity to not only provide the operational input needed for the information system but to report out the location of frequently blocked rail crossings to help cities better plan where grade separations may be beneficial. Committee Chair Brian Moen also noted the information could help with emergency vehicle routing. Mr. Hathcock noted staff are looking into the benefits to public agencies other than rail and how they can be used in the region. Michael Morris noted that as the information system builds over time, there will be opportunities to make operational adjustments as a result of the information that will have significant positive benefits for the region. He added there may be options to explore licenses for local governments to view their operations center and staff can explore options if there is interest. Alonzo Liñán asked how this technology is appreciably different from what seems to be a simple interconnect that exists now between traffic signals and rail crossings which is nothing more than an on or off switch. Mr. Morris noted that Clear Path is an active management system, versus a switch that cannot identify if the issue is intentional or mechanical. One of the benefits is understanding why an issue occurs. Over time, an information system is created that also has secondary benefits for safety, emissions, reduced blocking, response times for emergency vehicles and many more that will be realized over time.

9. **Changing Mobility: Data, Insights, and Delivering Innovative Projects During COVID Recovery and State Legislative Items:** Michael Morris provided an update on performance metrics to help understand the impacts of COVID-19 to the transportation system. Four performance metrics have been developed that will be tracked through the COVID-19 pandemic and recovery process: 1) travel behavior response to COVID-19, 2) financial implications to traditional revenue sources, 3) benefits of travel behavior responses to areas of RTC responsibility, and 4) prioritization of infrastructure improvements that offset unemployment increases. Related to travel behavior response, freeway volumes have recovered, but has flattened at approximately 11 percent lower than previous to COVID-19 restrictions likely due to the wrap up of summer vacation travel by car. Transit ridership has not improved over the last few months and staff will meet with the three transit authorities to develop potential options to help increase transit ridership in the region. Bicycle/pedestrian activity remains higher than pre COVID-19, and aviation trends are also positive. Data related to financial implications, the second metric, was highlighted. Sales tax allocated for transit are generally positive. Motor fuel tax trends have drifted back to 12 percent lower likely related to decreased traveling with the start of school and sales tax continues with a relatively positive response. Also highlighted was the oil and gas severance tax related to Proposition 1 which continues to be negatively impacted. Toll transactions have improved, and express lane transactions remain low but are improving. Policy metric three is related to the benefits of travel behavior responses. Air quality improvements have occurred but are not as significant as anticipated. Staff will be working with the Texas Commission on Environmental Quality as it develops the next State Implementation Plan and are reviewing potential offsets that may be effecting air quality even though vehicle miles traveled are lower such as idling in front of businesses or truck idling. The final metric is how the Regional Transportation Council can use innovation to advance projects and create needed employment opportunities. Every \$1 billion in transportation investment produces approximately 12,000-15,000 jobs, which is a major focus area. Staff continues to advance projects within the region to have a positive impact on the economy. Supporting efforts of Metric 4 include high-speed rail, SH 183, and the IH 820/IH 20 Y Connector, as well as an additional round of COVID-19 #00X Program projects that will be presented at the next meeting. Details were provided in Electronic Item 9. Shon Brooks asked if staff could survey members of the Committee to explore the current impact of COVID-19 on working conditions, for example, working remotely and open meetings. He noted staff have reached out to the Texas Department of Transportation and others on how public meetings are being held and noted that staff would be happy to put together a survey of the Committee. He provided an example of how NCTCOG is currently operating and a potential idea for drive thru booths for citizens to provide public input. Chad Edwards asked if members could be provided with the current list of COVID-19 #00X Program projects. Mr. Morris noted that staff would provide the list to members by email.

10. **North Texas Center for Mobility Technologies: Research Project Funding Standards:** Thomas Bamonte briefed the Committee on a proposed selection process for mobility technology research projects that are recommended for North Central Texas Council of Governments (NCTCOG) funding by the North Texas Center for Mobility Technologies (NTCMT). In February 2020, as part of efforts to bring the hyperloop certification center to the region the Regional Transportation Council (RTC) approved \$2.5 million in seed money to help fund a sponsored research and development network for mobility-related technologies. Four major research universities in the region, UTA, UNT, UTD, and SMU, have come together to form the NTCMT to facilitate communication and collaboration among universities. NTCMT will function as a Research and Development network for mobility-related companies and public agencies and help to attract industry and academic

talent to North Texas. Mr. Bamonte highlighted the proposed evaluation process in which the NTCMT will submit research project proposals to NCTCOG for funding consideration. NCTCOG subject matter expert(s) would then evaluate proposals and make a final decision on research project funding requests. Funded research projects will be reported by the Transportation Director to the Committee and RTC, including a description of the NCTCOG contribution amount and how the project meets the selection criteria. Proposed projects must be sponsored by an outside party, related to mobility technology, supported by contributions from an industry sponsor and university, and advance a regional goal. Details were provided in Electronic Item 10. Members were encouraged if they have companies in their communities that may have research needs to contact NCTCOG staff and take advantage of an opportunity for the region to expand its transportation capabilities and attract business and talent to the region. Committee Chair Brian Moen asked if public agencies were able to participate. Mr. Bamonte noted this is for research and development projects, not real-world applications, which is why the primary target is industry but there may be opportunities for the public sector to partner with the industry on a research need.

