

MINUTES**SURFACE TRANSPORTATION TECHNICAL COMMITTEE****February 23, 2024**

The Surface Transportation Technical Committee (STTC) met on Friday, February 23, 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: Nathan Benditz (representing Melissa Baker), David Boski, Shon Brooks, Tanya Brooks, Chris Funches (representing Daniel Burnham), Brenda Callaway, Travis Campbell, John Cordary, Jr., Clarence Daugherty, Arturo Del Castillo, Pritam Deshmukh, Caryl DeVries, Farhan Butt (representing Rebecca Diviney), Phil Dupler, Ralph Zaragoza (representing Chad Edwards), Eric Fladager, Chris Flanigan, Austin Frith, Ricardo Gonzalez, Gary Graham, Tom Hammons, Matthew Hotelling, John D. Hudspeth, Jeremy Hutt, Thuan Huynh, Joseph Jackson, Gus Khankarli, Eron Linn, Clay Lipscomb, Paul Luedtke, Stanford Lynch, Chad Marbut, Alberto Mares, Wes McClure, Brian Moen, Mark Nelson, Jim O'Connor, Alfredo Ortiz, Dipak Patel, John Polster, Kelly Porter, Elizabeth Reynolds, Jahor Roy, Greg Royster, Molly Carroll (representing Kathryn Rush), David Salmon, James Ryan Sartor, Brian Shewski, Walter Shumac, III, Chelsea St. Louis, Cheryl Taylor, Errick Thompson, Caleb Thornhill, Jennifer VanderLaan, Gregory Van Nieuwenhuize, Daniel Vedral, Caroline Waggoner, Jana Wentzel, and Robert Woodbury.

Others present at the meeting were: Vickie Alexander, Nick Allen, Berrien Barks, Taylor Benjamin, Joslyn Billings, Juliette Breton, Shyla Camarena, Jackie Castillo, Amber Ellis, Kevin Feldt, Gypsy Gavia, Christie Gotti, Brian Jahn, Amy Johnson, Dan Kessler, Ken Kirkpatrick, Siddesh Kudale, James Kuhr, Dan Lamers, Bradley LeCureux, Nancy Luong, Charles Marsh, Chandra Maurugandham, James McLane, Michael Morris, Savana Nance, Jeff Neal, Catherine Osborn, Donald Parker, Ezra Pratt, Vercie Pruitt-Jenkins, Catherine Richardson, Connor Sadro, Toni Stehling, Daniela Tower, Amanda Wilson, Jared Wright, Alexander Young, and Susan Young.

1. **Approval of January 26, 2024, Minutes:** The minutes of the January 26, 2024, meeting were approved as submitted in Electronic Item 1. John Polster (M); Mark Nelson (S). The motion passed unanimously.
2. **Consent Agenda:** The following items were included on the Consent Agenda:
 - 2.1. **May 2024 Transportation Improvement Program Modifications:** Charles Marsh requested a recommendation for Regional Transportation Council (RTC) approval of revisions to the 2023-2026 Transportation Improvement Plan (TIP) was requested, along with the ability to amend the Unified Planning Work Program and other planning documents with TIP-related changes. May 2024 revisions to the 2023-2026 TIP were provided in Electronic Item 2.1 for the Committee's consideration. The modifications have been reviewed for consistency with the mobility plan, the air quality conformity determination, and financial constraint of the TIP.

