

MINUTES

SURFACE TRANSPORTATION TECHNICAL COMMITTEE June 24, 2022

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, June 24, 2022, at 2:30 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 May 27, 2022, Minutes:** The minutes of the May 27, 2022, meeting were approved as submitted in Electronic Item 1. Stanford Lynch (M); Kelly Porter (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. Direction for staff to also administratively amend the Transportation Improvement Program and other administrative/planning documents, as appropriate, to reflect the approved modifications was sought. The Unified Planning Work Program is required by federal and State transportation planning regulations and provides a summary of the transportation and related air quality planning tasks to be conducted by Metropolitan Planning Organization staff. The FY2022 and FY2023 UPWP was approved by the Regional Transportation Council and NCTCOG Executive Board in July 2021 and identifies the activities to be carried out between October 1, 2021, and September 30, 2023. Amendments to this document are being proposed to reflect new initiatives, project updates, and funding adjustments. The proposed amendments have been posted on the NCTCOG website for public review and comment as part of the June public outreach opportunity and are also included as Electronic Item 2.1.1. Additional information is provided in Electronic Item 2.1.2. Comments received as a result of the public outreach process, if any, will be provided.

A motion was made to approve Item 2.1 on the Consent Agenda. Jim O'Connor (M); Walter Shumac, III (S). The motion passed unanimously.

3. **Proposed Transportation Alternatives Call for Projects:** Daniel Snyder provided information and the schedule for the 2022 Transportation Alternatives (TA) Set Aside Call for Projects for the North Central Texas region. A recommendation for Regional Transportation Council approval was requested. Projects eligible under this program may include the construction of on- and off-road pedestrian and bicycle facilities, multi-modal connections to public transportation, SRTS-related education activities, and pedestrian and bicycle infrastructure that will substantially improve safety. Eligible uses of the TA Set-Aside funds under the Bipartisan Infrastructure Law (BIL) include all projects and activities that were previously eligible under the Moving Ahead for Progress in the 21st Century Act (MAP-21). Additional changes under the BIL include an increased TA Set-Aside federal funding (more than 60% increase), with metropolitan planning organizations (MPO) suballocated a larger share, and education activities related to safe routes to school projects are now eligible. Approximately \$40-\$50 million is anticipated to be available to award. Project

sponsors are required to provide a minimum 20 percent local match. The local match must be cash or Transportation Development Credits (TDCs). Agencies qualified through the Mobility Transportation Plan (MTP) Policy Bundle process may request Transportation Development Credits (TDCs). Agencies may submit up to two applications requesting the use of Regional TDCs to implement the Regional Veloweb as identified in Mobility 2045 (2022 update). All proposed projects must be within one of the three large, urbanized areas. Program rules require documentation such as letter of funding commitment to confirm the availability of the local match contribution or requested use of TDCs and Right-of-way/Easement property must be under public ownership. Project sponsors must execute an agreement (LPAFA) with the Texas Department of Transportation (TxDOT) within one year of the funding award by the Regional Transportation Council (RTC) and projects must advance to construction within three years (or less) of the funding award by the RTC or the funding may be reprogrammed. After receiving approval from the Surface Transportation Technical Committee and RTC, the Call for Projects opens July 18, 2022. A Call for Projects Workshop will be held on July 19, 2022, and the Call for Projects will close September 9, 2022, with applications due by 5pm. Additional information was provided in Electronic Item 3.

A motion was made to approve the Elements related to eligible activities, eligible project areas, application categories, schedule, funding and local match, and program rules for the Transportation Alternatives Call for Projects as presented. Kelly Porter (M); Eric Fladager (S). The motion passed unanimously.

