

## MINUTES

### **SURFACE TRANSPORTATION TECHNICAL COMMITTEE January 27, 2023**

The Surface Transportation Technical Committee (STTC) met on Friday, January 27, 2023, 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, David Boski, Shon Brooks, Tanya Brooks, Ceason Clemens, Jackie Culton, Clarence Daugherty, Chad Davis, Caryl DeVries, Rebecca Diviney, Phil Dupler, Chad Edwards, Claud Elsom, Eric Fladager, Chris Flanigan, Eric Gallt, Ricardo Gonzalez, Gary Graham, Tom Hammons, Matthew Hotelling, John Hudspeth, Jeremy Hutt, Thuan Huynh, Joseph Jackson, Joel James, Gus Khankarli, Eron Linn, Clay Lipscomb, Paul Luedtke, Stanford Lynch, Wes McClure, Brian Moen, Mark Nelson, Jim O'Connor, Kevin Overton, Tim Palermo, Kelly Porter, Tim Porter, Greg Royster, Kathryn Rush, David Salmon, Brian Shewski, Walter Shumac III, Randy Skinner, Gregory Van Nieuwenhuize, Jennifer VanderLaan, Daniel Vedral, Caroline Waggoner, and Robert Woodbury.

Others present at the meeting were: Vickie Alexander, Nick Allen, Tom Bamonte, Berrien Barks, Carli Baylor, Taylor Benjamin, Natalie Bettger, Jos'ya Billings, Lance Bokinskie, Dawn Dalrymple, Kevin Feldt, Ann Foss, Gypsy Gavia, Rebekah Gongora, John Goodwin, Gary Graham, Craig Hancock, Allen Harts, Duane Hengst, Shannon Hicks, Amy Hodges, Roy Jahor, Amy Johnson, Zoe Johnson, Wilson Kakembo, Dan Kessler, Jacki Kilgore, Ken Kirkpatrick, Chris Klaus, Kevin Kokes, Kevin Kroll, Dan Lamers, Sonya Landrum, Emily Lane, Kurt Lehan, Travis Liska, Sydnee Mangini, Charles Marsh, Wes McClure, James McLane, Chris Morris, Savana Nance, Jenny Narvaez, Jeff Neal, Donald Parker, Evan Parot, Madison Pickard, Vercie Pruitt-Jenkins, Romon Rohgee, Connor Sadro, Samuel Simmons, Toni Stehling, Shannon Stevenson, Brendon Wheeler, Amanda Wilson, Asa Woodberry, Jared Wright, and Susan Young.

1. **Approval of January 27, 2023, Minutes:** The minutes of the January 27, 2023, meeting were approved as submitted in Electronic Item 1. Jim O'Connor (M); Kelly Porter (S). The motion passed unanimously.
2. **Consent Agenda:** The following items were included on the Consent Agenda.
  - 2.1. **Unified Planning Work Program Modification:** A recommendation was requested for Regional Transportation Council (RTC) approval of modifications to the FY2022 and FY2023 Unified Planning Work Program (UPWP), along with direction for staff to also amend the Transportation Improvement Program and other administrative/planning documents administratively, as appropriate, to reflect the approved modifications. The UPWP is required by federal and State transportation planning regulations and provides a summary of the transportation and related air quality planning tasks to be conducted by Metropolitan Planning Organization staff. The FY2022 and FY2023 UPWP was approved by the Regional Transportation Council and North Central Texas Council of Governments (NCTCOG) Executive Board in July 2021 and identifies the activities to be carried out between October 1, 2021, and September 30, 2023. Amendments to this document were proposed to reflect a project update, funding adjustments, and the creation of a new UPWP chapter to reflect initiatives that have been approved by the Regional Transportation Council (RTC) for inclusion in the Transportation

Improvement Program (TIP) but are outside of the timeframe of the current Work Program. The proposed amendments were provided in Electronic Item 2.1.1 and are posted on the NCTCOG website for public review and comment as part of the February public outreach opportunity. Additional information was provided in Electronic Item 2.1.2.

