

## MINUTES

### **SURFACE TRANSPORTATION TECHNICAL COMMITTEE January 28, 2022**

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, January 28, 2022, 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 3, 2021, Minutes:** The minutes of the December 3, 2021, meeting were approved as submitted in Electronic Item 1. Melissa Baker (M); Paul Luedtke III (S). The motion passed unanimously.
2. **Consent Agenda:** The following items were included on the Consent Agenda.
  - 2.1. **Federal Functional Classification System Amendment:** A recommendation for Regional Transportation Council (RTC) approval of two amendments to the currently approved Federal Functional Classification System (FFCS). The proposed amendments were included as Electronic Item 2.1.1 and additional information was provided in Electronic Item 2.1.2.

A motion was made to approve this item. Kelly Porter (M); Brian Moen (S). The motion passed unanimously.

- 2.2. **Traffic Incident Management Regional Transportation Council Local Funds for Farmersville:** A request for approval of \$8,264.70 in Regional Transportation Council (RTC) local funding to fund the City of Farmersville Incident Management Trailer. Additional information on this funding source request is provided in Electronic Item 2.2.

A motion was made to approve this item. Clarence Daugherty (M); Jim O'Connor (S). The motion passed unanimously.

3. **MPO Milestone Policy Update:** Brian Dell presented the recommendations for three projects and provided the Committee with an update on the Milestone Policy Round 2 projects that have not let for construction. The objective of this policy is to ensure that projects that have been funded for at least ten years and have not gone to construction will be implemented in a timely fashion. Staff has been focused on this round for almost a year. The RTC approved a round of projects in February 2021. In February 2021, the deadlines were established for projects to go to construction. A revamped project tracking process was also implemented. The new project tracking process requires project sponsors to submit reports every quarter that provide the latest project schedule and what steps are being taken to implement the project. This provides an opportunity for staff to highlight any issues that project sponsors might have experienced. Staff uses those reports to assign a risk rating: green represents a low risk, yellow means a moderate risk, and red represents a high risk of project delay. If the committed schedule is not adhered to and the project has consistently been rated as red, then the project will likely be recommended for cancellation. However, staff does look at each project's circumstances on a case-by-case basis. Electronic Item 3.1 features a project list with more details on all the projects. The list shows their risk rating and

staff comments on what the risk factors are. When the list was first taken to the RTC, there were 23 projects on the list. Over the last year, four of them have gone to letting and gone to construction, leaving 19. Of those 19, one had a deadline of fiscal year 2021, five have a letting deadline of the end of this fiscal year, nine are supposed to let by the end of the fiscal year 2023, and four are slotted out beyond 2024. All told, there is about \$349 million worth of projects remaining to go to construction. Eleven projects are at low risk of missing their deadline, four of them are medium risk, and four are high risk. Mr. Dell highlighted the three projects that staff proposed action on. The Collective Mixed-Use Development project in the City of Dallas missed its deadline of the end of the fiscal year 2021. NCTCOG staff met with the city and a new deadline of May 1, 2022, was established, but the project went to bidding earlier than expected on January 12, 2022. Therefore, staff recommends that the RTC extend the deadline and leave the funding on the project as-is. The project will continue to be monitored to ensure it proceeds to actual construction. The next project is Corporate Drive in the City of Lewisville. This project has several segments. This particular segment had a deadline for the end of fiscal year 2022 based on the letting schedule provided by the city. However, since that time, TxDOT has required the city to execute a new Regional Toll Revenue agreement that will combine all the project segments. Staff recommends the RTC move this project's deadline to fiscal year 2023 to align with the related projects. The third project staff is asking for action on is Alsbury Boulevard in the City of Burleson. This project was initially funded with a Congressional Earmark. The city has since opted to return that Earmark funding and fund the project with city funds to accelerate implementation and avoid the federal process. Staff recommends removing the earmark funds from the project in the TIP. The ability to administratively amend the TIP as needed to incorporate these changes was also requested. Status updates on each project, along with their latest ratings, can be found in Electronic Item 3.1. Details on the MPO Milestone Policy and the proposed action items can be found in Electronic Item 3.2. Mike Galizio of Tarrant County asked whether the City of Burleson Earmark could be utilized elsewhere in the region. Mr. Dell noted that those funds were set aside for just that project and they could not be repurposed. Mr. Galizio also asked if it was the first time that the Collective Mixed Use Development project was getting a deadline extension. Mr. Dell confirmed that it was. A motion was made to approve this item. Robert Woodbury (M); Greg Royster (S). The motion passed unanimously.

