

MINUTES

SURFACE TRANSPORTATION TECHNICAL COMMITTEE

July 24, 2020

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, July 24, 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 attendees.

1. **Approval of June 26, 2020, Minutes:** The minutes of the June 26, 2020, meeting were approved as submitted in Electronic Item 1. Daniel Vedral (M); John Polster (S). The motion passed unanimously.
2. **Consent Agenda:** The following item was included on the Consent Agenda.
 - 2.1. **Endorsement of Regional Transportation Council Policy Position Establishing Guidelines for Ratification Actions:** Endorsement of Regional Transportation Council (RTC) approval of P20-02, Policy Position Establishing Guidelines for Ratification Actions, to support interim staff-generated actions in the future was requested. A copy of the letter to the Dallas Stars and their response, which generated the development of the proposed policy, was provided in Electronic Item 2.1.1. A copy of the Policy Position Establishing Guidelines for Ratification Actions was provided in Electronic Item 2.1.2.

A motion was made to approve the item on the Consent Agenda. Daniel Vedral (M); Stanford Lynch (S). The motion passed unanimously.

3. **National Highway System Review:** Brian Flood presented final recommendations resulting from the National Highway System (NHS) Review. The NHS is a network of nationally significant roadways that support the movement of people and goods between population centers, international border crossings, major military installations, and intermodal facilities. It was originally designated in 1996, and in 2012 as part of Moving Ahead for Progress in the 21st Century (MAP-21) was expanded to include all Federal Functional Classification System (FFCS) principal arterials that were not currently on the system. The NHS brings focus on parts of the transportation system with the largest impact on the movement of people and goods. Performance measures for the system are calculated for pavement and bridge condition, safety, congestion, and travel time reliability. Components of the NHS mandated by federal law include the Interstate Highway System, the Non-interstate Strategic Highway Network, and congressionally designated high-priority corridors. Also included are other FFCS urban and rural principal arterials and connectors that link intermodal facilities such as ports, airports, and AMTRAK stations with the rest of the NHS, which are designated through coordination with local transportation officials. In February 2019, the Texas Department of Transportation (TxDOT) Transportation Planning and Programming Division (TPP) presented a list of preliminary suggested NHS modifications to North Central Texas Council of Governments (NCTCOG) staff. Information regarding the NHS update process was then presented to the Surface Transportation Technical Committee (STTC) and to the Regional Transportation Council (RTC), as well as through a series of NCTCOG-hosted NHS update workshops. Recommendations were developed and NCTCOG staff provided statements of support, revision, or rejection of preliminary suggested NHS modifications to TxDOT TPP, as well as additional suggested modifications derived from staff/STTC input. A map of the final recommendations was highlighted at the

meeting, which included additions, deletions, and deferred additions to be added once warranted for inclusion. The proposed roadway modifications were presented and included additions and deletions. Intermodal facility modifications were also presented, and included name changes and modification of connectors, as well as some additions and deletions of facilities. Details were also provided to the members by email, prior to the meeting, in Electronic Item 3. Brian Shewski asked if it would be possible to get the specific criteria/rational leading to a facility being deferred. Mr. Flood noted that staff was not given that type of feedback, but for the majority of those deferred, TxDOT did not see sufficient traffic volumes or truck traffic but did make it clear there would be mechanisms in place to add these facilities once they are deemed warranted. Chad Edwards flagged two corrections: 1) Fort Worth Intermodal Center is now Fort Worth Central Station and 2) Santa Fe Railway Intermodal Facility should be BNSF Intermodal Facility. Greg Royster noted that International Parkway runs through the Dallas Fort Worth International Airport and is shown on the map as a toll road. He noted the facility is not owned by a toll authority. Staff indicated that the NHS is based on functionality and International Parkway is listed as a toll road since a toll is collected on the roadway. A motion was made to recommend Regional Transportation Council approval of all modifications proposed through the National Highway System update, including deferred additions to the system to be added as warranted in the future. Details were provided in Electronic Item 3, distributed to members as an electronic handout by email. Chad Edwards (M); Greg Royster (S). The motion passed unanimously.

