

## MINUTES

### **SURFACE TRANSPORTATION TECHNICAL COMMITTEE March 26, 2021**

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, March 26, 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 February 26, 2021, Minutes:** The minutes of the February 26, 2021, meeting were approved as submitted in Electronic Item 1. Daniel Vedral (M); Stanford Lynch (S). The motion passed unanimously.
2. **Consent Agenda:** There were no items included on the Consent Agenda.
3. **COVID-19 #00X Infrastructure Program (Round 4):** Brian Dell presented recommendations for the fourth round of the COVID-19 #00X Infrastructure Program. Due to the ongoing COVID-19 pandemic, there is interest to stimulate the economy through infrastructure investments. Proposed projects meet one or more of the policies outlined in Mobility 2045 and/or assist in reaching the region's federal performance measure targets. Project types include roadway, complete streets, bicycle/pedestrian, intersection improvements, and strategic partnerships. A summary of the eligibility and selection criteria was presented, and details were provided in the electronic handout version of Electronic Item 3.2. Also discussed was recent stimulus funding totaling \$9.8 billion that was set aside for transportation infrastructure as part of the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA). Of that amount, \$803 million was allocated to the Texas Department of Transportation (TxDOT) and \$164 million was allocated to Metropolitan Planning Organizations in Texas. Approximately \$54 million was allocated to the Dallas-Fort Worth region. Mr. Dell noted these funds would be added to the region's existing balance of Surface Transportation Block Grant (STBG) funds in Fiscal Year (FY) 2022 and FY2023 through the upcoming Unified Transportation Program. In addition, he noted staff proposed to incorporate these funds into existing project selection efforts through future rounds of COVID-19 #00X Infrastructure and the Regional 10-Year Plan. A summary of proposed funding recommended through COVID-19 #00X Infrastructure Round Four was highlighted by project type and funding category with overall total funding approximately \$175.65 million over the next several years. The list of proposed projects was provided in Electronic Item 3.1, with updates identified in the electronic handout version emailed to members. Also highlighted was the current west/east funding distribution, approximately 24.5 percent in the west and 75.5 percent in the east. It was noted approved projects would be included through the Transportation Improvement Program modification August submittal deadline cycle and Federal Highway Administration approval was anticipated in October 2021. Michael Morris noted it was important to highlight that west/east funding percentages changed from the original proposed list of projects to the revised listings and that the balances will be adjusted as additional projects are advanced. Committee Chair Brian Moen asked if the \$54 million coming to the region was included through this effort. Mr. Morris clarified that the \$54 million would not be available until FY2022. Shawn Poe asked how staff separated the context sensitive design/complete streets projects from the roadway projects in their evaluation since some projects could be evaluated in more than one category. Staff noted that for projects with overlap between two categories, staff evaluated in both categories to determine under which category the project scored higher. Chair Moen asked if another round of the COVID-19 Infrastructure Program was anticipated. Mr. Morris

noted that staff were currently focused on the Unified Transportation Program but would bring back another round of the program in approximately six months. A motion was made to recommend Regional Transportation Council approval of the proposed projects outlined in the revised tables provided to members via email in Electronic Item 3.1 and to also recommend approval for staff to administratively amend the Transportation Improvement Program/Statewide Transportation Improvement Program and other administrative/planning documents as needed. John Polster (M); Shawn Poe (S). The motion passed unanimously.

