

MINUTES

SURFACE TRANSPORTATION TECHNICAL COMMITTEE October 23, 2020

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, October 23, 2020, 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 September 25, 2020, Minutes:** The minutes of the September 25, 2020, meeting were approved as submitted in Electronic Item 1. Dan Vedral (M); Jim O'Connor (S). The motion passed unanimously.
2. **Consent Agenda:** The following items were included on the Consent Agenda.
 - 2.1. **FY2020 and FY2021 Unified Planning Work Program Modifications:** A recommendation for Regional Transportation Council (RTC) approval of modifications to the FY2020 and FY2021 Unified Planning Work Program (UPWP) was requested. Direction for staff to also administratively amend the Transportation Improvement Program and other administrative/planning documents, as appropriate, to reflect the approved modifications was included in the action. The proposed amendments were provided in Electronic Item 2.1.1. Additional information was provided in Electronic Item 2.1.2.
 - 2.2. **Endorsement of Regional Transportation Action on Clear Path™ Technology Program Funding:** Endorsement of Regional Transportation Council (RTC) approval of \$7.1 million in RTC federal funds as part of the total project cost to implement the Clear Path™ Technology system, as outlined in Electronic Item 2.2, was requested. Direction for staff to also administratively amend the Transportation Improvement Program/Statewide Transportation Improvement Program and other planning/administrative documents to include the project details was included in the action.
 - 2.3. **North Texas Center for Mobility Technologies: Research Project Funding Standards:** A recommendation for Regional Transportation Council (RTC) approval of selection criteria and a process for providing funding for sponsored research projects on mobility technologies proposed by the North Texas Center for Mobility Technologies was requested. Details were provided in Electronic Item 2.3.

A motion was made to approve the items on the Consent Agenda. Stanford Lynch (M); Alonzo Liñán (S). The motion passed unanimously.

3. **COVID-19 #00X Infrastructure Program (Round 3)/Collin County Funding Partnership:** Christie Gotti presented project recommendations for the third round of COVID-19 #00X Infrastructure Program, including two funding swaps with local partners. As a reminder, this program was created to infuse much needed cash into the local and State economy using infrastructure investments. Proposed projects meet one or more of the Regional Transportation Council (RTC) policies outlined in Mobility 2045 and other planning studies. An additional round of project selection is proposed for Spring 2021 and will potentially include new projects. Ms. Gotti noted the presentation will highlight proposed projects over \$10 million and that the complete list of proposed projects can be found in Electronic

