

## MINUTES

### **SURFACE TRANSPORTATION TECHNICAL COMMITTEE December 3, 2021**

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, December 3, 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 October 22, 2021, Minutes:** The minutes of the October 22, 2021, meeting were approved as submitted in Electronic Item 1. Kelly Porter (M); Walter Shumac III (S). The motion passed unanimously.
2. **Consent Agenda:** The following items were included on the Consent Agenda.
  - 2.1. **FY2022 and FY2023 Unified Planning Work Program Modifications:** A recommendation for Regional Transportation Council (RTC) approval of modifications to the FY2022 and FY2023 Unified Planning Work Program was requested. Action included a recommendation directing staff to also administratively amend the Transportation Improvement Program and other administrative/planning documents, as appropriate, to reflect the approved modifications. The proposed amendments were included as Electronic Item 2.1.1 and additional information was provided in Electronic Item 2.1.2.
  - 2.2. **Transportation Improvement Program Modifications:** A recommendation for Regional Transportation Council (RTC) approval of revisions to the 2021-2024 Transportation Improvement Program (TIP) was requested, along with the ability to amend the Unified Planning Work Program and other planning documents with TIP-related changes. February 2022 revisions to the 2021-2024 TIP were provided as Electronic Item 2.2 for the Committee's consideration.
  - 2.3. **Air Quality Funding Recommendations Related to the Environmental Protection Agency National Clean Diesel Funding Assistance Program:** Committee approval of funding recommendations for the Clean Fleets North Texas 2020 Call for Projects (CFP) was requested. An overview of the call for projects and staff recommendations was provided in Electronic Item 2.3.1. Detailed project listings were provided in Electronic Item 2.3.2.

A motion was made to approve the items on the Consent Agenda. Kelly Porter (M); Jim O'Connor (S). The motion passed unanimously.

3. **2023-2026 Management and Operations, Regional/Air Quality, and Safety Funding Program-Fiscal Year 2023 Request:** Brian Dell presented information on the Fiscal Year (FY) 2023-2026 Management and Operations program and staff recommendations for FY2023 funding. The Committee and the Regional Transportation Council (RTC) typically consider extending existing and funding new air quality, and management and operations projects/programs every few years and last approved funding for this program in 2019 for projects in FY2020-2022. Staff has determined that some projects and programs do not have sufficient existing revenues to continue without interruption through FY2023, so

funding approval is needed for a subset of projects sooner than when the entire Management and Operation, Regional/Air Quality, and Safety project listings are finalized. Staff proposed to split approval of the 2023-2026 Management and Operations program into two phases. Phase 1 will cover funding needed for FY2023 only, and Phase 2 will request funding for FY2024-2026. Mr. Dell noted that prior to the meeting, members were emailed a revised Electronic Item 3.1 that included an additional project than the version provided in the original meeting material. Proposed projects for FY2023 funding included the Regionwide Employer Trip Reduction Program, Regional Aviation Program, Air Quality Public Education and Outreach Program, Land Use/Transportation and Bike/Pedestrian Initiatives, and Auto Occupancy Detection and Verification Implementation Program totaling approximately \$4.4 million. The revised Electronic Item 3.1 contained the proposed RTC funding share for each project, details of the project scopes, match sources, and whether the funding is for staff time, pass-through, or both. Staff will present the interim FY2023 Management and Operations program proposal to the public and the Regional Transportation Council for its consideration, and work to finalize the funding amounts and specific projects/programs to be recommended for FY2024-2026 for approval in spring 2022. Additional information on the funding program was provided in Electronic Item 3.2. A motion was made to recommend Regional Transportation Council approval of the FY2023 funding for the 2023-2026 Management and Operations, Regional/Air Quality, and Safety funding program as provided in revised Electronic Item 3.1 provided to members by email. Action also included a recommendation directing staff to administratively amend the Transportation Improvement Program/Statewide Transportation Improvement Program and other planning documents such as the Unified Planning Work Program as necessary to incorporate the project changes. Eric Fladager (M); Mike Galizio (S). The motion passed unanimously.