4. **COVID-19 Infrastructure Program Funding:** Christie Gotti presented project recommendations for the COVID-19 Infrastructure Program. Due to the COVID-19 outbreak, the economy has suffered large setbacks and there is an urgency to implement projects that help stimulate the economy similar to infrastructure investments made in 2009. North Central Texas Council of Governments staff recommends funding projects that would benefit from expedited action in partnership with local agencies. Future rounds of this partnership program are anticipated, and staff will be conducting a thorough review of the Mobility Plan to determine programs that need additional funding. Proposed projects should meet one or several of the Regional Transportation Council (RTC) policies outlined in Mobility 2045, with this particular round of investments targeting better school integration, improved freight connections, implementation of new regional bicycle and pedestrian facilities, improved air quality, and improved safety. The first two proposed projects are part of a larger partnership with Aledo Independent School District (ISD) to avoid locating schools on major roadways due to the reduction of speeds in school zones. The first project includes a stub-out road from FM 5 to the new elementary school scheduled to open in August 2021. Staff proposed the right-of-way be donated by Aledo ISD, \$1 million in Regional Toll Revenue (RTR) funds for construction, and \$1.5 million from Aledo ISD (including \$500,000 match to the RTR funds) for construction. In a related effort, the Texas Department of Transportation has already funded improvements along FM 5 for the project. As part of this effort staff proposed to use RTR funds, of which there are minimal amounts available in the western subregion, through an RTR/federal funding swap with Denton County that will be discussed later in the presentation. The RTC policy addressed through this project is better school integration. The second Aledo ISD project is improvements at the site of a new middle school needed by 2022. The developer of a project to the north has committed to build a small part of the roadway, but not necessarily in the timeframe needed. Part of the partnership includes upfront payment by the RTC with repayment by the developer within the timeframe originally committed. The developer has already committed \$2 million for design and staff proposed to use \$500,000 in RTR funds for right-of-way acquisition and an additional \$10 million in RTR funds for construction. The developer will pay an additional \$2.4 million in approximately four years, after construction is completed,

which partially repays the RTC's commitment. The scope of the projects is realignment of Old Weatherford Road from FM 3325 to east of Coder Drive, including turn lanes at intersections and a pedestrian side path. RTR funds are proposed from the Regional West Set-Aside account and the RTC policy addressed is better school integration. The third proposed project is a series of intersection and bicycle/pedestrian improvements proposed by Downtown Fort Worth Inc. and the City of Fort Worth. The overall program was highlighted, and staff proposed to currently move forward with the roadway improvements along Main Street (Business 287) from Trinity River to Weatherford Street. These improvements include traffic calming and curb extensions to reduce traffic lanes and adjusting the turning radius of Main Street, as well as the elimination of the bail-out lane. Downtown Fort Worth Inc. has secured a commitment of \$775,000 to pay for the design. Tarrant County has committed \$1 million for construction. Staff proposed a \$660,000 State match for the on-system portions of the project, \$4 million in Congestion Mitigation and Air Quality Improvement Program funds, and \$2.64 million in Surface Transportation Block Grant Program (STBG) funds. RTC policies addressed include air quality, bicycle/pedestrian implementation, safety, and ADA compliance. Ms. Gotti noted the private sector is working on the portion of the project in the park and is looking for private-sector funding. The bicycle/pedestrian facility will be considered for funding in the future contingent on private-sector funding commitments being realized. The next proposed project is a pedestrian crossing at IH 35E from the Dallas Design District to the Dallas Area Rapid Transit (DART) Victory Station. The State has agreed to pay for the design, which is currently estimated at \$350,000. Staff proposed \$2.8 million in Dallas County RTR funds for construction. The \$400,000 local match, plus additional funds for amenities will be paid by the private sector and TIF district funds for items such as lighting, crosswalks, a traffic signal, and landscaping. RTC policy positions addressed included bicycle/pedestrian, air quality, and safety. Also in the Dallas area is a proposed planning study near Bachman Lake. The planning study will identify safe pedestrian access/facilities along major roadways to create connections to nearby trails, the DART Bachman Station, and Love Field Access. The area of review is bounded by Mockingbird to the south, IH 35E to the west, Inwood Road to the east and Royal Lane to the north. Staff proposed \$800,000 STBG funds and \$200,000 RTC Local funds for the project. Depending on how quickly the federal funding is under an agreement, that RTC Local could be used as a match. If the RTC Local is mostly expended before access is gained to the federal funds, Transportation Development Credits are proposed for the match instead. This policy addresses RTC policies for bicycle/pedestrian, safety, and air quality. The next proposed project is a freight project along FM 429 in Terrell. Union Pacific is proposing to construct siding track in the area, which creates the need for better roadway integration. Currently, there is an offset intersection of US 80 and FM 429. Staff proposed realignment of the offset intersection and an appropriate, safe at-grade crossing. The project is estimated at approximately \$10 million and staff proposed \$8 million STBG funds and a \$2 million State match. RTC policies addressed include freight and safety. As mentioned earlier in the presentation, the western subregion has limited RTR funds. In order to fund some of the improvements in the western side of the region, Denton County has agreed to trade a portion of its RTR funding balance coming back from IH 35E to help accelerate the proposed projects by using non-federal funds. The total RTR funds being returned to Denton County has not been finalized, but it will be enough for this proposed partnership. Staff proposed to fund a currently unfunded project in Denton County with \$30 million in STBG funds and move the same amount of RTR funds from the Denton County account to the western subregion to cover the projects in this partnership program, plus leave a balance for future non-federal needs in the west. If the Denton County project were to need additional funding, the balance would be paid with Category 2 funds in order to fully fund the selected project. Staff also proposed that the Denton County project is not identified until after the Texas Transportation Commission selects projects through its Unified Transportation

