

MINUTES

REGIONAL TRANSPORTATION COUNCIL November 10, 2022

The Regional Transportation Council (RTC) met on November 10, 2022, at 1:30 pm in the Transportation Council Room. The following members or representatives were present: Steve Babick, Dennis Bailey, Rick Bailey, Elizabeth Beck, Gyna Bivens, J.D. Clark, Ceason Clemens, John Cordary, Dianne Costa, Michael Crain, Theresa Daniel, Janet DePuy, Andy Eads, Gary Fickes, Renee Franklin, George Fuller, Raul Gonzalez, Barry Gordon, Rick Grady, Lane Grayson, Mojoy Haddad, Clay Lewis Jenkins, Ron Jensen, Brandon Jones, B. Adam McGough, Cara Mendelson, Dan Micciche, Guillermo Quintanilla Jr., Tito Rodriguez, Chris Schulmeister, Jeremy Tompkins, Oscar Trevino, Jr., William Tsao, Duncan Webb, Chad West, and B. Glen Whitley.

Others present at the meeting included: Vickie Alexander, Thomas Bamonte, Bill Bateman, Natalie Bettger, Brandi Bird, Alberta Blair, Tanya Brooks, Jack Carr, Angie Carson, Curt Cassidy, Lori Clark, Clarence Daugherty, Chris Dyser, Chad Edwards, Marcia Etie, Kevin Feldt, Walter Fisher, Carmen Garcia, Rebekah Gongora, Christie Gotti, Clint Hail, Zoe Halfmann, Robert Hinkle, Kristina Holcomb, Joel James, Kristy Keener, Dan Kessler, Gus Khankarli, Ken Kirkpatrick, Michael Knowles, Eron Linn, Paul Luedtke, Dan McClendon, Jon McKenzie, Keith Melton, Mindy Mize, Erin Moore, Michael Morris, Mark Nelson, Lori Pampell, Ezra Paret, Dan Perge, Greg Porter, Kelly Porter, James Powell, Candace Price, Hal Richards, Connor Sadro, Randy Skinner, Kendall Sloan, Tamelia Spillman, Toni Stehling, Shannon Stevenson, Lin Thoupin, An Truong, Caroline Waggoner, Anna Willits, Amanda Wilson, Brian Wilson, Karla Windsor, Casey Wright, and Susan Young.

1. **Opportunity for the Public to Comment on Today's Agenda:** This item allows members of the public an opportunity to comment on agenda items. Regional Transportation Council Chair Duncan Webb asked if there were any public comments. No members of the public chose to speak at the meeting or provide written comments.
2. **Approval of the October 13, 2022, Minutes:** The minutes of the October 13, 2022, meeting were approved as submitted in Electronic Item 2. B. Glen Whitley (M); Theresa Daniel (S). The motion passed unanimously.
3. **Consent Agenda:** The following items were included on the Consent Agenda.
 - 3.1. **Modifications to the FY2022 and FY2023 Unified Planning Work Program:** Regional Transportation Council (RTC) approval of modifications to the FY2022 and FY2023 Unified Planning Work Program was requested. Requested action included a direction for staff to also administratively amend the Transportation Improvement Program and other administrative/planning documents, as appropriate, to reflect the approved modifications. The amendments reflected new initiatives, project updates, funding adjustments, and updated Federal Transit Administration and Federal Highway Administration Planning Emphasis Areas. The proposed amendments were included as Electronic Item 3.1.1 and additional information was provided in Electronic Item 3.1.2.
 - 3.2. **Argonne National Lab Cooperation Approval:** Staff requested a recommendation for Regional Transportation Council (RTC) approval of an agreement with Argonne National Lab of the Department of Energy to prepare a

simulation-based travel model for planning purposes in the Metropolitan Planning Area (MPA). In this 3-year cooperative, North Central Texas Council of Governments (NCTCOG) would provide data and practical planning expertise to Argonne researchers as in-kind match. The Department of Energy is providing \$1.5 million in funding for Argonne. NCTCOG's main tool for transportation planning is the regional travel model. The model is continuously updated with the latest technology and data. This project is an effort toward improvement of planning analytical tools within the regional travel model using Argonne National Lab research products.

