

## AMENDED

### MINUTES

#### **SURFACE TRANSPORTATION TECHNICAL COMMITTEE August 27, 2021**

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, August 27, 2021, 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 June 25, 2021, Minutes:** The minutes of the June 25, 2021, meeting were approved as submitted in Electronic Item 1. Daniel Vedral (M); Jim O'Connor (S). The motion passed unanimously.
2. **Consent Agenda:** The following items were included on the Consent Agenda.
  - 2.1 **Endorsement of Regional Transportation Council Action on Texas Supplement Environmental Project Funding Recommendations:** Committee endorsement of the Regional Transportation Council's August 12, 2021, approval of funding recommendations for the North Central Texas Council of Governments Clean School Bus Program was requested. Funding recommendation details were provided in Electronic Item 2.1.
  - 2.2. **Endorsement of Regional Transportation Council Approval for 2021 Incident Management Freeway Blocking Equipment Call for Projects:** Endorsement of the Regional Transportation Council's approval of utilization of \$1 million in Regional Toll Revenue funding to fund the regional Incident Management Freeway Blocking Equipment Call for Projects was requested. Additional information on the funding source request was provided in Electronic Item 2.2.
  - 2.3. **Endorsement of Regional Transportation Council Action on Ensuring Equity: Dallas Opportunity Zone 1 Funding Partnership and Federal Transit Administration Areas of Persistent Poverty:** Endorsement of a funding partnership with the City of Dallas and a proposed Federal Transit Administration (FTA) grant application in the City of Fort Worth, including the ability to amend the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and other administrative/planning documents, as needed, to incorporate these projects was requested. Details on the proposed partnership with the City of Dallas and the proposed FTA grant application in Fort Worth were provided in Electronic Item 2.3.2.
  - 2.4. **Endorsement of Regional Transportation Council Action on Advanced Transportation and Congestion Management Technologies Deployment Initiative Grant Program:** Endorsement of the Regional Transportation Council's (RTC's) action approving regional support for the City of Fort Worth's application for a grant under the United States Department of Transportation (US DOT) 2021 Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) grant program was requested. Action included approval of up to \$2 million in Regional Toll Revenue funds as a regional contribution to the \$14 million project in the event US DOT awards the requested grant. The remaining project funding

upon receipt of a grant award will come from Cintra, the operator of the North Tarrant Express corridors (\$5 million), and US DOT (\$7 million). Electronic Item 2.4 provided more information.

- 2.5. Air Quality Funding Recommendations Related to the Environmental Protection Agency National Clean Diesel Funding Assistance Program: Committee approval of funding recommendations for the North Texas Emissions Reduction Project 2020 Call for Projects (CFP) and North Texas Freight Terminal Electrification 2020 CFP was requested. An overview of the calls for projects and staff recommendations were provided in Electronic Item 2.5.1. Electronic Item 2.5.2 and Electronic Item 2.5.3 included detailed project listings.

A motion was made to approve the items on the Consent Agenda. Bryan G. Ramey II (M); Walter Shumac III (S). The motion passed unanimously.

