

MINUTES

SURFACE TRANSPORTATION TECHNICAL COMMITTEE January 22, 2021

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, January 22, 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 December 4, 2020, Minutes:** The minutes of the December 4, 2020, meeting were approved as submitted in Electronic Item 1. Jim O'Connor (M); Alonzo Liñán (S). The motion passed unanimously.
2. **Consent Agenda:** The following items were included on the Consent Agenda.
 - 2.1. **Fiscal Year 2021 Education Campaigns for Transportation Initiatives: Phase 2:** Committee support for the Regional Transportation Council to recommend North Central Texas Council of Governments Executive Board approval of \$1,485,500 in funding for education campaigns for transportation initiatives was requested. The benefits of the initiative and cost savings obtained from bulk education campaign purchasing for the Transportation Department, primarily from Fiscal Year 2019, was provided in Electronic Item 2.1.1. Additional information on Phase 1 and Phase 2 was provided in Electronic Item 2.1.2.
 - 2.2. **Endorsement of Regional Transportation Council Local Contingency for Fiscal Year 2021 Regional Aerial Photography Program:** Endorsement of Regional Transportation Council (RTC) approval of a \$1.8 million cash flow contingency in RTC Local funds to cover the costs of the Fiscal Year 2021 Regional Aerial Photography Program, in the event federal funds are not available, was requested.
 - 2.3. **Grand Prairie Incident Management Vehicles:** Endorsement of Regional Transportation Council (RTC) approval to use \$65,900 in RTC Local funding to fund the Grand Prairie Incident Management Blocking Equipment Pilot Project was requested. Additional information about the request was provided in Electronic Item 2.3.

A motion was made to approve the items on the Consent Agenda. Daniel Vedral (M); Chad Edwards (S). The motion passed unanimously.

3. **Update on the 2021-2024 Transportation Improvement Program and Statewide Transportation Improvement Program Timeline and Changes Resulting from Statewide Financial Constraints:** Rylea Roderick briefed the Committee on the altered 2021-2024 Transportation Improvement Program (TIP)/Statewide TIP (STIP) approval timeline and highlighted proposed revisions to the 2021-2024 TIP/STIP listings. The 2021-2024 TIP/STIP was submitted to the Texas Department of Transportation (TxDOT) in June 2020. Around the time of the submittal, staff learned the approval of the STIP would be delayed due to issues balancing project programming to available revenues statewide. As a result, the TxDOT Planning and Programming Division requested several changes to project fiscal years for selected projects. Until these changes are made, the 2019-022 TIP/STIP will remain in effect. The primary impact of the delay is on any projects that were newly added or changed substantially in the 2021-2024 TIP since funding agreements or new federal/State actions for these projects cannot be executed until the STIP is approved. Changes to

projects requested through the November 2020 TIP modification cycle have also been delayed, and the February 2021 TIP modification cycle will also be impacted. To resolve these issues, November 2020 and February 2021 TIP revisions as well as TxDOT recommended changes to balance statewide fiscal constraints will be incorporated into the original 2021-2024 TIP/STIP submission. TxDOT approval of the updated 2021-2024 TIP/STIP documents is anticipated in late March 2021 and US Department of Transportation (USDOT) approval in May 2021. This delay and the timeline for approval will have further impacts on the TIP for the remainder of Fiscal Year 2021. Since the May 2021 STIP revision cycle coincides with USDOT review of the new TIP/STIP, TxDOT anticipates cancelling the May 2021 TIP revision cycle meaning the next deadline for TIP modification requests would be the August 2021 cycle, with April 26, 2021, as the deadline for modifications requests to the North Central Texas Council of Governments (NCTCOG). Resulting STIP revision approval would be anticipated in late September or early October 2021. Because of these delays, new projects in FY2021 will be very limited and more new funding would not be available until FY2022 or later. As a part of the updates that NCTCOG will submit to the State later this month or early February, Regional Transportation Council (RTC) approval is needed for 13 projects TxDOT has identified as needing to be moved due to financial constraints. Since the 2021-2024 TIP/STIP project listing was approved by the RTC, 34 projects have obligated and no longer need to be double listed in the new TIP. In addition, three revisions from the November cycle were initially processed administratively but have been amended and now require RTC approval, as well as one project from the original 2021-2024 TIP/STIP project listing that has also changed and requires RTC approval. Resulting revisions to the 2021-2024 TIP were provided in Electronic Item 3.1 and additional information about the effort was provided in Electronic Item 3.2. John Polster asked when projects with pending Advanced Funding Agreements can be executed based on the requested action. Ms. Roderick noted that as currently anticipated, USDOT approval is anticipated by May 2021 and agreements could be executed after approval. A motion was made to recommend Regional Transportation Council approval of the changes to projects in the 2021-2024 Transportation Improvement Program/Statewide Transportation Improvement Program requiring Regional Transportation Council action, provided in Electronic Item 3.1. Action also included a recommendation for staff to administratively amend other planning and administration documents as needed. Robert Woodbury (M); John Polster (S). The motion passed unanimously.