Program action this summer. A motion was made to recommend Regional Transportation Council approval of the funded projects outlined in Electronic Item 4.1 and Electronic Item 4.2, including the exchange of \$30 million Surface Transportation Block Grant Program funding for \$30 million Regional Toll Revenue funding with Denton County. Action also included a recommendation that staff administratively amend the Transportation Improvement Program/Statewide Transportation Improvement Program and other administrative/planning documents as needed. John Polster (M); Stanford Lynch (S). The motion passed unanimously.

5. **Metropolitan Transportation Plan Policy Bundle and Transportation Development**

Credits: Amy Johnson provided results from the fourth round of the Metropolitan Transportation Plan (MTP) Policy Bundle survey, including the plan to distribute available Transportation Development Credits (TDCs). The MTP Policy Bundle is a list of 20 policies from Mobility 2045. Entities that adopt a minimum of 50 percent of the policies may receive TDCs to offset local funds for federal transportation projects. Policies are focused on quality of life goals in the Mobility Plan and include employee trip reduction, parking management, safe access to schools, land use strategies, idling restrictions, and others. In Round 4, applicants include 19 local governments and 2 transit authorities. Details of the successful applicants, including the proposed TDCs recommended for each, were provided in Electronic Item 5. Ms. Johnson reminded members that TDCs are awarded based on population and were updated based on the latest population estimates. In addition, staff is finalizing a question with the Denton County Transportation Authority, which will impact only the number of qualifying policies, not the recommended TDC amount for award. Through the fourth round of the MTP Policy Bundle, approximately 31.8 million TDCs are recommended for award to the qualifying agencies. The schedule for this effort was reviewed, with Committee action anticipated in August and Regional Transportation Council action in September. Successful applicants are expected to receive formal notification in the September/October timeframe. Additional information is also available at www.nctcog.org/policybundle.

6. **Federal Highway Administration Measures Target Reaffirmation or Revisions:** James McLane presented an overview of current Federal Highway Administration (FHWA) performance measures. Observed performance is used in the region to help establish regional goals and priorities, planning, policy development, and project selection. Although the region has a history of using performance measurement, recent federal transportation legislation requires certain performance measures be included in the long-range metropolitan transportation planning process. As the Metropolitan Planning Organization (MPO) for the region, performance measures are documented through efforts such as recent collection/presentation of COVID-19 data trends and the annual state of the region report, Progress North Texas. Additional examples are available at www.nctcog.org/pm. Federal performance measures documented by the MPO include Safety (PM1), Transit Asset Management (TAM), Transit Safety (PTASP), Pavement and Bridge (PM2), and System Performance (PM3). PM2 and PM3 rulemakings establish a series of four-year performance periods, the first of which began in 2018. At that time, the MPO adopted two-year (2020) and four-year (2022) targets for the performance period. 2020 marks the mid-performance period and rulemaking allows 2022 targets to be revisited. The MPO can choose to reaffirm the existing targets or adopt new ones. Since in 2018 the MPO chose to support the State's targets for PM2, new targets are needed from the Texas Department of Transportation (TxDOT). Once received, the MPO will decide whether to adopt its own quantitative targets or continue to support statewide targets and action on this performance measure will be brought back to the Committee and RTC. This will prominently include an assessment of off-system arterials in poor condition. Updated PM2 targets are due 180 days

