

MINUTES**SURFACE TRANSPORTATION TECHNICAL COMMITTEE**
July 22, 2022

The Surface Transportation Technical Committee (STTC) met on Friday, July 22, 2022, 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: David Boski, Shon Brooks, John Cordary, Jr., Hal Cranor, Jackie Culton, Clarence Daugherty, Chad Davis, Caryl DeVries, Greg Dickens, Rebecca Diviney, Phil Dupler, Chad Edwards, Eric Fladager, Chris Flanigan, Ann Foss, Eric Gallt, Gary Graham, Matthew Hotelling, John D. Hudspeth, Jeremy Hutt, Thuan Huynh, Kelly Johnson, Gus Khankarli, Eron Linn, Clay Lipscomb, Stanford Lynch, Chad Marbut, Wes McClure, Brian Moen, Mark Nelson, Jim O'Connor, Tim Palermo, Dipak Patel, Shawn Poe, John Polster, Kelly Porter, Tim Porter, Greg Royster, Brian Shewski, Walter Shumac, III, Caleb Thornhill, Gregory Van Nieuwenhuize, and Robert Woodbury.

Others present at the meeting were: Soria Adiba, Vickie Alexander, Julie Anderson, Berrien Barks, Carli Baylor, Jason Brown, Lori Clark, Nicholas Collins, Huong Duong, Kevin Feldt, Victor Fishman, Gypsy Gavia, Jilkon Giles, Christie Gotti, Lyneil Harris, Jeff Hathcoch, Mike Johnson, Major Jones, Dan Kessler, Ken Kirkpatrick, James McLane, Mindy Mize, Michael Morris, Jeff Neal, Ezra Pratt, Minesha Reese, Robert Saylor, Samuel Simmons, Bill Smith, Toni Stehling, Shannon Stevenson, Shane Tully, Alexander Young, and Susan Young.

1. **Approval of June 24, 2022, Minutes:** The minutes of the June 24, 2022, meeting were approved as submitted in Electronic Item 1. John Polster (M); Jim O'Connor (S). The motion passed unanimously.
2. **Consent Agenda:** There were no items were on the Consent Agenda.
3. **FY22 Bridge Investment Program (BIP):** Jeff Neal provided the Committee additional information on the Fiscal Year 2022 (FY22) Bridge Investment Program (BIP) and requested approval for Regional Transportation Council (RTC) action to submit applications on candidate projects under the Bridge Projects funding category. 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. This \$2.36 billion program includes three categories of BIP funding opportunities: (1) Planning; (2) Bridge Projects (eligible costs equal to/less than \$100 million); and (3) Large Bridge Projects (eligible costs greater than \$100 million). 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 plans to not submit applications under this category this year. 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 US DOT by August 9, 2022. Bridge Project applications are due to US DOT by September 8, 2022. Electronic Item 3 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, requests for 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. Action on this item was not requested, action will be requested at the August meeting.

4. **2023 Unified Transportation Program and Regional 10-Year Plan Update:** Cody Derrick 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. Cody highlighted that not all of the region's requested Category 2 funds were being picked up due to discrepancies between the carryover balances that TxDOT Headquarters and NCTCOG/TxDOT Districts are showing, leading to more funding being requested than is available. Cody also noted that staff is in the process of coordinating with TxDOT ~~to~~ on a path forward regarding the discrepancies. 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. Cody 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 if needed. 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 4.1 includes additional information about the process. Electronic Item 4.2 contains the proposed list of planned projects for the Regional 10-Year Plan. Electronic Item 4.3 contains the 10-Year Plan projects that have let or been completed. Michael Morris highlighted this has potential to receive almost \$500M additional funding. The East is pushing \$500 million to the West. Kelly Porter asked in regard to 287 on the Northwest side, was that reduced by \$18M? Michael Morris responded it's temporary, and that the project was originally slotted for \$80M of Category 2 and now it's slotted for \$62M of Category 2, so we are unsettled on the balance and go with the 820 projects in Fort Worth. We are temporarily pulling the money off of the project that's not going to construction for another five years.

A motion was made to approve the request for Regional Transportation Council approval of the 2022 Regional 10-year plan project listing, the proposed funding exchanges, and administratively amending the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and amending other planning/administrative documents to incorporate these changes. John Polster (M); Kelly Porter (S). The motion passed unanimously.

