

MINUTES

SURFACE TRANSPORTATION TECHNICAL COMMITTEE May 24, 2024

The Surface Transportation Technical Committee (STTC) met on Friday, May 24, 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, Melissa Baker, James Rogge (representing David Boski), Tanya Brooks, Matt Bryant, Jim Chin (representing Daniel Burnham), Farhan Butt, Brenda Callaway, Travis Campbell, John Cordary, Jr., Bridell Miers (representing Clarence Daugherty), Arturo Del Castillo, Caryl DeVries, Duane Hengst (representing Greg Dickens), Phil Dupler, Chad Edwards, Eric Fladager, Chris Flanigan, Karina Maldonado (representing Austin Frith), Ricardo Gonzalez, Robyn Root (representing Gary Graham), Tom Hammons, Barry Heard, Matthew Hotelling, John D. Hudspeth, Jeremy Hutt, Kathleen Bednarz (representing Thuan Huynh), Joel James, William Janney, Gus Khankarli, Alonzo Liñán, Stanford Lynch, Chad Marbut, Wes McClure, Brian Moen, Mark Nelson, Jim O'Connor, Cintia Ortiz, Dipak Patel, Martin Phillips, Kelly Porter, Tim Porter, Elizabeth Reynolds, Jahor Roy, Greg Royster, Jeff Kelly (representing Davis Salmon), Brian Shewski, Walter Shumac, III, Ray Silva-Reyes, Chelsea St. Louis, Errick Thompson, Caleb Thornhill, Jennifer VanderLaan, Gregory Van Nieuwenhuize, Daniel Vedral, Jana Wentzel, and Robert Woodbury.

Others present at the meeting were: Gustayo Baez, Taylor Benjamin, Natalie Bettger, Chris Bosco, Carolyn Burns, Mohammad Butt, Jackie Castillo, Chandra Muruwandham, Lori Clark, Dina Colarossi, Amber Ellis, Kevin Feldt, Nathan Fishman, Rebekah Gongora, Christie Gotti, Amy Hodges, Jeremy Hutt, Dhaval Jariwala, Amy Johnson, Dan Kessler, Ken Kirkpatrick, Chris Klaus, Kevin Kokes, Siddhesh Kudale, Dan Lamers, Kurt Lehan, James McLane, Anthony Moffa, Michael Morris, Gopindra Nair, Jeff Neal, Quang Nguyen, Dylan Niles, Vercie Pruitt-Jenkins, Maggie Quinn, Jackson Reasoner, Minesha Reese, Rylea Roderick, Kyle Roy, Gwen Schaulis, Toni Stehling, Kimberlin To, Daniela Tower, Brendon Wheeler, Jeff Whitacre, Amanda Wilson, Brian Wilson, Hua Yang, and Alexander Young.

1. **Approval of the April 26, 2024, Minutes:** The minutes of the April 26, 2024, meeting were approved as submitted in Electronic Item 1. Jim O'Connor (M); Mark Nelson (S). The motion passed unanimously.
2. **Consent Agenda:** The following items were included on the Consent Agenda:
 - 2.1. **Proposed Amendments to the Mobility 2045 – 2022 Update:** A recommendation was requested for the Regional Transportation Council (RTCs) approval to amend the Mobility 2045: the Metropolitan Transportation Plan for North Central Texas – 2022 Update for the Texas Department of Transportation (TxDOT) to advance planning and design activities with the inclusion of one and the removal of two non-regionally significant roadway projects.

A motion was made to recommend the Regional Transportation Council's approval of Item 2.1 on the Consent Agenda. Gus Khankarli (M); Daniel Vedral (S). The motion passed unanimously.