11. **National Drive Electric Week: Virtual Event and Local Successes:** Bethany Hyatt presented information about this year's Dallas-Fort Worth (DFW) National Drive Electric Week event, which is an opportunity to educate consumers about the benefits of electric vehicles. The regional event has been the largest gathering of electric vehicles in Texas and the second largest nationwide since 2018 and over the years have reached beyond "the choir" to involve more non-electric vehicle drivers. This year's featured event is virtual and will include an Electric Vehicle 101 panel, a video message from Dallas Mayor Eric Johnson and a video from Trinity Metro highlighting the electric DASH bus. Those interested in participating can register at www.driveelectricdfw.org, as well as view information about additional National Drive Electric Week events. She noted DFW Clean Cities tracks electric vehicle registration statewide and over the past 10 years nearly 13,000 electric vehicles have been registered in North Texas, with a 35 percent electric vehicle growth rate in 2019. Additional information and resources are available at www.dfwcleancities.org/event. Ms. Hyatt also highlighted local electric vehicles successes in the region. Currently, there are 22 municipalities in the region using electric vehicles and a case study was conducted for the City of Lewisville in which it found the city saves approximately \$1,000 per year on maintenance. Other success stories are available at <https://www.dfwcleancities.org/successstories>. In addition, local transit electric vehicles successes include several local heavy-duty electric transit buses, as well as three electric school buses. Everman Independent School District (ISD) recently received the three electric school buses through grant from the Volkswagen Environmental Mitigation Program. She noted staff is seeking input for ISDs on their level of interest in electric school buses. More information is available by email at cleancities@nctcog.org. In addition, Ms. Hyatt discussed the Local Electric Vehicle Data Collection Program, in which real world data is collected from electric vehicles and electric vehicle charging stations. To participate, you must own and operate an electric vehicle, share existing telematics data or allow installation of free data loggers, or share data from networked electric vehicle charging stations. Details about each of the items presented, as well as current funding opportunities were provided in Electronic Item 11.1. A case study highlighting a local municipality electric vehicle fleet was provided in Electronic Item 11.2.
12. **Curb Management Regional Planning Guide:** Shawn Conrad provided an overview of curb management and information about the Curb Management Regional Planning Guide produced by the North Central Texas Council of Governments (NCTCOG). Curb management is any practice that is intended to bring order to the curb and determine

priorities for space among potential competing uses such as Uber and Lyft, bicycles, pedestrians, scooters, and others. Examples of curb management range from signage or striping to distinguish the public right-of-way to permanent curb changes or designated pick up/drop off areas. These strategies make access more equitable, improve the level of service for multiple competing modes, facilitate data collection, enable planning for new technologies using the curb, and can facilitate monetizing the curb and help cities to determine the best balance of competing curb uses. Recognizing the great need for curb planning and management in the region, NCTCOG hosted a curb management workshop in February 2020 with attendees from across the region. Information and tools were provided that would be relevant in a variety of settings. The Curb Management Regional Planning Guide was developed as a resource for cities in the region to facilitate curb planning and management and includes best practices. The guide includes tools for curb planning to help assign priorities and evaluate trade-offs in a variety of contexts, and provides guidance on data collection and evaluation. The Curb Management Regional Planning Guide is available online at www.nctcog.org/parking.

13. **Fast Facts:** Staff presentations were not given. Information was provided to members electronically for the following items.
 1. Air Quality Funding Opportunities for Vehicles
(<https://www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle>)
 2. Dallas-Fort Worth Clean Cities Upcoming Events
(<https://www.dfwcleancities.org/dfw-clean-cities-meetings>)
 3. Status Report on Ozone (Electronic Item 13.1)
 4. High-Occupancy Vehicle Quarterly Subsidy Report (Electronic Item 13.2)
 5. August Online Input Opportunity Minutes (Electronic Item 13.3)
 6. October Online Input Opportunity Notice (Electronic Item 13.4)
 7. Public Comments Report (Electronic Item 13.5)
 8. Written Progress Reports:
 - Local Motion (Electronic Item 13.6)
 - Partner Progress Reports (Electronic Item 13.7)
14. **Other Business (Old and New):** There was no discussion on this item.
15. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on October 23, 2020.

The meeting adjourned at 3:50 pm.