

MINUTES

SURFACE TRANSPORTATION TECHNICAL COMMITTEE

March 25, 2022

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, March 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 February 25, 2022, Minutes:** The minutes of the February 25, 2022, meeting were approved as submitted in Electronic Item 1. Jim O'Connor (M); Walter Shumac (S). The motion passed unanimously.
2. **Consent Agenda:** The following items were included on the Consent Agenda.
 - 2.1. **Modifications to the Fiscal Year 2022 and Fiscal Year 2023 Unified Planning Work Program:** A recommendation for Regional Transportation Council (RTC) approval of modifications to the FY2022 and FY2023 Unified Planning Work Program (UPWP) was requested. Action also included direction for staff to also amend the Transportation Improvement Program and other administrative/planning documents administratively, as appropriate, to reflect the approved modifications will also be sought. The proposed amendments were provided as Electronic Item 2.1.1. Additional information was provided in Electronic Item 2.1.2.
 - 2.2. **May 2022 Transportation Improvement Program Revisions:** A recommendation for Regional Transportation Council (RTC) approval of revisions to the 2021-2024 Transportation Improvement Program (TIP) was requested. Action also included approval for staff to amend the Unified Planning Work Program and other planning documents. May 2022 revisions to the 2021-2024 TIP were provided as Electronic Item 2.2 for the Committee's consideration.

A motion was made to recommend approval of the two items on the Consent Agenda. Kelly Porter (M); Tim Palermo (S). The motion passed unanimously.

3. **Fiscal Year 2022 Rebuilding American Infrastructure With Sustainability and Equity Discretionary Grant Program:** Jeff Neal requested for a recommendation for Regional Transportation Council (RTC) approval of three grant projects to be submitted for consideration of funding through the Fiscal Year (FY) 2022 Rebuilding American Infrastructure With Sustainability and Equity (RAISE) Discretionary Grant Program. In January 2022, the United States Department of Transportation (US DOT) announced the solicitation of project applications for the FY2022 RAISE Discretionary Grant Program, with \$1.5 billion in available funds dedicated to strategic capital investments in surface transportation projects that will have significant local or regional impacts. The RAISE Notice of Funding Opportunity (NOFO) was made available at <https://www.transportation.gov/RAISEgrants/raise-nofo>, and Electronic Item 3 included additional program details, application requirements, and information regarding potential candidate projects. He noted applications would be due to the US DOT by April 14, 2022. Mr. Neal highlighted the three grant projects proposed for approval. The South Dallas Improved Bicycle/ Pedestrian Routes to Rail & Transit Technology Upgrades project would

include construction of new active transportation accessibility links (sidewalks/trails), safety accommodations, bus stop amenities, and transit technology upgrades for locations near four Dallas Area Rapid Transit (DART) Blue Line light rail stations in the East Oak Cliff area of South Dallas (\$43.75 million total project cost; \$25 million RAISE grant funds, \$8.75 million local funds, \$10 million of new RTC funds, and \$6.05 million of leveraged funds. Mr. Neal noted that staff planned to utilize a comprehensive approach for the project. Level 1 would include signal improvements and sidewalks in partnership with the Federal Transit Administration in areas of persistent poverty (\$3.55 million). Level 2 would include the Automated Vehicles Program Round Two (\$2.5 million), followed by Level 3 which would include the RAISE Grant submittal funding to increase bicycle/pedestrian access with new sidewalks and off-street trail connections and transit technology upgrades (\$43.75 million). Level 4 would focus on the elimination of food deserts. The South Dallas County Inland Port Multimodal Connectivity project would include reconstruction of Belt Line Road, Sunrise Road, and Ferris Road for improved Inland Port multimodal capacity and access to/from IH 35E, IH 45, and Loop 9; add 5.1 miles of new shared-use path to link with existing Pleasant Run Road path; and implementation of a pilot for a headlight construction management software (\$82.53 million total project cost; \$45 million of RAISE grant funds, \$15 million of local funds, \$12.53 million of new RTC funds and \$10 million available funds). The final proposed project was the International Parkway Advanced Mobility Program and would include reconstruction of aging International Parkway general purpose lane bridges, and rebuilding/reconfiguring Terminal A/B ramps for right-side accessibility and to improve safety, reliability, and initiate advancement of the DFW Airport Autonomous Vehicle Corridor (\$31.5 million total project cost; \$25 million in RAISE grant funds with a match of \$6.25 million from available funds). He also discussed a project submitted by NCTCOG for the FY2021 RAISE Program, the TEXRail near Southside Extension. He noted staff was expecting that as a result of greater ability for different agencies to be eligible, Trinity Metro may submit the project for the RAISE grant program this year and that the combined \$16,893,600 million in combined STBG/CMAQ funds, approved for the FY2021 application were reaffirmed for approval. He added that due to engineering refinements, the amount may need to be increased since costs/revenues were still under review. A motion was made to recommend Regional Transportation Council approval of the allocation of new RTC funds: \$10 million CMAQ/RTR funds for South Dallas Improved Bicycle/Pedestrian Routes to Rail & Transit Technology Upgrades and \$12,530,000 STBG funds, including 3,910,000 TDCs, for South Dallas County Inland Port Multimodal Connectivity; proposed three grant projects for funding consideration through the FY22 RAISE Discretionary Grant Program mentioned in the presentation; FY22 RAISE submittal by Trinity Metro, reaffirm RTC commitment of \$16,893,600 in CMAQ/STBG funds for the TEXRail Near Southside Extension Project (FY21 NCTCOG submittal); administratively amending the TIP, STIP, and other planning/administrative documents to include proposed projects, if selected for an FY22 RAISE Grant award. Chad Davis complimented NCTCOG staff on their hard work on this project.

