

MINUTES

SURFACE TRANSPORTATION TECHNICAL COMMITTEE February 28, 2020

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, February 28, 2020, at 1:30 pm, in the Transportation Council Room of the North Central Texas Council of Governments. The following STTC members or representatives were present: Joe Atwood, Bryan Beck, Katherine Beck, David Boski, Ceason Clemens, John Cordary Jr., Rick Cortez, Hal Cranor, Tracy Homfeld (representing Clarence Daugherty), Arturo Del Castillo, Pritam Deshmukh, Duane Hengst (representing Greg Dickens), Phil Dupler, Chad Edwards, Eric Fladager, Ann Foss, Mike Galizio, Ricardo Gonzalez, Gary Graham, Tom Hammons, Brian McNulty (representing Ron Hartline), Matthew Hotelling, John D. Hudspeth, Terry Hughes, Daniel Burnham (representing Paul Iwuchukwu), Gus Khankarli, Chad Barte (representing Alonzo Liñán), Clay Lipscomb, Paul Luedtke, Stanford Lynch, Alberto Mares, Wes McClure, Brian Moen, Rama Dhanikonda (representing Mark Nelson), Jim O'Connor, Kevin Overton, Tim Palermo, Dipak Patel, Todd Plesko, Shawn Poe, John Polster, Tim Porter, Athena Seaton (representing Bryan G. Ramey II), Grey Royster, Moosa Saghian, David Salmon, Lori Shelton, Brian Shewski, Walter Shumac III, Ray Silva-Reyes, Randy Skinner, Cheryl Taylor, Press Tompkins, Gregory Van Nieuwenhuize, and Carline Waggoner.

Others present at the meeting were: James Adkins, Vickie Alexander, Nick Allen, Kate Atwood, Tom Bamonte, Berrien Barks, Carli Baylor, Natalie Bettger, Dave Carter, Lori Clark, Brian Dell, Sam Dennehy, David Dryden, Staron Faucher, Kevin Feldt, Christie Gotti, Victor Henderson, Rebekah Hernandez, Chris Hoff, Kirk Houser, Ernest Huffman, Bethany Hyatt, Tim James, Amy Johnson, Dan Kessler, Ken Kirkpatrick, April Leger, Mindy Mize, Michael Morris, Bailey Muller, Chandra Muruganandham, Carey Neal, Jeff Neal, Evan Newton, Ezra Pratt, Vercie Pruitt-Jenkins, Chris Reed, Kyle Roy, Shawna Russell, Samuel Simmons, Shannon Stevenson, Mitzi Ward, Karla Weaver, Brendon Wheeler, Amanda Wilson, Brian Wilson, Melanie Young, and Kate Zielke.

1. **Approval of January 24, 2020, Minutes:** The minutes of the January 24, 2020, meeting were approved as submitted in Reference Item 1. Jim O'Connor (M); John Polster (S). The motion passed unanimously.
2. **Consent Agenda:** There were no items on the Consent Agenda.
3. **Public Comments at Regional Transportation Council Meetings (HB 2840) Rules:** Amanda Wilson presented draft Rules for Public Comments at Regional Transportation Council (RTC). House Bill 2840, passed through the 2019 Texas Legislative Session, requires members of the public to be given an opportunity to provide input on items before governmental body consideration of an item. This opportunity has been provided to members of the public at RTC meetings since September 2019, and to date no members of the public have commented at meetings. RTC draft rules to accept public comments were provided in Electronic Item 3.1 and an example of the Speaker Request Card was provided in Electronic Item 3.2. Ms. Wilson noted that proposed rules were presented in detail at the January 24, 2020, meeting and there have been no revisions since that time. Details were also provided in Electronic Item 3.3. As part of development of the draft rules, staff benchmarked local governments in the region as well as other metropolitan planning organizations in Texas and feel that appropriate procedures to receive public comments at RTC meetings have been developed. She noted that the draft rules have been available through a 45-day public comment period since the rules will be added as an Appendix to the Public Participation Plan. To date, two public comments have been received related to appreciation to the legislature for

the opportunity to comment and that the rules as drafted seem reasonable. A motion was made to recommend Regional Transportation Council approval of the Rules for Public Comments at Regional Transportation Council Meetings in Electronic Item 3.1. John Polster (M); Mike Galizio (S). The motion passed unanimously.