4. **Automated Vehicles Program 2.2: Round 2 Projects and Supplemental Round 3 Projects:** Clint Hail presented an action item on the automated vehicles program round two projects and supplemental round three projects. In 2021, NCTCOG got the planning portion of the projects underway. If STTC members want to learn more about that, they should visit [www.connectntxfutures.org](http://www.connectntxfutures.org). In July of 2021, the RTC approved the first round of AV 2.2 and 2.3. In 2018, the RTC established policies centered around building up transportation innovation in the region while ensuring a level playing field for all communities. Whether you are a community with a lot or a community with a little, you can be a part of these projects through equal community participation. These projects also address transportation gaps appropriately with technology. There are still gaps left by the markets; those are going to lag, but there is a good case to apply a solution to them. We can step in and lend support. Here's a look at the funding. In 2021, the first round of projects came out with about \$8.3 million left. In September 2021, we had an announcement on round two. Later that month, we had a very well-attended forum where we established what round two would look like. At the end of the round two proposal process, we ended up with six projects but moved forward with four totaling about \$11.3 million with a projected shortfall of \$3 million. A map showing the deployment of projects demonstrated that round one covers some areas, and round two fills other geographic gaps well. It is a very well-rounded project geographically. The first project covered was an expansion of Arlington's current RAPID autonomous vehicle shuttle

service. It is an on-demand shuttle service that is expanding to add teleoperation and emergency vehicle alert technology for the vehicles. This represents a key set of bridge technologies for achieving full driverless operation. And, so this is a very exciting, very innovative, and a very boundary-pushing project. I wanted to highlight this as a great example of regional teamwork in that Dallas College was willing to return the funding for one of their projects back to the region, so those funds could be used for this Arlington technology expansion. The remainder needed to fund the project is the \$600,000 you see here. We're very thankful to Dallas College for answering the call. This was great teamwork for the region, and we tip our hat to that. DFW International Airport has teamed up with some partners, in a national renewable energies' lab, to develop new technology that's come online to help with automated parking. This is another significant bridge technology. DFW International Airport wanted to use this new technology to help get vehicles from the curb to the garage, and then within the garage, to move vehicles around as needed and manage space. Thus, this technology proposal also includes an active curb management system. Total cost, \$500,000. McKinney has something called the Wellness Wagons. These are vans outfitted as telemedicine studios deployed in urban, suburban, and exurban environments. These are the key environments where they take the service to people rather than people going to the service. This project comes in at about \$5 million, and this is also pending McKinney's city council's approval. Finally, we have a set of projects in Fort Worth. First, expanding the zone transit service in a traditionally underserved zip code. Also, a pilot project to expand broadband access in two key corridors in that area. Finally, a project that allows traffic signals to interface with connected vehicle technology. Soon, connected vehicle traffic signal technology for emergency vehicles and transit vehicles will arrive. Round one had a great slate of technologies brought on board for the region. Round two represents a lot of newer technologies brought on board. This is important because it allows us to pursue our innovation goals, as outlined in our policies, and we've come up with a diverse list of technologies for the region. Thanks to the leadership of this committee, the RTC, and your mandate to pursue these goals, we are probably able to have the most robust automated vehicle environment in the country. We anticipate late fiscal year 2022 to have the projects approved for the next step. In early 2023, project sponsors begin finalizing their agreements with texts. We're talking to the RTC next month, pending your approval. Our requested action is threefold: we are asking for these proposed projects to be funded using AV 2.2 and 2.3 project funds; that you authorize the use of regional transportation development credits for local match requirements; and that you authorize staff to do all we can to advance the projects and support local partners. A motion was made to approve the three staff requests. Robert Woodbury (M); Greg Royster (S). The motion passed unanimously.

