

MINUTES

SURFACE TRANSPORTATION TECHNICAL COMMITTEE February 26, 2021

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, February 26, 2021, at 1:30 pm, by videoconference. The Regional Transportation Council Bylaws establish that the Technical Committee approved membership in attendance at a meeting shall constitute a quorum for action to be taken, therefore individual attendance was not taken for committee members or other attendees.

1. **Approval of January 22, 2021, Minutes:** The minutes of the January 22, 2021, meeting were approved as submitted in Electronic Item 1. Jim O'Connor (M); John Polster (S). The motion passed unanimously.

2. **Consent Agenda:** The following item was included on the Consent Agenda.
 - 2.1. **FY2020 and FY2021 Unified Planning Work Program Modifications:** A recommendation for Regional Transportation Council (RTC) approval of modifications to the FY2020 and FY2021 Unified Planning Work Program (UPWP) was requested. Direction for staff to also administratively amend the Transportation Improvement Program and other administrative/planning documents, as appropriate, to reflect the approved modifications was included in the action. The proposed amendments were provided in Electronic Item 2.1.1. Additional information was provided in Electronic Item 2.1.2.

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

3. **Air Quality Calls for Projects Recommendations:** Jason Brown presented recommendations for three recent Calls for Projects (CFP) funded through the Environmental Protection Agency's (EPA's) National Clean Diesel Funding Assistance Program. Funding was available for replacement of heavy-duty diesel vehicles and equipment replacement projects through the Clean Fleets North Texas 2020 CFP (Bucket 1) and the North Texas Emissions Reduction Projects CFP (Bucket 2). In addition, funding was available for the installation of EPA-verified electrification of electrified parking spaces for refrigerated trucks and trailers through the North Texas Freight Terminal Electrification CFP (Bucket 3). Project eligibility and funding thresholds for each of the Calls for Projects were highlighted. Details were provided in Electronic Item 3.1. An eligibility screen of applications received was completed to ensure that projects met the work scopes and were in the required geographic areas. For Buckets 1 and 2, adoption of the Clean Fleet Policy was also required. In addition, projects were scored based 75 percent on cost effectiveness and 25 percent on oversight elements. A summary of applications received for the Clean Fleets North Texas 2020 CFP was provided. One application was received from the City of Kennedale for \$165,000. Applications were also received from the City of Dallas, but the projects were not eligible. Approximately \$494,820 remains available for the next round of the Call for Projects. Details were provided in Electronic Item 3.2. For the North Texas Emissions Reduction Projects CFP, Alliance Aviation Services submitted two eligible Projects for \$108,770 and Paccar Leasing submitted one eligible project for \$161,555. Approximately \$2 million remains available for the next round of the Call for Projects. No applications were received for the North Texas Freight Terminal Electrification CFP which leaves approximately \$960,000 in available funds. Details were provided in Electronic

Item 3.3. The schedule for this effort was reviewed, which includes presentation to the Regional Transportation Council on March 11, 2021. To award the remaining funds, the Calls for Projects have a rolling 90-day deadline until all funds are awarded with the next application deadline April 9, 2021. Committee Chair Brian Moen asked if it was normal to have such few applicants. Mr. Brown noted that interest in the programs vary and that staff engages local government and private sector contacts, but sometimes there is low response. A motion to recommend Regional Transportation Council approval of \$165,000 to the City of Kennedale through the Clean Fleets North Texas 2020 Call for Projects and to allow any funds released from prior awards to be applied to the balance of available funds for future awards. The motion also included a recommendation for Regional Transportation Council approval of \$108,770 to Alliance Aviation Services and \$166,155 to Paccar Leasing through the North Texas Emissions Reduction Project 2020 Call for Projects. John Polster (M); Jim O'Connor (S). The motion passed unanimously.

