

## MINUTES

### **SURFACE TRANSPORTATION TECHNICAL COMMITTEE**

**June 23, 2023**

The Surface Transportation Technical Committee (STTC) met on Friday, July 23, 2023, at 1:30 pm, in the Transportation Council Room of the North Central Texas Council of Governments (NCTCOG). The following STTC members or representatives were present: Joe Atwood, Melissa Baker, Bryan Beck, David Boski, Chris Funches (representing Daniel Burnham), Lane Cline, Clarence Daugherty, Chad Davis, Arturo Del Castillo, Pritam Deshmukh, Caryl DeVries, Phil Dupler, Chad Edwards, Eric Fladager, Chris Flanigan, Eric Gallt, Ricardo Gonzalez, Tom Hammons, Ron Hartline, Wilson Kakembo (representing Shannon Hicks), Matthew Hotelling, John D. Hudspeth, Joseph Jackson, William Janney, Kelly Johnson, Major L. Jones, Gus Khankarli, Eron Linn, Clay Lipscomb, Paul Luedtke, Chad Marbut, Alberto Mares, Justin Stoker (representing Wes McClure), Mark Nelson, Jim O'Connor, Tim Palermo, Dipak Patel, Martin Phillips, Kelly Porter, Tim Porter, Lauren Prieur, Greg Royster, David Salmon, James Ryan Sartor, Brian Shewski, Walter Shumac III, Randy Skinner, Caleb Thornhill, Jennifer VanderLaan, Gregory Van Nieuwenhuize, Daniel Vedral, Caroline Waggoner, Jana Wentzel, and Robert Woodbury.

Others present at the meeting were: Julie Anderson, Martin Bate, Natalie Bettger, Joslyn Billings, Jason Brown, Jackie Castillo, Aaron Cedar, Lori Clark, Brian Dell, Cody Derrick, Olivia Dugger, Brian Flood, Rebekah Gongora, Christie Gotti, Delaney Hankins, Lynn Harris, Bill Ische, Vercie Pruitt-Jenkins, Amy Johnson, Dan Kessler, Ken Kirkpatrick, Chris Klaus, Dan Lamers, Mark Mathis, James McLane, Michael Morris, Vickie Morris, Jeff Neal, Donald Parker, Trey Pope, Ezra Pratt, Moosa Sagkian, Robert Saylor, Bill Smith, Toni Stehling, Shannon Stevenson, Nick VanHaasen, Brendon Wheeler, Amanda Wilson, Brian Wilson, Patricia Wodsack, Hsa Woodberry, and Susan Young.

1. **Approval of May 26, 2023, Minutes:** The minutes of the May 26, 2023, 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. **August 2023 Transportation Improvement Program Revisions:** A recommendation was requested for Regional Transportation Council (RTC) approval of the of revisions to the 2023-2026 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. August 2023 revisions to the 2023-2026 TIP were provided as Electronic Item 2.1. These modifications were reviewed for consistency with the mobility plan, the air quality conformity determination, and financial constraint of the TIP.
  - 2.2. **Federal Functional Classification System Amendments:** A recommendation was requested for Regional Transportation Council (RTC) approval of ten amendments to the currently approved Federal Functional Classification System (FFCS). While inclusion in the FFCS is based on a roadway's purpose and functioning capabilities, it is also used to determine eligibility for federal funding. Amendments to the FFCS occur as the function of an existing roadway changes, or as roadways need to be added due to construction, new developments, and shifts

in demographic trends. Staff are currently working with the Texas Department of Transportation (TxDOT) on 10 proposed FFCS amendments within the Dallas and Fort Worth TxDOT districts. These amendments involve the construction of new roadways and improvement of existing roadways and improvement of existing roadways resulting from a project development process involving NCTCOG staff, local governments, and external partners. Maps and tables detailing the proposed functional class changes were included in Electronic Item 2.2

