

## MINUTES

### **SURFACE TRANSPORTATION TECHNICAL COMMITTEE February 25, 2022**

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, February 25, 2022, at 1:30 pm by videoconference. The Regional Transportation Council Bylaws establish that the Technical Committee approved membership in attendance at a meeting shall constitute a quorum for action to be taken, therefore individual attendance was not taken for committee members or other attendees.

1. **Approval of January 28, 2022, Minutes:** The minutes of the January 28, 2022, meeting were approved as submitted in Electronic Item 1. Daniel Vedral (M); Stanford Lynch (S). The motion passed unanimously.
2. **Consent Agenda:** The following items were included on the Consent Agenda.
  - 2.1. **Federal Functional Classification System Amendment:** A recommendation for Regional Transportation Council (RTC) approval of one new amendment to the currently approved Federal Functional Classification System (FFCS). Included in the request was reapproval of a series of FFCS amendments previously approved in 2013 and 2018. The proposed amendment was included as Electronic Item 2.1.
  - 2.2. **Air Quality Funding Recommendations Related to the Environmental Protection Agency National Clean Diesel Funding Assistance Program:** A recommendation for Regional Transportation Council (RTC) approval of funding for the North Texas Clean Diesel Project 2021 Call for Projects. Additional information on this funding source request was provided in Electronic Item 2.2.1. Electronic Item 2.2.2 contained detailed project listings.

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

3. **Electric Vehicle Charging Station Call for Projects:** Lori Clark presented a proposal to open a call for projects to fund electric vehicle charging stations. Staff presented proposed eligibility, requirements, scoring criteria, and a schedule for Committee endorsement. Large gaps in availability of electric vehicle charging stations exist across the region. The market has not necessarily provided this infrastructure equitably, so staff proposed to invest public-sector funding to help get that access to other parts of the region. In addition, many public-sector public fleets have indicated interest in electrifying and cite lack of infrastructure as a key barrier to adoption of electric vehicles in public fleets. Approximately \$1 million in Congestion Mitigation and Air Quality Improvement Program funds is available to fund implementation of technology improvements in the ozone nonattainment area and can be used to deploy electric vehicle charging. Eligible activities include both types of charging stations, Level 2 and Direct Current Fast Charge. Covered costs include design, engineering, purchase, installation, and construction. Maintenance and operations are not eligible. Publicly accessible stations would be eligible to receive up to 100 percent federal funding with Transportation Development Credits as match. A two-phase application window was proposed with round two only occurring if funds remained following round one. Also, all stations must be located in the 10-county Ozone Nonattainment Area, located in the applicant-owned property and owned by the applicant, co-located with existing

parting/development, include J1772 or SAE combined charging system (CCS) port(s), meet Federal Highway Administration Buy America requirements, and be complete and operational by July 31, 2023. NCTCOG staff is prepared to provide assistance with navigation of the Buy America requirements. In terms of scoring criteria, staff proposed that up to 75 of the total available 100 points would go toward advancing electrification such as fillings gaps in existing infrastructure network and/or enable new fleet electrification, serving communities prioritized by the Justice 40 Initiative, or including strategies to minimize grid impacts. Up to 25 points of the scoring criteria would go towards subrecipient oversight which is the administrative costs to manage the program. The Call for Projects was approved by the Regional Transportation Council on February 10, 2022. The application deadline for the first round is April 22, 2022, and a second application deadline is May 20, 2022. Staff encouraged everyone to strive for the April 22 deadline in order that the projects can be planned and completed by the July 31, 2023, deadline. If there is funding remaining after selection of the round one projects, staff proposed to issue the second call for projects. A call for projects workshop was scheduled for March 7, 2022. Action being requested was for endorsement of the call for projects approved by the Regional Transportation Council. Additional information was provided in Electronic Item 3. A motion was made to endorse the Regional Transportation Council's authorization to open an Electric Vehicle Charging Station Call for Projects, including the eligibility requirements, scoring criteria and point structure, and schedule with the two-application window. Robert Woodbury (M); Walter Shumac (S). The motion passed unanimously.