- 2.2. **Fiscal Year 2023 Education Campaigns for Transportation Initiatives: Phase Two**: A recommendation was requested for the Committee's support for the Regional Transportation Council (RTC) to recommend North Central Texas Council of Governments (NCTCOG) Executive Board approval of up to \$1,041,000 in funding of Education Campaigns for Transportation Initiatives: Phase Two that will initiate in Fiscal Year (FY) 2023. Since 2014, the NCTCOG Executive Board has authorized annual large-scale advertising purchase and placement initiatives for the Transportation Department. Electronic Item 2.2 provided a reminder of the Phase One FY2023 budget previously approved, information on Phase Two FY2023 education campaign costs, and examples of past education campaigns and associated campaign performance measure summaries. Education campaigns in Phase Two will support Car Care Awareness, Drive Aware North Texas, Engine Off North Texas, Freight North Texas, HOV 2+ Incentive Program (GoCarma), Know Before You Fly, National Drive Electric Week, Ozone Season Emissions Reduction Campaign (Air North Texas), Report Smoking Vehicles Program, Saving Money and Reducing Truck Emissions, Transit COVID Recovery Campaign, and Flexible Funding for Public Involvement/Notifications. Flexible Funding for Public Involvement/Notifications is for possible unanticipated costs that may arise, such as a specialized public meeting series that may need notifications posted. Education campaigns will be in multiple languages and may be presented through out-of-home advertising, print, screen, online, audio, and social media mediums.

A motion was made to recommend Regional Transportation Council approval of Item 2.1 and Item 2.2 on the Consent Agenda. Kelly Porter (M); Gus Khankarli (S). The motion passed unanimously.

3. **Endorsement of Medal of Honor – Museum Partnership Program: Leadership Institute**: Michael Morris requested endorsement of a financial contribution of \$1.895 million in Regional Transportation Council (RTC) Local funds to support the Medal of Honor Institute, the leadership component of the National Medal of Honor Museum currently under construction in Arlington. Phase 1: Financial Commitment on an existing construction contract and Phase 2: future construction commitment. The amount of the financial contribution was developed based on the Museum's transportation-related elements related to pedestrian access, circulation and perimeter trees along walkways and provides future opportunities for RTC, the North Central Texas Council of Governments, and local government participation in the leadership institute. Communication received from the National Medal of Honor Museum Foundation regarding partnership opportunities was provided in Electronic Item 3.1. Correspondence from the Regional Transportation Council supporting the Museum and its efforts to develop and foster leadership regionally and nationally through the Leadership Institute was provided in Electronic Item 3.2. The letter was signed by all RTC members and included recognition of those members with current and previous military service. Additional information was contained in Electronic Item 3.3.

A motion was made to endorse the Regional Transportation Council's approval of the \$1,895,000 contribution in Regional Transportation Council Local Funds to support the

Medal of Honor Institute, the leadership component of the National Medal of Honor Museum, and to administratively amend the Transportation Improvement Program/Statewide Transportation Improvement Program, and other planning and administrative documents to incorporate these changes. Kelly Porter (M); Daniel Vedral (S). The motion passed unanimously.