3. **Air Quality and Safety Demonstration Projects:** Anthony Moffa requested a recommendation for Regional Transportation Council (RTC's) approval of funding and implementing three demonstration projects, including vehicle safety components, metal license plate readers, and a heavy-duty diesel vehicle emission tampering assessment. The first one is the car care safety integration project. He mentioned there's an existing car care awareness program with emphasis on emissions and wants to integrate safety into that to be more holistic. North Central Texas Council of Governments (NCTCOG) wants to reduce vehicle crashes although the safety program is being eliminated on January 1, 2025, so the timing is critical on this also aligns with the Texas Department of Transportation (TxDOT) Vision Zero or End The Streak with no roadway deaths by 2050. The second project is the vehicle emissions and license plate project. Last month it was known as the license plate reader project that will be moving to metal plates, so this project would do some research to observe what fraud trends may exist with metal plates. The connection to air quality was these vehicles circumventing what they did with the paper plates, and they may be doing it with the metal plates, circumventing the mandatory emissions inspection. The third project, the truck assessment goods movement program has elements of emissions tampering with heavy duty trucks. Anthony mentioned an Environmental Protection Agency (EPA) initiative project assessed potentially tampered trucks at an auction site in Fort Worth and found that nearly half of the trucks had either their emissions tampered with or removed completely. Anthony mentioned there aren't any diesel emissions testing requirements in the state, and the problem is there's a disconnect between the air chemistry modeling and the regional air quality monitors. He briefly went through the budget and the funding sources; the car care safety integration with a \$200,000 budget utilizing RTC local funds as an education campaign. NCTCOG's partnering with vendors to coordinate replacement of certain safety components if they were deemed bad or inoperable. These are the vehicle inspection license plate project with the budget of \$200,000 utilizing regional Toll Revenue (RTR) funds for the assessment of potential license plate fraud. In the truck assessment goods program, with a budget of \$600,000 with RTR funds. Anthony mentioned the remaining schedule; requesting approval during the June RTC meeting, the Executive Board meeting in July; and with anticipation to implement the projects in early Fiscal Year 2025. An overview of the proposed projects was contained in Electronic Item 3.

A motion was made to recommend Regional Transportation Council (RTC) approval of funding and implementing demonstration projects, Car Care Safety Integration - \$200,000 RTC Local, license plate readers - \$200,000 Regional Toll Revenue (RTR), truck assessment and goods movement program - \$600,000 RTR, and administratively amend Transportation Improvement Programs (TIP) and Statewide TIP, along with other planning and administrative documents to include the amended funding. Kelly Porter (M); Robert Woodbury (S). The motion passed unanimously.

4. **2025 – 2028 Transportation Improvement Program Development:** Christie Gotti requested a recommendation of the Regional Transportation Council (RTC's) approval of the 2025 – 2028 Transportation Improvement Program (TIP) document, including the final listing of RTC commitments. Christie referred to it as an inventory of all the funded projects in our region, whether they are funded with federal, state or local dollars, if they are of regional significance, they have to be listed correctly in the TIP in order to proceed for implementation. The TIP is updated every two years. The TIP in general has approximately \$8.5 billion of transportation improvements. Christie noted, the split of federal, state, regional funding, which are Regional Toll Revenue (RTR) funds, local funding, and the separate transit formula funding is a category on its own. There were over 1,100 active projects. Of those 1,100, approximately half of them will be within the four-year window or in the

environmental clearance section of the new TIP. The others are either under construction or underway at this time. Christie mentioned that the North Central Texas Council of Governments (NCTCOG) has been coordinating with 75 implementing agencies to review these projects. Christie presented two maps that show all projects in the TIP by project type and which projects have engineering, right-of-way acquisition, or utility type of work funded only at this time versus the ones that have construction funding. Christie noted NCTCOG's reviewing, as requested by our federal and state partners, which have reflected that the TIP is huge and asked if there is any way it can be made smaller without removing projects. In response, NCTCOG is proposing to treat some projects as grouped projects and explained that a grouped project is not shown individually in the TIP but can proceed as part of a "grouped listing." Congestion Mitigation and Air Quality Improvement Program (CMAQ) funded projects cannot be grouped. The activities proposed to be grouped are exempt from the conformity process. This is one-way NCTCOG is trying to reduce the number of entries that go into the state listing. However, it does not reduce what the RTC will be asked to approve.

A motion was made to approve the recommendation of the Regional Transportation Council's approval of the 2025-2028 Transportation Improvement Program (TIP) document, including the final TIP listings to be included in the STIP, and amending the Unified Planning Working Program (UPWP) and other planning/administrative documents as needed. Kelly Porter (M); Chad Marbut (S). The motion passed unanimously.