**4. Transportation Development Credits Annual Report – Including Updated Allocations:**

Cody Derrick provided an update on the Regional Transportation Development Credits (TDC) Allocations Program and annual TDC report. Transportation Development Credits, or TDCs, are earned by a region when toll revenues are used to fund capital projects on public highways. TDCs are not cash and they do not increase the funding for a given project, but they can be used to match a federal funding award. Since 2013, the region has received about a billion transportation development credits. As of September 30, 2021, the region has approximately 742 million TDCs left for allocation. Cody presented the current transportation development credits balances and highlighted proposed changes. For Category 1, Strategic Awards to Small Transit Providers, the goal for using TDCs is to support public transit by maximizing the use of federal funds, particularly when federal funds otherwise would be unused because of the inability of agencies to provide the local match. The proposed change to Category 1 was to increase the TDC allocation by 15 million. Category 2 TDCs are typically used when projects are awarded federal funding through a for calls for projects, such as the COVID-19 infrastructure programs in 2020 and 2021. The proposed change to Category 2 was to increase the allocation by 40 million. Category 3 was retired in 2017, therefore no change was proposed. Category 4 was originally recommended by staff in 2014 to create a local revolving fund to cash flow federal programs administered by the North Central Texas Council of Governments. Because there was a remaining balance, staff contacted metropolitan planning organizations in the State to see if they were interested in swapping their federal funding for some TDCs, but no responses were received. It was proposed to continue this category and maintain the current allocation. Category 5 TDCs are used to support regional programs and projects that improve air quality, congestion, reliability, safety and accessibility, modernize infrastructure, advance planning efforts in the region, and others that may apply. If approved, a portion of these TDCs will be used for Phase 2 of the Management and Operations program later in the year. It was recommended to increase this category by an additional 30 million TDCs. The final group of TDCs, Category 6, is used to provide support to agencies that implement policies that further the objectives laid out in the Mobility Plan. Because there is a sufficient

allocation for this category, It was proposed to continue the category and maintain the current allocation. It was noted that if approved, there would be approximately 540 million TDCs left for future allocations. If additional TDCs are awarded that exceed the new allocation, the RTC would be asked to approve the adjusted allocation to the respective category at that time. In summary, staff proposed an increase of 15 million TDCs for Category 1, 40 million TDCs for Category 2, and 30 million TDCs for Category 5 for a total increase of 85 million TDCs. Details on the proposed changes were provided in Electronic Item 4.1. The Transportation Development Credit Annual Report, which must be submitted annually to TxDOT, was included in Electronic Item 4.2. A motion was made to approve the proposed changes to the regional Transportation Development Credits allocations. Mark Nelson (M); Clarence Daugherty (S). The motion passed unanimously.

5. **Mobility 2045 Update: Draft Plan and Public Meeting Schedule:** Amy Johnson presented a status report on the Mobility Plan Update and noted that staff would be requesting authorization to engage the public through the public involvement process. Mobility 2045 was adopted by the Regional Transportation Council on June 14, 2018. Federal guidelines require the Dallas-Fort Worth region to update the long-range transportation plan a minimum of every four years. Development of the Mobility 2045-2022 Update is currently underway, which will include a new financial plan and necessary refinements to projects in the current Mobility 2045-2022 Plan. The Mobility 2045-2022 Update will reassess existing recommendations and include new demographics, financial forecasts, and planning initiatives. The critical path driving the Plan's schedule is that the air quality conformity determination from November 2018 has a four-year clock on it that expires in November, so it is imperative to get the document through the review and approval process in order to meet the conformity deadline. The NCTCOG Public Participation Plan requires two-30-day comment periods for the Plan. For the Update, the comment periods will be held in back-to-back months beginning April 1 and concluding on May 31. Draft maps and recommendations were provided in Electronic Item 5.1. The draft plan documents are posted online at [www.nctcog.org/PlanInProgress](http://www.nctcog.org/PlanInProgress). In addition to the posted information, policy and program listings were provided in an updated Electronic Item 5.2 that was emailed to members. Following the presentation, a motion was made to recommend Regional Transportation Council (RTC) action to direct staff to take the Mobility 2045-2022 Update draft recommendations, air quality conformity, and environmental justice analysis to public meetings. Eric Fladager (M); Clarence Daugherty (S). The motion passed unanimously.
6. **Automated Vehicles Program 2: Round 2 Projects:** Michael Morris presented and requested limited action of a second round of projects recommended for funding under the consolidated Automated Vehicles Program 2.0 or "AV2.0". After the January 2022 STTC meeting, several questions were received from the Cities of McKinney and Dallas in regard to the mechanics of the automated vehicles, so the item was pulled from the March Regional Transportation Council agenda. At the STTC meeting, Michael mentioned the establishment of new principals and presented technology elements as a legitimate transportation mode that will provide a better foundation. NCTCOG will take the lead in the procurement process, reaffirming Fort Worth's unchanged proposal, revising the Dallas and McKinney proposal based on the comments received without changing any of the dollar amounts that were approved at the January STTC meeting, and a reminder that \$3 million of additional funds are being brought into the program. The limited action was to re-establish the Fort Worth project in this new context and re-establish the McKinney and Dallas vehicle technology program. In the new context, technology is the new travel demand substitution, and it is a way to provide accessibility to individuals who currently do not have accessibility