4. **Trinity River Vision Bridge Project Funding Increase:** Michael Morris presented a proposed funding increase for the Trinity River Vision (TRV) Bridge project. He discussed the history of the project which began with the United States Army Corps of Engineers (USACE) request to create a bypass channel on the Trinity River north of Downtown Fort Worth. The project includes three bridges on Henderson Street, North Main Street, and White Settlement Road that are currently under construction. The bridges were built at these specific locations due to the foundational elements of the bypass channel that were to be built at the same time as the bridges. During initial project discussions, other bridge options were considered. However, substituting bridge design would have changed other elements of the project so staff agreed to move forward with the bridge design provided by the USACE. The Texas Department of Transportation (TxDOT) has negotiated and funded the contractor for the bridges. In order to better meet the end dates for the project, the Regional Transportation Council has been asked to fund the anticipated bridge cost increase and to reimburse TxDOT for the payment it has made to the contractor. The original project amount is approximately \$69.9 million, and the new projected cost is estimated at \$89.3 million. This leaves a shortfall of approximately \$19.4 million. Staff proposed an additional \$20 million is needed to cover the cost overrun, with \$15 million provided as a grant and \$5 million to be repaid with interest by the City of Fort Worth and other local partners over ten years. Details were provided in Electronic Item 4. A motion was made to recommend Regional Transportation Council approval to provide an additional \$20 million to cover the cost overrun of the Trinity River Vision Bridges project, with \$15 million as a grant and \$5 million to be repaid with interest by the City of Fort Worth and other local partners over ten years. Action also included a recommendation that staff administratively amend the Transportation Improvement Program/Statewide Transportation Improvement Program and other planning documents as needed. John Polster (M); Katherine Beck (S). The motion passed unanimously.

5. **Update on Regional Transportation Council Action for the Virgin Hyperloop One Certification Center Proposal Response:** Michael Morris provided an update on the response to the Virgin Hyperloop One (VHO) Certification Center Request for Proposals presented to the Regional Transportation Council (RTC) at its February 27, 2020, meeting. Members were provided a copy of the November 14, 2019, RTC resolution approving the submittal of a response to VHO in Electronic Item 5.1. In response to an Open Records request received by the North Central Texas Council of Governments (NCTCOG), legal staff requested an opinion from the Attorney General which was provided in Electronic Item 5.2. Electronic Item 5.3 contained information regarding the hyperloop technology, proposed Hyperloop Certification Center route, implications to existing and future mobility plans, and proposed funding. At its February 27, 2020, meeting, the RTC approved the draft resolution provided in Electronic Item 5.4 with additional language proposed by members at the meeting reaffirming high-speed transportation access within the City of Arlington is contingent on its "significant participation" in one of the existing three public transportation authorities. The RTC also approved a letter to the United States Department of Transportation Secretary, provided in Electronic Item 5.5. Mr. Morris noted members additionally approved a policy position welcoming VHO to the region, distributed at the meeting in Reference Item 5.6. He noted Virgin Hyperloop One has selected the SH 360 and Dallas Fort Worth International Airport corridor as its preferred option, which will provide significant outyear benefits and a potential early certification component for goods movement. IH 635 east of the airport is a contingency option. Mr. Morris also reviewed proposed funding for the project. Because of the low emissions of the

hyperloop technology and the goods movement potential, NCTCOG proposed the RTC pursue approximately \$50-100 million in Texas Emissions Reduction Program air quality funds for the project. In addition, staff proposed the RTC pursue with the Federal Railroad Administration \$50-100 million of the \$900 million high-speed rail funds returned from California. NCTCOG staff has also applied for \$30 million in Fiscal Year 2020 Infrastructure for Rebuilding America funds. Also proposed was a request for the Texas Legislative Budget Board to allocate \$10-\$30 million of the \$160 million in AirCheckTexas funds being held by the State for air quality enhancement projects. NCTCOG staff also proposed \$40 million in Surface Transportation Block Grant Program funds and \$10 million in RTC Local funds be contributed to the project. Approximately \$2.5 million of the RTC Local funds will be used for University partnerships. Transportation Development Credits, as well as Carbon Credits will also be requested. If short-listed for Round 3 of the proposal process, NCTCOG will work with the Texas Transportation Commission and/or Governor's Office to request Category 12 Strategic Priority funds be allocated to the project, request funds from the Environmental Protection Agency/Department of Energy due to the energy elements of the project, pursue interest by the private sector, and discuss potential city and county contributions. Mr. Morris also presented Mobility 2045 high-speed recommendations, as well as the proposed Hyperloop Certification Center location in relation to the high-speed rail recommendations. If hyperloop technology is selected for the east/west high-speed corridor, travel will be possible from Downtown Dallas and Downtown Fort Worth directly to the Dallas Fort Worth International Airport with travel time anticipated at approximately 7 minutes. He also highlighted the typical technology sections of the hyperloop for various portions of the project and the use of autonomous transit. Staff will continue to provide updates to members if the region is shortlisted for Round 3 of the VHO Hyperloop Certification Center proposal process.

