

MINUTES

SURFACE TRANSPORTATION TECHNICAL COMMITTEE August 23, 2019

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, August 23, 2019, at 1:30 pm, in the Media Press Box room at AT&T Stadium. The following STTC members or representatives were present: Joe Atwood, Melissa Baker, Micah Baker, Bryan Beck, Katherine Beck, David Boski, Shon Brooks, Tanya Brooks, Jonathan Browning (representing Curt Cassidy), John Cordary Jr., Clarence Daugherty, Chad Davis, Luis Tamayo (representing Arturo Del Castillo), Brian Jahn (representing Pritam Deshmukh), Greg Dickens, David Disheroon, Phil Dupler, Claud Elsom, Jeremy Williams (representing Eric Fladager), Chris Flanigan, Ann Foss, Ricardo Gonzalez, Robyn Root (representing Gary Graham), Tom Hammons, Brian McNulty (representing Ron Hartline), Matthew Hotelling, Terry Hughes, Tony Irvin, Daniel Burnham (representing Paul Iwuchukwu), Gus Khankarli, Chiamin Korngiebel, Alonzo Liñán, Clay Lipscomb, Paul Luedtke, Stanford Lynch, Alberto Mares, Wes McClure, Brian Moen, Mark Nelson, Jim O'Connor, Susan Alvarez (representing Kevin Overton), Tim Palermo, Dipak Patel, Todd Plesko, Jim Dulac (representing Shawn Poe), John Polster, Tim Porter, Bryan G. Ramey II, Lacey Rodgers, Greg Royster, Lori Shelton, Rama Dhanikonda (representing Brian Shewski), Ray Silva-Reyes, Randy Skinner, Angela Smith, Cheryl Taylor, Mike Galizio (representing Joe Trammel), Daniel Vedral, Caroline Waggoner, and Robert Woodbury.

Others present at the meeting were: Vickie Alexander, Tom Bamonte, Emily Beckham, Natalie Bettger, Chris Bosco, Jason Brown, Molly Carroll, Dave Carter, Christie Gotti, Jeff Hathcock, Chris Hoff, Bethany Hyatt, Tim James, Rajaneesh Jandhyam, Dan Kessler, Ken Kirkpatrick, Chris Klaus, Dan Lamers, April Leger, Alberto Mares, Mickey McGuire, Paul Mitchell, Erin Moore, Michael Morris, Jeff Neal, Vercie Pruitt-Jenkins, Aaron Russell, Ben Torres, Brittany Wells, and Cody Wildoner.

1. **Approval of June 28, 2019, Minutes:** The minutes of the June 28, 2019, meeting were approved as submitted in Reference 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. **Fiscal Year 2020 Advertising for Transportation Initiatives:** Support for the Regional Transportation Council to recommend North Central Texas Council of Governments Executive Board approval of up to \$1.3 million in funding for advertising for transportation initiatives that will initiate in Fiscal Year 2020 was requested. Benefits of the initiative were explained in Electronic Item 2.1.1 and more information on the FY2020 advertising costs was provided in Electronic Item 2.1.2.

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

- 3.1. **Endorsement of Funding for Preliminary Engineering Study of AT&T Way in Arlington:** Michael Morris discussed funding recently approved by the Regional Transportation Council (RTC) for a preliminary engineering study to determine options to build a grade separation over the Union Pacific main line track. A map of the area, AT&T Way between East Division Street and East Abrams Street, was highlighted at the meeting

and provided in Electronic Item 3.1. He noted that a public comment had been received regarding the location and clarified that the image provides an example of the concept, not the exact design. A motion was made to endorse Regional Transportation Council approval of \$3 million in Surface Transportation Block Grant Program funds for a preliminary engineering study around AT&T Way in the City of Arlington. John Polster (M); Katherine Beck (S). The motion passed unanimously.