- Disadvantaged Business Enterprise Goal Update:** Ken Kirkpatrick requested Committee approval for the Disadvantaged Business Enterprise (DBE) Program requirements and schedule for updating the DBE Participation Goal for FY2023-FY2025. Certain recipients of federal funds are required to have a DBE Program and the North Central Texas Council of Governments (NCTCOG) is a recipient of those funds and is required to have a DBE Program. Federal guidelines require an updated DBE Goal every three years (with the new goal due August 1, 2022). The current goal of 19.4% covers FY2020-2022 and is active through September 30, 2022. Publication of the DBE goal is required as part of Request for Proposals and that DBEs are certified. In terms of high-level federal principals of the DBE Program, the basic component ensures non-discrimination in award of contracting activities that ensures a level playing field; it's tailored to meet federal Law; ensures DBE firms meet required eligibility standards, helps remove barriers to DBE participation, and assists in development of firms to compete outside of the DBE Program. Development of the DBE goals consists of a two-step process: 1) Determine the relative availability of ready, willing and able DBD firms that are established by the market area and include weighting by contract opportunities for FY23-25 to help establish a base figure, and 2) Consider other DBE data such as historical DBE expenditures, goals from other similar agencies in the Dallas-Fort Worth market, stakeholder comments, and public comments. Following preliminary DBE availability analysis of NCTCOG and its subrecipients and consideration of other DBE data, the proposed overall total weighted DBE goal for FY2023-FY2025 is 17.0 percent. STTC action was requested in June, and RTC and NCTCOG Executive Board action will be requested in July. The goal will be submitted to the Federal Transit Administration on August 1 and the DBE program update and goals become effective on October 1, 2022. Electronic Item 4 included additional details.

A motion was made to approve the request for Regional Transportation Council approval of the 17 percent Disadvantaged Business Enterprise Participation Goal for Fiscal Years 2023-2025 for US Department of Transportation contracting opportunities. Robert Woodbury (M); Tim Palermo (S). The motion passed unanimously.

5. **Regional Parking Garage Policy and Funding; Potential Partnership with Dallas Area**

Rapid Transit (DART): Travis Liska requested Committee approval of funding recommendations for parking lot and garages related to major redevelopment projects, a policy guiding these funding decisions was recommended. Additionally, two initial projects that would apply to this policy were proposed for regional funding, along with a funding partnership with Dallas Area Rapid Transit (DART). North Central Texas Council of Governments (NCTCOG) staff has received several parking-related funding requests from local governments that support strategic land-use developments. Past funding for parking facilities has been allocated following recommendations from area plans and stakeholder engagement. Mobility 2045 includes parking management and technology coordination in the land-use transportation connections program. To continue strategic investment in regional developments, staff recommends a regional parking facility funding policy be adopted by the Regional Transportation Council. Through a policy, the North Central Texas Council of Governments (NCTCOG) seeks to support a limited number of publicly owned surface and structured parking for strategic purposes that generally meet criteria such as safety, enhanced technology, development of special event/regional locations, denser land use, transit, and environmental, air quality, and/or equity benefits. The purpose of the policy will not create more auto trips at the expense of transit ridership but will be part of a funding partnership (gap funding), create efficient use of land to accommodate regional growth and fiscal resiliency, increase economic impact and expand transportation options, especially historically disadvantaged communities, promote data-driven decisions and technology, and support air quality goals. Current request is the Mockingbird station where currently 725 surface spaces exist and will be replaced with structured parking to enable mixed income, mixed use – transit oriented, underground public parking garage requested, 500 spaces, three levels, located adjacent to Dallas Area Rapid Transit (DART) Light Rail Station at the Mockingbird Station with \$31.2 million cost estimate. DART has committed \$10M, the city is requesting for RTC to fill the gap, NCTCOG staff recommends a maximum \$20M RTC commitment (to be split with DART), and developer working on cost savings to reduce cost gap. Facility will be owned and operated by DART. Another current request is the Dallas Zoo where 811 space garage requested, located adjacent to DART Light Rail Station at the Dallas Zoo, provided parking for Southern Gateway Deck Plaza with a cost estimate of \$21.5M. City of Dallas has committed \$3.5M, \$10M proposed with federal STBG funds from the RTC, and \$8M to be paid by Dallas Zoological Society (private donations). Facility will be owned by the City of Dallas. With the DART Partnership, it creates approximately \$100M partnership, \$10M trade (federal to local) for Zoo garage, \$20M trade (federal to local) for Mockingbird Station project, partnership will involve request for \$10M MPO Revolver, and trade with DART to create additional RTC local funding capacity. Electronic item 5 contains additional details regarding the proposed policy and two projects proposed for funding. Mike Galizio with Tarrant County asked how much the developer's contribution to the Mockingbird Station? Gus Khankarli clarified the City of Dallas is not providing subsidy for the DART garage but has made a \$29M commitment for current and future TOD district funds to offset the public infrastructure for affordable housing and other costs to make that current estimated \$117M for phase one excluding DART's garage.