after TxDOT makes its adjustments. He noted the primary focus of the presentation is PM3, System Performance, Freight, and Congestion Management Air Quality which contains a series of seven measures related to various aspects of the transportation system: reliability, congestion, mode choice, and emissions. Updated PM3 targets are due to FHWA via TxDOT on October 1, 2020. On November 8, 2018, the RTC adopted 2020 and 2022 regional targets. The updated forecast/trend for each measures and draft recommendations for 2022 targets were highlighted. It was noted the impacts from COVID-19 are yet to be determined for these measures. Interstate and non-interstate reliability addresses the percentage of travel on roadway network that meets a given threshold for reliability, and an increase is the desired trend. Based on original targets and updated trends, staff proposed that the 2022 target be reaffirmed for each. Truck travel time reliability is an index representing the reliability of travel for freight movement in the transportation system. Decreasing trends indicate better reliability and more predictable travel times. According to updated forecasts and trends for 2020 and 2022, this measure is worsening, and staff proposed that the 2022 target be revised from 1.66 to 1.90. Staff will work to implement policies, programs, and projects that help with freight movement in the region. Peak hour excessive delay measures what is defined as excessive delay above a specific threshold that is experienced by the region's population. Improvement is indicated by a declining trend. Based on original targets and updated trends, staff proposed that the 2022 target be reaffirmed. The next measure is non-single occupancy vehicle travel which is the percentage of commute trips as reported by the American Community Survey that use any more other than a driver driving alone. The desired trend is represented by an increase. Although data for this measure indicates an improvement, this measure will most likely be impacted by COVID-19 and will continue to be monitored. Staff proposed that the 2022 target also be reaffirmed for this measure. The final two measures are the emission reductions for nitrogen oxides and volatile organic compounds. The increase of reductions is the desired trend. 2020 and 2022 trends are significantly increased over original targets, and staff proposed that 2022 targets for nitrogen oxides be revised to 7,402.95 and for volatile organic compounds to 1,814.02. Mr. McLane noted that staff will be actively addressing worsening freight reliability with programs, policies, and projects to support freight movement and are continuing to support alternative transportation options. In addition, staff will continue to assess COVID-19 impacts on the performance measures and address the measures as part of the planning process through the Congestion Management Process update, upcoming mobility plans, the Unified Transportation Program/Regional 10-Year Plan, and the 2021-2024 Transportation Improvement Program. Committee action will be requested on PM3 targets on August 28, 2020, and by the RTC on September 10, 2020. Michael Morris discussed interstate reliability, which is improving, and truck travel time reliability which is not improving. He noted that truck traffic, especially on the interstate highway system, is not uniform. In addition, the reliability could potentially worsen as major construction projects begin in the region. Staff is working with TxDOT on innovative options to handle truck travel in constructions zones such as a dedicated truck lane within a construction zone. Clarence Daugherty discussed the forecast/trends for the performance measures. Specifically for truck travel reliability, he noted it seems as though the target is being set according to the forecast and encouraged staff to set more challenging targets, especially since there are currently no consequences of missing the targets from a federal standpoint. Mr. Morris noted that staff will work between now and the next Committee meeting to meet with TxDOT on various aspects of targets and to determine appropriate targets for the final recommendations.

7. **Federal and State Legislative Update:** Kyle Roy provided a federal legislative update. He reminded members the Fixing America's Surface Transportation (FAST) Act expires on September 30, 2020. The House has approved the Investing in a New Vision for the