3. **SH 183 Segment 2 East: Request to the Texas Department of Transportation to Formally Request a Change Proposal from Cintra and Request to Cintra to Extend an RTC Financial Backstop for Design Costs:** Michael Morris provided an overview of action needed to continue the advancement of SH 183 Segment 2 East. Details of the project, including interest by the private sector to implement capacity improvements were highlighted, as well as Regional Transportation Council (RTC) action in 2020 approving a \$3 million financial backstop to permit Cintra to proceed with design elements of the project. As part of the process, he noted the Texas Department of Transportation (TxDOT) must formally request a Change Proposal from Cintra for the capacity improvements and once that change proposal goes to Cintra the \$3 million financial backstop would no longer be needed to engineer the project. He noted the deadline for TxDOT to issue the Change Proposal was August 31, 2021, and if not issued, the RTC financial backstop would be triggered unless extended by Cintra. Staff reviewed options to proceed and noted it believed a request to TxDOT to formally request an extension of the deadline for the Change Proposal was the appropriate approach. In addition, staff proposed the RTC would be presented details of why TxDOT should proceed with the project. He noted the project was in the tolled managed lane boundary of the Mobility Plan and previously included managed lanes in the corridor so the project is fully grandfathered. In addition, there are safety implications due to lane imbalances. A map and latest financial information for the project was provided in Electronic Item 3. A motion was made to recommend Regional Transportation Council approval for the Texas Department of Transportation to formally request a Change Proposal from Cintra for SH 183 Segment 2E capacity improvements and request Cintra to extend a Regional Transportation Council financial backstop for design costs. Robert Woodbury (M); Daniel Vedral (S). The motion passed unanimously.
4. **2021 Population Estimates and New North Central Texas Council of Governments Demographic Forecast Process:** Dan Kessler presented 2021 Population Estimates as well as ongoing efforts to develop revised 2045 Population and Employment for the Metropolitan Area. The North Central Texas Council of Governments (NCTCOG) Research and Information Services (RIS) Department, in partnership with the Transportation Department, annually develops population estimates that are used by local governments and agencies in the region. Estimates are based on housing completions and occupancy rates as of January 2021 and represent the growth that took place in 2020. It was noted that despite the ongoing pandemic, demographic growth in the region has continued. As of January 1, 2021, staff estimated the region to be at a population of approximately 7.87 million, adding 158,000 to the region in 2020. As expected, growth has continued in the major cities, as well as in Collin and Denton counties. Regional population growth since 2000 was highlighted, and it was noted that growth has climbed above 150,000 persons a

year in the last three years. Mr. Kessler also provided an overview of ongoing efforts to develop new forecasts of demographic activity that will be used to support the Mobility 2045 Update. He noted that over the last four to five years, staff has focused on incorporating land use and comprehensive plans into the forecasting process, so the allocation reflects the plans laid out by local governments. The forecasting process is data-driven and approximately every five years a comprehensive inventory of what is occurring on every parcel in the 16-county region is included. The individual parcel data is used to help drive the forecast process as well as land use. Mr. Kessler highlighted the demographic forecast process which includes determining control totals for population and employment by reviewing external forecasts from national demographers and economists relative to other metropolitan areas across the state. New control totals for the region out to 2045 were received which included 11.5 million people and 3.9 million households by 2045. In comparison to previous control totals for 2045 from the same author, the Perryman Group, the region is expected to have an additional 400,000 persons and experience employment growth of 1 million more jobs. He noted that much of the employment growth was believed to be the result of individuals with multiple jobs which has implications on travel forecasting. The projected change in population, households, and employment from 2020 to 2045 was highlighted and remained steady for all categories at around 1.5 percent annually. Mr. Kessler noted that draft forecasts would soon be provided for local review, with finalized forecasts expected in the October timeframe and available for the Mobility 2045 Update. Kathryn Rush asked how the most recent population projections compared to the projections that were used to develop Mobility 2045. She noted that the updated forecasts will be helpful as the City of Dallas begins work on its comprehensive plan. Mr. Kessler noted that the 2021 population projections add approximately 400,000 to the population estimates used when developing Mobility 2045. He added the more significant difference between the projections is the additional 1 million jobs simulated in the model. Mr. Kessler noted that demographics data will be provided to local governments in the next several days and members were encouraged to review. He also discussed how the annual estimates compared to the recent Census data and noted that the data was within 100,000 persons across the full 16-county region. John Polster asked if local governments would have an opportunity to review data before it was finalized and allocated by county. Mr. Kessler noted that NCTCOG receives the control totals from the Perryman Group by county and that allocations are largely based on the land use and comprehensive plans provided by local governments. He encouraged local governments to provide feedback to NCTCOG staff. Mr. Polster discussed continued growth in Collin and Denton counties and noted the importance that the growth is reflected in the models used by NCTCOG and that an opportunity to review county allocations before they are final would be appreciated. Clarence Daugherty noted that in the past NCTCOG and local governments have had different viewpoints regarding the distribution of population across transportation management zones and that review at a lower level may be more productive. Todd Plesko noted that it was surprising to see the change in ratio between jobs and people and discussed potential causes such as employment of those that do not live within the region. Michael Morris noted that consideration of such items as those with multiple jobs, those that work within the region but do not live within the region, and similar variables in a post COVID-19 environment were being reviewed but may not be fully captured in this round of demographics. Development of new demographics every three to four years helps correct for these types of variables. Alberto Mares discussed NCTCOG population estimates and Census data, noting that Ellis County numbers were approximately 8,000 lower than internal projections. He asked if there was an appeal process for the Census and wondered if the pandemic caused an undercount or led to smaller households and asked if NCTCOG would be reworking the internal formula it used to calculate population estimates. Mr. Kessler noted that Transportation staff would follow up with RIS staff who work closely with the Census Bureau and can look at time series data to see if there has been a historical under