- 3.3 **Fiscal Year 2023 Education Campaigns for Transportation Initiatives: Phase One:** Staff requested the Council's support of a recommendation to the NCTCOG Executive Board to approve funding up to \$278,700 for education campaigns for transportation initiatives. If approved, Phase 1 will initiate in Fiscal Year (FY) 2021. Since 2014, the NCTCOG Executive Board has been authorizing annual large-scale advertising purchase and placement initiatives for the Transportation Department. The first phase of education campaigns is for public involvement and support activities such as notifications of opportunities for public input/public meetings, and commuter education focused on congestion management. Efforts in this first phase will be funded by a combination of Surface Transportation Block Grant Program funds, Transportation Planning Funds, Regional Transportation Council (RTC) Local funds, and RTC Transportation Development Credits in lieu of cash match. Education campaigns will be in multiple languages and may be presented through out-of-home advertising, print, screen, online, audio, and social media mediums. Electronic Item 3.3 provides more detail. During the RTC meeting, it was mentioned that the write-up for the consent agenda item 3.3 states FY2021 but should read FY2023.
- 3.4 **Traffic Signal Retiming in Tarrant County:** Staff requested Regional Transportation Council (RTC) approval to receive approximately \$1,066,000 in funding from Tarrant County for traffic signal retiming along corridors in Tarrant County. Tarrant County identified funding through its 2006 and 2021 Bond Programs and approached North Central Texas Council of Governments (NCTCOG) to utilize this funding for traffic signal retiming along selected corridors in Tarrant County. NCTCOG has existing, active consultant contracts that may be used to develop and implement traffic signal retiming. The consultants will work with local jurisdictions and the Texas Department of Transportation to develop, review and implement signal timing. Tarrant County will provide approximately \$1,066,000 to fund the consultant work as well as NCTCOG staff time to administer the project.

A motion was made to approve Item 3.1, Item 3.2, Item 3.3, and Item 3.4 under the Consent Agenda. Theresa Daniel (M); Rick Grady (S). The motion passed unanimously.

4. **Orientation to the Agenda/Director of Transportation Report:** Michael Morris highlighted items on the Director of Transportation Report. He introduced the Texas Department of Transportation (TxDOT) awards: Dan Perge, P.E., Advanced Project Development Director, recipient of the Gibb Gilchrist Award; Tamelia Spillman, Advanced Transportation Planning Director, recipient of the Raymond E. Stotzer Jr. Award; and Walter R. "Ray" Fisher III, P.E., District Bridge Engineer, recipient of the Luther DeBerry Award. A video from the recent state Safety Task Force meeting was shown with Texas Transportation Commissioner Laura Ryan providing positive comments regarding the

Regional Transportation Council efforts on transportation. Robert Hinkle, who is also on the Safety Task Force, participated with Michael Morris in a safety event with local high school students. TxDOT's media campaign #Endthestreak was the focus of the safety event. During the RTC meeting, Lori Clark of NCTCOG presented the Dallas Fort (DFW) Clean Cities Annual Fleet Recognition Awards to several Regional Transportation Council (RTC) members and representatives of the respective staff. The Bronze winners were the City of Coppell, City of Lancaster, City of North Richland Hills; Town of Addison, Denton County, and Greenpath Logistics. The Silver winners were the City of Arlington, City of Frisco, City of Irving, City of Mesquite, Town of Addison, Denton ISD, and Trinity Metro. Gold winners were the City of Carrollton, City of Dallas, City of Denton, City of Grapevine, City of Lewisville, City of Southlake, Dallas Area Rapid Transit (DART), and DFW Airport. Additional details provided in Electronic Item 4.1. Michael briefed the Council on Changing Mobility's data, insights, and delivering innovative projects during COVID recovery with details provided in Electronic Item 4.2. An update was provided on DART assistance on \$214 million distribution. He noted that the 2022 Ozone Season would be ending on November 30, 2022, and that North Central Texas Council of Governments (NCTCOG) staff would provide an update at the December RTC meeting, specific details provided in Electronic Item 4.3. A brief update was provided on the Status of Conformity Determination and the potential lapse grace period as of November 21, 2022. The remaining items were not presented.

