

## MINUTES

### **SURFACE TRANSPORTATION TECHNICAL COMMITTEE**

**March 24, 2023**

The Surface Transportation Technical Committee (STTC) met on Friday, March 24, 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: Shon Brooks, Daniel Burnham, Ceason Clemens, John Cordary, Jr., Clarence Daugherty, Chad Davis, Arturo Del Castillo, Caryl DeVries, Rebecca Diviney, Phil Dupler, Chad Edwards, Claud Elsom, Eric Gallt, Ricardo Gonzalez, Gary Graham, Barry Heard, Shannon Hicks, Matthew Hotelling, John D. Hudspeth, Jeremy Hutt, Thuan Huynh, Joseph Jackson, Joel James, William Janney, Major L. Jones, Gus Khankarli, Eron Linn, Paul Luedtke, Chad Marbut, Alberto Mares, Wes McClure, Brian Moen, Mark Nelson, Kevin Overton, Tim Palermo, Dipak Patel, Martin Phillips, John Polster, Kelly Porter, Tim Porter, Lauren Prieur, Greg Royster, David Salmon, Ryan Sartor, Brian Shewski, Walter Shumac III, Randy Skinner, Gregory Van Nieuwenhuize, Caroline Waggoner, Jana Wentzel, and Robert Woodbury.

Others present at the meeting were: Vickie Alexander, Nick Allen, Julie Anderson, Tom Bamonte, Berrien Barks, Martin Bate, Taylor Benjamin, Natalie Bettger, Joslyn Billings, Lance Bokianshe, Jackie Castillo, Aaron Cedar, Lori Clark, Cody Derrick, Elijah Dorminy, Kevin Feldt, Brian Flood, Gypsy Gavia, Bobby Gomez, Rebekah Gongora, Christie Gotti, Barry Harger, Lyneil Harris, Amy Hodges, Chris Huff, Bill Ische, Dan Kessler, Ken Kirkpatrick, Chris Klaus, Dan Lamers, James McLane, Michael Morris, Savana Nance, Donald Parker, James Powell, Vercie Pruitt-Jenkins, Ramon Ranger, Kelly Selman, Toni Stehling, Shannon Stevenson, Brendon Wheeler, Amanda Wilson, and Melanie Young.

1. **Approval of February 24, 2023, Minutes:** The minutes of the February 24, 2023, 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. **May Transportation Improvement Program (TIP) Revisions:** A recommendation was requested for Regional Transportation Council (RTC) approval of revisions to the 2023 – 2026 Transportation Improvement Program (TIP), along with the ability to amend the Unified Planning Work Program and other planning documents with TIP-related changes. May 2023 revisions to the 2023 - 2026 TIP were provided in Electronic Item 2.1 for the Committee's consideration. The modifications were reviewed for consistency with the Mobility Plan, the air quality conformity determination, and financial constraint of the TIP.

A motion was made to recommend Regional Transportation Council approval of Item 2.1 on the Consent Agenda. John Polster (M); Kelly Porter (S). The motion passed unanimously.
3. **Endorsement of Federal Functional Classification System Amendments:** Berrien Barks requested endorsement of the Regional Transportation Council's (RTC) approval of 44 new amendments to the currently approved Federal Functional Classification System (FFCS). The Regional Transportation Council (RTC) approved these amendments on March 9, 2023. Berrien also briefed the Committee on the status of a series of FFCS

amendments previously approved by the RTC between 2013 and 2022. 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. North Central Texas Council of Governments (NCTCOG) staff is working with Texas Department of Transportation (TxDOT) on the 44 amendments of which 29 amendments within the TxDOT Dallas District, 14 amendments within the TxDOT Fort Worth District, and 1 within both the TxDOT Dallas and Paris Districts. The amendments are needed to resolve the current Transportation Improvement Program (TIP) exceptions and the out-of-cycle updates require an amendment. The Regional Transportation Council (RTC) previously approved a series of 28 FFCS amendments in 2013, 2018, 2020, and 2022, of which 5 were approved by the Federal Highway Administration (FHWA), 8 cancelled by local governments, and 15 pending FHWA approval. These amendments involve the construction of new roadways and improvement of existing roadways that are included in the current 2023 – 2026 TIP. These amendments are necessary to lift FFCS related TIP exceptions applied by the FHWA. New location of freeways/realignments require addition to the FFCS. The US 380 Bypass was first included in the Mobility 2045 Update in June of 2022 and TxDOT is setting alignment through a current study. RTC action requests designation of US 380 Bypass as a realignment in the FFCS and the final alignment will carry recommended FFCS designation. This agenda item will be brought back for further action to implement these projects. A summary table of the proposed amendments was included in Electronic Item 3.1 with coordinating maps provided in Electronic Item 3.2. A summary table for these previously approved amendments was provided in Electronic Item 3.3. Information as presented to RTC was included in Electronic Item 3.4.