count in the county or some discernable pattern. In terms of an actual appeal process to the census, he noted that he was not aware of any appeals process. Chad Edwards asked if staff had an opportunity to look at how growth outside of the region such as in Gainesville and Sherman may be influencing travel patterns into Collin and Denton counties. Mr. Morris noted there are external boundary stations included in the travel models and that staff could bring back to the Committee growth rates at those external stations for comparison. Mr. Kessler noted that staff is mindful of the growth in areas such as Sherman, Denison, and Gainesville. In addition, traffic data is now available in real time and allows for staff to follow regularly versus reviewing that data months later. He noted that staff would bring back a presentation to the Committee once the 2045 forecasts were finalized.

5. **Metropolitan Transportation Plan: Project Selection Overview:** Brendon Wheeler provided an overview of the process for projects to be selected and included in the Mobility Plan, as well as an overview of funding prioritization efforts. During the June 10, 2021, Regional Transportation Council (RTC) meeting, staff was asked to provide an overview of the plan update process. The Mobility Plan includes nine goals focused around four main themes related to mobility, quality of life, system sustainability, and implementation. These goals serve to provide a foundation for how projects are selected and are achieved through the programs, policies, and projects within the plan. The process for how projects, primarily roadway projects are selected for the long-range plan and then prioritized was highlighted. All potential projects must have a general funding source/concept of how they can be funded, require local consensus, and technical analysis must verify need for the project. Next projects are scored based on established goals named in federal legislation as well as regional goals and companion metrics, assigned weights, and then scored to determine inclusion into the plan. After the projects are scored through the selection process the Mobility Plan is financially constrained. Projects are reviewed to determine if they add to system continuity and whether they improve the system. In addition, projects may be part of a phased implementation and may complete a previously included project. Once projects have been included into the long-range Mobility Plan (20+ years), projects are prioritized to determine which projects are included in the Regional 10-Year Plan, the first 10 years of the long-range plan. Projects are reviewed through a system and technical selection process to determine if they provide continuity to the system, are part of a phased implementation, reduce congestion reduction, enhance safety/reliability, and others. Once scored, projects are ranked in the project readiness category based on environmental clearance status and proposed letting schedules and then prioritized for inclusion in the Regional 10-Year Plan. Mike Galizio asked for clarification as to whether state highway or local arterial projects that are fully funded with local funds must be included in the Mobility Plan. Staff noted that any project of regional significance must be included in the Mobility Plan for air quality conformity regardless of funding source.
6. **Dallas-Fort Worth Regional East/West Funding Distribution:** Brian Dell provided the Committee with information regarding the process for developing the funding distribution between the Eastern (Dallas and Paris Districts) and Western (Fort Worth District) subregions, which was recently requested by a Regional Transportation Council (RTC) member. Federal funding comes to the Metropolitan Planning Organization (MPO) from the United States Department of Transportation (US DOT) through the Texas Department of Transportation (TxDOT). Allocations are based on a variety of factors depending on the funding source and when received are not suballocated to cities or counties. However, the North Central Council of Governments (NCTCOG) splits the funds into two subregions that are divided by the TxDOT Dallas and Fort Worth district boundary line. This practice has helped the region stay focused on overall priorities and each subregion works within its available funding. The RTC Bylaws stipulate that for Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Surface Transportation Block Grant Program (STBG)