Item 3.1. The first highlighted project is Butler Place at US 287, IH 35W and IH 30. Fort Worth Housing Solutions has been slowly moving current residents off the property. Improved accessibility for redevelopment of the property is needed, and in April 2019 the RTC approved funding for preconstruction efforts. Staff proposed \$10 million in Surface Transportation Block Grant Program (STBG) funds matched with Transportation Development Credits (TDC) for improved accessibility to and from Butler Place, with half of the funding repaid to the RTC through Tax Increment Finance (TIF) revenues over time. RTC policies addressed include accessibility and infill development. The next proposed set of projects is to advance two people/goods mover systems in the region. Staff proposed \$10 million, matched with regional TDCs, for each system for engineering, testing, and construction of automated cargo and people mover systems. The RTC policies addressed are innovative technology, air quality, goods movement, and public transportation. Next, staff proposed \$25 million in STBG funding, matched with regional TDCs, for investments in transit. Staff recently assessed funding by project type, which has not included significant funding to transit. In addition, investments in various transit initiatives will help address the substantial impacts of COVID-19 on transit ridership and operations. Staff will be working with transportation authorities to determine specific projects, which will be brought back to the Committee, but could include insurance for passenger rail integration onto freight lines, engineering funding for passenger rail/roadway interfaces, next generation high-intensity bus expansion, review of bus stop amenities, and partnerships with Class 1 railroads on passenger rail corridors. The RTC policies addressed through this effort are transit, air quality, and freight. Highlighted next was Worth Creek Parkway at Chisholm Trail Parkway. This is a new roadway being developed as a result of the new Tarleton State University campus constructed in south Fort Worth. The North Central Texas Council of Governments (NCTCOG) has been working with local partners to implement an interchange to create better access to the school and \$20 million in STBG funding, matched with regional TDCs, is proposed for construction of the interchange. The RTC policy addressed through this project is mobility. The next proposed project is the Weatherford Downtown Bypass Loop. The RTC previously funded the northern section of the bypass and now funding is proposed for the southern section. Approximately \$10 million in STBG funds, matched with State funds and regional TDCs, was proposed to reconstruct and widen the two-lane roadway to a four-lane roadway, including an intersection improvement. RTC policies addressed include mobility, safety, and complete streets. The next highlighted project addresses City of Dallas traffic signals. In 2019, the City of Dallas sustained significant tornado damage to traffic signals. This project helps rebuild damaged signals and signals in two other corridors, Lancaster Road and Hampton Road. Proposed funding includes \$220,000 in Congestion Mitigation and Air Quality improvement Program (CMAQ) and approximately \$13 million in STBG funding, as well as cash and Dallas Policy Bundle TDCs as local match. Funding will be used to design and construct 44 traffic signals, including signal retiming. RTC policies addressed include air quality, maintenance, reliability, mobility, and environmental justice. Next, staff highlighted a proposed project in the City of Denton. The Hickory Creek Road project is a partnership with the City of Denton and Denton County. Staff proposed \$10 million in STBG, matched with \$2.5 million in local cash to reconstruct and widen the roadway from two to four lanes. RTC policies addressed include mobility and safety. The next project is an extension of COVID-19 #00X Round 2 in which a funding swap between Denton County and the RTC was approved that would free up Regional Toll Revenue (RTR) funds in the western subregion in exchange for federal funds to Denton County. Staff proposed \$24 million in STBG funds, matched with \$6 million in State funds to construct a missing freeway segment on SH 114 from US 377 to IH 35W. RTC policies addressed include mobility and reliability. Next, Ms. Gotti presented a funding partnership proposed by Collin County. NCTCOG has been working with the Texas Department of Transportation (TxDOT) and local government partners on the US 380 project in Collin County to develop consensus along the alignment and for north/south roadway projects that are part of the

Regional 10-Year Plan. This proposal helps address two of the impacts to the future US 380 corridor and associated connections. She noted the partnership is only needed if US 380 is constructed as a freeway. In the first piece of the partnership, TxDOT has proposed an alignment change for US 380 to prevent a water line relocation that runs through Frisco. The change reduces developable land in Frisco. In exchange for agreeing to the alignment change, Frisco has requested \$30 million to fund an extension of Panther Creek Parkway. Collin County is willing to pay for the extension with bond program funds. Since bond program funds are not eligible, Collin County has requested a funding exchange. The RTC would fund the Panther Creek project with \$30 million STBG funding and in exchange, \$30 million of Category 2 funds would be taken off the US 380 project and replaced with \$30 million of Collin County bond funds. Costs above and beyond \$30 million on the Panther Creek Parkway project would be the responsibility of Frisco. The second half of the partnership involves the City of McKinney. McKinney has received a \$15 million TxDOT grant for a runway extension at McKinney National Airport which was originally planned to be extended to the south. Extending the runway to the north would reduce impacts to neighboring cities and give more flexible alignment options for the future extension of Spur 399 to US 380 but would cost more than an extension to the south. Collin County is willing to cover the cost, but cannot utilize bond funding, so another funding change was proposed. Staff proposed the RTC use \$30 million in Regional Toll Revenue funds to offset costs of the northern runway extension as mitigation to the US 380 project. In return, \$30 million in Category 2 funding will be removed from the US 380 project and replaced with \$30 million of Collin County bond funding. Ms. Gotti reminded members that the complete list of proposed projects was provided in Electronic Item 3.1 and details of the funding program were provided in Electronic Item 3.2. A motion was made to recommend Regional Transportation Council approval of the funded projects outlined in the presentation and in the cost revenue matrix provided in Electronic Item 3.1, as well as the funding exchanges between the Regional Transportation Council, Collin County, and the Cities of McKinney and Frisco. Action also included a recommendation to approve staff to administratively amend the Transportation Improvement Program/Statewide Transportation Improvement Program and other administrative/planning documents as needed. Clarence Daugherty (M); John Polster (S). The motion passed unanimously.