5. **Regional Transportation Council Bylaws Revisions Subcommittee – Second**

Reading: Bylaws Revision Subcommittee Chair and Denton County Judge Andy Eads introduced the subcommittee members: Rick Grady, Councilmember, City of Plano (Vice Chair); Gyna Bivens, Mayor Pro Tem, City of Fort Worth; Dianne Costa, Board Member, Denton County Transportation Authority; George Fuller, Mayor, City of McKinney; Mike Leyman, Councilmember, City of Mansfield; Adam McGough, Councilmember, City of Dallas; Phillip Ritter, former Citizen Representative, City of Dallas; Oscar Trevino, Mayor, City of North Richland Hills, and Glen Whitley, County Judge, Tarrant County, and expressed his appreciation to the subcommittee for their time and efforts over the last few months to review and discuss the Bylaws. Ken Kirkpatrick of NCTCOG presented the Subcommittee's recommendations for a second and final reading and approval. Proposed policy changes related to membership included adding 13 new cities over 5,000 in population (Appendix A) (pgs. 7-8); maintaining the number of Dallas seats at six seats (includes Dallas Love Field) (pg. 7); adding a seat for the City of Fort Worth due to its increase in population and employment (pg. 8), which increases membership from 44 to 45 members (pgs. 7, 9); Regarding Appointees, the subcommittee recommended requiring mandatory rotation of the primary seat in county/city groups (pg. 10); permitting cities over 30,000 in population to hold the primary or alternate seat in county/city groups if appointed by county (pg. 10); requiring mandatory rotation of the seat between the Counties roughly proportional to population, measured over a 10-year period within two categories: 1) rotating on a 70/30 basis would be Johnson/Hood Counties (eligible cities: Burleson and Cleburne) and Parker/Wise Counties (eligible city: Weatherford); rotating on a 50/50 basis would be Ellis/Kaufman Counties (eligible cities: Midlothian and Waxahachie) and Rockwall/Hunt Counties (eligible cities: Greenville and Rockwall). If a city is appointed, the location of the city would be used to determine whether the rotation requirement is met. Other areas of proposed significant revisions included Voter Structure, clarifying teleconferencing, in person and videoconferencing (pgs. 11-12); clarifying that members of the Nominating Subcommittee are eligible to be nominated as an RTC officer (pg. 14); and Council Functions, noting that the RTC would maintain a set of public involvement procedures, including public comment rules and decorum requirements, as part of the Public Participation Plan (pg. 18). A copy of the proposed

Bylaws was provided in Electronic Item 5.1 and Electronic Item 5.2 contained a presentation that summarized the proposed revisions.

A motion was made to approve the proposed revisions to the Bylaws and Operating Procedures and direction for staff to work with the Cities of Dallas and Fort Worth over the next two years to determine if Regional Transportation Council membership could be reduced to 40 members by use of a weighted vote for Dallas and Fort Worth. The proposed action also included direction for staff to develop a summary of best practices regarding the selection of group members and communication between RTC members representing groups of entities and all the entities within the group. Oscar Trevino Jr. (M); Rick Bailey (S). The motion passed unanimously.

6. **Resolution Supporting a Regional Model For Complete Streets (Context Sensitive Design)**: Karla Windsor introduced a draft resolution and requested a recommendation for Regional Transportation Council approval to support a regional model for complete streets (context sensitive design) which outlines the importance of planning and construction of complete streets and is intended to serve as the framework for encouraging local policies and projects across the region. The National Complete Streets Coalition defines 'Complete Streets' as an approach to planning, designing, building, operating, and maintaining streets that enable safe access for all people who need to use them including pedestrians, bicyclists, motorists, and transit users of all ages and abilities. The needs of roadway users are different in rural, suburban, and urban communities, and thus streets should be designed to fit the distinct context, circumstances, and local characteristics. Context Sensitive Design includes a process that not only considers physical aspects or standard specifications of a transportation facility, but also the economic, social, and environmental resources in the community being served by the facility. The Federal Highway Administration (FHWA) and Federal Transit Authority (FTA) guidance on Planning Emphasis Areas (PEAs) for metropolitan planning organizations (MPOs) and State Planning and Research includes a number of tasks in work programs including Complete Streets. The goal is to provide an equitable and safe transportation network for travelers of all ages and abilities, including those from marginalized communities facing historic disinvestment. Federal guidance of the Bipartisan Infrastructure Law; Infrastructure Investment and Jobs Act (IIJA) Section 11206 Safe and Accessible Transportation Options require MPOs to spend at least 2.5 percent of funds made available to them under Federal Highway Aid to activities that increase safe and accessible options for multiple travel modes for people of all ages and abilities, which may include adoption of complete streets standards or policies, development of complete streets prioritization plan, development of transportation plans to create active transportation facilities, and development of transportation plans and policies that support transit-oriented development. The proposed RTC resolution would: 1) direct staff to collaborate with local governments and transportation providers to develop a checklist and/or guide for projects with complete streets/context sensitive design elements be used for regional transportation planning and project implementation; 2) encourage the adoption and implementation of local government policies/resolutions related to complete streets/context sensitive design; 3) encourage consideration of complete streets (context sensitive design) elements in future updates to local plans, manuals, ordinances, codes, and associated rules and regulations; 4) encourage local collaboration with the Texas Department of Transportation to implement transportation projects that apply context sensitive solutions consistent with local community characteristics; and 5) direct staff to provide technical support for the development of local policies, resolutions, and methodologies/applications for performance management. Complete Streets was discussed at the NCTCOG Public Meeting on November 7, 2022.