4. **Cotton Belt Trail Phase One and Phase Two:** Kevin Kokes requested a recommendation for Regional Transportation Council (RTC) approval for the Cotton Belt Regional Veloweb Trail in partnership with the Dallas Area Rapid Transit (DART) Silver Line rail project from Dallas Fort Worth International Airport in Grapevine to the Shiloh Station in Plano. The DART Silver Line rail project is coordinating a parallel regionally significant Cotton Belt Regional Veloweb Trail corridor that will provide pedestrian and bicycle access to rail stations in seven cities across three counties. Accommodations for the approximate 26-mile regional trail have been included as part of DART's planning for the commuter rail corridor. Additional funding is needed for construction of the Phase 1 bridge sections of the trail intended to be completed by the Silver Line rail design-build contractor prior to the rail beginning revenue service. Funds will also be requested to provide an extension of betterment walls associated with the Silver Line rail project. A two-contractor approach will be used for construction, partnering with DART for additional trail bridges and trail segments in the corridor. An expedited Phase 2 will be implemented with a second contractor to be procured by DART to construct various remaining trail bridges, street crossings, and trail sections before the Silver Line rail revenue service. Supported by the North Central Texas Council of Governments (NCTCOG), applications will be submitted by DART to the Texas Department of Transportation (TxDOT) Statewide Transportation Alternatives Program Call for Projects and the US Department of Transportation 2023 RAISE grant for the phase 2 construction and will leverage existing federal and local funding currently programmed for trail construction in the corridor. Staff provided an overview of funding recommendations and DART partnership grant applications to implement various sections of this priority regional trail corridor. Phase 3 partnership and long-term strategy is for DART to lead trail construction with contractor procurement, manage contractor, flagging, inspections, etc. during construction phases, and funding transfer from Federal Highway Administration (FHWA) to Federal Transit Administration (FTA) and DART. Local partner obligation with DART to expedite the project quickly, no unnecessary delays in permit approvals, and no additional improvements required to other unrelated infrastructure beyond the scope of the trail project. North Central Texas Council of Governments (NCTCOG) will continue to prioritize the Regional Cotton Belt Trail for other funding opportunities, focusing on an East to West implementation approach (constructability, meets environmental justice criteria for federal grant, etc.) and to partner with cities to advance additional segments until fully funded for construction. DART also requests additional \$500,000 of construction funding related to the Silver Line Rail project for the design/build contractor to construct the betterment walls with the rail project to ensure continuation of the betterment walls in the rail corridor adjacent to the Plano Independent School District property in Dallas. Additional information is provided in Electronic Item 4.

A motion was made to recommend Regional Transportation Council approval of the \$17.75 million with 3.55 million Regional Transportation Development Credits for Phase 1 Cotton Belt Trail Priority Projects; \$500,000 with 100,000 Regional Transportation Development Credits for Silver Line Rail betterment wall extension at the Plano Independent School District property; to administratively amend the TIP/STIP, other planning and administrative documents to incorporate these changes; support the DART partnership submittal of the Texas Department of Transportation (TxDOT) Statewide Transportation Alternatives Call for

Projects application and funding contribution of \$3.9 million federal for Phase 2 projects; and support the DART partnership submittal of the United States Department of Transportation (USDOT) 2023 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant application and funding contribution of \$7.5 million federal for Phase 2 projects. Mark Nelson (M); Gus Khankarli (S). The motion passed unanimously.

5. **Regional Safety Performance Targets Update 2023 - 2027:** Kevin Kroll presented an update on safety performance targets and requested a recommendation for Regional Transportation Council (RTC) approval of federally required regional Roadway Safety Performance targets and the reduction schedule for 2023-2027. Roadway Safety performance targets were focused on reducing serious injuries and fatalities for motorized and non-motorized travelers. In December 2015, the Fixing America's Surface Transportation (FAST) Act was signed into law. The FAST Act requires that certain performance measures be included in the long-range metropolitan transportation planning process. These measures were established by a series of four rulemakings: Safety, Infrastructure Condition, System Performance/Freight/Congestion Mitigation and Air Quality, and Transit Asset Management. In December 2017, the Regional Transportation Council adopted 2018 targets for Roadway Safety performance and in February 2019 affirmed that support through target year 2022. Adoption of new safety performance target setting for 2023-2027 is needed. As the Metropolitan Planning Organization for the North Central Texas region, the North Central Texas Council of Governments is required to set regional targets for Roadway Safety. These targets will be used to track and report on the region's performance through existing documents such as the Metropolitan Transportation Plan, the Transportation Improvement Program, and the State of the Region report. Staff outlined the safety target setting process for each safety performance measure and recommended following TxDOT's target setting methodology for 2023-2027. Progress towards meeting 2021 targets compared to 2021 actual performance was also presented. An overview of the 2023 Safety Performance Measures was included in Electronic Item 5.