Gus Khankarli (M); Robert Woodbury (S). The motion passed unanimously.

4. **Fair Park Trail Loop:** Daniel Snyder presented a recommendation for Regional Transportation Council (RTC) approval of funding for the southern portion of a shared-use path loop at Fair Park, including improved access to the Dallas Area Rapid Transit (DART) Fair Park station. Fair Park, the most visited attraction in Texas, is home to five museums and ten performance and sporting venues. On September 10, 2020, the RTC awarded \$1,603,876 of Transportation Alternatives Program (TAP) funding to Dallas County for Phase 1 of the Fair Park/East Dallas Trail which will connect to the existing Santa Fe Trail and extend around the northern perimeter of Fair Park generally along Washington St. and

DART right-of-way from the intersection of S. Haskell Ave./Parry Ave. to the intersection of S. Fitzhugh Ave./Lagow St. With the recent development of the Fair Park Master Plan, it was determined the Phase 1 northern trail alignment may have conflicts with vehicular parking areas for large events such as the State Fair and thus require the trail to be closed periodically. Therefore, the awarded federal Transportation Alternatives Program funds would not be a good fit for the northern trail alignment. As such, a partnership of Dallas County, City of Dallas, and the Fair Park First 501(c)3 non-profit organization agreed to design and construct the northern trail alignment entirely with local funding. In partnership with the local governments and Fair Park stakeholders, federal funding was requested to complete the remainder of the trail loop alignment around the west, south, and eastern sides of Fair Park within public rights-of-way of Parry Ave, Highway 352/Robert B. Cullum Blvd, and S. Fitzhugh Ave. This “southern loop” will improve bicycle access to the DART Fair Park Station and crossings of the Green Line light rail tracks. It will provide bicycle and pedestrian circulation along streets around the perimeter of Fair Park, improve safety at roadway crossings and access points to Fair Park, and connect with the surrounding community. Electronic Item 4 provided an overview of staff recommendations and the funding requested for implementation by the City of Dallas. A motion was made to recommend Regional Transportation Council approval of \$8 million in Congestion Mitigation and Air Quality Improvement Program funds and 1.6 million Regional Transportation Council Development Credits for the Fair Park Trail southern alignment to the City of Dallas, including the return of \$1,603,876 in Transportation Alternatives Program funds to the regional pool to be awarded in the 2022 Transportation Alternatives Program Call for Projects. Action also included a recommendation for Regional Transportation Council approval directing staff to administratively amend the Transportation Improvement Program/Statewide Transportation Improvement Program and other planning/administrative documents to incorporate the changes. Gus Khankarli (M); Micah Baker (S). The motion passed unanimously.