4. **Overview of Next Steps Involving the Travel Demand Management Program:** Caryn Sanders presented the impacts of travel behavior changes related to COVID-19 on Travel Demand Management (TDM) projects and programs. The goal of the regional Travel Demand Management Program is to reduce single-occupancy vehicle travel by encouraging alternatives to driving alone. Related programs and initiatives include the Employer Trip Reduction Program, the Regional Vanpool Program, transit, active transportation, park-and-ride facilities, and others. As a result of changes in traffic and commute patterns experienced during the COVID-19 pandemic, the North Central Texas region has experienced a decrease in traffic congestion and improvement in air quality. In addition, travel behavior has also caused decreased transit ridership, a decline in freeway and tollway usage, and increased bicycle/pedestrian trail usage. COVID-19 has also impacted both public and private sector employees, with many employers allowing their workforce to primarily work remote. Although public and private employers make reduction decisions for different reasons, decreased congestion and reduced emissions may be a positive result regardless of the initial reasons for action. Both sectors have identified various trip reduction targets for this year and future years. In an effort to sustain positive impacts of traffic and commute pattern changes post COVID-19, staff is exploring opportunities to retain benefits associated with current commuter behavior. Successful trip reduction programs require strong public support, promotion, and participation. Feedback from members was requested on methods to sustain the positive impacts, acceptable tradeoffs associated with implementing TDM strategies, and consideration of potential negative impacts to the urban

lifestyle. Lastly, Ms. Sanders noted that during the last Surface Transportation Technical Committee meeting a request was received to survey members on how the agencies are dealing with remote work and public meetings. Internal discussions on this request are currently occurring and an update will be provided once an action plan has been decided.

5. **Dallas-Fort Worth High-Speed Transportation Study Update:** Kevin Feldt presented an update regarding the Dallas to Fort Worth High-Speed Transportation (DFW HST) Connections Study. Evaluation is underway of high-speed transportation alternatives to connect the downtown areas of Dallas and Fort Worth to other proposed high-performance passenger systems in the State and other regional transportation systems, as well as obtain federal environmental approval of a viable alternative. The project is divided into two phases. Phase 1 is the alternative analysis phase to identify technology and alignments to be carried into Phase 2. Staff expects to complete Phase 1 by April 2021. The goal of Phase 2, the engineering and environmental phase, is to obtain federal environmental approval of the alignment and technology by April 2023. The draft preliminary project purpose is to connect downtown Dallas and downtown Fort Worth with high-speed intercity passenger rail service or an advanced high-speed ground transportation technology to: provide an alternative to existing ground transportation travel options, advance the state high-performance rail transportation network, support economic development opportunities, and enhance connectivity. Currently, five technologies have been identified for study and include conventional rail, higher speed rail, high speed rail, magnetic levitation technology, and hyperloop technology. Similarities and differences between the transportation options were highlighted. Mr. Feldt noted initial alignments/corridors were developed based on previous studies and 43 alignments/corridors connect downtown Dallas and downtown Fort Worth. Proposed evaluation methodology and screening criteria levels were highlighted. Level one will evaluate the ability of the corridor to meeting the purpose and need of the project. Level two will evaluate for fatal flaws and ranking, and level three will be a detailed evaluation of costs, potential impacts, and constructability/operability. In addition, the Phase 1 schedule through April 2021 was reviewed and meetings held to date regarding the study were highlighted. Future meetings include a Technology Forum in early December, an elected official briefing in January 2021, and upcoming public meetings will be held January 2021 through early spring. Entities interested in a presentation or briefing to interested groups were asked to complete a speaker request form available at www.nctcog.org/trans/about/educate/request-a-speaker. Project information is also available at www.nctcog.org/dfw-hstcs. Members were also asked to provide feedback and comments about the proposed evaluation methodology and screening criteria levels.
6. **Federal Highway Administration – Pavement/Bridge Condition Target Reaffirmation or Revisions:** Jeff Neal provided an update on pavement and bridge condition ratings for designated National Highway System (NHS) facilities to be addressed in the long-range metropolitan transportation planning process. As required by federal legislation, the North Central Texas Council of Governments (NCTCOG) tracks and monitors targets for several federal performance measures including Performance Measure (PM 2), pavement and bridge. In November 2018, the Regional Transportation Council (RTC) affirmed the Texas Department of Transportation's (TxDOT's) statewide pavement and bridge condition targets for 2020 and 2022. Rulemaking allows targets to be revisited at the mid-point of the performance period, which is 2020, with reports from state Departments of Transportation (DOT) due October 1, 2020. If a state DOT decides to adjust any of their PM 2 statewide targets, a new 180 day review window is reopened for Metropolitan Planning Organizations (MPOs) to consider whether or not they want to affirm their support for the adjusted targets or establish their own targets. When submitting its report, TxDOT changed five out of six of its targets reopening the review period for NCTCOG. Mr. Neal highlighted the NHS facilities in the region. PM 2 targets relate to these facilities and state DOTs are required to establish