Environment and Surface Transportation (INVEST) in America Act and the Senate approved a partial version of a surface transportation bill in 2019 but action is needed on a full bill. HR 2, the Moving America Forward Act, is a \$1.5 trillion infrastructure bill that includes transportation, water, broadband, housing, energy, and healthcare, as well as INVEST text. The INVEST in America Act includes nearly \$500 billion in federal funding for FY2021 through FY2025 and was approved by the House Transportation Committee mostly along party lines. The bill is divided into four divisions. Division A maintains existing program structure for FY2021 and extends authorized funding levels. In addition, it provides some additional funding for departments of transportation and transit agencies COVID-19 relief. Division B reauthorizes highway, transit, and safety programs and authorizes approximately \$257.4 billion in contract authority for FY2021 through FY2025. Division C is for hazardous material safety reauthorization and Division D is for rail reauthorization. Major themes of the INVEST in America Act include focus on improvements to existing facilities versus new capacity, creates at least 20 new programs/grant programs, includes climate, resiliency, and greenhouse gas reductions, as well as bicycle/pedestrian access and safety, increased transit funding, and bridge improvements. Mr. Roy noted that Congress must also act on appropriations by September 30. On the Transportation, Housing, and Urban Development section, the bill provides \$75.9 billion, which is a 2.25 percent increase over 2020 funding levels. The House has also included an additional title in the bill that provides an additional \$75 billion in appropriations for COVID-19 relief. The bill will go before the full House Appropriations Committee in mid-July and Senate markups have been delayed. The current focus is on crafting another COVID-19 response bill since supplemental unemployment benefits expired on July 31, 2020. The House and Senate will recess on August 7 and return in September. Mr. Roy also provided a State legislative update. The House and Senate legislative committees have canceled all interim hearings due to COVID-19. The Comptroller released mid-cycle revenue estimates last week and as many expected revenue projects were lowered by nearly 10 percent from the last estimate in October. The Comptroller now projects a \$4.5 billion deficit for FY2021. In addition, severance tax collections are expected to drop significantly over the next year which results in smaller transfers from the general revenue fund to the rainy-day fund and State highway fund. The Comptroller did note that his projections assume the economy will be slow to return to pre-COVID 19 levels of activity and also do not account for any future federal assistance. Additionally, the Texas Transportation Commission public comment period for the draft FY2021 Unified Transportation Program is open until August 10. As a reminder, Mr. Roy. noted that the first day of the 87th Texas Legislature is January 12, 2021. Bill filing begin November 9, 2020.

8. **Changing Mobility: Data, Insights, and Delivering Innovative Projects During COVID Recovery:** Michael Morris provide an update on performance metrics to help understand the impacts of COVID-19 to the transportation system, as well as develop efforts to maintain benefits. Four policy metrics were highlighted: 1) travel behavior response to COVID-19, 2) financial implications to traditional revenue sources, 3) benefits of travel responses to areas of Regional Transportation Council (RTC) responsibility and how we preserve those, and 4) prioritization of infrastructure improvements that offset unemployment increases and utilize lower costs. The first policy metric, travel behavior response to COVID-19, was discussed and specific data for freeway volumes, average speeds, crashes and fatalities, transit ridership, enplanements, and bicycle/pedestrian counts were highlighted. Freeway volumes are rebounding and although a good sign for the economy, he noted the importance of working to preserve some of the benefits to congestion and air quality seen when freeway volumes were lower. With the increase in freeway volumes, crashes and fatalities have decreased. Data for transit ridership impacts has not been received, and bicycle and pedestrian trail counts have lowered from May to June. Similar to transit, airport passenger trends have not significantly increased. Data related to financial implications, the

second metric, was highlighted. Reductions in vehicles sales tax, motor vehicles sales and use, and motor fuel tax were discussed. He noted this is one reason the RTC believes the Texas Transportation Commission will not have the revenues anticipated for the Unified Transportation Program. New data for funding impacts to the IH 35E TEXpress lanes and North Texas Tollway Authority have not been received but are expected to show similar improvement to freeway volumes. Policy metric three is the benefits of travel behavior responses. Staff continues to determine appropriate efforts to take advantage of behaviors that have had positive impacts in the region, especially as it relates to air quality. Also discussed were efforts by American Airlines to adjust their system, making Dallas Fort Worth International Airport now the busiest airport in the world despite decreased travel. The final metric is how the RTC can use innovation to advance projects at a time when the highway construction index is lower. Project examples were highlighted. In addition, staff continues to document advancement of smaller projects the region is moving forward through the COVID-19 #00X Program. Brian Moen noted that although freeway volumes have increased, the same increases are not necessarily being seen on local arterials. Chad Edwards asked if data indicates peak periods are still pronounced or has peak period travel flattened. Mr. Morris noted staff would provide an additional slide on the website regarding the data. While peak periods in the morning and evening did flatten, the latest data shows that both peak periods are increasing once again.