5. **Avondale-Haslet/BNSF Railway Grade Separation Funding Partnership:** Michael Morris presented a recommendation for Regional Transportation Council (RTC) approval of a proposed partnership which would fund a grade separation at Avondale-Haslet Road and the Burlington Northern Santa Fe (BNSF) Railway line in the City of Haslet. The RTC, City of Haslet, Texas Department of Transportation (TxDOT), and Tarrant County have partnered to implement the Alliance Texas/Haslet Accessibility Improvement Project in the City of Haslet. This funding partnership includes a federal Better Utilizing Investments to Leverage Development (BUILD) Grant of \$20 million that was awarded to the project in 2018. The project is part of a series of improvements to a critical east-west corridor that includes SH 170, Haslet Parkway, and Avondale-Haslet Road. With the recent selection of Avondale-Haslet Road in the City of Fort Worth as a Tarrant County Bond Program Project, the next component of this system requires funding: a grade separation at the intersection of Avondale-Haslet Road and the BNSF line. Staff proposed that the RTC fund the grade separation to advance the system and provide crucial safety improvements to the grade separation. The partnership would fund the final piece of a series of improvements to the critical east-west corridor and improve safety by ensuring that vehicles and pedestrians do not have to cross the railroad tracks at-grade. More information on the proposed funding partnership was provided in Electronic Item 5. John Polster asked why staff proposed the use of Surface Transportation Block Grant Program funding instead of accessing the \$51 million that Alliance and the Federal Aviation Administer owed the North Central Texas Council of Governments (NCTCOG) on the extension of the runway. Michael Morris responded that NCTCOG was in negotiations on the repayment of the \$47 million for the runway extension. Mike Galizio asked if the \$16 million cost estimate came from TxDOT or from another source. Michael Morris noted the cost estimate came from TxDOT. A motion

was made to recommend Regional Transportation Council approval to fund the grade separation at Avondale-Haslet Road and the BNSF Railway line with \$14.5 million in RTC money, \$1.5 million from BNSF (10% contribution of the project costs), and 1.7 million Transportation Development Credits for a total project cost of \$16 million. Action also included a recommendation for Regional Transportation Council approval directing staff to administratively amend the Transportation Improvement Program/Statewide Transportation Improvement Program and other planning/administrative documents as needed to incorporate the funding. Kelly Porter (M); Mike Galizio (S).
The motion passed unanimously.

6. **Director of Transportation Report on Selected Items:** Michael Morris presented an overview of current transportation items. Efforts continue to advance transportation in the region. Mr. Morris noted that staff continued to work on statewide safety efforts, that Congress approved the Fiscal Year 2022 Omnibus Appropriations Bill consistent with the Infrastructure Investment and Jobs Act funding levels and provided an overview of the recent Regional Transportation Council Executive Session detailed in Electronic Item 6.
7. **Mobility 2045 Update and Nondiscrimination Analysis:** Amy Johnson provided an overview of efforts to update Mobility 2045, along with the results of the regionwide Nondiscrimination Analysis for the plan update. An overview of the schedule was provided. She noted the public comment period would begin April 1, 2022, and that draft plan materials and maps were available at www.nctcog.org/PlanInProgress for review. Ms. Johnson noted draft plan revenues were estimated at \$148 billion, and that based on the estimated revenues financial constraint would be achieved. Sources of anticipated revenue identified in the plan update were highlighted, as well as future revenue sustainability. In addition, she highlighted public involvement opportunities used to inform recommendations for the plan and provided a summary of comments received to date. The Nondiscrimination Analysis analyzes the recommendations in the plan and the impact for protected classes compared to non-protected classes to ensure equity in regional long-range transportation planning; this analysis is updated for the Mobility 2045 Update. An overview of transportation conformity was also provided, including the purpose of the effort, the nonattainment area of the region, and associated planning assumptions. Additional information was provided in Electronic Item 7.
8. **Start of 2022 Ozone Season and Spring 2022 Car Care Awareness:** Nick Van Haasen provided an update on the start of the 2022 ozone season. The 2022 ozone season began on March 1 for the North Central Texas nonattainment areas. The region continues to monitor and work towards compliance with ozone National Ambient Air Quality Standards (NAAQS). As a reminder, the region has been preparing to be reclassified to a stricter standard for both the 2015 and 2008 NAAQS. Local governments, businesses, and the general public are encouraged to do what they can to assist in improving air quality, both during the ozone season and throughout the year. To aid in community outreach, the North Central Texas Council of Governments continues to promote air quality awareness through advertising partnering with local agencies, and community events.