4. **2021 Incident Management Freeway Blocking Equipment Call for Projects-**

**Recommendations:** Camille Fountain presented project recommendations for the 2021 Incident Management Freeway Blocking Equipment Call for Projects (CFP). In August 2021, the Regional Transportation Council (RTC) approved \$1 million in Regional Toll Revenue (RTR) funding to implement the Freeway Blocking Equipment Call for Projects based on interest resulting from the 2020 Incident Management Freeway Blocking Equipment Pilot Project initiative. The purpose of the CFP was to assist partner agencies in purchasing blocking equipment to protect incident responders responding to traffic crashes. The effort supports the current Incident Management Training Recommendations for best practices equipment and technology and improves roadway safety for responders. Funding was available to public sector partner agencies in the 12-county metropolitan planning area actively involved in incident management for the purchase of blocking equipment that protects first responders while minimizing additional strobe lighting on scene. Examples of eligible activities included crash attenuators (trucks, trailers, and those that attached to another vehicle, barriers, and cushions). It was recommended that blocking equipment should minimize the need for fire apparatus solely for the purpose of blocking at a scene. Project applications for blocking equipment placed on non-fire truck vehicles were scored higher than equipment placed on fire trucks when ranking projects. A total of \$1 million was available with a 20 percent local match required, and 16 project applications for 17 different projects were received totaling \$2,596,025. Project applications received for the eastern and western subregions were detailed in Electronic Item 4.1, along with the scoring criteria. Projects receiving a score over 70 were recommended for funding, totaling \$1,411,979. Staff recommended increasing available funding from the \$1 million originally approved to \$1,411,979 in Regional Toll Revenue funds to award funding to the ten recommended projects: \$1,224,341 in the eastern subregion and \$187,638 in the western subregion.

Based on funding inquiries received after the CFP closed, Ms. Fountain noted that staff may consider issuing a new call for projects in the future. The schedule for this effort was reviewed, which included a public comment period which began December 13, 2021, followed by a request for Regional Transportation Council approval in January 2022. Additional information was provided in Electronic Item 4.2. A motion was made to approve the allocation of an additional \$411,979 in Regional Toll Revenue funding for a total of \$1,411,979 to fund the 2021 Incident Management Freeway Blocking Equipment Call for Projects, and the project recommendations provided in Electronic Item 4.1. Bryan Beck (M); Alonzo Liñán (S). The motion passed unanimously.

5. **Director of Transportation Report on Selected Items:** Michael Morris provided an overview of current transportation items. He noted the Fédération Internationale de Football Association (FIFA) recently held a meeting regarding World Cup 2026, that will be held in the North America. US cities are competing to host the World Cup and the region is working to host six events, the finals, and the International Broadcast Center. If successful, North Central Texas Council of Governments (NCTCOG) staff will establish a Special Events Committee for the event. Funding may be necessary, and one of the commitments proposed was electric transit vehicles to help courier VIPs and others during the events. Other transportation elements could include the use of the Trinity Railway Express, reversed managed lanes, an additional bus bridge, and others. He also highlighted a recent meeting of the Greater Dallas Planning Council attended by transportation officials in the regions, as well as a second meeting of the Statewide Safety Task Force. Regarding the safety task force, he noted the Texas Transportation Commission (TTC) would like to focus on improving fatalities and fatality rates statewide and have reached out to metropolitan planning organizations and local governments. NCTCOG staff will be creating a safety team with current safety staff that will inventory safety projects and catalog the projects as the region's commitments similar to how air quality projects implemented in the region are inventoried. Safety project examples that could be helpful include the use of blocking equipment during incidents as presented earlier in the meeting, negotiations with policy officials regarding speed enforcement, expansion of the 511 DFW initiative, and others. In addition, he noted the TTC has approved additional funding to expand mobility assistance patrol efforts both in time and routes which will be brought back to the Committee. He also noted that information regarding a recent Freight Safety Campaign would be presented later in the meeting. Assistance from the technical committee to inventory safety projects being implemented by local governments was requested. More importantly, he noted funding programs will be developed, not just as a result of the new infrastructure bill but because of the importance of safety and that these programs will be both regional and statewide. Members interested in being involved with the new safety initiatives were asked to contact Natalie Bettger as staff determines the best way to move forward to design additional projects and programs to bring before the Surface Transportation Technical Committee and Regional Transportation Council (RTC). In addition, he noted that three Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant applications for the region were recently awarded for bicycle/pedestrian activities in southeast Dallas County, as well as transit in southern Dallas and the pedestrian cap project near the Dallas Zoo. He also discussed a request from the House Transportation Committee for submittal of interim charges. The RTC submitted focus areas for high-speed rail, safety, and tolled managed lanes. As a member of the House Transportation Committee, staff submitted comments to Representative Yvonne Davis and he thanked her for reiteration of the comments to the Committee Chair. Mr. Morris also noted that letters of support were recently developed to advance SH 183 Segment 2E. The project is now potentially being debated by the Legislative Budget Board for approval, and the RTC took action to approval transmittal of a

letter regarding the project. He also discussed high-speed rail in Dallas and the loan to Texas Central Partners approved by the RTC in November 2021 to advance engineering of the City of Dallas Floodway Extension. He noted that collateral for the loan was not able to be secured by the deadline, so Texas Central Partners paid the \$800,000. Staff will review backstop elements if a loan is determined to be necessary in the future. Also discussed was the recently passed Infrastructure and Investment Jobs Act, as well as projects submitted for the Economic Development Administration Grant Opportunities.

