

## MINUTES

### **SURFACE TRANSPORTATION TECHNICAL COMMITTEE August 26, 2022**

The Surface Transportation Technical Committee (STTC) met on Friday, August 26, 2022, 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: Melissa Baker, Bryan Beck, David Boski, Shon Brooks, Tanya Brooks, Ceason Clemons, John Cordary Jr., Clarence Daugherty, Arturo Del Castillo, Caryl DeVries, Rebecca Diviney, Phil Dupler, Chad Edwards, Chris Flanigan, Ann Foss, Eric Gallt, Ricardo Gonzales, Gary Graham, John D. Hudspeth, Jeremy Hutt, Thuan Huynh, Joel James, Gus Khankarli, Clay Lipscomb, Stanford Lynch, Chad Marbut, Alberto Mares, Wes McClure, Brian Moen, Jim O'Connor, Kevin Overton, Tim Palermo, Dipak Patel, Matt Phillips, Shawn Poe, John Polster, Kelly Porter, Tim Porter, Greg Royster, David Salmon, Kay Shelton, Brian Shewski, Walter Shumac III, Randy Skinner, Caleb Thornhill, Gregory Van Nieuwenhuize, Daniel Vedral, and Caroline Waggoner.

Others present at the meeting were: Soria Adibi, Vickie Alexander, Julie Anderson, Martin Bate, Jason Brown, Stan Burnette, Garrett Colony, Charles Covert, Kevin Feldt, Rebekah Gongora, Duane Hengst, Rachel Jenkins, Kessler, Ken Kirkpatrick, Chris Klaus, James McClane, Brian Moen, Michael Morris, Jenny Narvaez, Jeff Neal, Ezra Pratt, Vercie Pruitt-Jenkins, Dan Bill Smith, Toni Stehling, Shannon Stevenson, and Aurelia Witt.

1. **Approval of July 22, 2022, Minutes:** The minutes of the July 22, 2022, meeting were approved as submitted in Electronic Item 1. Daniel Vedral (M); Jim O'Connor (S). The motion passed unanimously.
2. **Consent Agenda:** The following items were included on the Consent Agenda.
  - 2.1. **Air Quality Funding Recommendations Related to the Environmental Protection Agency (EPA) National Clean Diesel Funding Assistance Program:** Staff requested Committee approval of funding recommendations for the North Texas Clean Diesel Project 2021 Call for Projects. The North Central Texas Council of Governments opened the North Texas Clean Diesel Project 2021 Call for Projects (CFP) through an Environmental Protection Agency National Clean Diesel Funding Assistance Program award. The CFP award grants funds for replacements of on-road diesel vehicles and engines, nonroad diesel equipment, diesel transport refrigeration unit trailers, diesel drayage trucks, locomotive engines, and locomotive shore power installation in North Central Texas. One application was received by the CFP deadline of July 15, 2022. Staff completed review, quantified emissions, and developed project funding recommendations. This initiative is an extension of clean vehicle efforts listed as Weight-of-Evidence in the current State Implementation Plan. Electronic Item 2.1.1 contained an overview of the call for projects and staff recommendations. Electronic Item 2.1.2 provided detailed project listings.
  - 2.2. **Transit Strategic Partnership Program: Summer 2022 Projects:** Staff requested Surface Transportation Technical Committee (STTC) recommendation for Regional Transportation Council approval to provide funding to STAR Transit for expanded transit service to the Cities of Cedar Hill and Duncanville through the Transit Strategic Partnerships Program. In 2021, the Southern Dallas County

Transit Study was finalized, focusing on the strategic implementation of transit and mobility services in an area of the North Texas region that has limited access to existing transit services. As recommended in the study, the North Central Texas Council of Governments (NCTCOG) began facilitating discussions in 2021 between STAR Transit and the Cities of Cedar Hill and Duncanville on potential expansion of transit service to each municipality. Each city submitted a proposal to NCTCOG's Transit Strategic Partnerships program requesting funding to be awarded to STAR Transit for the purpose of introducing pilot transit service that prioritizes seniors and individuals with disabilities. Requested funding will support a combination of demand response and STARNow same-day service for a pilot period of two years. Staff requested STTC approval to utilize existing Federal Transit Administration Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities program funds from the Transit Strategic Partnerships Program in an amount not to exceed \$1,260,000 to support STAR Transit's expansion of services to the Cities of Cedar Hill and Duncanville. Additional details were provided in Electronic Item 2.2.1.