A motion was made to endorse the Regional Transportation Council's approval of these 44 amendments to the Federal Functional Classification System and transmit these approved amendments to the Texas Department of Transportation and the Federal Highway Administration. Gus Khankarli (M); John Polster (S). The motion passed unanimously.

4. **2023 Federal Transit Administration Low or No Emissions and Bus/Bus Facilities Competitive Grant Programs**: Julie Anderson requested a recommendation for Regional Transportation Council (RTC) approval on a proposed regional submittal to the Federal Transit Administration (FTA) Low or No Emissions and Bus/Bus Facilities Competitive Grant Programs. The Federal Transit Administration has released the Fiscal Year 2023 Low or No Emissions and Bus/Bus Facilities Competitive Grant Programs Notice of Funding Opportunity (NOFO), which is expected to award \$1.7 billion for modernizing bus fleets, improving bus facilities, and supporting workforce development. Low or No Emissions provides funding for purchase or lease of zero-emission and low-emission transit buses, as well as the acquisition, construction, or leasing of supporting facilities and equipment with \$1.22 billion in funding available. Bus and Bus Facilities assist in financing of buses and bus facilities capital projects, including the replacement, rehabilitation, purchase, or lease of buses and related equipment and rehabilitation, purchase, construction, or lease of bus-related facilities with \$469 million in funding available. Applicants can apply to both programs but will only be awarded under one program. Requirements for the programs include a zero-emissions transition plan and 5 percent of the federal request must be dedicated to workforce development. The project proposed by staff would allow for the purchase of up to 10 Electric Vehicle (EV) buses for North Central Texas Council of Governments (NCTCOG) subrecipient transit providers, purchase of up to 5 EV charging stations, workforce development training, and development of a zero-emission transition plan for the small transit providers. The estimated project budget for EV buses, a total of \$5 million with \$4,250,000 million in federal and 750,000 local Transportation Development

Credit (TDCs); EV charging stations with a total of \$1,500,000 million with \$1,500,000 million in federal and 300,000 in local (TDCs); workforce development, a total of \$279,605 with \$223,684 in federal and 55,921 in local TDCs, administrative costs, a total of \$500,000, \$400,000 in federal and 100,000 in local TDCs. Total estimated project budget is \$7,279,605 with \$6,073,684 in federal and 1,205,921 in local TDCs. Action on the proposed project will be requested at the April 13, 2023, RTC meeting. Applications are also due on April 13, 2023. NCTCOG Executive Board action will be requested on April 27, 2023. The award announcement is anticipated by June 28, 2023.

A motion was made to recommend Regional Transportation Council approval of a proposed regional project grant application submittal to the Fiscal Year FY 2023 Low - No and Bus/Bus Facilities Competitive Grant Programs, not to exceed \$7,205,921 including the use of 1,205,921 Transportation Development Credits as match and direct staff to administratively amend the Transportation Improvement Program (TIP), the Statewide TIP, and other planning/administrative documents to include this Federal Transit Administration grant, if selected. Eron Linn (M); Mark Nelson (S). The motion passed unanimously.