6. **Freight Safety Campaign:** Morgan Tavallae provided an overview of results from the recent Freight Safety Campaign that concluded in September 2021. The goal of the 2021 Freight Safety Awareness initiative was to create a safer environment for freight and passenger movements through physical improvements and safety awareness initiatives. The Safe Driving and Operation Lifesaver campaigns was merged into one larger Freight North Texas marketing campaign targeted at all road users to increase awareness about truck limitations with regard to stopping distance and sight line availability, strategies and simple adjustments for driving near large trucks, and the importance of freight and its role in our daily lives. A section of the campaign focused on educating truck drivers about truck lane restriction locations and safety benefits, as well as air quality and mobility benefits. Examples of outreach efforts conducted throughout the campaign included Fact Sheets, social media ads, search engine optimization, billboards, radio ads, podcast ads, and website updates. Details of the impact of each outreach effort were highlighted. A total of nine billboards were placed in freight-oriented corridors within the region with a total estimated impressions of over 34 million throughout the campaign. Facebook ads resulted in over 863,000 total impressions, Google ads in over 26,000 total impressions, approximately 3,000 radio commercials, and over 218,000 Spotify (podcast) ads. As part of the initiative, a refresh was completed to the Freight North Texas webpage, which includes additional information and educational materials and is available at [www.freightntx.org](http://www.freightntx.org). Freight staff will be working with Communications staff to improve the next safety initiative planned for 2023, as well as continue to make improvements to the website.
7. **Mobility 2045 Update and Demographic Assumptions:** Dan Kessler provided an update on ongoing efforts to develop revised 2045 Population and Employment forecasts for the Metropolitan Area. Draft forecasts have been provided to local governments for their review and comment, and regional control totals for population continue to be reviewed by North Central Texas Council of Governments (NCTCOG) staff. Control totals for population estimate 11.5 million people in the region by 2045, with growth rates of approximately 150,000 people per year. Compound annual growth rate by county was highlighted, and it was noted that staff continue to focus on density and how density patterns are expected to change through 2045. Next, he highlighted the 40 cities in the region with the largest absolute change in population growth based on the draft 2045 forecast. He stated that many of the expected cities continue to experience significant growth but also noted that several historically slower growing cities have begun to experience growth as well. Regional control totals for employment were also reviewed, with approximately 8.1 million employees allocated across the region which is more than 1 million additional employees than the previous 2045 estimate. He noted that staff are focusing review on current travel/social patterns, social adjustments, and adjustments related to COVID as more people work remotely and have multiple jobs to correctly account for these occurrences in the demographic forecasting process. Dallas County remains the economic employment center, but Tarrant County and Collin County begin to rival in job growth. Employment density in the region by 2045 was also highlighted, as well as the top 40 cities experiencing employment growth. In addition, predicted built area through 2045 was highlighted. Mr. Kessler noted

that NCTCOG staff continue to run multiple scenarios to ensure travel models are interpreting new demographic data correctly and to help staff understand travel patterns and the location of potential stress on the network. The schedule for the demographic forecasting effort was reviewed. Mr. Kessler noted that approximately half of the area represented in the region has responded to demographic data provided for city/county review. Although the formal review process has closed, he noted that the commenting portal could be reopened for those entities that may have comments they have not yet submitted.

