

## MINUTES

### **SURFACE TRANSPORTATION TECHNICAL COMMITTEE October 25, 2019**

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, October 25, 2019, at 1:30 pm, in the Transportation Council Room of the North Central Texas Council of Governments. The following STTC members or representatives were present: Joe Atwood, Melissa Baker, Micah Baker, Bryan Beck, Katherine Beck, David Boski, Shon Brooks, Tanya Brooks, Ceason Clemens, John Cordary Jr., Rick Cortez, Hal Cranor, Tracy Homfeld (representing Clarence Daugherty), Arturo Del Castillo, Pritam Deshmukh, Duane Hengst (representing Greg Dickens), David Disheroon, Kiran Vemuri (representing Phil Dupler), Claud Elsom, Chris Flanigan, Ann Foss, Mike Galizio, Ricardo Gonzalez, Thuan Huynh (representing Gary Graham), Brian McNulty (representing Ron Hartline), Matthew Hotelling, Terry Hughes, Tony Irvin, Paul Iwuchukwu, Sholeh Karimi, Sri Veeramallu (representing Gus Khankarli), Chiamin Korngiebel, Alonzo Liñán, Eron Linn, Huma Patel (representing Paul Luedtke), Stanford Lynch, Alberto Mares, Wes McClure, Brian Moen, Mark Nelson, Jim O'Connor, Kevin Overton, Dipak Patel, Todd Plesko, Shawn Poe, John Polster, Tim Porter, Bryan G. Ramey II, Greg Royster, David Salmon, Lori Shelton, Brian Shewski, Walter Shumac III, Ray Silva-Reyes, Randy Skinner, Onyinye Akujuo (representing Angela Smith), Cheryl Taylor, Caleb Thornhill, Gregory Van Nieuwenhuize, Daniel Vedral, Caroline Waggoner, and Robert Woodbury.

Others present at the meeting were: James Adkins, Vickie Alexander, Nicholas Allen, Tom Bamonte, Berrien Barks, Carli Baylor, Natalie Bettger, Jason Brown, Angie Carson, Lori Clark, Sam Dennehy, David Dryden, Huong Duong, Staron Faucher, Kevin Feldt, Brian Flood, Camille Fountain, Dorothy Gilliam, Christie Gotti, Victor Henderson, Rebekah Hernandez, Laurel Holdegraver, Rachel Jenkins, Amy Johnson, Dan Kessler, Ken Kirkpatrick, Chris Klaus, Dan Lamers, April Leger, Nancy Luong, Michael Misantonis, Anthony Moffa, Michael Morris, Jenny Narvaez, Jeff Neal, Trey Pope, Chris Reed, Rylea Roderick, Kyle Roy, Jessica Scott, Madeline Sheperd, Samuel Simmons, Shaina Singleton, Shannon Stevenson, Stephanie Taylor, Vivek Thimmavajhala, Peter Tran, Brendon Wheeler, Cody Wildoner, Brian Wilson, and Kate Zielke.

1. **Approval of October 4, 2019, Minutes:** The minutes of the October 4, 2019, meeting were approved as submitted in Reference Item 1. John Polster (M); Daniel Vedral (S). The motion passed unanimously.
2. **Consent Agenda:** The following items were included on the Consent Agenda.
  - 2.1. **2020 Incident Management Equipment Purchase Call for Projects:** A recommendation for Regional Transportation Council approval to host a new round of the Incident Management Equipment Purchase Call for Projects in 2020 was requested. An overview of the call for projects was provided in Electronic Item 2.1.
  - 2.2. **AirCheckTexas Funding:** A recommendation for Regional Transportation Council (RTC) approval to permit Chair Andy Eads to submit follow-up communication to the Texas Commission on Environmental Quality (TCEQ) regarding locally generated funds for the AirCheckTexas Program was requested. Correspondence from TCEQ was provided in Electronic Item 2.2.1, and a draft RTC response was provided in Electronic Item 2.2.2. Additional details were provided in Electronic Item 2.2.3.

A motion was made to approve the items on the Consent Agenda. John Polster (M); Alonzo Liñán (S). The motion passed unanimously.

