

## MINUTES

### **SURFACE TRANSPORTATION TECHNICAL COMMITTEE August 28, 2020**

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, August 28, 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 July 24, 2020, Minutes:** The minutes of the July 24, 2020, meeting were approved as submitted in Electronic Item 1. Stanford Lynch (M); Wes McClure (S). The motion passed unanimously.
2. **Consent Agenda:** The following item was included on the Consent Agenda.
  - 2.1. **Endorsement of Regional Transportation Council Approval of State of Good Repair Grant Application Submitted on behalf of Dallas Area Rapid Transit, Trinity Railway Express, and Trinity Metro:** Endorsement of Regional Transportation Council (RTC) approval for the grant application to the Federal Railroad Administration for the Federal-State Partnership for the State of Good Repair (SOGR) Program submitted on behalf of Trinity Railway Express, Dallas Area Rapid Transit (DART) and Trinity Metro was requested. The total grant budget requests approximately \$58 million (\$28 million in federal SOGR funds, \$2 million in federal funds from the RTC, and \$28 million in local match) with Burlington Northern Santa Fe Railway, DART, and Trinity Metro providing the required local match. Additional information was provided in Electronic Item 2.1.
  - 2.2. **Endorsement of Regional Transportation Council Approval of Application for Advanced Transportation and Congestion Management Technologies Deployment Initiative Grant Program:** Endorsement of Regional Transportation Council (RTC) approval to support and provide funding for the City of Dallas application for the 2020 Advanced Transportation and Congestion Management Technologies Deployment Initiative Grant Program was requested. Additional information regarding the \$60 million grant program for Fiscal Year 2020, as well as the City of Dallas' application, was provided in Electronic Item 2.2.

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

3. **Federal Highway Administration Measure Target Reaffirmation or Revisions:** James McLane presented a recommendation for proposed adjustments to 2022 regional targets for Federally required performance measures. As the Metropolitan Planning Organization (MPO) for the region, the North Central Texas Council of Governments (NCTCOG) is required to track and adopt targets for these performance measures, but NCTCOG engages in a variety of additional performance measure activities including recent collection/presentation of COVID-19 data trends and the annual state of the region report, Progress North Texas. Federally required performance measures include Safety (PM1); Transit Asset Management (TAM); Transit Safety (PTASP); Pavement and Bridge (PM2); and System Performance, Freight, and CMAQ (PM3). PM3 contains a series of seven measures related to various aspects of the transportation system: reliability, congestion,

mode choice, and emissions. On November 8, 2018, the Regional Transportation Council (RTC) adopted 2020 and 2022 regional targets for all seven measures as part of a four-year performance period. 2020 marks the mid-point of this performance period and rulemaking allows 2022 targets to be revisited at this time. Updated PM3 targets are due to the Federal Highway Administration (FHWA) via the Texas Department of Transportation (TxDOT) on October 1, 2020. The seven measures, desired trend, current targets, and updated forecast/trend for each measure was detailed in Electronic Item 3. For interstate reliability, non-interstate reliability, peak hour excessive delay, and non-single occupancy vehicle travel targets, staff recommended that the current 2022 targets be reaffirmed. 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 upward from 1.66 to 1.90 to meet the updated 2022 trend but with an aspirational goal to hold the 2020 observed value steady at 1.83 through 2022. This aspirational target is in response to feedback received last month from the Committee. Staff also recommended revision of targets for 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 on the transportation system. Examples of existing efforts include incident detection and response through the staging of tow trucks and techniques encouraging truck travel during off-peak periods. Efforts will also include support of 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. The schedule for this effort was reviewed. He noted action on PM2 targets was expected in late 2020/early 2021 and on PM1, TAM, PTASP targets in early 2021. Chad Edwards asked what unit of measurement is used for NOx and VOC and how the emissions compare to the conformity analysis for the Metropolitan Transportation Plan. Mr. McLane noted that the measurement is kilograms of emissions reductions per day. Chris Klaus added that the annual Congestion Mitigation and Air Quality Improvement Program (CMAQ) report requires that all reductions associated with projects included in the mobility plan and funded with CMAQ be inventoried, which goes into the conformity analysis. Mr. Edwards asked if this was measured differently. Mr. Klaus noted that the projects in conformity are measured by tons per day versus the kilograms per day of reduction identified in this target. Committee Chair Brian Moen asked why the peak hour of excessive delay has improved but truck travel reliability has worsened. Mr. McLane noted peak hour excessive delay is a measure of the recurring congestion due to the demand on the system and that truck travel time reliability is a measure of the variability of congestion and how reliable or predictable it is. In addition, truck travel looks only at freight movement which is denser in some areas than others throughout the region and the measurement could be highlighting reliability issues in the denser areas of freight movement. A motion was made to recommend Regional Transportation Council reaffirmation of existing 2022 regional targets for Interstate Reliability, Non-Interstate Reliability, Peak Hour Excessive Delay, and Non-SOV Travel (detailed in Electronic Item 3) and to adopt new 2020 regional targets for Truck Travel Time Reliability (1.90 with an aspirational goal of 1.83), Emissions Reductions of NOx-7,403.95 and Emissions Reductions of VOC-1,814.02. John Polster (M); Chad Edwards (S). The motion passed unanimously.