6. **Next Steps with the Texas Department of Transportation and 2021 Unified**

Transportation Program: Michael Morris presented the latest efforts regarding the partnership with the Texas Department of Transportation (TxDOT) and the 2021 Unified Transportation Program (UTP). Electronic Item 6.1 contained information from the last Texas Transportation Commission (TTC) meeting. The latest funding targets from TxDOT were provided in Electronic Item 6.2, and a summary presentation was included in Electronic Item 6.3. He highlighted discussion at the February 27, 2020, Regional Transportation Council (RTC) meeting and the responsibilities of the RTC as the Metropolitan Planning Organization (MPO), as well as the responsibilities of the State Legislature and Texas Transportation Commission. Because of the region's interest to bring back funding tools, North Central Texas Council of Governments (NCTCOG) staff presented four tolled managed lanes projects that it directly submitted to TxDOT Headquarters for funding consideration in the UTP. Following the presentation, the current private-sector provider for SH 183 contacted NCTCOG regarding capacity improvements that will be triggered immediately. The capacity improvements total approximately \$162 million to be paid by the private sector. These improvements will create a lane imbalance near Dallas Fort Worth International Airport, and the private sector has proposed an additional \$860 million of improvements as an extension of the current facility to balance lanes between SH 121 and SH 161. In addition, \$270 million is proposed for payment to TxDOT for lane balance improvements east of SH 161 for a total of \$1.3 billion to the region. NCTCOG staff requested that the RTC Chair engage the TTC Chair regarding options for the projects to proceed into the 2021 UTP and the region and State receive the benefit of \$1.3 billion in improvements paid by the private sector. In addition, Mr. Morris discussed conversations with the TTC Chair that the Commission would propose at its March meeting to fund IH 35 in Austin with revenues from across the state. As a result of the proposal for IH 35 in Austin, RTC members were asked to respond with measured outrage for Plan A and propose Plan B which is a win-win situation for Austin and the State. Plan A, proposed by the TTC, would require an additional \$3.4 billion in Category 12 Strategic Priority funds, as well as

another \$300 million totaling \$7.5 billion for the project. As part of the funding, the Austin MPO would be required to delete approximately \$600 million in projects. He noted there are significant funds currently on the project to build the IH 35 in Austin with tolled managed lanes, similar to IH 635 East or the North Tarrant Express, which would provide additional revenue for use on the project and prevent funds from being swept statewide. As a result of the TTC's proposal, there would be a \$1 billion impact to the region, which contradicts the current relationship with the TTC for formula allocation. NCTCOG staff will be communicating the value of a Plan B option to the TTC, Governor's Office, Lieutenant Governor's Office, the private sector, the North Texas legislative delegation, Attorney General's Office, and the Austin MPO. Mr. Morris noted that the public meeting on the IH 35 project in Austin is scheduled for March 12, 2020. The public comment period will be March 13-April 13, 2020, and the public hearing is scheduled for April 7, 2020. He added that NCTCOG staff will prepare an action plan for RTC consideration at its March 12, 2020, meeting. John Polster noted he attended the February 27, 2020, TTC meeting and that he believes the project will not be able to meet its environmental clearance deadline. He encouraged the region to continue moving projects forward to implementation so that projects are ready to proceed when funding is available. Staff will continue to provide updates to members.