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

- 3. Endorsement of Contingency Emergency Item - Amtrak:** Michael Morris provided background regarding the request for the Surface Transportation Technical Committee to endorse emergency funding authorization of \$700,000 in Regional Toll Revenue (RTR) funds for Amtrak's Heartland Flyer Passenger Service from Fort Worth to Oklahoma City. RTC Policy P20-02 authorizes the Transportation Director to take emergency funding actions up to approximately \$5,000,000 due to necessity of time or consequence. The policy requires the emergency action to be placed on the next scheduled RTC meeting for ratification. Texas' share of funding for Amtrak's Heartland Flyer passenger service from Fort Worth to Oklahoma City has a current funding shortfall of approximately \$700,000. The State's Supplemental Budget for the biennium ending August 31, 2023, did not include funding to address this shortfall. Michael took emergency action to allocate \$700,000 in RTR funding for the Heartland Flyer Passenger Service to avoid service disruption. The staff is meeting with legislative officials to determine if other means of funding are available for the service. Additional details were provided in Electronic Item 3.

A motion was made to endorse the Regional Transportation Council's approval of the emergency funding authorization of \$700,000 in Regional Toll Revenue funds, if needed, to ensure Amtrak's Heartland Flyer Passenger Service from Fort Worth to Oklahoma City will continue. Kelly Porter (M); Daniel Vedral (S). The motion passed unanimously.

- 4. Critical Transit Funding for Areas in Collin County:** Shannon Stevenson presented a request to provide funding for the Collin County Rides Program to support the transition of transit services for seniors and individuals with disabilities in the Cities of Allen, Fairview, and Wylie, and introduce new transit service in the City of Anna. Staff was seeking to utilize up to \$1,800,000 total funds to support the transition of transit services in the cities of Allen, Fairview, and Wylie. The recommendation for funding includes \$300,000 in RTC Local funds for the first year and subsequent operations to be funded with existing Federal Transit Administration (FTA) Section 5310 Enhanced Mobility of Senior and Individuals with Disabilities program funds. Participating cities will provide the local match. The current provider is Dallas Area Rapid Transit (DART); transit service was previously provided by Texoma Area Paratransit Systems (TAPS). DART's contract expires September 30, 2023, initial contract expired September 2022, but DART Board granted one year extension while cities looked for other options with the risk of threat for suspension of transit service leaving gaps in coverage with an anticipated service start-date of October 1, 2023, with evaluation of service and to possibly incorporate into existing transit authority service area. In addition, NCTCOG staff has been working with the City of Anna to introduce transit services; however, due to final US Census designations, the City of Anna is not eligible for urban funding from the Federal Transit Administration (FTA) and must utilize rural FTA funding through the Texas Department of Transportation (TxDOT), which requires a Rural Transit

District. A Rural Transit District (RTD) will need to be established by the Collin County Commissioner's Court to access federal rural funding through TxDOT. The City of Anna's classification falls under "rural" by the Federal Transit Administration (FTA) because the population is under 50,000. While NCTCOG continues working with Collin County and TxDOT to establish an RTD, staff requested STTC recommendation for RTC approval to implement new transit service utilizing up to \$1,200,000 total funds from either the Congestion Mitigation and Quality Improvement Program or Carbon Reduction Program funds, with local match to be provided by the City of Anna. Electronic Item 4 contained additional details.

A motion was made to recommend Regional Transportation Council approval to utilize up to \$1,800,000 total funds (RTC Local: \$300,000; Federal Transit Administration Section 5310 Program funds: \$600,000; local match from the Cities of Allen, Fairview, and Wylie: \$900,000) for the Collin County Rides Program to continue transit service in the cities of Allen, Fairview, and Wylie, and up to \$1,200,000 total funds (Congestion Mitigation and Air Quality Improvement Program or Carbon Reduction Program funds: \$600,000; local match from the City of Anna: \$600,000) for the City of Anna to implement transit service within its city. The motion also included direction to staff to revise administrative documents as appropriate to incorporate the projects. Bryan Beck (M); Gus Khankarli (S). The motion passed unanimously.