3. **Clean Fleets North Texas 2019 Call for Projects Funding Recommendations:** Nancy Luong presented funding recommendations for the Clean Fleets North Texas 2019 Call for Projects. Approximately \$2 million in Environmental Protection Agency (EPA) National Clean Diesel Funding Assistance Program funds were available through the call for projects that opened June 14 and closed September 6, 2019. An overview of the project eligibility, eligible activities, and funding thresholds was provided in Electronic Item 3.1. In addition to the eligible organization type and the eligible proposed activities, potential applicants also had to adopt the Clean Fleet or similar type policy, and the minimum allowable subaward was \$100,000. Scoring criteria for the eligible projects was 75 percent for cost per ton of nitrogen oxides reduced to maximize emissions reductions and 25 percent for subrecipient oversight to balance the project benefits with the administrative burden. Detailed project listings were provided to members in Electronic Item 3.2. Ms. Luong noted that updates were made to the technical data since the time of the mail out and were distributed at the meeting in Reference Item 3.2. The corrected information did not change staff recommendations. Of the 12 activities received from the two applicants, 11 activities were determined to be eligible requesting approximately \$1.2 million. Proposed activities are anticipated to reduce approximately 26 tons of nitrogen oxides over six years at a cost per ton of approximately \$48,000. Ms. Luong noted that applicant response was not as expected, so staff surveyed prospective applicants to determine why they were unable to or uninterested in applying. Feedback from prospective applicants indicated that the \$100,000 grant minimum was difficult to reach and that the opening of the call for projects did not align with annual budgets. Feedback regarding elements determine by the EPA included funding percentages that were too low and eligible model years that were too restrictive. In order to expend the remaining \$700,000 that was not awarded to projects, staff proposed that the call for projects be reopened for 90 days with the minimum allowable subaward reduced to \$50,000. Staff will pursue increased communication and clarification on the implementation window and the non-road equipment eligibility, which is not restricted to vocation types. The schedule for this effort was reviewed. Ms. Luong noted that staff anticipates reopening the call for projects in mid-November with a deadline of mid-February. The project implementation deadline will remain the same, March 31, 2021. A motion was made to recommend Regional Transportation Council approval of funding recommendations to the City of Dallas and City of Benbrook as outlined in Reference Item 3.2, distributed at the meeting. Also included in the action was a recommendation to approve the opening of an additional round of solicitation with 90 days to apply, reducing the minimum award threshold to \$50,000, and use of the same scoring criteria. John Polster (M); Daniel Vedral (S). The motion passed unanimously.
4. **2019 Metropolitan Planning Organization Milestone Policy Update:** Brian Dell provided an update on the projects that are part of the Metropolitan Planning Organization (MPO) Milestone Policy list. An overview of the policy, approved by the Regional Transportation Council (RTC) in June 2015, was presented and details of the policy were provided in Electronic Item 4.1. During development of the policy, staff inventoried and identified projects that were funded in 2005 or before and that had not gone to construction and worked with implementing agencies to confirm local support and get revised construction schedules. The policy stipulates that if a project does not go to construction by the established deadline, the project's funding will be proposed for removal. At the time the policy was approved, agencies were given an additional fiscal year from their proposed construction start dates to advance the projects. Since that time, staff has been monitoring projects to ensure they are being implemented in a timely manner and reminding entities of the imposed deadlines. Last fall, staff presented the status of all 57 projects on the list and at that time, it was determined that five projects had not met their deadline of the end of FY2018. The RTC ultimately approved a deadline extension to the end of calendar year