Following extensive discussion by the Council regarding Sections 3 and 4 of the draft resolution, a motion was made to amend the resolution to add, "This process should prioritize vulnerable road users and the need to strengthen the need for community engagement." to Section 3 and following the word characteristics in Section 4 add, "utilizing a robust and transparent community engagement process." Chad West (M); Clay Lewis Jenkins (S). The motion failed.

A motion was made to remove Sections 2, 3, and 4 and maintain Sections 1 and 5 of the Resolution Supporting a Regional Model for Complete Streets (Context Sensitive Design) (R22-04) as presented by staff. B. Glen Whitley (M); Ron Jensen (S). The motion passed.

7. **Regional Transportation Legislative Program:** Rebekah Gongora presented the draft Regional Transportation Council (RTC) Legislative Program for the 88th Texas Legislature and requested RTC approval. The draft 2023 RTC Legislative Program seeks to adequately fund transportation and utilize tools, expand transportation options in Mega-Metropolitan regions, pursue innovation and technology, improve air quality, and enhance safety. Rebekah noted that in order to adequately fund transportation and utilize tools the programs aims to identify additional revenue for all modes of transportation, including fees on alternative fuel vehicles; support innovative funding methods to expand rail and transit options within the region; allocate funds to the existing Texas Rail Relocation and Improvement Fund; return approximately \$80 million in air quality user fees to counties for local initiatives projects; ensure a fair-share allocation of funds for roadway capacity improvements to metropolitan regions; and support full appropriation of current funding initiatives previously approved by the Legislature, including Proposition 1 and Proposition 7. To expand transportation options in mega-metropolitan regions the program recommends to support the use of public-private partnerships, allowing for the ability to create data corridors [i.e., digital twins] and tolled managed lanes for roadway and transit projects through an MPO/local decision-making process; authorize the use of a comprehensive development agreement for specific needed projects; retain eminent domain authority to allow planning and development of new and/or expanded transportation corridors, including high-speed rail, commuter rail, freight rail, roadways, and trails; support the use of a balanced liability insurance program that would allow North Texas transit agencies to operate on additional rail corridors as part of the regional transportation system; and provide counties and cities with expanded tools for land use control to preserve future transportation corridors. In pursuing innovation and technology, we utilize innovation in high-speed transportation, transit, autonomous vehicles, and freight support the collaboration between local governments, the military, the State, and FAA to advance regulations for compatible land use and the safe operations of unmanned aircraft, plan for shared mobility solutions and technology-based transportation solutions; enable transportation data sharing and accessibility with appropriate privacy protection, establish and support programs to improve cybersecurity, and support broadband expansion as a mode of transportation. By improving air quality, modernize and increase flexibility in the Local Initiative Projects (LIP) through a limited program focused on transportation and air quality improvements, strengthen emissions enforcement through fraudulent vehicle temporary paper tag enforcement, protect the TERP Trust fund and revenue balance to ensure funds are used for TERP purposes; modernize the program and ensure flexibility to accommodate innovative approaches to improving air quality and reducing emissions, including the purchase of heavy-duty zero emission vehicles such as hydrogen fuel cell and battery electric vehicles and associated infrastructure, support system reliability, congestion relief, and encourage trip reduction strategies, and support