funding categories, the funding split is reevaluated when a new transportation funding bill is passed by Congress. Once enacted by Congress, staff works to reassess the various inputs that go into determining the east/west funding distribution for CMAQ and STBG. Following approval by the RTC, the new distribution is applied to the RTC-selected funding programs. A map identifying the east/west split as it aligns with the metropolitan planning area boundary was presented. Within the 16-county NCTCOG boundary is the 12-county MPO boundary for which staff leads transportation planning efforts. The division between the eastern and western subregions aligns with the boundary for the TxDOT Fort Worth and Dallas districts (including Hunt County in the Paris District). CMAQ funds are received because the region is in nonattainment for ozone and allocations are based on population and air quality nonattainment factors. Once received, air quality staff use ozone precursor data for each subregion to determine the appropriate distribution of funds. It was noted that only 10 of the 12 counties in the MPO boundary are designated as nonattainment and as a result, CMAQ funding cannot be allocated in Hood or Hunt counties. STBG funds are distributed to regions with populations of 200,000 or greater and based on the population of the urbanized areas (UZAs) in the region. The resulting percentage split applies to other mobility funding categories such as Category 2 funding in the Regional 10-Year Plan. Once funds are provided to the region, staff uses population, employment, activity, and vehicle miles traveled to determine the allocation percentages between the subregions. The three urbanized areas in the region were highlighted and it was noted that while the allocations to the region are based on UZA population, it is the RTC's policy to spend the funding outside of those UZAs but within the MPO boundary. Formula inputs for STBG and CMAQ based on the Fixing America's Surface Transportation Act were highlighted. Based on the inputs, funding distribution was calculated as 32 percent west/68 percent east for STBG and 34 percent west/66 percent east for CMAQ. In addition to inputs specific to each funding category, environmental justice/equity is considered when developing funding distributions including minority population, low-income population, minority or low income, and limited English proficiency. Analysis of the environmental justice indicators showed a minority or low-income population distribution similar to the funding distribution for the western and eastern regions that were ultimately approved by the RTC at 32 west/68 east. Historical funding distributions back to 1991, when the RTC first received project selection authority, were highlighted. Although funding distributions have changed slightly with the various transportation funding bills the percentages have remained relatively consistent. Mr. Dell noted that tracking the east/west funding distribution for the region has helped the region maintain a cooperative and cohesive project selection process, as well as focus on necessary project selection. He also discussed the process to track other funding sources that are not formula allocated between the subregions such as Category 12 and statewide Transportation Alternatives Set-Aside funds. In 2010, the RTC approved a policy position directing staff to monitor TxDOT project selections that are not formula allocated and regularly report on the distribution between the eastern and western subregions. Each quarter, an update is brought to STTC and RTC that details TxDOT funding awards in these categories. The RTC may choose to make specific adjustments from time to time to adjust any imbalances created by non-formula project selection at the State level. Mr. Dell noted that when the next transportation funding bill passes, staff will work through the process presented and bring the results back to the Committee and RTC. Michael Morris noted that staff was hopeful that new Census data and transportation infrastructure legislation will both be available for recalculation of the percentages. In addition, he noted would be monitoring the Unified Transportation Program for discretionary funded projects that are not formula allocated. Once resolution of any imbalance has been resolved, he noted staff will likely close out the current cycle of east/west funding allocations/tracking, recalculate the appropriate funding split and begin a new tracking effort.