5. **COVID Transit Funding Round 2:** Cody Derrick requested a recommendation for Regional Transportation Council (RTC) approval of the COVID – 19 #00X Infrastructure Program Transit Partnership (Round 2) projects and programs. In response to a decline in transit ridership due to the COVID-19 outbreak, the Regional Transportation Council (RTC) approved a \$25 million placeholder of funds for transit investments in the COVID-19 #00X Round 3 Infrastructure Program in November 2020. In March 2021, the RTC awarded \$14 million to several projects, including the Regional Transit Education Campaign, Insurance for Passenger Rail Integration, Regional Railroad Design Review, and Regional Bus Stop Improvements. In October 2021, the RTC awarded an additional \$620,000 for a first/last mile connection between the Trinity Railway Express Centreport Station and Dallas Fort Worth International Airport. Regional bus stop improvements include projects that would provide funding for concrete foundations, overhead shelters, lighting, seating, real-time schedule information, etc. \$2,780,000 of Surface Transportation Block Grant (STBG) funds for bus stops in the Trinity Metro service area, \$2,100,000 of STBG funds for bus stops in the Dallas Area Rapid Transit (DART) service area, \$1,000,000 of STBG funds for bus stops in the Denton County Transportation Authority (DCTA) service area, and the above funding would be matched with regional Transportation Development Credits (TDC). The DCTA A-Train expanded service has instances when the DCTA A-Train service connection does not align with the larger DART system during major events in downtown Dallas, especially for a return trip. The proposed project would fill this gap by extending the service for 130 annual events. \$3,000,000 of Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds proposed (to be matched with Regional TDCs). This funding can only be spent for the first three years of the expanded service and DCTA would be responsible for funding this service once the RTC's funds are exhausted. The Regional Transit Coordination Program would fund North Central Texas Council of Governments (NCTCOG) staff time for regional coordination of transit services with a focus on increasing economies of scale, technical assistance, mobility on demand, and mobility as a service. \$1,000,000 of STBG funds proposed to be matched with Regional TDCs. Transit Driver Workforce Development and Training program would address the shortage of transit drivers, especially for small transit providers, by providing Commercial Driver's License tuition reimbursement, the program would be coordinated with the regional and county workforce development agencies. \$500,000 of STBG funds were proposed as 100 percent federal per federal legislation for workforce development programs/projects. In Round 1 of the Transit Partnership, more projects were funded in the West than the East and most projects in Round 2 will be funded

in the East in order to bring the COVID-19 # 00X program in closer alignment with the RTC approved East/West funding split of 69 percent East and 31 percent West. On March 9, 2023, this item was mentioned during the Director's Report with a public meeting scheduled in March 2023. The RTC will be requested to take action at its April 13 meeting.

A motion was made to recommend Regional Transportation Council approval of the proposed COVID-19 #00X Infrastructure Program Transit Partnership (Round 2) amend the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and update any administrative and/or planning documents as needed to incorporate the project funding. Chad Edwards (M); Kelly Porter (S). The motion passed unanimously.

6. **Environmental Protection Agency Climate Pollution Reduction Grants Program for the Metropolitan Statistical Area:** Savana Nance requested a recommendation for Regional Transportation Council approval to pursue funding from the Environmental Protection Agency (EPA) Climate Pollution Reduction Grants (CPRG) program and letters of support from municipalities within the Dallas-Fort Worth-Arlington Metropolitan Statistical Area (MSA) for the North Central Texas Council of Governments (NCTCOG) to be the lead applicant for the grant. The Climate Pollution Reduction Grants (CPRG) was created by Section 60114 of the Inflation Reduction Act to develop and implement plans for reducing greenhouse gas emissions (GHG) and other harmful air pollutants that will be administered by the EPA in two phases. Phase 1 with \$250 million non-competitive planning grants and Phase 2 with \$4.6 billion in competitive implementation grants. More information can be found on <https://www.epa.gov/inflation-reduction-act/climate-pollution-reduction-grants>. Savana noted the differences between the CPRG and Carbon Reduction Program (CRP). The purpose of CPRG is to reduce GHGs, from any source, not just on-road sources and the CRP reduces carbon dioxide emissions from on-road sources only. The administrator for CPRG is EPA and for the CRP is the Federal Highway Administration (FHWA). Funding for the Dallas-Fort Worth region for CPRG planning grants is \$1 million through 2027 with no match and implementation grants is up to \$4.6 billion with match unknown; CRP is \$112 million (federal) through 2027 with a 20 percent match. The CPRG Phase 1 planning grants has allocated \$1 million available for the Dallas-Fort Worth (DFW)-Arlington metropolitan statistical area (MSA) with no match required, and \$3 million to each State, DC, and Puerto Rico, if Texas chooses to not receive planning funds, three additional MSAs in Texas will each become eligible for \$1 million. EPA requires one eligible entity to be the lead applicant on behalf of the entire MSA to encourage regional climate planning. Lead applicants will need letters from cities within MSA and neighboring jurisdictions indicating their commitment to work with the lead applicant. The lead applicant will be responsible for managing grant funds and coordinating with municipalities to develop the regional plan to reduce GHG. Eligible applicants include states, air pollution control agencies, "municipalities" as defined by Section 302 of the Clean Air Act, and groups of municipalities, such as a council of governments. Eligible use of funds will provide planning grants staffing to develop deliverables, planning and implementing meetings for fostering collaboration between government, the public, and stakeholders, outreach and education for stakeholders, subawards to municipalities, air pollution control agencies, regional planning organizations, non-governmental organizations, academic institutions, modeling and analytical costs (including software), supplies, incidental costs related to the above activities, including but not limited to travel, membership fees, and indirect costs. A Regional Opportunity for EPA CPRG meeting is scheduled for 12:30 pm, March 30, 2023, in the NCTCOG Transportation Council Room to further discuss the program. Letters of Support may be provided to NCTCOG by April 21, 2023. Instructions and a template are available at