2019. Of the five projects given an extension, all have or will soon go to construction. To date, several of the original 57 projects have been canceled for various reasons and one project does not have an established deadline. The majority, 46 projects, have let or are complete. Of the total, two projects previously let prior to the deadline but must now be rebid and two projects did not meet their deadline of the end of FY2019. Details were provided in Electronic Item 4.2. For the first project, TIP Code 11258.9, it initially appeared that the funding simply needed to be obligated for the project to proceed to construction. Staff later learned that the design for the project was not complete and the project needs environmental clearance and to finalize agreements with Kansas City Southern Railroad. The estimated let date is spring 2020. Staff proposed the funding for this project be removed and returned to the regional pool. The second project, TIP Code 533, was funded federally in 1992. Approximately 20 years later, it was defederalized. While it is now locally funded, the expectation was that the commitment would still be upheld and be implemented in a timely manner. Staff proposed that the project be monitored for timely letting. The agency may need to repay federal funds from the defederalization package if the projects is not implemented on time. The third project is TIP Code 633. Staff's understanding is that the city bid the project and met its deadline. It was later determined that the lowest bidder was not pre-qualified by the Texas Department of Transportation. The city has been working with its second lowest bidder but opted to rebid the project due to the significant cost difference between the first and second lowest bidders. The final project, TIP Code 25043 also initially met its deadline, but the bid was withdrawn unexpectedly. The city has been working with the second lowest bidder to move the project forward as well. Both rebid projects are estimated to start in early 2020 and staff proposed that the deadline for these projects be extended due to extenuating circumstances. The projects must be rebid and start by March 2020 or funding will be returned to the regional pool. Mr. Dell noted that staff will continue monitoring projects with deadlines after September 30, 2019. At the December 6, 2019, meeting, staff will bring an update to the Committee on the next round of Milestone Policy projects, including previously let projects with implementation issues such as the projects that must be rebid and projects selected from 2006-2010 that have not advanced to construction. A motion was made to recommend Regional Transportation Council approval of the proposal for the four projects as presented and outlined in Electronic Item 4.1. John Polster (M); Brian Moen (S). The motion passed unanimously.

5. **Hyperloop Certification Facility:** Michael Morris provided an update on efforts related to the anticipated Request for Proposals for a hyperloop certification facility. Virgin Hyperloop One has indicated that it plans to release a Request for Proposals for a certification facility in the United States. Entities interested in proposing a certification facility within their jurisdiction were asked to contact Angela Alcedo and provide an approximate alignment on a map, identify a preferred cross section, right-of-way status for the proposed corridor, and willingness to provide a funding commitment. The responses will help staff prepare for the upcoming Request for Proposals and are due by 5:00 pm on November 22. Phases of the eventual 8-9 mile certification track were highlighted, as well as the two proposed cross sections for the technology. Option 1 will contain hyperloop only. Option 2 will include hyperloop on the outside and next generation people mover or autonomous transit vehicle technology in the center. Potential areas that could be used as a certification track include the area from Arlington/Grand Prairie to the Dallas-Fort Worth International Airport and the former Naval Air Station location between Dallas and Fort Worth. Mr. Morris noted that staff will send a formal notification out requesting interest in proposing a location for a hyperloop certification facility.

6. **Buy America Act Proposed Safety Equipment Exception:** Rebekah Hernandez discussed Buy America requirements and their effects on the purchase of incident management safety equipment. The Buy America Act was originally passed by Congress in the 1930's and over the years several other laws have gone into effect that aim to protect American manufacturing jobs. Related to transportation, Buy America provisions have been in place since 1978 and Congress has been placing domestic content restrictions on federally funded transportation projects since that time. The laws and regulations governing Buy America for transportation differ according to the specific funding program and agency. Unless a nationwide or project-specific waiver is granted, Buy America requires the use of United States (US) iron, steel and the domestic production and assembly of manufactured goods. Ms. Hernandez discussed an increased focus on safety initiatives both in Congress and statewide, as well as many ongoing initiatives by the North Central Texas Council of Governments (NCTCOG) that include Traffic Incident Management Equipment call for projects and training for first responders. One of the trainings provided by NCTCOG is a photogrammetry course. An image-based 3D system that uses digital camera images allows first responders and investigators to clear roadway incidents quicker and conduct their investigations from their office, which leads to improved mobility and safety. Although the Buy America Act was originally established to ensure domestic products are used, there have been some unintended challenges specifically related to the cameras used in photogrammetry and some of the eligible purchases for incident management equipment. Since items such as cameras are made up of complex components from all over the world, it is challenging to determine and certify if the equipment and cameras can be certified Buy America compliant. One potential solution is to propose an exception to current law be created for safety equipment purchases. Staff proposed that the Regional Transportation Council send a letter to the North Texas Congressional Delegation proposing an exception be added in Title 23 USC Section 313 for traffic incident management safety equipment.
  