7. **Director of Transportation Report on Selected Items:** Michael Morris provided an overview of current transportation items. He noted that Dallas Area Rapid Transit, the City of Dallas, the Texas Department of Transportation (TxDOT), and the North Central Texas Council of Governments continue efforts on the D2 rail line. A map of the project was provided in Electronic Item 7.1. Interface of the rail line with IH 345 has been a major focus and resolution is expected in the next several weeks. Also discussed was the revenue sharing proposal for the IH 635/IH 35E project. He noted that staff was monitoring and would provide final information to members once completed. Mr. Morris also congratulated the TxDOT Fort Worth District on the early completion of IH 635/SH 121 at the Dallas Fort Worth International Airport. In addition, a funding opportunity through an Economic Development Administration grant was highlighted. He noted that staff were reviewing potential project applications including Geometric Design for Autonomous Vehicles, Electric Vehicle Charging on the Move, and Next Generation Transit Signal preemption. Details were provided in Electronic Item 7.2. Also, the US Senate has introduced the Infrastructure Investment and Jobs Act which includes the federal reauthorization bill and infrastructure investment program. As staff look at options to eliminate food deserts, provide equal access to the internet, and advance efforts being considered for the EDA grant, he noted staff would be considering which of the programs, as well as whether funding from the CARES Act allocated to local entities would be the best funding opportunity for these innovative efforts. Mr. Morris discussed the comprehensive list/map of projects in the region requested by the RTC during its June meeting. A map was provide in Electronic Item 7.3. He noted that staff continued to work on the best option to provide the full picture of projects in the region to staff and would provide an update at a future meeting. He also noted TxDOT recently named Brian Barth, P.E., as Deputy Executive Director for Program Delivery. In addition, RTC Member Orientation was scheduled for September 9, 2021, and Committee members were encouraged to view the virtual meeting. As follow up on the letter to the Secretary of Transportation, he noted the 2021-2024 Transportation Improvement Program had been approved. In addition, at the July 8, 2021, RTC meeting, members approved a letter to the Texas Transportation Commission on Phase 2 of the IH 35E project. He noted that project was able to proceed. Regarding the format of future Committee and RTC meetings, he noted he would continue to work with the RTC Chair to determine the appropriate format for each meeting. A letter to the region on the Margaret McDermott Bridge was provided in Electronic Item 7.4. In addition, it was noted that progress continued on the Fort Worth Bypass Channel and that staff would be working to get Regional Toll Revenue money back on the Alliance Airport Runway Extension.
8. **US 75 Implementation/Policy Position:** Dan Lamers provided an update on progress being made on the US 75 corridor between IH 635 in Dallas County north to Collin County on SH 121. The project currently includes concurrent, interim high-occupant vehicle (HOV) lanes separated by plastic pylons. Interim HOV lanes were initially set up while the North Central Texas Council of Governments (NCTCOG), the Texas Department of Transportation (TxDOT), and local governments worked on a permanent solution for the corridor. Since the interim HOV lanes were funded using Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds and an administrative mechanism under federal law does not exist to allow the project to be replaced with a different project unless there are equivalent air quality benefits, staff has been working to determine the appropriate path forward. Two options for the corridor were highlighted. The first option would be to charge single-occupant vehicle users (SOV) a nominal toll and to pay HOV users an incentive through credits to continue use of the lanes. The second and preferred option would include no charge for SOV users and would provide an incentive to HOV users. TxDOT has designed the US 75 corridor to operate under both options. Mr. Lamers noted a grant from the Federal Highway Administration will allow staff to implement a pilot project on the US 75 corridor using the GoCarma application to evaluate the effectiveness of allowing SOVs to utilize the HOV lane

while providing an incentive to HOVs. The HOV incentive would be provided through the existing GoCarma application currently being utilized on the TEXpress Lanes and would monitor traffic by time of day, facility, and lane to determine if there is a potential long-term solution. This would be applied in the US 75 corridor and used to develop a back-office proof of concept. Goals for the US 75 corridor include reducing fatalities and crashes by improving traffic flow, improving responses to crashes, reducing congestion, improving air quality, enhancing traffic signal green times, and removing pylons to allow traffic to operate smoothly in the corridor. The schedule for the effort was reviewed. Mr. Lamers noted that US 75 environmental clearance of the new approach was expected to be completed by winter 2022 with the ultimate project expected to be opened in summer 2024. Efforts on the demonstration framework would begin in winter 2022 and implementation was expected to begin no later than 2024. Michael Morris discussed the current operation of the HOV lanes on US 75 and noted the lanes no longer operated as an HOV and have met their design life. However, in federal law there is no way to transition the corridor and Federal Highway Administration lawyers have asked for assistance to address this issue for this region as well as other regions. Chris Flanigan noted that during the June 2021 Committee meeting, he believed it was announced that the GoCarma application/project on US 75 would let within six months and asked why this presentation stated a different date. Mr. Morris noted the letting date was dependent upon potential federal legislation and that the proposed options allow for the project to proceed under either option depending on legislative direction. John Polster asked if the grant to test the GoCarma application would allow time for the region to continue work on the project until there is new legislation. Staff noted the pilot program was an opportunity for staff to test whether a technology can not only provide a discount to carpoolers but also test the application as a mechanism to provide an incentive for users to carpool or as a revenue accounting system to fund transportation in the future. Since the GoCarma application can be used to monitor or influence travel behavior by time, location, and the lane used it opens up new discussions on how it may be used to incentivize traffic or charge user fees.