A motion was made to approve recommended RTC approval of the parking policy with strategic purpose/criteria for parking funding requests, recommended RTC fund City of Dallas request for SMU/Mockingbird Station parking garage with \$20 million in federal STBG funds to be matched by existing local funds on project, recommended RTC fund City of Dallas Zoo parking garage request for \$10 million in federal STBG funds to be matched by local funds, and recommend staff to pursue DART funding partnership as presented. Chad Marbut (M); Shannon Hicks (S). The motion passed unanimously.

6. **2023 Unified Transportation Program (UTP) and Regional 10-Year Plan Update:** Brian Dell briefed the Committee regarding the proposed changes for the Regional 10-Year Plan Update, including two proposed funding exchanges related to the Southeast Connector project. Texas House Bill (HB) 20 requires that Metropolitan Planning Organizations (MPO) develop 10-Year Plans using performance-based planning and project selection methods. Since December 2016, the Regional Transportation Council has annually approved a set of projects funded with Category 2 (MPO selected) and Category 4 (TxDOT District selected) funds and submitted for Texas Transportation Commission (TTC) consideration with Category 12 (TTC selected) funds that cover 10 years of highway projects. Since the last update in 2021, North Central Texas Council of Governments (NCTCOG) staff has coordinated with the TxDOT Dallas, Paris (Hunt County), and Fort Worth districts regarding updates to previously approved projects, as well as potential additions to the 10-Year Plan to be included in the 2023 Unified Transportation Program (UTP). In response to a March 1, 2022, deadline set forth by TxDOT, staff worked with TxDOT to draft a list that includes these project updates and potential new candidate projects. In recent weeks, feedback was received from TxDOT Headquarters regarding the region's funding requests. Brian highlighted that not all of the region's requested Category 2 funds were being picked up and noted that staff is in the process of coordinating with TxDOT to determine the reasons for that and a path forward. The principles for the development of the Regional 10-Year Plan and historical funding allocations to the region were briefly highlighted. As part of this update to the 10-Year Plan, proposals for a Category 2/Category 12 funding exchange are being made. The Southeast Connector project came in \$800M over the estimate. The project has been split into four pieces, with only the first one being fully funded. Funding is being pursued for only one additional segment at this time, which costs \$468 million. To address this funding gap on the Southeast Connector project, staff is proposing that Category 2 funds be removed from several out-year projects and be replaced with Category 12 funding in the 2023 UTP. The freed-up Category 2 funds would then be used on the \$468 million section of the Southeast Connector to advance it by February 2023. The projects with Category 2 funding which were proposed to change to Category 12 to offset the funding being added to the Southwest Connector segment are: TIP 13070/CSJ 0135-15-002 (\$283,996,800), TIP 13067/CSJ 0135-02-065 (\$120,000,000), TIP 13033.5/CSJ 0196-01-113 (\$61,486,864), and FM 428 Greenbelt (\$2,516,336) (after refunding project with \$50M). Instead of funding the FM 428 Greenbelt project, TxDOT is proposing to increase the amount of the swap on TIP 13070 by the same amount (to \$286,513,136). Surface Transportation Block Grant (STBG) funds are not being obligated as quickly as needed, so a Category 2/STBG funding exchange is also being proposed. \$97.9 million of Category 2 funds currently on a section of the Southeast Connector project are proposed to be exchanged with STBG funds. Since this Southeast Connector section can go to construction in Fiscal Year 2022, the region will be able to quickly reduce the carryover balance of STBG funds and take advantage of additional STBG funding that became available to the State. To complete the exchange, 15 projects across the region that are currently funded with \$97.9 million of STBG funds are proposed to be funded with Category 2 funds instead (refer to comment section in Planned Project list for specific projects). Maps displaying the proposed projects and their statuses, as well as other major capacity projects across the region were presented. Brian noted that staff would work on finalizing project selection/update efforts with TxDOT and bring the listings back for approval by the Committee and the RTC. Staff will request action from the Committee in July, RTC action in August, with TxDOT Public Involvement for 2023 UTP in July and August of 2022, and anticipated TTC approval of 2023 UTP in August 2022. Electronic Item 6.1 includes additional information about the process. Electronic Item 6.2 contains the proposed list of planned projects for the Regional 10-Year Plan. Electronic Item 6.3 contains the 10-Year Plan projects that have let or been completed. Michael Morris highlighted this has potential to receive \$500M additional