5. **Regional Pedestrian Safety Action Plan – 2022 Update:** Julie Anderson requested a recommendation for the Regional Transportation Council to approve the regional Pedestrian Safety Action Plan – 2022 Update. The regional Pedestrian Safety Action Plan (PSAP) was endorsed by the Regional Transportation Council (RTC) on June 20, 2021, and was adopted by reference as part of the Metropolitan Transportation Plan, Mobility 2045 Update, on June 9, 2022. NCTCOG staff conducted the first annual review of the Plan. The annual implementation summary report highlights the status of the 10 Action Items from the Plan, which are: 1) Facilitate collaboration with TxDOT, local governments, and regional organizations in support of projects and programs that improve regional pedestrian safety; 2) Conduct Roadway Safety Audits (RSA) for the pedestrian safety corridors; 3) Implement safety improvements based on RSA findings for pedestrian safety corridors; 4) Develop performance measures to evaluate the effectiveness of implemented countermeasures based on measurable data; 5) Coordinate and/or support the development of educational workshops and webinars aimed at informing law enforcement of pedestrian rights and responsibilities and the importance of accurate pedestrian crash reporting; 6) Coordinate and/or support educational programs and marketing campaigns aimed at informing the public, including drivers and pedestrians, of their rights and responsibilities when traveling

on the roadway; 7) Coordinate and/or support the development and implementation of policies, programs, and marketing campaigns aimed at improving safety and higher levels of physical activity for students; 8) Complete updates to the Regional Pedestrian Safety Action Plan at least every five years to integrate as part of the Metropolitan Transportation Plan, using updated data and regional analysis; 9) Conduct annual monitoring of pedestrian safety trends and reported crashes; and 10) Support a Regional Transportation Council (RTC) legislative program that addresses lower traffic speeds, yielding to pedestrians, and the use of wireless communication devices while operating a motor vehicle. Proposed updates to the Plan include an Environmental Justice analysis and a section related to annual monitoring and outcomes. The public comment period opened June 21 and continues through August 8, 2022. A redline version was posted to the NCTCOG website. Information was provided to the PSAP Committee and the Bicycle and Pedestrian Advisory Committee to review and provide comments. 81 percent of identified pedestrian safety corridors are located in a low income/minority populated area. Added items for monitoring and outcomes include: PSAP reviewed on an annual basis, produce an annual implementation summary report, and track progress towards goal of zero pedestrian fatalities by 2050. The PSAP schedule included STTC action on July 22, 2022, a public meeting on August 8, 2022, and RTC action on August 18, 2022.

A motion was made to approve recommended RTC approval of the PSAP (2022 Update) as presented. Kelly Porter (M); Mark Nelson (S). The motion passed unanimously.

6. **Director of Transportation Report on Selected Items:** Michael Morris provided an update on items on the Director's Report. The North Central Texas Council of Governments was awarded \$300, 000 in a Federal Transit Administration's Areas of Persistent Poverty Grant to help improve transportation and advance the standard of living in Southeast Fort Worth zip code of 76104 (Electronic Item 6.1). The status of the BUILD Grant with Burlington Northern Santa Fe (BNSF), Trinity Metro, and Dallas Area Rapid Transit (DART) is proceeding with option two. The region won the BUILD Grant for \$25 million with a contingency of BNSF contributing \$2 million for construction funds and negotiating with DART, Trinity Metro, and Trinity Railway Express for additional freight slots for double tracking. The RTC is not a party to that particular agreement. Facing a September deadline and BNSF didn't accept the last offer from the public sector transit providers. The proposed August RTC action, if agreed to by all parties, is to ratify a RTC Transportation Director (Emergency) \$2 million Backstop and the priority is to get grant agreements completed by September 22, 2022, with a 90-day "cooling off" period with the NCTCOG transportation director hosting negotiations. The Trackage Rights Agreement Amendment triggers the BNSF \$2 million commitment (Electronic Item 6.2). Michael noted that Trinity Metro has a new President/CEO, Richard Andreski. He also provided an update on Changing Mobility's data insights and delivering Innovative Projects during COVID Recovery (Electronic Item 6.3). Michael mentioned the Megaregions and America's Future book that highlighted work being done by the Regional Transportation Council. Michael thanked NCTCOG staff person Jeff Neal for loading projects and grants with detailed information provided in Electronic Item 6.4. The August RTC meeting will be held on August 18, 2022, in coordination with the Irving transportation Investment Summit at the Irving Convention Center. He highlighted some information for the TransPOD Certification Facility policy proposal being worked on in the region (Electronic Item 6.5). He noted that there was great discussion on the Parking Garage Policy during the July 14 RTC meeting (slide presented during Director's Report). Michael noted that the RTC approved the US 75 Technology Lane in partnership with local governments and the Texas Department of Transportation by advancing \$57 million, adding green vehicles (alternative fuel and electric) to peak periods,

being open to all vehicles on weekends, and with endorsement by the Cities of Dallas, Richardson, Plano, Allen, and McKinney.