A motion was made to recommend Regional Transportation Council approval of federally required regional Roadway Safety Performance targets and reduction schedule for 2023 – 2027. Kelly Porter (M); Gus Khankarli (S). The motion passed unanimously.

6. **Certification of Emerging and Reliable Transportation Technology Round Two:** **Swyft:** Brendon Wheeler requested a recommendation for Regional Transportation Council (RTC) to advance the proposal to interested local governments that may wish to submit locations for the technology provider to consider as part of the Certification of Emerging and Reliable Transportation Technology (CERTT) Program. Brendon introduced another applicant technology, Swyft, technology that follows the requirements established by the (RTC), as defined in Policy P22-02, including the utilization of the initial certification track or pilot corridor for eventual commercial service that fulfills a transportation need identified by the Mobility 2045 Update. The purpose is to provide transparent process for RTC coordination with providers, periodic solicitation/opportunity for new technology applications, and ensure the level playing field for providers and local governments. This program's guiding principles must serve long-range transportation need (MTP), technology provider responsible for certification process, NCTCOG will facilitate mutual cooperation, and local governments to consider contingency needs, implementation timeframe, and public use goals and expectations. The transparent process is for NCTCOG staff to ensure technology solution conforms to policy guidance and long-range transportation need (MTP), NCTCOG staff to brief RTC; RTC to take action on initiating process, solicit local government interest in submitting potential locations, technology provider to determine preferred location to

pursue, RTC to initiate development activities, and NCTCOG to provide support. Swyft is a Personal rapid transit (PRT) system using overhead fixed-cable gondola-like transportation developer based in California, focused on developing low-speed network that runs along/within existing public right-of-way by using private financing and can support planning of special districts, P3s, etc. Next steps include being presented for action at the February 9, 2023, RTC meeting. Step 3 is local governments may submit potential sites for either technology. Staff is available for questions or to discuss opportunities on locations that may traverse multiple jurisdictions, arrange for pre-submittal meeting with NCTCOG, cities, and technology provider to address detailed questions, and to develop submittal package for interested local governments. Additional details are provided in Electronic Item 6.1 and Policy P22-02 is provided as Electronic Item 6.2.

A motion was made to recommend the Regional Transportation Council's (RTC) approval to initiate Step 3 of RTC Policy P22-02 to allow local governments to submit potential locations of interest for Swyft to consider. Daniel Vedral (M); Kelly Porter (S). The motion passed unanimously.