5. **Active Transportation Infrastructure Investment Program Grant Application**

Partnership for the Cotton Belt Trail: Kevin Kokes requested a recommendation of the Regional Transportation Council (RTC's) approval of a partnership with Dallas Area Rapid Transit (DART) to submit a grant application for funding to construct Phase 3a of the Cotton Belt Trail along with the Silver Line rail project. This grant opportunity is from the Federal Highway Administration (FHWA) and focused specifically on active transportation. The DART/North Central Texas Council of Governments (NCTCOGs) proposal under this grant program is to fund the next phase of construction for Phase 3A for the Cotton Belt Trail Corridor. As mentioned in previous meetings, this is a regionally significant trail corridor and has been in the mobility plan for nearly 30 years. Engineering design and the first two phases of construction are occurring as a part of DART's construction of the Silver Line. DART has been a fantastic partner in this process coordinating with NCTCOG, the seven cities, and the three counties in which this trail is located. Kevin noted overall, it will be more than 24 miles of trail construction. The engineering is nearly complete and was funded by the RTC. Plans have been issued for construction for most of the corridor and is nearly complete in the rest of the corridor. However, since planning level costs were prepared many years ago the current construction costs are much higher than what we initially anticipated. Kevin mentioned that's why NCTCOG is continuously pursuing these federal grant opportunities and other sources of funds to help implement this project. The first two phases of construction of the trail are fully funded. Phase one consists of critical bridges in Dallas and Plano as well as grade rail crossings in various locations being constructed by the Silver Line contractor. Phase two has 11 miles of trail corridor, and solicitation for a second DART contractor is anticipated to begin later this year. Phase two was funded through a variety of actions by the RTC as well as the Rebuilding American Infrastructure and Sustainability and Equity (RAISE) grant awarded last year. Kevin mentioned another grant awarded by the Texas Department of Transportation (TxDOT) through the statewide call for projects. There are two strategic locations targeted for this current grant application in phase 3a. Kevin highlighted under this program through the FHWA, there are areas of emphasis for the grant program priorities. There is a significant emphasis on rail with trail

type projects as well as projects that improve safety, efficiency, reliability of the transportation network, and connections to communities. The Cotton Belt connects directly to rail stations throughout this corridor. The grant program also prioritizes projects to improve the quality of life of disadvantaged communities and the ability to expand mobility. NCTCOG staff has been strategically targeting sections of this trail through the federal grant opportunities for those places where the Trail connects disadvantaged populations and improves their access to the rail stations in this corridor. Kevin mentioned there are two trail sections of phase three targeted for construction with this application. The first is a half-mile extension of the Phase 2 trail segment in Addison to the Carrollton city limits. This trail section is significant since it will provide access for a workforce housing area to the immediate north in Carrollton, and that community will gain access via the trail to the Addison rail station further to the east. The second area to be included in this application is on the border of Dallas and Coppell in the Cypress waters area, consisting of 2.4 miles of trail. This area has a significant amount of employment and housing under development and planned around this rail station. The budget prepared by the project engineer identifies Phase 3a total project cost of approximately \$22.6 million. There are \$6.2 million funds programmed in the Transportation Improvement Program (TIP), with a combination of federal and local funds being provided by Dallas County and the City of Coppell. As such there is a funding gap. The federal grant application funding request will be for \$12 million, which is the maximum amount that can be submitted for this grant program. Staff is requesting \$4.3 million of Regional Toll Revenue (RTR) funds to apply towards the local match requirements. Kevin provided the schedule to proceed forward for the grant application. The Notice of Funding Opportunity was released in March. NCTCOG staff prepared the grant application, and DART will submit the application on behalf of the cities. RTC action will be requested at the June meeting for approval of this partnership, the funding requests, and then the grant application will be submitted by the June 17, 2024, deadline. Electronic Item 5 provided more details.

A motion was made to approve the recommendation of the Regional Transportation Council's approval to support the partnership with Dallas Area Rapid Transit (DART) to submit the Federal Highway Administration (FHWA) 2024 Active Transportation Infrastructure Investment Program grant application for the Cotton Belt Trail Phase 3a construction requesting \$12 million in federal funding, the contribution of \$4.3 million Regional Toll Revenue funds for non-federal match should the project be selected for funding award, and to direct staff to administratively amend the Transportation Improvement Program (TIP), the Statewide TIP along with other planning/administrative documents to incorporate these changes, if awarded funding. Tanya Brooks (M); Gus Khankarli (S). The motion passed unanimously.