7. **Safe Streets and Roads for All Regional Grant Application:** Julie Anderson briefed the Committee on the Fiscal Year 2022 (FY22) Safe Streets and Roads for All (SS4A) Grant program, and a proposed regional SS4A implementation grant application. The Bipartisan Infrastructure Law passed and approved by Congress earlier this year established several new grant and discretionary funding programs. There are several active Notice of Funding Opportunities (NOFO) currently and several that the North Central Texas Council of Governments has already submitted. The SS4A was recently announced and has \$1 billion in funding available. There is no maximum or minimum award amount; however, the NOFO provides expected minimum and maximum ranges for applicant consideration. The grant purpose is to improve roadway safety by significantly reducing or eliminating roadway fatalities and serious injuries; focused on all users. The grant priorities are to: promote safety, employ low-cost, high-impact strategies, ensure equitable investment in the safety needs of underserved communities, incorporate evidence-based projects and strategies, and to align with USDOT priorities of equity, climate sustainability, quality job creation, and economic strength and global competitiveness. Applications are due by September 15, 2022. The two SS4A grant types: Action Plan Grant - Develop or complete a comprehensive safety action plan and conduct supplemental action plan activities (in support of an existing safety action plan). Implementation Grant - Implement projects and strategies, conduct planning and design, conduct supplemental action plan activities (in support of an existing safety action plan). Applicants must already have an established Action Plan in place and complete a Self-Certification Eligibility Worksheet to apply for an Implementation Grant. NCTCOG will submit an application based on the Regional Pedestrian Safety Action Plan (PSAP), which is focused on addressing Pedestrian Safety Corridors, implementing safety countermeasures, and conducting Roadway Safety Audits. The SS4A FY22 Implementation Grant on Martin Luther King (MLK) Jr. Blvd. will include a complete street retrofit and reconstruction and implement safety countermeasures to address the safety of all modes of transportation including motor vehicles, transit, bicycle, and pedestrian. Of all the Primary Pedestrian Safety Corridors, MLK Jr. Blvd is in the top ten of average crashes per mile. Additional application elements include requesting funding for supplemental planning activities to enhance the existing PSAP to conduct roadway safety audits (RSA) on prioritized pedestrian safety corridors in four counties: Collin, Dallas, Denton, and Tarrant. SS4A was presented to the Surface Transportation Technical Committee (STTC) at its July 14, 2022, meeting; will be provided to the RTC meeting for information on August 18, 2022; then for action at the STTC meeting on August 26, 2022. RTC action will be requested on September 8, 2022, and applications are due September 15, 2022. Executive Board endorsement will be requested on September 28, 2022.
8. **COVID Transit Recovery Campaign Update:** Carli Baylor provided a brief, high-level update on the Transit COVID Recovery Campaign. The COVID-19 pandemic caused transit ridership to decline significantly in the North Texas region. In March 2021, the Regional Transportation Council (RTC) approved funding for the COVID-19 Infrastructure Program: Transit Partnership Investments, and \$1 million was allocated for a Regional Transit Educational Campaign Program or Transit COVID Recovery Campaign. North Central Texas Council of Governments (NCTCOG), Dallas Area Rapid Transit (DART), Denton County Transit Authority (DCTA), and Trinity Metro have been coordinating closely on these efforts. The three goals of the campaign are to ensure transit safety measures and technologies are understood by the public, increase trust in public transportation, and increase ridership numbers. The campaign is broken into four tactic areas, two tactics are