4. **2021 Federal Transit Administration Low or No Emissions Grant Program:** Lori Clark presented details of a proposed regional submittal to the Federal Transit Administration (FTA) Low or No Emissions Grant Program. The program is expected to award \$180 million nationwide in funding for advanced technology transit projects that reduce energy consumption, harmful emissions, and direct carbon emissions. Eligible projects include acquisition of low- or no-emission buses, related equipment and facilities, and workforce development. The North Central Texas Council of Governments is an eligible applicant and staff proposed submittal of a project, on behalf of the region, to electrify the Trinity Railway Express (TRE) Link that connects the CentrePort Station to the Dallas Fort Worth International Airport. The project would include the purchase of battery electric buses, charging stations, and administrative costs. Ms. Clark noted that since the mail out, updated project cost estimates have been received, with anticipated award of approximately \$7.5 million in federal funds. Staff proposed the required match be covered with up to 1.5 million in regional Transportation Development Credits. The schedule for this effort was reviewed, including the application deadline of April 12, 2021. Details were provided in Electronic Item 4. A motion was made to recommend Regional Transportation Council approval of a proposed project application for the Fiscal Year 2021 Federal Transit Administration Low or No Emission Grant Program requesting up to \$7.5 million in Federal Transit Administration funds, including the use of up to 1.5 million regional Transportation Development Credits as match. Action also included a recommendation for RTC approval for staff to administratively amend the transportation Improvement Program/Statewide Transportation Improvement Program and other planning/administrative documents to include the proposed project, if awarded. Greg Royster (M); Jim O'Connor (S). The motion passed unanimously.
5. **Proposed Regional Single-Occupancy Vehicle Trip Reduction Target Development Resolution:** Caryn Sanders provided an overview of the proposed Regional Transportation Council (RTC) resolution that would establish a regional single-occupancy vehicle commute trip reduction target for the region. The North Central Texas Council of Governments' Travel Demand Management (TDM) goal is to reduce single-occupancy vehicle (SOV) travel on roadways by offering alternatives to driving alone. Traditional TDM strategies include telecommuting, transit, ridesharing, vanpools, and flexible work schedules. In October 2020, staff introduced the development of an RTC resolution in an effort to retain some of the positive benefits of reducing trips realized during COVID-19 restrictions and proposed a realistically achievable target that results in high benefits and reduced negative impacts. The Regional Single Occupancy Vehicle Trip Reduction resolution would seek to reduce all SOV trips with a specific target goal percentage to be maintained each year. Further information on the proposed resolution was provided in Electronic Item 5.1 and Electronic Item 5.2 contained the draft resolution. Ms. Sanders highlighted various sections of the resolution. The resolution outlines support for the establishment of a regional trip reduction target of 20 percent to reduce the number of SOV commute trips during the peak period, encourages public and private sector employers to reduce employees' SOV trips by implementing employer-specific trip reduction programs, encourages both public and private sector employers to monitor and track agency participation through an online commute tracking platform, and encourages use of [www.TryParkingIt.com](http://www.TryParkingIt.com) (or a comparable tracking platform)

to aid in tracking and monitoring activities. In addition, the RTC will evaluate public agencies' participation and implementation of the program through a new policy established as part of the Metropolitan Transportation Plan Policy Bundle with non-participation possibly impacting the level of Transportation Development credits received through the Policy Bundle Survey process. For private sector agencies, the RTC will monitor the agency's participation and implementation of the program through [www.TryParkingIt.com](http://www.TryParkingIt.com) or a comparable tracking platform, with participation possibly resulting in awarding regional funding for TDM-related efforts such as transit passes. Also outlined in the resolution, staff will provide the RTC with annual updates on the status of the trip reduction target to reduce SOV commute trips and include [www.TryParkingIt.com](http://www.TryParkingIt.com) usage rates, number of users, trips reduced, and emissions reduced. The schedule for this effort was highlighted. RTC action is expected to be requested on May 13, 2021. John Polster asked if the resolution would be mandatory for private-sector companies, and if not, did staff expect that it would eventually become mandatory. Michael Morris noted the policy would not be mandatory, but that there would be some incentives used such as including the policy in the Metropolitan Transportation Plan Policy Bundle program or by potentially providing transit passes. Committee Chair Brian Moen discussed the use of [www.TryParkingIt.com](http://www.TryParkingIt.com) and asked if the software was geared toward individuals or if there was an option for employers that have a telecommuting policy to demonstrate that in the tracking software. Mr. Morris noted the software was currently set up for individuals but upgrading the software to allow a representative from an agency submit monthly reports on behalf of their employees may be an option to consider. Mr. Polster asked if staff was looking to have public agencies provide to NCTCOG a policy showing it encourages/allows employees to telecommute, or would the agency need to provide documentation of those employees who actually follow the policy. He also discussed trip reduction strategies in the San Francisco area. Mr. Morris noted that he believed it would take into consideration that a public agency has a policy and not get into the details of what individual employees were actually telecommuting, but that staff would discuss. A motion was made to recommend Regional Transportation Council approval of the Resolution to Develop a Regional Single Occupancy Vehicle Trip Reduction Target to Reduce Drive Alone Vehicles Trips in North Central Texas, provided in Electronic Item 5.1. John Polster (M); Walter Shumac III (S). The motion passed unanimously.