- 3.2. **Uber Relocation to the Dallas-Fort Worth Region:** Michael Morris discussed approval of the mobility partnership program for Uber to come to the Dallas-Fort Worth region. He noted that he had been working under proprietary agreement with Uber on mobility components that would assist Uber in deciding to locate within the Dallas-Fort Worth region. Five transportation elements were proposed and represent mobility links in the community, or "Uber-Links." Reference Item 3.2 detailed the proposed transportation elements. The first element is to provide annual transit passes to the first wave of Uber employees through a pilot study. Uber will be located at a rail station, and the pilot will help determine if an annual transit pass is enough incentive to have employees locate near a rail station. The second element is to evaluate the quality of sidewalks and bicycle connections to and from the Uber headquarters location. Third, staff will review with City of Dallas Traffic Operations the quality of the signalized intersections to determine necessary updates to equipment and include a pedestrian component for signal progression. The fourth suggestion is to replicate work with Trinity Metro using electric buses to connect Downtown Fort Worth to the 7th Street area as an option to connect Deep Ellum to Downtown Dallas. Coordination with Dallas Area Rapid Transit (DART) to identify the specific route would be necessary. The final element is the use of the land under IH 345 to create a technology station that allows technology vehicles to access Deep Ellum during busy times. In addition, the World Cup will come to the region in 2026 and there may also be an option to use the land for World Cup-related events. Mr. Morris noted that staff requests \$10 million in new money for the effort to add to the approximate \$5 million already approved and available for this purpose. In addition, flexibility is needed regarding the source of funds and details of the partnership with DART for the transit pass program. Brian Moen asked if there is any interest by Uber to share transportation data with the region. Mr. Morris discussed current efforts for data sharing related to Uber Air but noted that this element should be added. John Polster asked if there has been any discussion with the transportation authorities regarding the transit circulator proposal. Mr. Morris requested that anyone opposed to buying transit passes or providing electric transit shuttles please contact staff. Todd Plesko discussed the proposed location of the Uber Headquarters which is next to the Deep Ellum DART station. He asked if staff was suggesting that there should be additional electric shuttles to the downtown area. Mr. Morris noted that there may be locations of interest that are unknown, such as the Farmer's Market, that the rail line is not currently servicing. Mr. Plesko noted that he liked the transit pass program, but that the additional items needed further discussion. Gus Khankarli asked if any additional detail was known about the assignment of funds. Mr. Morris noted that since the details of each of the items is not known, flexibility is requested with regard to funding. Bryan Beck asked when additional details were expected to be presented to the Committee. Mr. Morris noted that if approved by the Regional Transportation Council, staff will move forward to begin conversations on each of the five elements with the details of each brought back to the Committee. However, he noted that he does not believe that each of the elements will come back at the same time. A motion was made to approve the mobility partnership program for Uber outlined in Reference Item 3.2, including \$10 million in new funding and the flexibility to determine the funding source and program details. Action also included a request that Uber share transportation-related data with the region. John Polster (M); Matthew Hotelling (S). The motion passed unanimously.

3.3. **Director Status Reports:** Michael Morris provided status reports on several activities within the region. He highlighted the recent Virgin Hyperloop One Roadshow event held at the AT&T Stadium, including meetings with the private sector, public sector, and the STEM outreach event for students in the region. Some details presented to the public and private sector were discussed. He noted hyperloop is not being considered in the Houston to Downtown Dallas corridor. Both high-speed rail and hyperloop technologies are being considered for the Fort Worth/Arlington/Dallas corridor and in the Fort Worth to Laredo study. He noted that the three-station concept is not only about providing access to the Arlington entertainment district but providing a gateway to the two air carrier airports. The work plan for both Phase 1 and Phase 2 of the Fort Worth/Arlington/Dallas corridor was highlighted. Phase 1 will include public involvement and alternative analysis to reduce the number of reasonable alignment options prior to the environmental analysis of Phase 2. By summer 2020, the region should know if hyperloop or high-speed rail technology is the technology of choice between Dallas, Arlington, and Fort Worth. By winter, details from the Fort Worth to Laredo study should also be known. In addition, the potential location of an 8-9 mile certification facility for hyperloop technology was discussed and phases and timing of the certification facility were highlighted. Details were included in Reference Item 3.3.1. Option 0 is an east/west corridor in the region that is not a throw-away project. Potential considerations are the corridor between Dallas and Fort Worth if hyperloop technology will be used on the corridor. This may not be considered feasible because Virgin Hyperloop One may want to continue testing on the certification facility, which would not be an option if it is part of an operating facility. Option 1 is a north/south facility that is a certification track only. Option 2 is north/south facility that is used as a certification track, as well as for goods movement allowing more functionally. Option 3 is a north/south certification facility, as well as movement of both goods and people. A hybrid cross section of a potential elevated facility was shown, with hyperloop on the outside and next generation people mover technology in the center. In addition, considerations for Option 1 were also presented. Members with a proposed 9-mile section that could be considered for a certification facility were asked to contact Kevin Feldt.