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

3. **Transit Strategic Partnerships Program: Selected Projects from the November 2023 Cycle:** Julie Anderson requested a recommendation for Regional Transportation Council (RTC's) approval to provide funding to Trinity Metro for on-demand service to the City of Mansfield through the Transit Strategic Partnerships Program. Transit is funded federally through two different programs: Section 5307 Urbanized Area Formula Program to serve the general public; and Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program to serve only the needs of the elderly and people with disabilities. The Federal Transit Administration (FTA) apportions the Program funds to the region and NCTCOG distributes them two ways: non-competitively through formula funding (approximately 98% which is available annually to transit providers through the Program of Projects (POP) process); and competitively, (approximately 2%, by RTC policy, of apportioned funds are set aside for transit projects that support long-range mobility plan goals and address needs outlined in Access North Texas). The competitive funding policy is what funds the Transit Strategic Partnerships Program, with the goal to support strategic transit projects and implement new and expanded services that address Mobility 2045 Update goals and Access North Texas. In order to be eligible, applicants must be a transit authority, public transit provider, or a non-profit provider (encourage partnership with an existing transit provider); must be an entity that can receive federal funds; and typically propose a two-to-three-year pilot project. In the project cycle of November 2023, NCTCOG received three project proposals: Trinity Metro proposed to introduce one-year pilot of ZIPZONE on-demand service for the City of Mansfield; Feonix Mobility Rising proposed to provide shared rides to mobility impaired residents and senior citizens where no other services are available or accessible; and the City of North Richland Hills proposed to grow existing city-provided service to mobility impaired residents and senior citizens. The total overall funding request of the three proposals is \$1.5 million. Of the three proposed projects, NCTCOG is recommending the Trinity Metro Mansfield On-Demand ZIPZONE Service, with a total project cost of \$855,318 (\$684,254 Federal, \$171,064 Local). Julie presented a map and some background information regarding the Mansfield on-demand ZIPZONE service and area. Additional details were provided in Electronic Item 3 for more information.

A motion was made to recommend Regional Transportation Council (RTC) approval to use existing Federal Transit Administration Section 5307 Urbanized Area Formula program funds from the Transit Strategic Partnerships Program in an amount not to exceed \$855,318 total to fund pilot on-demand service by Trinity Metro to the City of Mansfield, to revise and update administrative documents as appropriate to incorporate all projects. Robert Woodbury (M); Tanya Brooks (S). The motion passed unanimously.

4. **Endorsement of Dallas-Fort Worth Air Quality Improvement Plan and Approval of Transportation Programs:** Savana Nance requested an endorsement of the Regional Transportation Council (RTC's) approval the Dallas-Fort Worth (DFW) Air Quality Improvement Plan (AQIP) and approval of the RTC application to the Climate Pollution Reduction Grants (CPRG) Program. The North Central Texas Council of Governments (NCTCOG) is leading a collaboration with local governments across the region to develop a Dallas-Fort DFW AQIP, that outlines measures to reduce emissions of ozone-forming pollutants, fine particulate matter, and greenhouse gases (GHG) in all 16 counties. Savana reminded the STTC members of the Priority Climate Action Plan, first deliverable for Environmental Protection Agency (EPA) Climate Pollution Reduction Grants (CPRG), is due March 1, 2024, and submission is required to participate in the CPRG Implementation Grants, including an analysis of funding and benefits analysis. The DFW AQIP fulfills the PCAP requirement. She briefly provided an overview of the list of transportation measures that were included in this plan along with the segmented measure moving forward into the

grant implementation grant application. Savana noted that each measure was identified as “Plan Only” or “Potential Funding Request”, indicating that EPA funding may be sought to support implementation of that measure. She provided a quick reminder that transportation is a big contributor to both GHG emissions and the ozone forming pollution inventories, so it is imperative to have good performance measures for the DFW AQIP to be a comprehensive plan. She mentioned NCTCOG’s collaboration with the State’s CPRG Plan, whose measures focus on three specific sectors that contribute 87 percent of State GHG emissions: industry, electric power, and transportation. She presented 16 measures or programs being proposed to put into the plan, along with the CPRG implementation grants, and some financial mechanics. Savana mentioned some deadlines including the plan due to EPA on March 1, 2024, the grant applications due on April 1, 2024, anticipated award of CPRG grant in October 2024, and comprehensive climate action plan due to EPA on June 17, 2025. Approval of the funding request will be sought at the March RTC meeting. A full list of transportation programs for inclusion in the Plan and identified the potential funding request for the elements that staff proposed to include in the grant application was provided in Electronic Item 4.1. More information on the effort provided in Electronic Item 4.2 and www.publicinput.com/DFWAQIP.