Brendon Wheeler provided an update on ongoing efforts to update Mobility 2045. He noted that staff were nearing the end of plan development and were preparing maps and tables for the update, which will be presented to the Committee in February 2022 and to the Regional Transportation Council (RTC) in March 2022, followed by public comment. Final action on the Mobility 2045 Update will be requested in the May/June 2022 timeframe. Major roadway recommendations in the Mobility 2045 Update were highlighted, including new and additional freeway capacity projects, new and additional managed lane capacity projects, new and additional toll road capacity projects, and staged facilities. He noted that since efforts are to complete a Mobility 2045 Update with the horizon year remaining 2045, significant changes are not expected. A map identifying proposed changes to major corridor recommendations was highlighted. Changes included completed projects, new capacity, scope/capacity changes, and projects moved to the illustrative map for further study. Current Mobility 2045 arterial capacity improvements were also highlighted for both regionally and non-regionally significant arterials, as well as those recommended for the Mobility 2045 Update. Next, Mr. Wheeler highlighted Mobility 2045 transit corridor projects as well as those proposed to change with the update including the expected implementation of the IH 35W high-intensity bus route from downtown Fort Worth to Alliance and the nearing completion of the Silver Line currently under construction between the north side of the Dallas Fort Worth International Airport and the City of Plano. In addition, the scope and limits of the D2 rail line in downtown Dallas will be updated. Recommended new transit capacity projects were also highlighted including extending rail north in Collin County to Prosper and Celina, adding a high intensity bus route along IH 635 north of the airport, and a high-capacity transit technology corridor along East Lancaster in Fort Worth. Also highlighted were major rail and non-rail recommended transit projects for the Mobility 2045 Update, which includes current and updated recommendations. Mr. Wheeler noted that projects and maps presented were drafts and subject to change as staff continues finalizing recommendations and financial forecasts. Brian Shewski noted that the baseline demographic data in the presentation showed to be from 2010 and asked if 2020 population and employment was available. Mr. Kessler noted that at the time the presentation was created, 2020 data was not yet available and that the base year was used to show the level of growth. Clarence Daugherty asked if staff was still accepting comments/questions on the recommendations for the Mobility 2045 Update. Mr. Wheeler noted that there is still time for input and that members were welcomed to provide comments. Michael Morris discussed ongoing efforts to have projects in the region that are ready for implementation should funding become available and noted it was critical that local governments with projects that are anticipated to be completed in the near term ensure project discussion with staff has occurred for inclusion in the long-range transportation plan.

**8. Southern Dallas County and Tarrant County Transit Studies Recommendations:**

David Garcia provided an overview of study recommendations resulting from the Southern Dallas County and Tarrant County transit studies. In 2018, the North Central Texas Council of Governments received requests from the Tarrant County Mayors' Council and the cities in the Best Southwest Partnership focusing on the southern area of Dallas County to develop a

comprehensive approach to planning and implementing transit services in the requested areas. Both requests stressed the importance of balancing transportation needs by supporting the development of a multimodal transportation system that expands mobility choices and transit access to communities, prioritizing transportation investments in areas with identified transit needs, and providing non-member cities with alternate options to work with transit authorities to implement transit services in their communities. Key elements common to both studies included internal and regional service needs, identifying transit and funding options, and implementation within ten years. The Dallas County study also focused on goods movement because of the proximity of cities to the southern Dallas inland port area. Mr. Garcia noted the studies also build on the regional planning efforts reflected in documents such as Mobility 2045 and Access North Texas. The stakeholder and public engagement process completed for each study was highlighted and included establishing project advisory committees to help develop project goals and objectives. Mr. Garcia noted the Tarrant County study focused on cities outside of the Trinity Metro service area and identified needs based on population/employment densities, transit-dependent populations, activity centers, trip patterns, and existing conditions. After identifying the transit needs and incorporating stakeholder/public input, three service scenarios were developed that provided a range of services for local and region service needs. Details of the needs were provided in Electronic Item 8. Service cost estimates for Tarrant County ranged from \$18-18.4 million countywide based on each of the three scenarios. Results of the Southern Dallas County Transit Study were also highlighted, which focused on the cities of Cedar Hill, Duncanville, DeSoto, Lancaster and the Inland Port. Needs in this study were also identified based on population/employment densities, transit-dependent populations, activity centers, trip patterns, and existing conditions. In addition, the study included goods movement in the inland port area which has added approximately 14,000 jobs to the area in the last ten years and has seen a little more than 22 million square foot in industrial distribution space development. This growth causes a corresponding increase in truck traffic and impacts the local transportation system. Based on both the transit and the goods movement assessments and stakeholder input, service scenarios were developed. Five micro transit zones were recommended to address the local service needs of the individual areas, and three fixed-route services were also recommended to provide intercity connections. He noted it will become increasingly important to coordinate transit and roadway planning in these areas to facilitate safe transit travel and to prepare for continued truck volume growth in the inland port. Service cost estimates for the Phase 1 (foundational core service) range from \$1.2 to \$1.6 million (combined) and Phase 2 is estimated at approximately \$2.12 million with reinvestments in the core service of Phase 1 and expansion of coverage. He noted that the estimated cost breakdown by municipality was available upon request. After completing the needs assessment, developing scenarios and identifying funding options, implementation plans were developed to provide a framework for municipalities to establish or expand transit based on recommended services. Three service model options were evaluated: 1) enter into an agreement with an existing service provider, 2) contract with a private transportation provider, or 3) own, operate, and maintain transit service directly. After analyzing options, staff recommended pursuing agreements with current transit providers or contracting services. Leveraging the expertise and experience of existing transit providers aligns with Regional Transportation Council direction and encourages cities to coordinate planning and implementation efforts with existing providers. Mr. Garcia noted that staff will continue coordination with partners and local governments to advance the service recommendations and continue building on the momentum of transit planning and implementation. A project website is available at [www.nctcog.org/transitstudies](http://www.nctcog.org/transitstudies) that contains available resources and service recommendations in more detail. Additional information was provided in Electronic Item 8. Michael Morris discussed the service model options and noted