to meet their needs. To accomplish both travel demand substitution and increase accessibility, it can be done through this technology program. Presented this way, foundation is being created for the classification of this technology transportation mode. Travel demand substitution is the combination of air quality and mobility benefits in our congestion management process because technology will be used, and a person would not have to travel. No different than a carpool or vanpool, the mileage on a vehicle is saved by increased occupancy. Accessibility improvements are the use of technology for people to get access to what they need when they were not previously able to. This technology creates an opportunity for better accessibility. Technology is the use of an autonomous mobile vehicle to residential locations, called Phase 1 or Emergency because it could be implemented sooner in time than waiting for broadband. The vehicle would be an open platform or incubator. Phase 1 supports the Congestion Management Process (CMP) as part of the Travel Demand Management strategies in the CMP. Phase 2 is access to Broadband, simply because it takes longer to implement, not changing the proposal in Fort Worth, it's a retrofit of Broadband to an existing and recently improved Rosedale and a new location on Lancaster. The pilots will be implemented together, Phase 1 and Phase 2. Proposed deployments were: Phase 1/Emergency: type of technology (autonomous vehicles), location (McKinney)/Dallas, type (suburban/urban), lead procurement (NCTCOG) and Phase 2: type of technology (Broadband), location (Fort Worth), type (urban); lead procurement (NCTCOG). NCTCOG would be the lead procurement agency. John Polster asked if transportation is moving from analog to digital and Michael Morris said that is correct. Gus Khankarli thanked staff for its efforts on the Dallas project and noted that the City of Dallas provides its full support. A motion was made to approve the McKinney/Dallas (NCTCOG) project in Phase 1 and the Fort Worth project in Phase 2. John Polster (M); Gus Khankarli (S). The motion passed unanimously.

7. **Cancellation of Trade Fair with Lubbock Metropolitan Planning Organization Metropolitan Planning Organization (MPO) and the Rio Grande Valley MPO:**

Ken Bunkley briefed the Council on staff's recommendation for the Regional Transportation Council (RTC) to cancel the Trade Fair with the Lubbock and the Rio Grande Valley Metropolitan Planning Organizations (MPOs) that was approved in May of 2021. The Texas Department of Transportation (TxDOT) has determined that no funding allocation is needed from the North Central Texas Council of Governments (NCTCOG). In May 2021, the RTC approved the trade of a total of \$21,000,000 of Surface Transportation Block Grant Program (STBG) funds with the Lubbock MPO in FY2023 and FY2025, to be repaid to NCTCOG over three years beginning in FY2028. The intent of the trade was for NCTCOG to provide the funding necessary to expedite the construction of two regionally important projects in the Lubbock MPO. The RTC also approved the trade of \$14,578,845 of STBG funds to the Rio Grande Valley MPO in FY2022 to be repaid in FY2026. Funding was to be utilized to expand the Veterans International Bridge at Los Tomates. Due to the availability of funding, NCTCOG recommended that the Trade Fair agreement be cancelled. Recommended action was for RTC to reverse the original May 2021 approval, permit staff to cancel any executed interlocal and interagency agreements with the Lubbock and Rio Grande Valley Metropolitan Planning Organizations, and to reverse any Transportation Improvement Programs or any other administrative document actions. A motion was made to approve staff's recommendation and cancel the Trade Fair Partnerships with the Lubbock and Rio Grande Valley Metropolitan Planning Organizations. John Polster (M); Mark Nelson (S). The motion passed unanimously.