their PM 2 targets for the full extent of the NHS within their state regardless of ownership. NCTCOG has divided regional NHS facilities into five classifications: interstate highways, non-interstate highways, on-system arterials, off-system toll roads, and off-system arterials. Mr. Neal highlighted NHS pavement good condition targets noting an increasing trend reflects improvement. The Texas Department of Transportation (TxDOT) has updated the targets for good pavement condition on both interstate and non-interstate NHS facilities from 66.4 percent to 66.5 percent, and 52.3 percent to 54.1 percent, respectively. A breakdown of pavement good condition targets for NHS facilities in the region was also highlighted. Mr. Neal also highlighted NHS pavement poor condition targets noting a decreasing trend reflects improvement. TxDOT has updated the targets for poor pavement condition on both interstate and non-interstate NHS facilities from 0.3 percent to 0.2 percent, and 14.3 percent to 14.2 percent, respectively. Estimates of pavement poor condition targets for NHS facilities in the region based on trend analysis of available data was provided. Although the trend analysis indicated mixed results among the different NHS roadway classification, Mr. Neal noted the continued comparatively poor state for off-system NHS arterials. He discussed pavement data considerations and differences between Highway Performance Monitoring System (HPMS) and Pavement Management Information System (PMIS) data system ratings, and how that impacts the data that is reported. He also noted TxDOT decisions regarding pavement management plans and development of maintenance projects are using the PMIS. He also discussed the International Roughness Index (IRI) and its relation to the performance measure targets. Mr Neal highlighted NHS bridge good and poor condition targets. For good condition targets, an increase is considered improvement and in poor condition targets, a decrease is the desired trend. TxDOT did not revise its good bridge condition target for 2020, which means reevaluation by the MPO for this target is not opened. However, TxDOT did change its poor bridge condition target from 0.8 percent to 1.5 percent. For NHS facilities in the region, and again based on linear trend analysis estimates, NCTCOG proposed an updated bridge poor condition target for 2020 from 2.3 percent to 2.0 percent. Poor and "near-poor" condition NHS bridges in the region were highlighted. In 2018, the region had 14 NHS bridges listed in poor condition. Through various project efforts, 12 of those 14 bridges will be addressed within the next 10 years. However, as a result of the new data, the poor condition bridges in the region have increased to 34. After review of projects included in the Transportation Improvement Program (TIP), Statewide TIP, and Unified Transportation Program, a total of 24 of the bridges will be addressed through a maintenance or construction project within the next 10 years leaving 10 poor condition bridges remaining to be addressed. Mr. Neal reminded members that in 2018, the RTC took action to support TxDOT's statewide targets for both good and poor condition of pavements and bridges across the NHS. NCTCOG staff committed to collaborating to plan/program projects contributing toward accomplishment of pavement and bridge goals by working with local governments to expedite improvements for NHS off-system arterials in poor condition and with TxDOT and local governments to expedite improvements for NHS bridges in poor condition. He noted the region was recently awarded INFRA grant funds to address bridges in poor condition throughout the metroplex. Mr. Neal discussed considerations to think about when deciding whether to support TxDOT statewide PM 2 targets or establishing its own targets. In addition, he highlighted the schedule for NCTCOG to review and consider reaffirmation or revision of PM 2 targets. TxDOT submitted its Mid Performance Period progress report to the Federal Highway Administration on October 1. MPOs must report to state DOTs whether they will agree to plan/program projects contributing to adjusted state targets or commit to new quantifiable targets for the metropolitan planning area by March 30, 2021. Proposed reaffirmation or revision of targets will be provided for public comment in November and presented for Committee and Regional Transportation Council approval in December.