6. **Fiscal Year 2021 Project Tracking Update:** Brian Dell provided an update on the Fiscal Year (FY) 2021 Project Tracking Initiative that was implemented to help reduce the region's carryover funding balances. As noted previously, there have been significant implementation delays on projects throughout the region and there is a need to draw down the region's carryover balances. In October 2020, staff provided the Committee a list of projects by phase that were scheduled to advance or obligate funds during the coming year. Agencies would be required to report project status on a more frequent basis and quarterly Surface Transportation Technical Committee (STTC)/Regional Transportation Council (RTC) presentations will provide opportunities to address issues that might be hindering progress on projects and ensure funds are being obligated in a more timely manner. A summary of FY2021 Congestion Mitigation and Air Quality Improvement Program (CMAQ), Surface Transportation Block Grant Program (STBG), and Transportation Alternatives (TA) Set-Aside funds allocated in the Unified Transportation Program for the region, as well as FY2020 carryover funds, were highlighted including a comparison of October 2020 and March 2021 information. The summary included FY2021 project phases, project phases obligated to date, and project phases past their original estimated start date. A list of the projects that were scheduled to begin in FY2021 and their current status was provided in Electronic Item 6.1. Mr. Dell noted that although FY2021 is halfway over, only 21 percent of CMAQ, 7 percent of STBG, and small portion of TA-Set Aside funds have been obligated. Since projects have not progressed as quickly as needed and STBG funds have the largest balance, staff will be proposing a STBG/Category 2 funding partnership as part of the

region's 10-Year Plan this spring. In addition, it was noted that approximately \$7 million of TA Set Aside funds are at risk of lapsing this year if the projects on the list do not obligate by the end of the fiscal year. Staff will continue to monitor project progress and work with project sponsors and the Texas Department of Transportation (TxDOT) to resolve issues that may be causing delays in project implementation. Additional details on the initiative were provided in Electronic Item 6.2. Committee members and staff discussed the causes of delay, which primarily seems to be underestimation of how long project phases take before a project is delivered particularly when considering federal portions of the process. Chad Edwards discussed past training and noted it may be helpful for some members to reeducate themselves. Mr. Dell noted in December 2020 NCTCOG, in partnership with TxDOT, provided Transportation Improvement Program training and that members would be provided a link to the training which also included discussion on local government project procedures. He noted staff was also working to compile a series of documents and materials for the website elaborating on the workshop that will be helpful to members. There was also discussion on whether training should be part of a prequalification process to received funds, if risk evaluations would be helpful, and whether addition funding allocations may be depended on an entity's timeliness on current project delivery. Mr. Polster asked if funded projects are ready earlier than scheduled, would those projects be eligible for earlier implementation compared to entities with projects that are behind. Mr. Morris noted that if a funded project is ready to go to construction, regardless of the year for which it is funded, the project will likely be expedited since more other projects are often delayed. He added this would be the case regardless of whether another entity is behind on its schedule. Staff noted there had been internal discussions on different approaches to encourage an entity to move projects forward, and that it seemed the Committee was willing for staff to be more assertive in its efforts to prevent the delay of projects. Staff will consider options to help projects move forward in a more timely manner if current efforts do not result in improvements.

- 7. Metropolitan Transportation Plan Schedule:** Amy Johnson presented efforts to update Mobility 2045, which was adopted by the Regional Transportation Council (RTC) in June 2018. Federal guidelines require the Dallas-Fort Worth region to update the region's long-range transportation plan a minimum of every four years. In addition, Transportation Conformity expires in November 2022. As a result, efforts to update Mobility 2045 have begun. The updated plan will include a base year of 2023, a horizon year of 2045, and use revised 2045 demographics and revenue forecasts. One of the major focus areas to be included in the updated plan will be performance measurement. Efforts will focus on lining up the vision, goals, and objectives of the plan to help go beyond the federal performance requirements and create the foundation to inform project selection, prioritization, and Mobility 2045 adoption. Ms. Johnson reviewed progress to date, as well as current staff efforts. A webpage has been created to allow for public involvement and is available at [www.nctcog.org/planinprogress](http://www.nctcog.org/planinprogress). In addition, staff has developed the Map Your Experience tool that will help take qualitative comments and put them into a data package for staff and is available as a full suite of input tools and process that will help with plan development. Current efforts include performance measures development, policy and program review, Policy Bundle review, agency and partner coordination, and development of the financial plan. Mobility Plan themes address mobility, quality of life, system sustainability, and implementation and include nine goals. The schedule for the Mobility Plan updated was highlighted with draft recommendations expected in early 2022. Details were provided in Electronic Item 7. John Polster discussed ongoing planning efforts in the northeast quadrant of Denton County and anticipated growth, as well as the need to specifically address the Outer Loop between Denton and Collin County. He asked if entities would have an opportunity to discuss demographics before final decisions are made. Dan Kessler noted staff have conducted a validation process through the forecasting model and are working

