

MINUTES

SURFACE TRANSPORTATION TECHNICAL COMMITTEE

April 26, 2024

The Surface Transportation Technical Committee (STTC) met on Friday, April 26, 2024, at 1:30 pm, in the Transportation Council Room of the North Central Texas Council of Governments (NCTCOG). The following STTC members or representatives were present: Joe Atwood, James Rogge (representing David Boski), Shon Brooks, Tanya Brooks, Daniel Burnham, Farhan Butt, Brenda Callaway, Travis Campbell, Clarence Daugherty, Arturo Del Castillo, Pritam Deshmukh, Caryl DeVries, Phil Dupler, Chad Edwards, Eric Fladager, Chris Flanigan, Austin Frith, Ricardo Gonzalez, Gary Graham, Tom Hammons, Brian McNulty (representing Ron Hartline), Barry Heard, Matthew Hotelling, John D. Hudspeth, Jeremy Hutt, Thuan Huynh, Joseph Jackson, Brian SanFilippo (representing Joel James), William Janney, Major L. Jones, Gus Khankarli, Eron Linn, Clay Lipscomb, Paul Luedtke, Chris Bosco (representing Stanford Lynch), Chad Marbut, Alberto Mares, Wes McClure, Brian Moen, Mark Nelson, Jim O'Connor, Cintia Ortiz, Kelly Porter, Thank Nguyen (representing Tim Porter), Elizabeth Reynolds, Jahor Roy, Kathryn Rush, James Ryan Sartor, Chad Ostrander (representing Brian Shewski), Walter Shumac, III, Chelsea St. Louis, Errick Thompson, Caleb Thornhill, Jennifer VanderLaan, Autumn Permenter (representing Gregory Van Nieuwenhuize), Caroline Waggoner, Jana Wentzel, and Brian Rentsch (representing Robert Woodbury).

Others present at the meeting were: Vickie Alexander, Valerie Alvarado, Jason Brown, Jackie Castillo, Aaron Cedar, Brayan Cervantes, Dina Colarossi, Brian Dell, Amber Ellis, Kevin Feldt, John Godwin, Christie Gotti, Brian Jahn, Zachary Joseph, Siddheoh Kendale, Frances Key, Ken Kirkpatrick, Chris Klaus, Dan Lamers, Bradley LeCureux, Karina Maldonado, Anthony Moffa, Jim Moffitt, Michael Morris, Chandra Muruwandham, Jeff Neal, Quang Nguyen, Dylan Niles, Tim Palermo, Ezra Pratt, Vercie Pruitt-Jenkins, Kyle Roy, Brian Shamburger, Toni Stehling, Daniella Tower, Jeff Whitlock, and Amanda Wilson.

1. **Approval of the March22, 2024, Minutes:** The minutes of the March 22, 2024, meeting were approved as submitted in Electronic Item 1. Kelly Porter (M); Jim O'Connor (S). The motion passed unanimously.
2. **Consent Agenda:** The following items were included on the Consent Agenda:
 - 2.1. **Endorsement of Additional Transportation Alternative Set-Aside Funding for Greenville Avenue Trail Project as Part of Cotton Belt Trail:** A recommendation was requested for an endorsement of the Regional Transportation Council (RTC) approval of \$1,092,500 in additional Transportation Alternative Set-Aside (TASA) funds along with 218,500 in Transportation Development Credits for the existing RTC-funded Greenville Avenue Multimodal Improvements Project in Richardson (TIP 40071/CSJ 0918-47-323).

A motion was made to recommend endorsement of the Regional Transportation approval of Item 2.1 on the Consent Agenda. Eron Linn (M); Mark Nelson (S). The motion passed unanimously.

3. **Reconnecting Communities Update:** Christie Gotti requested a recommendation for Regional Transportation Council (RTC's) approval to cover \$15 million funding gap from the \$80 million (of the \$95 million requested) in Reconnecting Communities and Neighborhoods (RCN) program funds. Christie provided a breakdown of the revised allocation of federal funds for the funding for the Dallas-Fort Worth (DFW) region's "Bridging Highway Divides for the DFW Communities" application: Klyde Warren Park (Phase 2) – expanding to West Saint. Paul street for \$20 million; Southern Gateway (Phase 2) for \$25 million; Interstate Highway (IH) 30: Farmers Market/Three Fingers for \$20 million; and McKinney State Highway 5 for \$15 million. Christie noted for the IH 30: Farmers Market/Three Fingers, in February of 2024, the RTC approved a \$30 million Regional Toll Revenue (RTR) on this facility, instead will grant the \$5 million needed for the project. Christie mentioned the request was to fill the gap with RTC local funding resources while working on a letter of assignment between North Central Texas Council of Governments (NCTCOG), United States Department of Transportation, and the lead and implementing agency, the Texas Department of Transportation. An overview of the proposed project was contained in Electronic Item 3.