A motion was made to recommend endorsement of Regional Transportation Council’s (RTCs) approval of proposed plan content/structure, to include a list of transportation programs as provided in attached table in Dallas-Fort Worth Air Quality Improvement Plan and recommend RTCs approval of application to Climate Pollution Reduction Grants Implementation Grants to be adjusted as needed to accommodate applying in Tier A or B. Kelly Porter (M); Daniel Vedral (S). The motion passed unanimously.

5. **Director of Transportation Report on Selected Items:** Michael Morris briefed the committee on the Changing Mobility: Data, Insights, and Delivering Innovative Projects during COVID recovery. He mentioned the transit ridership making tremendous improvements. He briefly presented the traffic volumes comparing pre-COVID data to up-to-date data now. Michael provided an analysis of the Dallas High-Speed Rail Tunnel request issues around Downtown Dallas, with the alignment of East of Hyatt Regency with the current recommended alignment. The plan is to bring a High-Speed Rail service to Arlington and Fort Worth into the same station. Based on most of the questions North Central Texas Council of Governments (NCTCOG) has received have to do with the interface north of that station as we move past the Hyatt Regency. Michael is working diligently to retain High-Speed Rail with a seamless connection to downtown. The City of Dallas has declared the structure to be built as the home for Amtrak to be named the Eddie Bernice Union Johnson Station. He briefly described the vision for the High-Speed Rail. Michael congratulated Lori Clark’s team on the recent grant awarded of five hydrogen stations and Electric Vehicle projects (\$70 million and \$20 million). Michael updated the Committee on the FIFA World Cup meeting dates at the Dallas Stadium for 2026. Michael highlighted the safety trend update, we are required to use five years of linear deflation, but we have fatality rates trending down two years in a row. He provided the status of the Consultants for Transit 2.0 by presenting a table to provide to the cities and set up meetings on how to proceed. Michael thanked Ken Kirkpatrick and his procurement team for all the work on Transit 2.0 that was approved by the Executive Board. Dan is working on the demographics for 2050. Task five is the issues between Dallas Area Rapid Transit (DART) Board members and staff. Michael encouraged everyone to read his white papers on the Transit Authority and Member City Paradox.

6. **Developing Mobility 2050: Kickoff:** Amy Johnson provided an update on Mobility 2045, that was adopted by the Regional Transportation Council (RTC) on June 9, 2022. A report was provided regarding efforts to develop the next Metropolitan Transportation Plan, Mobility 2050. As a reminder, Amy provided an overview of the requirements: must make a new plan or update a plan at least once every four years, plan must go at least 20 years into the future, must be financially constrained (reasonable expectation of revenue), must go through federal conformity determination process once adopted. For Mobility 2050's plan is to focus on areas such as new demographics, updated travel demand model and analysis, major updates to projects, programs, and policies, new financial plan, robust public involvement, and enhanced final product (plan document and tools). The reason this was presented now was due to federal requirements for a 20-year horizon, which is a key driver for the plan's schedule. The Mobility 2045 Update horizon year will not meet the 20-year requirement starting in 2026, so Mobility 2050 must be adopted no later than the end of 2025. Amy provided the goals and planning factors for both Federal/State and Regional focus areas. The federal and state goals and planning factors include equity considerations and performance measures. Regional goals to be affirmed by examining three key areas: RTC's policy priority, public need, and technological advancement. Amy briefly provided an overview of the policy considerations, public engagement goals, and public involvement strategies. Amy mentioned that in early public involvement findings, there is support for increased transit service areas and increased frequency of service, transit and alternatives to driving are not keeping pace with fast growth around the region, perceived lack of funding for regional transit, along with safety concerns in regard to high speeds, intersections, and school zones. Amy mentioned two ways to provide input by taking surveys, taking polls, or map your experience via www.nctcog.org/M50. Additional details provided in Electronic Item 6.
7. **Work Zone Data Exchange Update:** Connor Sadro provided an update on the Work Zone Data Exchange (WZDx) initiative and walk through the plan for funding implementation projects in the region. In 2022, the North Central Texas Council of Governments (NCTCOG) conducted a procurement of WZDx services through NCTCOG's [TXSHARE](#) cooperative purchasing program. The three categories of services include: conversion of raw Work Zone Data into WZDx format, establishing WZDx-compliant reporting system, and general WZDx services including operational. In Fiscal Year 2023, we received the notice to proceed on staff and planning activities with the funding agreement of \$250,000. NCTCOG is proposing and moving forward with the implementation submitted in the May 2024 Transportation Improvement Program Modification Cycle with approval in June/July 2024 timeframe for \$2,500,000 for Fiscal Year 2025. Connor provided the proposed options to proceed with including to proceed with local governments in the NCTCOG region by utilizing TXShare contracts without NCTCOG funding for now, NCTCOG staff would be happy to join any calls in which the agencies request clarification from our staff on the procurements, and when we are ready to launch the Call for Projects, we will begin outreach to our region and request their participation. At this time, we will have more coordinated outreach in the form of roundtables, workshops, individual meetings, digital correspondence, etc; projects that initiated before funding becomes available will NOT be eligible for reimbursement under the Call for Projects. Connor briefly went through the schedule and mentioned this will be brought for action in the August and September of 2024 timeframe. More information was provided in Electronic Item 7.