closely with the Research and Information System Department on new 2045 demographics which are expected to be available for local partner view between April and June 2021. He added that the demographic forecast methodology has been updated, so if there are areas that need further refinement based on local review, options will be discussed.

8. **Director of Transportation Report on Selected Items:** Michael Morris highlighted slides from Changing Mobility: Data, Insights and Delivering Innovative Projects during COVID Recovery provided in Electronic Item 8.1. Additional details were also available at [www.nctcog.org/pm/covid-19](http://www.nctcog.org/pm/covid-19). He highlighted travel behavior by mode, and specifically noted that roadway patterns continue to differ from pre COVID-19 patterns. In addition, he highlighted financial implications of COVID-19 to transit sales tax, sales tax, motor fuels tax, and motor vehicle sales and rental tax. Also highlighted were funding impacts to toll roads in the region, as well as TEXpress lanes which continue to show improvement. Mr. Morris also discussed data from [www.TryParkingIt.com](http://www.TryParkingIt.com), lowered construction costs, and efforts to move projects forward in order to benefit from lower costs. He also discussed Legislative progress on the return of the \$2 billion. He noted two meetings have been held with James Bass regarding election by the Commission not to fund approximately \$2 billion into categories of projects in the region, most likely in Category 2 and 4. He noted that progress has been made on both the House and Senate sides to correct for the action by the Commission. Mr. Morris also discussed State requirements for Regional Transportation Council (RTC) meetings. Previous to COVID-19, the RTC met in person at the North Central Texas Council of Governments (NCTCOG) with both the Chair and members physically present at the meeting. As a result of the disaster declaration, State law has permitted both the RTC Chair and members to meet remotely and continue to conduct business. If the Governor of Texas were to no longer renew the disaster declaration, the RTC would still have flexibility by State law to have the RTC Chair in attendance physically at the NCTCOG office with RTC members continuing to meet remotely which is referred to as Phase 2. The desire is to eventually reach Phase 3 with both the RTC Chair and members meeting again physically at NCTCOG, but he noted there is no direction as to when that may occur due to the large membership of the RTC and the need to socially distance. John Polster noted that in conversations with members of the public, when explained how the gas tax works and how much an individual is contributing on average, many understand the need for additional tools. He asked if staff could put together some information about the mileage an average person in Texas drives, how much gas tax that person would pay, and how much of a bridge that could build. Mr. Morris noted that staff have prepared something similar in the past and can include in future presentations.
9. **Legislative Update:** Nicholas Allen provided an update on federal legislative actions. On March 11, 2021, President Biden signed the American Rescue Plan, the \$1.9 trillion COVID-19 relief bill. The bill provides \$30.5 billion in funding for public transit agencies, as well as \$25 billion to the aviation industry. In addition, the House Appropriations Committee announced it would bring back earmarks and similar discussion is occurring in the Senate. The House Appropriations Committee is accepting project requests from members of Congress for Fiscal Year (FY) 2022. Each member will be limited to ten project requests, projects must have community support, and other measures will ensure transparency and accountability. Funding to for-profit entities will be banned. Likewise, the House Transportation Infrastructure Committee will accept earmark requests for highway and transit projects in the next reauthorization bill. Mr. Allen also provided an update on State legislative actions. Bill filing ended March 12 and the Texas Legislature will adjourn on May 31, 2021. The Senate Finance and House Appropriations Committee recently met on various articles of the budget, including the Texas Commission on Environmental Quality and Texas Department of Transportation funding. Bill topics related to the Regional Transportation Council (RTC) Legislative Program were highlighted. Related to