funding. TxDOT is proposing to advance the next project on the Southeast Connector but with \$200M going to the West and \$300M going to the East. The East is pushing \$500 million to the West. John Polster asked for clarification in reference to page 7 of the presentation, which references the Greenbelt and exchange \$2.5M after refunding project with \$50M. The \$50M has been moved per previous actions. Brian clarified that Mr. Polster was right and staff originally proposed to put that \$50 million back on the project, but at this point that is one of the Category 2 projects that TxDOT did not pick up. It is one of the projects that is being discussed with TxDOT.

7. **Regional Sidewalk Data Layer:** Travis Liska provided information on the upcoming purchase and creation of a regional geographic information systems (GIS) layer for existing sidewalks for qualifying municipalities of the metropolitan planning area (MPA). The NCTCOG Transportation Department is developing a regional sidewalk spatial data layer. This data layer will support improved regional level planning for pedestrian safety, transit access, context sensitive street needs, and improved walkable land-use planning and coordination. In February 2022 Transportation Department staff emailed various staff at 159 municipal governments in the MPA (those with 2021 populations estimated to be over 1,000) asking if they have existing sidewalk GIS data. Staff is recommending that new data be created for 139 cities needing new or updated sidewalk data. The Transportation Department is using the NCTCOG Spatial Data Cooperative Program (SDCP) to purchase sidewalk data digitized from aerial imagery. Applicable cities with data being collected for their jurisdiction have received communication requesting a funding partnership for the data purchase. The deadline to respond is July 29, 2022. A table of cities is included in Electronic Item 7.1. Additional details are available in Electronic Item 7.2.
8. **Metropolitan Planning Organization Milestone Policy Round 2 – Status Update:** Cody Derrick provided the Committee with an update on the status of the Metropolitan Planning Organization Milestone Policy Round 2 projects that have not let for construction. The MPO Milestone Policy was adopted by the Regional Transportation Council to ensure that projects which have been funded for more than 10 years and have not gone to construction are being implemented in a timely manner. In February 2021, the RTC took action on the second round of the Milestone Policy, including a project tracking process and revised a set of policy procedures. Staff coordinates with implementing agencies to assess project risk on all Milestone Policy projects until they go to construction. The responses are reviewed, and a rating is assigned to each project. If the committed schedule is not met and the project has consistently been graded as red/high risk, the project will likely be recommended for cancellation. To date, six projects have let by their established deadlines and three have been removed from the TIP at the request of the implementing agency. Status updates on each project, along with their latest ratings, can be found in Electronic Item 8.1. Details on the MPO Milestone Policy can be found in Electronic Item 8.2.
9. **FY2022 Project Tracking Initiative:** Brian Dell provided the Committee with an update on the status of projects that are part of the FY2022 Project Tracking Initiative created to reduce the region's carryover funding balances. Almost every year, Regional Transportation Council (RTC)-selected projects being implemented by local governments experience delays. Due to significant implementation delays on projects across the region and a need to draw down the region's carryover balances; the TIP team has started a more robust project tracking effort in order to highlight potential problems and prevent delays. Brian noted that project sponsors are being asked to report project statuses on a more frequent basis and these updates would continue to be presented to the Committee and the RTC. Brian highlighted the latest programmed amounts and obligation balances for Congestion Mitigation and Air Quality Improvement Program (CMAQ), Surface Transportation Block