the complexities that are associated with federal funding requirements for transit services. Mike Galizio asked if results of the Tarrant County study had been presented to the Tarrant County Mayors' Council. Mr. Garcia noted that the results had not been presented to the Tarrant County Mayors' Council directly, but that elected officials and city staff were included in the stakeholder engagement process.

9. **End of Ozone Season:** Jenny Narvaez presented a summary of the 2021 ozone season, which ended November 30, 2021. She noted that the region remains in nonattainment for both the 2008 and 2015 National Ambient Air Quality Standards (NAAQS) for ozone. In 2021, the monitor driving the ozone design value in the region was the Pilot Point monitor design value of 76 parts per billion (ppb). The five highest monitors were highlighted, and it was noted that the design value is calculated as the three-year average of the fourth highest ozone monitor value, and as such the 2021 value will remain in the average for the next two years. For 2021, a total of 31 ozone exceedance days were experienced in the region, including one purple day which the region has not experienced in nearly ten years. The 2021 design value of 76 ppb exceeded both the 2008 and 2015 NAAQS. As a result, the region will be reclassified from serious to severe for the 75 ppb standard and will have until July 20, 2027, to come into attainment. For the 2015 standard, the region will be reclassified from marginal to moderate and will have until August 3, 2024, to reach attainment for the 70 ppb standard. Reclassification of the region from serious to severe for the 2008 standard results in stricter standards for the region. The major source threshold will decrease from 50 tons per year to 25 tons per year and impact business that require CAA permitting for new/continued operations. North Central Texas Council of Governments (NCTCOG) staff have been in contact with some business, and others have also requested assistance with offsetting the thresholds. In addition, there will be a penalty fee program for major sources in an area does not meet required reductions. Additionally, stricter standards include low volatile organic compounds (VOC) reformulated gas for which the region has already opted in, and vehicle miles traveled (VMT) growth offset analysis which the region has already completed and determined no transportation control strategies are needed. Ms. Narvaez noted that as the region moves under these stricter standards, staff will continue assessments of regional implications. She reviewed various projects, programs, and strategies implemented within the region over the years to help improve air quality throughout the region and noted the members could find additional information at [www.nctcog.org/trans/quality/air/ozone](http://www.nctcog.org/trans/quality/air/ozone). Michael Morris asked if the State or NCTCOG has an inventory of all the businesses with major sources impacted by the change of major sources from 50 to 25 tons per year and if they have been contacted. Ms. Narvaez noted businesses should be aware and that NCTCOG would contact the State to determine if those entities have been notified.

10. **Fast Facts:** Staff presentations were not given. Information was provided to members electronically for the following items.

1. 2022 Surface Transportation Technical Committee and Regional Transportation Council Meeting Schedules (Electronic Item 10.1)
2. Air Quality Funding Opportunities for Vehicles (<https://www.nctcog.org/trans/quality/air/funding-and-resources>)
3. Dallas-Fort Worth Clean Cities Events (<https://www.dfwcleancities.org/events>)
4. Status Report on Texas Volkswagen Environmental Mitigation Program Funding (Electronic Item 10.2)
5. Status Report on Vehicle Temporary Paper Tags (Electronic Item 10.3)

6. Know Before You Fly Your Drone Workshops ([www.northtexasuas.com/UAS-Taskforce#Workshops](http://www.northtexasuas.com/UAS-Taskforce#Workshops))
7. October Public Meeting Minutes (Electronic Item 10.4)
8. December Online Input Opportunity Notice (Electronic Item 10.5)
9. Mobility Matters-Fall 2021  
(<https://www.nctcog.org/trans/about/publications/mm/mobility-matters-fall-2021>)
10. Public Comments Report (Electronic Item 10.6)
11. Written Progress Reports:
  - Local Motion (Electronic Item 10.7)

11. **Other Business (Old and New):** There was no discussion on this item.

12. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on January 28, 2022.

The meeting adjourned at 3:05 pm.