7. **Transit Oriented Development Survey Results:** Travis Liska provided an overview of results from the Dallas Area Rapid Transit (DART) Transit Oriented Development (TOD) Survey produced by the North Central Texas Council of Governments (NCTCOG) as part of a Federal Transit Administration Planning Pilot for TOD grant. The survey included those who live, work, and operate businesses within a one-mile radius of 28 DART red and blue line stations in the Cities of Dallas, Richardson, Garland, and Plano to help understand travel, perceptions, and preferences regarding transit and land use. Data was collected from August 2019-to February 2020, prior to COVID-19 restrictions. Random sampling was used and over 1,500 responses from residents, over 1,000 from businesses, and over 500 employee responses received. The survey covered many topics, with focus on travel and transit use, the relationship of land use and transportation choices, and potential challenges and opportunities related to TOD. Results indicate that TOD residents are more likely than most Dallas-Fort Worth residents to commute via transit. Residents also use transit for some non-work trips more than others. Regarding a core TOD topic, respondents who live closer to DART rail stations are more likely to commute by transit. Those who live within a quarter mile of a station are more than three times as likely to commute by transit than those who live farther away. However, those living near transit report being just as dependent on vehicles as most of the region. Additional survey topics included land-use decisions related to transportation patterns, factors in home choice, and transit business location influence. Responses reveal challenges regarding TOD. TOD residents still use cars more than transit and cite the need for frequent stops, long trips and too many transfers as barriers to transit use. In addition, businesses and employees see transit as less influential when considering business locations. Mr. Liska noted results of the survey will help staff understand what role demographics play in transportation choices for TOD residents and how TOD can be better implemented. He also noted a full report on the survey, including data tables and an executive summary are available online at www.nctcog.org/TOD under the Federal Transit Administration Pilot webpage. The information can be used as a resource to better understand challenges and opportunities for TOD in the region and provides additional insight on general topics of walking biking, and the relationship to land use. Committee Chair Brian Moen noted that McKinney and others in Collin County have been discussing trip characteristics related to new urban developments and how those behave differently if there is no transit aspect, as well as the challenges to implement these types of developments. He added he would be contacting staff regarding this topic.
8. **Changing Mobility: Data, Insights, and Delivering Innovative Projects During COVID Recovery:** Michael Morris provided a brief update on performance metrics to help understand the impacts of COVID-19 to the transportation system. Four performance metrics have been developed that will be tracked through the COVID-19 pandemic and recovery process: 1) travel behavior response to COVID-19; 2) financial implications to traditional revenue sources; 3) benefits of travel behavior responses to areas of RTC responsibility; and 4) prioritization of infrastructure improvements that offset unemployment increases. He discussed Metric 3 and the benefit of reduced letting costs due to expediting projects during this time. Staff will continue to follow metrics and provide updates to the Committee. Additional details were provided in Electronic Item 8.
9. **DFW Connector Pilot Program Results:** Amanda Wilson provided an overview of the results of the DFW Connector Pilot Program initiated to develop strategies to increase TollTag usage and apply successful techniques in the IH 35W corridor to reduce the Texas Department of Transportation's (TxDOT's) toll collection risk, consistent with previous Regional Transportation Council (RTC) approval. For TxDOT Concession comprehensive development agreement (CDA) projects such as the North Tarrant Express and LBJ, the developer is entitled to all toll transactions less the fees due to the North Texas Tollway