[www.nctcog.org/aqfunding](http://www.nctcog.org/aqfunding). The deadline for MSA's Notice of Intent to Participate is April 28, 2023, and completed applications for MSAs are due by May 31, 2023. Additional project deadlines were provided in the presentation.

A motion was made to recommend Regional Transportation Council approval of the North Central Texas Council of Governments as the lead applicant to pursue Phase 1 funding from the EPA Climate Pollution Reduction Grants program on behalf of the Dallas-Fort Worth-Arlington Metropolitan Statistical Area Kelly Porter (M); Eric Gallt (S). The motion passed unanimously.

7. **Director of Transportation Report on Selected Items:** Michael Morris briefly highlighted several items for the Committee. The Texas Department of Transportation (TxDOT) recently held a public hearing on US 75 from IH 635 in Dallas County to SH 121/Sam Rayburn in Collin County. The proposed project would convert high-occupancy vehicle lanes to peak-hour technology lanes. He encouraged anyone that is impacted by US 75, IH 635, and Sam Rayburn to contact TxDOT to weigh in and support the proposed project to move it forward. Michael noted that he was requested to serve as a mediator in the City of Dallas and Dallas Area Rapid Transit (DART) Silver Line Rail discussions. The North Central Texas Council of Governments is joining the US High Speed Rail Coalition. The Intercity Passenger Rail Corridors currently have two programs that would impact the Dallas-Fort Worth Metropolitan Area. North Central Texas Council of Governments is submitting Fort Worth-Dallas-Arlington-Houston for the high-speed rail corridor rail line. Southern Rail District, made up of Mississippi and Louisiana, is submitting Dallas-Fort Worth to Atlanta in the corridor identification program. Michael also briefed the Committee on the mediations with Burlington Northern Santa Fe and Transit Authorities/Trinity Railway Express regarding advancement of the BUILD grant.
8. **Federal and State Legislative Update:** Nicholas 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 federal update, the President's Fiscal Year 2024 budget plan includes a \$1 billion budget increase to the Federal Railroad Administration for safety and Consolidated Rail Infrastructure and Safety Improvements (CRISI) funding. Crossing Elimination program funding was also requested. The National Highway Safety Administration's budget increase requested is \$1.3 billion. Active Transportation Infrastructure Investment Program budget increase requested is \$60 million (increase of \$15 million from FY2023 enacted level to build safe walking and bicycling facilities and reduce greenhouse gas emissions). Texas Legislature upcoming dates of interest include May 29, 2023, the final day of the 88<sup>th</sup> regular session and June 18, 2023, the last day the Governor can sign or veto bills. Nicholas provided information on Bills of interest regarding transportation funding. Senate Bill (SB) 505, approved in the Senate, proposes an additional \$400 registration fee on most new electric vehicles and \$200 registration renewal fee for all existing electric vehicles would go to the State Highway fund. SB 684, left pending in Senate Committee, eliminates safety inspections for motor vehicles, changes fees, and continues emissions inspections. SB 1308, unmanned aircraft encroachment protections for airports and military installations was approved in the Senate Committee. SB 784, air quality regulation of emissions by local governments was left pending in Senate Committee. SB 1114 would provide authority to regulate the use or sale of a product for the purpose of reducing greenhouse gas emissions was left pending in Senate Committee. House Bill (HB) 2374, regulation of energy sources and engines by local governments was left pending in the Senate Committee. Bills of interest on the topic of