Mr. Morris also highlighted recent congestion performance measure data provided in Reference Item 3.3.2. He noted the performance of the region compared to Houston, Austin, and San Antonio that are a result of transportation efforts implemented within the region. In addition, he noted a new member of the Texas Department of Transportation, Commissioner Robert C. Vaughn who replaces former Commissioner Jeff Austin III. Also reviewed was the success of the SH 360 project and the partnership with the Texas Department of Transportation (TxDOT) and the North Texas Tollway Authority (NTTA). The project was constructed by TxDOT and is nearing transfer to NTTA. NTTA currently operates the facility from Green Oaks to US 287. The Regional Transportation Council (RTC) holds the financial risk for the project by backstopping the \$300 million loan to TxDOT. To date, there have been over 10 million transactions on the corridor and a 74 percent toll tag penetration. In addition, Mr. Morris discussed the decision by the mayors of Arlington, Grand Prairie, and Mansfield to use trailblazing signs in the corridor versus mass signage. Mr. Morris also discussed the decision during the project negotiations to build the ultimate intersection enhancements and front road improvements as part of the original contract. NCTCOG staff are completing simulations for options to build direct connections from SH 360 to SH 161 or other solutions on IH 20 to resolve the weaving movements in the area. In addition, NCTCOG staff are monitoring the SH 360/US 287 Interchange to determine when the addition of direct connections is warranted. He noted that simulations and additional details will be presented at a future meeting. Additional information was provided in Reference Item 3.3.3. Also highlighted were the recent Federal Transit

Administration Triennial Review and Texas Department of Transportation Audit, both of which were successful and had positive findings. A copy of the report will be provided to members. In addition, he noted that a portion of the bridge projects submitted for the 2019 Infrastructure for Rebuilding America Grant Program have been awarded funding. Details were provided in Reference Item 3.3.4.

4. **Fiscal Year 2020-2022 Disadvantaged Business Enterprise Goal Update:** Emily Beckham presented a recommendation for Regional Transportation Council approval of the Fiscal Year 2020-2022 Disadvantaged Business Enterprise (DBE) Goal Update. As a direct recipient of Federal Transit Administration (FTA) funds, the North Central Texas Council of Governments (NCTCOG) is required to develop and maintain a DBE goal, which must be updated every three years. The current DBE goal of 25 percent expires September 30, 2019. Over the last few months, as part of the process to review and update the goal for FY2020-2022, staff has initiated public and stakeholder involvement with the DBE community, collected information from subrecipients about their projected contract awards for the next three years, and compiled data necessary for development for the proposed goal. In addition, the proposed goal has been published for public review and comment. A table identifying projected contract awards over the next three years for NCTCOG, as well as its subrecipients, was highlighted. Categories represented include NCTCOG activities and subrecipient activities and are estimated to be approximately \$32 million over the next three years. A preliminary DBE availability analysis was also conducted to determine the total firms and DBE firms from each of the procurement categories to establish the proposed DBE goal. The total weighted goal, based on the total potential contract awards, is 19.4 percent. Of this total, the NCTCOG DBE goal is 28.4 percent and the subrecipient portion is 5 percent. The difference is based on the different market areas of the NCTCOG contracts versus subrecipient contracts. Next staff looked at historical DBE implementation over the last several years as a reference, as well as the amount of DBE participation that would be achieved through DBE contract goals (race conscious) versus DBE participation that would be achieved without establishing DBE contracts goals (race neutral). Details were provided in Electronic Item 4. Based on the data reviewed, staff proposed a 2020-2022 DBE goal of 19.4 percent, with 10.67 percent established through contracting goals and 8.73 percent as race neutral allowing the market to naturally facilitate the DBE participation on those projects. The schedule for this effort was reviewed, and it was noted that the public comment period for the proposed goal ends August 30, 2019. To date, no comments have been received. If approved, staff will begin implementing the FY2020-FY2022 goal on October 1, 2019. Clarence Daugherty asked if NCTCOG staff have discussed the proposed goal with the Federal Highway Administration or the Federal Transit Administration (FTA) and if any comment has been received from them regarding the lowered goal. Ms. Beckham noted that development of the goal is a data-driven process which now includes both NCTCOG and subrecipient contract opportunities. There have been initial discussions with the FTA and its consensus on the lowered goal is expected. A motion was made to recommend Regional Transportation Council approval of the 19.4 percent Disadvantaged Business Enterprise Participation Goal for Fiscal Years 2020-2022 for United States Department of Transportation contracting opportunities. John Polster (M); Matthew Hotelling (S). The motion passed unanimously.
5. **Endorsement of Historical Joppa Neighborhood Improvements:** Jeff Hathcock presented safety improvements approved by the Regional Transportation Council (RTC) in the historic Joppa neighborhood located in southeast Dallas. The Committee was asked to endorse Regional Transportation Council (RTC) approval of the improvements. The proposed projects support policies adopted as part of Mobility 2045 to implement bicycle