4. **Federal Transit Administration Funding Allocations in Response to COVID Relief 2.0 Funding Authorization:** Edgar Hernandez presented a recommendation for Regional Transportation Council (RTC) approval of United States Department of Transportation (USDOT) Federal Transit Administration (FTA) funding allocations in response to COVID-19. A summary of the first round of emergency funds made available through the Coronavirus Aid, Relief, and Economic Security (CARES) Act was provided. The second round of funding is provided through the Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA). The primary objective of CRRSAA is to ensure that public transit agencies receive sufficient funding under the second bill, when combined with the CARES Act apportionments, to equal at least 75 percent of urbanized areas' public transit operating costs. For North Texas, this means that the largest transit providers in the region will receive additional funding. The North Central Texas Council of Governments (NCTCOG) will not be retaining any funds for administrative purposes to direct the maximum amount available coming through CRRSAA to transit providers. CRRSAA provides \$14 billion nationwide in additional emergency funds to alleviate funding shortfalls for the nation's largest public transportation systems due to the COVID-19 public health emergency and also provides a small amount of funding under the Enhanced Mobility of Seniors and Individuals with Disabilities Program, Section 5310. Funding is provided at 100 percent federal share, with no local match required, and prioritizes the use of funds for operational and payroll needs and also supports expenses traditionally eligible under the funding

programs to prevent, prepare for, and respond to COVID-19. Expenses incurred on or after January 20, 2020, are eligible for reimbursement. In seeking RTC action as soon as possible and in line with what the bill prescribes, CRRSAA funding is not required to be included in the Transportation Improvement Program (TIP) but staff will be adding these funds to the TIP for informational and transparency purposes. Projects awarded under the Section 5310 Program in the region must be included in or be consistent with Access North Texas. As the region's MPO, NCTCOG is the designated recipient of FTA Urbanized Area (UZA) formula funds for North Texas. Available funding for North Texas includes: Dallas-Fort Worth-Arlington UZA, \$128,511,228 in Section 5307 and \$661,250 in Section 5310; and Denton Lewisville UZA, \$41,938 in Section 5310. In line with CRRSAA, qualifying recipients will receive Section 5307 funding based on 2018 operating expenses as reported to the National Transit Database. In line with the bill, the FTA allocated funds to address funding shortfalls currently experienced by large public transportation agencies with high operating costs so as such funding is being proposed for allocation per CRRSAA precedence. The bill outlined that any Section 5307 Emergency Assistance funding (CARES Act and CRRSAA apportionments) for urbanized areas cannot exceed 75 percent of the total urbanized area operating expenses as reported to the 2018 National Transit Database. Qualifying recipients will receive Section 5310 funding based on eligibility and overall need. Projects must be included in or consistent with Access North Texas and follow the normal TIP process. The allocation methodology used data from 2018 operating expenses and the CARES Act suballocation tables. Since Dallas Area Rapid Transit (DART) is the only transit provider that has not yet exceeded 75 percent of the 2018 operating expenses, staff recommended the full amount under Section 5307 for the Dallas-Fort Worth-Arlington UZA be allocated to DART. All other transit providers have exceeded the 75 percent threshold due to CARES Act funding. Mr. Hernandez reviewed the schedule for the effort noting that RTC action would be requested at the February 11, 2021, meeting.