Anthony Moffa highlighted information about the spring 2022 Car Care Awareness campaign. The Car Care Awareness campaign provides education and outreach to vehicle owners and the public about proper vehicle maintenance practices. Properly maintained vehicles pollute less and allow the public to take an active role in the regional air quality solution. As events become available within the ozone nonattainment region through partnering organizations, vehicle owners are invited to join and become more aware of how

to properly maintain their vehicles, prevent potentially costly repairs in a timely manner, and feel better prepared to pass the State's vehicle inspection program. NCTCOG maintains the North Texas Car Care website at www.ntxcarcare.org and offers car care tips, other vehicle information, and will post upcoming event locations. More details were provided in Electronic Item 8. Michael Morris complimented the team for its efforts to aggressively respond to on-road emissions and encouraged committee members to attend fairs/shops that address air quality issues.

9. **Fiscal Year 2023-2025 Disadvantaged Business Enterprise Goal Updates:** Emily Beckham provided a summary of the Disadvantaged Business Enterprise (DBE) Program requirements and schedule for updating the DBE Participation Goal for FY2023-FY2025. The goals are to ensure non-discrimination, create a level playing field/fair competition, narrowly tailor program to meet federal law, ensure DBE firms meet required eligibility standards, help remove barriers to DBE participation, and assist in development of firms to compete outside. As part of DBE goal development, North Central Texas Council of Governments (NCTCOG) staff initiates public input/stakeholder involvement, publishes the goal for public comment/review, and presents to the Surface Transportation Technical Committee and Regional Transportation Council for review/consideration. NCTCOG is required by the Federal Transit Administration to revise its DBE Participation Goal every three years. The current DBE Participation Goal is valid until September 30, 2022. Staff has developed a schedule to meet the deadline to updates its DBE goal that encourages and provides opportunity for public participation and comment. Electronic Item 9 included additional details.
10. **Title VI Program Update:** Kate Zielke briefed the Committee on updates to the Title VI Program and Language Assistance Plan. The Federal Transit Administration requires Metropolitan Planning Organizations update their Title VI Programs every three years. Title VI is a component of the Civil Rights Act of 1964. The Title VI Program identified actions in the North Central Texas Council of Governments (NCTCOG) takes to ensure nondiscrimination based on race, color, and national origin, including limited English proficiency. The Title VI Program includes information on how NCTCOG monitors its transit subrecipients for Title VI compliance. Ms. Zielke highlighted the Title VI policy statement: NCTCOG, as a recipient of federal financial assistance and under Title VI of the Civil Rights Act of 1964 and related statutes, ensures that no person shall on the grounds of race, religion, color, national origin, sex, age, or disability be excluded from participation in, be denied the benefits of, or otherwise be subjected to discrimination under any Agency programs or activities. The Language Assistance Plan described how NCTCOG addressed the needs of residents whose native language is not English and who have a limited ability to communicate in English. It is part of the Public Participation Plan. Both the Title VI Program update and the Language Assistance Plan update have undergone a public comment period from February 7, 2022, through March 23, 2022. The final draft will be available for the Regional Transportation Council in April. Additional information was provided in Electronic Item 10.
11. **Fast Facts:** Staff presentations were not given. Information was provided to members electronically for the following items.
 1. Air Quality Funding Opportunities for Vehicles (<https://www.nctcog.org/trans/quality/air/funding-and-resources>)
 2. Dallas-Fort Worth Clean Cities Events (<https://www.dfwcleancities.org/events>)
 3. Status Report on Texas Volkswagen Environmental Mitigation Program Funding (Electronic Item 11.1)

4. Status Report on Vehicle Temporary Paper Tag Fraud (Electronic Item 11.2)
5. Spring 2022 Traffic Incident Management Executive Level Course Announcement (Electronic Item 11.3)
6. Designing Pedestrian Facilities for Accessibility Workshop (Electronic Item 11.4)
7. Public Comments Report (Electronic Item 11.5)
8. February Public Meeting Minutes (Electronic Item 11.6)
9. April Public Meeting Notice (Handout)
10. Comments to EPA on Proposed Clean School Bus Program and to TERP AFFP (Electronic Item 11.7) and (Electronic Item 11.8)
11. Written Progress Reports:
 - Local Motion
(<https://www.nctcog.org/trans/about/publications/locmo/local-motion-march-2022>)
 - Partner Progress Reports (Electronic Item 11.9)

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

13. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on April 22, 2022.

Adjourned at 2:50 PM.