and pedestrian facilities that meet accessibility requirements and provide safe, convenient, and interconnected transportation, balance transportation investment across the region to provide equitable improvements, and the implementation of programs, projects, and policies that assist in reducing serious injuries and fatalities. The Joppa neighborhood is bordered by the Trinity River on the east, the Miller Rail Yard on the west, Linfield Road on the north, and Loop 12 is located to the south. The Union Pacific railroad has funded, and nearly completed, the construction of a new bypass track through the Miller Yard. There are two current crossings. One is an at-grade crossing at Linfield Road and the other is an elevated grade-separated vehicular bridge directly above the at-grade crossing. A potential safety concern arises because of the obstructed sight lines that could be caused by the varying speeds of the moving trains through the bypass track and rail yard. North Central Texas Council of Governments staff has coordinated with the City of Dallas since 2016, with the City of Dallas proposing that the Linfield Road at-grade crossing be closed based on neighborhood feedback. However, this would require construction of a pedestrian bridge since there are no pedestrian amenities to move from Carbondale Street to the other side of the rail yard. Proposed improvements included: a pedestrian bridge over the rail line adjacent to Linfield Road, Loop 12 intersection roadway improvements on the southern end of the neighborhood in conjunction with sidewalk improvements on Loop 12, as well as discussions with the Texas Department of Transportation (TxDOT) on the Loop 12 improvements. RTC and City of Dallas would be responsible for the \$8 million cost of the pedestrian bridge and the RTC and TxDOT would be responsible for the \$1.25 million improvements to Loop 12. Surface Transportation Technical Committee Chair Bryan Beck asked if the current roadway would be expanded to allow for pedestrians on the bridge. Mr. Hathcock noted that there would be a separate overpass adjacent to the vehicular bridge due to the geometry of the of the existing bridge. Chiamin Korngiebel, City of Dallas, noted that the City did look at the possibility of adding pedestrian components to the existing bridge but that it was prohibited due to a transmission tower and the way the bridge was constructed. A motion was made to request Committee endorsement of Regional Transportation Council approval of the funding recommendation for the Joppa Neighborhood improvements identified in Electronic Item 5. Action also included endorsement for staff to amend the Transportation Improvement Program/Statewide Transportation Improvement Program and other administrative/planning documents to include the recommended projects and funding. Chiamin Korngiebel (M); John Polster (S). The motion passed unanimously.

6. **North Texas Freight Terminal Electrification 2019 Call for Projects:** Jason Brown presented a recommendation to open a new, competitive call for projects to subaward funds through the North Texas Freight Terminal Electrification 2019 Call for Projects. He noted that the proposed call for projects addresses the air quality emphasis areas of high-emitting vehicles/equipment, idling, and energy/fuel use. In June 2018, the North Central Texas Council of Governments (NCTCOG) submitted a grant proposal to the Environmental Protection Agency (EPA) under the National Clean Diesel Funding Assistance Program. EPA awarded funding, and approximately \$1 million is available (\$960,225 to award, \$39,775 for NCTCOG administration) for projects that identify locations and install EPA-verified electrified parking spaces and related infrastructure at truck terminals and distribution centers. These would be the locations that primarily receive heavy-duty trucks with transport refrigeration units within the 10-county ozone nonattainment area. Mr. Brown noted that the parking spaces and infrastructure allow the refrigerated trucks and trailers to no longer idle in order to run the refrigeration unit on the trucks. Projects are expected to provide 53.69 tons of nitrogen oxides (NOx) reductions and 11.88 tons of particulate matter (PM) reductions over the lifetime of the projects. Eligible activities, as well as the funding

threshold for each activity were highlighted and details in Electronic Item 6. Allocation of funding is proposed as a competitive application process with selection criteria based on cost per ton of NOx emissions reduced and subrecipient risk and oversight. In addition, a minimum allowable award of \$100,000 will be established to reduce the administrative burden of the call for projects. Mr. Brown noted that staff proposed to relax the minimum allowable award amount or reopen the call for projects, if needed, to fully expend funds. The schedule for the effort was reviewed. Pending approval, the call for projects is estimated to open September 13, with an application deadline of December 13. A motion was made to recommend Regional Transportation Council approval of the call for projects details, selection criteria, and schedule, including approval to relax the minimum award threshold and reopen the call for projects if necessary, to fully award funds. Stanford Lynch (M); John Polster (S). The motion passed unanimously.