4. **Metropolitan Transportation Plan Policy Bundle Round Four:** Amy Johnson presented results from the fourth round of the Metropolitan Transportation Plan 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. The application submittal and review process were highlighted. Policies are focused on quality of life goals in the Mobility Plan and include sustainable development items, access to schools, idling restrictions, freight policies and others. In Round 4, four new agencies applied, and 21 total agencies participated. Details of the successful applicants, including the proposed TDCs recommended for each was provided in Electronic Item 4. Through the fourth round of the MTP Policy Bundle, staff proposed approximately 33 million TDCs be awarded to the qualifying agencies. The schedule for this effort was reviewed. Successful applicants are expected to receive formal notification pending RTC approval at its September 10, 2020, meeting. Committee Chair Brian Moen asked for clarification of the difference in this round of the MTP Policy Bundle. Ms. Johnson noted that the MTP Policy Bundle program is a two-year program for Round 4 and TDCs have been increased to be commensurate with the longer period. A motion was made to recommend Regional Transportation Council approval of the recommended Transportation Development Credit distribution for successful policy bundle participants as outlined in Electronic Item 4. Mark Nelson (M); Daniel Vedral (S). The motion passed unanimously.
  
5. **Optimized Freight Movement Project:** Thomas Bamonte presented a recommendation for Regional Transportation Council (RTC) approval of a project to improve goods movement from freight hubs in the region and related technologies by optimizing truck traffic through intersections. The DFW region is rich with freight hubs and facilities and there are two elements of the transportation system concerning freight: 1) expressways for long-distance travel and 2) local road linkages between freight hubs and expressways. The proposed project focuses on the local links/connections and the opportunity to optimize the flow of freight vehicles from hubs to expressways, which supports the truck travel time reliability performance measure. The Texas Department of Transportation (TxDOT) is focused on optimizing the operation of the expressways primarily through its Connected Freight Corridors project. North Central Texas Council of Governments (NCTCOG) staff have been working closely with TxDOT and have secured the inclusion of IH 30 between Dallas and Fort Worth in this effort. TxDOT has enlisted the assistance of multiple private-sector freight companies in this connected corridor project. TxDOT's industry surveys identified optimization of travel from hubs to expressways as one of its top priorities. While TxDOT is focused on the Tier 1 priorities, it is not focused on the hub to expressway component that is a priority of the industry. The intent of the proposed project is to fill the gap. Optimization is important to the industry because one minute of delay costs over \$1. There is an opportunity to find solutions to cut into the delay, even in relatively small increments, in intersections where there is significant truck traffic. The proposed Optimized Freight Movement Project will find, ultimately through a procurement process, a technology to optimize the flow of trucks from hubs to expressways. A benefit-cost analysis will be performed to identify the type of investment and technology that will do the most good and will include truck travel time savings, improved traffic flow, public health, any adverse impacts such as cross-traffic delay. Coordination with local agencies and the freight industry will be important to identify locations where the preferred technology will best be utilized. This project is a multidisciplinary effort of the Transportation Department and will include the expertise of freight, ITS, and air quality staffs. The project will include ongoing monitoring of the technology in the field to identify potential incremental improvements to maximize the value of the investment. Michael Morris noted that this project was originally part of the Advanced Transportation and Congestion Management Technologies Deployment Initiative Grant