safety include HB 1885, Texas Transportation Commission variable speed limit program and HB 1198, public awareness campaign for proper trailer attachment have been left pending in House Committee. Bills of interest on the topic of Bicycle/Pedestrian include HB 1277, repeals statute on use of sidewalk and HB 1379, adding more eligible funding for bike-pedestrian projects for Regional Mobility Authorities have been left pending in House Committee. Bills of Interest regarding Broadband include SB – general broadband development has been left pending in Senate Committee. Bills of Interest regarding Traffic and Congestion include HB 1156, creates a new process for Texas Department of Transportation to donate or sell surplus traffic and roadwork safety equipment has been left pending in Committee. Bills of Interest regarding Electric Vehicles (EVs) include HB 821, relating to the placement of Electric Vehicle charging equipment on state property was approved in House Committee.

9. **Start of 2023 Ozone Season and Letter to the Texas Commission on Environmental Quality:** Jenny Narvaez presented for Nicholas Vanhaasen by providing information regarding the region's 2023 ozone season and requested feedback on correspondence to the Texas Commission on Environmental Quality that will be provided in the mail out for the Regional Transportation Council meeting on April 13, 2023. As of March 1, 2023, the start of ozone season has begun and the region is in violation of two ozone violation standards, an older standard that was established in 2008 and a newer standard established in 2015. The Environmental Protection Agency (EPA) reclassified the Dallas-Fort Worth (DFW) ozone nonattainment area from serious to severe on November 7, 2022, with a July 20, 2027, attainment deadline. Attainment will be based on ozone monitor values for years 2024, 2025, and 2026. Per EPA, attainment is reached when, at each monitor, the Design Value (three-year average of the annual fourth-highest daily maximum eight-hour average ozone concentration) is equal to or less than 75 parts per billion (ppb). The Federal Clean Air Act (FCAA) Section 185 fee is an annual penalty imposed if an area fails to meet its severe attainment deadline. The fee applies to major sources of ozone precursor emissions located in the 2008 standard's ozone nonattainment area which include nitrogen oxides (NOx) and volatile organic compounds (VOC). If the region does not attain the 2008 ozone standard by July 20, 2027, the fee may begin in 2028. If the Texas Commission of Environmental Quality (TCEQ) does not impose the fee, the EPA will impose the fee with interest and revenue is not returned to the state. The fee is required each year after the missed attainment deadline until the area is redesignated as attainment by the EPA for the 2008 standard. The fee is charged annually on the tons of actual ozone precursor emissions that exceed 20 percent of baseline amount. The EPA published fee rate for the calendar year 2022 was \$11,122 per ton, fee is adjusted by inflation. Estimated Section 185 fee obligation for the region could be as much as \$45 million in 2028. Many clean energy and transportation funding opportunities were detailed in the presentation that will assist in roadway emissions and ultimately help to avoid Section 185 fees being in place. Funding exists for plug-in electric or fuel cell vehicles; natural gas vehicles; repower or replace older locomotive, marine, stationary equipment, or select non-road equipment electric vehicle infrastructure; and new technology for stationary sources, oil, and gas projects; and electricity storage. New funding opportunities in the future will be posted at [www.nctcog.org/AQfunding](http://www.nctcog.org/AQfunding). The Air Quality Handbook is available in third language, Vietnamese. Electronic Item 9.1 contains a copy of the draft correspondence to TCEQ. More details were provided in Electronic Item 9.2.
10. **Creation of Dallas-Fort Worth Clean Cities Technical Advisory Committee:** Lori Clark introduced the creation of a new Dallas-Fort Worth Clean Cities Technical Advisory Committee. The Technical Advisory Committee will provide support to Coalition staff by providing input from diverse perspectives, assisting in event and project publicity and