Grant Program (STBG), and Transportation Alternatives (TA) Set-Aside funds. Staff will continue monitoring project progress and bring an update back to the STTC and RTC at the end of the fiscal year. A list of project phases scheduled to begin in FY2022 can be found in Electronic Item 9.1. Additional details on this initiative can be found in Electronic Item 9.2.

10. **Director of Transportation Report on Selected Items:** Michael Morris provided an update on items on the Director's Report. The Regional Transportation Council (RTC) Bylaws Revision Subcommittee met on June 9, 2022. Surface Transportation Technical Committee and RTC Officers will begin their new terms in July. Michael congratulated the new STTC officers: Ceason Clemens, Chair, TxDOT; Walter Shumac, Vice Chair, City of Grand Prairie; and Gus Khankarli, Secretary, City of Dallas. He also announced new RTC officers Commissioner Duncan Webb, Chair, Collin County; Mayor Pro Tem Gyna Biven, Vice Chair, City of Fort Worth; and Judge Clay Jenkins, Secretary, Dallas County. It was noted that innovative work is being done to advance the Eastern side of the Haslet/Intermodal Parkway "L" \$2.5 Change Order to Advance Completion to March 2023. NCTCOG staff members were recognized for the 2022 WTS Innovative Transportation Solutions Award for the DFW High-Speed Transportation Connections Study. NCTCOG's Progress North Texas was recently published. Copies can be requested at [North Central Texas Council of Governments - Progress North Texas 2022 \(nctcog.org\)](http://North Central Texas Council of Governments - Progress North Texas 2022 (nctcog.org)). Staff has received clarification that the cash contribution is needed for endorsement of the Western Subregion Transit Partnership and RTC Transportation Development Credits will not be used, a partnership with DART is anticipated. Michael noted that NCTCOG is working hard to get the \$1.5 billion for SH 183/Cintra. North Central Texas Council of Governments was written up in the Transportation Research Board's Report 26555, Metropolitan Planning Organizations Strategies for Future Success. Michael thanked the staff for all of the work on the Mobility Plan Update. He mentioned correspondence addressed to Texas House Representative Terry Canales regarding the Local Initiatives Projects (LIP) Program. More information was provided in Electronic Item 10.2. The region has received news that area game sites are being added for the FIFA World Cup. The Regional Transportation Council has received re-certification of the metropolitan transportation planning process from the Federal Highway Administration and Federal Transit Administration. The Federal Certification Review of the Dallas-Fort Worth-Arlington, Denton-Lewisville and McKinney Transportation Management Area occurs at least once every four years. Regarding safety, staff wishes to bring \$50 million in safety projects to the region over the next few years as part of the TxDOT Safety Task Force commitment to reduce fatality rates statewide. The remaining items were not presented.
11. **Fiscal Year (FY) 2022 Bridge Investment Program (BIP):** Jeff Neal briefed the Committee on the Fiscal Year 2022 (FY22) Bridge Investment Program (BIP). This \$2.36 billion program solicits applications for three categories of BIP funding opportunities: (1) Planning; (2) Bridge Projects (eligible costs less than \$100 million); and (3) Large Bridge Projects (eligible costs greater than/equal to \$100 million). Eligible applicants may submit applications for any of the three funding categories, but each category has distinct eligibility/selection criteria and application deadlines to be summarized. In June 2022, the United States Department of Transportation (US DOT) announced a Notice of Funding Opportunity (NOFO) for the solicitation of applications for FY22 BIP funding. A total of \$20 million in FY22 BIP funds are available for planning opportunities. These funds will be awarded on a competitive basis for planning, feasibility analysis, and revenue forecasting associated with development of a project that would subsequently be eligible for BIP funding under either the Bridge Projects or Large Bridge Projects funding categories. Planning applications are due to US DOT by July 25, 2022, but NCTCOG does plan to submit applications this year within this funding category. A total of \$2.34 billion in FY22 BIP funds