8. **Regional Parking Database:** Travis Liska provided an overview of the upcoming Regional Parking Database project, including requests for local governments to help identify and recruit commercial property owners and managers to volunteer to participate in a study of parking counts. Parking policies in the North Texas region will benefit from increased data on observed parking utilization. A 2018 study of parking utilization near Dallas Area Rapid Transit stations by North Central Texas Council of Governments (NCTCOG) found parking was oversupplied in most cases. Current formulas and assumptions behind parking demand estimates may be outdated. The rapidly growing North Texas region needs local parking utilization data to develop more efficiently. The Regional Parking Database will be a sample of parking counts at local commercial properties of various land uses and transportation contexts throughout the Metropolitan Planning Area. Additionally, those who have independently conducted parking studies are encouraged to share their findings with NCTCOG. A report and resource on utilization trends will be created to better inform municipal parking codes and development opportunities. Staff requested the assistance of local governments in spreading awareness of this effort with relevant property representatives and commercial real estate contacts, and also communicated that community participation is crucial to developing an appropriate sample of parking data.
  
9. **Fiscal Year 2022 Rebuilding American Infrastructure with Sustainability and Equity Discretionary Grant Program:** Jeff Neal briefed the Committee on the Fiscal Year (FY) 2022 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Discretionary Grant Program, dedicated for surface transportation infrastructure projects that have a significant local or regional impact. Staff provided details highlighting grant requirements, evaluation of potential project candidacy elements, and identification of potential multimodal projects for submittal consideration. Additionally, staff discussed a proposal to generate a collaborative and comprehensive regional “conveyor belt” process and strategic evaluation matrix to optimize the targeting of various future projects considered for the multiple discretionary grant opportunities set to occur via the new Infrastructure Investment and Jobs Act (IIJA). In January 2022, the United States Department of Transportation (USDOT) announced the solicitation of project applications for the FY2022 RAISE Discretionary Grant Program regarding strategic capital investments in surface transportation projects that have significant local or regional impacts. Electronic Item 9.1 contained a copy of the Notice of Funding Opportunity (NOFO) providing specific program details and application requirements for the \$1.5 billion program. Applications are due to the USDOT by April 14, 2022. For the agencies in the region planning to submit projects, please note that the registration process must be completed at [www.grants.gov](http://www.grants.gov), usually requiring two-four weeks for completion, prior to submitting applications. Assuming the projected timing for application development, agency requests to receive a letter of support from the Regional Transportation Council should be submitted to Kyle Roy of NCTCOG by Friday, March 30, 2022, at [kroy@nctcog.org](mailto:kroy@nctcog.org). In addition to increased formula funding, the IIJA included many new competitive discretionary grant programs in addition to RAISE, significantly more than any previous surface transportation authorization. While some programs are devoted to specific purposes and project types, other programs may have compatibility where certain projects could be effective candidates in multiple instances. To maximize the region’s competitiveness, improve collective responsiveness to increased opportunities, and further streamline delivery of needed projects among all types, staff will outline a conceptual framework for a comprehensive strategic evaluation matrix encompassing characteristics of all existing and pending IIJA discretionary grant programs. With feedback and collaboration from the Committee and other partners, the objective for this tool is a more informative, effective, efficient, and proactive process for screening and selecting projects in advance of each IIJA competitive opportunity, enabling enhanced

chances for future funding to be awarded to the region. Upcoming efforts for the FY2022 RAISE Grant will help lay initial groundwork for this proposed process. Additional information was included in Electronic Item 9.2. John Polster complimented Jeff Neal on his tenacity and professionalism, and NCTCOG staff's skill set to be able to get through the minefield of these grant programs.

10. **2023-2026 Transportation Improvement Program Development:** Cody Derrick briefed the Committee on the 2023-2026 Transportation Improvement Program (TIP) development process and provided a draft listing of current Regional Transportation Council commitments. A new TIP is developed every two years through a cooperative effort among the North Central Texas Council of Governments, the Texas Department of Transportation, local governments, and transportation authorities. The TIP is a staged, multi-year listing of transportation projects with committed funding from federal, State, and local sources within the Dallas-Fort Worth Metropolitan Area. Electronic Item 10 contained an overview of the TIP development process, focus areas, and schedule. The financially constrained draft project listings for the 2023-2026 TIP were made available at <https://www.nctcog.org/trans/funds/tip/transportation-improvement-program/2023-2026tip>. Local agency comments on the draft listings must be provided to NCTCOG by March 31, 2022, in order to be included in the final listings. This item will be presented to the Regional Transportation Council in March of 2022.

Adjourned at 3:04 PM.