under Phase One and two tactics under Phase Two. During Phase One, the project team focused on growing consumer confidence and developed branded communications materials to support health and safety protocols on transit. A toolkit was created and posted online for local cities, counties, and businesses to utilize in promoting the campaign. A total of \$550,000 was allocated for advertising and paid media in Phase One. \$450,000 of that amount has been budgeted for the transit agencies to utilize for advertising efforts. DART and Trinity Metro started their advertising in January 2022 and are working on final reports and example creatives for these efforts. Denton County Transportation Authority is currently working on a similar plan for FY23. The remaining \$100,000 of the budget utilized local media personalities to aid in establishing trust between transit agencies and riders. Promotions for each transit agency ran between July and October 2021, and an increase in ridership was seen during each monthly focus, especially for Trinity Metro and DCTA. When the overlapped influencer campaign was compared with the monthly number of transit users, there was a positive correlation. During Phase Two, the project team is focused on educating North Texas and the business community on incentives and the benefits of using transit. A total of \$350,000 has been allocated to promote "Transit Is Your Friend" and \$100,000 has been devoted to implement an event to promote and increase ridership demand. NCTCOG staff and the three transit agencies are in the process of determining how this money will be utilized and have been working on ways to promote the use of transit during Clean Air Action Day on Wednesday, August 3. Staff is continuing to reach out to chambers and local governments regarding this initiative. Towards the beginning of the pandemic, ridership decreased by about 50 percent. However, the numbers are increasing, and the transit team manages these quarterly reports in an online dashboard and are working hard to update it with Quarter 2 data. Staff encouraged partners to join in promoting the educational campaign. The campaign toolkit can be found at www.nctcog.org/transitrecovery. Additional details were available in Electronic Item 8.

9. **Federal Performance Measures Update:** James McLane and Ezra Pratt updated the Surface Transportation Technical Committee (STTC) on federally required performance measures. Observed progress for the measures will be provided as well as proposed targets for the next reporting period. The targets are set in cooperation and coordination with the Texas Department of Transportation (TxDOT). The performance measures were originally introduced in the Moving Ahead for Progress in the 21st Century Act (MAP-21), was signed into law in the Fixing America's Surface Transportation (FAST) Act and carried through in the infrastructure investment and Jobs Act (IIJA). An update was provided more specifically on progress for the System Performance Freight, and CMAQ measures, commonly known as PM3, and Transit Asset Management. Rulemaking PM3 and Transit Asset Management is anticipated for STTC action on August 26, 2022, Regional Transportation Council (RTC) action on September 8, 2022, and PM3's upcoming measures milestone on September 19, 2022, MPOs submit Planning Management Forms to TxDOT. Transit Asset Management's upcoming measures milestone on October 2022 provide targets to TxDOT and Federal Transit Authority. James provided an update on the individual performance measures for PM3, interstate reliability, Percentage of travel on Interstates in the MPA meeting federal threshold for reliability measures predictability of travel times, higher values indicate improvement, measure has been steadily improving over time, somewhat impacted by COVID-19 pandemic, 2021 values returned to near normal, and the RTC continues to implement policies and programs aimed at maximizing the existing system capacity, reducing demand through implementation of travel demand management strategies, and strategically adding new Interstate capacity. As for the non-interstate reliability, Percentage of travel on Non-Interstates in the MPA meeting federal threshold for reliability, higher values indicate improvement, measures predictability of travel times, measure has been