5. **Automated Transportation System Initiative and Modernization Pilot:** Brendon Wheeler requested a recommendation for Regional Transportation Council (RTC) approval of \$500,000 in Surface Transportation Block Grant (STBG) funding for engineering design of a Las Colinas modernization pilot and an additional \$500,000 in STBG funding for staff efforts to support all Automated Transportation System (ATS) pilot projects through Fiscal Year 2026. North Central Texas Council of Governments (NCTCOG's) review of emerging technology innovations focuses on future proofing infrastructure, providing users with demand-responsive transportation, reducing long-term risks of obsolescence of infrastructure and utilizing solutions that do not require custom guideways to operate. The RTC has already funded two pilot ATS projects – \$10,000,000 for a people movement application at the Dallas International District and \$11,000,000 for a cargo movement application between the Arlington General Motors Plant and the Union Pacific railhead – as well as \$375,000 for an ATS feasibility study in the Legacy Area in Plano. Based on the successful results of the ATS Development Study, Dallas County Utility and Reclamation District (DCURD) accepted NCTCOG's proposal to modernize a pilot segment of the existing Las Colinas guideway. The recommendation for today's action is only for the engineering design; retrofitting the existing guideway and operating the pilot would be future phases to be considered by RTC at a future date. Electronic Item 5 included a presentation summarizing the project.

A motion was made to recommend Regional Transportation Council approval of proposed funding for engineering/design of Las Colinas APT, staff time to support advancement of Las Colinas modernization pilot, International District ATS (People), GM/Arlington ATS (Goods), and general ATS planning, including procurement/management of consultant services, coordination with project stakeholders, and other project development activities for FY2025 – FY2026. The motion also included direction for staff to administratively amend the Transportation Improvement Program, and other administrative/planning documents, as appropriate, to reflect the approved projects and funding. Daniel Vedral (M); Jim O'Connor (S). The motion passed unanimously.

6. **Federal Performance Measures Condition Targets for National Highway System Pavement/Bridge Access:** Jeff Neal requested a recommendation for Regional Transportation Council (RTC) approval to support new statewide pavement and bridge condition targets for National Highway System (NHS) pavement and bridge assets, in accordance with existing and updating rulemaking for required Federal performance measures (PM2). While target-setting activities were codified through the Fixing America's Surface Transportation (FAST) Act/Bipartisan Infrastructure Law (BIL), the context of NCTCOG's regional strategy guiding this activity is based on addressing national performance via state of good repair to ensure safety of traveling public and effective long-term operation of transportation infrastructure using asset management, supporting TxDOT targets as much as possible, and setting regional performance goals included in the Metropolitan Transportation Plan (MTP) and Transportation Improvement Program (TIP) that can effectively "tell our story" through project outcomes. Recent upcoming committee actions for PM2 for pavement and bridge conditions with six number of measures, setting action in July 2023 with a four-year performance periods biennially (beginning, middle, and end of performance periods). Jeff noted target analysis includes review of National Highway System (NHS) facilities within the NCTCOG region, as TxDOT is required to establish PM2 targets representing the full NHS extent statewide, regardless of ownership. There are a total of 70,976 NHS lane-miles in Texas and 12,448 in the NCTCOG region. The NHS comprises 14 percent of the region's total roadway lane-miles but carries 63 percent of total vehicle-miles of travel (VMT), and NCTCOG's analysis further subdivides non-Interstate NHS into additional classifications: non-Interstate freeways, on-system arterials, off-system arterials, and off-system toll roads. For this new four-year performance period (starting in 2022), condition measurements for non-Interstate NHS segments are now identical to Interstate NHS, as a result of the inclusion of cracking, rutting, and faulting metrics with the International Roughness Index (IRI). Though pavement roughness had often been judged as a critical link between user satisfaction (comfort/safety) and performance, roughness (IRI) alone had resulted in overestimation of poor condition pavements. The revised methodology creates substantial positive condition differences for non-Interstate NHS pavements, but the ultimate integration of these metrics will enable more holistic lifecycle assessments of pavement assets over time compared to using roughness alone. Jeff then presented charts comparing statewide pavement/bridge good and poor condition observations and targets during the first performance period with the most recent observations and new 2024 and 2026 targets for the second performance period. Similar charts were also presented describing regional observations and trends but were further broken down among the additional non-Interstate NHS classifications mentioned above (for pavement assets only). While some important distinctions were noted between the statewide and regional data values, no significant divergences in performance were recognized requiring the region to set its own quantifiable targets. Jeff reminded the Committee since NCTCOG neither owns nor maintains any roadway pavement/bridge assets, it would be unrealistic and disadvantageous to assert such control over regional on-/off-system asset owners as a strategy to improve performance. Continued collaboration on planning and project development to help attain collective pavement/bridge condition goals is a more effective strategy, and the legacy of that support had already generated results, particularly for bridges when the extent and status of poor condition structures had been analyzed last summer ahead of the Fiscal Year (FY) 2022 Bridge Investment Program (BIP). Of the 49 regional NHS bridges in poor condition (including 37 bridges in the TxDOT Dallas District and 12 in the TxDOT Fort Worth District), treatments for all but three structures had either been funded and scheduled for construction, under construction, or completed. This included outcomes from the North Central Texas Strategic NHS Bridge Program INFRA Grant (2019) which had supported implementation of four bridge projects (three – West