5. **Regional Vanpool Program Vehicle Revised Partnership:** Gypsy Gavia presented a request for a recommendation to the RTC that the Regional Vanpool Program modifications be approved due to an inadequate supply of vans. The North Central Texas Regional Vanpool Program consists of three transit agencies: DCTA, DART, and Trinity Metro. Each agency operates the vanpool services for the region. These services provide air quality benefits for the region by removing single-occupancy vehicles from the road. The Regional Vanpool Program is required under the SIP, otherwise known as a State Implementation Plan. Ms. Gavia noted that if this program goes away, then sanctions could be imposed, leading to a loss of millions of dollars for our region. Therefore, staff has worked closely with transit partners to ensure that the regional vanpool program serves our region as effectively as possible. In May of last year, the Regional Transportation Council approved various program modifications, including defining the transit boundaries for the agency's boundaries for the vanpool groups. Recently, DART has informed the Council of Governments and the

transit partners that their current vendor cannot meet their contractual obligations. This is due to the ongoing pandemic and the chip shortage. Their vendor has been unable to secure additional vehicles. It's difficult for riders to switch vehicles and for DART to grow the vanpool program. COG and DART staff have been coordinating with the vanpool partners to ensure no gaps of service or coverage. Staff proposes that current vanpool groups be absorbed by updating boundaries. DCTA and Trinity Metro may cover the full service provided by DART. The map on this slide shows the previously approved boundaries shared with STTC and RTC. These consider origin and destination. The boundaries eliminate competition and deliver consistent messaging to the riders. For the areas in yellow, DART was a designated operator. Vanpool groups can go anywhere in the region. In blue, those areas are covered by DCTA. Green is Collin County which DCTA and DART share. This area would go to DCTA. Trinity Metro is in orange and goes across the region. Wise County, in purple would go to Trinity Metro unless they went into Denton. In that case, they are covered by DCTA. The changes with DART's contract prompted COG staff to meet with the transit authorities to discuss how the boundaries could be adjusted to redistribute the DART service vanpool area. The current vanpool groups with DART would be moved to Trinity Metro, and future vanpool groups would be operated by the designated agency indicated on this slide. For DCTA, it would now serve groups in Hunt, Rockwall, Kaufman, and all of Collin County in addition to their previous service area. Trinity Metro would be the designated vanpool provider for Dallas, Ellis, and Navarro Counties in addition to their previous service area. Wise County would continue to be shared and, depending on the destination, would either go to the DCTA or Trinity Metro. Ms. Gavia noted that next steps for the Regional Vanpool Program include DART coordinating to alert groups and provide them a 30-day notice of the upcoming changes. They're also working with Trinity Metro to meet with all the group leaders and discuss the transition logistics. All active DART vanpool groups would be transitioned over to Trinity Metro at the beginning of March. Moving forward with any newly formed vanpool group, we will follow the updated boundaries and coordinate with that corresponding agency. COG staff will monitor vanpool expenses with Trinity Metro and DCTA and adjust the funding if needed. These boundaries are temporary as we continue to move towards one regional program anticipated in 2025. The request for today is for the committee's approval to recommend to RTC to approve DCTA and Trinity Metro to replace the current full service provided by DART. Also, to revise administrative documents as appropriate to incorporate this project modification. A motion was made to approve the staff requests. Chad Edwards (M); Todd Plesko (S). The motion passed unanimously.

6. **2045 Demographic Forecast and Mobility 2045 Update**: Dan Kessler and Amy Johnson presented an information item on the completion of the 2045 Demographic Forecast. Staff has reached the last phase of the demographic forecast process. The final step is approval by our Executive Board. Staff did brief them yesterday and will be asking for their final approval in February. These forecasts are being used to drive the new metropolitan transportation plan. Staff came to this committee in December, asking for your help in motivating local review. We thank you for that. I think many of you stepped in because we got a pretty good response after that presentation. We heard from cities and counties representing a little over 70% of the population, so we didn't get everybody, but we got all the major counties. We got most major cities, and so, thanks to the committee, and thanks to all of you that stepped in. Local review is critical to this process. Just a reminder, we're dealing with a 2045 control total population of 11.4 million, that's about 200,000 above our current forecast. We were able to hold to our county control totals. We did learn a lot in this review process. This demographic forecasting process is ongoing. We've already started talking about the next round. We're also doing some work to support the water folks.