A motion was made to recommend Regional Transportation Council (RTC) approval An additional \$15 million of Surface Transportation Block Grant funds to include in the Reconnecting Communities and Neighborhoods awarded project funding; and administratively amend Transportation Improvement Programs (TIP) and Statewide TIP, as well as other planning and administrative documents to include the amended funding Gary Graham (M); Gus Khankarli (S). The motion passed unanimously.

4. **Endorsement of Fiscal Year 2025 – 2026 Multimodal Projects Discretionary Grant Program:** Jeff Neal requested an endorsement of the Regional Transportation Council (RTC's) approval of projects to be submitted for funding consideration through the Fiscal Year (FY) 2025-26 Multimodal Project Discretionary Grant (MPDG) program. A total of \$5.2 billion program solicits project applications for three funding opportunities: \$1.7 million for the National Infrastructure Project Assistance (MEGA), \$2.7 for the Nationally Significant Multimodal Freight and Highway Projects Grant program (INFRA), and \$780 million for the Rural Surface Transportation Grant program (RURAL) with applications due on May 6, 2024. For the Dallas County Inland Port (DCIP) Multimodal Connectivity Project, all of the funding amounts and sources are the same as they were for Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Discretionary Grant, except that staff will submit the RURAL Grant application on behalf of Dallas County. NCTCOG proposes to also resubmit the AllianceTexas Smart Port Project for the INFRA Grant. He mentioned that the FY25-26 MPDG Notice of Funding Opportunity (NOFO) was released on March 26, 2024, and RTC signed letters of support for projects submitted by partners are due April 24, 2024. Jeff also highlighted the cost and funding characteristics of the State Highway 183 Segment 2E project, indicating that while the North Central Texas Council of Governments (NCTCOG) anticipates being a co-applicant on Texas Department of Transportation's (TxDOT's) MEGA Grant submittal, no direct non-federal funding contribution from the RTC is included. Additional program, application requirements, and candidate project details were included in Electronic Item 4, while more comprehensive information can be obtained at: <https://www.transportation.gov/grants/mpdg-program>.

A motion was made to approve the endorsement of the Regional Transportation Council's approval for the submittal of proposed Multimodal Projects Discretionary Grant (MPDG) program applications, with the North Central Texas Council of Governments (NCTCOG) as the applicant for two projects and co-applicant for another project; allocation of previous

Regional Transportation Council (RTC) funds: AllianceTexas Smart Port Project & Dallas County Inland Port (DCIP) Multimodal Connectivity Project – same as FY 23/24 MPDG (INFRA) & FY 24 RAISE applications, respectively, but to also include as contingency responsibility for \$10,900,000 in non-Federal funds to partner with local/private entities for the AllianceTexas Smart Port Project only; and administratively amend Transportation Improvement Program (TIP)/Statewide TIP, as well as other planning/administrative documents, to include proposed projects if selected for FY 25-26 MPDG program awards. Gus Khankarli (M); Kelly Porter (S). The motion passed unanimously.

5. **Endorsement of the Congestion Relief Grant Program:** Natalie Bettger requested an endorsement of the Regional Transportation Council (RTC's) approval of a regional project submittal and match funds for the fiscal year (FY) 2024 Congestion Relief Grant (CRG) Program. The program is a continuation of the Congestion Relief Grant program with \$150 million available; a minimum award of \$10 million per grant with a 20 percent local match required, but the project must be obligated by September 30, 2027. A Notice of Funding Opportunity was released on February 21, 2024, and applications were due on April 22, 2024. The goals for the relief program include improving intermodal integration with highway, highway operations, and highway performance; reducing or shifting highway users to off-peak travel times or to non-highway travel modes during peak travel times; and pricing of, or based on, as applicable to parking, use of roadway, including in designated geographic zones, or congestion. The vision for the program is to determine whether projects are equitable to the traveling public and affected communities, consider and mitigate any safety impacts, reduce greenhouse gas emissions and fine particulate matter, and consider and mitigate any potential adverse financial impacts to low-income drivers. Natalie mentioned the location and the scope on congestion corridors such as: United States 75, Interstate Highway (IH) 635E, IH 35W, IH 35E, and IH 30. The program hopes to utilize the technology to verify and offer incentives to change travel behavior for guaranteed transit on-time arrival, shift from car to transit, shift in vehicle time of day traveling, and shift in truck time of day traveling. She mentioned the proposed total budget of \$20 million with federal funds and requested 4 million in Transportation Development Credits (TDCs) in lieu of the required 20 percent match. Electronic Item 5 provided more details.