Fred Crosley, Trinity Metro, proposed a revised motion for North Central Texas Council of Governments staff to reconsider the allocation methodology for funds and discuss such methodology with all transit authorities prior to Surface Transportation Technical Committee (STTC) and RTC approval. He noted that Trinity Metro has concerns about whether it is appropriate or required by law that the 75 percent funding threshold for urbanized areas should be pushed down to the agency level. Trinity Metro staff would like to consult with its counselors and have more time to understand the allocation methodology. Michael Morris noted that Congress has indicated that entities provided more than 75 percent of their operating costs in the first round of funding are not eligible in the second round of funding. He noted that if members would consider moving ahead with approval assuming that staff's interpretation is correct in order for the item to continue to the RTC, then staff will review the allocation methodology. If staff's interpretation is found to be incorrect and there is flexibility in applying the 75 percent threshold, staff would bring the item back to the Committee previous to requesting RTC action. Discussion continued. Phil Dupler, Trinity Metro, noted that the agency would also like to ensure the number used in staff's chart is correct for 2018 operating expenses and that 2018 was before TEXRAIL operations began. He added that pushing the 75 percent threshold back to the entire urbanized area is maybe more equitable. Chad Edwards asked if the 75 percent threshold was identified in the CARES Act. Mr. Hernandez noted the CARES act allocated funding to individual agencies based on formula and did not include a 75 percent cap. CRRSAA stated that large agencies received less than they should have under the CARES Act. Referencing slide 6 of the presentation, he noted that DART is the only agency that did not receive enough funding to cover its operating expenses as report to the National Transit Database in 2018. CRRSAA states that any urbanized areas that did not received 75 percent of the operating expenses attributable to that urbanized area will receive additional funding. Mr. Edwards asked if Mr. Crosley was open to amending his motion to recommend RTC approval of staff recommendations pending staff review to determine if interpretation of CRRSAA is correct. If CRRSAA does

allow greater flexibility, staff will bring the item back to the Committee prior to requesting RTC approval. Mr. Crosley was agreeable to amending his original motion. Eron Linn noted that DART supported the amended motion. An amended motion was made to recommend Regional Transportation Council approval of the funding allocation proposed in Electronic Item 4 and to revise administrative documents as appropriate to incorporate the additional funds. Presentation to the RTC of the proposed recommendations is contingent on staff review of CRRSAA and coordination with transit authorities to determine if the methodology for funding allocations gives flexibility for MPOs to allocate money within the urbanized region. If staff's recommendation follows the congressional intent of CRRSAA and there is no flexibility, staff recommendations will be presented to the RTC. Fred Crosley (M); Chad Edwards (S). The motion passed unanimously.

5. **2020 Metropolitan Planning Organization Milestone Policy Implementation (Round 2):** Brian Dell presented proposed recommendations and deadlines for the projects in the second round of the Metropolitan Planning Organization (MPO) Milestone Policy. The first round of the MPO Milestone Policy was adopted by the Regional Transportation Council (RTC) in June 2015, reviewed projects selected from 1992 to 2005 that had not been implemented and was successful in getting 51 out of 57 projects to construction. The second MPO Milestone Policy effort began in November 2019. Projects impacted through this round were primarily those funded between 2006 and 2010 that had not let or obligated as of December 2019. The effort also included projects funded prior to 2006 that had let but have had implementation issues, those funded with RTC-selected sources, locally funded projects that were being tracked because of regional significance, and a few projects funded with Congressional earmarks that are subject to rescission. The reapproval process was covered. Agencies with projects on the Milestone Policy list were notified by letter and notified once again when the deadline to provide responses was extended due to COVID-19 impacts. Agencies were required to reconfirm the projects as a priority by providing a realistic and achievable schedule that was vetted by the North Central Texas Council of Governments (NCTCOG) and Texas Department of Transportation, providing documentation of policy board support, and documenting that any required local match was still available. A summary of the 41 projects and funding proposed for cancellation, as well as projects under construction/complete or letting in the future was provided. The draft list of proposed recommendations for the projects was provided in Electronic Item 5.1 and details on the MPO Milestone Policy were provided in Electronic Item 5.2. Mr. Dell noted that when presented for information, it was noted now that the program is established and agencies understand the implications of setting their schedules, staff proposed that there would no longer be a one-year grace period and further extensions would not be offered to projects that missed their deadlines. Staff proposed that failure to meet the schedules set forth will result in automatic removal of funding from a project. The schedule for this effort was reviewed and an overview of the requested action was provided which included the cancellation of projects, and the revised Milestone Policy procedures. John Polster noted that he understood the policy and did not suggest that it be changed but noted that it seemed extreme for a project to be automatically canceled. Several members agreed with the intent of the policy and discussed alternatives to funding being automatically removed from a project as part of the policy. NCTCOG staff noted that project delays are understood, and that staff is also aware of the implications of canceling projects. It was also noted that local governments have the ability to build as much extra time into the schedule as they feel is necessary to account for potential delays. NCTCOG staff discussed how the continued delay of projects could put funding at risk. John Polster suggested that between now and the February 11, 2021, Regional Transportation Council meeting, language be crafted that supports enforcement of an established deadline for projects, but that projects are not automatically canceled. In order that a project not be canceled, the implementing agency must make a final appeal to the Committee and RTC with financial consideration given to minimize any impacts to the RTC. A motion was made to recommend Regional