Program application for which TxDOT decided not to compete. Mr. Bamonte added TxDOT is supportive of the project but was not able to take it on as a primary responsibility. Committee Chair Brian Moen asked what type of federal funds will be used for the project. Mr. Morris noted that the federal funds will likely be Congestion Mitigation and Air Quality Improvement Program funds, or possibly Surface Transportation Block Grant Program funds. Chair Moen also noted the presentation mentioned a process to bring on partners and asked if it would be like a transportation system integrator. Mr. Bamonte noted NCTCOG staff anticipates working with a group from the Committee to review and vet technology solutions that make the best sense. Based on that assessment, NCTCOG would go to the market for an integrator, technology supplier, or both. Staff does not have a specific technology in mind. Mr. Morris noted part of the homework assignment will be where in the region to use this project and are leaning towards intermodal hubs but it could be major warehouse areas. Staff will reach out to areas of the region that be most apt for these applications and situations. Depending on the locations, members will be asked to be part of the team that will evaluate these advances. Stanford Lynch asked if there was interest with respect to the private sector and how that group would fit into the effort. Mr. Bamonte noted that the private sector is interested both locally and the industry has identified this as a top priority. Staff would explore interest to provide funding through this effort directly and through local partners. A motion was made to recommend Regional Transportation Council approval of \$5 million for the Optimized Freight Movement Project (including \$200,000 RTC Local, with the remainder in federal funds and RTC Transportation Development Credits). Action also included a recommendation of approval for staff to administratively amend the Transportation Improvement Program/Statewide Transportation Improvement Program and other planning documents as required to effectuate the project. Stanford Lunch (M); Jim O'Connor (S). The motion passed unanimously.

6. **Transportation Alternatives Program Call for Projects Project Selection:** Daniel Snyder presented information on the applications received and projects proposed for funding through the Transportation Alternatives Program Call for Projects, which opened on March 2 and closed May 15, 2020. Since May, North Central Texas Council of Government staff have completed the review and evaluation of projects. Eligible projects included those dedicated to improving bicycling and walking and included trails, bike lanes, sidewalks, and other safety-related traffic measures. The call was focused on construction, with a requirement that engineering and environmental must be funded 100 percent locally. All projects required a minimum of 20 percent local match for construction and eligible agencies could request the use of Transportation Development Credits (TDCs) in lieu of a local match. Funding available for this program include fiscal years 2021, 2022, and 2023 with a total of over \$19.8 million in federal funding available. Mr. Snyder reminded members that in the 2019 Transportation Alternatives Call for Projects, there were a large number of high-scoring projects in the east subregion and as a result, the Regional Transportation Council (RTC) approved approximately \$3.9 million of the FY2021 funds to be awarded to projects in the east subregion which has been deducted from the total available funds for this current call. This leaves approximately \$11.7 million in funding for the east subregion and \$8 million for the west subregion. In addition, he noted that no projects were received for Hunt County so all projects in the east subregion are located within the Texas Department of Transportation Dallas District. There were two application project categories consisting of active transportation or Safe Routes to School projects that will substantially improve safety and provide opportunities to walk and bicycle. Each category had a unique scoring criterion that furthered the goals outlined in Mobility 2045. The active transportation category emphasized regional connectivity, access to transit, safety, equity, among several others. Due to federal legislation requirement that Transportation Alternatives funding be obligated within three years, project readiness was a significant factor during the review process. The