A motion was made to approve the endorsement of the Regional Transportation Council's approval for the submittal of the Dallas-Fort Worth Congestion Relief Program Proposal for funding consideration through the FY24 Congestion Relief Grant Program of \$20 million and 4 million Transportation Development Credits, and to administratively amend the North Central Texas Council of Governments (NCTCOG) Transportation Improvement Program (TIP)/Statewide TIP, as well as other planning and administrative documents, to include the proposed project if selected for an FY24 Congestion Relief Grant Program. Mark Nelson(M); Paul Luedtke (S). The motion passed unanimously.

6. **Project Status Report: Fiscal Year 2024 Project Tracking and Metropolitan Planning Organization Milestone Policy Round 2:** Brian Dell requested a recommendation for the Regional Transportation Council (RTC's) approval of various updates to Milestone Policy project deadlines. Brian introduced the two components of the Project Status Report: the MPO Milestone Policy Round 2 Update and FY2024 Project Tracking Update. The Metropolitan Planning Organization (MPO) Milestone Policy focuses on projects funded for 10 plus years that have not gone to construction. FY2024 Project Tracking focuses on projects slated for implementation in FY2024, and highlights potential problems in order to prevent delays, provides earlier monitoring, and enables the RTC to take corrective actions to avoid accumulation of carryover balances. Brian mentioned there were 8 projects on the

MPO Milestone Policy list that have not gone to construction totaling \$272 million. Of those, one project was scheduled for letting in FY2024 and seven are scheduled for letting in FY2025 or beyond. He briefly went through the risk ratings of the projects. Brian provided a breakdown of the three projects requiring action. The first project is a Union Pacific (UP) Railroad Crossing Project in Haltom City. In 2021, Haltom City informed the North Central Texas Council of Governments (NCTCOG) that work had started at the Haltom Road location and work at Glenview Drive was pending approval by UP. As a result, the project was not included in the final Milestone Policy Round 2 RTC action item. NCTCOG was later informed that work had not started at either location. The project is also on the Federal Highway Administration (FHWA) Inactive List due to no requests for reimbursement being submitted for over a year. Staff's recommendations were to put the project on Milestone Policy list for tracking and require Haltom City's City Council to reaffirm its commitment to the project with a resolution (must include confirmation that local match is still available and a schedule by which the City commits to implement the project). The second project is Riverfront Boulevard in Dallas County. An updated letting deadline of December 2023 was approved in August 2022, but franchise utility coordination and review further delayed the project and led to the deadline being missed and a funding shortfall of \$14,810,939 to accrue. Staff's recommendation was to approve \$11,984,662 of additional Dallas County Regional Toll Revenue (RTR) funds to address the shortfall, with Dallas County contributing an additional \$2,000,000 and City of Dallas contributing \$826,277, and to extend the letting deadline to December 2024. The third project, US 377 from South of Farmers Market 1171 to Crawford Road was unfunded when the Milestone Policy Round 2 list was approved by the RTC. Therefore, a deadline was not established. Since then, the project was funded via the 2023 10-Year Plan Update. The staff's recommendation was to establish a letting deadline of September 2027 for this project based on feedback from TxDOT-Dallas. Brian briefly went through the four funding categories being tracked as part of the FY2024 Project Tracking initiative. The first category, Congestion Mitigation Air Quality Improvement Program (CMAQ) funding, has \$58 million available with \$50.4 million being obligated. It was noted that half of the project phases have been pushed out and only 8 phases were obligated. The second category, Surface Transportation Block Grant (STBG) funding, has \$91.7 million of available funding with \$91.0 million obligated. Transportation Alternatives Set Aside (TASA) funding has \$58.3 million available with \$26.3 million obligated. The fourth category, Carbon Reduction Program, has \$55 million available with \$35.3 million obligated. Additional details provided in Electronic Item 6.