Transportation Council approval of the proposed recommendations outlined in Electronic Item 5.1 as well as the established deadlines for each project (end of the fiscal year in which it is scheduled to let). As part of the motion, North Central Texas Council of Governments staff committed to revise the Milestone Policy procedures before the February 11, 2021, Regional Transportation Council meeting to address the request that projects not be automatically cancelled. Action also included a recommendation for staff to administratively amend the Transportation Improvement Program/Statewide Transportation Improvement Program and other administrative/planning documents as needed. John Polster (M); Bryan Beck (S). The motion passed unanimously.

6. **Section 214/USACE Update:** Jeff Neal provided an overview of the status of the Memorandum of Agreement (MOA) with the United States Army Corps of Engineers (USACE) under Section 214. The partnership with the USACE was initiated through a pilot program in 2008 to allow the USACE to receive funds from a nonfederal entity to expedite the development and approval of section 404 and 408 water permits for regionally significant transportation projects. Since inception a total of \$3.1 million has been dedicated to the program. Partner agencies have expressed a high level of satisfaction with the program and performance measures have exceeded expectations. The program has allowed for the withdrawal of unnecessary permits, processing of nationwide permits as opposed to individual permits, and development of a Regional General Permit to expedite 404 permits during the 408-permit process. A reduction in mitigation requirements has also been realized, as well as cost savings and reductions of impacts to the ecosystem. An overview of permit decisions under the MOA to date was provided, which have resulted in increases in actions taken by the USACE as well as enhanced processing timeframes, which also results in cost savings. These successes have provided both cost and time savings to several major projects within the region. Mr. Neal noted that all participating partner agencies have expressed a high level of satisfaction with the program and performance measures have exceeded expectations and have also expressed interest in continuing the program. The current MOA expires in September 2022 and staff is working to create a new agreement with the USACE. Clarence Daugherty asked if the MOAs allow for other coordination efforts with the USACE such as right-of-way near lakes. Mr. Neal noted that the current MOA with the USACE is to expedite 404/408 permits. Michael Morris added that if an entity believes it would be beneficial to develop a program to advance other work with the USACE that the entity submits a request through the Unified Planning Work Program development process.
7. **Dallas-Fort Worth High-Speed Transportation Connections Study Update:** Kevin Feldt presented an update regarding the Dallas to Fort Worth High-Speed Transportation (DFW HST) Connections Study. The objective of the study is to evaluate high-speed transportation alternatives, both alignments and technology, to connect Dallas-Fort Worth to other proposed high-performance passenger systems in the state and enhance and connect the Dallas-Fort Worth regional transportation system, as well as eventually obtain federal environmental approval of the viable alternative. The draft preliminary project purpose is to connect downtown Dallas and downtown Fort Worth, providing an alternative to travel by automobile, advance the State high-performance trail transportation network, support economic development opportunities and enhance connectivity. The initial set of alignments and corridors was highlighted, as well as the initial modes of transportation to be considered. Evaluation of alternatives includes three levels: 1) Level 1, Purpose and Need; 2) Level 2, Fatal Flaw and Ranking; and 3) Detailed Evaluation. Primary and secondary Level 1 screening results were highlighted, and as a result on IH 30 (12 alignments) and SH 180 (11 alignments) corridors and all technologies other than conventional rail were carried forward into Level 2 screening. From the Level 2 screening, 7 of the 12 IH 30 alignments were recommended for Level 3 screening, as well as 3 of the 11 SH 180 alignments. High-speed rail, maglev, and hyperloop were recommended as technologies for Level 3 screening. He noted Level 2 screening results are preliminary and will be presented