A motion was made to approve Item 2.1, and Item 2.2 on the Consent Agenda. Kelly Porter (M); Tanya Brooks (S). The motion passed unanimously.

- 3. FY22 Bridge Investment Program (BIP):** Jeff Neal provided the Committee information on the Fiscal Year 2022 (FY22). Bridge Investment Program (BIP) and requested approval for Regional Transportation Council (RTC) action to submit applications on candidate projects under the Bridge Projects funding category. In June 2022, the United States Department of Transportation (US DOT) announced a Notice of Funding Opportunity (NOFO) for the solicitation of applications for FY22 BIP funding. This \$2.36 billion program includes three categories of BIP funding opportunities: (1) Planning; (2) Bridge Projects (eligible costs equal to/less than \$100 million); and (3) Large Bridge Projects (eligible costs greater than \$100 million). A total of \$20 million in FY22 BIP funds are available for planning opportunities. These funds will be awarded on a competitive basis for planning, feasibility analysis, and revenue forecasting associated with development of a project that would subsequently be eligible for BIP funding under either the Bridge Projects or Large Bridge Projects funding categories. Planning applications are due to US DOT by July 25, 2022, but North Central Texas Council of Governments (NCTCOG) plans to not submit applications under this category this year. A total of \$2.34 billion in FY22 BIP funds are available for the Bridge Projects and Large Bridge Projects opportunities. Funds will be awarded on a competitive basis for bridge replacement, rehabilitation, preservation, and protection projects that: (1) improve the safety, efficiency, and reliability of people/goods movement over bridges; and (2) improve the condition of U.S. bridges by reducing (a) the number of bridges (and total person-miles traveled over bridges) in poor condition, or at risk of falling into poor condition, within the next three years, or (b) the number of bridges (and total person-miles traveled over bridges) not meeting current geometric design standards or load/traffic requirements typical of the regional transportation network. Available at <https://www.fhwa.dot.gov/bridge/bip/index.cfm>, the FY22 BIP NOFO describes the application requirements, selection and evaluation criteria, applicable program and federal requirements, and available technical assistance during the grant solicitation period. Large Bridge Project applications are due to US DOT by August 9, 2022. RTC action on August 18, 2022 – “Bridge Grant”. Executive Board Endorsement – “Bridge” Grant on August 25, 2022, and STTC Endorsement on August 26, 2022. “Bridge” Grant application submittal deadline is due to US DOT by September 8, 2022. Electronic Item 3 lists regional bridges currently rated in poor condition according to 2021 National Bridge Inventory (NBI)

data. Regional agencies submitting projects must complete the [www.grants.gov](http://www.grants.gov) registration process, usually requiring two-four weeks for completion, prior to submitting applications. There are 9,265 bridges in our region with ten in poor condition, one of the ten is the bridge at State Highway 121 and Sylvania Avenue in Fort Worth.

A motion was made to approve of the submittal of Ultimate IH 35W/SH121 Interchange Phase One- Sylvania Avenue Bridge for funding consideration through the FY22 Bridge Investment Program and administratively amend NCTCOG and State Transportation Improvement Programs (TIP/STIP), as well as other planning and administrative documents, to include the proposed project if selected for an FY22 BIP Grant award. Tanya Brooks (M); Kelly Porter (S). The motion passed unanimously.

4. **Safe Streets and Roads for All Regional Grant Application:** Julie Anderson requested a recommendation for Regional Transportation Council approval of a regional implementation project submittal to the Fiscal Year 2022 (FY22) Safe Streets and Roads for All (SS4A) Grant program. The Bipartisan Infrastructure Law passed and approved by Congress earlier this year established several new grant and discretionary funding programs. There are several Notice of Funding Opportunities (NOFO) open currently and several that North Central Texas Council of Governments (NCTCOG) staff has already submitted. The SS4A was recently announced and has \$1 billion in funding available. There is no maximum or minimum award amount; however, the NOFO provides expected minimum and maximum ranges for applicant consideration. NCTCOG will be submitting a SS4A FY22 Implementation Grant for Martin Luther King Jr. Blvd./Cedar Crest Blvd. in south Dallas. The proposed project will implement safety countermeasures to address safety for all modes of travel and will include complete street retrofit and reconstruction, upgraded Dallas Area Rapid Transit (DART) bus stops/shelters, and technology upgrades. Anticipated budget for the project is \$22 million, with the federal request being \$17.6 million. The 80 percent match will be provided by the City of Dallas and DART. These budget amounts will change as the project is refined with the City of Dallas. SS4A was presented to the Surface Transportation Technical Committee at its July 22, 2022, meeting, and to the Regional Transportation Council for information on August 18, 2022. The application will be presented to RTC for action on September 8, 2022, and to the NCTCOG Executive Board for endorsement on September 28, 2022.