Safe Routes to School category emphasized addressing known barriers to children being able to safely walk and bike to school. Strong projects in this category included those that have completed planning to document those safety issues and have identified those targeted improvements such as sidewalks, crosswalks, and pedestrian signals. A total of 38 applications were received requesting nearly \$68 million in federal funding. The requested funding exceeded the funding available by more than \$48 million. The 26 applications in the eastern subregion account for nearly three fourths of the total funding requested for nearly \$49 million. Mr. Snyder reviewed the funding recommendations for each subregion and noted Electronic Item 6.2 contains the scoring and ranking of all projects based on the evaluation criteria. In the western subregion, four projects were recommended for a funding total of over \$6.2 million in federal funds. Recommendations included three Safe Routes to School projects in the City of Arlington and one protected bike lane and safety improvement project in the City of Fort Worth. All entities in the western subregion requested use of TDCs in lieu of local match. Eight projects were recommended for funding in the eastern subregion totaling over \$17.2 million. Recommendations included three Safe Routes to School improvement projects in the City of Dallas, a shared use path project in the City of Dallas, a trail bridge project for the Cotton Belt Trail in Plano by Dallas Area Rapid Transit, two projects led by Dallas County for a trail extension in Dallas and multimodal bike and pedestrian project in Garland, and a multimodal bicycle/pedestrian improvement project in the City of Richardson. The Cities of Dallas and Richardson requested the use of TDCs in lieu of local match. Details were provided in Electronic Item 6.1. Recommended funding from all sources were highlighted for both the eastern and western subregions. Approximately \$23.5 million in federal funds is recommended and local projects sponsors would match the federal funds with nearly \$3.6 million and utilize approximately 2.9 million in TDCs. Mr. Snyder noted the recommended \$17.2 million in federal funding for the eastern subregion exceeds the amount available. In addition, the \$6.2 million recommended in the western subregion is approximately \$1.8 million less than the amount of federal funding available for that subregion. Since the eastern subregion had a high number of strong applications that far exceeded available funding, and the western subregion had fewer project applications than the funding recommended the \$1.8 million difference was recommended for award to projects in the east since TA funds are subject to congressional rescissions and must be programmed and obligated in a timely manner. As a result, an equal amount of Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Surface Transportation Block Program (STBG) funds will be made available to other transportation projects in the western subregion to offset the balance transfer to the eastern subregion. This adjustment will be reflected in the quarterly East/West Equity tracking report. In addition to the balance transfer from the west, staff also recommended approximately \$3.6 million additional funds available in the eastern subregion to be awarded to this call for projects from the estimated FY2024 allocation. The timeline for this Call for Projects was reviewed and it was noted that no public comments have been received to date. Pending Committee and RTC action, project sponsors that are awarded funds can submit modifications to the TIP for the October 23, 2020, deadline. Chad Edwards asked if the \$3.6 million in FY2024 eastern subregion funds comes out of the share for the FY2024 eastern subregion, meaning it will have less available in the future. Mr. Snyder noted that is correct. A motion was made to recommend Regional Transportation Council approval of the list of projects to fund through the 2020 Transportation Alternatives Call for Projects as provided in Electronic Item 6.2 and to also recommend approval for staff to administratively amend the Transportation Improvement Program/Statewide Transportation Improvement Program and other planning/administrative documents to incorporate the changes. Also included in the action, per program rules, the project sponsor must execute an Advanced Funding Agreement with TxDOT within one year of project selection, projects must advance to construction within three years from selection or the funding may be reprogrammed, and

cost overruns are the sole responsibility of the Project Sponsor. In addition, action included a request for approval to transfer \$1.8 million from the western subregion allocation of Transportation Alternative funding to the eastern subregion, with the same amount of CMAQ or STBG funds to be transferred back to the western subregion. East/West Equity tracking reports will reflect adjustments for funding in the western subregion to offset the balance transfer to the eastern subregion with this call for projects. Chad Edwards (M); Mark Nelson (S). The motion passed unanimously.