Everything that we learned in this review process is an ongoing process. We looked closely at the development announcements. In our perimeter counties, particularly the unincorporated rural areas, that's a hard thing for us to forecast. We got a lot of good input there, and we're going to continue working on that methodology. We projected that 42% of the population growth, about 1.6 million folks, will occur outside existing incorporated areas. That doesn't mean that by 2045 cities won't have incorporated a lot of these areas. You all know the challenge the legislature put cities in regarding incorporating. If you're going to incorporate, you've got to provide services. That may slow incorporation, but I don't think it will slow growth. We're going to continue to see a lot of growth in our unincorporated areas. That puts a lot of pressure on counties and cities in your ETJ. That's a policy issue that will continue to talk about with the RTC. There were slight modifications to our population estimate and population forecasts by cities. Another data point is relative to where we are concerning transit service areas. This is another one of those challenging numbers that we project by 2045: 60% of our population will reside outside of an existing DART, DCTA, or Trinity Metro service area. That reinforces what we all need to do in the region to get our act together and expand transit service. We need to get our transit service areas to serve more people. That's an overwhelming statistic. Employment is the big growth number. We're adding over a million employees in this forecast, going up to 8.1 million. A lot of that has to do with employment participation rates and the growth of our region in the technology, medical, defense, and aerospace fields, where we're expected to continue to grow. We were able to hold our forecast control totals and the employment by county. We were able to keep our forecast control totals, and the employment by county shows that. Michael launched an initiative with our water planning folks who are again interested in demographic forecasts out through the year 2017. That's work we did several years ago that we will revisit. This will provide the foundation for the next plan cycle, which we would anticipate to be out through 2050. With that, we've got our hands full for updating the current Metropolitan Transportation Plan.

Staff also provided an update on Mobility 2045 - 2022 Update. Staff provided maps showing major roadway recommendations, transit corridor recommendations, and the regional Veloweb. For the regional Veloweb, staff noted the region is making good progress on building out this network, and the Mobility Plan includes planned facilities to continue making progress towards bringing people options. Maps and project tables are available on the webpage, [www.nctcog.org/PlanInProgress](http://www.nctcog.org/PlanInProgress). As the draft plan and other items become available, they will also be posted online. For policies and programs, the only change to note is the health accessibility program. Previously in its place was a placeholder for the new federal executive orders that have come out since Mobility 2045 has been adopted. In working through the planning process, the Mobility Plan Update will include the new Health Accessibility Program to address healthy access to food and medical care, also including food deserts. There are no updates since the last presentation to the technology program, but to reiterate, we are incorporating the latest of what has come out of various studies, as well as incorporating the internet and broadband topic, which has gained attention in recent years. Staff presented information on the draft financial plan. Per federal regulations, the plan must be financially constrained, meaning it can only include projects with reasonably expected funding sources. The Mobility Plan must include all funding sources in the plan, include project recommendations in year-of-expenditure dollars, and account for inflation. Staff noted the balance that the plan must strike between regional priorities and financial means. Staff discussed expenditure categories pertaining to maximizing the existing system: infrastructure, maintenance, management, operations, and growth, development, and land use. Overall, there is a decrease in infrastructure maintenance compared with Mobility 2045 due to Mobility 2045 Update having fewer years in the plan's timeframe. However, the annual maintenance expenditure category keeps the same pace of spending as before.

Staff also noted an increase in overall spending due to new revenues and NCTCOG's pipeline of projects that may be slotted in the plan should additional funds become available. Staff explained the three buckets of revenue: baseline, adjusted baseline, and revenue enhancements, and noted that the Texas sales tax is doing well in the state despite the pandemic. The adjusted baseline reflects new or additional funding expected to start flowing in the near term. Revenue enhancements are funds that are reasonably expected to the future. Staff emphasized that the source of the future revenue remains flexible but is projected as the equivalent of increases to gas taxes and registration fees. Of the forecasted \$140 billion total in revenue, about 75 percent is general revenues that have some restrictions but are generally flexible. About 25 percent to 30 percent of forecasted funds are directly tied to specific projects, reflecting the work of the RTC in utilizing innovative funding sources and competitive grants. Financial constraint is expected to be achieved, though refinements are expected in closing a small gap in the draft forecast. The Mobility 2045 Update official public comment period begins in April and runs through May, and staff anticipate coming back to STTC for action in May, then the RTC in June