4. **COVID-19 Infrastructure Program (Round 3)/Transit Partnership Funding:** Brian Dell presented recommendations for Transit Partnership Funding approved through the third round of the COVID-19 Infrastructure Program to address the decline of transit ridership in the region due to the recent COVID-19 outbreak. In November 2020, the Regional Transportation Council (RTC) approved \$25,000,000 in Surface Transportation Block Grant Program (STBG) funds for investments in transit. Since that time, staff across several disciplines have been working to determine how to allocate funds on a project level. When initially approved by the RTC, general project categories were identified: response to COVID-19 impacts, insurance for passenger rail integration onto freight lines, engineering funds for passenger rail/roadway interfaces, next generation high-intensity bus expansion, review of bus stop amenities, and partnership with Class 1 Railroads on passenger rail corridors. The first category proposed for funding was the Regional Transit Educational Campaign Program. Since ridership decreased significantly during the COVID-19 pandemic, it was determined that bringing riders back to the system would require a targeted approach. A two-phased education campaign was proposed. Phase 1 would focus on growing consumer confidence that the system is safe and clean, and ready to be used. Phase 2 would focus on increasing ridership overall. This would involve seeking out partnerships with both the business community and local news networks. Staff proposed \$1 million in STBG funds for the program, to be matched with regional Transportation Development Credits (TDCs). In order to expedite funding, this program may be implemented by a funding exchange with the transit authorities. The next category proposed for funding was Insurance for Passenger Rail Integration. Transit authorities are required to have insurance for passenger operations on freight rail lines. Historically, transit authorities have not had an issue paying these premiums but due to the combined effect of decreased revenue from decreased ridership as well as increased premiums, insurance premiums are now an issue. Staff proposed \$5 million in STBG funds to assist transit agencies in the region in securing insurance until premiums level out and revenue rebounds. These funds will also be matched with regional TDCs. Next, staff proposed funding for Regional Class 1 Railroad Design Review. In recent months, the needed to facilitate the review of engineering plans that either cross or utilize Class 1 railroad lines has been identified. The proposal would provide \$7 million, matched with regional TDCs to fund engineering agreements with Class 1 railroads such as Union Pacific, Burlington Northern Santa Fe Railway, and Fort Worth and Western Railroad to help expedite the design review of regionally significant projects. The final proposed category was Investments in Regional Bus Stops. Many bus stops in the region have no concrete slabs or shelters, leaving transit riders waiting in grass and dirt. Proposed funding of \$1 million, matched with regional TDCs, would help identify locations and to engineer and construct concrete foundations and/or overhead shelters for bus stops in the Trinity Metro service area, with specific locations to be identified by the North Central

Texas Council of Governments (NCTCOG) and Trinity Metro. At a later date, stops in the Denton County Transportation Authority and Dallas Area Rapid Transit (DART) service areas will be identified for future improvement. Mr. Dell provided an overview of next steps. Following anticipated action by the RTC, approved projects will be added to the Transportation Improvement Program (TIP) and Statewide TIP. In addition, staff will identify potential projects for the remaining \$11 million of funding and bring proposals back to the Committee and RTC. The details of the specific partnership programs and projects being proposed were provided in Electronic Item 4.1. Electronic Item 4.2 contained additional details about the partnership and programs/projects being requested. Brian Shewski discussed the \$7 million proposed for design review with Class 1 railroads. Staff reviewed the funding that was proposed for each railroad through this effort. Michael Morris noted that transit agencies often need approval from the freight railroads to advance their transit projects, but sometimes may not have the finances to engage in those type conversations with the Class 1 railroads. To help prevent the projects from being delayed, funding is intended to help fund Class 1 Railroad review similar to agreements with the US Army Corps of Engineers for review of 404 and 408 permits. Mr. Shewski noted that Kansas City Southern (KCS) Railroad provided input on the DART Silver Line regarding a crossing and asked if KCS is also eligible for funding through this effort. Mr. Morris noted that no Class 1 railroad is excluded, but that NCTCOG staff have not had any engagement with KCS. Staff proposed that the motion include a recommendation to include KCS in the proposed funding recommendations. A motion was made to recommend Regional Transportation Council approval of the proposed COVID-19 Infrastructure Program Transit Partnership investments and that KCS be included in the proposed funding for expedited design review with Class 1 railroads. Action also included a recommendation for staff to administratively amend the Transportation Improvement Program, Statewide Transportation Improvement Program and other planning/administrative documents to incorporate the projects. Brian Shewski (M); Paul Luedtke (S). The motion passed unanimously.