Authority (NTTA). TxDOT and NTTA have a tolling services agreement in which uncollected tolls are still required to go to the developer. The uncollected fees are considered the toll collection risk, with the risk being higher for pay-by-mail collection due to the higher cost to collect versus TollTags. For concession CDAs, NTTA has the collection risk and for non-concession lanes like the DFW Connector the risk is with TxDOT. For the IH 35W portion of the North Tarrant Express, TxDOT has the toll collection risk and requested that the uncollected tolls be paid by the RTC on the IH 35W project. The RTC did not approve the request but approved the DFW Connector Pilot Program in two phases. In Phase One, the surcharge was increased first to 75 percent and then to 90 percent to see if the increase would encourage TollTag usage. The effort increased the TollTag penetration rate to approximately 70 percent on the DFW Connector even though traffic was increasing which was not deemed acceptable to cover a collection risk. As a result, staff proceeded with Phase Two, the implementation of a market-driven approach to increase the TollTag penetration rate. The RTC approved \$300,000 in Regional Toll Revenue funds to implement five marketing efforts: 1) additional TollPerks for new TollTag customers, 2) prize giveaways, 3) preloaded TollTags to targeted areas, 4) TollTag sales at inspection stations in targeted areas, and 5) TollTag sales at car dealerships in targeted areas. The first marketing concept to award additional TollPerks for new TollTag customers was conducted in concert with the second marketing concept, prize giveaways. Advertising was conducted through social media and other digital platforms and was targeted to customers along the DFW Connector. Details were highlighted for each. While there was an increase in new TollTag accounts, staff did not find the marketing effort successful and did not recommend as a strategy in the future. Ongoing education on the benefits of TollTags to Zip Cash (pay-by-mail) customers is needed. The largest marketing concept was to offer a \$20 credit to high-use Zip Cash customers using the DFW Connector in average to low income zip codes. A direct mail piece and Zip Cash bill insert was used for advertisement to the target group and 27 accounts were opened using the provided promo code. An additional 475 TollTag accounts were created by individuals who received the direct mail piece/insert but did not redeem the code. As a result, not all allocated funding was used and the remaining will be returned to the Regional Toll Revenue pool. For those who redeemed the promo code, only 26 percent of those TollTag accounts remained active after a year. However, 98 percent of those accounts created by users who received the information but did not use the promo code remain active. Staff did not feel this was a successful promotion and did not recommend in the future. Ongoing messaging is more successful. The fourth marketing concept was the sale of TollTags at inspection stations. Since the North Central Texas Council of Governments had several contacts at inspection stations due to the AirCheckTexas Program, the effort was to recruit inspection stations near the DFW Connector corridor. The final concept was similar, with the sale of TollTags at car dealerships. Since the initial development of the marketing efforts, NTTA began regional toll partner programs at several car dealerships within the region to sell TollTags. Ms. Wilson provided a summary of the overall impact to the toll collection risk on IH 35W. Although there has been an increase in the TollTag penetration rate, which has increased from 70 percent to 85 percent as of 2019, staff does not believe the increased rate can be attributed to the pay-by-mail surcharge or marketing efforts and therefore does not recommend the efforts for other corridors. Staff recommended increased and regular outreach and education on the benefits of TollTags in high pay-by-mail zip codes. Details were provided in Electronic Item 9.

10. **FY2021 Project Tracking Initiative:** Brian Dell presented the Fiscal Year (FY) 2021 Project Tracking Initiative being initiated to reduce the region's carryover funding balances and ensure timely implementation of projects. Over the years, many projects in the region have experienced significant implementation delays, which led to the implementation of the Metropolitan Planning Organization (MPO) Milestone Policy that identifies project that have