7. **Regional Cotton Belt Veloweb Trail: Action Plan:** Karla Weaver presented a funding request for the Cotton Belt Regional Veloweb Trail. In 2018, the Regional Transportation Council (RTC) approved funding for the design and construction of Cotton Belt trail “critical” sections. The proposed trail design and construction costs as part of the Silver Line rail design/build process provided by the rail contractor are higher than anticipated and sufficient funding for the full design of the trail and construction of the “critical” sections is not available. North Central Texas Council of Governments (NCTCOG) staff have met with local governments on a potentially phased approach and since that time Dallas Area Rapid Transit (DART) has proposed a new approach to minimize the current high costs and proposed to expedite the construction with two contractors. NCTCOG staff proposed to increase the RTC funding for the project in order to complete 100 percent of the design, which will minimize risk by allowing one designer for all parts of the rail and trail. Staff also proposed to proceed with construction of strategic critical sections with the current DART contractor (Archer Western Herzog ) for the crossing of the Dallas North Tollway since there will be impacts to the retaining walls and structural framework of the roadway. Additional construction of strategic critical sections will be made using a second contractor. The second contractor will have experience as a trail contractor which will provide cost savings and allow public funding to go further. DART will procure the second contractor within 6-9 months. The contractor will build in various constrained locations before the trains are operable. A map of the Cotton Belt Regional Veloweb Trail from the Dallas Fort Worth International Airport to Plano was highlighted. In addition to the increase in funding for design, construction funding is needed to be added to the existing rail project to ensure adequate safety walls in the rail corridor near Fairhill School and Ivy Montessori School. Mark Nelson thanked NCTCOG and DART staffs for their efforts to advance the important piece of infrastructure for the communities. He expressed concern that due to funding shortfalls, grade-separated crossings may be redesigned as at-grade crossings. Michael Morris noted that the design includes all grade separations, which will not be changed. He added staff could include a statement in the presentation to make it clear that 100 percent of the original design will be implemented. Mr. Morris also complimented DART for recognizing that the rail contractor may not be the best option for construction of bicycle/pedestrian facilities and is willing to be a partner to find a solution. Todd Plesko added DART believes the competition will provide for lower costs and the information in the bid will have no options for at-grade crossings. Shawn Poe asked if there were contractual provisions with Archer Western to allow for two contractors. Ms. Weaver noted that NCTCOG staff have met with Gary Thomas and Tim McKay who proposed the solution and discussed the contractual elements that allow for this to occur. Gus Khankarli also thanked staff for its leadership and diligent work to move the project forward. Committee Chair Brian Moen asked if the entire project will be constructed or just the critical sections. Ms. Weaver noted that at a minimum, the strategic critical sections will be built. NCTCOG staff believes it may be possible to build additional sections and noted an inventory of locations will be assembled to help determine additional sections to be built. In addition, some communities may have Transportation Alternative Program funds that could be used. A motion was made to recommend Regional Transportation Council approval of an increase of the RTC award by \$6.7 million (from \$8.2 million to \$14.9 million) to design 100 percent of the trail and an increase of regional

Transportation Development Credits to 3 million in lieu of local match. Construction of strategic critical trail sections will be done with two Dallas Area Rapid Transit contractors. Also included in the action was a recommendation for approval of \$245,000 in Surface Transportation Block Grant Program funds for additional safety walls near school locations with regional Transportation Development Credits used for match. An inventory of locations for the second DART contractor will be development in partnership with local governments. Also included was a recommendation for approval of staff to administratively amend the Transportation Improvement Program/Statewide Transportation Improvement Program and other planning/administrative documents to incorporate the changes. Bryan Beck (M); Tanya Brooks (S). The motion passed unanimously.