steadily improving over time, more significantly impacted by COVID-19 pandemic, 2021 values remain high, but expected to return to normal patterns over time similarly to Interstates. The RTC continues to implement policies and programs aimed at increasing traffic flow through signal timing coordination, implementing travel demand management strategies, and strategically adding new arterial street capacity. Peak hour excessive delay, hours of “excessive” delay experienced per capita on the NHS in an urbanized area now required for Dallas-Fort Worth-Arlington, Denton-Lewisville, and McKinney Urbanized Areas (2010 boundaries) - less data and stability for newer reporting areas, lower values indicate improvement, measure has been slightly improving over time, strongly impacted by COVID-19 pandemic, 2021 values remain lower, but analysis of 2022 data to date indicates a return to previous trends for Dallas-Fort Worth-Arlington, the RTC continues to implement policies and programs such as robust incident management during peak hours, as well as providing other travel options such as express managed lanes, regional rail, and express bus service. Ezra Pratt provided an update on the Transit Asset Management and Public Transportation Agency Safety Plans (PTASP). Transit Asset Management (TAM): Business model that prioritizes funding based on the condition of transit assets to achieve or maintain transit networks in a state of good repair. As required, regional targets were set in coordination with providers, RTC adopted initial regional TAM targets on December 14, 2017, Regional targets need to be either reaffirmed or updated targets need to be adopted for FY2023-2026, NCTCOG is actively working with providers to meet targets through the Cooperative Vehicle Procurement Program. Providers in the region employ a variety of methods to set targets and measure performance, most set targets based on overall performance of each individual asset category and type and use a mix of FTA and custom definitions for Useful Life Benchmarks, TXDOT (Transit Division) Group Plan contains 15% targets. NEW: 2021 Bipartisan Infrastructure Law added that USDOT now requires project sponsors for Fixed Guideway CIG applications to have made progress toward TAM targets. This is also a consideration for SGR Grant rail vehicle replacement applications. TAM target recommendation for large agencies, recommend maintaining previous targets for all asset categories and types, except Equipment, for FY2023-2026, Goals for Maintained Targets continue the consistent approach from the original adopted targets, encourage continued improvement for individual providers and the overall region, provide an aspirational goal to guide regional coordination and assistance in keeping critical transit assets and infrastructure in a State of Good Repair. TAM targets for smaller providers recommend new targets for all asset categories and types be adopted for FY2023-2026, goals for Proposed Targets, maintain strong performance in Infrastructure and Facilities asset categories provide targets that are closer to regional performance, while still encouraging continued improvement for individual providers, reflect the challenges transit providers face in replacing vehicles at or past ULB amidst supply chain and operational struggles. Public Transportation Agency Safety Plan (PTASP) Annual Progress Update - Targets have four-year time horizon, adopted in 2021 by RTC, to be met by 2025, most recent year of available data (FY 2020, "Year 1") has been calculated to determine progress toward the targets. This agenda item is an information item for the July 22, 2022, STTC meeting and for the August 18, 2022, RTC meeting, for action at the August 26, 2022, STTC meeting, and September 8, 2022, RTC Meeting, and the deadline for targets is October 1, 2022. Additional details and charts presented can be located in the presentations for the July 22, 2022, meeting on the NCTCOG webpage: www.nctcog.org/sttc.

10. **Status Report on Engine Off North Texas:** Huong Duong provided a brief overview and update on the Engine Off North Texas Program. The Engine Off North Texas (EONT) Program was developed to reduce the impacts of idling in North Central Texas to help mitigate the region’s ozone nonattainment status. The program focuses on providing

resources to local governments to implement idle reduction policies that focus on heavy-duty diesel vehicles and educational and outreach material about the impacts of idling. The Air Quality Policy (AQ2-005) states that efforts to improve air quality are enhanced by policies which provide guidance on best practices to minimize fleet emissions impacts through acquisition, operation, and/or maintenance behaviors. Huong reviewed the timeline and noted that Engine Off North Texas was relaunched in March of 2021. In October of 2021, the Regional Transportation Council resolution was revised to encourage adoption on an idling ordinance. In March of 2022, there was an increased interest in regional participation in idle reduction to material requests and ordinance implementation. In May of 2022, North Central Texas Council of Governments (NCTCOG) staff was invited to participate in a Heavy-Duty Vehicle Idling Working Group with the City of Austin due to the work done with EONT. NCTCOG will continue to work with local governments to minimize idling. The Engine Off North Texas Policy values are to provide guidance on idling ordinance implementation and enforcement strategies; educate local government guides, brochures, posters, and offer website information about heavy-duty vehicle idle reduction; and support regulatory metal signs and complaint hotline available to deter unnecessary idling. The Engine Off North Texas tool kit contains regulatory signs, brochures, posters, local government guides, infographics, hotlines and more, and is free upon request. Request forms can be found at www.engineoffnorthtexas.org, and once completed, email forms to engineoffnorthtexas@nctcog.org.