transportation funding, bills have been filed that would increase or index gas and diesel taxes, create additional fees at the time of registration for electric vehicles, propose changes to usage of the State Highway Fund, and authorize obligation from the Texas Mobility Fund. Bills filed related to tolling and comprehensive development agreements (CDAs) include those that would require tolls would no longer be collected once a project has been paid, toll collection enforcement, and requirements of non-tolled lanes adjacent to tolled projects. In addition, a few bills have been introduced that would create CDA for projects, most notably IH 35 in Austin. Air quality-related bill topics include a bill filed that would allow counties that had participated in LIRAP to use those funds on other air quality improvements, the Texas Emissions Reduction Plan and electric vehicle infrastructure. A number of bills have also been introduced regarding roadway safety. Some bills would allow local communities more autonomy to reduce speed limits and others would help make roadways safer for cyclists and pedestrians. In addition, several high-speed rail bills have been filed related to eminent domain and recreating a committee to advise the legislature on issues related to high-speed rail. These bills are similar to what we saw last session, none have been heard in committee at this time. Legislative updates will continue to be provided to members during the legislative session.

10. **Regional Transit Performance Measures: Public Transportation Agency Safety Plan and Transit Asset Management:** Shawn Dintino provided an update on proposed Public Transportation Agency Safety Plan (PTASP) performance measures. He highlighted recent presentations by the North Central Texas Council of Governments (NCTCOG) regarding the various federal performance measures and their statuses. PTASP regional safety performance measures are new, and targets will be set on a four-year schedule. Recent Federal Transit Administration (FTA) regulations require operators of public transit who receive section 5307 Urbanized Area funds to adopt and implement safety plans, which include safety targets. All the providers in the region adopted their individual plans/targets by December 2020, which began a 180-day clock for the Metropolitan Planning Organization to adopt transit safety targets at a regional level. NCTCOG staff recommended the targets be consistent with those adopted by transit providers, with seven targets relating to the four measures: fatalities, injuries, safety events (collision, derailment, fire, etc.) and system reliability (mean distance between major mechanical failures). Proposed targets include the total number of fatalities and the rate of fatalities per 100,000 vehicle revenue miles (VRM), the total number of injuries and the rate per 100,000 VRM, the total number of reportable safety events and the rate per 100,000 VRM, and the mean distance between major mechanical failures. All targets strive for a reduction, except the average distance between breakdowns for which an increasing number indicates improvement. Mr. Dintino described the process staff used to develop regional targets and a baseline for Fiscal Year 2023 targets. The baseline average for the seven targets were highlighted, as well as the initial proposed regional targets. Most targets recommend a 5 percent improvement over the baseline to be achieved by FY2023. For fatalities, the recommended target was proposed in line with the established regional safety position that even one death on the transportation system is unacceptable. Existing efforts to improve transit safety have been put in place by providers and NCTCOG and include a recent cooperative camera procurement that put cameras on buses for small providers throughout the region, grade crossing improvements, employee safety training, vehicle inspections, between-car barriers, and solar-powered bus stop lighting. Potential future efforts include enhanced vehicle lighting, infrastructure monitoring, and sidewalk improvements. Details were provided in Electronic Item 10.

Ezra Pratt provided an update on regional Transit Asset Management (TAM) targets and performance. TAM is a business model that prioritizes funding based on the condition of transit assets to achieve or maintain transit networks in a state of good repair. TAM supports a series of practices including, but not limited to, regular maintenance, inspections, tracking