networking, and increasing collaboration and engagement with stakeholders. The Department of Energy (DOE) redesignates coalitions every five years to identify opportunities and goals for strengthening coalition activities. Renewed emphasis associated with new DOE active and effective coalition expectations launched this year. The purpose of the Technical Advisory Committee is to assist and advise coalition staff on initiatives that improve regional air quality and reduce transportation energy use by providing diverse perspectives, assist with event/project publicity and networking, increase stakeholder collaboration/engagement, and inform adoption of a coalition strategic plan. Potential committee members should be knowledgeable about alternative fuels, vehicles, or infrastructure, or other subject matters relating to the Advisory Committee. Members to be considered could be in roles such as public sector fleet managers, private sector fleet managers, sustainability planners, energy managers, and infrastructure developers. Organization types could include alternative fuel providers, alternative fuel vehicle manufacturers, universities, utilities, transit agencies, local governments, special districts, and advocacy/interest groups. The structure consists of at least 5 members, a minimum of 51 percent public sector, and chair and vice chair officers. North Central Texas Council of Governments (NCTCOG) is seeking nominations. Nominations including a brief explanation of expertise and interest in the Committee should be submitted to [cleancities@nctcog.org](mailto:cleancities@nctcog.org) by May 31, 2023. More details at [www.dfwcleancities.org](http://www.dfwcleancities.org) and information provided in Electronic Item 10.

- 11. Carbon Reduction Program:** Christie Gotti briefed and presented a plan of action to the Committee on the new Carbon Reduction Program (CRP) funding introduced in the Infrastructure Investment and Jobs Act (IIJA). The goal of the program is to provide funding for projects that reduce carbon dioxide emissions from on-road sources. The Federal Highway Administration (FHWA) and the Texas Department of Transportation (TxDOT) have provided guidance on these funds, and they can now be programmed on projects. Metropolitan Planning Organizations (MPO) have project selection authority for regional allocations, similar to Surface Transportation Block Grant (STBG) funds. CRP requires that states, consulting with MPOs, develop a Carbon Reduction Strategy with the goals of reducing traffic congestion by promoting use of non-single occupant vehicle trips, promoting vehicles and modes of travel that reduce transportation emissions, assisting the construction of transportation assets that reduce transportation emissions, and calculating the carbon emissions from the construction of transportation facilities in the State. This strategy is not binding. CRP funding is available even though the State's Carbon Reduction Strategy is not completed yet. Christie briefed the committing on the Climate Pollution Reduction Grants (CPRG) versus Carbon Reduction Program (CRP). The purpose of CPRG is to reduce GHGs. It is not limited to on-road sources, while the CRP reduces carbon dioxide emissions from on-road sources. The administrator for CPRG is the EPA and for the CRP is the Federal Highway Administration (FHWA). Funding for the region for CPRG planning grants is \$1 million through 2027 with no match and available funding for implementation grants is up to \$4.6 billion with match unknown; and available funding for CRP is \$112 million (federal) through 2027 with a 20 percent match. CRP funds are very similar to Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds. Eligible project types include, but are not limited to bicycle/pedestrian improvements, transit improvements, alternative fuel (e.g., electric vehicle, hydrogen, natural gas) infrastructure deployment, projects that improve traffic flow, but do not add capacity (e.g., turn lanes, signal improvements/retiming, Intelligent Transportation Systems (ITS), vehicle-to-Infrastructure technology deployment, efforts to reduce the environmental impacts of freight movement, etc. More information on eligible project types can be found at: [https://www.fhwa.dot.gov/bipartisan-infrastructure-law/crp\\_fact\\_sheet.cfm](https://www.fhwa.dot.gov/bipartisan-infrastructure-law/crp_fact_sheet.cfm). Urban areas will



receive 65 percent of the funds allocated to Texas based on population. The Dallas-Fort Worth region will receive approximately \$18-19 million federal per year. Funding for our region will follow the RTC approved air quality funding split for the IIJA of 36 percent to the West and 64 percent to the East. CRP funds must be obligated within 4 years of being apportioned, which includes the year of authorization plus 3 years. Thus, timely obligation of funding is critical. To ensure that the first couple of years is obligated quickly, staff proposes utilizing the first three years of funding on: few, large projects; existing projects (trade CMAQ or STBG for CRP); and projects that can advance quickly. Two projects from the 2024-2026 Management and Operations (M&O) and Safety Program have already been funded with CRP funds (Air Quality Energy Efficiency Initiatives and Community College Transit Pass Pilot Program in the East). Staff proposes to change the funding source for recently approved trades with Dallas Area Rapid Transit for the Silver Line from CMAQ/STBG to CRP (\$35.328 million). A plan for utilizing the West's portion of CRP funds will be brought back later. Coordination is ongoing regarding proposals for how the remaining funds (FY2025 and later) can be programmed.