7. **Director of Transportation Report on Selected Items:** Michael Morris provided an overview of current transportation items in the region. The region has good news coming out of the Comptroller's Office. Also, the new stimulus bill will be featured in the next presentation. Apart from the Texas Transportation Commission meeting yesterday, most of these items are in our control concerning implementation, legislation-wise and money-wise. As a general theme, we need to wind down conversations about what we're going to do and what we need to start moving towards implementing that item. Suppose it doesn't happen in your community. In that case, there's a good chance it will be left behind given the federal government's interest and the state government's interest in getting a lot of projects to, and across, the goal line. I will be preparing more detailed funding information for the RTC. I think it is extremely positive news regarding federal and state revenues. Our second item has to do with the electronic nature of our meetings. We are still meeting remotely. At some point, we're not going to meet remotely. The RTC had one meeting in person at the Irving Convention Center. Again, I thank the City of Irving for helping us to sponsor that event. Our Chair was not able to make the last meeting. You can make your own assumption why she was not able to make the meeting. She was in the meeting electronically, which triggered the Vice-Chairman to come from Collin County to chair that meeting. As a result, the meeting was held remotely instead of in person. We are ready to meet in person. Perhaps the Chair and Dan Kessler can talk about when we are ready to bring the technical committee back. I think this is very efficient, but I don't think it's as effective. Maybe it's efficient for us technologically, but it's not effective in delivering our transportation system. I think because of it, we've gone electronic on our agenda items, and we're not doing a lot of mailouts with paper. Until I hear otherwise, I think we're going to be electronic in our mailouts forever and not go back to a lot of printing of materials and mailouts of materials. Dan Lamers and Brendon Wheeler have major positive information about advancing high-speed rail between Dallas and Fort Worth. We're expediting that. There are ongoing negotiations with FRA and FTA. Two additional modes of transportation wish to come to our region for certification. There's at least one more hyperloop company that wishes to come. There's another technology company you'll hear about. Ken Kirkpatrick and Brendon Wheeler are working on the mechanics of how we can communicate to everyone the opportunities of new technologies coming to the region and the desire for those companies to certify here. Once certified, those facilities would go into regular operation. We think these technologies are mature enough to have the opportunity of having a non-throwaway technology, so congratulations to Dan Lamers, Brendon Wheeler, and that team. The region just won three RAISE grants. You're going to see slotting months ahead of schedule; if we

think projects will win, we will figure out which program is best to complete it. Then, we can go ahead and have that be one of our three slotted projects as part of that process. No one else in the country is doing that. I don't want to scurry every time. We have a plan. Some projects will be directly funded. Some will be funded through our national competition work with Christie on backstops. On projects that don't win, you're going to see more imagination coming to the technical committee regarding the slotting of those projects. My last item is the news from yesterday. I have asked for an emergency meeting with the districts. I believe it's going to be Monday afternoon. After two minute orders on a facility, the Texas Transportation Commission approved this project in San Antonio that was on-system to have a financial partner follow certain steps, get consensus, hold a bond, and build a project. The Commission went back and is no longer permitting that to go off-system. Why is that important? We're heavily exposed in our region because we supported our partners in 2014. So, if the project were to be pulled, we would be at financial risk of having to repay the Federal Highway Administration. We don't have that magnitude of money to repay the Federal Highway Administration. I've asked Ken to look at the legal process of what the Commission is using for the final approval. Where is that in our process? Usually, I think it's after our project is completed. The good news is that it permits us to retain a 20% local match on the project by TxDOT. The bad news is that it appears to open our office to significant financial risk, so we will have to sort that out. We want to first meet with TxDOT to get the direction they're getting from headquarters. All the communities that are working with us, and through partnership with TxDOT, on on-system projects and on off-system projects, will need to meet once we meet with the districts. Then, we can all get a path forward on each of these individual projects. So, I think, with the spirit of the "Year of the Doing," sometimes there's a little undoing. But, we must get to this issue quickly to get back to the "Year of the Doing". STTC supported us on three bridges over dry land, and the RTC supported us on three bridges in Fort Worth over dry land. Now, we have received news that the bypass channel this last week will be funded.