7. **High-Occupancy Vehicle Transportation Control Measures: Application of Managed Lanes and Substitution of Traffic Signal Progression:** Jenny Narvaez presented information on Transportation Control Measure (TCM) substitutions. In the 1990s, several interim high-occupancy vehicle (HOV) lanes were added in the region to alleviate congestion. The air quality benefits from some of the interim HOV lanes were committed in the region's State Implementation Plan (SIP). Since that time, interim HOV lanes have evolved to managed lanes in response to changing conditions. While there are air quality benefits to managed lanes, the benefits as interim HOV lanes in the SIP are no longer applicable and in order to remove the projects from the SIP, substitutions must be made. Three interim HOV lanes are included as Transportation Control Measures in two of the region's SIPs. Staff proposed that the three projects be removed as TCMs from the SIPs and substituted with other projects that achieve equivalent or greater emission benefits. Interim projects proposed to be substituted out of the SIPs are IH 35E between IH635 and SH 121, IH 635E between Coit Rd. and Greenville Ave., and IH 635W between Luna Rd and US 75. Seven potential traffic signalization projects proposed to be substituted in place of the three interim projects were highlighted. Ms. Narvaez noted that not all projects will be used, and staff will work to select projects in proximity to the interim HOV projects and for which substitution measures will achieve equivalent or greater emissions reductions than the TCMs to be replaced. The nitrogen oxides and volatile organic compound emissions contributed by the three interim projects were highlighted. Ms. Narvaez noted that staff has been working with interagency consultation partners regarding the substitution process and the information will be presented to the public in November. Committee action on the proposed TCM substitutions will be requested at the December 6, 2019, meeting. John Polster asked why the interim HOV conversions to managed lanes are no longer considered a TCM. Ms. Narvaez noted that the SIP document must reflect the appropriate term for a

TCM. Since the interim HOVs have evolved to managed lanes, the SIP document must be updated to reflect the correct language. Mark Nelson requested that a copy of the presentation be emailed to members.

8. **Truck Stop Electrification Study Results:** Huong Duong presented the results of the Truck Stop Electrification Study conducted in partnership with the University of Texas Arlington (UTA) through the University Partnership Program Initiative. Truck stop electrification offers commercial truck drivers necessary services such as heating, air conditioning, and power for appliances without needing to idle their engine when they are stopped for an extended period like a mandated break for example. The purpose of the study was to document usage rates of truck stop electrification (TSE) or electrified parking spaces (EPS), in order to determine the extent of overnight idling issues and whether these services are effectively addressing idling issues. The study also identified recommendations to encourage drivers to use TSE services more frequently. In general, there are two types of electrification systems: 1) single-system electrification which is a self-contained system that does not require on-board equipment to use the system and 2) dual-system electrification that requires both on-board and off-board equipment to use the system. Four locations in the region were selected as part of the study. These locations had at least one type of electrification system. Three were public truck stops and one was a private truck terminal. A data collection sheet was developed for use at each location as a baseline for observation. Later, survey questionnaires were developed to collect information from various TSE system providers and users. From the observational data collected and survey questionnaire responses, staff found that most of the electrification systems were not working effectively. Engine idling rates and usage rates varied among the four stations, and details were provided in Electronic Item 8. Stations controlled by a manager or a representative had a higher usage rate than those without control. Single drivers often idle their trucks more than team drivers. Survey responses indicated that the common reasons for idling engines during rest periods instead of using TSE systems include low quality of service, cigarette and diesel fume odors from system vents, broken screens, difficulty in using the service, and unavailability of staff and simple instructions. Based on survey responses and data collected, recommendations suggested by UTA include offering truck drivers discounts and coupons for fuel or amenity usage, design larger and informative banners that show costs and location, design quiet zones at trucks stops that restrict idling in designated areas, conduct educational demonstrations at truck stops or terminals, integrate educational programs with trucking company's driver training courses, and communicate with trucking companies and terminals to motivate deployment of electrified parking spaces at freight terminals. Ms. Duong noted that a copy of the study's final report is available at [www.nctcog.org/trans/study](http://www.nctcog.org/trans/study). To highlight what the North Central Texas Council of Governments (NCTCOG) is currently doing in the region related to electrified parking spaces, NCTCOG has shifted its focus towards freight terminal electrification due to more control over electrified parking space usage. In addition, staff has pursued and been awarded grant funding for electrified parking space installation at freight terminal locations that serve primarily transport refrigeration units while they are on standby, loading, or unloading.
9. **Fast Facts:** April Leger reminded members that the November and December Committee meetings will be combined, with one meeting held at 1:30 pm on Friday, December 6, 2019.