- 6. Director of Transportation Report on Selected Items:** Michael Morris announced the Regional Transportation Council (RTC) will pick their new officers between now and June where the subcommittees recommendations will be announced, and then presented to the Executive Board for approval. Michael highlighted Transit 2.0, flagging seven of the nine tasks work program with two major consultants. Of the seven specific projects going on, he wanted to ensure there is active involvement in this particular project, task 2. North Central Texas Council of Governments (NCTCOG) is trying to determine what legislation we may need or what legislation we don't want to have in the future. Amanda Wilson and Rebekah Gongora are the staff leads on that particular topic. Rebekah is slotted to bring the legislative program in the August, September time frame to the RTC and the consultants. Michael noted task 3, to develop strategies to increase Transit Authority membership. Michael noted Dan Kessler's presentation mentioned control totals and regard to how much

growth in the future will be inside or outside transportation authorities. Task 4 is developing collaborations between the existing transit authorities with two areas of focus. The first area of focus was on the demand side where the transit service touches the boundaries. He noted that task also has a cost component or a supply side component. He also noted this committee will be asked the question when it comes to the regional Van Pool program and do we need three different transportation authorities, each running a vanpool program? Michael briefly went through task 5. Task 6 is largely for the cities requesting more information on why there isn't more economic development around our rail stations that are underutilized. Michael requested for anyone within the communities wanting to get more involved, to send an e-mail to him, Ken Kirkpatrick, or April Leger. Michael announced that Taylor Benjamin, Kyle Roy, and Amanda Wilson were conducting a survey to obtain results in regard to a previous idea Michael mentioned during the April meeting. He requested all of the Surface Transportation Technical Committee (STTC) members to vote with electronic pads that were provided for the survey questions. The first question was a fun one and the second question was more on a serious note, if STTC meetings were to be held virtually, how many meetings per year should be virtual? The choices were: zero – STTC meetings should only be held in-person; two – every six months, four – once a quarter; and six – every other month. Michael mentioned he will review the results and implement what works best for all of the STTC members. Michael mentioned the RTC's reviewing of their cluster representatives. Vercie Pruitt-Jenkins has sent corresponding letters out that are due at the end of June. Michael noted there is a hold on the RTC policy of the temporary suspension of dynamic pricing of managed lanes during reconstruction as requested by Ceason Clemons with the Texas Department of Transportation (TxDOT), until we receive further direction from the districts. Kelly Porter asked if there are any updates on high-speed rail? Michael highlighted that he and Brendan Wheeler went to the high-speed rail conference and gave a presentation as a session on Texas High-Speed Rail. He provided an example about the Japanese high-speed train not having a fatality in 55 years. Michael compared high-speed rail to the fatalities on Interstate 45 between 30 in Houston. High-speed rail would not just be a convenience, but a safety initiative. Michael also mentioned the Friends of the Safety Committee meeting in Austin was scheduled for the following week with Natalie Bettger and Michael as hosts. Michael responded to the second part of the question in regard to the High-Speed Rail workshop being planned in July. Michael was waiting to hear from some City Councilmembers of their availability to attend the workshop in July to determine when it would be scheduled. Michael noted that a major economic development study of high-speed rail with the intention of the report being completed by the end of the year.

7. **2050 Demographics for New Mobility Plan:** Dan Kessler highlighted the process for developing 2050 Regional Population and Employment Control Totals for guiding the development of the upcoming Mobility 2050 Transportation Plan. This effort is being carried out by North Central Texas Council of Government's (NCTCOG) Research and Information Services and Transportation Department, led by Donna Coggeshall, the agency's lead demographer. Federal regulations require that demographic forecasts be reviewed and updated every four years in conjunction with development of the metropolitan transportation plan. One of the first steps in this process is the development of our regional control totals for population and employment. A long-standing practice of the Council of Governments is to rely on national economists to provide data to support this process who will analyze the competitiveness of the Dallas-Fort Worth metropolitan area relative to other economic regions across the state, and the nation. Dan highlighted the different forecasts that have been evaluated including data from Woods & Pool and Perryman and Associates. As part of this assessment staff looked closely at a number of variables including Dallas-Fort Worth's share of the State's activity, population to employment ratios, and annual compound growth

rates. Results of the analysis supported the use of the Perryman & Associates estimates of 2050 population and employment for the Dallas-Fort Worth Metropolitan Planning Area in 2050. This forecast anticipates that the 2050 population will exceed 12.4 million persons, employment will reach 8.6 million, with a resultant population to employment ratio of 1.43. Dan highlighted the next step in the 2050 demographic forecast process, is the allocation of activity to more than six thousand traffic survey zones in the region which is now nearing completion. The data is being reviewed internally and will be provided to local governments and agencies in July for review and comment. Dan introduced NCTCOG staff working on this project and expressed his appreciation for their dedication toward completion of this project.