8. **Quarterly Report:** Michael Morris provided a summary of current performance metrics related to the impacts of COVID-19 on the transportation system and highlighted how those metrics have changed over time. We have good news, and the region is returning to the norm; but, for bike-ped, the bad news is we're returning to the norm. Toll roads are now over to where they were before Covid, which is terrific news. Freeways are back to where they were too. Airports are only 10% below where they were. This number is going to fluctuate with the latest round of Covid outbreaks. The good news for transit is that we're starting to see it now down to 40%. It used to be in the 50% to 55% range. Transit members, hang in there. These numbers are improving every month, and you'll see that I think it mirrors the return of work. The freeway numbers are going back to where they were previously demonstrated by peak period distributions. Although you see morning people going to work, you still don't see the magnitude we had before the Covid situation. Good news for transit to the tune of almost a percent per month. We're seeing the telescoping that we all hoped for. For bike-ped, some of that will be retained. I think a lot of that will be retained in the post-Covid world. Airport passenger data is almost all the way back as business travel is coming back. Also, I think that the comptroller data may represent stronger revenues of state money than we will get from the federal government. These are very significant numbers. Prop 1 and Prop 7, remember this proposition revenue is driven by people who wish to buy new cars. They pay higher excise and sales tax. Also, the energy that comes out of the ground. Many people have returned to normal but notice the price at which fuel is now being collected. There are very positive state numbers with Prop 1 and Prop 7 in the transition of these pieces of legislation to full-year implementation. NTTA, our partner in our toll roads, notice how their numbers are now post-Covid. Look at how they were hurt significantly in the

April-May time frame of 2020. They have come back very strong with regard to their ability to repay their bonds. We always look at I-35 to be managed lanes and how positive those express lanes have returned. You know it was down 30% to 50%. Now, I-35 is only down zero to 10%. I think it's an extremely positive report. I think it shows the vitality of the region. I think it shows the vitality of these revenue forecasts. I think we're going to go to quarterly presentations. So, we'll bring this back in about three months. We'll get these presentations quarterly and bring them to the RTC quarterly

9. **SH 183 Segment 2E Design Cost Contingency:** Ken Kirkpatrick provided a status update on the Regional Transportation Council financial backstop for SH 183 Segment 2E design costs. Segment 2E is the last remaining section of the North Turn Express CDA that's either not operational or has not gone into construction. Segments 1 and 2W had been in operation for quite some time (IH20/SH 183) on the 35W side from downtown up to approximately North Tarrant Parkway. Those have been in operation for several years. The current 3C from North Tarrant Parkway up to approximately SH 170 is under construction. Segment 2E from 121 to the western extension at PGBT is the remaining segment that needs to be moved forward. As per TxDOT's CDA agreement, TxDOT can request a change proposal from the developer to advance that segment. So, what does that mean? The private sector is eager to begin and are waiting for TxDOT to issue a request for change proposal. If they do, then TxDOT and the private sector can enter negotiations on advancing that segment. If successful, that would result in a change order to permit that project to proceed. So, where does the RTC come into play? Staff has understood for some time that a request for change proposal was forthcoming from TxDOT. RTC did not want to wait any longer to advance the project. In June of 2020, the RTC allocated \$3 million as a design cost contingency for the private sector to continue with the design work pending TxDOT's issuance of a change proposal request. This resulted in a design cost contingency agreement between Cintra and the Council of Governments, which is a two-year agreement. It goes through August of 2022. It allows design work to proceed. The RTC obligation would go away if TxDOT asked for a change proposal. Staff has been anticipating that for a number of months and it is still anticipated. The current trigger date on the call on the RTC design costs backstop is currently February 28th. The original date was last August. It's been extended a couple of times. Its current date is the end of February. So, what does that mean? That means if TxDOT does issue a change request proposal by that date, Cintra could call on the \$3 million backstop. If so, the RTC would be obligated to pay that and, in exchange, the RTC would take ownership of the design work that had been completed. This is one of the items staff has been using to press the advancement of that segment. If you recall, back in the November-December timeframe, the RTC requested interested parties to issue letters of support to the LBB and other stakeholders. Staff is pressing on many different fronts to continue to advance this segment.
10. **Dallas-Fort Worth High-Speed Transportation Connections: Environmental Study:** Brendon Wheeler provided an update on current phase two activities and coordination efforts with the Federal Railroad Administration (FRA) and the Federal Transit Administration (FTA) pertaining to the National Environmental Policy Act (NEPA) process. Staff introduced a policy discussion to update an existing RTC policy (P21-01) on the high-speed transportation corridor along I-30. Staff requested committee action on the item. The current policy stated continued support for the plan policies of a three-station concept on high-speed transportation between Dallas and Fort Worth. The current policy also advanced phase one recommendations from the high-speed connection study for the I-30 corridor to be the preferred corridor. The policy advanced the preferred modes of high-speed rail and hyperloop along that corridor through the NEPA process as a part of that policy. There was