asset condition over time, planning for maintenance and replacement cost, and replacing each asset at the appropriated time. NCTCOG coordinated with public transportation providers in the region to ensure all agencies either developed their own TAM plan or participated in a group-sponsored plan offered by NCTCOG or the Texas Department of Transportation. Regional targets for the four TAM performance measures, adopted by the RTC in 2018, were highlighted. All targets were approved at 0 percent of the various metrics: rolling stock, percent of transit vehicles that meet or exceed the industry standard defined as the FTA's default useful life benchmark; infrastructure, percent of rail track segments are under performance restrictions; equipment (any non-revenue vehicle owned and operated by providers) percent that meet or exceed the industry standard also defined by the FTA useful life benchmark; and facilities (buildings, stations, park and rides, etc.) percent of transit facilities rated below adequate on the industry standard Transit Economic Requirements Model (TERM) scale. Regional performance, as reported in the National Transit Database for each of the four measures was highlighted and details were provided in Electronic Item 10. Rolling stock performance has been consistent or improved for several of the asset types. However, there has been a decline in performance for the small bus asset type. Mr. Pratt noted that a Request for Proposals is currently underway for vendors as part of the cooperative vehicle procurement program with subrecipients. Staff expects small bus performance to greatly improve over the next couple of years as vehicles that exceed the useful life are replaced. For infrastructure, regional performance has improved significantly, particularly for commuter rail and hybrid rail modes. Equipment, non-revenue vehicles, have seen a large decline in performance between FY2018 and FY2019 for all three asset types. This target will be revisited, and staff will be coordinating with providers in the region to discuss the performance. Finally, overall transit facilities meet or nearly meet the regional target as measured by the TERM assessment tool. It was noted that 65.5 percent of total facilities have undergone a conditions assessment since FY2018. Every year, approximately 25 percent are assessed so over time there will be a broader picture of the facilities in the region. The timeline for this effort was highlighted, with Committee action on the proposed PTASP targets expected at the April 23, 2021, meeting. Phil Dupler asked if NCTCOG's and the transit agencies targets/TAM plans must be the same. He also asked if there were consequences for not meeting the regional targets. Mr. Pratt noted that the NCTCOG and transit agency targets are not required to be the same; however, consistent targets within the region would be preferred and this topic is something that will be revisited in the coming months. In addition, he noted there are currently no consequences when regional targets are not met but added that the targets lay the groundwork for performance-based planning and identify areas of priority for investment and improvement.

11. **Regional Vanpool Program Modifications to Improve Overall Efficiency:** Dora Kelly presented information on the North Central Texas Regional Vanpool Program operated by Dallas Area Rapid Transit (DART), Trinity Metro, and the Denton County Transportation Authority (DCTA). The group recently began assessing the Regional Vanpool Program to identify ways to modernize and improve the program's overall efficiency. Each of the agencies operates their program differently, which can be confusing to users. North Central Texas Council of Governments (NCTCOG) staff has proposed to revise efforts into one regional program to ensure consistency throughout the region. Ms. Kelly reviewed the vanpool service areas covered by each transit agency, as well as the vanpool vehicle all agencies have in common and their cost. She noted costs per van by agency can vary among the programs due to differences in contracts with vendors. Although there are several concerns such as unclear boundaries and varying costs to riders that make it difficult for riders to decipher among the programs, of greatest concern is the competition of the current structure. Ms. Kelly also reviewed service area boundaries, noting that modification of the vanpool boundaries was being proposed to address funding apportionments, contested trips, inconsistent messaging to riders, and by request from DART to formally

define. A map of the proposed origination-based boundaries was provided in Electronic Item 11. Also highlighted were funding and subsidies. Funding through FY2020 has an approved subsidy of 35 percent. When each agency begins using FY2021 funding, the new approved subsidy will be 30 percent. The subsidy percentage is based on the funding year being used by each agency, not by fiscal year. With variation on vendor costs to transit authorities, rider groups experience a wide range of prices. Temporary flexibility was proposed to the subsidy to assist riders while NCTCOG pursues a cooperative regional vanpool procurement with the transit providers. No additional funding would be needed as funding was previously approved by RTC to accommodate the temporary fluctuation in the subsidy. Funding by fiscal year was highlighted and it was noted there is no funding programmed for 2019 and 2020 funds were returned since there were 2018 funds still available to be utilized. Phase 1 of the proposed temporary subsidy structure would be for June 2021 through May 2022. The additional subsidy is proposed to bring the cost to riders down to be consistent across the region until the regional procurement is in place. In Phase 2, proposed from June 2022 to January 2025, Ms. Kelly noted the proposed subsidy and that an increase in vanpools over time has been included in the calculation increasing the subsidy in Phase 2 by 20 percent. The timeline for the regional procurement was highlighted, as well as the upcoming schedule which includes Committee action on April 23 and Regional Transportation Council action on May 13, 2021. Details were provided in Electronic Item 11. Robert Woodbury asked if staff has looked into transit services outside of the three large transit providers. Ms. Kelly noted that no work has been done beyond the areas of the three transit agencies. Michael Morris encouraged members who may have individuals in need a vanpool services outside of the three transit agencies to contact staff.