7. **Fiscal Year 2023 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Discretionary Grant Program:** Jeff Neal presented candidate projects for submittal to the Fiscal Year (FY) 2023 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Discretionary Grant Program and requested Surface Transportation Technical Committee (STTC) action recommending the projects for Regional Transportation Council (RTC) approval. In December 2022, the United States Department of Transportation (US DOT) announced the solicitation of project applications for the FY2023 RAISE Discretionary Grant Program regarding strategic capital investments in surface transportation projects that will have significant local or regional impacts. Jeff provided the funding availability, cost sharing (federal), maximum and minimum award, applicant eligibility, project eligibility, and other details. Electronic Item 7.1 contained a copy of the amended Notice of Funding Opportunity (NOFO) providing specific program details and application requirements for the \$2.275 billion program. Electronic Item 7.2 provided information regarding candidate projects (with applications to be authored/submitted by NCTCOG). Applications are due to the US DOT by February 28, 2023. For agencies in the region submitting projects, the [www.grants.gov](http://www.grants.gov) registration process must be completed, usually requiring two to four weeks for completion prior to submitting applications. Assuming the projected timing for application development, agency requests to receive a letter of support from the RTC should be submitted to Nicholas Allen of NCTCOG at [nallen@nctcog.org](mailto:nallen@nctcog.org) by Friday, February 10, 2023. Fiscal Year 2022 Federal Grant Outcomes – status of submitted and selected North Central Texas Council of Governments (NCTCOG) projects are as follows: 1) Ultimate IH 35W/SH 121 Interchange Phase One – Sylvania Avenue Bridge (United States Department of Transportation review ongoing for Fiscal Year 2022 Bridge Investment Program [BIP] , 2) Martin Luther King, Jr./ Cedar Crest Boulevard (US DOT review ongoing for FY22 Safe Streets and Roads for all (SS4A) Program), 3) Prairie Creek Road/Union Pacific Rail (UPRR) Grade Separation (USDOT review ongoing for FY22 Railroad Crossing Elimination Program (RCEP), 4) International Parkway Advanced Mobility Program (NCTCOG/DFW Airport) (Not selected for FY 22 RAISE, additional local funds identified to expedite project with local design-build procurement), 5) South Dallas County Inland Port (SDCIP) Multimodal Connectivity (Not selected for FY 22 Multimodal Discretionary Grant Program [MPDG] INFRA/RURAL, plan to resubmit for FY 23 MPDG INFRA/RURAL), and 6) IH 30 Downtown Dallas “Canyon” (NCTCOG/TxDOT) (Not selected for FY 22 MPDG INFRA/MEGA, will coordinate with TxDOT on plan to resubmit for FY 23 MPDG. Fiscal Year 2023 (FY23) RAISE Grant Program schedule

includes a request for action at the February 9, 2023, RTC meeting; the deadline of February 10, 2023, to request RTC letters of Support, action at the February 23, 2023 Executive Board meeting, deadline of February 28, 2023, to submit the FY23 RAISE application deadline, and the FY23 RAISE Award Announcement is anticipated on June 28, 2023, by the US DOT.

A motion was made to approve the submittal of the South Gateway Deck Park – Phase 2, Klyde Warren Park – Phase 2, and East Lancaster Avenue Complete Streets and Transit Technology Project for funding consideration through the RAISE Discretionary Grant Program as defined and presented by staff, and to administratively amend North Central Texas Council of Governments (NCTCOG) and State Transportation Improvement Programs (TIP/STIP) and other planning and administrative documents to include the proposed projects if selected for FY23 RAISE Grant awards. Kelly Porter (M); Tanya Brooks (S). The motion passed unanimously.

8. **Federal and State Legislative Update:** Nicholas Allen provided an update on federal, and State legislative actions related to transportation and air quality issues affecting the Dallas-Fort Worth area. Transportation issues continue to be a focus for both the United States Congress and the Texas Legislature. The 1st session of the 118th US Congress convened on January 3, 2023. In regard to Fiscal Year 2023 appropriations, \$1.7 trillion was appropriated through the Consolidated Appropriations Act of 2023, approved December 23, 2022. \$30 billion was appropriated for the U.S. Department of Transportation (Discretionary Appropriations), and no change to Infrastructure Investment and Jobs Act (IIJA) funds. With regard to the State budget, the Comptroller's budget revenue estimate for Fiscal Year 2024 – 2025 (FY24 – 25) is \$188.2 billion of available general revenue, which is a \$32.7 billion surplus, limited by constitutional spending limit. The Rainy-Day Fund is expected to have an all-time high of \$27.1 billion. The 88th Texas Legislature will have a projected 2022-23 ending balance of \$32.7 billion, in addition to \$155.5 billion in total collections of available general revenue-related funds in 2024-25. The 2023 RTC Legislative Program includes the following topics: adequately fund transportation and utilize tools, expand transportation options in mega-metropolitan regions, enhance safety, improve air quality, and pursue innovation and technology. Nicholas provided information on Bills of interest regarding transportation funding: proposes an additional \$200/\$100 fee for the registration of electric/hybrid vehicles to the State Highway Fund (HB 820), proposes an additional \$100 registration fee of electric vehicles to State Highway Fund (HB 960), proposes gas tax increases (SB 254, HB 321), local option registration fee increases (El Paso, Travis County only), and additional electric vehicle fee bills are expected to be filed. Additional Bills of interest include temporary paper tags would end with dealer issued license plates (HB 718), adds additional penalties to temporary tag violators (HB 914). Bill of interest on the topic of safety include hands free cell phone usage (SB41), school bus passing (HB 648), move over law penalties (HB 898), and driving under the influence (multiple). LIRAP/LIP funds would redistribute LIRAP funds to counties (HB 1175). Proposed bills regarding broadband would create the Texas Connectivity Fund (SJR 27). Air Quality has Texas Emissions Reduction Plan changes (SB 104), allowance of electric vehicle charging on state property/state parks (HB 821), and climate change reporting (HB 57) and (HB 846). Bicycle/Pedestrian requires three- to six-foot feet when passing (HB 421). Additional information was provided in Electronic Item 8.