7. **Mobility 2045 Update (High-Speed Rail Recommendations):** Kevin Feldt presented Mobility 2045 high-speed rail recommendations. During the January 9, 2020, Regional Transportation Council (RTC) meetings members requested a discussion and clarification regarding future high-speed transportation opportunities. Various high-speed technology terminology was highlighted that explains the differences in speed and other aspects of conventional passenger rail, higher-speed rail, high-speed regional rail, and high-speed express rail. Two of the primary technologies staff have been investigating in the region are high-speed rail and hyperloop. High-speed transportation projects included in Mobility 2045 were highlighted, which include three major projects: 1) the Fort Worth to Laredo high-speed transportation study, 2) the Dallas-Fort Worth high-speed transportation connections study, and 3) the Dallas to Houston high-speed rail project. The Fort Worth to Laredo high-speed transportation study is a bridge to a future study. The Texas Department of Transportation has received the Environmental Impact Statement (EIS) Record of Decision Tier 1 recommendation and the North Central Texas Council of Governments study final report is expected in March 2020. The petition for rulemaking for a Rule of Particular Applicability has been granted by the Federal Railroad Administration for the Dallas to Houston project. The Rule of Particular Applicability means a particular technology can be used in the corridor. The Final Rule of Particular Applicability and EIS Record of Decision is anticipated later in 2020. In addition, he noted the procurement process is underway for the Fort Worth to Dallas corridor. An alternatives analysis will be conducted, as well as development of the environmental document which will primarily be completed with consultant assistance. Focus will be on connecting with other high-speed projects and transportation access. Coordination with the Federal Railroad Administration and Federal Transit Administration will continue. Mr. Feldt also highlighted high-speed transportation recommendations to connect to the north and east through Oklahoma City, to the south and east through Lafayette/Baton Rouge, and also to Austin and San Antonio to the south. He also noted how the recommendations tie into the intercity passenger rail network vision for the Federal Railroad Administration. Committee Chair Bryan Beck asked if Texas Central prevailed in its Surface Transportation Board action on condemnation authority. Mr. Feldt noted the decision remains pending.
8. **Metropolitan Transportation Plan Schedule:** Kevin Feldt highlighted efforts to update Mobility 2045. Mobility 2045 was adopted by the Regional Transportation Council (RTC) on June 14, 2018, and federal law requires the region must update its long-range transportation plan every four years. In addition, transportation conformity will expire November 21, 2022.

North Central Texas Council of Governments (NCTCOG) staff plan to complete an update of Mobility 2045 in 2022. The update will incorporate a new Transportation Improvement Program and partner coordination will begin in March 2020 to determine project refinements to be included in the updated plan. The horizon year will remain 2045, with a base year of 2020. In addition, the update will incorporate revised 2045 demographics as well as a revised 2045 revenue forecast. Mr. Feldt discussed the Mobility Plan foundation and development, as well as the vision to improve the region's mobility today and tomorrow by embracing technology and innovation. Goals for the updated plan remain the same and include mobility, quality of life, system sustainability, and implementation. NCTCOG staff has begun identifying objectives for the update, as well as developing performance measures, setting targets and initiating coordination efforts. RTC adoption of the final document is anticipated in June 2022 with transportation conformity anticipated in November 2022. Staff will continue to provide updates to members.

9. **2021-2024 Transportation Improvement Program Draft Listings:** Brian Dell briefed the Committee on the status of the 2021-2024 Transportation Improvement Program (TIP) development process. The TIP is a federally mandated funding document that inventories all transportation projects in the region that are funded with various federal, State, and local sources. The document is developed every two years through a cooperative effort among the North Central Texas Council of Governments (NCTCOG), Texas Department of Transportation, local governments, and transit/transportation agencies and is modified on a quarterly basis. The development process was reviewed, and it was noted that NCTCOG staff is currently soliciting public comment and Committee/Council input on the financially constrained draft project listings provided at https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Fund/TIP/21-24TIP/21_24DraftProjectListings.pdf. He noted the draft listings include projects currently approved in the 2019-2022 TIP in white and proposed changes in grey and are financially constrained to the 2020 Unified Transportation Program allocations. Since a new TIP is often over programmed in the first fiscal year, surveys have been sent to agencies that have a project or phase in Fiscal Year (FY) 2021 to receive more clarity on project schedules and determine which project phases will actually be ready to proceed in FY2021. Failure to provide a survey response will cause projects to be pushed to a later year. Mr. Dell noted that the draft 2021-2024 TIP listings currently contain approximately \$13.3 billion in projects. This is made up of approximately \$7.6 billion in federal commitments, \$2.1 billion in State commitments, with the remaining commitments from regional, local, and transit sources. A total of 945 projects from 66 project sponsors are included in the listings. Members were asked to review their project listings and it was noted that the draft listings will change as comments are received. In addition, he reminded members that projects include in the final 2021-2024 TIP will be a subset of all projects and only include those with funding in FY2021-FY2024. Projects in FY2025 and later will be included in the environmental clearance appendix of the TIP (Appendix D). Members were also reminded that FY2020 projects will not automatically carry over to the 2021-2024 TIP. A timeline for the effort was reviewed. The deadline for providing comments on the draft listings is April 9, 2020, and final projects listings will be presented to the Committee for action at its April 24, 2020, meeting. Additional details were provided in Electronic Item 9.
10. **Clean Cities Annual Survey Results and Coalition Update:** Bailey Muller provided an update on the status of the Dallas-Fort Worth Clean Cities Coalition annual survey through which agencies provide information about local alternative fuel fleets and other fuel-saving activities. Last year, over 6,800 alternative fuel vehicles were reported in the region through the annual survey and include a diverse breakdown of vehicle types. The number one reported vehicle type was hybrid vehicles, with compressed natural gas vehicles providing the greatest impact. Of the total, she noted that approximately 2,300 biodiesel vehicles were reported, but