7. **Interstate Highway 45 Zero-Emission Vehicle Corridor Plan and Alternative Fuel**

Updates: Bethany Hyatt presented an update on Federal Highway Administration (FHWA) alternative fuel corridor designations, electric vehicle trends, and upcoming National Drive Electric Week events. In addition, approval to submit an application to the FHWA Solicitation for Alternative Fuels Corridor Deployment Plans was requested. As a reminder, the United States Department of Transportation is required to designate alternative fuel corridors as part of the Fixing America's Surface Transportation Act. Since 2016, FHWA has been designating segments of highways as alternative fuel corridors through three rounds of submissions. The next round of nominations will open in Fall 2019. In 2018, the Regional Transportation Council (RTC) recommended the submittal of five corridors and subsequently the FHWA designated the metro loops of IH 635 and IH 820 for compressed natural gas, propane, and electric. She noted that 16 interstates, 1 state highway, and 1 US highway are designated as alternative fuel corridors in the State of Texas. Also highlighted were the FHWA-designated gaseous alternative fuel corridors. These are increasingly important for medium and heavy-duty vehicles and are utilized frequently in the freight industry. There are also zero-emission vehicle corridors for hydrogen fuel cell electric vehicles and electric vehicles. Ms. Hyatt also discussed the growth of electric vehicles in the region, as well as the upcoming National Drive Electric Week event September 21, and an upcoming planning workshop on September 20. Additional information is available at www.driveelectricdfw.org, and details were also provided in Electronic Item 7. For the new FHWA alternative fuels corridor solicitation, staff proposed to collaborate with the Houston-Galveston Area Council to develop an electric and hydrogen plan along IH 45 creating a zero-emission vehicle corridor. Applications are due September 9, 2019, and staff proposed to request full funding of \$60,000-\$80,000 and the required local match. A motion was made to recommend Regional Transportation Council approval to submit an application to develop a corridor deployment plan that will establish Interstate Highway 45 as a zero-emission vehicle corridor, including both electric vehicle charging and hydrogen refueling infrastructure. This plan will be developed in collaboration with the Houston-Galveston Area Council. Melissa Baker (M); Tom Hammons (S). The motion passed unanimously.

8. **2020 Unified Transportation Program and Regional 10-Year Plan Update:** Christie Gotti provided an update on the latest developments regarding the Regional 10-Year Plan update and 2020 Unified Transportation Program (UTP). She noted the updated Regional 10-Year Plan project listing was approved by the Regional Transportation Council (RTC) at its May 9, 2019, meeting. Staff worked with the Texas Department of Transportation (TxDOT) to submit project lists to TxDOT Headquarters in the June 2019 timeframe. In July 2019, TxDOT Austin produced a draft 2020 UTP listing and held a public meeting. Most of the projects the RTC approved with Category 2 funds were proposed to be funded in the draft