9. **Director of Transportation Report on Selected Items:** Michael Morris summarized presentations he has given around the region such as to the Tarrant Regional Transportation Coalition and during the Transportation Crossroads Conference. He mentioned gearing up in the March timeframe for federal applications in regard to passenger rail, also known as an Amtrak Rail type service from Dallas-Fort Worth to Atlanta, Georgia and High-Speed Rail type service and from Fort Worth to Houston. Michael mentioned he has met with the Governor of Tennessee to discuss Dallas-Fort Worth's dynamically sized managed lanes. Michael briefly mentioned the US 75 technology lane with details provided in Electronic Item 9.1. Michael highlighted the 15 most congested regions and thanked Natalie Bettger of NCTCOG and her team for providing the charts on congestion levels and population.
  
10. **Status of 2022 Transportation Conformity Determination - Received:** Jenny Narvaez announced that a Transportation Conformity determination was received by the North Central Texas Council of Governments Department of Transportation (US DOT) on December 16, 2022, for Mobility 2045: The Metropolitan Transportation Plan for North Central Texas – 2022 Update and the 2023 – 2026 Transportation Improvement Program (TIP). This air quality action allows revised and new projects to proceed and also restarts a four-year time clock for the Metropolitan Transportation Plan (MTP) through December 15, 2026. By federal requirement, the analysis demonstrates that projected emissions from transportation projects are within emission limits (Motor Vehicle Emissions Budgets) established by the State Implementation Plan (SIP), ensures federal funding and approval is applied to transportation projects that are consistent with air quality planning goals, and ensures that transportation control measures are given priority for federal funding. Amy Johnson added that conformity review ensured consistency between Metropolitan Plan recommendations with TIP and Conformity networks and that Plan editorial refinements consisted of project recategorization and adjustments to project costs, limits, and phasing to align with the TIP. These refinements affected plan documents including roadway recommendation maps and tables, transit recommendations table, financial plan expenditures table, associated performance metrics with final networks forecasting, and associated plan narrative text within the MTP document. Final financial plan maintained financial constraint by shifting plan expenditures to accommodate recategorization of projects while maintaining the same plan total of \$148.3 billion: Infrastructure Maintenance, \$42.8 billion; Management and Operations, \$9.6 billion; Growth, Development, and Land Use Strategies, \$1.5 billion; Rail and Bus, \$44.9 billion; and High Occupancy Vehicle Managed Lanes, Freeways, Tollways, and Arterials, \$49.5. Electronic Item 10.1 contained the US Department of Transportation conformity approval, which now allows new and modified projects in the MTP and TIP to proceed. Electronic Item 10.2 contained minor refinements made to the roadway and transit project recommendations tables because of the conformity review process.
  