9. **Update on Volkswagen Settlement:** Lori Clark provided an update on Volkswagen Settlement activities. One portion of the Volkswagen Settlement is the Texas Volkswagen Environmental Mitigation Program, which includes several funding programs. Funding opportunities for refuse vehicles and freight/port drayage vehicles remain open and program eligibility and current funding availability for each were highlighted. Details were provided in Electronic Item 9, and the available funding was updated at the meeting. Members were encouraged to see if their respective entities qualified. Ms. Clark also highlighted the percent of funding made available to regions for the individual programs and the percentage of available funding that has been requested. The Dallas-Fort Worth region continues to lead the State in demonstrating demand for the funding and staff continues to monitor funding requests in case unallocated funding because available in the future. Ms. Clark also discussed Electrify America, a subsidiary of Volkswagen and another portion of the Volkswagen Settlement. Electrify America is responsible for investing \$2 billion nationwide in zero-emission vehicle (ZEV) infrastructure and education/outreach to raise awareness of zero-emission vehicles. Funding has been available through cycles and Electrify America is now requesting information to help guide its next funding opportunity. The North Central Texas Council of Governments will be submitting information at the regional level, but individual communities were encouraged to provide community-specific information that may help with future funding investments in the Dallas-Fort Worth region. Submissions can be made at www.electrifyamerica.com/submissions and are due August 14, 2020. Kevin Overton asked if there will be restrictions on where Level 2 chargers can be located. Ms. Clark noted there is not much information about what the Texas Commission on Environmental Quality plans to do with infrastructure funding, but it is believed that public access will be required.
10. **Transit Survey and Survey of Employers:** Michael Morris discussed the need for data and information that will aid transit agencies to plan and stage future transit improvements and to help maintain improvements in congestion and air quality in a post COVID-19 environment. At the July 9, 2020, Regional Transportation Council (RTC) meeting, Denton County Transportation Authority (DCTA) Chair Dianne Costa requested feedback on an idea to conduct a survey that could help transit agencies and others as they prepare their response for potential ridership increases based on scheduling decisions made by larger

employers, schools, and universities. Mr. Morris highlighted the challenges of a survey due to the ever-changing elements of the COVID-19 environment and that a continuous survey would likely provide more benefit due to the fluidity of current circumstances. He noted that staff will be working to determine if other transit agencies are interested and asked members to provide additional ideas or methods for such a survey. In addition, Mr. Morris the need to engage both the public and private sectors, especially large employers, regarding how many of its workers it anticipates will commute during peak periods once roadway travel increases as people return to work. A survey may be an option to collect data but may not be the best instrument. Individuals or entities with ideas were asked to contact staff with suggestions or comments. John Polster noted that it is possible transit ridership will never fully rebound from the impacts of COVID-19 and that a survey may not helpful. Clarence Daugherty discussed the current, quickly changing environment and noted that as a result a survey may not provide much benefit. Erin Linn, Dallas Area Rapid Transit, and Tim Palermo, DCTA, noted that any data collected would be helpful. Phil Dupler, Trinity Metro, noted that it was discussing the idea of a survey internally and would contact the North Central Texas Council of Governments.

11. **Fast Facts:** Staff presentations were not given. Information was provided to members electronically for the following items.

1. 2019 Regional Safety Performance Report (Electronic Item 11.1)
2. 2019 Regional Travel Demand Management Performance Report (Electronic Item 11.2)
3. Deadline to Submit Requests for Transportation Improvement Program Modifications through the November 2020 Cycle – July 24, 2020 (<https://rtrinternal.nctcog.org/login/>)
4. Environmental Protection Agency Proposes to Retain Existing NAAQS for Ozone (<https://www.epa.gov/newsreleases/ozone-pollution-continues-decline-under-president-trump-epa-proposes-retain-existing>)
5. Air Quality Funding Opportunities for Vehicles (<https://www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle>)
6. Dallas-Fort Worth Clean Cities Upcoming Events (<https://www.dfwcleancities.org/dfw-clean-cities-meetings>)
7. Status Report on Ozone (Electronic Item 11.3)
8. Clean Air Action Day, August 5, 2020 (<https://www.airnorthtexas.org/socialdistancing>)
9. East/West Equity Update (Electronic Item 11.4)
10. June Online Input Opportunity Minutes (Electronic Item 11.5)
11. August Online Input Opportunity Notice (Electronic Item 11.6)
12. Public Comments Report (Electronic Item 11.7)
13. Written Progress Reports:
 - Local Motion (Electronic Item 11.8)
 - Partner Progress Reports (Electronic Item 11.9)

12. **Other Business (Old and New):** There was no discussion on this item.

13. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on August 28, 2020.

The meeting adjourned at 3:40 pm.