A motion was made to approve the recommendation for Regional Transportation Council approval of a regional implementation project grant application for the Martin Luther King Jr. Blvd./Cedar Crest Blvd. project submittal to the Fiscal Year (FY22) Safe Streets and Roads for All (SS4A) Discretionary Grant Program. G. "Gus" Khankarli (M); Daniel Vedral (S). The motion passed unanimously.

5. **Transportation Infrastructure Certification TransPod and JPods:** Brendon Wheeler introduced two applicant technologies as an initial step in implementing the Transportation Infrastructure Certification Program: TransPod and JPods. Both technologies follow the requirements established by the Regional Transportation Council (RTC) as defined in Policy Position P22-02, Policy Support to Develop Process for the Innovative Transportation Technology Infrastructure Certification Program, 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. He outlined the next steps for these two technologies within the Certification Program and requested action to recommend RTC advance these proposals to interested local governments that may want to submit locations for the technology providers to consider. The purpose of RTC Policy P22-02 is to provide a

transparent process for RTC coordination with providers and to ensure a level playing field for providers and local governments, along with periodic solicitation/opportunity for new technology applicants. The guiding principles of the Certification Program are: 1) potential projects must serve a long-range transportation need as identified in the Metropolitan Transportation Plan (MTP); 2) the technology developer is solely responsible for navigation certification process; 3) the North Central Texas Council of Governments will facilitate mutual cooperation between local governments and transportation entities where potential projects limits extend across multijurisdictional boundaries; if the proposed technology is implemented and fails to perform as intended, or the certification process ends or fails, and the project-sponsoring local government must have verifiable assurances that the transportation need identified will still be appropriately addressed (it is encouraged that this contingency be included in any technology infrastructure proposal); and 4) local governments will consider contingency needs, implementation timeframe, and public use goals and expectations. Brendon provided an overview of the process for the Transportation Infrastructure Certification Program as identified in Policy Position P22-02: 1) NCTCOG staff will ensure technology solution conforms to policy guidance and long-range transportation need (MTP), 2) NCTCOG staff will brief RTC and RTC will take action on initiating the process, 3) Local government interest will be sought in submitting potential locations, and 4) the technology provider will determine the preferred location to pursue, and 5) RTC will initiate development activities; NCTCOG staff to provide support. TransPod is developing a hyperloop system for longer-range travel of people and goods that is fully electric, can incorporate solar panels on top, pursuing certification in Canada and Europe, and is advancing a 185-mile project in Alberta with private financing with a sophisticated contingency plan in place (revert to high-speed rail). JPods is a personal rapid transit (PRT) system using overhead gondola-like pods (4 seats/pod) that is envisioned as a low-speed, grid network running along/within existing public right-of-way, is a fully electric and solar-powered system, is advancing technology in several states with private funding, and proposes revenue-sharing agreement with local governments (up to 5% of gross revenue). Next steps include RTC considering action on initiating Step three on September 8, 2022. Step three allows local governments to submit potential sites for either technology; staff is available for questions or to discuss opportunities on locations that may traverse multiple jurisdictions, will arrange for pre-submittal meeting with NCTCOG, cities, and technology provider to address detailed questions, and will develop a Submittal Package for interested local governments. Specific details were provided in Electronic Item 5.

A motion was made to recommend the Regional Transportation Council initiate Step 3 of RTC Policy P22-02 to allow local governments to submit potential locations of interest for TransPod or JPods to consider. Clarence Daugherty (M); Tim Palermo (S). The motion passed unanimously.