5. **Status Report Related to Previous Action on Federal Transit Administration Funding Allocations in Response to COVID Relief 2.0 Funding Authorization:** Shannon Stevenson provided a status report regarding previous action on the US Department of Transportation's Federal Transit Administration (FTA) funding allocations from the Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA). At the January 22, 2021, Surface Transportation Technical Committee, funding allocations were approved, and members asked North Central Texas Council of Governments (NCTCOG) staff to confirm eligibility and work with the transit authorities to ensure fair and equitable distribution of the funds. Since that time, NCTCOG staff has met several times with Trinity Metro and Dallas Area Rapid Transit (DART) to discuss the funding allocations in more detail. The primary objective of the funding is to ensure that public agencies receive sufficient funding when combined with their Coronavirus Air, Relief, and Economic Security (CARES) Act apportionments to equal at least 75 percent of the urbanized areas' public transit operating costs based on 2018 expenses. Congress did not provide any urbanized area program funds to the Dallas-Fort Worth-Arlington Urbanized Area (UZA) for Trinity Metro and the UZA is receiving the urbanized area program funds only because DART falls below the 75 percent threshold. While the Metropolitan Planning Organization (MPO) does technically have some flexibility on how to distribute the funds within the region, the position remains the same with the recommendation as presented in January 2021 and assistance to Trinity Metro may occur through other methods. Ms. Stevenson noted that in the following agenda, staff would propose submittal of an Infrastructure for Rebuilding America grant for the East Lancaster project in Fort Worth. Staff will also explore an FTA grant for a low- or no-emissions vehicles to help fund the guaranteed transit project along the IH 35W corridor. Staff has also been made aware that Trinity Metro and DART have been negotiating other

possible partnerships since the last Committee meeting. She also noted that the MPO flexibility is something that other MPOs across the country are navigating as well. NCTCOG staff have been in conversations with other regions regarding the best approach but believe maintaining the Congressional desire minimizes exposure. Details regarding the methodology utilized in making the recommendations approved at the January 22, 2021, meeting were provided in Electronic Item 5.

6. **Director of Transportation Report on Selected Items:** Michael Morris provided an overview of current transportation items, including a summary on performance metrics to help understand the impacts of COVID-19 to the transportation system. Slides from Electronic Item 6.1, Changing Mobility: Data, Insights, and Delivering Innovative Projects During COVID Recovery, were highlighted. He highlighted impacts by mode of travel, and specifically noted bicycle/pedestrian activity, freeways and toll roads remain strong. In addition, transit ridership has improved but has yet to fully recover. In addition, he discussed impacts to revenue as well as the lower cost of construction. The region continues efforts to implement projects in order to take advantage of the reduced construction costs. He noted that staff has been asked by the Texas Department of Transportation (TxDOT) to include automatic inflation factors in near-term project costs, which is expected to have an impact to projects able to be funded in the Unified Transportation Program (UTP). He noted this is another reason that the North Central Texas Council of Governments (NCTCOG) will continue to move projects forward to get the benefit of lower project costs. In addition, he noted that the next round of COVID-19 #00XX Infrastructure Improvement Program projects will be presented soon. www.nctcog.org/pm/covid-19. Mr. Morris also provided an update on the Metropolitan Planning Organization Milestone Policy that was approved by the Committee. At the January 22, 2021, meeting, members were supportive with the intent of the policy presented by staff but requested that staff revise the Milestone Policy procedures before the February 11, 2021, Regional Transportation Council meeting to address the request that projects not be automatically cancelled. The RTC approved the MPO Milestone Policy, including reconsideration of individual projects prior to cancellation through a tracking process that includes quarterly performance reports. Local agencies that are implementing projects at risk will be required to report the status of any project on the Milestone Policy list until the project lets. NCTCOG staff will evaluate the reports and rate the projects based on how well the project sponsor is implementing the projects: green, low risk of project delay; yellow, medium risk of project delay; or red, high risk of project delay. This will help the RTC see how projects are moving forward and allow staff to have increased dialog with entities. Finally, Mr. Morris noted that in February 2021, the United States Department of Transportation (USDOT) announced the solicitation of project applications for the Fiscal Year 2021 Infrastructure for Rebuilding America (INFRA) Discretionary Grant Program. Applications are due to the USDOT by March 19, 2021. Due to the short timeframe, staff are reviewing projects submitted in previous grant applications that were not awarded to determine appropriate projects for the FY2021 INFRA Grant Program. Details of the grant program were provided in Electronic Item 6.2 and a list of previously submitted projects were provided in Electronic Item 6.3. The first project proposed for consideration in this effort was the East Lancaster Ave. Complete Streets project. Staff will be working to include aggressive context sensitive design, complete streets, and transit technology components in the application. The second proposed project was Enhancing Mobility within the Southern Dallas Inland Port, which includes transit commitments to help residents access jobs in the southern Dallas area, as well as provide access to medical trips and the Veteran's Hospital. For the third proposed project, NCTCOG staff was contacted by TxDOT Headquarters to co-sponsor IH 30 Downtown in the Dallas District. In closing, Mr. Morris discussed the final item of his report, initiating conversations with the new US Secretary of Transportation. He noted that Secretary Peter Buttigieg has discussed his commitment to equity in the transportation