subregion; one – East subregion) totaling \$28.5 million. Due to this information, staff's proposed RTC's action would likely be to affirm NCTCOG support for new TxDOT statewide "Good Condition" NHS pavement and bridge targets for 2024 and 2026. It would also affirm NCTCOG support for new TxDOT statewide "Poor Condition" NHS pavement and bridge targets for 2024 and 2026 by collaborating to plan/program projects contributing toward accomplishment of pavement and bridge goals via the following actions: NCTCOG will continue to work with local governments on annual monitoring and expediting improvements for identified NHS Off-System Arterials in "Poor Condition", and continue to work with TxDOT/local governments on annual monitoring and expediting improvements for identified NHS bridges in "Poor Condition". The schedule for PM2 target decision making was highlighted; RTC action will be requested at the July 13, 2023, meeting, and RTC action will be requested at its July 13, 2023, meeting. The deadline for MPOs to report whether they will agree to plan/program contributing to affirmed TxDOT PM2 targets or commit to new quantifiable PM2 targets for the Metropolitan Planning Area (MPA) is August 9, 2023. Additional details were presented provided in Electronic Item 6.

A motion was made to recommend Regional Transportation Council approval to support new statewide "good condition" and "poor condition" National Highway System (NHS) pavement and bridge targets in accordance with existing and updating rulemaking for required federal performance measures (PM2) for 2024 and 2026, collaborate to plan/program projects contributing toward accomplishment of pavement/bridge goals via the following actions: North Central Texas Council of Governments (NCTCOG) will continue to work with local governments on annual monitoring and expediting improvements for identified NHS Off-System Arterials in "poor condition", and continue to work with TxDOT/local governments on annual monitoring and expediting improvements for identified NHS Bridges in "poor condition". Kelly Porter (M); Tim Palermo (S). The motion passed unanimously.

7. **Fiscal Year 2024 and Fiscal Year 2025 Unified Planning Work Program:** Dan Kessler presented information on the draft Fiscal Year 2024 and Fiscal Year 2025 Unified Planning Work Program (UPWP). Development of the UPWP is a cooperative effort between the North Central Texas Council of Governments (NCTCOG) and its transportation partners. The UPWP inventories NCTCOG staff work activities to be performed between October 1, 2023, and September 30, 2025. A draft of the document was provided to the Texas Department of Transportation (TxDOT) for review in early June, with a copy provided concurrently to the Surface Transportation Technical Committee (STTC). The final document is due to TxDOT on July 31, 2023. The UPWP, required by the Infrastructure Investment and Jobs Act (IIJA), summarizes annual Metropolitan Planning Organization (MPO) funding, addresses regional and local projects, inventories planning and programming activities, and allocates available funds to specific tasks. Included in the document are five major tasks under which NCTCOG's work activities will be carried out: Task 1 – Administration and Management; Task 2 – Transportation Data Development and Maintenance; Task 3 – Short-Range Planning, Programming, and Operations; Task 4 – Metropolitan Transportation Plan; and Task 5 – Special Studies. Dan noted that there are 34 subtasks in the UPWP, and 28 active program area teams in the Transportation Department that represent 175 to 200 programs and projects with funding through 17 revenue sources and an estimated 170 federal grants. A funding summary of the federal formula Transportation Planning Funds (TPF) for FY2024 and FY2025 was presented. Available TPF are estimated to be around \$33.2 million, and expected expenditures for the two years is estimated at approximately \$28.5 million, leaving an approximate \$4.7 million to carry over to FY2026. In addition to Transportation Planning Funds, the UPWP also contains funding

from numerous other grants and agencies, totaling about \$179 million in funding. Approximately 33 percent of the funding is pass through to other transportation agencies. Electronic Item 7.1 contained the Work Program policies that guide the allocation of these federal Transportation Planning funds. Electronic Item 7.2 contained additional information on the draft FY2024 and FY2025 UPWP. A draft of the document is available at [www.nctcog.org/trans/study/unified-planning-work-program](http://www.nctcog.org/trans/study/unified-planning-work-program).