9. **Fiscal Year 2021 Project Tracking Initiative:** Brian Dell provided an update on the Fiscal Year (FY) 2021 Project Tracking Initiative. Due to implementation delays on projects over the last several years and resulting carry over balances, a more robust project tracking effort was initiated to help prevent delays on projects and reduce existing carry over balances. At the beginning of the fiscal year, the Regional Transportation Council (RTC) and Surface Transportation Technical Committee (STTC) were provided a list of projects by phase scheduled to advance during the coming year and since that time staff have been providing quarterly updates on the statuses of those projects. This process provides opportunities for sponsors to raise issues and help to ensure that funds are being obligated. A summary of FY2021 Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds was provided. Approximately \$78 million of the \$112.5 million in CMAQ funds allocated in FY2021 has obligated, including 22 out of 45 project phases. For FY2021 Surface Transportation Block Grant Program (STBG) funds, of the \$207 million allocated approximately \$194 million has obligated, totaling 28 phases out of 54. In addition, the status of Transportation Alternatives Set-Aside funds was highlighted. Of the \$12.4 million programmed, approximately \$9.3 million has obligated. Mr. Dell noted that approximately one month remained in the fiscal year and highlighted the recent STBG/Category 2 funding partnership that helped to rapidly reduce the balance of STBG funds. In addition, he noted that as of August 2021, sufficient Transportation Alternative Set Aside funds have obligated to prevent of lapse of any funds for FY2021. Staff will continue to monitor project progress and provide quarterly updates, as well as begin tracking of FY2022 funds. A list of the projects that were scheduled to begin in FY2021 and their current status was provided in Electronic Item 9.1 and additional details of the project tracking initiative were provided in Electronic Item 9.2.

10. **Status on Texas Volkswagen Environmental Mitigation Program Funding:** Bailey Muller provided an update on the progress of Volkswagen Settlement activities. The State of Texas received approximately \$200 million through the Texas Volkswagen Environmental Mitigation Program which is managed by the Texas Commission on Environmental Quality. Three funding programs remain available, as well as \$35.5 million for zero emission vehicle infrastructure available statewide. She noted that for each of the programs, the DFW region submitted the greatest number of applications and requested all funding made available to the region. Additional information was provided in Electronic Item 10.1. Nearly \$40 million was left available in other parts of the state and the North Central Texas Council of Government has been vocal that the region was not allocated its fair share of the funding based on the State's proposal to allocate funding. Comments were recently submitted to the Texas Commission on Environmental Quality (TCEQ) as it anticipates the next cycles of funding under this program, including criteria that may help ensure the best projects are selected, encouraging how TCEQ may distribute remaining funds from previous funding cycles, and also encouraging funds to be used for zero emission vehicle projects. A copy of the correspondence and accompanying analyses was provided in Electronic Item 10.2. She also highlighted an ongoing funding opportunity for Level 2 zero-emission vehicle charging infrastructure. She noted the number of applications submitted statewide and that the deadline for funding is September 9 and approximately \$6.2 million remained available. Funding is available for public charging stations, workplace charging, and multi-unit dwelling charging stations installed from September 20, 2020, through the deadline of September 9, 2021. In addition, private entities can combine incentives to make new charging stations more affordable. Members were asked to share information with their jurisdictions and community to help the region apply for as much funding as possible. Additional information was available at [www.dfwcleancities.org/workplacecharging](http://www.dfwcleancities.org/workplacecharging) and [www.dfwcleancities.org/multifamily](http://www.dfwcleancities.org/multifamily). Ms. Muller also highlighted funding that would be available soon for DC fast charge and/or hydrogen infrastructure. Additional information will be available after the upcoming TCEQ webinar. Members were asked to review any relevant recordings of past Clean Cities meetings and webinars, as well as to find information about the upcoming National Drive Electric Week at [www.dfwcleancities.org/events](http://www.dfwcleancities.org/events). Bryan G. Ramey II asked where Oncor was in terms of providing the extra electrical backbone to run charging infrastructure. In addition, he asked how entities within the region are providing charging as some type of membership or fee-based access. Ms. Muller noted that Oncor is involved and has contacts available on its website regarding charging infrastructure and are preparing its network for additional capacity needed for electric vehicle charging. She also noted that charging infrastructure varies but that most entities seem to be charging for the power provided and that platforms can be adjusted overtime as equipment owners adjust to the demand.
11. **Dallas-Fort Worth Clean Cities Annual Fleet Recognition:** Amy Hodges presented an overview of the 2020 Dallas-Fort Worth (DFW) Clean Cities Annual Survey results, as well as recognized fleets for their efforts to improve air quality and reduce their energy impact in the region. As part of the mission as a Clean Cities Coalition, each year the North Central Texas Council of Governments (NCTCOG) collects data from fleets in the region regarding alternative fuel use and other fuel-savings activities. This data is centered around the air quality emphasis areas for high-emitting vehicles/equipment, anti-idling, vehicles miles of travel, and energy/fuel use. The Department of Energy produces a report for the region based on the surveys collected, which was made available at [www.dfwcleancities.org/annualreport](http://www.dfwcleancities.org/annualreport). For 2020, 55 fleets reported on over 10,000 alternative fuel vehicles and equipment which resulted in a reduction of nearly 24 million gasoline gallon equivalent reductions, as well as reductions in nitrogen oxides and greenhouse gas emissions. Details were provided in Electronic Item 11. Ms. Hodges thanked fleets that completed a survey for 2020. She noted that data from the surveys are