12. **Air Quality Program Report:** Nicholas Van Haasen presented information on the results of the region's 2020 ozone season and information regarding the 2021 ozone season. The close of the 2020 ozone season marked the end of a three-year monitoring period for both the 2008 and 2015 National Ambient Air Quality Standards (NAAQS). Based on data from the three-year period, the region failed to meet the design values, which are the designated regulatory tests for regional attainment, of equal to or less than 75 parts per billion (ppb) for the 2008 NAAQS and equal to or less than 70 ppb for the 2015 NAAQS. He noted that the region has unofficially failed to meet attainment and is expected to be reclassified to a stricter classification for both standards. After reclassification, the region will have until no later than July 20, 2027, to meet the new attainment deadline for the 2008 NAAQS and August 3, 2024, for the 2015 NAAQS. Mr. Van Haasen highlighted the federal attainment requirements for the region and the values at the ozone monitors for 2019, 2020, and the current 2021 values. In addition, he also highlighted the 8-hour ozone NAAQS historical trends for the region. Details were provided in Electronic Item 12. For the 2021 ozone season, he noted the region's current design value was 68 ppb and that no exceedance days have been experienced to date. If maintained, the current design value would satisfy both the 2008 and 2015 NAAQS. North Central Texas Council of Governments staff will continue to investigate pertinent areas of interest that may impact higher ozone readings, contributors to exceedance days, and potential areas to help further improve air quality and reach attainment. Members with ideas for plans and projects that may have air quality benefits were encouraged to contact staff, and additional information was made available to members at [www.nctcog.org/trans/quality/air/ozone](http://www.nctcog.org/trans/quality/air/ozone).

Anthony Moffa provided an overview of the improper use of Texas temporary tags and the impacts to the region. A temporary tag is intended to be used as a temporary form of vehicle registration until permanent plates are issued for a vehicle, should be tied to the sale of a vehicle, and are only valid for 60 days. Access to creation, distribution, and use of temporary tags is not well regulated. Abuse has become widespread since implementation of the Two Steps on Sticker program, elimination of the Mobile Emissions Task Force, through abuse of

the Texas Department of Motor Vehicles (DMV) database, and easy access to online merchants of temporary tags. Abuse of temporary tags circumvents mandatory emissions inspections, allows users to avoid tolls, leads to state revenue loss, increases risk to officer safety, funds illegal activities, and conceals the identify when used in crimes. Data from the Travis County Constables office from January 2019 to March 2021 estimates that over 1.1 million fraudulent tags have been created resulting in nearly \$80 million in lost revenue. Some potential solutions to this problem include rule changes within the DMV, limiting the number of tags that can be created, contacting online merchants selling fraudulent temporary tags. In addition, bills have been introduced at the Texas Legislature that would allow the DMV flexibility to deny dealers access to the database and adds temporary tags to the penal code. Resuming the Mobile Emissions Task Force may also be a potential solution, which could be achieved through Local Initiative Projects appropriations that would distribute back funds paid by counties into the Clean Air Account or through a Regional Transportation Council backstop. Additional details were provided in Electronic Item 12.

13. **Fast Facts:** Staff presentations were not given. Information was provided to members electronically for the following items.
  1. Spring 2021 'Virtual' Traffic Incident Management Executive Level Course Announcement (Electronic Item 13.1)
  2. Road Safety Audit Virtual Workshop for Pedestrian Safety (Electronic Item 13.2) ([www.nctcog.org/rsaworkshop](http://www.nctcog.org/rsaworkshop))
  3. Air Quality Funding Opportunities for Vehicles (<https://www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle>)
  4. Dallas-Fort Worth Clean Cities Events (<https://www.dfwcleancities.org/dfw-clean-cities-meetings>)
  5. Status of Texas Volkswagen Environmental Mitigation Program Funding Programs (Electronic Item 13.3)
  6. February Online Input Opportunity Minutes (Electronic Item 13.4)
  7. April Online Input Opportunity Notice (Electronic Item 13.5)
  8. Public Comments Report (Electronic Item 13.6)
  9. Written Progress Reports:
    - Local Motion (Electronic Item 13.7)
    - Partner Progress Reports (Electronic Item 13.8)
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 April 23, 2021.

The meeting adjourned at 3:45 pm.