A motion was made to recommend Regional Transportation Council approval of the FY2024 and FY2025 Unified Planning Work Program (UPWP), including the UPWP Policies contained in Exhibit I-8 (Electronic Item 7.1) of the Work Program. The motion also included direction for staff to administratively amend the Transportation Improvement Program, and other administrative/planning documents, as appropriate, to reflect the approved projects. Kelly Porter (M); Melissa Baker (S). The motion passed unanimously.

8. **South Dallas Inland Port Transit Funding:** Shannon Stevenson presented a request for approval to provide funding to Dallas Area Rapid Transit (DART) to support transit services with the Southern Dallas Inland Port area. Service began through a partnership between the Inland Port Transportation Management Association (IPTMA), STAR Transit, and DART Mobility Service Local Government Corporation (LGC) with funding approved by the Regional Transportation Council (RTC). The \$1.5 million Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant was planned to help fund the GoLink services while IPTMA grew membership. The grant funding is delayed and not scheduled to start until the first or second quarter of Fiscal Year 2025 at the earliest leaving a federal funding gap of 15-18 months. IPTMA requested bridge funding, which will be a one-time request, to support increased demand while the LGC is established and the IPTMA restructures to secure more sustainable funding. The intent of the IPTMA and the Inland Port GoLink services was to provide workforce transportation to jobs throughout the Inland Port. With ridership increasing year after year, employers and staffing agencies are beginning to incorporate GoLink information for job fairs, new hires, and new employees reliant on public transportation to call IPTMA for routing. Since the UberPool integration, average weekday ridership has increased to 301 in March of 2023 with a temporary decline in UberPool ridership as a result of improper geofencing while working to add capacity to reduce reliance on UberPool. More details were provided in Electronic Item 8. Eron Linn of DART expressed DART's support of the funding partnership. Clarence Daugherty of Collin County asked what is being done to fund this project on a long-term basis. Michael explained the transportation management association (TMA) was a one-time, three-year deal. The TMA is being folded into a local government corporation to capture tax increment financing either through Tax Increment Financing (TIF) district or a Public Improvement District (PID) because there is lot of growth that is occurring in an unincorporated county and small cities that have no money; therefore, revenue is being captured through the LGC. Transit cannot transition into the LGC now because there is no revenue; there has not been enough time to capture any of tax increment finance benefits from the growth of those companies. NCTCOG's interest is to become a financial partner of the LGC and create a new infrastructure program that could carry the transit load either through direct payments from the local governments, county government, or the tax increment finance process. Michael noted that due to the magnitude of the unincorporated area, he believes the best option for the future will be to create a transit capability through the local government corporation. Staff will bring additional information on the local government corporation at future meetings.

A motion was made to recommend Regional Transportation Council approval to utilize up to \$3,500,000 in federal funds (Surface Transportation Block Grant Program, Congestion Mitigation and Air Quality Improvement Program or Carbon Reduction Program funding) for the Silver Line Rail Project for a two-year period with 700,000 in Transportation Development Credits (TCDs) in lieu of local match as one-time bridge gap funding. Dallas Area Rapid Transit to transfer \$3.5 million in local funding to support transit in the Southern Dallas Inland Port area, and direction for staff to administratively amend the Transportation Improvement Program and other planning/administrative documents, as appropriate, to incorporate this project. Robert Woodbury (M); Gus Khankarli (S). The motion passed unanimously.