are not adding nitrogen oxides reductions, which is a focus of promoting alternative fuels use since the region is in nonattainment. Members were encouraged to diversify their fleets for the greatest air quality impact. As of last year, alternative fuel vehicles have had an impact of over 23 million gasoline gallon equivalents reduced. This equates to approximately one ton per day of reduction which is nearly half of the Regional Transportation Council air quality initiatives that are credited to reducing a total of approximately 2.12 tons per day. The historical breakdown of gasoline gallon equivalent reductions was highlighted. The Coalition has a goal of increasing energy use impacts by 15 percent each year, with the 2019 goal established at 26.7 million of gasoline gallon equivalents reduced. Ms. Muller noted the importance of completing the annual report, as well as the Fleet Recognition award winners for 2019. For the first time, participating entities achieved gold fleet recognition: City of Euless, City of Southlake, and Dallas Area Rapid Transit. Silver and bronze winners were also recognized. She also noted that this year marks the 25th anniversary of the Dallas-Fort Worth Clean Cities Coalition and highlighted new efforts for 2020. Details were provided in Electronic Item 10. Members were reminded that entities have until March 14 to submit the 2019 annual survey. Additional information is available at www.dfwcleancities.org/annualreport.

11. **Fast Facts:** Amy Johnson reminded members that the early deadline for submittals to the fourth round of the Metropolitan Transportation Plan Policy Bundle is March 20, 2020, and the final deadline is April 27, 2020. Details were provided in Electronic Item 11.1 and also available at www.nctcog.org/policybundle.

Daniel Snyder provided information regarding the upcoming Federal Highway Administration Designing for Pedestrian Safety Workshop. Information addressing pedestrian safety challenges encountered by the region will be presented. Details were provided in Electronic Item 11.2 and are also available at www.nctcog.org/pedsafety.

Daniel Snyder also provided information on the April 2, 2020, Bicycle/Pedestrian Count Workshop. The workshop will help attendees better understand the details needed to begin collecting and managing bicycle count data at the local level. A survey was provided to members requesting agencies indicate their interest in participating in the workshop, as well as the desired topics.

Ernest Huffman highlighted an upcoming Know Before You Fly Your Drone Workshop schedule March 28, 2020. He encouraged members to share the information on their entities' event and social media pages. Details were provided in Electronic Item 11.3 and a copy of the flyer was distributed at the meeting.

Bethany Hyatt discussed the Dallas-Fort Worth Clean Cities joint meeting with the National Association of Fleet Administrators schedule for 9 am on March 25, 2020. Details are available at www.dfwcleancities.org/dfw-clean-cities-meetings.

Bethany Hyatt also highlighted current air quality funding opportunities for vehicles available for review at www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle.

Carli Baylor noted that January online input opportunity minutes were provided in Electronic Item 11.4. Unified Planning Work Program modifications were posted online January 13-February 11, 2020, for review and comment. Draft Rules for Public Comments at Regional Transportation Council meetings were also posted online for a 45-day public comment period.

Carli Baylor also noted that a public meeting is scheduled for March 9, 2020, at the North Central Texas Council of Governments. Topics will include transportation funding and air quality initiatives. Details were provided in Electronic Item 11.5.

Victor Henderson noted that Electronic Item 11.6 contained the current Public Comments Report that includes general public comments received from December 20, 2019, to January 19, 2020. Bicycle and pedestrian comments, as well as comments regarding the Trail of the Month video were in the majority.

The current Local Motion was provided in Electronic 11.7.

12. **Other Business (Old and New)**: Chad Edwards noted earlier in the day it was announced that Trinity Metro is authorized to use the remaining federal funds from the TEXRail project for an extension of the commuter rail line to the Medical District Station.
13. **Next Meeting**: The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on March 27, 2020, at the North Central Texas Council of Governments.

The meeting adjourned at 3:00 pm.