A motion was made to recommend Regional Transportation Council's (RTC) approval of staff recommendations detailed in slides 6-8 of the presentation in Electronic Item 6, and to allow staff to administratively amend the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) along with other administrative/planning documents as needed to incorporate any changes to affected projects. Gus Khankarli (M); Jim O'Connor (S). The motion passed unanimously.

7. **Director of Transportation Report on Selected Items:** Michael Moris announced a couple items to celebrate, the Regional Transportation Council (RTC) partnered with the Trinity Metro for the grand opening of the Trinity Lakes Station. Michael congratulated Karla Windsor, Sydnee Mangini, and Stuart Burzette of the North Central Texas Council of Governments (NCTCOG) for writing the applications that won four proposals, and the reason for the visit from Secretary of Transportation Pete Buttigieg on April 4, 2024. The four proposals for the \$80 million that was received for funding on four pedestrian caps, including Klyde Warren Park (Phase 2), Southern Gateway (Phase 2), Interstate Highway 30 Farmers Market "Three Fingers", and McKinney State Highway 5. Transit 2.0 implementation's next

steps as the members will be contacted to set up their meetings in the future. There're seven tasks with time to time on the progress made by those particular efforts. If anyone wants to make sure you have an active voice in that process, please let Toni Stehling know and we'll make sure you get engaged with the work that the consultants are doing. Michael announced and expressed appreciation for Shannon Stevenson. She is leaving our organization after 22 years and going back to Norman, OK, to be the assistant city manager of Norman. OK. Michael requested help with the idea with a particular notion to improve participation at the Surface Transportation Technical Committee (STTC) meetings. If you have any ideas one way or the other, to keep it the same, or is there a way to make better use of our time where we could learn more about a particular subject, to please let Michael or Toni Stehling know either way. Michael also announced we are celebrating 50 years as the Metropolitan Planning Organization (MPO). The celebration lunch will be held during the Irving Summit that is scheduled on the regular RTC scheduled meeting day. Walter Shumac, III, congratulated Michael and NCTCOG, on the 50 years. Michael briefed the Committee on the RTC Bylaws related to the weighted voting for the Cities of Dallas and Fort Worth. Michael sought the Mayor's input from the City of Dallas and the City of Fort Worth, with a tremendous amount of discussion and counsel, the RTC will not be readjusting the voting makeup. With Ken Kirkpatrick's leadership, this item will just be moved to the next Bylaw revision in 2026. Michael mentioned Dan Kessler will be showing the new demographics for the new 2050 plan in the future.

8. **Regional Transportation Council Policy – Temporary Suspension of Dynamic Pricing of Managed Lanes During Reconstruction:** Dan Lamers introduced a policy allowing for the suspension of dynamic pricing of managed lanes during major corridor reconstruction where managed lanes operate. The current managed lanes pricing policy, was last updated in 2016, specifies that dynamic pricing with market-based tolls be applied after initially opening. The proposed Policy R24-01, allows the Texas Department of Transportation (TxDOT) District Engineer to temporarily suspend dynamic pricing during times of reconstruction with the idea of safety and potential driver confusion are primary considerations, following reconstruction, dynamic pricing should be restored, and request use of public outreach campaign to communicate the temporary rate structure. Considerations for temporary rate structure depend on the type of reconstruction; adjustment likely needed only under full facility reconstruction for the duration of construction activities with consistency of rates by facility direction, there's a need for fixed-rate structure by time of day and day of week, for temporary signage, and to continue revenue collection to be in compliance with federal or state laws and regulations. A draft of the policy that will be proposed for the Surface Transportation Technical Committee's consideration next month, was included in Electronic Item 8.
9. **2025 – 2028 Transportation Improvement Program Draft Listings:** Brian Dell briefed the Committee on the 2025-2028 Transportation Improvement Program (TIP) development process. Brian talked about the cooperative effort required between the North Central Texas Council of Governments, local governments, Texas Department of Transportation (TxDOT), Transit agencies, and transportation agencies to develop the TIP. He provided an overview of the TIP development process. Two focus areas were highlighted. The first is ensuring that updates to projects provided by agencies and from recent/pending TIP modifications are incorporated, and financially constraining the TIP to the 2025 Unified Transportation Program (UTP) draft allocations plus anticipated carryover funding. The second focus area covered is timely implementation of projects, which includes closely reviewing projects on the MPO Milestone Policy List (and those at risk of getting on the list in the future), projects with Congestion Mitigation & Air Quality Improvement Program (CMAQ) and/or Surface