system and reconnecting communities where transportation facilities now serve as barriers and discussed similar efforts already occurring in the region such as work on S.M. Wright Freeway, pedestrian caps in Dallas, tolled managed lane systems, and developing amenities in lower income areas. Secretary Buttigieg and staff will be invited to visit the Dallas-Fort Worth region to see these project examples. John Polster discussed the inflation calculation for near-term projects. He asked if staff intends to communicate back to TxDOT Headquarters the reduction in construction costs seen in the region and ask if there is more than a one-size fits all approach to adding inflation to near-term project costs. Mr. Morris noted that staff will be discussing this issue with TxDOT Headquarters and that it is important for TxDOT to understand why the MPO monitors letting prices and the benefits to the region. TxDOT's process to add inflation artificially to near-term projects could potentially delay projects. NCTCOG staff will continue to get projects environmentally cleared in order to have projects that are ready to proceed. Especially for the first four years of projects that match the UTP and Transportation Improvement Program, staff will add funding from other projects to meet the inflation cost requirements so that projects are approved. In addition, staff will keep record of from what projects funds were removed so that when the project lets for lower, the funding can be returned to the original projects.

7. **Legislative Update:** Nicholas Allen provided an update on federal legislative actions. He noted that Peter Buttigieg was recently confirmed as the new United States Secretary of Transportation. In addition, the House Budget Committee approved President Biden's America Rescue Plan totaling \$1.9 trillion. The bill is being treated like the new COVID-19 stimulus bill and features \$50.7 billion in transportation and infrastructure funding with \$30.5 billion dedicated to transit and airport relief. The Biden Administration also released executive orders since January, including an executive order that established the White House Office of Domestic Climate Policy and National Climate Task Force and executive orders that promote COVID-19 travel precautions like wearing face masks on public transportation. Mr. Allen also provided an update on the Texas Legislature. He noted that House and Senate committee assignments were recently released. The chair of the Senate Committee on Transportation remains Senator Robert Nichols, and North Texas members include Senator Hancock and Senator West. The Chair of the House Transportation Committee also remains the same, Representative Terry Canales and Texas members includes Representatives Yvonne Davis and Glenn Rogers. Upcoming committee hearings include the Senate Finance and Redistricting, House Appropriations, House Redistricting, House Transportation, and State Affairs committees. He also noted that Governor Abbott recently released five emergency topics, which included broadband expansion, prohibition on cities from defunding the police, bail system reform, election integrity, pandemic liability protection for businesses, and ERCOT reform. Members were reminded that the deadline for bill filing is March 12. In the last week, bills have been filed related to tolls and comprehensive development agreements, roadway safety, indexed annual gas and diesel fuel tax increases, emissions reduction, planning for electric vehicle charging infrastructure, and eminent domain. Staff will continue to provide updates to members.
8. **Requirements for Ozone Reclassifications:** Vivek Thimmavajhala provided an overview of North Central Texas Council of Governments (NCTCOG) efforts that will support State requirements resulting from anticipated ozone standard reclassifications for the Dallas-Fort Worth (DFW) region. This past November concluded the 2020 ozone season for the DFW region. As identified in the ozone design value trend, the region's value of 76 parts per billion (ppb) remained above the 2008 standard of 75 ppb and 2015 standard of 70 ppb. Staff anticipates that, as a result, the region will potentially be reclassified. For the 2008 standard, it is anticipated the region would be reclassified from a serious category to a severe category and would have no later than July 20, 2027, to reach attainment. Attainment will be based on 2024, 2025, and 2026 data and analysis year 2026 modeling.