9. **Director of Transportation Report on Selected Items:** Michael Morris briefly highlighted several items for the Committee. The Texas Legislature Testimony: Number 2, was not discussed under this item (see the Legislative Report in Item 11). A link was provided to the testimony ([Transportation - S/C Discretionary Funding Allocations - May 18th, 2023 \(granicus.com\)](https://www.granicus.com/docView?id=-620724&docId=104444)). Regarding the Texas Department of Transportation (TxDOT) and local government lighting agreements, implementation will be moving forward a few months instead of September, NCTCOG and the TxDOT Dallas District are in negotiations regarding incentives as part of the safety initiatives. Michael briefed the Committee on the City of Dallas/Dallas Area Rapid Transit (DART) Silver Line Rail mediation; the City of Dallas approved the particular agreement, and the North Central Texas Council of Governments will receive \$10 million dollars as part of a revolver to help pay for projects in June and \$5.3 million in July. He also provided draft policy agreement that the Regional Transportation Council will be requested to approve that strongly encourages all parties to work collaboratively in a professional manner to expeditiously resolve the advancement of the Silver Line Regional Rail Project. In addition, Michael noted that Ken Kirkpatrick of NCTCOG is making progress with the mediations with Burlington Northern Santa Fe and transit authorities regarding the Trinity Railway Express and advancement of the BUILD grant. Michael announced that the Irving Transportation Summit will not be held in August 2023 and that the RTC's August meeting will be held on August 10, 2023, the usual second Thursday meeting day. Michael highlighted that Natalie Bettiger completed the 66,800-traffic signal inventory so the status of every signalized intersection with INRIX is known. The City of Dallas approved TxDOT's recommendation to advance a hybrid Interstate Highway 345. In addition, Michael noted that STTC member attendance has been lacking at monthly meetings. He reminded members that monthly meeting attendance is tracked and sent to city managers, mayors, and county judges of all agencies represented on the Committee. Dan Kessler also noted that the North Central Texas Council of Governments works with a lot of local governments that want to be included as STTC members but aren't able due to their population, and he encouraged those members that are attending meetings to remind their fellow colleagues to attend the STTC meetings. At Michael's request, Jeff Neal of NCTCOG announced that the US Department of Transportation asked if \$20 million was awarded for the East/West Lancaster project in Fort Worth rather than the \$25 million requested, would it be possible to implement the project. NCTCOG responded that the project could still be implemented.
10. **Federal and State Legislative Update:** Nick Allen provided an update on federal and State legislative actions related to transportation and air quality issues affecting the Dallas-Fort Worth area. Transportation issues continue to be a focus for both the United States Congress and the Texas Legislature. Regarding the Debt Ceiling, – the Fiscal Responsibility Act of 2023 was approved by Congress on June 1, 2023; The Act suspends the Federal government's debt ceiling through January 1, 2025; imposes two-year discretionary

spending caps, Federal Highway Programs are exempt; rescinds some unobligated COVID-19 funds, transit not affected, and streamlines environmental review processes. Nick noted Federal Aviation Administration's (FAA) reauthorization provides more than \$107 billion for the FAA for fiscal years 2024 through 2028. The last stage of Nextgen will be completed by December 31, 2025, FAA must establish a pathway for beyond visual line-of-sight operations, and new safety certification of advanced air mobility powered-line aircraft. Governor Abbott declared a Special Session on border security and property taxes. State's budget plan for House Bill (HB) 1 House and Senate approved total funding of \$321.3 billion and Texas Department of Transportation (TxDOT) funding of \$37.2 billion with Riders of Interest: Southern Gateway Deck Park matching funds if federal grant is awarded and TxDOT task force to evaluate medium-and heavy-duty charging infrastructure and capacity. Nick provided information on Bills of interest regarding transportation funding: Senate Bill (SB) 505 creates a \$200/\$400 annual electric vehicle fee, Senate Concurrent Resolution (SCR) 2 extends proposition 7 expiration date to 2042 (State sales tax portion) and 2039 (motor vehicle sales tax portion), HB 2230 extends Proposition 1 expiration date from 2034 to 2042. Bills of Interest on the topic of General Transportation include HB 3444 Texas Transportation Commission (TTC) to prescribe criteria for the classification of each district as metropolitan, urban, or rural. Bills of interest on the topic of safety include HB 898 harsher penalties for the Move Over, Slow Down Law. HB 1885 Texas Transportation Commission (TTC) authority to establish a variable speed limit program to lower speed limits by 10 mph in certain situations. HB 3297 would eliminate vehicle safety inspections for noncommercial vehicles. HB 4797 Training on the treatment of tollways during inclement weather. Bills of Interest on the topic of temporary tags include HB 718 ends temporary paper tags and requires the issuance of metal plates by dealers. HB 914 increases penalties for temporary tag tampering. HB 2195 increases penalties for fictitious and altered plates. Bills of interest on the topic of unmanned aircraft, SB 1308 prohibits drones over airports and military installations. Bills of interest on the topic of broadband HB 9/HJR 125 creates the Broadband Infrastructure Fund, allocates \$1.5 billion, requires voter approval. SB 1238 revises existing Broadband Development Program. Bills of interest on the topic of air quality and electric vehicles include SB 1397, Texas Commission on Environmental Quality Sunset bill continues the agency for 12 years, SB 1732, creates standards for electric vehicle charging stations requiring a widely compatible connector or plug. HB 3014 exempts EV from emission inspection. HB 4885 creates the Hydrogen Infrastructure, Vehicle, and Equipment Grant Program under TERP. Bills of interest on the topic of water include SB 28/SJR 75, which creates the Texas Water Fund and the New Water Supply for Texas Fund, requires voter approval.