at upcoming public meetings. Also highlighted were public and agency engagement efforts that have included elected official briefing, technical working groups, and public meetings. In addition, a Technology Forum workshop was held as well as one-on-one meetings with technology providers. Mr. Feldt noted staff is approximately two thirds of the way through the Phase 1 schedule and will soon begin to develop initial design options for the corridors advancing to Level 3 screening, develop alignments within each corridor for transportation technology modes advancing through the Level 2 screening, with anticipated completion by the end of March 2021. This work will support Level 3 screening, the detailed evaluation, to determine potential technology and alignment recommendations for Phase 2. The detailed evaluation will look at costs; potential impacts to sensitive social, biological and/or cultural areas; potential community impacts; and constructability/operability. Members were asked to provide comments on the draft Level 3 screening criteria. It was noted the primary reason emerging technologies are not advancing is technology readiness. Clarence Daugherty discussed various criteria and asked if travel time was a weighted category due its relevance to the project. Staff noted that travel time was not weighted, and that a technology either did or did not meet the speed criteria. Chad Edwards thank North Central Texas Council of Governments staff for meeting with the City of Fort Worth about the project.

8. **Automated Vehicle Planning Project 2.1: Kick-Off Briefing:** Thomas Bamonte briefed the Committee on the Automated Vehicle Planning Project 2.1 (AV 2.1), a planning exercise designed to help the region prepare for higher levels of automation in the transportation sector. Through a procurement, a team headed by Kittelson & Associates was selected to assist staff in the planning process. Key tasks will look at how automated vehicle and associated technology can address current and anticipated mobility needs in the region. The planning process is expected to yield useful projects for community and regional planning. Members were encouraged to participate in one of the three opportunities that support the planning process. The first opportunity is the Project Advisory Committee. This committee will help shape the planning process, will meet bi-monthly over an 18-month schedule, and include six half-day virtual training workshops. Participants were encouraged to use this process to involve some of their younger colleagues to inspire the next generation of transportation professionals. Invitations are expected to go out by the end of the month. The second opportunity is broader stakeholder engagement. Members will be asked for recommendations of who should be included in the planning process. The third opportunity is a public engagement component for communities to learn about new technologies and project efforts. Members interested in participating in any of the opportunities were encouraged to contact staff.
9. **Director of Transportation Report Items:** Michael Morris provided an overview of current transportation items, including a summary on performance metrics to help understand the impacts of COVID-19 to the transportation system. He recognized North Central Texas Council of Governments (NCTCOG) staff member, Ernest Huffman, who recently received that Association for Unmanned Vehicle Systems International Lone Star's Excellence Award for his work on integrating Unmanned Aircraft Systems (UAS) into North Texas and advocating for advancement of UAS technologies. In addition, he noted that comments are being accepted on proposed amendments to the Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD). Members were notified by email, provided in Electronic Item 9.3, that NCTCOG would be providing comments and encouraged agencies to also provide comments. He also provided an overview of recent presentations on the top ten transportation technologies initiatives currently being pursued in the region. Additional information was provided in Electronic Item 9.1. The first technology highlighted was internet for all which will help with a variety of inequities such as access to education. In addition, the internet may help underserved population access healthy foods, address food deserts, provide access to telemedicine, and opportunities for online job recruiting. Another transportation technology initiative in the region is autonomous people movers. A