8. **Updates on Dallas-Fort Worth Clean Cities Coalition:** Lori Clark briefed the Committee on the Dallas Fort Worth Clean Cities coalition. North Central Texas Council of Governments (NCTCOG) is designated as the host agency for Dallas-Fort Worth Clean Cities by the Department of Energy (DOE). Lori mentioned we're one of around eighty coalitions nationwide, working at the local grassroots level in our local context to advance goals of the national program. Lori highlighted a few key words from the national mission statement: prosperity, environmental, economic, and energy security; partnerships; and deployment of clean transportation solutions. Lori shared the spectrum of Clean Cities technologies, which includes all types of transportation, rail, aviation, construction equipment; all alternative fuels (anything that's not gasoline or diesel); idle reduction and fuel efficiency; and looking at the system as a whole to determine how to make it as efficient as it can be. At the local level, staff focuses on the technologies that help achieve our air quality goals, related to ozone nonattainment and particulate matter, which means technology solutions to get us to as close to zero emissions as possible. Lori referenced the previous presentation on demographics and suggested that with more people in the region, if all those people are driving conventional vehicles, that will concentrate the air pollution that much more. Again, Lori underscored the need to shift transportation to cleaner burning technologies and that Clean Cities is a highly impactful program. Lori presented the graphs that were provided in Electronic Item 8. Lori mentioned recent reporting that is done every year with a lot of organizations submitting data to us, including 45 fleets. Based on the reported information, she highlighted that had it not been for the alternative fuel and efficiency activities happening in those fleets, there would have been 65 tons more ozone forming nitrogen oxides (NO_x) emissions over calendar year 2023. Impacts on greenhouse gas (GHG) and petroleum displacement were also noted. Lori highlighted a couple of things that NCTCOG started doing the last couple of years in its work as Clean Cities staff. First, they developed a Clean Cities Technical Advisory Committee, in collaboration with people representing a cross-section of organizations. Lori presented membership of that Advisory Committee meeting and invited more involvement through nominations being accepted over the next couple of months. The Advisory Committee recently developed a Strategic Plan to give focus over the next four years, which Lori shared. There is a process with the DOE every five years to get redesignated where DOE goes through an assessment talking to our stakeholders, working to determine if NCTCOG should continue to host the Clean Cities Coalition, etc. The process with the DOE has begun. There will be a stakeholder meeting by the end of June or the beginning of July. The meeting is designed to discuss the local mission statement and how does that relate to the national mission, looking for partnership agreements from organizations, support the work that we're doing in this area, and involved with NCTCOG. Partnership agreements are due by September 30, 2024. Templates are provided on the website at www.dfwcleancities.org.

9. **Invitation to Participate in the Charging Smart Program:** Amy Hodges provided a brief update to invite local governments to participate in Charging Smart, a new designation program that provides recognition to municipalities for electric vehicle (EV) readiness. Charging Smart is a technical assistance and designation program that aims to remove barriers to the deployment of electric vehicle charging infrastructure. It is for local governments and provides nationally recognized best practices and policies for communities to streamline their planning, permitting and inspection processes to support the deployment of EV infrastructure. Amy noted an important aspect of this program provides the opportunity for local governments to receive recognition for their efforts to achieve EV readiness. The program also supports the Justice 40 initiative which means that 40 percent of the program's benefits will go to underserved communities. The of role Dallas Fort Worth Clean Cities as a subrecipient to the organization that developed this program, the Interstate Renewable Energy Council, will be to provide no cost technical assistance to help participating local governments achieve their EV-readiness goals. The framework of the program is very similar to another program, SolSmart, which was also developed by the Interstate Renewable Energy Council. SolSmart removes barriers to solar deployment, whereas Charging Smart removes barriers to EV charging deployment and makes internal local government processes more efficient. The recognition part of the program provides the opportunity for the community to showcase on their website and through social media their achievements toward EV readiness. In addition to providing the opportunity to help underserved communities, this program aligns with Mobility 2045 and our regional planning, by supporting three of our air quality emphasis areas, high emitting vehicles, idling, and energy and fuel use. Amy provided a high-level overview of the steps a city would go through to achieve designation. First, a city would complete a self-assessment and sign a commitment letter and then provide those to the North Central Texas Council of Governments (NCTCOG). Amy briefly provided an overview of the framework process-with additional detail provided in Electronic Item 9. Amy mentioned an informational webinar will be held on June 5, 2024, to provide more detail on the program and introduce an upcoming cohort which will provide the opportunity for a peer group of local governments to progress through the program together.