Transportation Block Grant (STBG) funds (to avoid accumulation of carryover balances), and projects with Transportation Alternatives Set Aside (TASA) funds (to avoid funding lapses). Brian introduced the Justice 40 Initiative, part of Executive Order 14008 signed in 2021, that reiterates a call for environmental justice, particularly related to climate change. Justice40 calls for 40 percent of the benefits of certain federal investments to flow to disadvantaged communities. It was noted that the RTC has funding authority over three categories that fall under Justice40: Congestion Mitigation and Air Quality Improvement Program, Transportation Alternatives Set-Aside, and Carbon Reduction Program. Brian reported that the Dallas-Fort Worth region exceeds the target in each category when looking at the proportion of funding that impacts low income and minority areas in the region. The TIP scope of programming was covered. The 2025-2028 TIP (Roadway and Transit) contains \$10 billion dollars of projects. 990 active projects are being tracked, with 528 active projects in 2025-2045, and 67 agencies implementing those projects. Brian highlighted the project progress since the 2023–2026 TIP development: 162 have let (\$4.31 billion) and of those, 94 were local lets (\$0.66 Billion) and 68 were state lets (\$3.65 Billion). Brian also highlighted the projects that have been completed since the development of the 2023-2026 TIP: 150 have been completed (\$2.40 billion) and of those, 110 were locally implemented projects (\$0.54 billion) and 40 were state implemented projects (\$1.86 billion). Brian strongly encouraged everyone to review the listings to ensure projects were listed correctly. It was emphasized that if a project does not have funding in FY2025, FY2026, FY2027, or FY2028, it will not be in the new TIP. He also mentioned if the project is in FY2024 projects will not automatically carry over and projects in FY2029 and later will be in the environmental clearance appendix of the TIP (Appendix D). The TIP development schedule was covered, with May 3, 2024, being flagged as the deadline for providing comments on draft listings to ensure they could be incorporated prior to public involvement. Electronic Item 9 contained an overview of the TIP development process, focus areas, and schedule, and the financially constrained draft project listings for the 2025-2028 TIP are available at the following weblink: <https://www.nctcog.org/trans/funds/tip/transportation-improvement-program-docs/2025-2028tip>. Christie Gotti highly encouraged Committee members to answer or respond to questions on projects to ensure they are listed correctly.

10. **Air Quality and Safety Demonstration Projects:** Anthony Moffa provided information efforts to develop three demonstration projects, including vehicle safety components, metal license plates, and heavy-duty diesel vehicle emissions systems. Anthony briefed the Committee on the Car Care Safety Integration, license plates readers, and truck assessment goods movement program. Our region is in the non-attainment ozone and currently does not meet two Environmental Protection Agency (EPA) standards for 2008 and 2015. The Car Care Safety Integration's budget of \$200,000 will provide the public with education on the importance of safety components and replacing as needed along with partnering with automotive shops to hold clinics to inspect and replace certain safety components to be emphasized. Anthony mentioned the noncommercial vehicle safety inspections to be phased out January 1, 2025, due to the House Bill (HB) 3297 passed during the 88th Legislative Session. He mentioned more details were provided in Electronic Item 11.3 for the Car Care Safety program. The Licensed Plate Readers with the budget of \$200,000, for the assessment of metal license plate fraud occurring in the region, and to evaluate plates in the region using available license plate reading technology to investigate potential metal license plate fraud. The passing of HB 718 will eliminate paper license plates on July 1, 2025. The idea is to be proactive and coordinate with law enforcement to obtain plate readers to evaluate the data that's collected for potential fraud trends. The Truck Assessment and Goods Movement Program with the budget of \$600,000, was designed to assess the amount of heavy-duty diesel (HDD) vehicle emissions component tampering

occurring in our region with research conducted by the EPA in our region. Tampered vehicles emit far greater emissions, potentially leading to the disconnect between regional monitors and air chemistry modeling. An analysis will determine how bad it is by what is collected. North Central Texas Council of Governments (NCTCOG) will partner with law enforcement to scan vehicles that operate in our region to purchase equipment that quickly detects HDD emissions tampering. He provided the schedule by mentioning this agenda item will be brought for action at the May Surface Transportation Technical Committee, June's Regional Transportation Council and Executive Board meetings with implementation starting in early Fiscal Year 2025. More details can be found in Electronic Item 10.