11. **2024 Unified Transportation Program (UTP) and Regional 10-Year Plan Update:** Brian Dell updated the Committee on the proposed changes for the Regional 10-year plan, including a funding exchange to advance the IH 30 Canyon project. Texas House Bill (HB) 20 requires that Metropolitan Planning Organizations (MPO) develop 10-Year Plans using performance-based planning and project selection methods that includes projects funded with Category 2 (MPO selected), Category 4 (Texas Department of Transportation [TxDOT] District selected), and Category 12 (Texas Transportation Commission [TTC] selected). The Regional 10-Year Plan was originally approved by the Regional Transportation Council (RTC) in December 2016. This plan is updated annually in conjunction with the development of TxDOT's UTP. Since the approval of the last 10-Year Plan in summer of 2022, TxDOT began developing the 2024 UTP. North Central Texas Council of Governments (NCTCOGs) staff has been coordinating with the TxDOT Districts regarding project updates (e.g., costs/funding, environmental clearance and let dates), and potential new projects. This includes 2023 projects that need additional funding to cover cost



overruns at letting. To satisfy a February 21, 2023, deadline set forth by TxDOT, a draft project listing was developed that included project revisions and potential new projects. Principles for the development of the 10-Year Plan were highlighted: Projects should be included in the Metropolitan Transportation Plan, focus on “system” versus new, stand-alone projects, fully fund existing projects before funding new projects (with a focus on projects letting in the next 2-3 years), ensure equity of county allocations, maintain toll lanes/toll managed lanes on selected corridors, re-fund previously unfunded projects, ensure all RTC projects are approved in 2024 UTP (including “placeholders”), and projects must be scored and should have a score sufficient to qualify for funding. Historical allocations of Category 2, 4, and 12 funds since 2017 were provided. A proposed Category 2/Category 12 funding exchange was introduced. There is currently too much Category 12 funding slotted statewide in the first few years of the UTP. To help resolve this issue, the region has been asked by TxDOT Headquarters to trade out Category 12 funds on the IH 30 Canyon project in 2024 and replace that funding with Category 2 and 4 funds. An initial trade was proposed by the State, but NCTCOG staff is proposing the following: Category 2 funding would be removed from four projects (SH 199 in Tarrant County [\$70 million], State Highway 360 at Randall Mill in Tarrant County [\$70 million], and United States 380 [\$150 million] and Spur 399 [\$100 million] in Collin County) and placed on the IH 30 Canyon project. Category 12 funds would replace Category 2 removed from those projects. Brian highlighted work that is being done to track Category 2 and non-formula funds in each subregion and noted that more details on the region’s latest Category 2 carryover balance and non-formula tracking will be provided once coordination with TxDOT and funding decisions have been finalized. Maps showing the 10-Year Plan projects, their statuses, as well as other major capacity projects in the region were presented. Next steps in the process were covered. The 10-Year Plan will be provided for information at the July 13, 2023, RTC meeting, public involvement during July 2023, will be brought for action at the July 28, 2023, STTC meeting and the August 10, 2023, RTC meeting, TxDOT Public Involvement for 2024 UTP during July 2023 and August 2023, and anticipated TTC approval of 2024 UTP during August 2023. Electronic Item 11 included additional information about the process.