legislation that improves air quality. To enhance safety, the Program aims to improve the safety of the statewide transportation system for all users, including controlling texting while driving, eliminating driving under the influence, lowering excessive speed limits, reducing aggressive driving, reducing the number of fraudulent paper tags, and improving bicycle and pedestrian safety; reduce distracted driving through measures such as the use of hands-free cell phone technology; oppose legislation to increase freight truck weight limits above 80,000 pounds; support legislation allowing sponsorships to support roadside assistance programs; eliminate deferred adjudication for safety-related traffic violations (e.g., traffic violations in construction zones are not eligible for deferred adjudication); and allow non-sworn police officers to complete crash reports and clear minor, non-injury traffic crashes. The draft RTC Legislative Program for the 88th Texas Legislature was provided in Electronic Item 7.1. Additional information was made available in Electronic Item 7.2. Transportation and air quality issues are a focus for both the United States Congress and the Texas Legislature. The 88th Session of the Texas Legislature will convene on January 10, 2023.

A motion was made to approve the RTC Legislative Program as presented. Dianne Costa (M); Cara Mendelsohn (S). The motion passed unanimously.

8. **Strengthening Mobility and Revolving Transportation Grant Program: Approval Of North Central Texas Council Of Governments Applications:** Thomas Bamonte requested approval of North Central Texas Council of Governments (NCTCOG) submission of Strengthening Mobility and Revolutionizing Transportation (SMART) Grant Program Applications. The SMART program purpose is to demonstrate projects using technology interventions to solve real-world challenges and build data and technology capacity and expertise in the public sector. The United States Department of Transportation (USDOT) is providing \$500 million of funding over five years (\$100 million per year). The first year will consist of 30 to 50 planning grants with a \$2 million maximum grant and no local match. In the later years, there will be implementation grants up to \$15 million, limited to planning grant recipients. The SMART Notice of Funding Opportunity (NOFO) was issued on September 19, 2022, with the application deadline of November 18, 2022. Eligible projects include coordinated automation, connected vehicles, intelligent sensor-based infrastructure, smart technology traffic signals, systems integration, commerce delivery and logistics, innovation aviation technology, and smart grid for Electric Vehicles (EVs). Staff prepared three SMART project proposals: Project 1, North Texas Micro-Weather Infrastructure for Advanced Air Mobility feasibility study will determine the viability of a regional solution for low altitude weather detection and reporting to support safe deployment of advanced aerial vehicles such as last mile drone delivery services and Electric Vertical Take-Off and Landing (eVTOL) vehicles regionwide in the amount of \$2 million with no local match required. The benefits will allow regional stakeholders on an equitable basis to scale up Advanced Aerial Mobility (AAM) operations safely. Project 2, the Flooded Roads Information System will use advanced sensors and big data tools to improve prediction, identification, and reporting of flooded roadways in the Transportation Stormwater Infrastructure Study area, portions of Dallas, Denton, Ellis, Hood, Johnson, Parker, and Tarrant Counties and all of Wise County, in the amount of \$2 million with no local match required. Project benefits include optimizing emergency response routes/procedures, use of critical facilities, and improving safety at vulnerable areas. Project 3, Traffic Signal Technology and Deploying AI based Advanced Traffic Management System Platforms will leverage NCTCOG's recent survey of traffic signal equipment plus the Texas Department of Transportation's recent acquisition of several advanced detections systems. The project will identify, test, and evaluate detection and other traffic signal technologies to optimize traffic signals regionwide, after planning work

is completed on US 77, US 67, and FM 1382. The project budget is in the amount of \$2 million with no local match required, with safety, air quality, congestion, and reliability benefits. Electronic Item 8.1 contained the USDOT's SMART fact sheet and Electronic Item 8.2 provided a summary of the SMART projects proposed by staff.

A motion was made to recommend for Regional Transportation Council approve submission of the three SMART grant applications as presented and for staff to take all necessary steps to submit the applications and administer any SMART grant that is awarded based on the applications. Barry Gordon (M); Theresa Daniel (S). The motion passed unanimously.