11. **Fast Facts:** The following fast facts were provided by NCTCOG staff:

Camille Fountain highlighted that Electronic Item 11.1 contained a letter requesting that you confirm the appropriate staff to continue serving along with your agency's current artifact member of the Regional Safety Advisory Committee (RSAC). Membership appointment deadline, May 24, 2024. RSAC meets quarterly before the Surface Transportation Council Meetings. July 26, 2024, is the next scheduled meeting.

Brayan Cervantes briefed the Committee on the Deep Ellum District Parking Study to increase the efficiency of the events occurring, decrease the congestion, and increase the circulation. Recommendations, data collection, and priorities for stakeholders to be present in order to advance parking management strategies within the district provided at: ([North Central Texas Council of Governments - Deep Ellum Parking Study \(nctcog.org\)](https://www.nctcog.org/deep-ellum-parking-study)).

Bradley LeCurex provided information on the Air Quality Project Spotlight: Multimodal Drone Delivery, led by the City of Arlington, to test and evaluate new mobility options for the delivery of essential food items to people that are historically disadvantaged, mobility challenged, or lack of reliable means of transportation. These items were delivered through a combination of vertical takeoff and landing drones, as well as autonomous ground-based drones with the cargo Bay. There was a workshop on May 8, 2024, at Vandergriff Park in Arlington. More information was provided in Electronic Item 11.2.

Bradley LeCurex announced the 2024 heavy Duty Clean Vehicle Grant program is now open. An Environmental Protection Agency (EPA) program that will fund the replacement of class six and seven nonzero emission vehicles with zero emission models. The EPA held an informational webinar on this opportunity on Thursday, April 30, 2024, from 3:00 pm. The deadline to apply for this program is July 25, 2024. They will be prioritizing class six and seven school bus replacements, relay this information to any school districts in your area, but don't discourage any fleets from considering this opportunity. Details provided at www.nctcog.org/aqfunding. Bradley mentioned North Central Texas Council of Governments, along with the University of Texas at Arlington, and the Texas Hydrogen Alliance, will be holding a hydrogen user forum on June 11, 2024, from 9:00 am to 3:30 pm. The form will allow industry leaders to peer exchange on the current state and the future state of hydrogen and utility planners will be hearing from the industry so that they may be better prepared to serve their future needs. To register for this event, visit: <https://www.dfwcleancities.org/events>.

Valerie Alvarado provided information on the spring national Car Care Month in April, North Central Texas Council of Governments, Transportation Department, Car Care Awareness Campaign empowers community members to be part of the Regional Air Quality solution by providing opportunities to learn more about their vehicles and the importance of proper

vehicle maintenance. To help spread the word about the Car Care Awareness campaign staff prepared an educational toolkit with social media, messages, articles, images and other materials from municipalities and communities organizations to share, both available in English and Spanish, the toolkit website at: (<https://www.ntxcare.org/Toolkit>).

Daniela Tower provided a brief update of the current ozone season. We are two months into the 2024 season, please note that there is still a design value of 71 noted, we are in between 72 at the leading monitors in Granbury and Pilot Point with no exceedance days. More details were provided in Electronic Item 11.3.

Jackie Castillo announced a hybrid public meeting was held here on Monday, March 11th, 2024. Staff presented information related to broadband as a transportation service, recent grant awards for hydrogen electric vehicle infrastructure projects, Dallas-Fort Worth air quality improvement plan, bike to school day and changing mobility. Electronic item 11.4 contained a collection of comments received on the mentioned topics. Additionally, a public meeting was hosted on Monday, May 13, 2024, at noon. Staff presented information related to transportation planning and air quality initiatives. More information was provided in Electronic Item 11.5. The public comment report is a collection of general comments submitted by members of the public from Tuesday, February 20th through Tuesday, March 19th. More information was provided in Electronic Item 11.6.

Written Progress Reports were provided in Electronic Item 11.7.

12. **Other Business (Old or New)**: There was no discussion on this item.
13. **Next Meeting**: The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on May 24, 2024.

Meeting adjourned at 2:55 PM.