11. **Roadway Safety Plan:** Kevin Kroll provided an overview of the Regional Roadway Safety Plan including analysis, High Injury Network, recommended countermeasures, and next steps. A Roadway Safety Plan provides a framework for identifying, analyzing, and prioritizing roadway safety improvements on local roads. It serves as a guide to identify crash factors which contribute to a high number of fatal and serious injuries. Appropriate safety projects and countermeasures are then selected. The overall goal is to eliminate fatal crashes by 2050. The Systemic Safety Analysis approach, which this plan is based on, evaluates crash risk across an entire roadway system instead of managing risk at specific locations. This method helps identify what types of roadways and roadway characteristics produce fatal and serious injuries in the future. The goals for roadway safety are to eliminate

fatal crashes from all modes of travel by 2050, prioritize safety in roadway project selection and provide guidance on countermeasure development to partner agencies, prioritize safety in roadway project selection and provide guidance on countermeasure development to partner agencies, prioritize safety in roadway project selection and provide guidance on countermeasure development to partner agencies, work with partners to foster a culture of safety that utilizes the safe systems approach; and develop behavioral and educational countermeasures to address dangerous driving behaviors, implement a proactive approach to roadway safety to identify problems before they occur, and work with police to effectively enforce traffic rules and traffic management professionals to improve quick clearance strategies. The Systemic Safety Analysis approach evaluates risk across an entire roadway system versus managing risk at specific locations. Eight crash types or “emphasis areas” were identified in this analysis as having produced a high number of fatal and serious injuries. However, it is also helpful to identify roadways that have a history of a high number of fatal and serious injuries known as a High Injury Network. This network can be used to help prioritize safety improvements in the region and be used in tandem with the findings of the systemic analysis. The third step in the Systemic Safety Analysis approach identifies potential countermeasures for each of the eight emphasis areas. Safety countermeasures can be any action undertaken to decrease the risk of a crash occurring or to reduce the severity of a crash. Countermeasures may involve engineering upgrades, behavioral education campaigns, traffic enforcement programs, or emergency response. Countermeasure selection should be data-driven and risk-based. Next steps will be to prioritize safety projects, programs, and policies by developing a list of high-priority safety improvement projects scheduled for implementation. This considers both high-crash locations and system-wide analysis. Note that this step will occur after the Roadway Safety Plan itself is completed. Regional Transportation Council regionwide safety program funding summary for Fiscal Year 2024 through 2026 includes funding for Bike/Pedestrian Education and Engineering - \$12 million; Roadway Operations, Engineering, and Intercity Connections - \$25 million; Speed Education and Enforcement - \$9 million; and \$4 million for other safety projects and programs. Additional details presented in Electronic Item 11.

**12. Dallas-Fort Worth High-Speed Transportation Connections Study: Phase Two:**

Brendon Wheeler provided an update on coordination efforts with the Federal Railroad Administration and Federal Transit Administration to advance this project through the National Environmental Policy Act (NEPA) process. He introduced next steps in Phase two, including conceptual and preliminary engineering of a high-speed rail corridor generally along Interstate Highway (IH) 30 to support environmental analysis and documentation for the NEPA process. The objective of this study is to evaluate high-speed transportation alternatives (both alignments and technology) to connect Dallas-Fort Worth to other proposed high-performance passenger systems in the State, enhance and connect the Dallas-Fort Worth regional transportation system, and obtain federal environmental approval of the viable alternative. Phase one of alternative development: public, agency engagement, alternative development, and alternative screening which is complete. The goal for phase one is identify technologies and alignments to be carried into phase two. Phase two of engineering and environmental: preliminary engineering, National Environmental Policy Act Documentation and Approval, financial and project management plans, and public and agency engagement. The goal for phase two is Federal environmental approval of alignment and technology. Phase two activities in two categories; pre-NEPA with conceptual engineering that is reducing station and alignment alternatives, continued coordination with federal partners on structure of process, Texas Department of Transportation, local governments, and stakeholders within a six-to-nine-month process. The second category is NEPA with preliminary engineering, environmental documentation



with anticipated class of action, Environmental Assessment (EA) with the goal of finding no significant impact, financial and project management plans, public and agency engagement within twelve months of initiation. Additional details presented in Electronic Item 12.