procurement is currently underway that includes light-weight vehicle structures and induction loops as a way to recharge the vehicles. This technology is proposed in Tarrant County and in the Midtown area east of the Galleria, and there may be other opportunities in the region such as in Las Colinas. Next, he highlighted next generation freeway design on roadways to be implemented at the time the project is designed in order to build for the use of autonomous vehicles. He also highlighted the use of induction loops in pavement for charging of electric vehicles during travel. Mr. Morris highlighted four major program areas presented in a recent presentation to highlight what the Regional Transportation Council (RTC) does in the region. The first area is partnering with agencies to build mega transportation projects like TEXRail, North Tarrant Express, IH 35 2E, and others. Also of importance, the RTC works with local governments on mixed-use development initiatives such as the General Electric test track, advancing 7th Street in Fort Worth, and Uptown. The third area is traditional transportation projects. The final element is the relationship with the State Legislature. He discussed the RTC's position of formula allocation and the desire that the \$2 billion diverted to other parts of the state is reimbursed. An option is the use of one public-private partnership (P3) that could generate enough money for the Texas Department of Transportation to reimburse the \$2 billion. As a reminder, he noted that Senator Nichols' letter from July 2016 supports formula allocation but added that there is a lot of work yet to be done in order to encourage the Texas Legislature to consider a P3 in the state. Mr. Morris also provided an overview of slides from Electronic Item 9.2, Changing Mobility: Data, Insights, and Delivering Innovative Projects During COVID Recovery. He highlighted impacts by mode of travel, noting that bicycle/pedestrian activity remains strong, freeways and toll roads remain strong, and transit ridership has improved. In addition, he discussed impacts to revenue as well as the lower cost of construction. The region continues efforts to implement projects in order to take advantage of the reduced construction costs. In addition, he noted that the next round of COVID-19 Infrastructure Improvement Program projects will be presented soon and that it may be an opportunity to encumber Congestion Mitigation and Air Quality Improvement Program and Surface Transportation Block Grant Program funds. The deadline for project applications is January 29, 2021. Committee Chair Brian Moen noted that the next Greater Dallas and Fort Worth TextITE Sections meeting is February 12, 2021, and discussion will include a summary of the changes to the MUTCD. He asked if there was any interest by Committee members for NCTCOG to facilitate discussion regarding the proposed amendments. Mr. Morris noted that NCTCOG is happy to play any role the Committee wishes, especially regarding the major elements of the manual but noted that it was not proposing to submit comments on behalf of other entities. Mr. Moen suggested that a NCTCOG summary of amendments and comments may be helpful. Mr. Morris noted the item would be added to the February 26, Committee agenda. John Polster noted he appreciated the overview from the Director on items of interest and that it was beneficial.

10. **Legislative Update:** Nicholas Allen provided a federal legislative update. At the end of December, Fiscal Year (FY) 2021 Appropriations and a COVID-19 stimulus relief package were approved. The bill includes \$25.3 billion for the United States Department of Transportation (USDOT) with funding levels as prescribed by the Fixing America's Surface Transportation (FAST) Act extension. Also included is \$1 billion in Better Utilizing Investments to Leverage Development (BUILD) grant funding, \$10 billion for State DOTs to be administered as Surface Transportation Block Grant funds, and \$14 billion for large public transit providers. The 117th Congressional session began January 3, 2021. Of note, the FAST Act one-year extension expires September 30, 2021, and the Administration has signaled that a new infrastructure bill is an early priority. Pete Buttigieg has been confirmed as the new USDOT Secretary of Transportation and new committee assignments have been made, with new members reflecting turnover. Mr. Allen also provided an update on State legislative actions. The 87th Texas Legislature convened on January 12, 2021, and the new Speaker of the House, Dade Phelan, was elected. In addition, the Comptroller released

biennial revenue estimates and the House and Senate released new safety protocols. Bill filings began in November and continue through March 12. In addition, Senate Transportation Committee assignments have been released, with Senator Robert Nichols named as the Chair and Senator Kel Seliger as the Vice Chair. Mr. Allen provided additional detail on the Comptroller biennial revenue estimate. During the 2022-2023 biennium, the State is expected to have an estimated \$112.5 billion in revenue available for general-purpose spending. The \$946 million shortfall is less than expected considering the events of 2020. Specifically related to transportation revenue, it is estimated that approximately \$2.3 billion in Proposition 1 Oil and Gas Severance Taxes revenue will be available in the biennium. In addition, a projected \$61 million transfer from the Proposition 7 Motor Vehicle Sales Tax and the full \$5 billion from the State Sales Tax are expected. Bill topics of interest to the Regional Transportation Council are being tracked and include bills related to funding, safety, high-speed rail, and air quality/alternative fuel. In addition, he noted that budget bills filed on January 21 will be examined in greater detail prior to the next Committee update. Staff will continue to provide weekly updates online at www.nctcog.org/legislative.