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

Catherine Richardson highlighted the Look Out Texans is a safety campaign that was launched in 2015 to encourage North Texans to look out for each other while using our roadways. As part of the 2024 efforts, North Central Texas Council of Governments collaborated with local agencies to broadcast safety education videos via local distribution beginning in April through November, with the link to the videos provided at:

<https://www.youtube.com/playlist?list=PLK43E0JdDgQwGs9EL8b1h6qJzIfDhe5Ij>.

Daniela Tower provided a brief update on the Environmental Protection Agency 2015 Ozone Standard Reclassification Proposal published January 26, 2024. More detailed information was provided in Electronic Item 8.1. She also announced the ozone season starts on March 1, 2024.

Bradley LeCureux provided an update on the 2023 Dallas-Fort Worth Clean Cities Annual Fleet survey deadline is March 11, 2024. More information provided at: [DFW Clean Cities Annual Report](#). He also provided information for February's Local Clean Air Spotlight, on January of 2023, City of Dallas acquired Compressed Natural Gas (CNG) powered dump trucks with the awarded amount of \$385,704, and a total cost of \$1,236,384. Additional details provided in Electronic Item 8.2.

Joslyn Billings highlighted the Texas Commission of Environmental Quality's Alternative Fueling Facilities Program, funding of up to \$400,000 for CNG or LNG project; \$600,000 for combined CNG and LNG project; fifty percent of the total eligible project cost up to \$600,000 for other alternative fuels with the application deadline was March 22, 2024. More details provided at www.nctcog.org/aqfunding. Joslyn mentioned a few upcoming events, Regional EV Infrastructure Working Group, held on Wednesday, March 20, 2024, at 2:00 pm – 3:00 pm via zoom. More information, including registration for the upcoming Dallas-Fort Worth Clean Cities events available at: <https://www.dfwcleancities.org/events>.

Jackie Castillo Jackie Castillo announced the January Online Input Opportunity Notice was held from January 8, 2024, through February 6, 2024, more information provided in Electronic Item 8.3. Additionally, hosting a public meeting on March 11, 2024, at 12:00 pm, with more information provided in Electronic Item 8.4.

Taylor Benjamin noted that the Public Comments Report, which contained general public comments received from December 20, 2023, through January 19, 2024, was provided in Electronic Item 8.5.

Written Progress Reports were provided in Electronic Item 8.6.

9. **Other Business (Old or New):** There was no discussion on this item.
10. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on March 22, 2024.

Meeting adjourned at 3:03 PM.