not advanced to construction after ten or more years of being funded. Because of the region's large carryover balance of Congestion Mitigation and Air Quality Improvement Program (CMAQ), Surface Transportation Block Grant Program (STBG), and Transportation Alternatives (TA) Set-Aside funds, the funds are receiving scrutiny from both State and federal governments. North Central Texas Council of Governments (NCTCOG) staff currently follows up with implementing agencies on project schedules periodically and at least every other year when developing a new Transportation Improvement Program (TIP). Moving forward, staff will be conducting a more robust tracking effort to highlight and prevent some of the delays, to the extent possible. At the beginning of each fiscal year, staff will provide the Committee and the Regional Transportation Council (RTC) with a list of project phases scheduled to advance during the coming year based on the project schedules submitted by agencies. Agencies will also be asked to report project status on a more frequent basis. The status of projects scheduled for the year will be presented to the Committee and RTC on a quarterly or bi-annual basis to show how projects are progressing throughout the fiscal year. This will provide opportunities for agencies to address issues earlier and help ensure that projects are not added to the future MPO Milestone Policy list. A summary of FY2021 CMAQ, STBG, and TA Set-Aside funds allocated in the Unified Transportation Program for the region, as well as FY2020 carryover funds, were highlighted. The summary includes FY2021 project phases, project phases obligated to date, and project phases past their original estimated start date. Future updates to the Committee and RTC will also include a summary of obligated funding and phases. Mr. Dell noted that obligations are based on the federal fiscal year that runs from October to September. Also, staff's reference to FY2021 is the TIP fiscal year which is significant because of double listing in the TIP, which refers to projects obligated in FY2020 but also double listed in FY2021 in case project delays are experienced. FY2020 obligations for such projects will ultimately count against FY2020. Mr. Dell noted that to address the issue of projects being delayed, staff will continue to implement the MPO Milestone Policy, with a Round 2 update to the Committee in the next few months. Staff will also work with project sponsors and TxDOT to resolve issues that may be causing delays in project implementation and will hold a workshop in December to provide training on project implementation and drafting project schedules. Staff is also looking at other ways to address project implementation delays, including in future project selection initiatives. Members were asked to provide input regarding the proposed effort. Michael Morris added that projects delays will be reviewed by entity to help identify what types of issues may be hindering projects. He also discussed scrutiny expected during the upcoming legislative session regarding carryover balances and the importance of maintaining the support of TxDOT districts. He noted member input on constructive ideas to help expedite projects is important so delays can be addressed effectively. Staff also noted the SBTG carryover balance for FY2020 is higher the amount of STBG funds allocated for FY2021, which represents the problem and leads TxDOT Austin or the FHWA to question why the MPO has the authority to select projects but cannot get the projects implemented. As of July 31, 2020, only \$45 million of STBG funds for FY2020 have obligated out of the \$115-130 million available. A list of projects that are scheduled to begin in FY2021 was provided in Electronic Item 10.1, and additional details on the initiative were provided in Electronic Item 10.2.

11. **AV 2.2/AV 2.3 Projects Update:** Thomas Bamonte briefed the Committee on the status of Automated Vehicle (AV) 2.2 and 2.3 projects, including the availability of funding, the process for advancing proposed projects, and application review criteria. In October 2018, the Regional Transportation Council (RTC) adopted the AV 2.0 Program that included three projects: AV 2.1 - regional planning exercise for future mobility technology (\$1.5 M), AV 2.2 - AV deployment support for local partners (\$10 M), and AV 2.3 - strategic investments in AV services (\$20 M). An important part of the AV 2.0 efforts is the adoption of the RTC policy that all communities should have the resources necessary to plan for AV deployments

and to build effective partnerships with AV developers when they deploy AVs in a community and that the region will make strategic investments in AV services to explore use cases and AV deployments in communities overlooked by AV developers. The AV 2.1 regional planning process is expected to be completed by early to mid-2021. Current AV 2.2 and 2.3 efforts include review of use cases and private-sector partners to roll out meaningful automated vehicles services to communities throughout the region. Project proposals should request a minimum of \$500,000 and specify an AV 2.2 and/or AV 2.3 funding request. Proposing agencies will be the grant recipients and agencies should detail the benefits/costs of use cases, list private sector and agency contributions, include the project evaluation process, and commit to share lessons learned with the region. Proposals will be evaluated on the following criteria: substantial AV deployment, advancement of regional goals, contributions from public/private sectors, and community involvement/support for deployment. North Central Texas Council of Governments staff will evaluate proposals and those meeting the proposed criteria will be included in Transportation Improvement Program modifications and updates will be provided to the Committee. Awardees will be asked to report projects lessons learned to the Committee as well. Details were provided in Electronic Item 11. Mr. Bamonte highlighted current AV activities in the region. Four automated vehicle trucking companies have located in Dallas-Fort Worth, there have been sidewalk delivery robot deployments, the City of Arlington is rolling out an automated vehicle program in March 2021. There are continuing developments on the land and in the air, as well as new vehicle technologies. In addition, he discussed connected vehicle projects and programs and crowdsourced data for incident detection. Efforts also continue towards building crowdsourced vehicle data infrastructure to help understand the condition of the region's transportation assets, make the transportation system safer, and deliver a better travel experience for the user. Mr. Bamonte noted that staff was available to provide technical assistance for AV 2.2 and AV 2.3 projects and encouraged members to contact staff.