12. **Census Bureau Boundaries:** Ken Kirkpatrick provided a status report on recent Census Bureau update to urban area boundaries impacting the Dallas-Fort Worth (DFW) region: 1) recent discussions with the Cities of Frisco and McKinney on Federal Transit Administration (FTA) Designated Recipient designation; and 2) latest on Transportation Management Area (TMA) implications. Federal actions for the US Census Bureau updates to Urban areas was based upon 2020 Census of Population and Housing, McKinney-Frisco Urban Area was expanded and renamed on December 29, 2022. The Federal Highway Administration (FHWA)/Federal Transit Administration (FTA) updated transportation management areas on June 5, 2023, for McKinney-Frisco (New), Dallas-Fort Worth-Arlington, and Denton-Lewisville. The McKinney-Frisco urbanized area needs to select a designated recipient by September 30, 2023, for apportionments beginning Fiscal Year 2024, that will be selected by Governor, or designee (TxDOT) in cooperation with transportation providers and the Metropolitan Planning Organization (MPO). The duties of the designated recipient will have principal authority to administer and provide oversight of FTA funds and making FTA funds available to eligible projects and entities. Staff recommends North Central Texas Council of Governments to serve as the designated recipient. As of 2022, the designated/direct recipients by urbanized areas: Dallas-Fort Worth-Arlington – NCTCOG, DART, and Trinity Metro/Arlington, Grand Prairie, and Mesquite; Denton-Lewisville – NCTCOG and DCTA/no direct recipients; and McKinney – TxDOT/McKinney Urban Transit District (MUTD). The anticipated schedule: Frisco City Council on July 3, 2023; information at the RTC meeting on July 13, 2023; McKinney City

Council on July 18, 2023; action will be requested at the STTC meeting on July 28, 2023; RTC meeting on August 10, 2023; and Executive Board meeting on August 24, 2023.

13. **Surface Transportation Technical Committee/Regional Transportation Council**

**Officers:** Dan Kessler announced the new Surface Transportation Technical Committee officers for the 2023-2024 term: Walter Shumac, III, P.E., Director of Transportation Services, City of Grand Prairie (Chair); G. "Gus" Khankarli, P.E., Director of Transportation Department, City of Dallas (Vice Chair); and Ricardo Gonzalez, Director of Transportation Planning and Development, Texas Department of Transportation, Fort Worth District (Secretary). The STTC officers were approved by the NCTCOG Executive Board at its June 22, 2023, meeting. In addition, the new Regional Transportation Council officers for the 2023-2024 term are Gyna Bivens, Mayor Pro Tem, City of Fort Worth (Chair); Clay Lewis Jenkins, County Judge, Dallas County (Vice Chair); and Rick Bailey, Commissioner, Johnson County (Secretary).

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

1. *Amy Johnson* – Fiscal Year 2024 – 2025 Policy Bundle ([www.nctcoq.org/policybundle](http://www.nctcoq.org/policybundle))
2. *Nicholas Vanhaasen* – Chair Niermann Correspondence Response ([Electronic Item 14.1](#))
3. *Nicholas Vanhaasen* – 2023 Ozone Season Update ([Electronic Item 14.2](#))
4. *Nicholas Vanhaasen* – Annual Report: Most Ozone Polluted Metro Areas ([SOTA-2023.pdf \(lung.org\)](#))
5. *Trey Pope* – Local Clean Air Project Spotlight ([Electronic Item 14.3](#))
6. *Joslyn Billings* – Air Quality Funding Opportunities for Vehicles ([www.nctcoq.org/aqfunding](http://www.nctcoq.org/aqfunding))
7. *Joslyn Billings* – Upcoming Dallas-Fort Worth Clean Cities Events (<https://www.dfwcleancities.org/events>)
8. *Brian Wilson* – Progress North Texas (Handed out at the meeting)
9. *Jackie Castillo* – July Public Meeting Notice ([Electronic Item 14.4](#))
10. *Taylor Benjamin* – Public Comments Report ([Electronic Item 14.5](#))
11. Written Progress Reports:
  - Partner Progress Reports ([Electronic Item 14.6](#))

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

16. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on July 28, 2023.

Meeting adjourned at 3:45 PM.