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

Toni Stehling noted the 2023 meeting dates for Regional Transportation Council and Surface Transportation Technical Committee meetings were provided in Electronic Item 13.1.

Charles Marsh mentioned that January 27, 2023, is the submittal deadline for Modification Requests to the Transportation Improvement Program through the May 2023 Revision cycle.

Martin Bate provided updates on the Fiscal Year 2024 – 2025 Policy Bundle and noted that Round 5 would be opening soon. Applications will be available February 1, 2023, the deadline for early applications is March 31, 2023, and the final deadline is May 31, 2023. Additional details and sign up for emails can be found at ([www.nctcog.org/policybundle](http://www.nctcog.org/policybundle)).

Sam Simmons announced that the Regional Transportation Council's (RTC) Toll Lane Managed Policy, particularly HOV 2 subsidy lanes. HOV 2+ subsidy is to help offset cost difference amount that is given to HOV users who travel on the Toll Managed Lanes during the peak periods. The RTC was responsible for the North Tarrant Express to the LBJ Express as of November 2022 for \$7.9 million. The next report will be in April of 2023. Detailed information can be found in Electronic Item 13.2.

Jared Wright noted the Air Quality Funding Opportunities for Vehicles website, [www.nctcog.org/aqfunding](http://www.nctcog.org/aqfunding), which is updated with air quality funding opportunities for available vehicles and programs. He highlighted the Energy Efficiency Concept Block Grant from the DOE. Applications are due in January 2024, with a pre-award due in April of 2023.

Jared Wright noted North Central Texas Council of Governments (NCTCOG) submitted comments on Texas Electric Vehicle Charging Plan Draft Grant Documents. Review of comments can be found in Electronic Item 13.3.

Jared Wright mentioned the Dallas-Fort Worth Clean Cities Annual Survey will open in the next couple of weeks and additional information can be found at: <https://www.dfwcleancities.org/annualreport>.

Savana Nance highlighted upcoming Dallas-Fort Worth Clean Cities events and noted that on February 1, 2023, a Long-term Texas Electric Vehicle Infrastructure Strategic Plan workshop in collaboration with the Texas A&M Transportation Institute. Additional information on Clean Cities events is located at <https://www.dfwcleancities.org/events>.

Savana Nance mentioned that the Local Government Energy Reporting gave a friendly reminder that all political subdivisions, state agencies, and institutes of higher education in a non-attainment area or an affected county to establish a goal to reduce electricity consumption by at least five percent each year and report progress annually. Submit the required report by Friday, March 3, 2023, via the Texas State Energy Conservation (SECO) Local Government Energy Reporting webpage and additional details provided in Electronic Item 13.4.

Jared Wright highlighted the Local Clean Air Project Spotlight on the replacement project for the City of Dallas. The City of Dallas was awarded two diesel hybrid electric crawler tractors; 92 percent NOx emissions reduction implemented in April of 2022 with an awarded amount of \$249,589 and total project cost of \$998,354. Additional information was provided in Electronic Item 13.5.

Connor Sadro announced the Intelligent Transportation Society (ITS) America 2023 Annual Conference and Expo will be held April 24-27, 2023, at the Gaylord Texan Resort and Hotel in Grapevine. Details provided in Electronic Item 13.6.

Carli Baylor mentioned that November and December Public Meeting Minutes were provided in Electronic Item 13.7 and Electronic Item 13.8 respectively, and the February Public Meeting Notice was provided in Electronic Item 13.9.

Taylor Benjamin noted that the Public Comments Report, which contains general public comments received from November 20, 2022, through December 19, 2022, provided in Electronic Item 13.10.

Partner Progress Reports were provided in Electronic Item 13.11.

14. **Other Business (Old or New)**: There was no discussion on this item.
15. **Next Meeting**: The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on February 24, 2023.

Meeting adjourned at 3:04 PM.