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

Brian Wilson provided the Connecting North Texas handbooks for each member. A new publication that explains our role, the role of the Transportation Department, and the Regional Transportation Council as the Metropolitan Planning Organization by looking at several elements of the planning process, transportation, safety, air quality, military planning, and more. Please let Brian know if additional copies are needed for your upcoming meetings and presentations or for your organization.

Gwen Schaulis mentioned the Mobility 2050 Outreach Toolkit is available at www.nctcog.org/M50. The toolkit is for committee members to disseminate information to your respective communities, and contains templates such as an article, slides, social media posts, and public input tools in both English and Spanish. We appreciate you helping spread the word about mobility 2050 input opportunities. More information on outreach efforts was sent along with the presentations following the meeting.

Maggie Quinn briefed the Committee for air quality planning, air quality funding, the Environmental Protection Agency (EPA's) heavy duty, clean heavy-duty vehicle grant program that just opened up a program as part of the Inflation Reduction Act. It offers funding to replace class six and seven vehicles with eligible zero emission class six and

seven vehicles with approximately a billion dollars in funding. The program will close at the end of July. Additionally, the Texas Volkswagen Environmental Mitigation Program is still open and continues to accept applications that replaces diesel powered freight class four to eight vehicles with all electric vehicles and for local governments that grant program covers 100 percent of the incremental costs for electric trucks and refueling. Details provided at www.nctcog.org/aqfunding. For the Dallas-Fort Worth (DFW) clean cities, events on the EPA clean heavy duty vehicles program, North Central Texas Council of Governments (NCTCOG) hosted a webinar and educational webinar on June 10, 2024, from 2:00 pm to 3:00 pm virtually. To register for events, visit: <https://www.dfwcleancities.org/events>. On June 11, 2024, the North Central Texas Hydrogen User Forum was at the University of Texas at Arlington. For the information item we have on a hydrogen fueling planning project, a project partner under GTI Energies Houston to Los Angeles I-10 Corridor study, NCTCOG hosted a local project advisory group, urban, and rural groups to gain community input on hydrogen specifically in the Texas Triangle. when it comes to hydrogen refueling. For more information on Air Quality project spotlight: Hydrogen Planning Project, details were provided in Electronic Item 10.1.

Daniela Tower provided the 2024 ozone season update with almost three months or more into the ozone season. As of Tuesday, May 14, 2024, we were at 75 parts per billion. On the 2008 standard, there have been three exceeding days starting about two weeks ago. More details were provided in Electronic Item 10.2.

Jackie Castillo announced a hybrid public meeting was held here on Tuesday, April 9, 2024, staff presented information related to Mobility 2050, the Department of Energy, multimodal delivery project, regional roadway safety update bridging highway divides for Dallas-Fort Worth communities, federal grant program or grant award, and vehicle emissions reduction initiatives. Details provided in Electronic Item 10.3. A collection of comments received on the mentioned topics, additionally, will be hosting an online input opportunity on June 10, 2024, staff will have information related to transportation planning and their quality initiatives. The comment period will end on July 9, 2024. More information was provided in Electronic Item 10.4. The public comments report is a collection of general comments received or submitted by members of the public from Tuesday, March. 20, 2024 through Tuesday, April 19, 2024. Comments related to Mobility 2050 and Transit were the majority. More information was provided in Electronic Item 10.5.

Written Progress Reports were provided in Electronic Item 10.6.

11. **Other Business (Old or New):** Walter Shumac, III, announced Wes McClure's retirement of 30 years and moving to Oklahoma.
12. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on June 28, 2024.