used to highlight fleets that demonstrate excellence in their fleet reporting by reducing emissions and fuel consumption, and by partnering with DFW Clean Cities. Bronze winners included the cities of Arlington, Benbrook, Frisco, McKinney, Mesquite, and Kaufman County, Prosper Independent School District (ISD), Span Transit, and Trinity Metro. Silver fleet winners included the cities of Coppell, Irving, Denton County, and the Town of Addison. Gold winners included the cities of Carrollton, Dallas, Denton, Grapevine, Lewisville, and Southlake, as well as Dallas Area Rapid Transit, Denton ISD, and Dallas Fort Worth International Airport. Shining Star fleets recognized for greatest progress in NO<sub>x</sub> reduction included Dallas Area Rapid Transit, the cities of Carrollton, Coppell, Dallas, and Span Transit. Those recognized for greatest progress in gasoline gallon equivalent reductions included Dallas Area Rapid Transit and the cities of Coppell, Dallas, and Grapevine. In addition, those recognized for greatest progress transitioning to alternative fuels included the cities of Carrollton, Plano, Denton ISD, and Prosper ISD. Ms. Hodges also highlighted entities recognized through the Fleet Challenge in which fleets had an opportunity to state a quantifiable goal in 2019 and then based on a comparison of 2019 and 2020 survey data, it was determined if the goal was met. City of Bedford was recognized for increasing its overall fuel economy by 33 percent, City of Carrollton for increasing its number of alternative fuel vehicles by 21 percent, City of Frisco for increasing its fuel economy by 8 percent, and Dallas Fort Worth International Airport for increasing its renewable natural gas volume usage to 55 percent. Ms. Hodges noted that for the upcoming 2021 Annual Survey, the Dallas-Fort Worth Clean Cities Collation has a goal of over 27.5 million gasoline gallon equivalent reductions. Entities were asked to complete the annual survey, available at [www.dfwcleancities.org/annualreport](http://www.dfwcleancities.org/annualreport) beginning in January 2022. Details were provided in Electronic Item 11.