12. **Unmanned Aircraft Systems Draft Resolution:** Ernest Huffman provided an overview of efforts to develop a resolution to support a coordinated approach to Unmanned Aircraft Systems (UAS) planning activities and implementation opportunities. With the advent of air taxi or urban air mobility as a viable transportation method, planning for UAS integration is of growing importance. The Federal Aviation Administration (FAA), National Aeronautics and Space Administration (NASA), United States Air Force, and other interested stakeholders have agreed that one of the most difficult barriers to overcome UAS integration in a metropolitan area is community acceptance. An overview of the current variety of drone usage in the region was provided and it was noted that automated systems are expected to exponentially increase drones in the Dallas-Fort Worth region's airspace. As a result, a resolution is being considered to prepare the region for UAS integration and the associated challenges. Decision makers and the public need credible, transparent, and unbiased information so they can be empowered to make good decisions. Investment in UAS education is key in the prevention of negative perceptions about UAS technology. Mr. Huffman highlighted important considerations for the metropolitan area. These include policies to facilitate safe and efficient UAS operation throughout the region, operational safety within the regional aerospace, public engagement and equity within the region, land use regulations versus municipal priorities, mitigation of adverse impacts associated with varying vehicle types, economic impact, urban transportation system integration with existing urban transportation ecosystems, and privacy of data/network security. Also highlighted were deal points proposed for the draft resolution. Staff proposed to utilize the current transportation planning process for the integration of UAS, support safe and responsible UAS activity, encourage agencies to support their public safety services use of UAS systems, adopt pilot programs to demonstrate properly operated technologies, provide UAS-oriented educational opportunities to prepare workforce development, and participate in the North Texas UAS Safety and Integration Task Force Community Integration Working

Group. The working group will discuss community best practices and categorize community concerns. The group will also inventory available applications, funding mechanism and training, as well as identify how drone operations can supplement existing transportation methods and be used in natural disasters and other emergencies. North Central Texas Council of Governments staff is seeking feedback from Committee members, Regional Transportation Council members, and UAS Task Force members regarding a proposed resolution for the integration of UAS technologies in the region and will be providing future updates. Committee Chair Brian Moen discussed feedback from the Surface Transportation Technical Committees and other subcommittees currently researching related topics. Mr. Huffman provided an overview of the North Texas Safety and Integration Task Force. He encouraged those interested to attend the next Task Force meeting and encouraged participation in the upcoming community forum. Clarence Daugherty asked what staff intended the resolution to target. Mr. Huffman noted that feedback from members and stakeholders will help guide the process and end result, which staff envisions as a resolution to be adopted by cities and counties in the region. Michael Morris noted that staff may need to work with the Committee Chair to integrate the technology elements, especially those that overlap.

13. **Fast Facts:** Staff presentations were not given. Information was provided to members electronically for the following items.
 1. Contingency Action for High-Speed Rail Approved by STTC at the September 25, 2020, Meeting Not Needed and No Action Taken by the RTC
 2. Air Quality Funding Opportunities for Vehicles
(<https://www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle>)
 3. Dallas-Fort Worth Clean Cities Upcoming Events
(<https://www.dfwcleancities.org/dfw-clean-cities-meetings>)
 4. Status of Texas Volkswagen Environmental Mitigation Program Funding Programs (Electronic Item 13.1)
 5. Status Report on Ozone (Electronic Item 13.2)
 6. Fall 2020 TIM Executive Level Course Virtual Training Announcement (Electronic Item 13.3)
 7. Deadline to Submit Requests for Transportation Improvement Program Modifications through the February 2021 Cycle – October 23, 2020
(<https://rtrinternal.nctcog.org/login>)
 8. East/West Equity Update (Electronic Item 13.4)
 9. September Online Input Opportunity Minutes (Electronic Item 13.5)
 10. November Online Input Opportunity Notice (Electronic Item 13.6)
 11. Public Comments Report (Electronic Item 13.7)
 12. Written Progress Reports:
 - Local Motion (Electronic Item 13.8)
 - Partner Progress Reports (Electronic Item 13.9)
14. **Other Business (Old and New):** There was no discussion on this item.
15. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on December 4, 2020.

The meeting adjourned at 3:35 pm.