9. **Advanced Transportation Technology And Innovation Grant Application:** Natalie Bettger requested a recommendation for Regional Transportation Council (RTC) approval of the regional application for the 2022 Advanced Transportation Technology and Innovation (ATTAIN) Program. In September 2022, the United States Department of Transportation (US DOT) issued an announcement for the ATTAIN program proposals that deploy, install, and operate advanced transportation technologies to improve safety, mobility, efficiency, system performance, intermodal connectivity, and infrastructure return on investment. During the first year of the five-year program, US DOT will provide funding of up to \$12 million per grant, a 20 percent local match is required. This program is a continuation of Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) program. The Notice of Funding Opportunity was issued September 19, 2022, and applications are due November 18, 2022. ATTAIN model deployments are expected to provide benefits in the form of reduced fatalities and injuries, reduced traffic congestion that improved travel time reliability, reduced emissions, optimized multimodal system performance, improved access to transportation alternatives, integration of payment systems, integrated multimodal transportation information, and transportation-related cost savings. Priorities for ATTAIN include climate, resiliency, environmental justice, equity, removing barriers to opportunities, and job creation. NCTCOG is proposing a Transportation System Management and Operations Data Engine (TSMO) foundation for success, that will consume standard data inputs from applications, enable sharing of data, deploy best-of breed applications and allow each agency the freedom to procure systems that best meet their needs regionwide in the amount of \$10 million with a local match of \$2 million. The benefits are cost savings, enhanced data sharing, common interfaces, future-proof design, extensibility and high-quality software. TSMO data engine has two primary initiatives: data initiative to create the digital infrastructure to support advanced smart community technologies and systems within the NCTCOG region and mobility initiatives to focus on improving air quality, improve safety, reduce congestion in the region. The NCTCOG Executive Board is scheduled to take action on November 17, 2022.

A motion was made to approve submittal of the Transportation System Management and Operations Data Engine, Foundation for Success for funding consideration through the FY22 Advanced Transportation Technology and Innovation (ATTAIN) Program (\$8) and Regional Toll Revenue (RTR) (\$2 million) for a total of (\$10 million). The action also included direction for staff to administratively amend the NCTCOG and State Transportation Improvement Programs (TIP/STIP), as well as other planning and administrative documents, to include the proposed project if selected for an FY22 ATTAIN Grant total award (\$10M). Cara Mendelsohn (M); Theresa Daniel (S). The motion passed unanimously.

10. **Draft Updated Rules For Public Comments At Regional Transportation Council Meetings:** Amanda Wilson requested a recommendation for approval by the Regional Transportation Council (RTC) of Rules for Public Comments at RTC meetings. The overview of HB 2840, Texas Government Code Section 551.007 state that members of the public must be allowed to make comments to a governmental body before or during the body's consideration of an item. A governmental body may adopt reasonable rules regarding public comments, including rules that limit the amount of time for each public comment. If no simultaneous translation equipment is used, a member of the public using a translator must be given double the amount of time to comment. A governmental body may not prohibit public criticism of the body. The Bill took effect on September 1, 2019. The proposed Rules for Public Comments at RTC meetings: 1) Add decorum standard for audience members and public commenters with clear enforcement rules, 2) include an overall time period limit for public comments, which may be extended, 3) clarify when public comments will be in-person or virtual, and 4) Note that public comment and decorum requirements would be referenced in RTC Bylaws. Comments from the public on the draft updated rules were welcomed for a 45-day period per the Public Participation Plan. Electronic Item 10.1 contained additional information on the proposed rules. Additional details were presented in Electronic Item 10.2.

A motion was made to approve the Updated Rules for Public Comments at RTC Meetings (Electronic Item 10.1) and direction for staff to amend the Public Participation Plan to include the updated rules as an appendix. Dianne Costa (M); Theresa Daniel (S). The motion passed unanimously.

11. **Automated Vehicles 2.1: Regional Planning Exercise For Local Partners:** Due to time constraints this item was not presented and was postponed to a later date.
12. **Progress Reports:** Regional Transportation Council attendance was provided in Electronic Item 12.1. Surface Transportation Technical Committee attendance and minutes were provided in Electronic Item 12.2.
13. **Other Business (Old or New):** There was no discussion on this item.
14. **Future Agenda Items:** There was no discussion on this item.
15. **Next Meeting:** The next meeting of the Regional Transportation Council (RTC) is scheduled for 1:00 pm, Thursday, December 8, 2022, in the Transportation Council Room of the North Central Texas Council of Governments.

The meeting adjourned at 2:58 p.m.