11. **Unmanned Aircraft Systems Draft Resolution:** Ernest Huffman presented a proposed Regional Transportation Council (RTC) resolution to support the safe and efficient integration of Unmanned Aircraft Systems (UAS) into the Dallas-Fort Worth transportation system. Elements of the draft resolution, provided in Electronic Item 11, were highlighted and include RTC support for: a continuous, comprehensive, and cooperative transportation planning process to integrate land-based and aerial-based transportation systems in a safe and cost-effective fashion to maximize economies of scale and improve mobility; safe and responsible UAS activity within the region including, but not limited to, medical supplies and package delivery, air taxi, public safety use, accident reconstruction, surveying, and other activities as identified in the future; agencies to support their public safety services use of UAS; to encourage agencies to work with the UAS industry to adopt “pilot” programs to demonstrate the technologies properly operated in and around a metropolitan area; educational institutions in North Texas to provide UAS-oriented educational offerings to help prepare the transportation workforce of the future; the development of UAS aircraft pilot certification standards and efforts to position North Texas as a center for UAS aircraft pilot training; and agencies to participate in the North Texas UAS Safety and Integration Task Force. Mr. Huffman noted the working group provides a forum that will allow cities to share their current use cases and policies and learn about other UAS use cases in the region. Involvement is important as UAS operation activities continue to advance in the region. The working group will categorize community concerns, inventory available applications for city use, inventory funding mechanism for city use, inventory training available to cities, identify how small UAS aircraft and other UAS operations can supplement existing transportation methods, and identify how UAS can replace existing transportation methods in emergency situations. The schedule for this effort was reviewed. Members were encouraged to review and provide comments on the resolution prior to requested RTC action on February 11, 2021. Brian Moen asked if cities would be encouraged to adopt a similar resolution as part of programs like the Metropolitan Transportation Plan Policy Bundle. Mr. Huffman noted that the North Central Texas Council of Governments (NCTCOG) would like city engagement but are not asking for individual city approval of the resolution at this time. Michael Morris noted that in the future, NCTCOG may come back to the Committee to determine inclusion of the resolution in other efforts, similar to air quality initiatives.
12. **Safety Performance Targets Update:** Kevin Kroll provided an update on the Roadway Safety Performance regional targets for the 2021-2022 target schedule. The status of the various federally required performance measures the North Central Texas Council of Governments (NCTCOG) tracks and monitors was highlighted. Roadway Safety (PM1) performance measure targets were first approved by the Regional Transportation Council (RTC) in December 2017. The established target was a 2 percent reduction by the target

year 2022 across each of the five performance measures: the number of fatalities and the rate of fatalities per 100 million vehicle miles traveled, serious injuries, and the rate of serious injuries and the number of non-motorized fatalities plus serious injuries. A Regional Safety Position that even one death on the transportation system is unacceptable was also established at that time. These targets have been affirmed annually and in May 2019, the Texas Transportation Commission (TTC) adopted Minute Order 115481 directing the Texas Department of Transportation (TxDOT) to work toward the goal of reducing the number of deaths on Texas roadways by half by the year 2035 and to zero by the year 2050. Mr. Kroll provided an overview of both the current trends within the state and region. Data from the past five years shows that both at the state and regional level, there has been an increase in the number of fatalities and in the number of non-motorized fatalities and serious injuries. Performance for the rate of fatalities, number of serious injuries, and rate of serious injuries has trended downward. When compared to established targets for both 2018 and 2019, the region has met targets across each of the performance measure types. Also highlighted was TxDOT and NCTCOG 2020 and 2021 performance targets and projections, with 2021 targets for TxDOT including the new 50 percent reduction by 2035 targets for fatalities and fatality rate. As the MPO, NCTCOG has the ability to either adopt TxDOT targets or establish its own targets. Given the uncertainty of COVID-19 impacts, NCTCOG decided that at this time it would better to continue with the existing 2 percent reduction for 2022 targets. In the coming year, staff will determine if adjustments to the 2022 targets are feasible. Mr. Kroll noted that while targets are a good performance monitoring tool, they do not necessarily inform how the region can reach those targets. NCTCOG has numerous safety-related programs and projects that help the region to meet targets and is seeking feedback from members on what projects and programs have been successful in their respective cities/counties. The schedule for Safety Performance target actions was highlighted which includes updates to the Surface Transportation Technical Committee, Regional Safety Advisory Committee, and the RTC.