8. **Director of Transportation Report Items and Overview of Changing Mobility: Data, Insights, and Delivering Innovative Projects During COVID Recovery:** Michael Morris provided an overview of current transportation items. He noted the Denton County Transportation Authority has withdrawn its request for assistance to conduct a transit survey. He also noted that the North Central Texas Council of Governments has not been selected to compete in the third round of the competition for the hyperloop certification center. Also discussed was the Regional Transportation Council's (RTC) interest for the North Texas Tollway Authority (NTTA) to proceed with the SH 360/SH 161 Connector project. Staff has engaged with NTTA who has indicated that if the NTTA proceeds with SH 360 it should also advance the George Bush Extension South of IH 30. Elizabeth Mow will ask the NTTA Board if it is interested in borrowing funds to advance the engineering of the projects, to be repaid to the RTC. He noted a recent presentation to the United States Soccer Federation regarding the 2026 World Cup application and the potential use of electric vehicles. He also congratulated Natalie Bettger and Dan Lamers for their work on the GoCarma technology. The International Bridge, Tunnel and Turnpike Association recently awarded a Certificate of Merit to NCTCOG for the Automated Occupancy Detection and Verification Project. Mr. Morris also 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 rebounded, and activity is only 10 percent lower than before COVID-19 restrictions. Average freeway speeds were also highlighted through July, as well as crash and fatality trends. Fatalities have once again increased, and staff will review data to determine options to intervene. GoCarma transactions continue to remain low and staff has postponed all marketing initiatives until the current environment improves. Transit ridership remains at an over 50 percent decrease in comparison to June 2019 and suggested that a roundtable meeting with transit agencies be held to brainstorm on ideas to grow ridership. Bicycle/pedestrian activity remains 22 percent higher than pre COVID-19, but activity is decreasing. Like transit ridership, airport passenger trends remain decreased as of May, but improvements are expected in the June/July timeframe. Data related to financial implications, the second metric, was highlighted. Sales tax allocated for transit are increasing. Other funding has also recovered such as the motor fuel tax and others related to Proposition 7. Also highlighted was the oil and gas severance tax related to Proposition 1 which continues to be negatively impacted. Toll transactions are 27 percent lower as of June, and the North Texas Tollway Authority will continue to monitor revenue as it plans for future projects. Impacts to IH 35E TEXpress Lane transactions were also highlighted and improvements are expected for the July timeframe. 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. Improvements have

been seen regarding the number of exceedances for the 2020 ozone season, but the region has experienced more exceedances than expected despite the significant decrease in freeway volumes. Staff will continue to review air quality data and provide a report to the RTC in the future. Mr. Morris also recognized transportation authorities for their efforts to provide essentials supplies and meals those in need during the COVID-19 crisis. The final metric is how the RTC can use innovation to advance projects and create needed employment opportunities. Every \$1 billion in transportation investment produces approximately 12,000-15,000 jobs. Staff continues to advance projects within the region to have a positive impact on the economy. Efforts include high-speed rail and autonomous transit, freeway induction loops, SH 183, the IH 820/IH 20 Y Connector, as well as additional projects included in the COVID-19 #00X Program. Members were encouraged to use the data provided in presentations by their respective entities.

9. **Fast Facts:** Staff presentations were not given. Information was provided to members electronically for the following items.
  1. Environmental Matchmaking Tools: Identify Your Best Stewardship Options and Mitigation Locations (Electronic Item 9.1)
  2. 2020 TxDOT Highway Safety Improvement Program Call for Projects – Submittal Deadline for Applications Due to District Offices October 1, 2020 (<https://www.nctcog.org/trans/quality/safety/transportation-safety/statewide-safety-initiatives>)
  3. Electric Vehicle Infrastructure Funding from Volkswagen Settlement (Electronic Item 9.2)
  4. Air Quality Funding Opportunities for Vehicles (<https://www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle>)
  5. Dallas-Fort Worth Clean Cities Upcoming Events (<https://www.dfwcleancities.org/dfw-clean-cities-meetings>)
  6. Status Report on Ozone (Electronic Item 9.3)
  7. September Online Input Opportunity Notice (Electronic Item 9.4)
  8. Air North Texas Clean Air Action Day Results (Electronic Item 9.5)
  9. Public Comments Report (Electronic Item 9.6)
  10. Written Progress Reports:
    - Local Motion (Electronic Item 9.7)
    - Partner Progress Reports (Electronic Item 9.8)
10. **Other Business (Old and New):** There was no discussion on this item.
11. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on September 25, 2020.

The meeting adjourned at 3:00 pm.