6. **Federal Performance Measures Update:** James McLane and Ezra Pratt requested Surface Transportation Technical Committee (STTC) endorsement of new targets on federally required performance measures. Observed progress for the measures was provided as well as proposed targets for the next reporting period. The targets are set in cooperation and coordination with the Texas Department of Transportation (TxDOT). The performance measures were originally introduced in the Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21), was signed into law in the Fixing America's Surface Transportation (FAST) Act and carried through in the Infrastructure Investment and Jobs Act (IIJA). An update was provided on progress for System Performance, Freight, and Congestion Mitigation and Air Quality (CMAQ) measures, commonly known as PM3, and Transit Asset Management. Rulemaking PM3 and Transit Asset Management are

anticipated for Regional Transportation Council (RTC) action on September 8, 2022, PM3's upcoming measures milestone require metropolitan planning organizations to submit Planning Management Forms to TxDOT by September 19, 2022. Transit Asset Management's upcoming measures milestone require MPOs to provide targets to TxDOT and the Federal Transit Administration in October 2022. Regarding the PM3 schedule, the RTC is expected to adopt targets for 2024 and 2026 in 2022, adjust or reaffirm 2026 targets in 2024, and adopt targets for 2028 and 2030 in 2026. James provided an update on the individual performance measures for PM3 including interstate reliability or the percentage of travel on interstates in the Metropolitan Planning Area meeting the federal threshold for reliability measures predictability of travel times. For interstate reliability, higher values indicate improvement. Somewhat impacted by the COVID-19 pandemic, this measure has been steadily improving over time, with 2021 values returning to near normal. The RTC continues to implement policies and programs aimed at maximizing the existing system capacity, reducing demand through implementation of travel demand management strategies, and strategically adding new interstate capacity. As for non-interstate reliability or the percentage of travel on non-interstates in the MPA meeting the federal threshold for reliability, higher values indicate improvement, measures predictability of travel times. This measure has been steadily improving over time and was more significantly impacted by the COVID-19 pandemic. The 2021 values remain high but are expected to return to normal patterns over time similarly to interstates. The RTC continues to implement policies and programs aimed at increasing traffic flow through signal timing coordination, implementing travel demand management strategies, and strategically adding new arterial street capacity. Peak hour excessive delay or hours of "excessive" delay experienced per capita on the National Highway System in an urbanized area are now required for Dallas-Fort Worth-Arlington, Denton-Lewisville, and McKinney Urbanized Areas (2010 boundaries). With less data and stability for newer reporting areas for Peak-Hour Excessive Delay, lower values indicate improvement. This measure has been slightly improving over time. Strongly impacted by the COVID-19 pandemic, 2021 values remain lower but analysis of 2022 data to date indicates a return to previous trends for Dallas-Fort Worth-Arlington. The RTC continues to implement policies and programs such as robust incident management during peak hours as well as providing other travel options such as express managed lanes, regional rail, and express bus service. Ezra Pratt provided an update on the Transit Asset Management regional performance and recommended target updates. Transit Asset Management (TAM), a business model that prioritizes funding based on the condition of transit assets to achieve or maintain transit networks in a state of good repair. As required, regional targets were set in coordination with providers, RTC adopted initial regional TAM targets on December 14, 2017. Regional targets need to be either reaffirmed or updated. Targets need to be adopted for FY2023-2026. NCTCOG is actively working with providers to meet targets through the Cooperative Vehicle Procurement Program. Providers in the region employ a variety of methods to set targets and measure performance, most set targets based on overall performance of each individual asset category and type and use a mix of FTA and custom definitions for Useful Life Benchmarks. TXDOT (Transit Division) Group Plan contains 15% targets. In 2021, the Bipartisan Infrastructure Law added that USDOT now requires project sponsors for Fixed Guideway Capital Investment Grant applications to have made progress toward TAM targets. This is also a consideration for State of Good Repair Grant rail vehicle replacement applications. TAM targets for large agencies recommend maintaining previous targets for all asset categories and types, except equipment, for FY2023-2026. Goals for maintained targets continue the consistent approach from the original adopted targets, encourage continued improvement for individual providers and the overall region, and provide an aspirational goal to guide regional coordination and assistance in keeping critical transit assets and infrastructure in a State of Good Repair.

TAM targets for small providers recommend new targets for all asset categories and types be adopted for FY2023-2026. Goals for proposed targets are to maintain strong performance in infrastructure and facilities asset categories, provide targets that are closer to regional performance while still encouraging continued improvement for individual providers, and reflect the challenges transit providers face in replacing vehicles at or past Useful Life Benchmark amidst supply chain and operational struggles. A Public Transportation Agency Safety Plan (PTASP) Annual Progress Update was also provided. The targets have a four-year time horizon, adopted in 2021 by RTC and to be met by 2025. The most recent year of available data (FY 2020, "Year 1") has been calculated to determine progress toward the targets. Additional details and presented charts are located in the presentations for the August 26, 2022, STTC meeting on the NCTCOG webpage: [www.nctcog.org/sttc](http://www.nctcog.org/sttc).