A motion was made to recommend Regional Transportation Council approval of the proposed plan to utilize the first increment of Carbon Reduction Program funds and to amend the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and other planning/administrative documents as needed to incorporate this funding. Gus Khankarli asked that the RTC item include a stipulation that DART cannot impose a "good standing" provision on funds associated with this funding trade. Paul Luedtke (M); Kelly Porter (S). The motion passed unanimously.

- 12. Census Bureau Update to Urbanized Areas: Potential Implications:** James Powell provided a status report on the recent Census Bureau update to the urban area boundaries impacting the Dallas-Fort Worth region. On December 29, 2022, the Census Bureau published updates to urban areas based on the 2020 Census of Population and Housing counts and density calculations. Based on the 2010 Census there were three urbanized areas in the Dallas-Fort Worth region: Dallas-Fort Worth-Arlington, Denton-Lewisville, and McKinney. Under the new 2020 designations, Frisco is being combined with McKinney to create the McKinney-Frisco urbanized area. The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) are expected to issue guidance in the coming weeks with potential for boundary adjustments. North Central Texas Council of Governments (NCTCOG) staff is reviewing potential implications which may include designation/redesignation, Regional Transportation Council (RTC) Bylaws and representations, FHWA/FTA funding allocations, FTA designated recipients, and numerous agreements. More information was available in Electronic Item 12.

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

Martin Bate noted the Fiscal Year 2024 – 2025 Policy Bundle's early deadline is March 31, 2023, and the final deadline is May 31, 2023. More information provided at: [www.nctcog.org/policybundle](http://www.nctcog.org/policybundle). The Certification of Emerging and Reliable Transportation Technology (CERTT) Program upcoming deadline is 5 pm, April 10, 2023. Submittals must be delivered in person.

Donald Parker announced Getting Ready for Rail. The study's methodology is rail readiness and identifying ways communities can develop in ways to ensure the success of rail system. Brendon Wheeler and Donald Parker plan to report back to the Committee in about a year.



Jared Wright noted the Air Quality Funding Opportunities for Vehicles website, [www.nctcog.org/aqfunding](http://www.nctcog.org/aqfunding), which is updated with air quality funding opportunities for available vehicles and programs. The Texas Commission on Environmental Quality (TCEQ) has opened a Government Alternative Fuel Fleet Program with a webinar on March 30, 2023. The program funds new or alternative fuel vehicles for local governments. Applications are due to TCEQ by 5 pm, May 16, 2023.

Jared Wright highlighted upcoming Dallas-Fort Worth Clean Cities events and noted that on Friday, April 7, 2023, at 2:00 pm, DFW Clean Cities is collaborating to host a webinar on the Energy Efficiency and Conservation Block Grant (EECBG) Program. Registration for the event and additional information on Clean Cities events is located at <https://www.dfwcleancities.org/events>.

Jared Wright highlighted the Local Clean Air Project Spotlight on the replacement project for the City of Dallas). The city was awarded one powered dump truck with 99% NOx Emissions Reduction, implemented in August 2021, awarded \$57,750 with total project cost of \$183,669. Additional information was provided in Electronic Item 13.1.

Jackie Castillo mentioned that the North Central Texas Council of Governments will be hosting a public meeting on April 10, 2023. Details provided in Electronic Item 13.2. A public meeting was hosted on February 6, 2023. Presentations were provided on Mobility 2045 Update: Transportation Conformity Determination. More information was provided in Electronic Item 13.3.

Taylor Benjamin noted that the Public Comments Report, which contained general public comments received from January 20, 2023, through February 19, 2023, was provided in Electronic Item 13.4.

Partner Progress Reports were provided in Electronic Item 13.5.

14. **Other Business (Old or New)**: There was no discussion on this item.
15. **Next Meeting**: The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on April 28, 2023.

Meeting adjourned at 3:14 PM.