- 11. Status Report on I45 ZEV Corridor Infrastructure Plan:** Soria Adibi provided an update on the IH 45 Zero-Emission Vehicle (ZEV) Corridor Plan. North Central Texas Council of Governments houses the Dallas-Fort Worth Clean Cities (DFWCC) that received a \$80,000 planning grant in May 2020 to develop a ZEV corridor plan along IH 45 connecting the NCTCOG and Houston-Galveston Area Council (H-GAC) regions. The plan seeks to advance adoption of ZEV, including both battery electric vehicles (BEV) and hydrogen fuel cell-electric vehicles (FCEV); support future strategic initiatives (e.g., autonomous vehicles); engage a wide range of stakeholders; and acknowledge the need to revisit in 3-5 years. Currently, there is a gap of 111 miles between light-duty battery EV charging stations on IH 45, the distance between Ennis and Madisonville. The goal to meet Federal Highway Administration (FHWA) criteria is one qualifying DC fast charge station every 50 Miles. As of February 2022, qualifying stations must be within 1 mile of the corridor, provide at least 4 CCS connectors capable of providing at least 150 kilowatts charging simultaneously. The recommendations indicated that charging stations should be located in the pending gap, intersect with National Highway System Corridor, include a number of amenity types (e.g., food, shopping, etc.), and should have no direct-connect ramps. North Central Texas Council of Governments recommendations are to add charging stations on IH 45 at or near Exit 178: US 79 in Buffalo and Exit 229 (US 287) or Exit 231 (TX 31) in Corsicana. Staff has coordinated with TxDOT to ensure inclusion in Texas Electric Vehicle Charging Plan. The current status of infrastructure for heavy-duty vehicles is no electric vehicle charging designed for heavy-duty vehicles and no hydrogen fueling. The goal of the plan was to meet FHWA Distance Criteria to have one qualifying DC fast charge station every 50 miles and one hydrogen fueling station every 150 miles. Soria briefed the Committee on the Street Light data platform accessible through Texas Department of Transportation (TxDOT) and analysis provided by the Houston-Galveston Area Council. Top Routes analysis was used to visualize truck routes traveled after passing through a Zone Placed on IH 45 or at a Freight-Oriented Development that confirms the nature of traffic leaving Houston is largely destined for DFW, and vice-versa with few turnoff points between the two metropolitan areas. The approach to recommendations for infrastructure related to heavy-duty vehicles include intersection with a Freight System Corridor; no direct-connect ramps; cross-street

accessibility from both north-bound and south-bound directions of travel; turning points indicated by Street Light data; and access to at least two types of amenities with truck stops being key. The recommendations for both electric vehicles and hydrogen include to add charging stations at/near: EV and H2: Exit 60B (Beltway 8 South), Houston; EV Only: Exit 118 (TX 75/FM 1791), Huntsville; EV and H2: Exit 178 (US 79), Buffalo; EV Only: Exit 229 (US 287), Corsicana; EV and H2: Exit 273 (Wintergreen Road, at Union Pacific Intermodal Facility).

12. **Access North Texas 2022 Update:** Gypsy Gavia provided an update of Access North Texas, including an overview of outreach efforts and a summary of developed regional goals. As the regional public transportation coordination plan, Air North Texas identifies the public transportation needs of older adults, individuals with disabilities, low-income individuals and others with transportation challenges. It also specifies strategies to address needs and current challenges, eliminate gaps in service, avoid duplication of transit services, and it meets our federal and State requirements for transit coordination in the 16 counties during the next four years, the last update was in 2018. Due to COVID, North Central Texas Council of Government staff reached out virtually to over 2,900 individuals including the public, transit riders, transit agencies, non-profit organizations, health and human service agencies, educational institutions, elected officials and local government staff. In addition, 28 outreach meetings were conducted with approximately 84 attendees and engaged in various one-on-one meetings, emails, and conversations. Staff also offered a public transportation survey in English and Spanish and received over 1,500 responses from individuals and agencies. Data and analysis efforts included updating the Transit Accessibility Improvement Tool (TAIT), which identifies populations that may depend on public transportation. Staff collected demographic data including population growth, limited English proficiency, and zero-car households. As a result, this information assisted in the development of 2022 Regional Goals, including: 1) Plan and develop transportation options by assessing community needs and challenges, 2) Implement services by enhancing transportation options and expanding where service gaps exist, 3) Coordinate with transportation providers, public agencies, and stakeholders to increase efficiencies, 4) Support public transportation recovery and growth, and 5) Promote access and information about available transit. Gypsy noted each chapter will have prioritized strategies that may be applied to the counties in that section. Next steps include the drafted document to be posted online by August 2022 for public comment, final review of goals and strategies, technical committee and policy board feedback and approvals, and upon approval staff and regional partners, staff will begin to implement strategies identified in the plan. Projects seeking funding under the Transit Strategic Partnerships Program should address the updated Access North Texas document. The schedule for Access North Texas 2022 includes presentation to STTC for information, then in August staff will present at public meetings and incorporate feedback. Item will be presented to RTC as an informational item, STTC action item, and anticipate RTC action on September 8, 2022. However, schedule may change based on comments and feedback received.

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 August 26, 2022.

Adjourned at 3:56 PM.