also mention of coordination with federal partners to determine the appropriate path forward into NEPA. The policy also directed staff to coordinate with our local partners and TxDOT as well as integrate these planning efforts into our plan. This slide confirms that we are advancing the three-station concept. One station in Dallas, one station in Arlington near the entertainment district, and one station in Fort Worth along the I-30 corridor. We're looking at the I-30 corridor in two different segments. The western segment of I-30 will be reconstructed to the ultimate condition in the near future. TxDOT Fort Worth is looking to advance the planning and NEPA process for that corridor soon, and the eastern segment of the I-30 corridor, from Cooper Street in Arlington all the way into Dallas, has already been reconstructed to the ultimate condition for the most part. We have different options on both of these segments of I-30 for how to integrate the high-speed corridor with the existing and future freeway. One of the options for this corridor was to replace the managed lanes in the middle of the I-30 corridor. That has been a subject of the analysis the project team has undertaken since last summer. Further analysis by the project team finds more benefit to advancing both high-speed transportation alignment and the managed lanes concurrently along the I-30 corridor. We believe this provides for multi-modal flexibility along this corridor, providing opportunities for the managed lanes to offer future flexibility as automated vehicles become more prevalent. We believe that's a significant opportunity. Additionally, we see there's no added benefit to the high-speed transportation project by replacing the managed lanes with high-speed infrastructure. Getting to the technologies of high-speed rail and hyperloop: based on discussions with the Federal Railroad Administration and the Federal Transit Administration over the course of the project and coordination with hyperloop to developers through our technology forum, the project team recommends advancing both high-speed rail and hyperloop technologies in parallel paths. We recommend advancing only high-speed rail through the NEPA process on I-30 and advancing hyperloop along a technology certification and demonstration path. To clarify, this recommendation would advance both technologies in different corridors. Currently, the Federal Railroad Administration has a defined process to advance standardized high-speed rail from a nonspecific provider. Through the NEPA process for a particular corridor, hyperloop technology still has some hurdles to clear to develop a standardized process. In coordination with the Federal Railroad Administration and the Federal Transit Administration, the project team proposes to advance only high-speed rail along I-30. This fulfills the regional commitment and RTC policy to advance the project through the NEPA process. We believe this approach provides an environmentally cleared corridor that maintains the momentum of the phase one analysis. We believe there's an opportunity to advance hyperloop along a different path in our region, one that's been pursued before when Virgin Hyperloop was looking to locate a certification center within our region. And this approach maintains the opportunity for private investors and operators in high-speed rail to continue to gain interest in our Dallas-Fort Worth corridor. There have been plenty of other hyperloop companies that the project team has been in coordination with through our technology forum process. They are all interested in certifying their technology and looking for locations around the world. To prove out the technology for future implementation and operation, it does need to go through this safety certification and demonstration process, which will eventually lead to standardization at the federal level. The project team would continue to advance the hyperloop along this different path. We believe that this would fulfill the regional commitment and RTC policy to advance this hyperloop technology within the region. The COG staff and project team will monitor hyperloop technology advancement through NASA's Technology Readiness Level Index. We've already received interest from hyperloop companies to develop certification facilities. We can see this interest generating momentum in our region. With hyperloop development through technology providers and investors, we have the opportunity to leverage these facilities to meet a real-world

application beyond the certification test. Finally, we see the opportunity being region-wide, allowing communities from all over DFW to submit their strategic locations and projects for consideration by these hyperloop developers and investors. Staff requests the STTC to recommend that the RTC adopt an updated high-speed rail policy reaffirming RTC's previous policy position to advance high-speed rail and hyperloop through different processes. Advancing high-speed rail through the NEPA process to not hold up the NEPA process with a developing technology. And to environmentally clear the I-30 corridor for both alignment and station locations. As well as reaffirming the RTC's support for managed lanes and high-speed rail within the I-30 corridor concurrently. This policy would also direct staff to coordinate with federal partners to determine a lead agency and an appropriate path forward into the NEPA process. We will continue coordination with TxDOT, local governments, and the public in phase two and monitor hyperloop technology advancement utilizing NASA's Technology Readiness Level Index with regular updates to this body and the RTC. Phase one was substantially completed in September 2021. We're here today asking for your action. We will be meeting with the FRA and the FTA soon. Then, we will be going back to the RTC for their action, pending your discussion today. A motion was made to approve the staff request. Kelly Porter (M); Bryan Beck (S). The motion passed unanimously.