are available for the Bridge Projects and Large Bridge Projects opportunities. Funds will be awarded on a competitive basis for bridge replacement, rehabilitation, preservation, and protection projects that: (1) improve the safety, efficiency, and reliability of people/goods movement over bridges; and (2) improve the condition of U.S. bridges by reducing (a) the number of bridges (and total person-miles traveled over bridges) in poor condition, or at risk of falling into poor condition, within the next three years, or (b) the number of bridges (and total person-miles traveled over bridges) not meeting current geometric design standards or load/traffic requirements typical of the regional transportation network. Available at <https://www.fhwa.dot.gov/bridge/bip/index.cfm>, the FY22 BIP NOFO describes the application requirements, selection and evaluation criteria, applicable program and federal requirements, and available technical assistance during the grant solicitation period. Large Bridge Project applications are due to the US DOT by August 9, 2022. Bridge Project applications are due to the US DOT by September 8, 2022. The Electronic Item 11 contained a list of regional bridges currently rated in poor condition according to 2021 National Bridge Inventory (NBI) data. Regional agencies submitting projects must complete the www.grants.gov registration process, usually requiring two-four weeks for completion, prior to submitting applications. Assuming the projected timing for application development per each FY22 BIP funding category, agency requests to receive a Regional Transportation Council (RTC) letter of support should be submitted to Kyle Roy at kroy@nctcog.org by the following deadlines: planning, July 14, 2022, large bridge projects, July 29, 2022, bridge projects, August 29, 2022. The deadline for submittal of BIP planning grant applications is July 25, 2022. Large Bridge grant applications are due by August 9, 2022, and the deadline for Bridge grant applications is September 8, 2022. RTC endorsement of BIP Large Bridge and RTC approval of Bridge applications are anticipated on August 11, 2022. STTC endorsement is expected on August 26, 2022, for Bridge applications, and Executive Board endorsement on Large Bridge/Bridge applications on September 22, 2022.

12. **2022 Transportation Safety Performance Report:** Camille Fountain provided an update on items included in the 2021 Safety Program Performance Measures Report. The North Central Texas Council of Governments (NCTCOG) Safety Program Performance Measures Report provides an annual report on the performance of various NCTCOG safety programs, projects, and statistics such as regional crash and fatality data, top 10 contributing factors for regional crashes, county-level crash rates, attendance statistics for the Traffic Incident Management Training courses, and Roadside Assistance Program statistics. Also included in the performance report are updates on requirements to meet Safety Performance Targets. The 2021 NCTCOG Safety Program Performance Measures Report is included as Electronic Item 12.1 and NCTCOG Regional Crash Fact Sheet is included as Electronic Item 12.2.
13. **Fast Facts:** Staff presentations were not given. Information was provided to members electronically for the following items.
 1. Air Quality Funding Opportunities for Vehicles (www.nctcog.org/aqfunding)
 2. Dallas-Fort Worth Clean Cities Events (www.dfwcleancities.org)
 3. Status Report on Texas Volkswagen Environmental Mitigation Program Funding (Electronic Item 13.1)
 4. 2022 Ozone Season Update (Electronic Item 13.2)
 5. NCTCOG Comments Letter Regarding EPA's Heavy-Duty Engine and Vehicle Standards Rule Proposal (Electronic Item 13.3)
 6. TransPod Certification Facility Proposal (Electronic Item 13.4)
 7. IIJA USDOT Competitive Grant Program Matrix (Electronic Item 13.5)
 8. May Public Meeting Minutes (Electronic Item 13.6)
 9. June Public Meeting Notice (Electronic Item 13.7)

10. Public Comments Report (Electronic Item 13.8)
11. Written Progress Reports:
 - Local Motion (Electronic Item 13.9)
 - Partner Progress Reports (Electronic Item 13.10)

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 July 22, 2022.

Adjourned at 3:56 PM.