Jessica Scott highlighted the National Association of City Transportation Officials (NACTO) Design Guidance: Don't Give Up at the Intersection, <https://nacto.org/publication/urban-bikeway-design-guide/dont-give-up-at-the-intersection/>. This new guide covers protected

bike intersections, dedicated bike intersections and minor street crossings, as well as signalization strategies to reduce conflicts and increase comfort and safety for bicyclists.

Natalie Bettger invited members to participate on the North Central Texas Council of Governments (NCTCOG) Unmanned Aircraft Systems (UAS) Safety and Integration Taskforce. The purpose of the taskforce is to promote UAS safety and standardization within the region, mitigate reckless UAS operations, promote integration of UAS into the Dallas-Fort Worth airspace, as well as collaborate with regional partners for a coordinated comprehensive approach. Additional information was made available at [www.nctcog.org/uas](http://www.nctcog.org/uas).

Shaina Singleton noted that the submittal deadline for the February 2020 Transportation Improvement Program modification cycle was close of business the day of the meeting.

Jason Brown noted that NCTCOG staff member Anthony Moffa was recently appointed to the Texas Commission on Environmental Quality Vehicle (TCEQ) Inspection Advisory Committee. As a member of the Committee, Mr. Moffa will be working in coordination with the Texas Department of Transportation and TCEQ regarding the State's Vehicle Inspection program. A copy of the appointment was provided in Electronic Item 9.1.

Nancy Luong highlighted current air quality funding opportunities for vehicles. Approximately \$8.3 million is available in the Dallas-Fort Worth region for refuse haulers as part of the Volkswagen settlement. In addition, the Texas Natural Gas Vehicle Grant Program recently opened. Grant funds are available for replacement or repower of diesel or gasoline vehicles with a natural gas or propane vehicle/engine. Additional information was provided at [www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle](http://www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle). Ms. Luong also noted that NCTCOG comments on the new Texas Emissions Reduction Plan Government Alternative Fuel Fleet Program were provided in Electronic Item 9.2.

Dorothy Gilliam highlighted upcoming Dallas-Fort Worth Clean Cities events. The Texas Energy Summit will be held in Austin November 12-14, 2019. Workshops will cover air quality, energy and clean transportation topics. Public employees can register to attend at no cost prior to the Summit. In addition, the Clean Cities annual meeting and fleet recognition awards will be held on December 17. Additional details on upcoming events were provided at [www.dfwcleancities.org/dfw-clean-cities-meetings](http://www.dfwcleancities.org/dfw-clean-cities-meetings).

Trey Pope provided a status report of the current ozone season. As of the date of the meeting, the region has experienced 29 exceedance days and the design value is 77 parts per billion. Details were provided in Electronic Item 9.3.

Carli Baylor noted that a summary of comments received for the September 9-October 8, 2019, online input opportunity was provided in Electronic Item 9.4. Comments were provided on the Transportation Improvement Program and Unified Planning Work Program modifications.

Carli Baylor also noted that a notice announcing the upcoming November 11, 2019, public meeting was distributed at the meeting in Reference Item 9.8. Staff will present a hyperloop update, information related to air quality initiatives, as well as showcase several videos from the Trail of the Month series.

Victor Henderson noted that the Public Comments Report was provided in Electronic Item 9.5 and contains comments received from the general public from August 20-September 19, 2019. Comments include discussion on the pros and cons of electric vehicles, as well as transit planning and use.

The current Local Motion was provided in Electronic 9.6, and transportation partner program reports were provided in Electronic Item 9.7.

10. **Other Business (Old and New)**: Dan Kessler introduced new staff at the meeting, Rachel Jenkins.

Mark Nelson thanked partnering agencies who aided Richardson and surrounding areas after recent storms events.

11. **Next Meeting**: The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on December 6, 2019, at the North Central Texas Council of Governments.

The meeting adjourned at 2:35 pm.