For the 2015 standard, it is anticipated the region would be reclassified from marginal to moderate and would have no later than August 3, 2024, to reach attainment. Attainment will be based on 2021, 2022, 2023 ozone monitor data and analysis year 2023 modeling. The Environmental Protection Agency (EPA) has notified staff that the official reclassification for the DFW region under these standards will occur later in 2021 or early 2022. As a result of the reclassification, State Implementation Plans (SIPs) must be updated by the Texas Commission on Environmental (TCEQ). The SIP includes emissions from multiple sectors such as on-road vehicles, non-road engines, off-road engines, area sources, point sources, oil and gas, and biogenic sources. There are two types of SIPs: Reasonable Further Progress SIP to ensure at least a 3 percent reduction of ozone precursor emissions (NOx and VOC) per year and Attainment Demonstration SIP that forecasts compliance to ozone standards. As the transportation agency, NCTCOG staff is working on updating these SIPs from an on-road standpoint. He noted that the on-road emissions inventories used in the SIP updates would generate Motor Vehicle Emission Budgets (MVEB) for use in future transportation conformity analyses. Mr. Thimmavajjhala highlighted each NCTCOG's supporting efforts for the 2008 and 2015 standards. NCTCOG is contracted with TCEQ for the on-road emission inventories for both the Reasonable Further Program and Attainment Demonstration SIPs for both ozone standards. VMT Growth Offset is a new exercise the region must demonstrate for the 2008 standard if reclassified to the severe category and will be used to ensure the existing transportation control measures and strategies are enough to offset the emissions that result from the vehicle miles traveled as the region grows. NCTCOG has already been contracted by TCEQ to complete the exercise. The next effort, Weight of Evidence, is documentation of various programs implemented in the region for which emission benefits are typically unquantifiable but demonstrate good faith towards emissions reductions. Even though NCTCOG is not contracted with TCEQ for this effort, NCTCOG includes Weight of Evidence in its submission to TCEQ, who then includes it in the SIP submitted to the EPA. The final element discussed was Transportation Control Strategies. For the 2008 standard, the next steps will be dependent on the VMT growth offset, and no information has been received from TCEQ regarding the 2015 standard. As staff moves forward with the on-road emissions inventories, it will learn more about whether new control strategies are needed and, if so, will new strategies be needed for both SIPs. Also highlighted were the tools and data sets that will be utilized to help TCEQ with the SIP revisions. Staff will utilize the new in-house travel demand model to develop on-road emission inventories, as well as the EPA's new emission factor model, MOVES3. New post-processing utilities help combine the vehicle activity from the travel demand model and the emissions factors from the MOVES 3 model to help quantify emission levels for the region. Along with these tools, staff will utilize updated data sets for vehicle registration, vehicle classification/automatic traffic recorder data, meteorological data, fuel formulations, etc. Travel demand model runs will include the demographics and networks for nine analysis years through 2027. Draft on-road emissions inventories for these nine analysis years are due to TCEQ in April, with the final due in the June/July timeframe. Additional information was provided in Electronic Item 8. Michael Morris noted that for the first time, a VMT growth offset must be completed for the region and that it was not too early in the process for members to brainstorm and communicate with their entity's staff to develop a list of potential offsets that are currently being implemented and communicate with staff so that this type of information is not being collected too late in the process. Committee Chair Brian Moen discussed lower traffic volumes and varying traffic patterns that have resulted from COVID-19 restrictions and asked how these changes may impact data and ozone attainment. Mr. Thimmavajjhala noted that staff is coordinating with the EPA and TCEQ to understand why air quality improvements did not reflect the significant decrease in freeway volumes seen in the region. Mr. Morris discussed potential reasons that ozone levels did not occur and noted that staff must use the latest planning assumptions in its efforts. He added that

questions like the reduced VMT in the region and change from bimodal congestion during the day are all questions that should be discussed as the region moves forward.