2020 UTP, with exceptions for projects that do not have control-section-job numbers (i.e., placeholders for projects such as US 380 with no specific alignment). North Central Texas Council of Governments staff submitted public comments on several projects for TTC consideration, including requesting that all RTC-approved Category 2 funds be placed in the UTP. To date, no feedback on the comments have been received. Ms. Gotti noted that most changes were approved by the RTC, but that some changes occurred since that time as part of partnership discussions with the TxDOT districts and TxDOT Austin. Funds were switched for several projects. In Collin County, \$50 million in Category 2 funds were switched for Category 12 funds. Category funds were increased by \$50 million on IH 30 in Rockwall County, \$50 million in Category 5 was added, and Category 12 was reduced by \$150 million. On the Southeast Connector project in Tarrant County, \$170 million in Category 12 funds were switched with Category 2 funds. Projects for which funding was proposed to be temporarily removed due to lack of detail included IH 35E-Lower Stemmons, Greenbelt/Regional Outer Loop at FM 428, and IH 30 in Tarrant County. IH 35 in Denton County is a newly funded project which is a companion project to improvements in Cook County. In addition, Category 2 funding was increased by \$17.55 million for SH 306 in Rockwall County. There were also other minor funding changes in Categories 2, 4, and 12. She noted that North Central Texas Council of Governments (NCTCOG) staff is updating the Regional 10-Year Plan listing to show these differences. The updated table will be sent to the Committee upon completion. Ms. Gotti also provided an update on projects proposed to be funded with Category 12 funds in the draft 2020 UTP: 1) IH 30 (Canyon) in Dallas County, \$300 million; 2) IH 30 (from the Rockwall County line to FM 1570) in Hunt County, \$40 million; 3) IH 30 in Dallas/Rockwall County, \$694 million; 4) IH 35 (from IH 35E/W split to the Cooke County line) in Denton County, \$866 million; 5) IH 35E (from IH 635 to Denton County line) in Dallas County, \$600 million; 6) SH 170 in Tarrant County, \$155 million; and 7) the Southeast Connector in Tarrant County, \$1.59 billion. The dollar amounts are total funds on the project, not just Category 12 funds. Staff is waiting on final approval of the 2020 UTP by the Texas Transportation Commission at its August 2019 meeting and will update the Regional 10-Year Plan to reflect what is approved in the UTP. RTC approval of the updated Regional 10-Year Plan will be requested in September 2019. Michael Morris highlighted recent conversations with TxDOT regarding the projects in Collin County that do not have a control-section-job number, and therefore, cannot be listed in the UTP. He also noted that the \$1.59 billion listed for the Southeast Connector project includes commitments to date for the project, not just for this update. In addition, he discussed the progress with TxDOT regarding the IH 35E improvements that cross county lines and the important safety implications of the improvements. Moving forward, he noted that conversations will continue with TxDOT on improving the partnership, the importance of formula allocation, leveraging, and tolled managed lanes. Tanya Brooks asked for the limits on the SH 170 project. Ms. Gotti indicated that she would provide the limits to Ms. Brooks.

9. **Close Out of AirCheckTexas Local Funds Request:** Chris Klaus provided an overview of the close out of the AirCheckTexas Program. Since 2002, the North Central Texas Council of Governments (NCTCOG) has administered the AirCheckTexas Vehicle Repair and Replacement Program on behalf of nine participating counties in the North Central Texas region. Efforts in the Texas Legislature during the last two sessions were noted, but despite those efforts the program ended on June 28, 2019. Program close-out efforts have been underway since close of the program and will continue through December 30 with close-out reports. Staff will continue efforts to maintain files, meet file retention requirements, manage sensitive data, and prepare for audits for which funding is not available. Mr. Klaus also discussed innovative efforts by NCTCOG while administering the program. NCTCOG worked with its credit card vendor to create a partnership that allowed monetary rebates

from repair and replacement transactions totaling approximately \$1.5 million. In addition, funds were held in interest-bearing accounts while reimbursements spent down the advanced budget balance which generated approximately \$2.3 million in interest. At its July 11 meeting, the Regional Transportation Council (RTC) approved a letter from the Chair to the Texas Commission on Environmental Quality (TCEQ) requesting that these rebate and interest funds remain in the region for use towards remaining AirCheckTexas Program obligations and additional air quality strategies. Since the mail out, TCEQ has responded that since all contracts have expired for the program, there is no ability for continued use of the funds. Mr. Klaus also recognized members of the staff who have worked to implement the AirCheckTexas Program, as well as staff who remained onboard until the end of the program and counties who participated and allowed the North Central Texas Council of Governments to administer the program on their behalf. John Polster asked if staff were required to maintain the funds in interest-bearing accounts. Mr. Klaus noted that there were no requirements by the State to hold the funds in interest-bearing accounts. Mr. Polster requested that a future action item be presented to the Surface Transportation Technical Committee regarding local retention of all related AirCheckTexas Program funds.

10. **Other Business (Old and New):** June Public Meeting Minutes were provided in Reference Item 10.1. A September online input opportunity notice was distributed at the meeting in Reference Item 10.3, and the current publication of Mobility Matters was also distributed at the meeting. Information on the 2008 ozone air quality standard reclassification was provided in Reference Item 10.2.
11. **Next Meeting:** The September 27, 2019, Surface Transportation Technical Committee has been postponed and will be held at 1:30 pm on Friday, October 4, 2019, at the North Central Texas Council of Governments.

The meeting adjourned at 3:15 pm.