A motion was made to recommend Regional Transportation Council approval of 2024 and 2026 targets as presented for the PM3 (System Performance, Freight, and CMAQ) measures: Interstate Reliability, Non-Interstate Reliability, Peak Hour Excessive Delay, Truck Travel Time Reliability, Percent Non-SOV Travel, Total Emissions Reductions (NOx and VOC) and FY2023 – 2026 targets as presented for Transit Asset Management (TAM) measures: Rolling Stock (Transit Vehicles), Equipment (Support Vehicles), Infrastructure (Rail Track), and Facilities (Buildings, Stations, Park, and Rides). Kelly Porter (M); Walter Shumac, III (S). The motion passed unanimously.

7. **Director of Transportation Report on Selected Items:** Michael Morris provided an update on items on the Director's Report. Michael highlighted an editorial he authored on high-speed rail (Electronic Item 7.1). He noted the 2<sup>nd</sup> Conference of Scenario Planning Conference, September 19-21, 2022, in Washington, DC. (Brochure provided as a handout). Michael congratulated the DART Board on its recent distribution of \$214 million in unallocated funds to service 13 area cities. The High Occupancy Vehicle Quarterly Report was provided in Electronic Item 7.2. NCTCOG staff is working on updated Rules for Public Comments at RTC meetings (Electronic Item 7.4). Michael announced that the Regional Transportation Council approved the US 75 Technology Lane in partnership with local governments and the Texas Department of Transportation by advancing \$57 million, adding green vehicles (alternative fuel and electric) to peak periods, and opening weekends to all vehicles. The project was endorsed by the Cities of Dallas, Richardson, Plano, Allen, and McKinney. An update was provided on the Parking Garage Funding Policy that was approved at the August 18, 2022, Regional Transportation Council meeting (Electronic Item 7.3). Michael proudly displayed his RTC Safety vest and mentioned the vests will be distributed to RTC primary members at the September 8, 2022, RTC meeting. The FY2024-2026 Management, Operations, and Safety (MOS) Funding Program purpose and program overview were briefly described (Electronic Item 7-DR).
8. **Status Report on Electric Vehicles/National Drive Electric Week:** Soria Adibi provided an update on the status of electric vehicle (EV) adoption in North Texas. Upcoming National Drive Electric Week events were highlighted. North Central Texas Council of Governments encourages EV adoption as a strategy to improve local air quality by reducing transportation system emissions. As the industry matures, availability and adoption of this technology continues to grow in both passenger vehicle and heavy-duty sectors. EV registration data as of August 10, 2022: 140 thousand EVs in Texas and 49 thousand in the NCTCOG region. As of August 10, 2022, there are 2,491 chargers statewide. Staff has begun planning for the annual National Drive Electric Week (NDEW) events to showcase EVs to the public and fleets between September 23–October 2, 2022. The main event hosted by NCTCOG/DFW

Clean Cities and City of Dallas: EV Showcase and Food trucks on October 2, 2022, from 3:00 pm–6:00 pm at Dallas City Hall to promote and join in a public celebration of all things electric. For local government/fleet staff to assist with promotion and outreach for this event, a partner outreach toolkit is coming soon. Webinars, tailored to a variety of audiences, will also be held during NDEW and for more information, please visit [www.driveelectricdfw.org](http://www.driveelectricdfw.org).

9. **Fast Facts:** Staff presentations were not given. Information was provided to members electronically for the following items.
  1. Walk to School Day Promotion 2022 (Electronic Item 9.1)
  2. Comments to FHWA on National Electric Vehicles Infra Plan (Electronic Item 9.2)
  3. Regional Vanpool (Electronic Item 9.3)
  4. North Texas Center for Mobility Technologies Project Tracking (Electronic Item 9.4)
  5. Air Quality Funding Opportunities for Vehicles  
([www.nctcog.org/aqfunding](http://www.nctcog.org/aqfunding))
  6. Dallas-Fort Worth Clean Cities Events  
(<https://www.dfwcleancities.org/events>)
  7. 2022 Ozone Season Update (Electronic Item 9.5)
  8. September Public Meeting Notice (Electronic Item 9.6)
  9. Public Comments Report (Electronic Item 9.7)
  10. Written Progress Reports:
    - Partner Progress Reports (Electronic Item 9.8)
10. **Other Business (Old or New):** There was no discussion on this item.
11. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on September 23, 2022.

Adjourned at 2:45 PM.