12. **Update Regarding Lapsing Federal Funding:** Ken Bunkley provided information on the lapse of Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds in Fiscal Year (FY) 2020 and the status of Transportation Alternatives Set Aside Program (TASA) funds. Federal regulations state that apportioned funds are available in the year of apportionment plus three years and that any apportioned amounts that remain unobligated at the end of the three years will lapse. Historically the Texas Department of Transportation (TxDOT) has managed Surface Transportation Block Grant Program (STBG), CMAQ, TASA, and other funding categories and ensured funding was spent on a first-in, first-out basis to prevent lapses. Additionally, TxDOT or the Federal Transportation Administration (FTA) (for transit projects) has alerted Metropolitan Planning Organizations (MPOs) when there has been potential for funding lapses in the coming year. In April 2021, TxDOT informed the North Central Texas Council of Governments (NCTCOG) that approximately \$24 million of CMAQ funding had lapsed at the end of FY2020. Prior documentation received by NCTCOG from the State showed a carry-over balance from FY2020 of approximately \$16 million so NCTCOG met with TxDOT Finance and the local TxDOT Districts in June 2021 to discuss the situation and to prevent the lapse of funds moving forward. Staff learned that although historically TxDOT spent oldest funds first, at some point TxDOT stopped this practice without realizing the ramifications. Also, the typical backstop of FHWA reminders to TxDOT did not occur last year. Staff also learned that TxDOT reduced all funds by the Congressional spending limits each year. By TxDOT applying the spending limit to CMAQ funds over the years, it led to staff believing there was less funding than was actually available. Mr. Bunkley noted that TxDOT has identified strategies to prevent these occurrences in the future. In the future, TxDOT will go back to the process of obligating the oldest funding first. If funding lapse becomes eminent, TxDOT will consider obligating advanced construction (early approval) to obligate funds. In addition, TxDOT will identify potential lapses in funds at the beginning of each fiscal year, document progress toward obligating potentially lapsing funds on monthly obligation reports to MPOs, no longer apply congressional spending limits to CMAQ funds, and recommit to sending monthly obligation

reports to MPOs versus the sporadic process followed for the last few years. Going forward, NCTCOG will continue to review monthly obligation reports, watch the FHWA Fiscal Management Information System report for lapsing funds, and report possible lapses back to the Committee and the Regional Transportation Council. Mr. Bunkley reviewed CMAQ obligations for FY2021, totaling approximately \$78 million, of which \$76 million has been obligated and another \$13 million expected to obligate before the end of FY2021. In review of reports earlier in the day, another \$7 million had obligated. Based on this information, he noted CMAQ funds were not at risk of lapsing in FY2021. Regarding the potential lapse of TASA funds, in March 2021 TxDOT advised NCTCOG that \$7,095,497 was at risk of lapsing if not obligated by the end of FY2021. This funding included the amount that was above the congressional spending limit. Staff reviewed total funding programmed in FY2021 of approximately \$10 million and noted approximately \$8.6 million has obligated preventing a TASA funding lapse. Mr. Bunkley noted this took multiple discussions with TxDOT and local implementing agencies, as well as expedited review by TxDOT. Looking ahead to FY2022, a minimum of \$5.5 million must be obligated in the fiscal year to prevent a lapse. In addition to the \$1.8 million from FY2021, another \$17.8 million is programmed for FY2022. He noted it is imperative that projects let on schedule and encouraged all agencies with TASA funds to coordinate with TxDOT early to avoid delays and ensure timely reviews. Additional information was provided in Electronic Item 12.

13. **Fast Facts:** Staff presentations were not given. Information was provided to members electronically for the following items.
  1. Dallas Area Rapid Transit Red and Blue Lines Corridor Transit-Oriented Development Study Final Report Complete (Electronic Item 13.1)
  2. Auto Occupancy/High-Occupancy Vehicle Quarterly Subsidy Report (Electronic Item 13.2)
  3. August Transportation Improvement Program Modification Cycle Canceled by the State (Electronic Item 13.3)
  4. North Texas Center for Mobility Technologies Project Tracking (Electronic Item 13.4)
  5. Air Quality Funding Opportunities for Vehicles (<https://www.nctcog.org/trans/quality/air/funding-and-resources>)
  6. Dallas-Fort Worth Clean Cities Events (<https://dfwcleancities.org/events>)
  7. Status Report on Ozone Season (Electronic Item 13.5)
  8. Know Before You Fly Your Drone Workshops ([www.northtexasuas.com/UAS-Taskforce#Workshops](http://www.northtexasuas.com/UAS-Taskforce#Workshops))
  9. August Online Input Opportunity Notice (Electronic Item 13.6)
  10. September Online Input Opportunity Notice (Handout)
  11. Public Comments Report (Electronic Item 13.7)
  12. Written Progress Reports:
    - Local Motion (Electronic Item 13.8)
    - Partner Progress Reports (Electronic Item 13.9)
14. **Other Business (Old and 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 September 24, 2021.

The meeting adjourned at 3:30 pm.