13. **Dallas-Fort Worth Clean Fleet Recognition and Annual Survey Results:** Amy Hodges presented an update on the status of the Dallas-Fort Worth Clean Cities (DFWCC) Coalition Annual Survey and the Fleet Recognition awardees. As part of the mission as the Clean Cities Coalition, the North Central Texas Council of Governments (NCTCOG) works with fleets in the region to assist in the use of alternative fuels and encourage the implementation of various best practices to make the fleets more efficient and to reduce emissions and fuel consumption. This directly supports the air quality emphasis areas and our regional air quality goals. As part of efforts, each year NCTCOG collects fleet information that is centered around the use of alternative fuel vehicles and equipment and fleet efficiency improvements such as practices that reduce vehicle miles traveled, idling, and save fuel. The information is provided to the United States Department of Energy who produces an annual report available at www.dfwcleancities.org/annualreport. In 2019, 42 fleets reported and through their efforts approximately 26 million gasoline gallon equivalents were reduced as well as a reduction of approximately 420 tons of nitrogen oxides. In addition, energy impacts of fleets in the region were highlighted, as well as the breakdown of impact for greenhouse gas reductions, fine particular reductions, nitrogen oxides and number of vehicles. Ms. Hodges Three level of awards are given based emissions reduction, fuel consumption reduction, partnering with DFW Clean Cities, and ensuring familiarity with fleet goals. Bronze fleet winners included the cities of Arlington, Frisco, North Richland Hills, and Watauga, Tarrant County and the towns of Addison and Flower Mound, as well as Trinity Metro. Silver fleet winners include the cities of Bedford, Coppell, Irving, and Mesquite, as well as Denton and Prosper Independent School Districts. Gold fleet winners included the cities of Carrollton, Dallas, Denton, Euless, Lewisville and Southlake, as well as Dallas Area Rapid Transit and the Dallas Fort Worth International Airport. She noted that in the past year, NCTCOG introduced a new category of awards, Shining Stars, to recognize fleets that are making the greatest process in three areas: nitrogen oxides reduction, gasoline gallon

equivalent reduction, and transitioning to alternative fuels. Winners for greatest progress in nitrogen oxides reductions included Dallas Fort Worth International Airport and North Richland Hills; greatest progress in gasoline gallon equivalent reductions included City of Denton and SPAN Transit; and greatest progress in transitioning to alternative fuels included Trinity Metro and Denton Independent School District. Ms. Hodges noted that the next annual survey to collect 2020 fleet data will be available soon at www.dfwcleancities.org/annualreport. The deadline for responses is February 26, 2021. In addition, she noted NCTCOG recently celebrated its 25th anniversary as a Clean Cities Coalition and that a celebratory video was available at www.dfwcleancities.org. Details were provided in Electronic Item 13.

14. **Fast Facts:** Staff presentations were not given. Information was provided to members electronically for the following items.
 1. \$4 Million Advanced Transportation and Congestion Management Technologies Deployment (ACTMTD) Grant from the United States Department of Transportation Received for City of Dallas SM Wright Smart Corridor Project in Partnership with the Regional Transportation Council (<https://highways.dot.gov/newsroom/us-department-transportation-awards-496-million-advanced-transportation-and-congestion>)
 2. Upcoming Transit Studies Meetings (www.nctcog.org/transitstudies)
 - Tarrant County Stakeholder Advisory Group Meeting: January 28, 2021, 2:00 PM
 - South Dallas County Public Meeting: February 4, 2021, 6:00 PM
 - Denton County Initial Stakeholders Meeting: February 5, 2021, 1:30 PM
 - East Dallas, Kaufman, and Rockwall Counties Initial Stakeholders Meeting: February 12, 2021, 10:00 AM
 3. Auto Occupancy/High-Occupancy Vehicle Quarterly Subsidy Report (Electronic Item 14.1)
 4. Air North Texas Partner Awards (<https://www.airnorthtexas.org/partnerawards20>)
 5. Air Quality Funding Opportunities for Vehicles (<https://www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle>)
 6. Dallas-Fort Worth Clean Cities Upcoming Events (<https://www.dfwcleancities.org/dfw-clean-cities-meetings>)
 7. Status of Texas Volkswagen Environmental Mitigation Program Funding Programs (Electronic Item 14.2)
 8. East/West Equity Report (Electronic Item 14.3)
 9. Air Quality Fact Sheet (Spanish Translation) (Electronic Item 14.4)
 10. December Online Input Opportunity Minutes (Electronic Item 14.5)
 11. January Online Input Opportunity Notice (Electronic Item 14.6)
 12. Public Comments Report (Electronic Item 14.7)
 13. Written Progress Reports:
 - Local Motion (Electronic Item 14.8)
 - Partner Progress Reports (Electronic Item 14.9)
15. **Other Business (Old and New):** There was no discussion on this item.
16. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on February 26, 2021.

The meeting adjourned at 3:50 pm.