9. **Discussion on Proposed Amendments to the Manual on Uniform Traffic Control Devices for Streets and Highways:** Michael Morris introduced discussion on proposed amendments to the Manual on Uniform Traffic Control Devices (MUTCD) for Streets and Highways. The proposed amendments would promote uniformity, safety, efficiency, and incorporate technology advances. North Central Texas Council of Governments Senior Program Managers will be submitting comments in their areas of expertise and will provide a short overview of potential areas for comment. The deadline to submit comments is May 14, 2021. Thomas Bamonte provided an overview of Part 5, automated vehicles. The most significant insight from Part 5 is that the US Department of Transportation is continuing to focus on automated vehicles and sees a role for automated vehicle infrastructure. Part 5A of the MUTCD does not address expanding the scope of traffic control devices such as digital infrastructure and geometric road design related to automated vehicles. The draft also makes a key point that improvements to traffic control devices that benefit the human vehicle operator will also benefit automated vehicles. Part 5B builds on the principle that what benefits the vehicle operator will also benefit automated vehicles and highlights best practices in five areas: refresh rates of signs, markings that assist machine vision, consistent design and placement of traffic signals, consistent railroad crossings, and segregated bicycle facilities. The sixth item included is temporary traffic control, which adopts standards from Part 6 of the MUTCD with no significant additions. Part 5C is for future considerations and gives an opportunity to comment on specialized needs for automated vehicles. Natalie Bettger provided an overview of two areas in the MUTCD, managed lanes signage and traffic incident management. Regarding managed lane signage, she noted that staff has reached out to partners encouraging them to provide feedback on Sections 2G.16-2G.19 due to past issues with inconsistent signage. To date, based on comments received, staff does not anticipate feedback and expects to support what is in the MUTCD. Part 6 is related to traffic incident management. Section 6O.01 addresses Traffic Incident Duration classes. Classes are categorized as minor (30 minutes or less), intermediate (30 minutes-2 hours), and major (over 2 hours). In the past, staff has had concerns about the deployment of equipment and the ability to meet these time frames considering that the immediate focus of first responders is on the injured, not necessarily deployment of equipment. Staff have reached out to first responders and partners to see if they wish to provide comment, as done in the past, to extend the minor time from to up to 60 minutes, the interim for over 60 minutes to 4 hours, and the major to over 4 hours. In addition, Section 6B.01 suggest that temporary traffic control plans be developed for unplanned events. Staff has concerns about this suggestion since developing temporary traffic control plans for all our facilities due to crashes might be a big effort. Staff will continue discusses to determine if it will make comments regarding this area. Mr. Morris noted that the use of continuous frontage roads to aid in congestion during incidents may be an area of comment. Lori Clark discussed portions of Section 2 of the MUTCD related to signage for different fuel types. When considering comments, staff has looked at these areas from the perspective that the transportation system is becoming more diverse regarding fuel types. Section 2B.54 addresses the design of parking, standing, and stopping signs and provides guidance for the proper signage for parking spaces that are reserved for electric vehicles. This is something that several communities have had questions about and is something NCTCOG staff will express support for in the MUTCD and may be interested in proposing that this be a standard versus guidance. Section 2H.14 addresses alternative fuel corridor signage that developed by the Federal Highway Administration as part of the Alternative Fuel Corridor Program that was started in 2016. This type of signage has not been previously included in the MUTCD and formalizes guidance. NCTCOG staff may have comments that increased frequency of signage is more approved since as proposed,

recommends that these signs only be placed at the beginning and ending of a corridor. General service signs are addressed in Section 2I. NCTCOG staff will express support for the proposed revisions that allows for more flexibility as to the where signage can be placed. Section 2J addresses specific service signage, often referred to as logo signage that indicates the location of specific businesses. Staff has reviewed this section and the proposed amendments seem more restrictive regarding how availability of alternative fuels at different facilities are indicated. She noted this has received a lot of attention at the Clean Cities network nationally and staff is coordinating through that network to understand common areas of concern. Committee Chair Brian Moen noted he had asked NCTCOG staff to facilitate discussion and that a recent presentation by TexITE on an Overview of MUTCD Notice of Proposed Amendments should be online if members were interested. No members provided comments during the meeting.

10. **Fast Facts:** Staff presentations were not given. Information was provided to members electronically for the following items.
 1. FY2022 and FY2023 Unified Planning Work Program Development (Electronic Item 10.1)
 2. Air Quality Funding Opportunities for Vehicles (<https://www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle>)
 3. Dallas-Fort Worth Clean Cities Upcoming Events (<https://www.dfwcleancities.org/dfw-clean-cities-meetings>)
 4. Status of Texas Volkswagen Environmental Mitigation Program Funding Programs (Electronic Item 10.2)
 5. Recipient of SolSmart Bronze Award (Electronic Item 10.3)
 6. Regional Greenhouse Gas Emissions Inventory Call for Interested Cities (Electronic Item 10.4)
 7. January Online Input Opportunity Minutes (Electronic Item 10.5)
 8. February Online Input Opportunity Notice (Electronic Item 10.6)
 9. March Online Input Opportunity Notice (Electronic Item 10.7)
 10. Public Comments Report (Electronic Item 10.8)
 11. Written Progress Report:
 - Local Motion (Electronic Item 10.9)
11. **Other Business (Old and New):** John Polster asked if North Central Texas Council of Governments (NCTCOG) staff have an idea when the Committee may resume meeting in person at the NCTCOG office. Ken Kirkpatrick noted that internal discussion has begun about the process to bring staff back to the building and that conversation is expected to extend into how to address in-person meetings soon.
12. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on March 26, 2021.

The meeting adjourned at 3:05 pm.