- 11. Safety Performance Targets Update:** Kevin Kroll provided an update on the federally required regional Roadway Safety Performance targets for 2022. The status of the various federally required performance measures the North Central Texas Council of Governments (NCTCOG) tracks and monitors was highlighted. Safety targets are calculated based on a five-year rolling average and must be tracked and reported annually. This process began for NCTCOG in December 2017, when RTC approved 2018 safety performance targets. At that time, they also adopted the Road to Zero safety position that even one death on the transportation system is unacceptable. NCTCOG staff and partner agencies were challenged to work together to develop projects, programs, and policies that eliminate these serious injuries and fatalities. In February 2019, NCTCOG received approval for the remaining performance targets schedule, which extends through 2022. In May of 2019, the Texas Transportation Commission adopted minute order 115481 to work towards the goal of reducing the number of deaths on Texas roadways by half by the year 2035 and zero by 2050. Mr. Kroll provided an overview of both the current trends within the state and region. For both the state and the region, the current trend for the number of fatalities and number of non-motorized fatalities and serious injuries are increasing. In 2020, NCTCOG was able to compare observed data for target year 2018 to our original 2018 targets. We have continued that comparison of real data to targets each year since. This year, performance year 2020 observed data is compared to 2020 targets which were set in January 2020. In 2020, targets for the number of fatalities, the rate of fatalities, and the number of non-motorized fatalities were met. Targets for serious injuries and the rate of serious injuries, were not met, but did make significant progress towards meeting those targets and therefore did meet our 2020 targets. For performance year 2021, TxDOT started using a new performance target, which is a 50% reduction by 2035 for the fatality total and fatality rate targets. They're keeping the same 2% reduction by 2022 for their other targets. NCTCOG decided to keep the 2% reduction by 2022 targets for all five performance targets. Next year, NCTCOG will look to adopt new targets. In 2020, the NCTCOG region had our highest total of fatalities (635) and non-motorized fatalities and serious injuries (618). Data from the last five years (2016 to 2020), are used to project future trends. Projections for fatalities and non-motorized fatal and serious injuries show those numbers are likely to continue to increase in the next few years. These two performance targets are therefore trying to reduce the slope of this increase before a reduction can occur. A list of all the safety related projects and programs that NCTCOG currently has ongoing or is in the process of developing was

shown. It was specified that other NCTCOG program areas and partner agencies all have a stake in the safety of the region's roadways.

12. **Dallas-Fort Worth Clean Cities Annual Survey:** Amy Hodges presented an update on the Dallas-Fort Worth Clean Cities (DFWCC) Coalition Annual Survey. As part of DFWCC's mission as a clean cities coalition each year, data is collected from the fleets in the region centered around strategies employed to make fleets more efficient and reduce emissions. The data is relayed to the Department of Energy and communicates the coalition's impact on the region. The Department of Energy then produces a report for the region based on this data and the report is posted on the DFWCC website. The types of data collected are the types of alternative fuel vehicles used, anti-idling measures, and how vehicle miles traveled energy and fuel use were reduced. Also, collected are fleets' education and training needs and goals to understand how DFWCC can provide assistance and support to fleets and to encourage peer-to-peer support across fleets that share common interests and goals. The Annual Fleet Survey was opened earlier this month, and the data collected will reflect fleets' efforts in 2021. The Annual Fleet Survey transitioned to an online platform last year, and because that was well received, the online format is continued this year. The deadline to submit surveys is February 18. DFWCC strives to meet goals set by the Department of Energy by exceeding the previous year's gasoline gallon equivalent reductions by 16% and greenhouse gas reductions by 20%. New data related to emissions and greenhouse gas reduction impacting Justice 40 communities is being collected. The Justice 40 initiative aims to deliver 40% of the benefits of federal investments in climate and sustainable transportation to underserved communities. The Department of Energy requested that fleets share where fleet efficiency and emission reduction strategies are implemented so the impact of these efforts on underserved communities can be assessed. DFWCC also recognizes fleets based on their survey data through gold, silver, and bronze awards as well as the Shining Stars award and the Fleet Challenge. To receive recognition, the fleet must have adopted the Clean Fleet Policy and submitted an accurate and complete survey. To determine awardees, the DFWCC reviews and scores the surveys. The fleet recognition awards will be announced this summer. In closing, DFWCC is asking that as many fleets as possible submit a survey by February 18 to help the coalition meet its goals this year.

Adjourned at 3:23 PM.